



WEDNESDAY, JANUARY 2, 2013
WORKSESSION
(COUNCIL CHAMBERS)

6:30 P.M. – Note Early Start Time

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

1. Proclamation for Martin Luther King Day

WORKSESSION DISCUSSION ITEMS

2. Auditor Presentation on the FY 2012 CAFR – Barbacane, Thornton & Company
3. Award of FY '13 Public School Education Grants – Carolyn Bernache, Chair, Education Advisory Committee
4. Briefing on US 1 Corridor Engineering Work – John Jenkins, SHA Route 1 Project Manager
5. Review of survey results and new grant application for continuation of the WorkLive College Park program - Regina Stone-Mitchell, Executive Director, College Park Housing Authority and Helen Long, Housing Commissioner
6. Cafritz Preliminary Plan of Subdivision – Terry Schum, Director of Planning
7. Award of FY '13 Fire Department Capital Equipment Grants (Proposed for Consent Agenda next week) – Steve Groh, Director of Finance
8. Discussion Of A New Permit Parking Zone On Lackawanna Street Near Greenbelt Metro – Councilmember Kabir
9. Review of Planning Board Action on the Greenbelt Metro Area and MD 193 Corridor Sector Plan and Proposed Sectional Map Amendment – Terry Schum, Director of Planning
10. Review of Annexation Plan and Annexation Resolution for Domain – Suellen Ferguson, City Attorney

11. Resolution to extend the DCPMA – Terry Schum, Director of Planning (Proposed for Consent Agenda next week)
12. Renewal of Police Services Agreement With Prince George's County For Full Time Contract Police – Bob Ryan, Director of Public Services
13. Approval of a letter in support of PG 401-13-Prince George's County-Authority to Impose Fees for Use of Disposable Bags – Councilmember Patrick Wojahn
14. Appointments to Boards and Committees – including Annual COG Committee Appointments

COUNCIL COMMENTS

INFORMATION/STATUS REPORTS FOR COUNCIL REVIEW

None.

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. MLK Proclamation

**PROCLAMATION
CITY OF COLLEGE PARK, MARYLAND
22nd ANNUAL TRIBUTE TO
DR. MARTIN LUTHER KING, JR.**

“Promises To Keep, A Dream To Realize”

WHEREAS, Dr. Martin Luther King, Jr. promoted nonviolent conflict resolution and tolerance worldwide; and

WHEREAS, Dr. King’s many notable speeches, sermons and writing, including his Nobel Peace Prize lecture and “Letter from a Birmingham Jail” are among the most revered orations and writings in the English language; and

WHEREAS, in 1963, Dr. King was one of the driving forces behind the March for Jobs and Freedom, more commonly known as the “March on Washington,” which drew over a quarter-million people to the national mall. It was at this march that Dr. King delivered his famous “I Have a Dream” speech, which cemented his status as a social change leader and helped inspire the nation to act on civil rights; and

WHEREAS, Dr. King’s unique approach to the philosophy of nonviolent action stands as one of the most successful alternatives to the world’s ongoing struggle against violent conflict, and against structural injustice.

NOW, THEREFORE, I, Andrew M. Fellows, as Mayor of the City of College Park, Maryland, join the City Council in celebrating this 22nd Annual College Park Tribute to Dr. Martin Luther King, Jr.’s leadership and legacy.

PROCLAIMED THIS 8th DAY OF JANUARY, 2013.

Andrew M. Fellows, Mayor
City of College Park, Maryland

2. Auditor Presentation –

Bring your copy of the
CAFR to the
Worksession

Barbacane, Thornton & Company LLP
200 Springer Building
3411 Silverside Road
Wilmington, Delaware 19810

T 302.478.8940
F 302.468.4001
www.btcpa.com

December 13, 2012

The Mayor and Members of Council
City of College Park, Maryland

We have audited the financial statements of the governmental activities, each major fund and the aggregate remaining fund information of the City of College Park (the "City") for the year ended June 30, 2012 and have issued our report thereon dated December 13, 2012. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards and *Government Auditing Standards*, as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our engagement letter dated January 24, 2012. Professional standards also require that we communicate to you the following information related to our audit.

Significant Audit Findings

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the City are described in Note 1 to the financial statements. No new accounting policies were adopted and the application of existing policies was not changed during the year ended June 30, 2012. We noted no transactions entered into by the City during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimates affecting the City's financial statements were the accumulated depreciation, accounts receivable and compensated absences.

- Management's estimate of the accumulated depreciation is based on the straight-line method of depreciation over the estimated useful lives of the assets.
- Management's estimate of accounts receivable is based on the collectability of prior year receivables.
- Management's estimate of compensated absences is based on estimates of the amounts owed by the City according to the City's policy.

We evaluated the key factors and assumptions used to develop the above estimates in determining that they are reasonable in relation to the financial statements taken as a whole.

The financial statement disclosures are neutral, consistent and clear.

BARBACANE
THORNTON
& COMPANY
CERTIFIED PUBLIC ACCOUNTANTS

Difficulties Encountered in Performing the Audit

We encountered no significant difficulties in dealing with management in performing and completing our audit.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are trivial, and communicate them to the appropriate level of management. The attached schedule summarizes an adjustment that could have a significant effect on the City's financial reporting process. This audit adjustment was posted by management and is reflected in the financial statements.

Disagreements with Management

For purposes of this letter, professional standards define a disagreement with management as a financial accounting, reporting or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditors' report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations

We have requested certain representations from management that are included in the management representation letter dated December 13, 2012.

Management Consultations with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the City's financial statements or a determination of the type of auditors' opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other Audit Findings or Issues

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the City's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

Other Matters

With respect to the supplementary information accompanying the financial statements, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

The Mayor and Members of Council
City of College Park, Maryland
page 3

This information is intended solely for the information and use of the Mayor, members of Council and management of the City of College Park, Maryland, and is not intended to be and should not be used by anyone other than these specified parties.

Very truly yours,

Barbacane, Thornton & Company LLP
BARBACANE, THORNTON & COMPANY LLP

/cep

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City of College Park
SCHEDULE OF ADJUSTING JOURNAL ENTRIES
For the Year Ended June 30, 2012

Entry	Account #	Description	Debit	Credit
1	901-0000-165.10-00	Constr Work-In-Process / Site Improvements	206,969.55	
	901-0000-290.01-00	Fixed Assets / Investment in Fixed Asset		206,969.55

To adjust the fixed asset trial balance for design costs associated with the City Hall expansion project.

3. Public School Education Grants

**City of College Park
Education Advisory Committee**

Memo

To: Mayor and Council
From: Carolyn Bernache, Chair, Education Advisory Committee
Date: December 20, 2012
Re: Education Advisory Committee Public School Grant Recommendations

Nine schools submitted applications for the City of College Park's public school education grants. On Monday, October 22, 2012, the Education Advisory Committee (EAC) reviewed the submitted applications. During the discussion, the Committee made comments and identified strengths of each application as part of the process to share with individual schools.

The Committee recommends that six of the schools be funded at the full requested level. The three other school applicants have been invited to revise their application, taking into account the Committee's comments, and resubmitting before the EAC's January meeting. Recommendations regarding those applications will be presented to the Council in February.

The Education Advisory Committee makes the following recommendations:

\$2,500 Grant Applications: Eligible Schools are College Park Boundary Schools who have at least 14 College Park Students

School	Project	Schl Req	EAC Recommendation
Berwyn Heights	Healthy Initiative	\$2,500	\$2,500
High Point	Outreach Coordinator	\$2,500	\$2,500
University Park	STEM Fair/Extended Learning Program	\$2,500	\$2,500
Buck Lodge	Student Incentives	\$2,500	Invited to resubmit Is revising application
Hyattsville Middle	STEM Club	\$2,500	Invited to resubmit

\$7,500 Grant Applications: Eligible Schools are those who have the Largest Number of College Park students

School	Project	Schl Req	EAC Recommendation
Hollywood E	Equipmt Invstmt to Enhance Educational Opportunities	\$7,500	\$7,500
Paint Branch E	Extended Learning Opportunities	\$7,500	\$7,500
Parkdale High	Positive Behavioral Interventions & Supports/Essential 50 Mentoring Program	\$7,500	\$7,500
Greenbelt Middle	STEM Club	\$7,500	Invited to resubmit Is revising application

4. US 1
Corridor
Engineering
Work

5. Attick Towers
Resident Survey
and Continuation
of WorkLive
College Park
program

MEMORANDUM

TO: Mayor and City Council
FROM: Peggy Higgins, Youth, Family and Seniors Services Director
Chantal R. Cotton, Assistant to the City Manager
THROUGH: Joseph L. Nagro, City Manager
DATE: September 12, 2012
SUBJECT: Senior Survey Results

Attached to this cover memo is a two page *Summary of Major Changes between 2012 and 2011 Surveys* for Attick Towers along with the detailed survey results for Attick Towers and then the same information for Spellman House.

Survey Distribution:

Seniors staff disseminated the College Park 2012 survey to Attick Towers and Spellman House management staff and to individual residents in each building at the end of May. Residents were given four weeks to complete the surveys and were instructed to return them to the confidential box in the Seniors Program office in each building. Staff entered the surveys into the online survey software, www.surveymonkey.com, and then analyzed the survey conclusions in order to produce this report.

Total Surveys Returned:

Total number of units in Attick Towers is 108 and 141 in Spellman House. Staff distributed one survey per unit/household in each building. The total number of responses represented less than 50 percent of the households in both buildings (30% response rate/32 respondents in Attick Towers and 31% response rate/44 respondents) in Spellman House).

Possible Survey Bias:

- The survey was voluntary. Response bias can occur in voluntary situations where the people who care enough to complete the survey may not necessarily be a statistically representative sample of the actual population. *Source: <http://stattrek.com/ap-statistics-2/survey-sampling-bias.aspx>.*
- Residents in both buildings have stated that they are not willing to complete surveys because they worry about repercussions if they report any negative information about the building or building staff. The fear is that speaking out negatively to any authority figure would, not just could, result in an eviction. Their sense of vulnerability is consistent with aging.

Survey Results/Summary of Major Changes in 2012 and 2011 Survey Results: Attached to this document is a summary of the major changes in the survey results for Attick Towers and for Spellman House and the actual survey results as well.

Recommendations:

- 1) Council invite to management from both Attick Towers and Spellman House to attend an upcoming City Council worksession to independently review survey results.
- 2) Continue to conduct resident survey for both buildings.

Attick Towers – Summary of Major Changes between 2012 and 2011 Surveys

Similar to last year, about a third of Attick Towers' households responded to the Seniors Survey (30% in 2012 and 33% in 2011). The number of residents living in the building for 1 year or less responded less often. There was about a 14 percent increase in the percentage of those under the age of 60 who responded to the survey. Simultaneously, there was a 46 percent decrease in the percentage of respondents over the age of 60. Of that number, the percentage of respondents over age 75 decreased 57 percent.

Question 1: The number of respondents somewhat and very dissatisfied with their neighborhood increased from 0 responses in 2011 to 5 responses in 2012.

Question 2: The percentage of respondents experiencing problems decreased in all categories except for water/plumbing and kitchen appliances which increased by 25 percent and 40 percent respectively from 2011 to 2012.

Question 3: More respondents are calling for maintenance or repairs, but are calling fewer times this year than in 2011. The number of respondents calling for maintenance or repairs more than 4 times decreased (2 respondents called in 2011 and 0 respondents called in 2012).

Question 4: Among the respondents who called for repairs, the length of time taken for emergency maintenance and repairs in the category of *more than 24 hours taken* increased from 1 response in 2011 to 5 in 2012.

Question 5: Non-emergency maintenance in the building improved. The length of time taken for non-emergency maintenance and repairs showed progress by the increase in the category of *less than 1 week taken* from 18 responses in 2011 to 20 responses in 2012 among respondents who have called for repairs.

Question 7: Feelings of safety in Attick Towers decreased from 2011 to 2012. Specifically:

- The number of respondents feeling somewhat unsafe and very unsafe in their unit increased by 4 responses (from 2 responses in 2011 to 6 in 2012).
- The number of respondents feeling very unsafe in the building increased by 5 responses (from 0 responses in 2011 to 5 in 2012).
- The number of respondents feeling somewhat unsafe and very unsafe in the parking area increased by 7 responses (from 3 responses in 2011 to 10 responses in 2012).
- The number of respondents feeling somewhat unsafe in the overall neighborhood increased by 5 responses (from 1 response in 2011 to 6 in 2012).

Question 8: The highest response percentage for residents feeling unsafe in the building in 2012 increased to 65 percent for "other residents/visitors." The number of respondents feeling unsafe in the building because of drug problems and security problems increased by 3 responses from 2011 to 2012. The 2012 written comments for question 8 (on page 7) focus more on drugs and safety unlike the 2011 comments which focused on no major issues.

Question 9: In 2012, fewer respondents stated that management took action if residents broke the rules than in 2011. The number of respondents saying 'yes' decreased by 7 responses while those saying "no" or "don't know" increased.

Question 10: Last year respondents reported a higher frequency of pest control (rodents and other insects) issues and scribbling and damage to posted notices, while in 2012, respondents reported a greater frequency of unknown visitors, car damage and theft, and noise at night issues.

Question 11: There was a 4 response increase in the number of respondents somewhat dissatisfied with the upkeep of the exterior of the building this year. In 2012, fewer respondents stated satisfaction with the upkeep of the parking areas. The number of respondents being very satisfied and somewhat satisfied decreased by 15 responses.

Question 13: Respondents' agreement ratings with management decreased between 2011 and 2012. Specifically:

- Respondents who strongly agreed that management was responsive to resident questions and concerns decreased by 10 responses in 2012 (from 26 in 2011 to 16 in 2012).
- Respondents who strongly disagreed that management was courteous and professional with residents increased by 4 responses in 2012 (from 1 in 2011 to 5 in 2012).
- Respondents who strongly agreed that management was supportive of a resident/tenant organization in the building decreased by 10 responses in 2012 (from 26 in 2011 to 16 in 2012).

Question 15A and 15B: Respondents in 2012 are less likely to recommend their building to a family member or friend based on survey results. This year the number of respondents that said they would recommend the building to family or friends decreased by 15 responses. The responses to Question 15B about recommending their building includes diverse commentary both about the prevalence of drugs and Attick Towers being a nice place to live.

Question 16: In 2012, the number of respondents providing comments to this open-ended question (12) increased significantly to more than double the 2011 number of respondents (5) to this open-ended question.

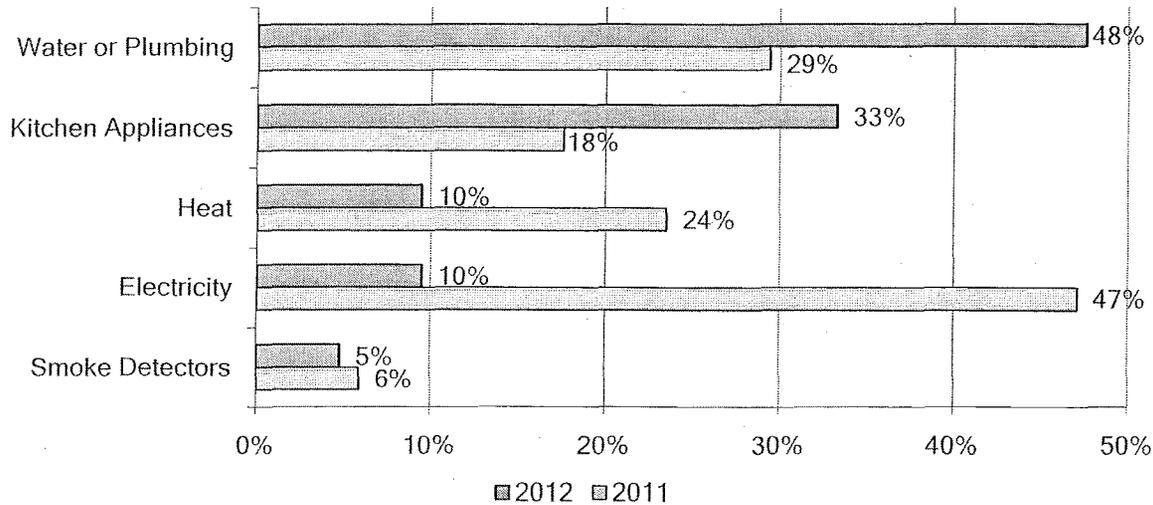
2012 Attick Towers Seniors Survey Results

Total 2012 Responses: 32

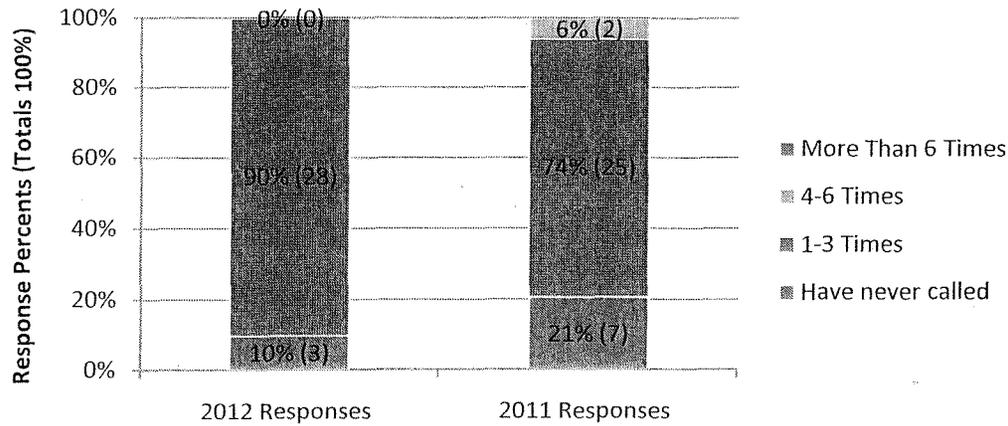
Total 2011 Responses: 36

Q1: How satisfied are you with the following?	Number of Respondents Providing a Rating		Service Quality Ratings, as a Percent of Respondents Providing a Rating								Percent of Respondents to which this Does Not Apply	
			Very satisfied		Somewhat satisfied		Somewhat dissatisfied		Very dissatisfied			
	2012	2011	2012	2011	2012	2011	2012	2011	2012	2011	2012	2011
Your unit?	31	36	48% (15)	69% (25)	35% (11)	22% (8)	13% (4)	6% (2)	3% (1)	3% (1)	0% (0)	0% (0)
Your building?	31	34	45% (14)	62% (21)	29% (9)	32% (11)	10% (3)	6% (2)	16% (5)	0% (0)	0% (0)	0% (0)
Your neighborhood?	30	33	60% (18)	61% (20)	23% (7)	39% (13)	10% (3)	0% (0)	7% (2)	0% (0)	0% (0)	3% (1)

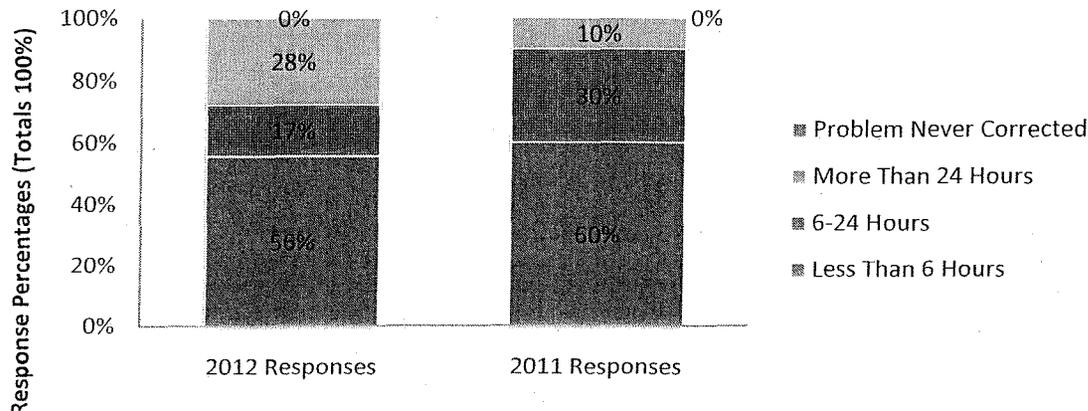
Q2: Percent of respondents experiencing problems with the following over the past 12 months:



Q3: Percent of Attick Towers respondents calling for maintenance or repairs over the last 12 months by survey year

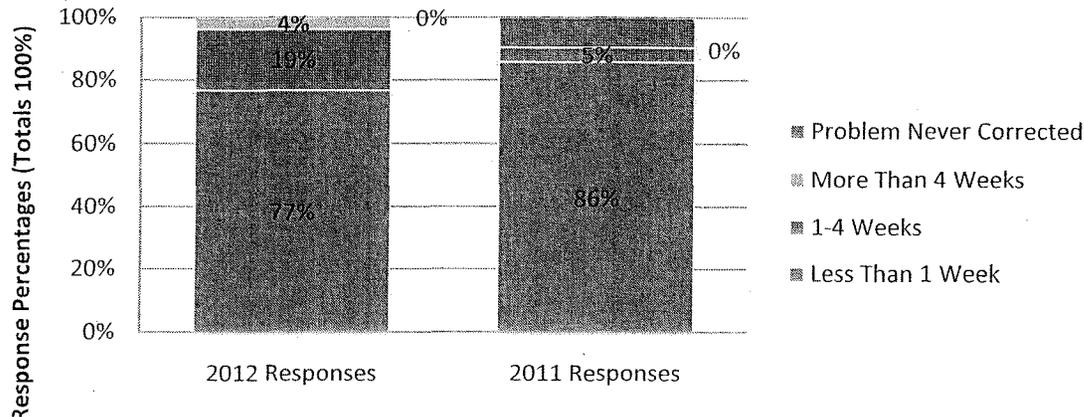


Q4: Length of time taken for emergency maintenance /repairs (percent of the Attick Towers' respondents who have called for repairs)



*Note: In Q4 and Q5, one respondent stated that they "have never called" for emergency or non-emergency maintenance although they responded to Q3 stating they'd called for maintenance 1-3 times in the past year.

Q5: Length of time taken for non-emergency maintenance /repairs
 (percent of the Attick Towers' respondents who have called for repairs)

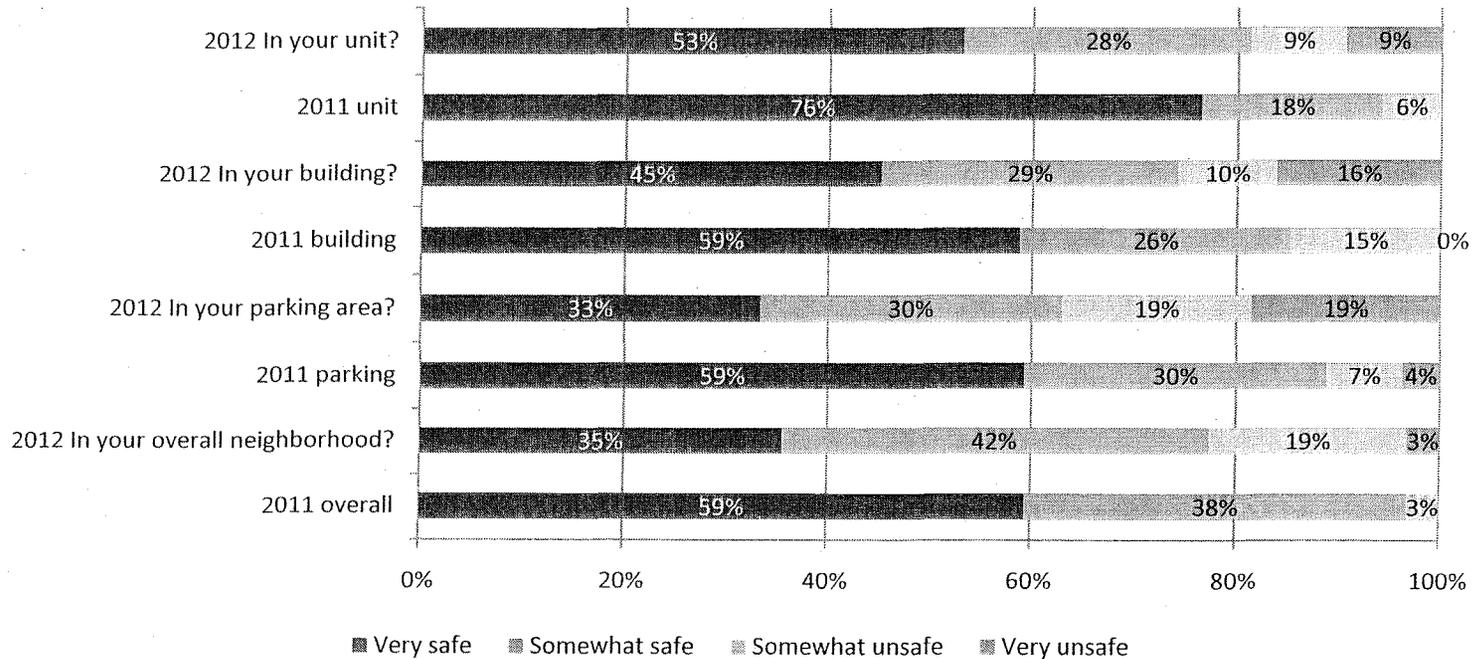


*Note: In Q4 and Q5, one respondent stated that they "have never called" for emergency or non-emergency maintenance although they responded to Q3 stating they'd called for maintenance 1-3 times in the past year.

Q6: Based on YOUR EXPERIENCE with maintenance and repairs, how satisfied are you with:	Number of Respondents Providing a Rating		Service Quality Ratings, as a Percent of Respondents Providing a Rating								Percent of Respondents to which this Does Not Apply	
			Very satisfied		Somewhat satisfied		Somewhat dissatisfied		Very dissatisfied			
	2012	2011	2012	2011	2012	2011	2012	2011	2012	2011	2012	2011
How EASY it was to request repairs?	30	34	77% (23)	79% (27)	20% (6)	15% (5)	0% (0)	3% (1)	3% (1)	3% (1)	6% (2)	3% (1)
How WELL the repairs were done?	29	32	66% (19)	75% (24)	28% (8)	16% (5)	3% (1)	3% (1)	3% (1)	6% (2)	6% (2)	3% (1)
How well you were treated by the person you contacted for repairs?	29	31	76% (22)	81% (25)	21% (6)	19% (6)	0% (0)	0% (0)	3% (1)	0% (0)	6% (2)	6% (2)
How well you were treated by the person doing the repairs?	29	31	86% (25)	84% (26)	10% (3)	13% (4)	3% (1)	3% (1)	0% (0)	0% (0)	6% (2)	3% (1)

Q7: How safe do you feel:	Number of Respondents Providing a Rating		Service Quality Ratings, as a Percent of Respondents Providing a Rating								Percent of Respondents to which this Does Not Apply	
	2012	2011	Very safe		Somewhat safe		Somewhat unsafe		Very unsafe		2012	2011
			2012	2011	2012	2011	2012	2011	2012	2011		
In your unit?	32	34	53% (17)	76% (26)	28% (9)	18% (6)	9% (3)	6% (2)	9% (3)	0% (0)	0% (0)	0% (0)
In your building?	31	34	45% (14)	59% (20)	29% (9)	26% (9)	10% (3)	15% (5)	16% (5)	0% (0)	0% (0)	0% (0)
In your parking area?	27	27	33% (9)	59% (16)	30% (8)	30% (8)	19% (5)	7% (2)	19% (5)	4% (1)	7% (2)	10% (3)
In your overall neighborhood?	31	32	35% (11)	59% (19)	42% (13)	38% (12)	19% (6)	3% (1)	3% (1)	0% (0)	0% (0)	3% (1)

Q7: Feelings about safety

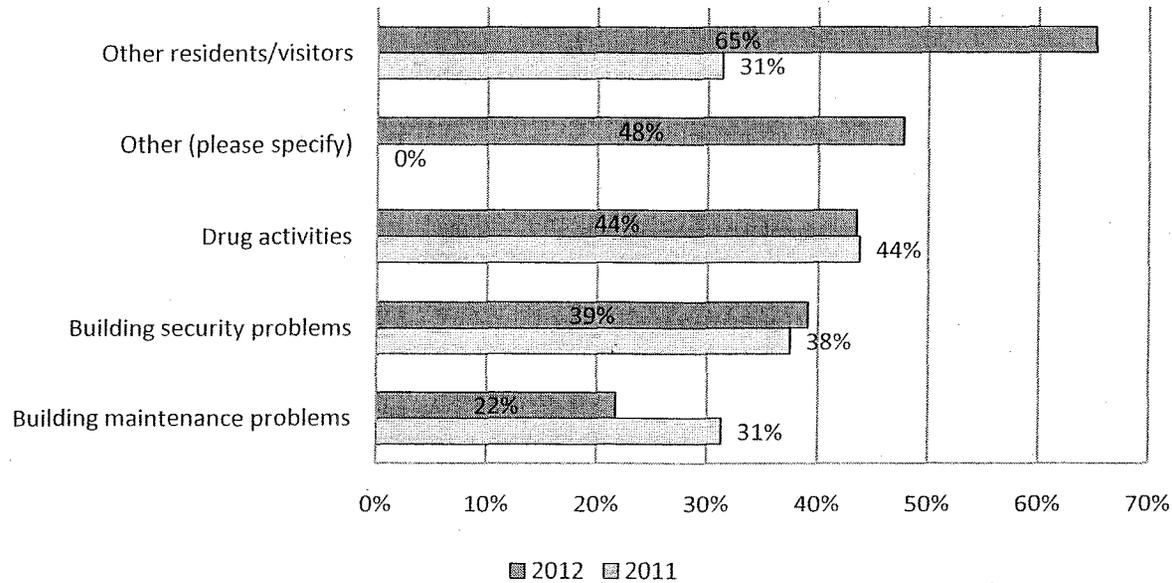


Q8: If you feel unsafe in your building, do any of the following contribute to your feeling unsafe?	2012 Responses	2011 Responses
Other residents/visitors	65% (15)	31% (5)
Other (please specify)	48% (11)	0% (0)
Drug activities	44% (10)	44% (7)
Building security problems	39% (9)	38% (6)
Building maintenance problems	22% (5)	31% (5)
answered question	23	16
skipped question	9	20

“Other” Comments for Question 8:

- keep laundry room cleaner
- people w [written like this on survey]
- non-residents getting in the building
- need cameras around the building - esp at night for parking when the doors are locked
- drug people
- lots of drugs
- crack people
- none (4 respondents)

Q8: Factors for respondents' unsafe feelings in the building
(in percents by survey year)



Q9: If residents in your building break the rules in the lease, does management take action?	2012 Response Percent	2011 Response Percent
Yes	41% (13)	61% (20)
No	22% (7)	12% (4)
Don't Know	38% (12)	27% (9)
answered question	32	33
skipped question	0	3

Q10: How often, if at all, are any of the following a problem in your building:	Number of Respondents Providing a Rating		Service Quality Ratings, as a Percent of Respondents Providing a Rating							Total
			Never		Sometimes		Often			
	2012	2011	2012	2011	2012	2011	2012	2011		
Unknown visitors?	29	32	34% (10)	59% (19)	41% (12)	25% (8)	24% (7)	16% (5)	100%	
Car being damaged or stolen?	28	31	39% (11)	74% (23)	54% (15)	19% (6)	7% (2)	6% (2)	100%	
Loud noise at night?	29	33	45% (13)	73% (24)	41% (12)	18% (6)	14% (4)	9% (3)	100%	
Loud noise on the weekends?	29	34	48% (14)	74% (25)	45% (13)	15% (5)	7% (2)	12% (4)	100%	
Behavior of other tenants and/or visitors?	30	32	50% (15)	72% (23)	33% (10)	19% (6)	17% (5)	9% (3)	100%	
Activities in the parking lot/grounds?	31	30	52% (16)	77% (23)	45% (14)	13% (4)	3% (1)	10% (3)	100%	
People banging on doors late at night?	31	32	52% (16)	75% (24)	42% (13)	19% (6)	2 (6%)	6% (2)	100%	
Trash/litter?	30	33	57% (17)	76% (25)	33% (10)	15% (5)	10% (3)	9% (3)	100%	
Rodents (indoors)?	30	31	60% (18)	87% (27)	33% (10)	10% (3)	7% (2)	3% (1)	100%	
Other insects (indoors)?	30	31	63% (19)	84% (26)	27% (8)	16% (5)	10% (3)	0% (0)	100%	
Bedbugs?	31	32	74% (23)	66% (21)	6% (2)	22% (7)	19% (6)	13% (4)	100%	
Scribbling and damage to posted notices?	31	30	77% (24)	87% (26)	23% (7)	10% (3)	0% (0)	3% (1)	100%	

Q11: How satisfied are you with the upkeep of the following areas in your building:	Number of Respondents Providing a Rating		Service Quality Ratings, as a Percent of Respondents Providing a Rating								Percent of Respondents to which this Does Not Apply	
			Very satisfied		Somewhat satisfied		Somewhat dissatisfied		Very dissatisfied			
	2012	2011	2012	2011	2012	2011	2012	2011	2012	2011	2012	2011
Common areas (e.g., hallways, stairways, walkways)?	31	35	61% (19)	69% (24)	19% (6)	29% (10)	6% (2)	3% (1)	13% (4)	0% (0)	0% (0)	0% (0)
Exterior of building?	31	34	68% (21)	82% (28)	16% (5)	15% (5)	13% (4)	0% (0)	3% (1)	3% (1)	0% (0)	0% (0)
Parking areas?	29	31	45% (13)	81% (25)	34% (10)	13% (4)	21% (6)	6% (2)	0% (0)	0% (0)	6% (2)	0% (0)

Q12: Do you think management provides you with enough information about:	Number of Respondents Providing a Rating		Service Quality Ratings, as a Percent of Respondents Providing a Rating								Percent of Respondents to which this Does Not Apply	
			Strongly agree		Somewhat agree		Somewhat disagree		Strongly disagree			
	2012	2011	2012	2011	2012	2011	2012	2011	2012	2011	2012	2011
Maintenance and repair activities e.g., water shut-off, building repairs or renovations)?	31	35	71% (22)	77% (27)	19% (6)	17% (6)	3% (1)	3% (1)	6% (2)	3% (1)	0% (0)	0% (0)
Who to call in case of emergency when the office is closed?	29	34	72% (21)	82% (28)	21% (6)	12% (4)	3% (1)	3% (1)	3% (1)	3% (1)	0% (0)	0% (0)
The rules of your lease?	30	34	67% (20)	88% (30)	23% (7)	6% (2)	7% (2)	3% (1)	3% (1)	3% (1)	0% (0)	0% (0)
Meetings and events?	30	32	63% (19)	81% (26)	27% (8)	16% (5)	7% (2)	3% (1)	3% (1)	0% (0)	0% (0)	3% (1)

Q13: Do you think management is:	Number of Respondents Providing a Rating		Service Quality Ratings, as a Percent of Respondents Providing a Rating								Percent of Respondents to which this Does Not Apply	
			Strongly agree		Somewhat agree		Somewhat disagree		Strongly disagree			
	2012	2011	2012	2011	2012	2011	2012	2011	2012	2011	2012	2011
Responsive to your questions and concerns?	31	35	52% (16)	74% (26)	29% (9)	20% (7)	3% (1)	0% (0)	16% (5)	6% (2)	0% (0)	0% (0)
Sufficiently accessible?	30	33	57% (17)	73% (24)	27% (8)	21% (7)	10% (3)	3% (1)	7% (2)	3% (1)	0% (0)	0% (0)
Courteous and professional with you?	31	33	55% (17)	76% (25)	29% (9)	12% (4)	0% (0)	9% (3)	16% (5)	3% (1)	0% (0)	0% (0)
Supportive of a resident/tenant organization for your building?	30	32	53% (16)	81% (26)	30% (9)	16% (5)	0% (0)	3% (1)	17% (5)	0% (0)	3% (1)	3% (1)

Q14: Do you think it would be good to have a tenant council to work with housing management to address resident concerns and needs?	2012 Response Percent	2011 Response Percent
Yes	68% (21)	60% (21)
No	19% (6)	17% (6)
Not sure	13% (4)	23% (8)
answered question	31	35
skipped question	1	1

Q15A: Would you recommend your building to a friend or family member seeking public housing?	2012 Response Percent	2011 Response Percent
Yes	63% (19)	94% (34)
No	23% (7)	3% (1)
Not Sure	13% (4)	3% (1)
<i>answered question</i>	30	36
<i>skipped question</i>	2	0

Q15B: Why did you answer yes or no?	Response Count
	22
<i>answered question</i>	22
<i>skipped question</i>	10

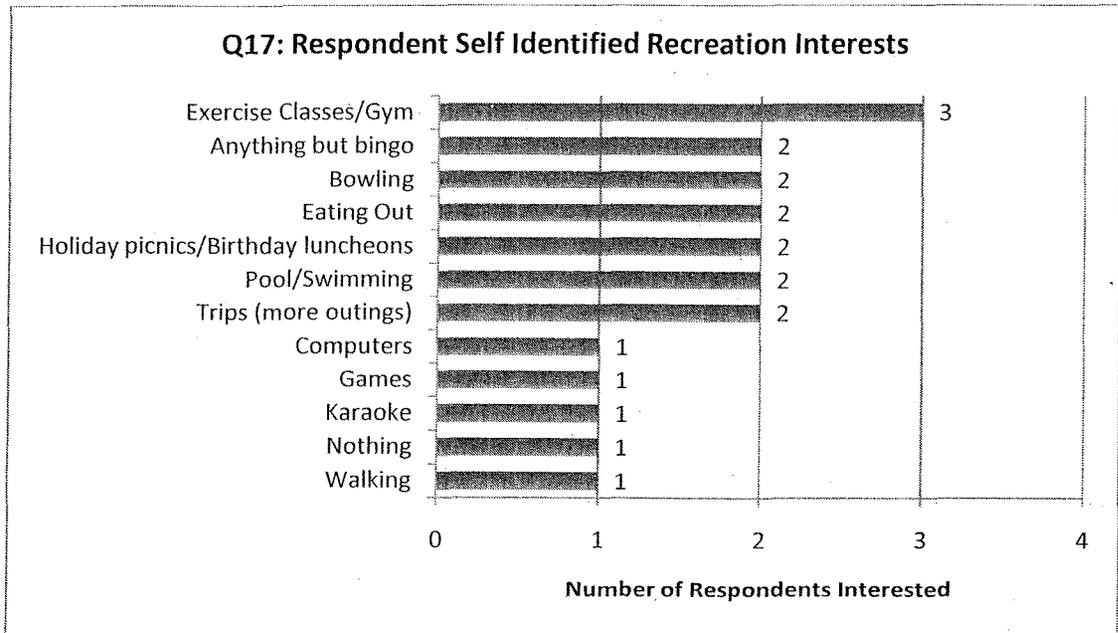
Responses:

- Because I am very happy with everything here
- Because of excellent management and staff at Attick Towers I will always recommend
- It's a nice place to live
- Very clean and safe
- Because the management are super!!
- I am very happy here and I love my neighbors/well I get along with them
- Better to have a friend or family member as a neighbor than a stranger
- Clean, quiet, comfortable, family life residential building for seniors and disabled persons
- Safe and I am satisfied with living here
- Yes - very nice building for public housing
- Yes, because of management's support for the building as a whole
- Attick Towers is a very good building, good manager and maintenance
- I've just been here a year and things are much improved
- When I consider the area, College Park, this residential building is pretty good
- I think everyone deserves a chance
- Because I think Attick Towers would be worth mentioning to someone
- N/A
- That lady has attitude problems and someone is going to hurt her
- drugs
- Because of drugs in and about the building and management
- The building has lots of drugs and is very unsafe
- There are a lot of drugs in this building and nothing is being done about it.

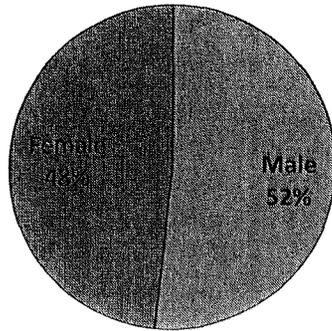
Q16: Would you like to provide any additional comments?	2012 Response Count	2011 Response Count
	12	5
<i>answered question</i>	12	5
<i>skipped question</i>	20	31

Responses:

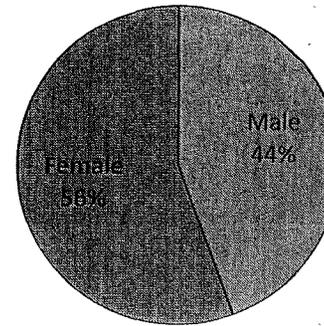
- Needs more activities
- I would like to have more cook outs
- The staff maintenance department are concerned about our residents
- Since I was here in this apartment, I admire the super management. It is first class!!
- Need to keep non-residents from living in the building with their friends or relatives without permission from the office
- When I moved in my auto insurance premium increased by \$150.00 in 6 month period
- I think more handicapped signs would be great
- Monday through Friday - excellent building during working hours, only after staff leaves does the mischief begin
- Any person with good behaviors to come and fill in an application if I am asked
- none
- This place needs someone who cares about the elderly and disable because the director does not.
- Need new management



Q18: 2012 Respondents' gender



2011 Respondents' Gender



Q19: How old are you?	2012 Response Percent	2011 Response Percent
18-34	0% (0)	0% (0)
35-60	52% (16)	39% (14)
61-74	39% (12)	42% (15)
75 or older	10% (3)	19% (7)
<i>answered question</i>	31	36
<i>skipped question</i>	1	0

Q20: How long have you lived in your building?	2012 Response Percent	2011 Response Percent
Less than 6 months	3% (1)	6% (2)
6 months to 1 year	7% (2)	12% (4)
1-5 years	65% (20)	65% (22)
More than 5 years	26% (8)	18% (6)
<i>answered question</i>	31	34
<i>skipped question</i>	1	2

**6. Cafritz
Preliminary
Plan of
Subdivision**

MEMORANDUM

TO: Mayor and Council

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

FROM: Miriam Bader, Senior Planner *MB*

DATE: December 28, 2012

SUBJECT: Preliminary Plan of Subdivision 4-12004 and Variation Requests
Cafritz Property
Calvert Tract, LLC

ISSUE

This is a proposal by the Applicant, Calvert Tract, LLC, for a Preliminary Plan of Subdivision (4-12004) for the Cafritz Property (*See Attachment 1.*). The Prince George's County Planning Board will hear the application on January 17, 2013. The Maryland-National Capital Park and Planning Commission (M-NCPPC) technical staff report may be available on January 4, 2013.

BACKGROUND

The site consists of approximately 37.3451 acres (the abandoned trolley right of way is included in this area), Source: Preliminary Plan of Subdivision 4-12004 stamped 11-29-12. Most of the development is located in the Town of Riverdale Park, 35.72 acres, and is zoned Mixed-Use-Town Center (M-U-TC). However, 1.70 acres is located in the City of College Park (Lot 6 - 54,441 sq. ft. and Parcel O - 19,803 sq. ft.) and is zoned R-55. The subject property is located on Prince George's County Tax Map 42, Grid D2, and is known as Parcel 81. The site was previously developed in the 1940's with multifamily housing for workers at the ERCO plant east of the CSX tracks, and after World War II was used as housing for returning veterans attending the University of Maryland. The houses were torn down in 1954; however, remnants of past development activity still remain on the site including old road beds, concrete slabs and abandoned underground utility lines.

On July 12, 2012, the Prince George's County District Council approved the rezoning of the property in Riverdale Park from the One-Family Detached Residential (R-55) zone to the Mixed-Use-Town Center (M-U-TC) zone, Case No.: A-10018, Cafritz Property, Zoning Ordinance No. 11-2012 (See Attachment 2.) The approval was subject to a number of conditions, proffers and considerations. The conditions that relate specifically to the Preliminary Plan of Subdivision are as follows, and the status of each item is

indicated in parentheses in *italic font*. The notation “*Done*” indicates that the item was submitted by the Applicant but should not be interpreted to mean that it meets with the full satisfaction of staff. As of the writing of this report, City staff, has not heard back from many of the M-NCPPC agencies.

“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 and a Phase I Noise Analysis dated 2/23/12 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. This information was not put on the Preliminary Plan but it was put on the Grading and Phasing Plan, received 12-11-12 and labeled, “Abandoned Trolley Right of Way, Right of Reversion L.JWB 34 f.436*).
- d. Documents shall be provided so that the trail will be dedicated to public use within a maintenance easement or other suitable agreement. (*Unclear. The Applicant notes on the Preliminary Plan that there is a 50 foot Right of Way on Parcel O and implies with a note that it is “to be dedicated for public use.” Also, the plan notes that a “10 foot trail Right of Way is to be dedicated to public use.” It is unclear if more documents exist formalizing this Right of Way and what documents are needed.*)
- 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. (*Partially done. The Applicant shows both a 5 foot wide east bound bike lane and a 5 foot wide west bound bike lane along Woodberry Street on cross sections AA-DD on Sheet 4 of 5; however, the planned bicycle facilities along Baltimore Avenue (US 1) is not shown. City staff is recommending as a condition prior to signature approval of the plat that provisions for a US 1 bicycle lane be provided and a cross section submitted detailing the bicycle lane along US 1.*)
- 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. *(Unclear. Proposed cross sections, roadbeds, streetscape dimensions and use of medians were submitted but it is unclear if the use of public streets is in accordance with the standards of DPW&T. All the streets in the proposed subdivision are labeled as "private road" 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). It is unclear if "the width and configuration of the streets can be reduced and yet adequate in design to address the traffic patterns within the development and vehicular and emergency access" City staff has not received an evaluation of this submittal from DPW&T.)*

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 and reviewed the preliminary plan of subdivision along with a Phase I archeological survey completed on March 2008, and reviewed a Phase II archeological investigation conducted on March 2012. The preliminary plan shows the location of the bridge across the CSX tracks at the northeast corner of the property to the American Center for Physics to the east. Details of the bridge will be provided at the time of detailed site plan. Therefore, the Historic Preservation Commission will review the effects of the bridge on the adjacent National Register historic districts at the time of detailed site plan.)*

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). *(Partially Done. A Type 1 Tree Conservation Plan was submitted; however, the revised submitted TCP1 does not show that woodland conservation threshold will be met on-site. M-NCPC staff is recommending that the Applicant submit a statement/letter explaining how the*

woodland conservation threshold has been met on-site to the fullest extent practicable.)

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. *(Partially Done. A condition analysis and "Tree Save Chart" was submitted. However, the Tree Save Chart only provided analysis for the proposed trees to be saved, there should be an analysis on all the specimen trees within Stands 1 and 3. In addition, the coversheet of the Tree Save Chart needs to show the information of the company/arborist who conducted the analysis and needs to be signed by a certified arborist. M-NCPPC staff is recommending that this information be provided as a condition of approval.)*

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. *(Partially Done. The 65 dBA Ldn noise contour is shown on the Preliminary Plan of Subdivision. A Phase I Noise Analysis dated 2/23/12 was provided. However, an addendum from the company (Phoenix) who did the study needs to be submitted that will address the vibration and the whistle blower. M-NCPPC staff is recommending that this information be provided as a condition of approval.)*

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. *(Done. A revised stormwater management concept plan and study revised December 2012 has been submitted. The stormwater concepts were reflected on the Type 1 tree conservation plan. As to if they were "correctly reflected," City staff has not received comments from the Environmental Planning Division on their review of this.)*

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. *(Done. A revised stormwater management concept plan and study revised December 2012 has been submitted. The stormwater concepts were reflected on the Type 1 tree conservation plan. As to if they were "correctly reflected," City staff has not*

received comments from the Environmental Planning Division on their review of this.)

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. *(Assumed Done. The City of College Park did receive copies of stormwater submittals. We do not know if we received copies of all stormwater submittals and if copies were provided to the Town of Riverdale Park, the Town of University Park and the City of Hyattsville, if it was submitted 30 days prior to filing with DPW&T and if we were notified of all meeting 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.

(Assumed Done. A Traffic Impact Study was done, dated July 10, 2012, which included the Scoping Agreement and a Phase I Analysis and US 1 Corridor Analysis Preliminary Plan was done, dated September 5, 2012. However, it is unclear if these submittals meet all the specified requirements. City staff has not received a review from the Transportation Planning Section. Note: The Applicant has taken the maximum trip reduction credit permitted under the guidelines for the developed tier, proximity to transit and utilization of a TDM.)

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 road" 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 Preliminary Plan requirement of submitting evidence of an application submittal to USGBC was submitted (see Attachment 6). However, the results have not been submitted for review. The condition is that the results of GBCI/USGBC approval of SLL prerequisites be submitted prior to approval of the Preliminary Plan. City staff is recommending as a condition prior to signature approval of the plat that prerequisite review comments be submitted to City staff for their review.)*

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 Transportation Management Plan or Transportation Demand Management (TDM) as the Applicant labeled the plan, was submitted. The Applicant states on page 60 of the Traffic Impact Study, Appendix A, TDM Plan, that a "taxi loading/waiting zone" will be provided and "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." However, clear provisions that explain how the TMP will be fully funded by the owners of the property were not specified. City staff is recommending as a condition prior to signature approval of the plat that a letter be provided that specifies more clearly what the minimum financial commitment of the Applicant will be along with a list of the activities they plan to implement at the time of Detailed Site Plan. Also, City staff is recommending that the Applicant work with WMATA to enhance the existing Bus Route #17 (Route 1) by ensuring that a bus stop is established at the Cafritz property and decreasing the existing headway, especially between 6:30 a.m. to 9:00 a.m. and 4:30 p.m. to 7:00 p.m., Monday through Friday.)*

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, on page 60 of the Traffic Impact Study, Appendix A, TDM 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. M-NCPPC staff is recommending a condition prior to signature approval of the plat that the Applicant submit a circulation plan with information showing the shuttle service route from site to metro and Marc stations with a service schedule.)*

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. City staff has not been provided with any details that the Applicant has committed to participate in a circulator bus program. M-NCPPC is recommending a condition prior to signature approval of the plat that may include that the Applicant submit a circulation plan with information showing the circulator bus service route from site to metro and Marc stations with a service schedule.)*

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). City staff recommends as a condition prior to signature approval of the plat, that trip reduction goals be part of the TMP.)*

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 2 of 5 of the Preliminary Plan received 11-29-12.)*
 - 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 11-29-12.)*

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 were submitted (see Attachment 3). The bridge will be located at the end of Woodberry Street and connect to Rivertech Court to the east of the American Center for Physics building. City staff is recommending as a condition prior to Detailed Site Plan that the Applicant provide copies to City staff of the details of the bridge design, including an elevation and perspective drawings that depict the view of the bridge from the Calvert Hills Neighborhood.)*

- 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 established yet. M-NCPPC staff is recommending a condition prior to signature approval of the plat, a statement from the Applicant specifying a funding mechanism as specified above with details provided at the time of Detailed Site 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). *(Partially Done. The Applicant acquired a letter from CSX recommending approval of the bridge and location with some conditions. The Applicant is in the process of acquiring a letter of approval from the affected land owner, the American Center for Physics. City staff is recommending as a condition prior to signature approval of the plat, a copy of the approval letter from 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. *(Not Done. Cost estimates for the design, permitting and construction of the CSX Crossing have not been provided. City staff is recommending that these cost estimates be provided as a condition prior to signature approval of the plat.)*

SUMMARY

The property is located approximately 1,400 feet north of the intersections 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.

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. 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.
- 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.

The site is approximately 91 percent forested, with two areas of the woodland identified as high-priority woodlands. The remaining area consists of grass fields. The property is located in the Northeast Branch watershed of the Anacostia River basin. A small area of County 100-year floodplain is found on the site. The CSX right-of-way is adjacent to the eastern boundary of the site and has been identified as a transportation-related noise generator with potential vibration impacts. The 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 November 29, 2012. There are no designated scenic and historic roads located adjacent to this property; however, a Phase I archeological survey was completed on the subject property in March 2008 and there are archeological features on the site. A revised recommendation for the Phase II Archeology Report was received electronically on November 30, 2012. The applicant went before the Historic Preservation Commission on December 18, 2012.

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, 22,000 square feet of office space and 168,200 square feet of retail space. The Applicant notes on the Preliminary Plan Sheet 1 of 5, submitted 11-29-12, that the "development program is flexible. The above program was utilized to calculate the approximate F.A.R. and traffic volumes. However, the amount of various uses in the overall development program may be adjusted, as long as the peak hour traffic trips are not exceeded."

Preliminary Plan of Subdivision

The existing parcel 81 (37.3451 acres) is proposed to be subdivided into 139 lots and 11 parcels (A-0, minus lots: B, D, I, L). Only Lot 6 and Parcel "O" are located within the City Limits of College Park. Lots 1-4 are designated to be developed as Retail/Commercial/Office. Lots 5 and 139 are designated to be developed as mixed use (Retail/Commercial/Hospitality/Multi-Family Residential). Lots 6 and 7 are designated as Open Space and to be used for Stormwater Management. Lots 8 and 9 are designated for multi-family residential use (855 dwelling units). Lots 10-135 are designated for Townhouses. Lots 136-138 are designated for Open Space to be dedicated to the Property Owners Association (POA).

Variation Request:

The applicant is requesting a variation from 24-121 (a) (4) of the Subdivision Regulations for the residential lot depth requirement of 300 feet when adjacent to an existing or planned transit right-of-way. The Applicant is requesting the variation for townhomes adjacent to the Metro Rail, lots 41-54 (14 lots). And townhomes adjacent to the CSX rail line, townhome lot 54 again, multi-family Lots 8 and 9, and townhome lots 95-135 (41 lots). These lots are also within the unmitigated 65 dba limit noise and vibration zones for ground and upper level locations. Specifically, the Subdivision Regulations read as follows:

"Sec. 24-121. Planning and design requirements.

- (a) (4) Residential lots adjacent to existing or planned roadways of arterial classification shall be platted with a minimum depth of one hundred and fifty (150) feet. Residential lots adjacent to an existing or planned roadway of freeway or higher classification, or an existing or planned transit right-of-way, shall be platted with a depth of three hundred (300) feet. Adequate protection and screening from traffic nuisances shall be provided by earthen berms, plant materials, fencing, and/or the establishment of a building restriction line, when appropriate."

Comment: The Applicant states in his variation justification letter dated 11-29-12 that "the applicant will provide the required noise mitigation per the appropriate COMAR section for interior and external use of the property. This could include both landscape noise reduction measures such as berming, fences, or broad leaf vegetation to reduce noise impacts as well as architectural measures including treated or thicker windows." City staff is recommending prior to this variation being granted, that the specific mitigation measures be detailed, submitted and reviewed especially since the variation is for 55 townhomes and possibly 855 multifamily units and for a reduction of lot depth from 300 feet to 56 feet (not including the common open space of approximately 10 feet in depth).

Public Facilities

The impact that the Cafritz proposal might have on Public Facilities was looked at below. The anticipated impact from the development was divided into two categories: impact from the proposed residential development and the impact from the proposed non-residential development.

Impact from Proposed Residential Development

Police Facilities

The subject property is located in Police District I, Hyattsville. The response time standard is ten minutes for emergency calls and 25 minutes for nonemergency calls. The times are based on a rolling average for the preceding 12 months. The Preliminary Plan was accepted for processing by the Planning Department on 7/27/2012.

Reporting Cycle	Previous 12 Month Cycle	Emergency Calls	Nonemergency Calls
Acceptance Date 7/27/2012	7/2011-6/2012	5 minutes	8 minutes
Cycle 1			
Cycle 2			
Cycle 3			

The response time standards of 10 minutes for emergency calls and the 25 minutes for nonemergency calls were met on 12/14/2012.

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

Fire and Rescue

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

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

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

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

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

Capital Improvement Program (CIP)

The Capital Improvement Program for Fiscal Years 2012-2017 proposes replacing the existing Hyattsville Fire/EMS station with a new 4-bay Fire/EMS station.

The above findings are in conformance with the 2008 *Adopted and Approved Public Safety Facilities Master Plan* and the "Guidelines for the Mitigation of Adequate Public Facilities: Public Safety Infrastructure".

Schools

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

Impact on Affected Public School Clusters
Attached Single Family Units

Affected School Clusters #	Elementary School Cluster 7	Middle School Cluster 4	High School Cluster 4
Dwelling Units	107	107	107
Pupil Yield Factor	0.140	0.113	0.108
Subdivision Enrollment	15	12	12
Actual Enrollment	32,692	9,421	14,494
Total Enrollment	32,707	9,433	14,506
State Rated Capacity	36,567	11,807	16,740
Percent Capacity	89%	80%	87%

Multi-Family Units

Affected School Clusters #	Elementary School Cluster 7	Middle School Cluster 4	High School Cluster 4
Dwelling Units	895	895	895
Pupil Yield Factor	0.042	0.039	0.033
Subdivision Enrollment	38	35	30
Actual Enrollment	32,692	9,421	14,494
Total Enrollment	32,730	9,456	14,524
State Rated Capacity	36,567	11,807	16,740
Percent Capacity	90%	80%	87%

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

County Council bill CB-31-2003 established a school facilities surcharge in the amounts of: \$7,000 per dwelling if a building is located between Interstate 495 and the District of Columbia; \$7,000 per dwelling if the building is included within a basic plan or conceptual site plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or \$12,000 per dwelling for all other buildings. CB-31-2003 allows for these surcharges to be adjusted for inflation and the current amounts are \$8,762 and \$ 15,020 to be paid at the time of issuance of each building permit.

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

Impact from Proposed Non-Residential Development

Police Facilities

The proposed development is within the service area of Police District I, Hyattsville. There is 267,660 square feet of space in all of the facilities used by the Prince George's County Police Department and the July 1, 2011 (U.S. Census Bureau) county population estimate is 871,233. Using the 141 square feet per 1,000 residents, it calculates to 122,843 square feet of space for police. The current amount of space 267,660 square feet is within the guideline.

Fire and Rescue

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

Fire/EMS Company #	Fire/EMS Station Name	Service	Address	Actual Travel Time (minutes)	Travel Time Guideline (minutes)	Within/Beyond
7	Riverdale	Engine	4714 Queensbury Road	1.19	3.25	Within
1	Hyattsville	Ladder Truck	6200 Belcrest Road	1.43	4.25	Within
12	College Park	Paramedic	8115 Baltimore Avenue	2.19	4.25	Within
7	Riverdale	Ambulance	4714 Queensbury Road	1.19	7.25	Within

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

Schools

There is no impact to the schools from non-residential development. (See impact to the schools for residential development above),

Water and Sewerage Findings

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

The 2008 *Water and Sewer Plan* placed this property in Water and Sewer Category 3, Community System Adequate for Development Planning.

Comment: While there will be impacts from the Cafritz development on Public Services, based on the analysis and findings reported in a memorandum from Jay Mangalvedhe, Senior Planner, Special Projects Section, Countywide Planning Division, M-NCPPC, dated December 14, 2012, the existing facilities are sufficient to absorb these impacts.

Transportation and 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 located directly across from Van Buren Street, and two right-in, right-out entrances are proposed on US 1, one north (Woodberry Street) and one south (Underwood Street) of the main entrance. A southern access is proposed from the property to Maryland Avenue and an eastern

access crossing the CSX railroad from the property to the ERCO property to Rivertech Court is also proposed. No vehicular access is proposed from the property into the Calvert Hills residential neighborhood located north of the subject property. A proposed "hiker/biker" trail will traverse the site connecting the City of College Park to the north to the Town of Riverdale Park to the south. Note: The Maryland Avenue extension shown on Sheet 3 of 5 on the Preliminary Plan, indicates that this extension will "deadend" at Lot 9. This is in contrast to the Development Plan, Concept Plan A and Concept Plan B which shows the road as looping around the development.

Traffic

According to a memo written on October 26, 2012 by Steven Foster from the State Highway Administration (SHA); the major report findings from the Traffic Impact Study prepared by Wells & Associates, Inc., dated July 10, 2012 and amended with a Phase I Analysis and US 1 Corridor Analysis on September 5, 2012 for the proposed Cafritz Property Phase I mixed-use development are as follows:

1. The report determined that the proposed development would negatively impact US 1 at MD 410 intersection (see Attachment 5). Therefore, the report proposed to widen the northbound US 1 approach to provide a second exclusive left turn lane.
2. A Traffic Signal Warrant Study was conducted at the US 1/Site Access Drive/Van Buren Street intersection with the proposed Phase I development. The results of the study revealed that the following traffic signal warrants would be met:
 - a. Warrant #1A (Minimum Vehicular Volume)
 - b. Warrant #1B (Interruption of Continuous Traffic)
 - c. Warrant #2 (Four Hour Volume)
3. In order to enhance the opportunity for mass transit usage, the Applicant has proposed the following measures:
 - a. Provide sidewalk along the entire site frontage to connect with existing sidewalks to the north and south. [Source: Certified Development Plan, Cafritz, A-10018, Sheet 4 of 7].
 - b. Provide its own shuttle from the time the project opens until such time as an expanded public system is provided. [Source: Memo from Nancy Randall, representing Cafritz, dated November 18, 2012 and TDM Plan, July 10, 2012].
 - c. Extend bicycle trails through the site to connect with existing trails to the north and south. [Source: Memo from Nancy Randall, representing Cafritz, to Tom Masog (SHA) dated November 18, 2012].
 - d. A CSX overpass will be provided and open for pedestrians, bicycle and vehicles as noted in the M-NCPPC Planning Board Resolution PGCPB No 12-09 and File No. A-10018.. [Source: Memo from Nancy Randall, representing Cafritz, dated November 18, 2012 and Traffic Impact Study, July 10, 2012].

Comment: According to Sheet 3 of 7 of the Certified Development Plan (10/2/12), the U.S. Route 1 (Baltimore Ave.) Right-of-Way is 60 feet wide. City staff is recommending that the applicant dedicate ROW a minimum of 15 feet wide but preferably 20 feet wide along US 1, as determined sufficient by SHA. This ROW dedication of 20 feet will allow for a bike lane, a landscaping strip that conforms to the Prince George's County landscape manual and a sidewalk. Steve Foster, Chief of the Access Management Division of the State Highway Administration, stated in an e-mail to City staff dated December 27, 2012 that "SHA will require right of way dedication consistent with the Master Plan and SHA's Highway Needs Inventory (HNI)." The e-mail adds that the Applicant must provide sidewalks and in addition a bicycle lane (on-road or off-road) that meets the design requirements in the SHA Guidelines. Sheet 6 of 7 of the Certified Development Plan (10/2/12), Cross-Section 4 of 6 provides a cross section of Route 1 (labeled "at the Whole Foods Parking") that shows the existing distance from the Centerline of Route 1 to back of curb is 30 feet. The detail shows a landscape strip of 8 feet wide and then a sidewalk that is 8 feet wide. The Certified Development Plan Narrative (10/2/12), states on P. 17 under Landscaping and Pedestrian Amenity Zone 1. that "1. A minimum eight-foot wide landscaping/pedestrian amenity strip shall be installed along US 1 between the sidewalk edge and the proposed face-of-curb. This strip should be enlarged to include the area between the existing curb and the proposed curb." Then Item 9 on page 18 states that "9. Landscape strips do not require structured soil and shall be a minimum of seven feet wide along US 1..." So there is a discrepancy here as to the width of the landscape strip. The drawing shows it as 8 feet wide, item 1 of the narrative also says it should be 8 feet wide but item 9 of the narrative states that it "shall be a minimum of seven feet wide along US 1." The Landscape Manual generally requires a 10 foot wide strip. City staff is recommending as a condition at the time of Detailed Site Plan that this discrepancy be resolved.

Hiker/Biker (Trolley) Trail

As mentioned earlier, the Applicant is proposing to extend the City of College Park's Trolley Trail; however, the Applicant is proposing to relocate the trail from the original straight north/south location along the old Rhode Island Avenue ROW through Riverdale Park. The Applicant is proposing a non-linear trail through the Cafritz development located on private property in front of townhouse dwelling units, along a local road, for a portion of the trail. The Applicant relocated the Trolley Trail in response to desires expressed by the M-U-TC Design Review Committee to avoid the Trolley Trail being located behind the townhouse dwelling units. According to Draft Minutes from the August 16, 2012 meeting of the M-U-TC Design Review Committee, the Committee suggested that the trolley trail be relocated from the existing Trolley Trail ROW in order to allow for more "eyes on the trail." Parcel O, the parcel within the City of College Park City Limits, is proposed as a 50 foot wide Right-of-Way dedicated to public use to be used for the continuation of the Trolley Trail.

Comment: According to the M-NCPPC Department of Parks and Recreation, staff would like the proposed Hiker/Biker Trail to be a “straight connection through the site, not turned and re-routed through [the] development” (Source: Comments from Paul Sun, dated December 5, 2012). Moreover, M-NCPPC Department of Planning requested that “the Trolley Trail be relocated to its original location along the old ROW.” M-NCPPC staff desire to make the trail a real community and regional amenity that will complement the trail that the [Planning] Department and Parks and Recreation is constructing elsewhere in the corridor. Also, as a commuter trail and an important regional connection, M-NCPPC staff feel that the trail will be better served in its own r-o-w, not along the road in front of dwelling units. The design of the trail corridor can address concerns such as lighting, visibility, and ‘eyes on the street’ at the time of DSP. A wide sidewalk can still be provided along the “new” Rhode Island Avenue, but the master plan, commuter trail shall be shown along the former trolley ROW” (Source: Comments from Fred Schaffer, dated December 5, 2012). M-NCPPC staff is recommending that the Trolley Trail be placed in its original alignment. In addition, M-NCPPC staff is recommending that the Trolley Trail be dedicated to the Department of Parks and Recreation. M-NCPPC staff will draft up an exhibit showing the appropriate alignment and appropriate lot layout. City staff agrees with M-NCPPC comments and with their proposed conditions that the trail should be relocated to its original location along the old Rhode Island Avenue ROW and that the trail should be dedicated to the Department of Parks and Recreation.

Environmental

Stormwater Management

The Applicant has obtained a Stormwater Management Concept Approval letter dated May 3, 2010 (Case #11589-2010-00) from Prince George’s County. However, it is unclear if the Department of Public Works and Transportation (DPW&T) has yet approved the SWM conceptual plan. M-NCPPC has brought this matter to the attention of the applicant via an e-mail dated December 18, 2012 from Quynn Nguyen to Chris Hatcher and Tim Davis.

The applicant is proposing to construct a Stormwater Management Pond on Lot 6 (located within the City Limits of College Park) and the northern part of Lot 7 (Source: Sheet 3 of 5 of the Preliminary Plan of Subdivision 4-12004, dated 11-29-12). There is an existing stream located just off-site of the northeastern portion of the site. It runs through a culvert, under the neighboring CSX railroad tracks, away from the site. The Applicant is proposing to replace this existing 24 inch culvert with a 48 inch Reinforced Concrete Pipe (Source: Sheet 1 of 4 of the Stormwater Management Concept Plan, dated 12-4-12). The pond will be a surface pond that will be designed to control drainage to the capacity of the 48” Reinforced Concrete Pipe (112.6 cfs) at the site’s northeast discharge point. The pond will be sized to store the 100-year storm and designed to control runoff without exceeding the capacity of the receiving storm drain; the storm drain 10-year runoff-under existing R-55 zone conditions. The proposed stormwater management pond and proposed culvert improvement will impact the required stream buffer (0.12 acres of

stream buffer impact). Also, 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 (Source: Sheet 1 of 5 of the Preliminary Plan of Subdivision 4-12004, dated 11-29-12). 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 (Source: Sheet 3 of 5 of the Preliminary Plan of Subdivision 4-12004, dated 11-29-12). 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 Woodbury Street.

Comment: The applicant states in a memorandum titled, "Letter of Justification for Impacts to Regulated Environmental Features," dated 12-6-12 to M-NCPPC that "attempts were made to avoid all impacts to the regulated features but preliminary studies showed no practicable alternative that achieved complete avoidance. Alternative designs then focused on minimization of impacts to regulated features." The City of College Park has not received a response from M-NCPPC nor from Prince George's County Department of Public Works and Transportation regarding the impacts to the regulated environmental features. The City of College Park staff reviewed the submittal and concludes that the proposed improvements are reasonable. The location of Stormwater Pond #1 is located at the low point of the site which will allow for maximizing run-off volume on site. Reducing the size of this pond would reduce the site's ability to treat water run-off. The proposed culvert would be an improvement for the area since the material, reinforced concrete pipe, is superior to the older, existing material. In addition, the capacity will be greatly increased from a 24" culvert to a 48" culvert, allowing more water to efficiently flow off site and designed to handle a 100 year flood event.

As for the isolated wetland, the central location of the isolated wetland makes its impact difficult to avoid. The wetland is located basically in the middle of where the Woodberry Street extension is proposed. City staff do not believe it is reasonable to divert the road around this wetland given the small size (0.02 acres) and limited significance of this isolated wetland. Also, diverting the road around the wetland would make the vehicular and pedestrian traffic circulation function less efficiently.

Finally, the County designated floodplain located at the southeastern portion of the site will be impacted due to the creation of a local road. The purpose of this local road is to serve the needs of the proposed townhouses located at the southeastern portion of the site and to serve as a road connection to Maryland Avenue, per CSP-11005. According to the applicant, "this impact is unavoidable because a connection to Maryland Avenue must be made to alleviate the traffic flow entering and exiting the site at Baltimore Avenue. This additional site entrance will not only alleviate traffic at other entrances, but will also improve the overall flow of the site." City staff believe it could be possible to shift this local road northward to avoid impacting this floodplain; however, given the location of Maryland Avenue, this does not appear reasonable nor necessary since Maryland Avenue

already impacts this floodplain and the floodplain is small (0.06 acres) with limited significance.

Primary Management Area

Variation Request: The Applicant is seeking a variation from Prince George's County Code Section 24-130. The intent of the variation request is to document the extent of the impact of the Primary Management Area (PMA) and provide justification for this impact in accordance with M-NCPPC requirements. The Applicant is proposing one on-site area of impact and one off-site area of impact. The total onsite impact to the PMA is 2,479 square feet (0.06 acres) and the total offsite impact to the PMA is 4,273 square feet (0.10 acres).

Comment: The impacts are related to completion of the proposed connection from the site to existing Maryland Avenue as required by the District Council order 11-2012 dated July 18, 2012. City staff agrees with the Applicant's assertion that the physical characteristics of the site and the existing floodplain allow no other way to make the connection to the existing Maryland Avenue without impacting the existing floodplain. The portion of Maryland Avenue to be improved currently is within the 100 year floodplain. The elimination of the connection to Maryland Avenue would prevent the Applicant from being able to comply with the District Council order.

Woodland Conservation

The Applicant has identified 35 specimen trees scattered somewhat randomly throughout the property. However, larger groups can be found along the western and northeastern boundaries of the site. Originally, the Applicant proposed saving only one specimen tree, however, now the Applicant is proposing to save 10 of the 35 specimen trees. Since the Applicant is not proposing to save all the specimen trees, a variance is required.

Variance Request: The Applicant is seeking a variance from Section 25-122 (b) (1) (G) for the removal of 25 specimen trees. According to the Ordinance, this section reads as follows:

“Sec. 25-122. Methods for Meeting the Woodland and Wildlife Conservation Requirements.

(b) Design Criteria

(1) The following design criteria shall be followed on all TCPs unless a variance has been approved by the appropriate approval authority per Sec. 25-119(d).

(G) Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree's condition and the species' ability to survive construction as provided in the Technical Manual.”

Comment: The Applicant submitted a tree condition analysis. This analysis indicated that 22 of the specimen trees are in good condition. The applicant is proposing to save 6 trees in good condition, 3 trees in poor condition and one tree in poor condition. City staff recommends that the Applicant focus every effort on saving the trees in good condition; 16 trees are evaluated as in "Good" condition yet the Applicant proposes to remove them. According to a memorandum written by Megan Reiser, Planner Coordinator of the Environmental Planning Section of M-NCPPC on August 28, 2012, "the statement of justification shall be revised to provide additional supporting information with respect to required findings A through C of Section 25-119 (d) for the proposed removal of specimen trees on-site. City staff concurs with the recommendation of M-NCPPC.

There appear to be discrepancies in the Tree Conservation Plan Type 1 that was submitted on November 29, 2012. The note states that the Applicant proposes to save 12 specimen trees, yet in the table only 10 trees are listed as being saved. In addition, Sheet 1 and 2 of the Tree Conservation Plan shows tree #270 as graphically being saved (the tree is shown with no "X" over it) but the Specimen Tree List Table on Sheet 1 states that this tree will be removed. Also, Tree #270 in the table is noted to be in "Good" condition but in the Analysis column, its assessment score is recorded as 15/28 which according to the table footnote means it should not be listed as "Good." A score of 21 or better is necessary to receive this rating. The Tree Summary Sheet verifies that Tree #270 received a rating of 15/28 and should not be saved. Therefore, the tree graphic for tree #270 shown on Sheets 1 and 2 of the Tree Conservation Plan Type 1 dated 11-29-12 should be corrected. City staff is recommending a condition that requires that all discrepancies be clarified prior to signature approval of the plat.

Parks

The Applicant states in a memorandum to M-NCPPC dated 12-6-12, that they are proposing to address the mandatory dedication of parkland requirements by providing a hiker/biker trail across their property from north to south. The applicant states that this "private trail facility will be open to public [sic] through the site." The area of this 10 foot wide trail is expected to be ± 0.687 acres.

Comment: According to the Department of Parks (Source: Comments from Paul Sun, dated December 5, 2012), the minimum requirement to meet the mandatory dedication of parkland requirement is to dedicate 3.91 acres of land. Staff would like to suggest that the applicant think about working with WMATA to use their abutting property to the north for a recreational use such as an athletic field, playground, tot lot, fitness trail or dog park. City staff is recommending as a condition of approval of the final plan that the Applicant obtain an agreement from WMATA to use their abutting property to the north for recreational purposes and present the City and M-NCPPC with a plan for their review and approval, outlining how this property will be used.

Historic Preservation

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

Also adjacent to the subject property are the Riverdale Park (68-004), University Park (66-029), and Calvert Hills (66-037) National Register historic districts to the south, west, and north respectively. The Riverdale Park National Register Historic District (listed December 2002) is significant as a late-nineteenth and early-twentieth-century railroad and streetcar suburb that surrounds the Calvert Family's Riversdale plantation house (a National Historic Landmark completed in 1807). The suburb of Riverdale Park began in earnest around 1890 and includes a range of houses that reflect late-nineteenth and early twentieth-century residential architectural preferences. The University Park Historic District (listed in October 1996; boundary expansion pending) is an early twentieth-century automobile suburb begun in 1920 that reflects middle-class residential architectural styles through World War II, and in the post-war period until 1960). The Calvert Hills National Register Historic District (listed in December 2002), formerly a part of the Calvert family's Riversdale Plantation is significant as a late-nineteenth and early-twentieth-century streetcar and automobile suburb. The earliest houses in Calvert Hills are from the 1890s, although the majority date from the 1920s and 1930s, and reflect the architectural taste of the pre-World War II period. The National Register historic districts are not regulated by Subtitle 29, the Prince George's County Historic Preservation Ordinance.

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

foreman of the Riversdale estate that was destroyed by fire. An old well from the earlier structure served MacAlpine until it ran dry. A new well, pump house, and water tower were placed directly behind the house and served as the water supply until public water utilities were installed in the twentieth century.

Historic photographs of MacAlpine show that the structure was a Georgian-style brick residence with a full-length porch on the front with a central stairway and a low balustrade. The farm produced about 200 barrels of corn per year, as well as a substantial quantity of dairy products. Charles Baltimore Calvert died in 1906 and his family continued to reside at the MacAlpine estate until 1910. Between 1910 and 1917, MacAlpine was used as the Calvert family's summer residence. Charlotte Calvert Spence (a daughter of Charles Baltimore and Eleanor Calvert) and her husband, Thomas H. Spence, a Dean of the University of Maryland, moved into MacAlpine in 1917. Eleanor Calvert died in 1932 and Charlotte and Thomas Spence moved from MacAlpine in 1934. The Calvert family eventually rented the MacAlpine estate to the Longfellow School for Boys in 1934 and subsequent years.

The subject property was acquired by the federal government in 1942 and a housing development, known as Calvert Homes, was built for the defense workers in the nearby ERCO plant. All of the houses were built on concrete pads, some units containing two bedrooms and others just one. The Calvert Homes housing development was closed in 1954 and was subsequently demolished.

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

The Historic Preservation Commission reviewed the subject application at its December 18, 2012 meeting and voted 8-0-1 (the Chairman voted "present") to forward the following findings, conclusions, and recommendations to the Planning Board for its review of Preliminary Plan 4-12004 Cafritz Property:

The HPC recommends to the Planning Board approval of Preliminary Plan 4-12004, Cafritz Property, with the following conditions:

1. All current plans shall be revised and all future plans for the subject property shall include the identification and boundaries of the ERCO Historic Site (68-022); the Riverdale Park (68-022); University Park (66-029); and Calvert Hills (66-037) National Register historic districts. Note 23 on the cover sheet of the Preliminary Plan shall read: "The ERCO Historic Site (68-002) is adjacent to the subject property. The Calvert Hills (66-037), Riverdale Park (68-002), University Park (66-029) National Register Historic Districts are adjacent to the subject property."

2. The Historic Preservation Commission shall review all subsequent plans of development for their impact on identified archeological features, and the impact of a potential vehicular access road and proposed buildings visible from the adjacent National Register historic districts.
3. Prior to Planning Board approval of the detailed site plan, the applicant shall provide a plan, subject to review and approval by the M-NCPPC staff archeologist for:
 - a) interpretive signage to be erected and public outreach measures (based on the findings of the archeological investigations); the interpretive measures should also address the significance of the ERCO factory and the Calvert Homes development;
 - b) avoiding and preserving the ice house feature within archeological site 18PR259 in place, or
 - c) investigating the significant portions of archeological site 18PR259 at the Phase III level.
4. Prior to any ground disturbance or the approval of any grading permits, if Phase III archeological data recovery is proposed, the applicant shall
 - a) provide a final report detailing the Phase II and Phase III investigations, and
 - b) ensure that all artifacts are curated at the Maryland Archaeological Conservation Laboratory in Calvert County, Maryland.

RECOMMENDATION

City staff recommends approval of Preliminary Plan of Subdivision 4-12004 and Variation Requests subject to the following conditions:

1. Prior to signature approval of the plat, the Applicant shall correct Note 6. of Sheet 1 of 5 of the Preliminary Plan of Subdivision 4-12004. There is no area on the parcel that is zoned R-R. The correct zone is R-55. Also, double check the acreage. Parcel O and Lot 6 are zoned R-55. The sheet notes that Parcel O contains, 19,803 square feet and Lot 6 contains 54,441 square feet. The total of these two lots would be: 74,244 square feet or 1.70 acres, not 1.631 as listed.
2. Prior to signature approval of the plat, the Applicant shall provide evidence that the American Center for Physics has approved the proposed bridge site on the east side of the rail lines and provide a copy of this documentation to the City of College Park.
3. At the time of Detailed Site Plan, the Applicant shall provide details of the bridge design, including an elevation drawing and perspective drawings that depict the bridge from a minimum of two views from the Calvert Hills Neighborhood. This information shall be prepared in consultation with the City of College Park.
4. Prior to signature approval of the plat, the Applicant shall provide documentation of the establishment of a funding mechanism for the design, permitting and construction of the CSX Crossing and provide a copy to the City of College Park. The CSX Crossing must be fully funded, bonded or permitted for construction prior to the first building permit.

5. Prior to signature approval of the plat, the Applicant shall re-locate the Trolley Trail south of Parcel M to the former Rhode Island Avenue ROW behind the proposed townhomes. This area including Parcel O shall be dedicated to M-NCPPC. At the time of Detailed Site Plan, the Applicant shall provide details for development of this area as a linear park with the hiker/biker trail.
6. Prior to signature approval of the plat and subject to approval by the State Highway Administration (SHA), the Applicant shall show dedication of a minimum of 15 feet of ROW along Baltimore Avenue, preferably, 20 feet to accommodate the streetscape illustrated in the certified Development Plan for a bike lane (on or off road), sidewalk, and landscape strip and to meet the requirements of the Prince George's County Landscape Manual. At the time of Detailed Site Plan, Route 1 streetscape details shall be provided including but not limited to pedestrian lighting, street lighting, landscaping and street furniture.
7. The Applicant shall construct a minimum 5 foot wide sidewalk along the WMATA Route 1 frontage to connect the subject property to the existing sidewalk in College Park. At the time of Detailed Site Plan, the Applicant shall provide evidence of a public use agreement or ROW dedication to SHA for the sidewalk construction.
8. At the time of Detailed Site Plan, the Applicant shall provide a revised TMP that lists specific programs, activities and actions to be implemented by the developer, including a timetable, trip reduction goals and monitoring methods. This shall include the Applicant working with WMATA to enhance the existing Bus Route #17 (Route 1) by ensuring that a bus stop is established at the Cafritz property and work to decrease the existing headway, especially between 6:30 a.m. to 9:00 a.m. and 4:30 p.m. to 7:00 p.m., Monday through Friday from 30 minutes to 15 minutes.
9. At the time of Detailed Site Plan, the Applicant shall provide marked cross-walks wherever the hiker/biker trail intersects with a road.
10. At the time of Detailed Site Plan, the Applicant shall allocate a minimum of 2 parking spaces for car sharing and designate a 40 foot by 6 foot space for a bikeshare station in the vicinity of Whole Foods. Prior to the issuance of a building permit, the Applicant shall provide funding in the amount of \$53,350 to the City of College Park or other appropriate entity for the capital costs of installing an 11-dock, 6 bike station and one-year of operating costs under the Capital Bike Share Program if in operation or planned for operation in the City of College Park or Prince George's County.

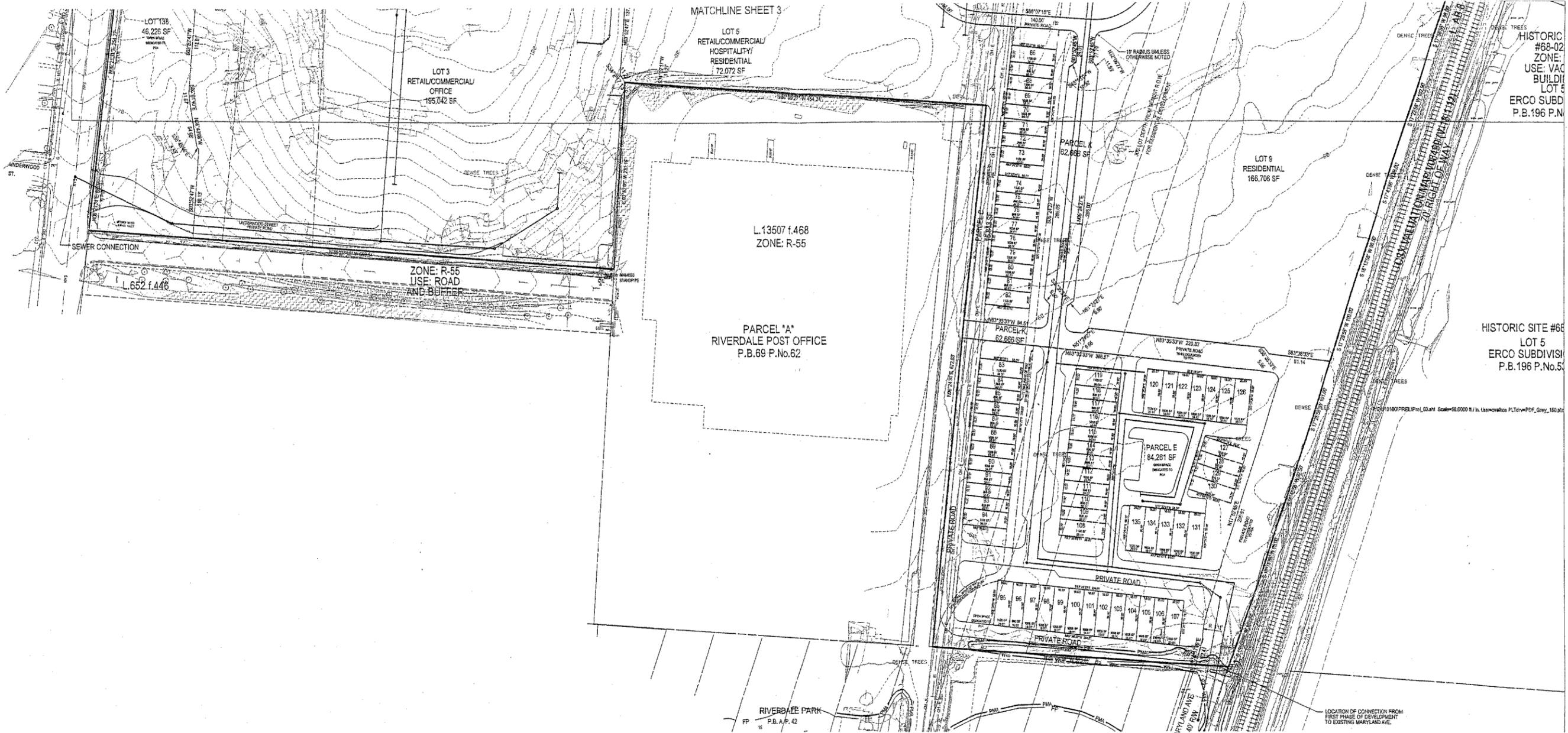
11. Prior to the issuance of a building permit, the Applicant shall provide the City of College Park Engineer with a copy of the maintenance agreement for the SWM Pond shown on Lot 6 of the Stormwater Management Concept Plan.
12. Prior to signature approval of the plat, the Applicant shall correct the "Cafritz Property-Stormwater Management Concept LSA# 2411-01-00/0244-05-00, Revised December 2012" Narrative, Page 1, first sentence from, "The Cafritz property is located entirely with [sic] the limits of the Town of Riverdale Park, Maryland." To "The majority of the Cafritz property is located in the Town of Riverdale Park, MD; however, 1.70 acres lies within the City Limits of College Park, MD."
13. Approval of variation from Section 24-121 (a) (4) shall be subject to mitigation measures that will be used to mitigate the noise and vibration from the Metro line and CSX rail line at the time of Detailed Site Plan. If impacts are not sufficiently mitigated, impacted lots and parcels shall be removed from the plan.
14. Prior to signature approval of the plat, clarify whether Specimen Tree # 270 will be saved or removed. The graphic on Sheet 1 of 3 of the Tree Conservation Plan Type 1, dated 11-29-12, shows the tree as being saved while the table shows the tree as being removed. Also, the table states that the tree is in "Good" Condition while the tree summary sheets score the tree as "Poor" condition. Sheet 1 of 3 of the Tree Conservation Plan Type 1, dated 11-29-12 needs to be corrected. Also, clarify if 12 trees will be saved as noted on Sheet 1 of 3 or if 10 trees will be saved as noted in the table. Moreover, the trees in the vicinity of the ice house shall be shown as protected and saved.
15. Prior to signature approval of the plat, the Applicant shall obtain an agreement from WMATA to use their abutting property to the north for recreational purposes, if needed to meet mandatory parkland requirements. If required at the time of Detailed Site Plan, the Applicant shall provide a plan for the use of this property.
16. Prior to signature approval of the plat, the Applicant shall submit the Smart Location and Linkage (SLL) prerequisite review comments from the GBCI/USGBC under Leadership in Energy and Environmental Design for Neighborhood Development (LEED-ND) and provide a copy to the City of College Park.
17. At the time of Detailed Site Plan, every effort shall be made by the Applicant to preserve the ice house feature within archeological site 18PR259 in place.

ATTACHMENTS

1. Preliminary Plan, dated 11-29-12
2. Case No.: A-10018, Cafritz Property, Zoning Ordinance No. 11-2012

3. CSX Crossing Option C and Cross-section
4. CSX Crossing Approval Letter
5. TDM Plan
6. Excerpts from Traffic Study (Intersection LOS)
7. USGBC-LEED application

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LEGEND

- PMA PRIMARY MANAGEMENT AREA
- SB STREAM BUFFER
- WL NON-TIDAL WETLANDS BOUNDARY
- WB NON-TIDAL WETLANDS BUFFER
- FP 100 YEAR FLOODPLAIN LIMITS
- 15% - 25% Slope
- Greater Than 25% Slope
- EASEMENT
- PROPERTY BOUNDARY
- PROPOSED LOT LINES
- PROPOSED WATER
- PROPOSED SEWER

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 RUN BOUNDARY SURVEY OR AVAILABLE RECORDS.

STATE OF MARYLAND
 JOHN KOSTER
 PROPERTY LINE SURVEYOR
 MD. REG. NO. 473
 EXP. DATE: 01-06-2013

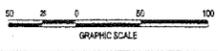
STATE OF MARYLAND
 MICHAEL WAGNER
 PROFESSIONAL ENGINEER
 MD. REG. NO. 12270
 EXP. DATE: 01-13-2013

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. 12270, EXPIRATION DATE: 1/13/13

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

PRELIMINARY PLAN _____
 TCP _____
 PLANNING BOARD ACTION: _____
 PER PGCPB RESOLUTION#: _____
 ADOPTION DATE: _____
 SIGNATURE APPROVAL DATE: _____

AUTHORIZED SIGNATURE _____



LSA Lohman Schmitt & Associates, Inc.
 Rockville, Lanham, Waldorf, Leonardtown

LANHAM OFFICE
 4300 Forbes Boulevard, Suite 230
 Lanham, MD 20706
 t. 301.794.7655 f. 301.794.7656
 www.lsaengineers.net

NO.	DATE	REVISIONS	BY	DATE
1	FEBRUARY 2012	CAD STANDARD VERSION: 03 - 2010 VS - 2010		
	DESIGNED: GAM	TECHNICAL: GAM	CHECKED: WWD	

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OWNER/DEVELOPER/APPLICANT

CALVERT TRACT LLC
 1828 L STREET NW SUITE 703
 WASHINGTON, D.C. 20036
 PHONE: 202-463-0733
 CONTACT NAME: MR. CALVIN CAFRITZ
 MR. JANE CAFRITZ

MAP	TAX MAP	ZONING CATEGORY
57	42.02	R-65
57	228 NE 04	XXXX
57	228 NE 04	XXXX
57	228 NE 04	XXXX

PRELIMINARY PLAN OF SUBDIVISION 4-12004

PRELIMINARY PLAN OF SUBDIVISION 4-12004
CAFRITZ PROPERTY

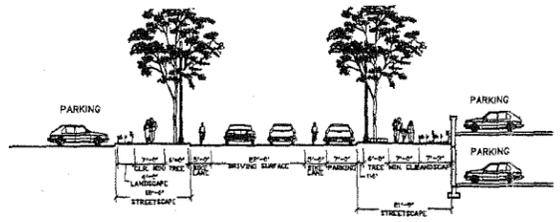
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SHEET 3 OF 5

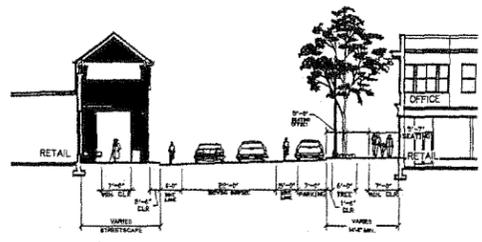
PROJECT NO. 2411-01-00

DATE: 11/13/12

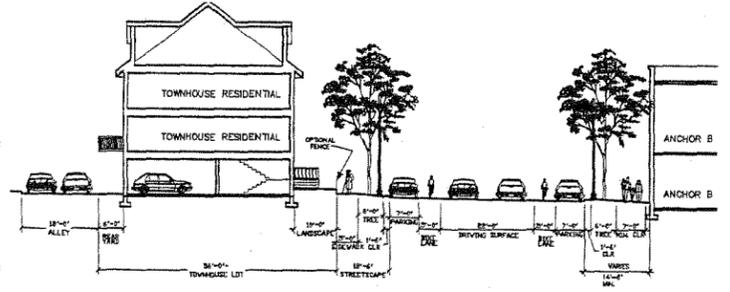
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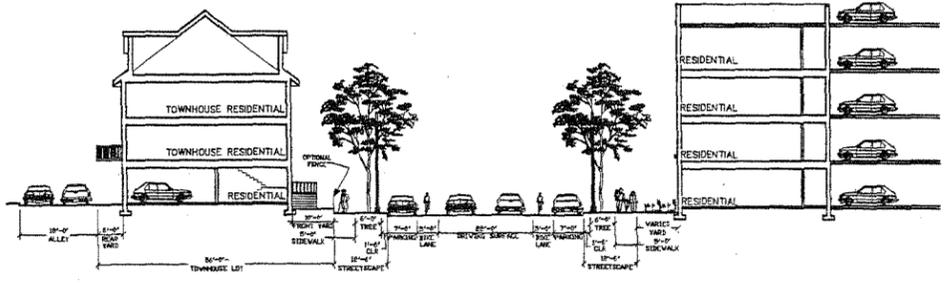
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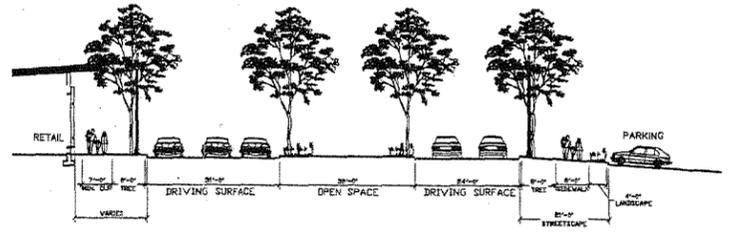
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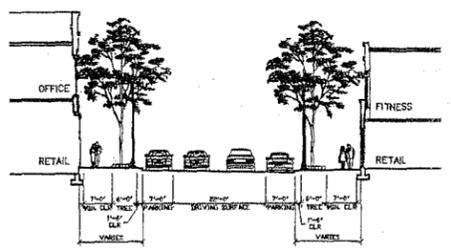
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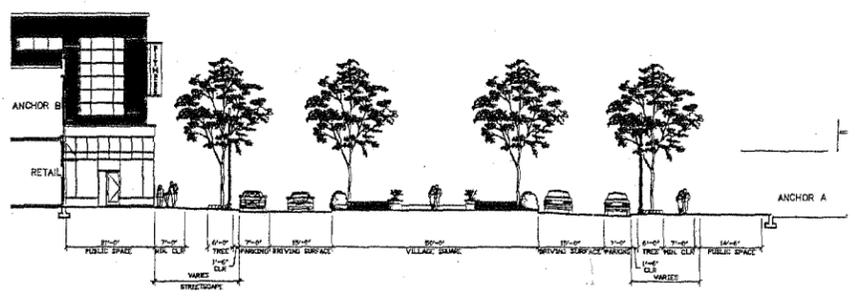
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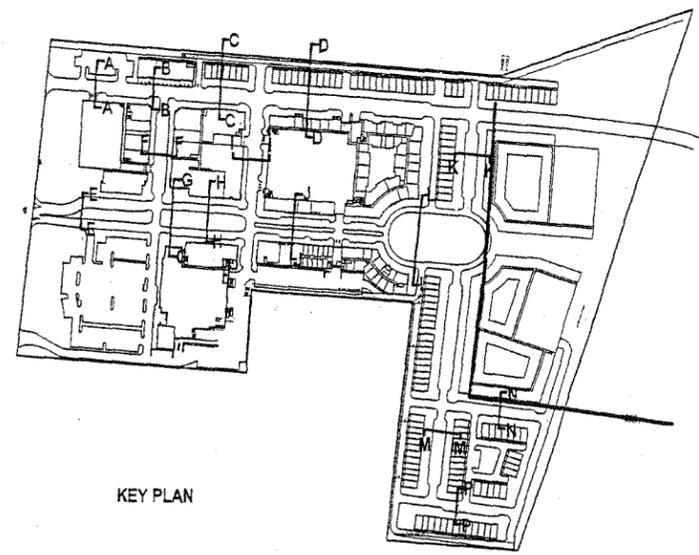
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FF 45TH ST - PRIVATE ROAD



GG VAN BUREN VILLAGE SQUARE EATING AREA - PRIVATE ROAD



KEY PLAN

THE MARYLAND-NATIONAL CAPITAL
 PARK AND PLANNING COMMISSION
 PRELIMINARY PLAN _____
 TCP _____
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 PER PGCPB RESOLUTION#: _____
 ADOPTION DATE: _____
 SIGNATURE APPROVAL DATE: _____
 AUTHORIZED SIGNATURE _____

LS Lohmeyer
 Soler Associates, Inc.
 LANHAM OFFICE
 4300 Forbes Boulevard, Suite 230
 Lanham, MD 20706
 L 301.794.7555 F 301.794.7666
 www.LSAA.com

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02	GAM	TECHNICAL	GAM	

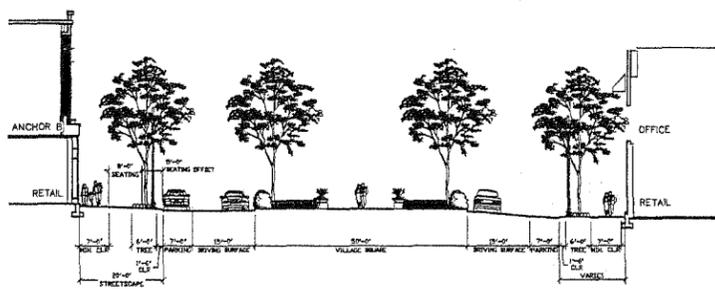
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OWNER/DEVELOPER/APPLICANT
 CALVERT TRACT LLC
 1625 L STREET NW SUITE 700
 WASHINGTON, D.C. 20005
 PHONE 202-463-0733
 CONTACT NAME: MR. CALVIN CAFRITZ
 MS. JANE CAFRITZ

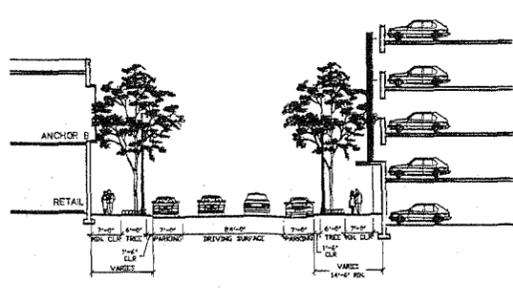
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208 NE 04		

PRELIMINARY PLAN OF SUBDIVISION 4-12004
PRELIMINARY PLAN OF SUBDIVISION 4-12004
CAFRTZ PROPERTY
 RIVERDALE (19th) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND
 SHEET 4 OF 5
 PROJECT NO: 2411-01-00

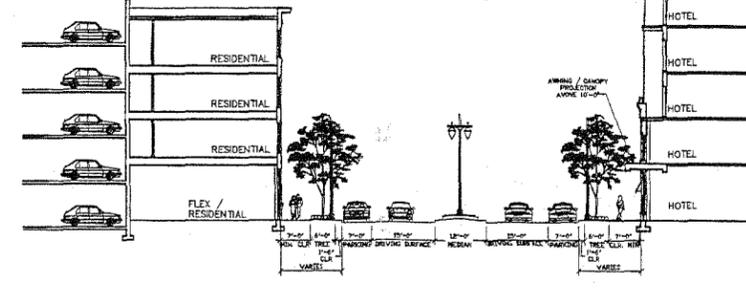
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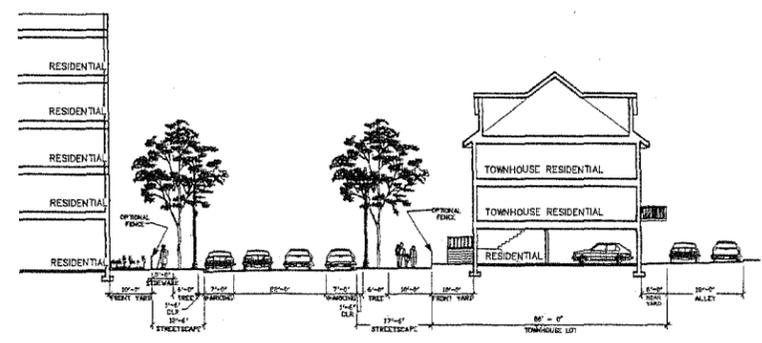
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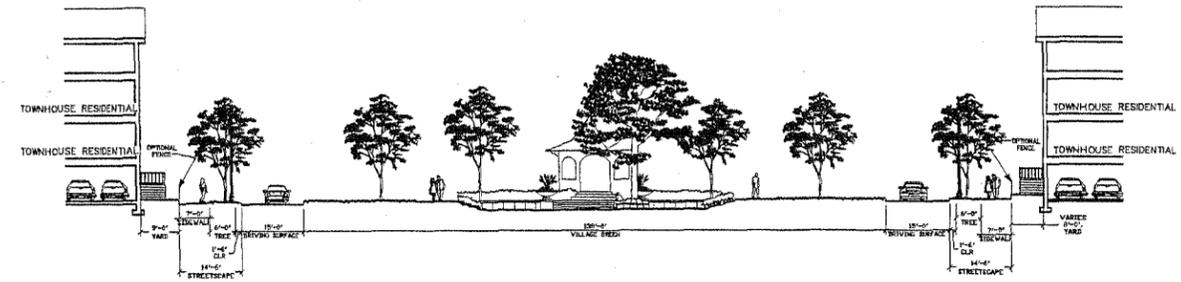
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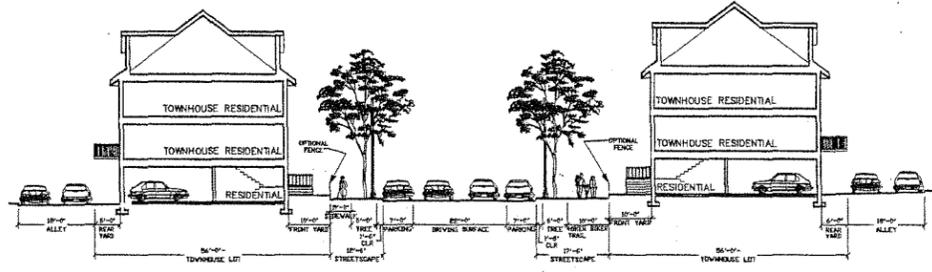
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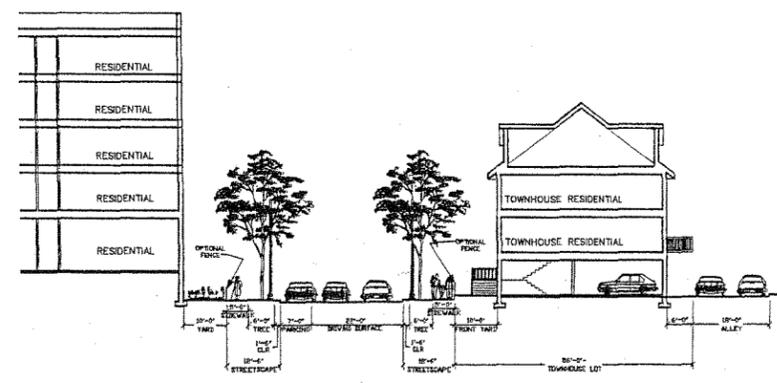
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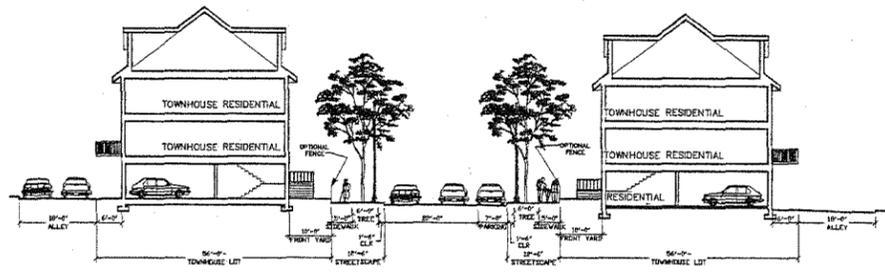
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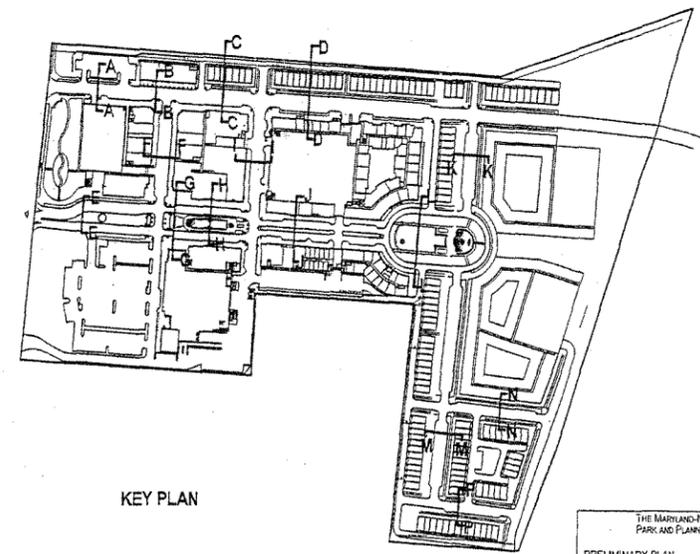
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NN NORTHERN, EAST AND WEST - PRIVATE ROAD



PP SOUTHERN, EAST AND WEST - PRIVATE ROAD



KEY PLAN

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

PRELIMINARY PLAN _____

TCP _____

PLANNING BOARD ACTION: _____

PER FCCPB RESOLUTION#: _____

ADOPTION DATE: _____

SIGNATURE APPROVAL DATE: _____

AUTHORIZED SIGNATURE _____

Lohman Collier Associates, Inc.

LANHAM OFFICE
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Lanham, MD 20706
1.301.794.7655 f.301.794.7656

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NO.	DATE	REVISIONS	BY	DATE
1	FEBRUARY 2012	1 CAD STANDARDS VERSION: VS - 2010		
	REVISION:	VS - 2010		
	DESIGNED: GAM	1 TECHNICAL: GAM		
	CHECKED: WVD			

MISS UTILITY NOTE

INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM APPLICANT'S RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND DEPTH OF ALL EXISTING UTILITIES AND UTILITY COVERS BY DIGGING TEST PITS BY HAND, WELL IN ADVANCE OF THE START OF EXCAVATION. CONTACT MISS UTILITY AT 480-27-7777. ADVISE US PRIOR TO THE START OF EXCAVATION. IF CLEARANCES ARE LESS THAN SHOWN ON THIS PLAN OF UTILITIES, CONTRACTOR MUST CONTACT MISS UTILITY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN.

OWNER/DEVELOPER/APPLICANT

CALVERT TRACT LLC
1600 L STREET NW SUITE 703
WASHINGTON, D.C. 20036
PHONE: 202-453-0733

CONTACT NAME: MR. CALVIN CAFRITZ
MS. JANE CAFRITZ

TAX MAP	ZONING CATEGORY
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DATE CAVED: NAD 83	AXAL
HORIZONTAL: NAD 83	
VERTICAL: NGVD 1928	

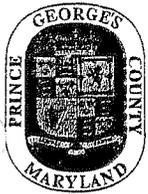
PRELIMINARY PLAN OF SUBDIVISION 4-12004

PRELIMINARY PLAN OF SUBDIVISION 4-12004
CAFRTZ PROPERTY

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

PROJECT NO. 2411-01-00

DATE: 11/05/2012 8:40 AM



THE PRINCE GEORGE'S COUNTY

ATTACHMENT 2

RECEIVED

Office of the Clerk of the Council
(301) 952-3600

JUL 19 2012

Loiederman Soltész Assoc.

July 18, 2012

RE: A-10018 Cafritz Property
Calvert Tract, LLC Applicant

*NOTICE OF FINAL DECISION
OF THE DISTRICT COUNCIL*

Pursuant to the provisions of Section 27-134 of the Zoning Ordinance of Prince George's County, Maryland requiring notice of decision of the District Council, you will find enclosed herewith a copy of Zoning Ordinance No. 11 - 2012 setting forth the action taken by the District Council in this case on July 12, 2012.

CERTIFICATE OF SERVICE

This is to certify that on July 18, 2012 this notice and attached Council order were mailed, postage prepaid, to all persons of record.

Redis C. Floyd
Clerk of the Council

(10/97)

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.

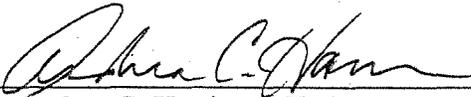
Opposed: Council Members Olson and Lehman.

Abstained:

Absent:

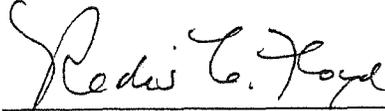
Vote: 7-2

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: 

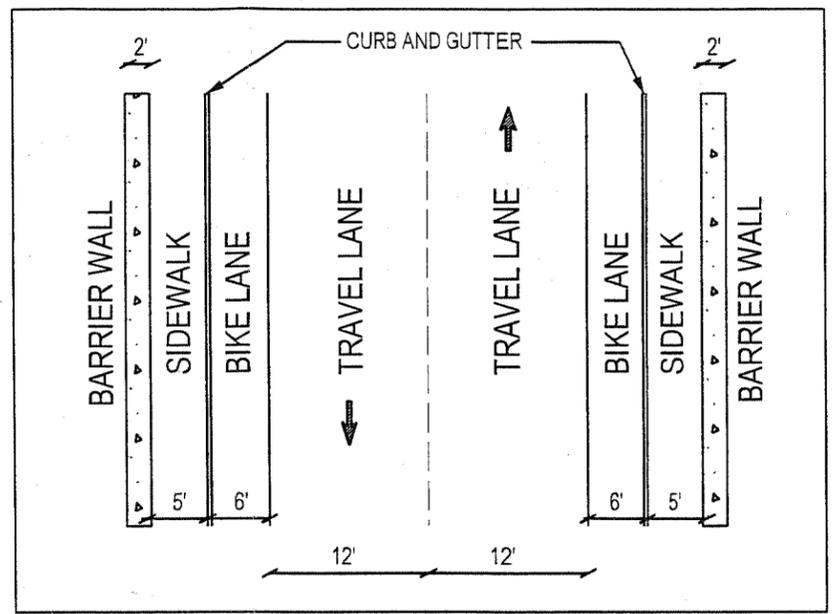
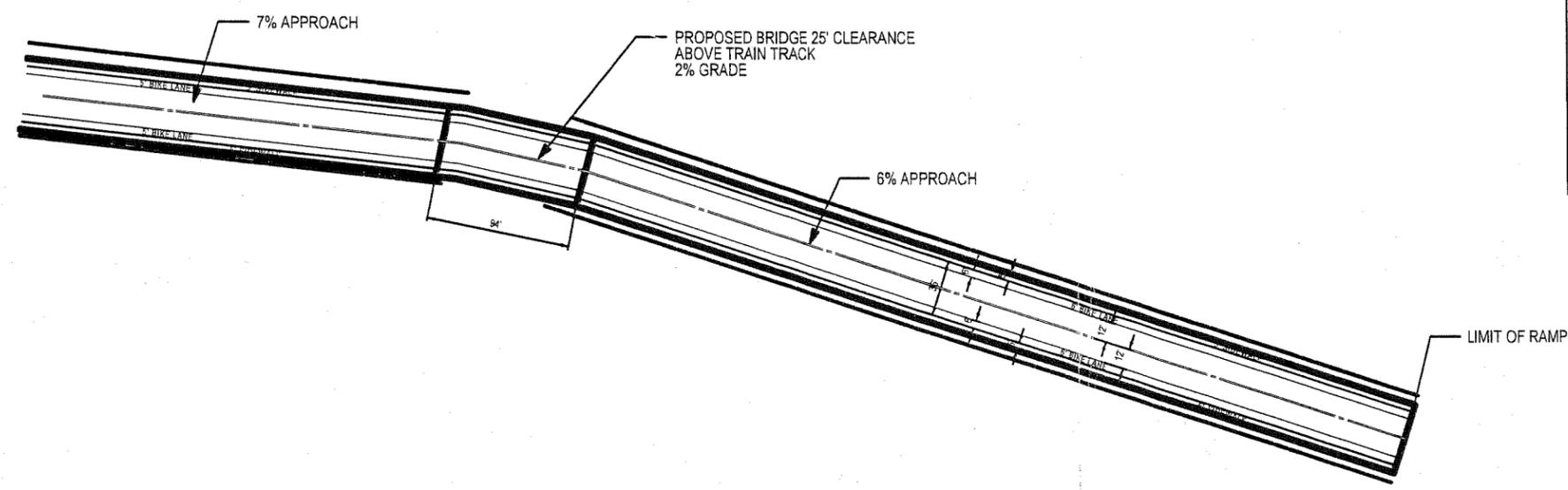
Andrea C. Harrison, Chair

ATTEST:

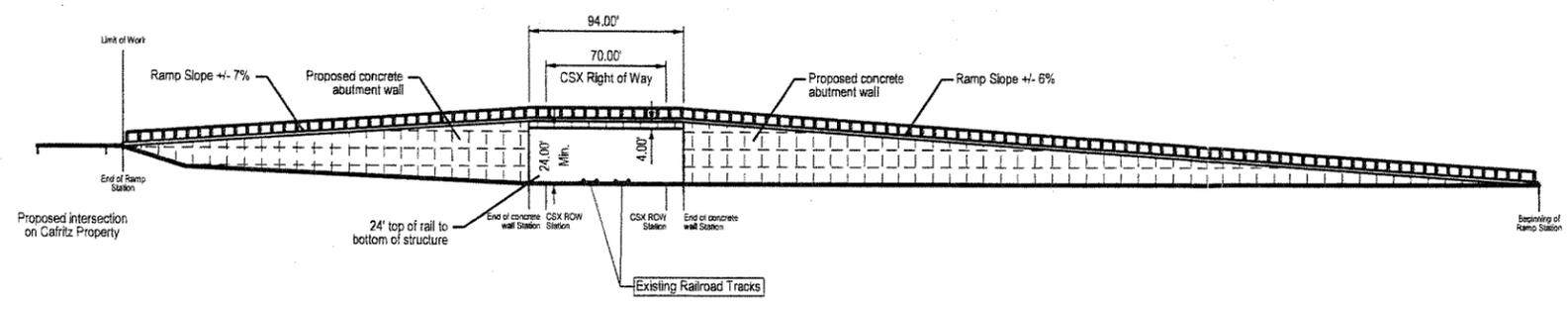


Redis C. Floyd
Clerk of the Council

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ROAD CROSS SECTION
(N.T.S.)



Loiederman Soltész Associates, Inc.
 4300 Forbes Boulevard, Suite 230
 Lanham, MD 20706
 301.794.7555 FAX.301.794.7656

CAFRTIZ
 CROSSING CONCEPT "C" CROSS SECTION
 RIVERDALE (19th) ELECTION DISTRICT
 PRINCE GEORGE'S COUNTY, MARYLAND

JOB NO.	SCALE	DATE
0244-05-01	AS SHOWN	NOVEMBER 2012



Benjamin P. Biesterveld
Project Manager II - Public Projects
1610 Forest Avenue, Suite 120
Richmond, VA 23229
804-226-7718
Benjamin_Biesterveld@csx.com

PRINCE GEORGE'S COUNTY PLANNING BOARD
OFFICE OF THE CHAIRMAN

RECEIVED DEC 27 2012 LOG NO. C12-1227D
DISTRIBUTION EMH-fri, Planning-fri

December 18, 2012

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

Prince George's County Planning Department
Office of the Director
Rec'd DEC 27 2012 to: same
Distribution: FP, AH, SL, Log
Original to DRD

Re: CSX Transportation, Inc. ("CSXT") recommendation of approval of the proposed location in Riverdale Park, MD of a new highway bridge and its related roadway approaches crossing over CSXT railroad tracks on the eastern boundary of the Cafritz Property (the "Crossing").

Dear Chairwoman Hewlett:

Please reference the March 30, 2012 letter from Carey Seavy (attached) acknowledging the recommendation of approval of the location. CSXT understands that the new proposed bridge crossing location has moved a few hundred feet to the north. Please let this letter confirm CSXT acknowledgement of the approval of the Crossing location shown in the attached map.

Please understand that all other qualifications referenced in the March 30, 2012 letter still apply. In addition, CSXT requires that the appropriate horizontal and vertical clearances be maintained. You must maintain a vertical clearance of at least 23 feet from the top of the rail to the lowest point of your structures. For horizontal clearances, you must span the entire CSX right-of-way.

For more information on working with CSXT on a public project such as this, please visit the CSXT website at www.csx.com, click on the "Community" tab, click on the "Property and Projects" link, and download the "Public Project Manual". This will give you more details on the entire process.

CSXT looks forward to working with you on your project. Please feel free to contact me with any questions.

Sincerely,

Benjamin P. Biesterveld
Project Manager II - Public Projects



Curey R. Seavy
Project Manager - Public Project
1610 Forest Avenue, Suite 120
Richmond, VA 23229
804-226-7718
Curey_Seavy@csx.com

March 30, 2012

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

Re: CSX Transportation, Inc. ("CSXT") recommendation of approval of the proposed location in Riverdale Park, Maryland of a new highway bridge and its related roadway approaches crossing over the CSXT railroad tracks on the eastern boundary of the Cafritz Property (the "Crossing").

Dear Chairwoman Hewlett:

In connection with the proposal made by Calvert Tract, LLC., the owner of the subject property (the "Owner"), CSXT is submitting this letter to you as an acknowledgement of our recommendation of approval of the Crossing location, as shown in Exhibit A enclosed herewith, all subject to the qualifications set forth herein.

Specifically, our recommendation of approval of the Crossing is subject to the following qualifications:

- 1) CSXT shall have on going rights throughout the schematic and design drawings phases of the Crossing's development, as well as during the actual construction of the Crossing, to review and approve the Crossing's precise location, design and construction schedule, all as more particularly set forth in that certain Preliminary Engineering Agreement between Owner and CSXT enclosed herewith as Exhibit B, the CSX Transportation Criteria for Overhead Bridges enclosed herewith as Exhibit C, and such other agreements that Owner and CSX may enter into from time-to-time, it being understood that the final design and location of the Crossing shall be in substantial conformance with what is shown in Exhibit A and the Application, and that the anticipated start date of the Crossing's construction is January 1, 2015;
- 2) CSXT shall make no financial contribution towards any aspect of the Crossing whatsoever including, without limitation, its design, permitting, construction, and post-construction maintenance;
- 3) A Construction Agreement covering the new overhead bridge crossing over CSXT is also required to be fully executed between the parties and the bridge owner shall have maintenance responsibility upon completion of the bridge.

In summary, this letter is only an acknowledgement of the proposed location of the highway bridge. Further formal review of plans with satisfactory resolution of all the details will be necessary along with the execution of the necessary agreements. A preliminary engineering agreement has been drafted and is in the process of being signed by the Owner and CSXT. Thank you for the opportunity to review and comment on this Proposal. Please feel free to contact me, at 804-226-7718, with any questions.

Sincerely,

A handwritten signature in cursive script that reads "Carey Seavy". The signature is written in black ink and is positioned above the printed name.

Carey R. Seavy
CSX Transportation

Transportation Demand Management (TDM)

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

A comprehensive TDM program is proposed with this project. The program would establish a series of measures to influence travel behavior by mode, frequency, time, route, or trip length in order to achieve a maximally efficient use of the adjacent transportation facilities. The following sections outline the impacts of site TDM programs as well as a specific TDM program for the Cafritz Property project and includes descriptions for each of the elements that could comprise the TDM program. As the project is developed and occupied, modifications and additions to this TDM program should be considered.

Evaluation of TDM and Potential Measures

Fundamentally, Transportation Demand Management (TDM) strategies strive to influence the mode of transportation a traveler chooses by controlling several influences. Together, these influences can have a significant impact on the mode of travel used by travelers. There are numerous TDM strategies to influence travel decisions. Some improve the transportation options available; some provide incentives to change travel mode, time or destination; others improve land use accessibility; some involve transportation policy reforms and new programs that provide a foundation for TDM. Typical TDM Programs consist of education, marketing, outreach to employers and residents as well as advocacy for alternative commuting options. By reducing total vehicle traffic and improving overall accessibility, TDM provides multiple benefits, including:

- Congestion reduction
- Road and parking savings
- Transportation options (choices)
- Road safety
- Environmental protection
- Improved quality of life
- Economic development

- Healthy lifestyles

Table 12 below categorizes examples of TDM measures by type.

Table 12
TDM Measures by Type

Type	Measures
Alternative Modes of Transportation	<ul style="list-style-type: none"> • Carpool program • Vanpool program • Transit service/shuttle service • Bicycle/pedestrian facilities and site improvements
Economic	<ul style="list-style-type: none"> • Fuel Tax • Road user charging • Parking charges • Tradable permits (combined with regulation by quantity)
Land Use	<ul style="list-style-type: none"> • Public transportation subsidization • Land use and transportation strategies such as: car free developments and location of new developments • Park and Ride facilities
Information for Travelers	<ul style="list-style-type: none"> • Travel information provided before a trip is taken
Substitution of Communications for Travel	<ul style="list-style-type: none"> • Teleworking • E-shopping
Administrative Measures	<ul style="list-style-type: none"> • Parking controls • Pedestrianized zones • Alternative working patterns such as variable work hours, flex-time, compressed work week and staggered work hours

TDM Program Impacts

Research into TDM program effectiveness points to a range of impacts and factors for consideration in developing a site specific program:

- There is no single TDM 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.

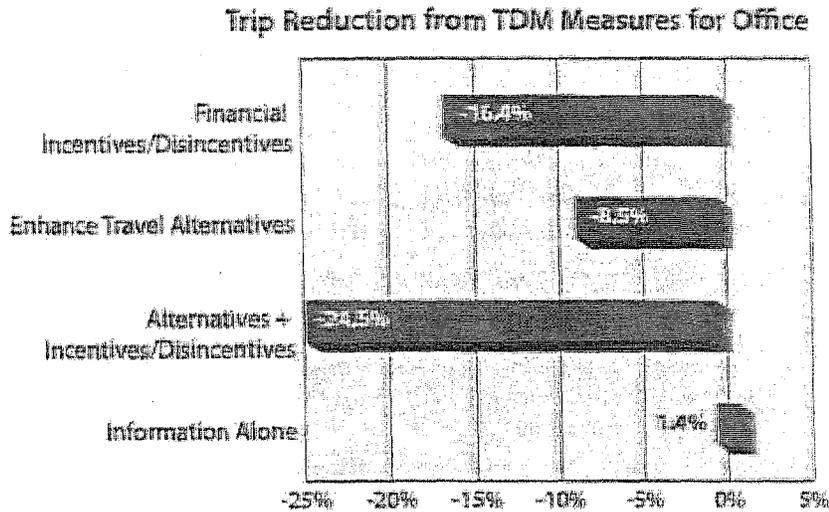
- Literature consistently points to financial incentives and disincentives as most effective in causing mode switch. Financial incentives include mode subsidies (i.e. tax favored transit discounts or vanpool fare subsidies), parking cash-out, discounted parking for alternative mode users, and indirect 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 programs 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 TDM 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 TDM programs market specific incentives for attractive travel options (modes), using messages appealing to travelers' self-interest as opposed to general information about mode options.

Office

National research conducted for the Transit Cooperative Research Board (TCRB) compared the effectiveness of various worksite TDM measures. Data from nearly 50 employers compared the trip reduction percentages for a variety of worksite-based TDM strategies, implemented across the country. These programs, widely perceived as successful models, achieved average trip reductions of 15.3%, measured at the worksite levels. Results, as reported in *Commuter Choice Primer: An Employer's Guide to Implementing Effective Commuter Choice Programs*, are as follows:

- TDM programs focusing on financial incentives and disincentives achieved an average 16.4% reduction.
- Employer efforts that emphasized the provision of enhanced travel alternatives themselves, such as vanpools, accomplished trip reductions averaging 8.5%.
- Worksites combining enhanced travel alternatives with financial incentives/disincentives averaged trip reductions of 24.5%.
- Employer-based programs offering only information on commute alternatives experienced an increase in trip making averaging 1.4%. In other words, initiatives offering information alone were unable to counter the general trend toward increased drive alone travel.

Chart I
Trip Reduction from TDM Measures for Office



Source: Briefing Paper, February 2005, TDM program Impacts and Evaluation: Chittenden County TDM Education, Outreach and Support

The Commuter Choice Primer's authors observe, "These results suggest that information alone is ineffective at changing commuter's travel behavior. However, when commuters are made aware (perhaps most effectively through their employer) of enhanced alternatives and incentive for using them, some commuters will switch from driving alone. It also suggests that financial incentives alone are not as effective as when they are combined with the necessary alternatives to driving alone and a means for employers to learn about the alternatives and incentives to use them."

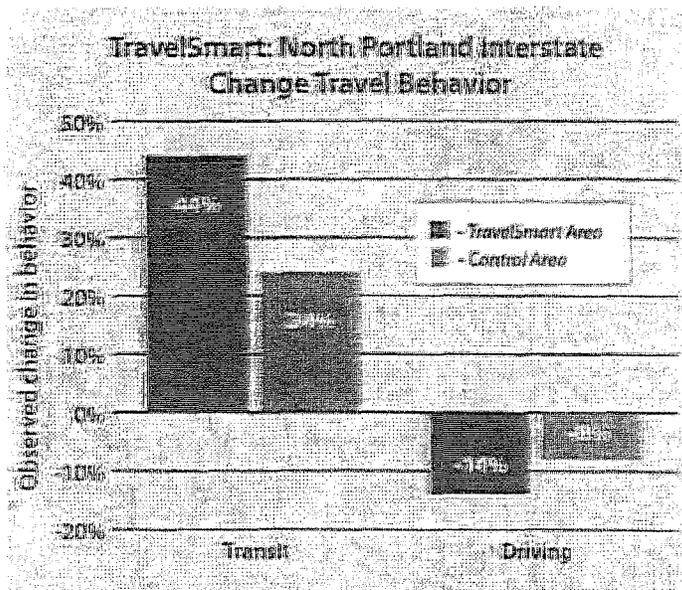
Residential

Although much of TDM research and implementation is focused on the worksite (office) and corresponding commute trip, residential based programs (i.e., Individualized Marketing and Community-Based Social Marketing) are gaining momentum. Such programs are household-based travel behavior change programs. By engaging in direct contact and dialogue with individuals at the household level, where a majority of trips either start or end, the approach aims to shift travel for some trips into more sustainable travel modes, such as walking, cycling, carpooling, and public transportation. This approach focuses on all trips instead of just the work trip. Through personal contact, the program encourages people to break habitual decision-making patterns and consciously consider their travel options for various trip types. The program also provides personalized information and incentives to overcome real or perceived

barriers to sustainable travel, and provide support and encouragement through the behavior change process. This process typically includes a before survey, market segmentation, creating awareness, information and motivation and a follow-up survey.

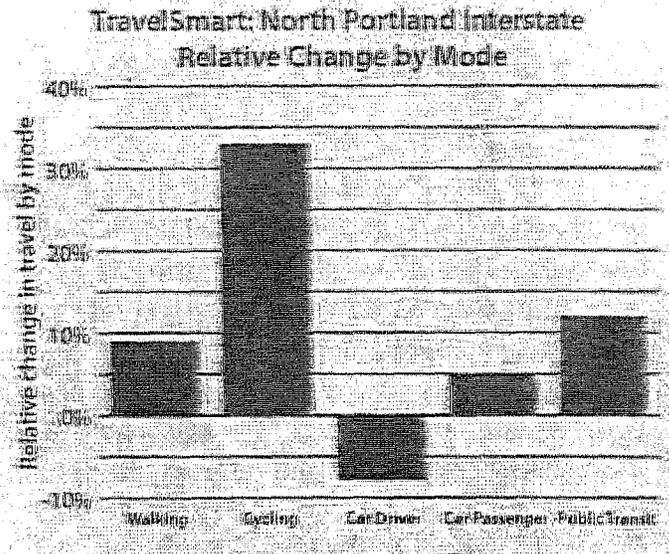
Portland, Oregon was the site of the first large-scale individualized marketing projects (called TravelSmart) in North America. After a new MAX light rail line was opened in the city's Interstate corridor in 2004, thousands of households in the target area asked for and received information on transit, walking and cycling. Some also received a personal home visit from trained staff. Surveys found that the growth in transit trips was almost twice as great in the area where TravelSmart was delivered as in a nearby "control" neighborhood (an increase of 44% versus 24%). The TravelSmart area also saw growth in cycling and walking, and a reduction in driving (a decrease of 14% versus 8%).

Chart 2
TravelSmart: North Portland Interstate Change in Travel Behavior



Source: Transport Canada: The Case for TDM in Canada

Chart 3
TravelSmart: North Portland Interstate Relative Change by Mode



Source: Transport Canada Report: The Case for TDM in Canada

Such residential TDM programs have been implemented all over the world including Australia and Canada. Statistically, significant reductions in single occupant vehicles have been reported of between 3 and 14%.

Arlington County

Arlington's TDM policy focuses on workplace commuter travel and looks to reduce peak hour work travel by achieving a reduction of single occupant vehicle trips. Key elements in the Arlington TDM program include:

- A TDM plan for each site plan consistent with the County's TDM Matrix.
- A standard site plan condition to implement the TDM Matrix.
- In-building parking provisions that extend preferences to vanpools, carpools and bicycles.
- The encouragement by employers of employee travel to and from the work place by modes of travel other than single occupant automobile through various educational and incentive measures.

- Coordination and cooperation on such measures among employers, building owners and management companies of an employment area through transportation management associations TMAs or districts.
- Arlington County encouragement to TDM planning in its roles as developer of public buildings and as employer.

A Standard County policy is set forth in the TDM Matrix. Based on the type of a land use (there are four (4) broad categories) certain strategies are mandated for implementation. The matrix includes a description of these strategies and associated costs.

City of Rockville

The City of Rockville staff recently developed a Trip Reduction Program tool which reflects a national experience with TDM program element effectiveness. The online web tool allows developers, property managers and city staff to select trip reduction strategies for new developments proposed to generate over 125 vehicle trips in a peak hour. Users select plan elements with effectiveness ratings most appropriate to their situation. Each strategy is assigned a point allocation between two (2) and fifteen (15) based on how effective the strategy is in changing travel behavior. Total points required are based on how they answer questions on availability of transit, land use mix, surrounding development and surrounding pedestrian conditions. They must select and combine strategies until they meet their total point allocation.

- Highest points are reserved for strategies involving parking, including parking cash-out (offering employees the choice of a parking space or its cash equivalent), charging parking fees, unbundled parking (lease residential or office space exclusive of parking) and parking management (balancing the supply or parking spaces in light of available alternatives).
- Moderate points include strategies that combine both mode incentives and alternative mode facilities. These include transit and vanpool subsidies, points redeemable for awards for using alternative modes, etc.
- Lowest points include variable work hour initiatives (i.e. compressed work weeks and flex time), marketing strategies and transportation fairs.

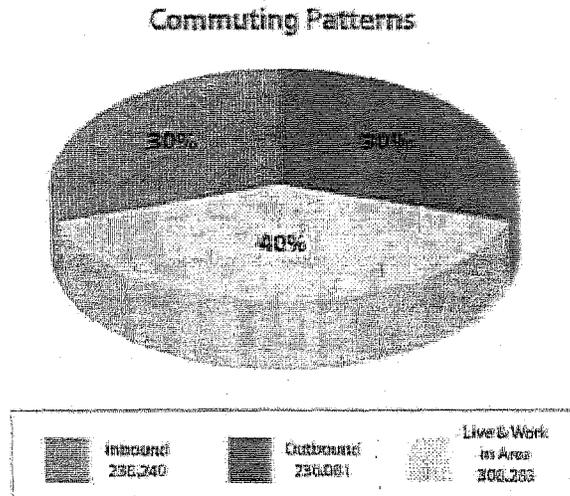
Fairfax County Application/Experience

Fairfax County's "Long-Range Transportation Demand Management (TDM) Plan" was published in February 2010 in compliance with Virginia Department of Rail and Public Transportation's (DRPT) mandate. The purpose of the plan is to identify and detail the TDM program currently provided in the region, to outline potential improvements to be

carried out in the Plan's timeframe and to illustrate the financial resources necessary to implement these programs and improvements.

Chart 4 as follows illustrates commuting patterns specific to Fairfax County.

Chart 4
 Commuting Patterns



Source: 2000 U.S. Census and Virginia Employment Commission

Typically, the type of TDM program is dictated by the volume of inbound and outbound commuters. The larger the percentage of inbound commuters the more emphasis should be placed on employer services. The larger the percentage of outbound commuters, the more emphasis should be placed on residential services. Chart 4 illustrates that a large portion of Fairfax County residents live and work within a defined service area; in this case the service area has traditionally been defined as Fairfax County, the City of Fairfax, Falls Church and the Town of Herndon.

By 2050, however, up to 100,000 residents are expected to live in Tysons compared to 17,000 in 2010. The number of jobs is also expected to increase from 105,000 to as many as 200,000 by 2050. This greater balance of jobs to residents will provide more people with the opportunity to live near where they work, thereby increasing the use of alternate modes. Thus a successful TDM program in Tysons should focus on both employers' services and residential based programs.

In Fairfax County, the major tool for encouraging and implementing many types of TDM improvements to increase the quality of life in the county is via the proffer system. Proffers are used to ensure the private land developers construct sidewalks, trails, bike paths, bus stops and other transit and TDM friendly elements on their site as may be

indicated. In addition, developers are often encouraged to design and market a site specific TDM program to residents, employees and visitors. A robust monitoring and evaluation plan is included to measure the effectiveness of the TDM strategies on trip reduction.

Cafritz TDM Program

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

- There is no single TDM 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 TDM 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 TDM 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 TDM 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.

SITE-WIDE TDM Program Management

TDM 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). This individual will serve as a central point of contact and manage the overall TDM 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.

TDM Program Manager responsibilities will include:

- Develop an annual TDM 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 TDM 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 TDM 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 TDM Program over time.
- Coordinate with Prince George's County's Employer Services program to conduct TDM outreach to employers located in office/retail space at the site.
- Coordinate with other county TDM providers including MWCOC 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 TDM 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 TDM Program.
- Coordinate all monitoring and evaluation activities necessary to measure the effectiveness of the TDM program.

The overall approach of the site-wide TDM Program Manager is likely to follow an individualized marketing framework. Individualized marketing is a TDM implementation and evaluation process that takes the principles of social marketing and customizes them to transportation programs focused on the individual traveler. The approach is simple: target customized information, training and incentives to people who are open to changing the way they travel. Identifying people open to trying transportation alternatives is achieved through pre-surveys of the population to determine who uses transportation alternatives currently, who is interested in using them more, and who would never consider changing their travel behavior. The programs are implemented and the participants are then surveyed again to understand how their travel behavior



changed. This approach will ensure resources are spent on individuals most likely to change and will make sure all elements of the TDM program are captured in one fluid implementation strategy.

TDM Program Branding

An initial step in the promotion and marketing of the TDM Program is the development of a program brand. The brand will be used on TDM 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 TDM program. However, unique site branding will be pursued should an area-wide TDM program not be in place at the time of development.

Program Web Site

The 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 TDM 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 Cahritz TDM Program will promote applications and web sites that provide real-time travel information. In addition, through this platform, the TDM 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 Cahritz 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. 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 guide will be updated on an annual basis or as needed.

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. 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 TDM 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 TDM 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 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. 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 TDM 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.

Third party car sharing providers are available on a contract basis, and would be appropriate for residential buildings within the Cafritz Riverdale area. The TDM 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 TDM 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.

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 TDM 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:

- Limiting supply of parking
- Raising the price of parking
- Unbundling parking for residential and office space
- Parking permit controls
- Reduced cost and preferential parking for 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 TDM 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.

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

In addition to the site-wide TDM Program elements, there are several residential specific TDM 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 to serve as a point of contact about the TDM 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 TDM Program. This information will be produced by the project-wide TDM 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 TDM Program Manager.

- Respond to questions or concerns about TDM program elements, provide information, and coordinate with the project-wide TDM 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. Each year the TPM will distribute, site wide, MetroRail SmartTrip® cards loaded with enough funds to allow the recipients to make five round trips from College Park Station to DC. The effectiveness of the campaigns will be measured using survey instruments. The manner in which the cards are distributed may vary from year-to-year based on current TDM marketing campaigns, demand, and the success of previous distribution methods and available funds in the incentive fund. The value of each pass may differ from year to year; however, the total value of all passes distributed will remain equivalent to cover the cost of five round trips from College Park to DC as funding is available.

OFFICE TDM STRATEGIES

In addition to the site-wide TDM Program elements outlined in the previous section, several TDM strategies will be implemented for employees of the new office space associated with the Cafritz development. These strategies leverage the property-wide TDM program elements, as well as several regional TDM strategies such as ridesharing and guaranteed ride home that are available for free use by employers. The strategies include:

Onsite Transportation Coordinators

Onsite Transportation Coordinator will coordinate TDM 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 Cairitz Riverdale TDM program. These personnel will be encouraged to coordinate with the property-wide TDM Program Manager.

Metrorail Preloaded Pass Cards and Try Transit Campaign for Office Employees

A Try Transit campaign will be implemented for office commuters who are interested in trying transit. The project wide TPM will distribute, Metrorail SmarTrip® cards loaded with enough funds to allow the recipients to make five round trips from College Park Station to DC. The manner in which the cards are distributed may vary from year to year based on current TDM marketing campaigns, demand, and the success of previous distribution methods and available funds in the incentive fund. The value of each pass may differ from year to year; however, the total value of all passes distributed will be of sufficient value to cover the cost of five round trips from College Park Station to DC as funding is available. This flexibility will allow the TPM to adjust the Try Transit program to meet the needs of the development's workers and adjust incentive amounts on a per-user basis to assure trip reduction is maximized.

More passes will likely be distributed to residents than employees because many employers offer subsidized transit passes to their employees and those within the development who do not will be encouraged to do so through the other outreach efforts of the TPM beyond those identified in this section.

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 TDM 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 (MWCOG) Commuter Connections Program. The TDM 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 (MWCOG) 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 TDM program. 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. The TPM will encourage and assist companies with the development and implementation of telework and variable work schedules policies and procedures.

Table 8

Cafritz Property at Riverdale Park

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

Intersection	Operating Condition	Approach/ Movement	Existing		Background		Total Future (With CSX)	
			SAT	MID DAY	SAT	MID DAY	SAT	MID DAY
1: US 1/Paint Branch Parkway	Signalized	Overall	C (1158)	-	D (1409)	-	D (1444)	-
2: US 1/Rossborough Lane	Signalized	Overall	A (893)	-	A (983)	-	B (1021)	-
3: US 1/College Avenue	Signalized	Overall	A (759)	A (684)	A (974)	A (843)	B (1029)	A (835)
4: US 1/Knox Road	Signalized	Overall	A (952)	-	B (1017)	-	B (1079)	-
5: US 1/Calvert Road	Signalized	Overall	A (639)	-	A (705)	-	A (767)	-
6: US 1/Gullford Road	Signalized	Overall	A (735)	-	A (816)	-	A (918)	-
7: US 1/Amherst Road	Signalized	Overall	A (604)	A (446)	A (664)	A (501)	A (769)	A (582)
8: US 1/North Site Access (Future)	Unsignalized	WB	N/A	N/A	N/A	N/A	B [12.7]	B [11.5]
9: US 1/Van Buren/Future Site Access	Unsignalized	NBL	B [10.6]	A [9.2]	B [11.2]	A [9.6]		
		EB	C [15.5]	B [11.9]	C [16.9]	B [12.6]		
Improvements ¹	Signalized	Overall	N/A	N/A	N/A	N/A	B (1005)	A (858)
10: US 1/South Site Access (Future)	Unsignalized	WB	N/A	N/A	N/A	N/A	B [13.0]	B [11.9]
11: US 1/MD 410	Signalized	Overall	E (1496)	C (1164)	E (1576)	C (1232)	F (1625)	C (1272)
							Improvement ²	
US 1/Queensbury Road	Signalized	Overall	A (989)	A (722)	B (1052)	A (780)	A (1089)	A (826)
12: Rivertech Court/River Road	Unsignalized	NB	A [9.8]	-				
		SB	A [0.0]	-				
		EBL	A [7.4]	-				
		WBL	A [7.6]	-				
With Signal					A (210)	-	A (663)	-
14: River Road/Paint Branch Parkway	Signalized	Overall	A (270)	-	A (327)	-	A (319)	-
15: Kenilworth Road/River Road ³	Signalized	Overall	A (606)	-	A (655)	-	A (708)	-
16: Rhode Island/Queens Bury Road	Unsignalized	Overall	A [9.09]	A [8.42]	A [9.09]	A [8.42]	A [9.32]	A [8.55]
17: Lafayette Avenue/Queens Bury Road	Unsignalized	Overall	A [9.32]	A [9.04]	A [9.32]	A [9.04]	A [9.42]	A [9.10]
18: Natoli Place/Queens Bury Road	Unsignalized	SB	A [9.2]	A [9.1]	A [9.2]	A [9.1]	A [9.3]	A [9.2]
		NB	A [9.2]	A [9.3]	A [9.2]	A [9.3]	A [9.3]	A [9.3]
		EBL	A [7.3]	A [7.3]	A [7.3]	A [7.3]	A [7.3]	A [7.3]
		WBL	A [7.3]	A [7.3]	A [7.3]	A [7.3]	A [7.4]	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) Provide second northbound left turn lane on US 1.
 3) Includes Riverside Subdivision Phase I Improvements

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 (With CSX)	
			AM	PM	AM	PM	AM	PM
1: US 1/Paint Branch Parkway	Signalized	Overall	B (1036)	C (1213)	C (1211)	E (1511)	C (1192)	E (1489)
2: US 1/Rossborough Lane	Signalized	Overall	A (692)	A (767)	A (756)	A (852)	A (770)	A (864)
3: US 1/College Avenue	Signalized	Overall	A (754)	A (857)	A (841)	B (1049)	A (863)	B (1074)
4: US 1/Knox Road	Signalized	Overall	A (775)	A (993)	A (841)	B (1086)	A (860)	B (1104)
5: US 1/Calvert Road	Signalized	Overall	A (572)	A (768)	A (638)	A (844)	A (652)	A (871)
6: US 1/Guilford Road	Signalized	Overall	A (712)	A (754)	A (783)	A (864)	A (831)	A (946)
7: US 1/Amherst Road	Signalized	Overall	A (659)	A (619)	A (717)	A (685)	A (769)	A (756)
8: US 1/North Site Access (Future)	Unsignalized	WB	N/A	N/A	N/A	N/A	B [10.6]	B [13.9]
9: US 1/Van Buren/Future Site Access Improvements ¹	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 [14.7]		
	Signalized	Overall	N/A	N/A	N/A	N/A	A (764)	B (1142)
10: US 1/South Site Access (Future)	Unsignalized	WB	N/A	N/A	N/A	N/A	B [10.9]	B [14.3]
11: US 1/MD 410 Improvement ²	Signalized	Overall	E (1555)	E (1590)	F (1635)	F (1706)	F (1704) E(1584)	F (1759) F(1689)
12: US 1/Queensbury Road	Signalized	Overall	A (934)	A (941)	A (992)	B (1019)	B (1015)	B (1063)
13: Rivertech Court/River Road With Signal	Unsignalized	NB	D [27.6]	C [17.4]				
		SB	C [24.1]	C [22.7]				
		EBL	A [8.0]	A [7.7]				
		WBL	A [8.2]	A [8.2]				
				A (926)	A (773)	B (1077)	A (870)	
14: River Road/Paint Branch Parkway	Signalized	Overall	A (662)	A (634)	A (691)	A (801)	A (683)	A (740)
15: Kenilworth Road/River Road ³	Signalized	Overall	A (999)	A (962)	D (1336)	C (1177)	D (1388)	C (1221)
16: Rhode Island/Queens Bury Road	Unsignalized	Overall	B [10.72]	B [11.15]	B [10.72]	B [11.15]	B [10.8]	B [11.51]
17: Lafayette Avenue/Queens Bury Road	Unsignalized	Overall	A [8.59]	B [12.94]	A [8.59]	B [12.94]	A [8.60]	B [13.12]
18: Natoli Place/Queens Bury Road	Unsignalized	SB	A [8.8]	A [9.5]	A [8.8]	A [9.5]	A [8.8]	A [9.5]
		NB	A [8.8]	A [9.4]	A [8.8]	A [9.4]	A [8.8]	A [9.5]
		EBL	A [7.2]	A [7.3]	A [7.2]	A [7.3]	A [7.2]	A [7.3]
		WBL	A [7.3]	A [7.4]	A [7.3]	A [7.4]	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) Provide second northbound left turn lane on US 1.

3) Includes Riverside Subdivision Phase I Improvements

Green Building Certification]

LEED® Project Application Review Agreement

Version 3 - Released September 20, 2010

Effective Date: Feb 21, 2012

AGREEMENT

1. SCOPE OF BINDING AGREEMENT

- 1.1 BY ACCEPTING THIS AGREEMENT YOU ACKNOWLEDGE THAT YOU ARE FULLY AWARE OF AND AGREE TO ALL OF THE FOLLOWING TERMS, CONDITIONS, AND PROVISIONS.
- 1.2 This LEED Project Application Review Agreement, hereafter referred to as this "Agreement," is entered into by and between you and us, each of which are defined below, and constitutes a binding agreement between you and us.
- 1.3 This Agreement consists of the terms, conditions, provisions, and recitals expressly set forth herein as well as the following documents which are hereby incorporated by reference in their entirety: i) the Policy Manual; ii) the Rating System; iii) the MPRs; and iv) the Reference Guide, all of which are defined below and intended to be complementary and interpreted in harmony so as to avoid conflict. You agree that you shall comply with the terms, conditions and provisions of these incorporated documents whether or not any particular term, condition, or provision of such documents is specifically referenced in this Agreement.
- 1.4 In the event of any conflict or discrepancy between the terms, conditions, or provisions, of the documents identified in the preceding Section 1.3 of this Agreement, they shall take precedence in the following order: the terms, conditions, and provisions of this Agreement; followed by the Policy Manual, followed by the Rating System, followed by the MPRs, followed by the Reference Guide.
- 1.5 This Agreement constitutes a fully integrated agreement that supersedes any and all prior agreements between you and us concerning your participation in the LEED certification program as it applies to the project you hereby register.
- 1.6 You agree that any obligations we are required to undertake under this Agreement may be assigned or delegated by us in our sole discretion.
- 1.7 If you sell, transfer, assign, or otherwise dispose of all or substantially all your interest in this project, then the new owner must execute this Agreement. If the new owner with respect to your project is unable or unwilling to enter into this Agreement, then the only recourse available to you is to terminate this Agreement. In the event of the foregoing, we will not refund any fees that have been paid to us for your project.

an application review, you must comply with the policies, requirements, and addenda published on or before the date that you accept this Agreement.

- 2.10 As used herein, the phrase "Registration Agreement" refers to the LEED Project Registration Agreement accepted at the time your project was registered and established within LEED Online. A record of the Registration Agreement associated with your project is available in your project profile within LEED Online.
- 2.11 As used herein, the phrase "application" refers cumulatively to the electronic forms available via LEED Online designed to elicit specific documentation and other information necessary to demonstrate compliance with the applicable Rating System requirements and MPRs.
- 2.12 As used herein, the phrase "LEED Online" refers to the LEED Online Version 3 information submittal software tool available at URL <https://www.leedonline.com>. LEED Online is an online environment designed to facilitate the administration of the LEED certification program including the delivery, receipt, and archiving of the application and the various agreements completed in relation to your project.
- 2.13 As used herein, the phrase "Rating System" refers to the following LEED Green Building Rating System (including all Rating System updates and addenda published at the time your project was registered), as published by USGBC®, under which you selected to submit your project:

LEED 2009 for Neighborhood Development Rating System

The rating system selected for your project is indicated above and linked hereto for your reference. Updates and addenda to this rating system are available from USGBC.

- 2.14 As used herein, the phrase "MPRs" refers to the mandatory criteria contained within the following document, (including all updates and addenda that were published at the time your project was registered), as published by USGBC and available within LEED Online:

At This Time There Are No Minimum Program Requirements in Place That Relate to the LEED 2009 for Neighborhood Development Rating System

- 2.15 As used herein, the phrase "Reference Guide" refers to the following LEED Reference Guide (including all reference guide updates and addenda published at the time your project was registered), as published by USGBC, which pertains to the rating system under which you selected to submit your project as identified in Section 2.12 of this Agreement:

**LEED Reference Guide for Green Neighborhood Development,
2009 Edition
ISBN: 978-1-932444-30-8**

This Reference Guide is available for purchase from the USGBC website located at URL <http://www.usgbc.org>. Updates and addenda to this rating system are available from USGBC.

- 2.16 As used herein, the phrase "Government Entity" means a sovereign nation, and any of its agencies or instrumentalities, as well a state, provincial or local government, including an agency, board or commission in the executive branch of such government.
- 2.17 As used herein, the phrase "USGBC" refers to the U.S. Green Building Council, Inc., a non-profit corporation of the District of Columbia with an address of 2101 L Street NW, Suite 500, Washington D.C. 20037, and all of its respective employees, agents, officers, directors, assigns, and successors in interest.

6. **INTELLECTUAL PROPERTY HELD BY YOU**

- 6.1 You hereby grant us and USGBC a non-exclusive, irrevocable, perpetual, transferable, royalty-free, worldwide right to use, reproduce, prepare derivative works from, distribute, display and publish any and all content and/or data that you provide to us in the application for your project in any and all media and formats known now or in the future. This right is granted at the time you upload or enter such information within LEED Online. This right shall be retained by us and USGBC regardless of whether or not the application for your project is submitted to us for review. Such rights and licenses shall survive the cancellation of registration for your project by you or by us, as well as a denial or revocation of LEED certification for your project by us, or abandonment of LEED certification by you.
- 6.2 You and we agree that the use of such materials identified within section 6.1 of this Agreement is limited to the following purposes: i) to administer of the LEED certification program as it relates to your project, including without limitation, the review of a project application, CIR, or appeal by us or by our subcontractors or assigns; ii) to further research pertaining to green buildings; iii) to educate and inform third parties about the LEED program and green building practices in general; vi) to further the development of the LEED Green Building Rating Systems; and v) to promote or sell goods and/or services directly related to the LEED program.
- 6.3 You and we agree that if we or USGBC publish any of this content or data to third parties not directly participating in the administration of the application review process that this information will be rendered in aggregate form; meaning, that all project identifying characteristics will be removed. All third parties participating in the administration of the application review process shall do so under conditions of confidentiality no less stringent than the terms of this Agreement. Plans, drawings, or schema will not be distributed or published to the general public.
- 6.4 We acknowledge that you may own and/or maintain licenses to use certain proprietary trademarks which constitute valuable assets. This Agreement does not transfer any rights of ownership or use of such trademarks to us or USGBC. To the extent we or USGBC desire to use such trademarks, we will abide by your guidelines restricting the use of your intellectual property, if any. Further, we will not reproduce your trademarks, or any portion thereof, without your prior written permission. Nothing in this agreement prevents us or USGBC from engaging in conduct that constitutes nominative use of such trademarks as defined by law.

7. **INTELLECTUAL PROPERTY HELD BY GBCI AND USGBC**

- 7.1 You acknowledge that we and USGBC own and/or maintain a license to use several proprietary trademarks, service marks, certification marks, and associated acronyms, logos and other graphic images, including but not limited to the "GBCI" trademark, the "LEED" trademark, the "USGBC" trademark, and the LEED certification marks, (collectively "Logos"), which are powerful marketing tools and valuable assets held by us and USGBC respectively. You agree to abide by the guidelines restricting the use of these Logos and other intellectual property as set forth in the Policy Manual.
- 7.2 You understand and agree that should your project be awarded LEED certification that this Agreement entitles you to a limited, non-exclusive, revocable, and royalty-free license to use the appropriate Logos in relating to your project, subject to the restrictions of use set forth in the Policy Manual. Such mere license does not constitute a transfer of ownership and may be revoked and reclaimed by us without notice if the LEED certification or other official designation awarded to your Project is revoked or expires in accordance with the terms, conditions, and provisions of the Policy Manual.

damage, cost or expense was not caused by our, USGBC's or both organizations' gross negligence, willful misconduct, or wanton or reckless behavior.

12. **NOTICE**

Except as otherwise provided in this Agreement, notices required to be given pursuant to this Agreement shall be effective when sent, and shall be sufficient only if sent by electronic mail and addressed as follows:

To You: We shall forward all notices to you and the project administrator at the email addresses provided to us within the project application. It is your responsibility to provide current contact information to us for the term of this Agreement. In addition, we shall post all such notices to you within LEED Online.

To Us: You must provide all notices to us through LEED Online and by email to legal@gbci.org.

13. **NOTICE OF CLAIM**

Notwithstanding the foregoing Section 12 of this Agreement, if you have been damaged by any act or omission by us, then, within one hundred and eighty (180) calendar days after the occurrence of each such act or omission, you must provide us with written notice describing with reasonable detail the act and/or omission, how you were damaged by it, and a reasonable estimate of the extent of monetary amount of your damages you claim to have suffered. You must provide this written notice to us by certified mail, return receipt requested, and by email. Such notices must be addressed as follows:

By Certified Mail:

General Counsel
Green Building Certification Institute
2101 L Street, NW
Suite 650
Washington, DC 20037

By Email:

legal@gbci.org

Your providing us with the notice in the manner and within the time frame described in this section is an express condition precedent to your right to commence and maintain litigation against us. You knowingly and intelligently waive any and all claims and causes of action against us to the extent that you do not provide us with the notice in the manner and within the time frame described in this section. Further, you agree not to commence litigation against us until sixty (60) calendar days after we receive (as evidenced by our signature on the return receipt) the written notice described in this section.

14. **MEDIATION**

Within thirty (30) calendar days after receiving the notice described in Section 13 of this Agreement, we may elect to refer your claim to non-binding mediation (hereafter referred to as "Mediation"). If we refer your claim to Mediation, then you shall not be entitled to commence litigation against us until after the Mediation is completed as documented by a letter from the mediator stating that the Mediation is completed; provided, however, if there comes a time when the applicable statute of limitations for your claim will expire within ninety (90) calendar days and the Mediation has not been completed, then you may commence litigation for the sole purpose of satisfying the applicable statute of limitations and you shall immediately stay such litigation until the Mediation is completed. Mediation shall take place in-person in the District of Columbia before a mediator jointly selected by you and us, and both you and we shall have at least one person attend the Mediation in person who has full authority to settle your claim. The costs and fees billed by the mediator shall be split and paid equally by you and us.

20. GOVERNMENT ENTITIES

If you are a Government Entity, the following sections do *not* apply to you: Section 8, Release and Limitation of Liability; Section 9, Waiver of Consequential Damages; Section 11, Indemnification; Section 14, Mediation; Section 15 Governing Law; and Section 16 Venue.

User Name : Matthew Issembert
User ID : 0010764947
Project ID : 1000021975
Date and Time of Acceptance : Tue Feb 21 15:53:12 EST 2012

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
Total Invoice (1,500.00)

Thank you,
GBCI
1-800-795-1746

GREEN BUILDING CERTIFICATION INSTITUTE

Invoice

Dear Avneet Gujral,

Thank you for your order. Please print or save this email for your records. Invoice payment is due upon receipt. Your order will remain open until payment has been received. If payment has already been submitted, please await email confirming receipt.

Mail all check payments to:

Green Building Certification Institute
P.O. Box 822964
Philadelphia, PA 19182-2964

Please include your Invoice number with payment.

Invoice Date:02/21/2012

Invoice # :90613940

Order # :11374933

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 SLL Review Regular	37	ACR 0.00	0.00	0.00	2,250.00	
					0	
					Total Invoice (2,250.00)	

Thank you,

GBCI

1-800-795-1746

Detach this stub and return with payment. Make check payable to Green Building Certification Institute

GBCI	Customer Name	: Avneet Gujral
P.O. Box 822964	Customer Account	: 10190138
Philadelphia, PA 19182-2964	Invoice#	: 90613940
	Order#	: 11374933

Invoice Payment Due upon Receipt. Amount \$: 2250.00

For a copy of GBCI's W-9 please follow this link
http://www.gbci.org/Libraries/Certification_Resources/GBCI-W9-Form.sflb.ashx

If you require any further information or have questions about this invoice please follow this link
<http://www.gbci.org/org-nav/contact.aspx>

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
Total Invoice (1,500.00)

Thank you,

GBCI

1-800-795-1746

7. Fire
Department
Capital
Equipment
Grants

MEMORANDUM

TO: Mayor & Council
THROUGH: Joseph L. Nagro, City Manager 
FROM: Stephen Groh, Director of Finance 
DATE: December 6, 2012
SUBJECT: FY2013 Fire Department Capital Equipment Grants

The FY2013 adopted budget provides \$45,000 in funding (in C.I.P. project 012006, account 25-40) for capital equipment grants of \$15,000 each to the 3 fire companies providing first response to residents of the City for the purchase and/or financing of capital equipment needs. Applications were sent to College Park, Branchville and Berwyn Heights Volunteer Fire Departments, and each department submitted complete applications by the December 6 deadline.

Submitted applications are summarized as follows:

College Park Volunteer Fire Department, Inc.	Apply to debt service on 2012 Pierce Pumper, which was delivered in May 2012. Total cost for this new pumper was \$502,814.	\$15,000
Branchville Volunteer Fire Company & Rescue Squad, Inc.	Apply to debt service on new 2012 Ford F-450 ambulance chassis with Horton box, which was delivered in November 2012. Total acquisition cost was \$240,000.	\$15,000
Berwyn Heights Volunteer Fire Department & Rescue Squad, Inc.	Apply to debt service on 2010 Seagrave aerial ladder truck which responds to high-rise buildings in the City and on the UM campus. Semi-annual debt service is \$42,000.	\$15,000

We recommend that Mayor & Council review the submitted applications and make grant awards.

FY2013 Fire Department Capital Equipment Grants

Organization: COLLEGE PARK VOLUNTEER FIRE DEPARTMENT, INC.

Grant request: \$15,000

Purpose: Apply to debt service on 2012 Pierce Pumper, which was delivered in May 2012. Total cost for this new pumper was 502,814.

City of College Park
FY2013 Fire Department Capital Equipment Grant Application
(Deadline: Thursday, December 6, 2012, 5:00 pm)

GENERAL INFORMATION:

Name of Fire Department: College Park Volunteer Fire Department, Inc.

Address: 8115 Baltimore Ave

City/State/Zip: College Park, MD 20740

Contact Person/Title or Rank: Frederick Brower, Treasurer

Telephone Number: 240-893-4818 FAX Number: 201-748-1022

E-mail Address: fbrower@iso.com

Use of Grant Funds:

The City of College Park has established a Fire Department Capital Equipment project in its Capital Improvement Program (C.I.P.) to assist fire companies providing first response to residents of the City with capital equipment purchases. Capital equipment purchases under this grant program may be used for one-time purchases, or approved grant funds may be escrowed for combination with grant funds, if any, appropriated in subsequent fiscal years. The maximum capital equipment grant per fire company, based on demonstrated need, for fiscal year 2013 is **\$15,000**. Mayor and Council will make its decision based on submitted applications, and shall exercise total discretion in the award of grants.

Tax Return Submittal:

Tax returns are not required to be submitted with the application.

Electronic Version of Application:

If you would like to receive an electronic version of this application (in Word format), please e-mail sgroh@collegetparkmd.gov.

We, the authorized representatives of the applicant fire company, have completed or directed the completion of this application for the City of College Park Fire Department Capital Equipment Grant and confirm that the information contained herein is true and correct to the best of our knowledge, information and belief.

Pete A. Piringer 12.3.12
Signature/Date

Pete A. Piringer
Printed Name/Title or Rank

William J. Corrigan 12/3/12
Signature/Date

William J. Corrigan, Chief
Printed Name/Title or Rank

Requested information may be provided on attachments if referenced to the appropriate item numbers.

1. What are your company's first response boundaries? What neighborhoods within the City are included in that area?

The first response Engine and Ambulance areas of the College Park Volunteer Fire Department is the southern portion of the City of College Park from south of Berwyn Road to Fordham Court. This area includes Lakeland, Berwyn, Downtown College Park, Old Town College Park, Calvert Hills, and the University of Maryland campus. We also respond to all structural fires throughout the City of College Park on the first alarm. In addition, we provide second response ambulance service to many parts of the City of College Park.

2. Do you have any specialized responsibilities (e.g., hazardous materials, emergency medical services)?

The College Park Volunteer Fire Department maintains two basic life support ambulances, one always in-service and the other as a ready reserve and in-service as staffing permits (about 45% of the time this additional unit is staffed). We also provide a Foam Engine for flammable liquid fires and hazardous materials emergencies. In addition, we maintain and operate a Hazardous Materials Support Unit and provide countywide coverage for hazardous materials incidents. In addition, Medic 12 (Advanced Life Support) is housed in the College Park Fire Station.

3. List your current apparatus or equipment, providing year, vehicle type, owner, scheduled replacement date, current mechanical condition (and list owner) owned by the fire company or any related entities.

Engine 121 – 2002 American LaFrance Pumper (CPVFD owned) Good condition with approximately 65,800 miles. Estimated replacement in 2022.

Engine 122 – 2012 Pierce Pumper (CPVFD owned) Excellent condition as recently placed in service with approximately 5,000 miles. Estimated replacement in 2032.

Truck 12 – 1995 Ferrara 109' Aerial Ladder Truck (County owned) Fair condition with approximately 74,900 miles. Replacement in 2013 by County.

Foam Unit 12 – 1992 Spartan Darley (CPVFD owned) Fairly Good condition with approximately 128,200 miles. Rehabbed in 2008. Estimated replacement in 2022.

Hazmat Unit 12 – 2005 Freightliner/Hackney hazardous materials unit (County owned) Good condition with approximately 15,800 miles. Unknown replacement by County.

Ambulance 128 – 2010 GMC/PL Custom Ambulance (CPVFD owned). Excellent condition with approximately 20,500 miles. Estimated replacement in 2020.

Ambulance 129 – 2006 GMC/Horton Ambulance (CPVFD owned). Good condition with

approximately 78,600 miles. Estimated replacement in 2016.

Utility 12 – 2003 Ford Utility Truck (CPVFD owned) Mainly Good condition with approximately 81,300 miles. Estimated replacement based on condition of vehicle.

Car 12 – 2003 Ford Command Unit (CPVFD owned) Good condition with approximately 50,400 miles. Estimated replacement based on condition of vehicle.

Car 12A – 2002 Chevrolet Tahoe that previously served in the Toms River, NJ Fire Dept. We were able to receive a great deal in price from contacts in NJ and paid \$4,500 for a vehicle in good condition with a blue book value of approximately \$10,000 when purchased by CPVFD in 2009. Fair to Poor Condition with approximately 136,300 miles. Estimated replacement in 2013.

4. Explain the deficiencies of your current equipment based on your fire company's responsibilities.

The current 17 year old County-owned ladder truck continues to be sidelined recently due to various mechanical issues. The truck has been increasingly out of service for mechanical issues over the past five years. Heavy wear and tear is put on this vehicle as it responds on first alarms all the way to the District of Columbia border to the Laurel area and also to parts of central and southern Prince George's County due to the high level of volunteer staffing by College Park VFD members and the number of out of service ladder trucks in Prince George's County due to lack of staffing in other stations or mechanical issues in surrounding fire stations. Prince George's County maintains this vehicle with minimal input from CPVFD. It has been out of service for a considerable time during 2012. Prince George's County has agreed to place a new ladder truck in our station in early 2013.

The current 2002 Chevrolet Tahoe Command Unit is experiencing a number of mechanical problems and its reliability is becoming poor. We plan on replacing this vehicle during 2013 at an estimated cost of nearly \$40,000.

A moderate amount of hose and some of the equipment carried on the vehicles is showing wear from its use and age.

One of our Thermal Imaging Cameras has recently been dead lined and is not repairable due to its age. The replacement cost will be approximately \$15,000. This device is a key part of our technology that is used in finding trapped occupants in heavy smoke conditions and normal vision is obscured. In addition, it is a very important tool for the safety of our fire fighters in tracking the thermal patterns of a fire.

5. Describe the equipment you would purchase with this grant, including estimated acquisition cost and the projected timing of your purchase.

We would apply this grant towards part of the \$122,267.38 annual payment for our 2012 Pierce Pumper which was delivered in May 2012. The total cost for this new pumper was \$502,814.

- 6. Is this the least expensive piece of equipment that would serve this purpose? If not, please justify the additional expenditure.**

The Grant would be used towards the annual payment for the new pumper. This pumper meets the needs of the College Park Vol. Fire Dept. and is very similar to the current 2002 American LaFrance Pumper that has served us well. Pierce Manufacturing was the low bidder meeting out needs.

- 7. Is this equipment being purchased for your primary or "core" service? If not, please explain.**

This pumper is the primary engine responding in College Park and the surrounding area.

- 8. If the total acquisition costs exceeds this grant request, explain how you would fund the remainder?**

The College Park Volunteer Fire Department is committed to fund the balance of the payment through revenue and savings achieved through fund raising and other available grants.

- 9. Are there any plans for your fire company to receive additional apparatus from Prince George's County? If yes, describe apparatus and timing of scheduled delivery.**

Prince George's County has indicated to us that they will place a new ladder truck at our station in 2013. This will be a 2013 Pierce ladder truck and delivery is expected in February 2013.

- 10. Are there any plans for your fire company to expand or add additional services? If so, what additional apparatus do you plan to purchase to provide these services?**

No.

- 11. Describe any real property (land and/or buildings) owned by the fire company or any related entities, including estimated market value and any liens against the property.**

The College Park Volunteer Fire Department, Inc. does not own any real property (land and/or buildings).

- 12. Please provide any additional information concerning the financial condition of the fire company or your need for the apparatus or equipment that you feel would be helpful to the Mayor and Council in deciding on your grant application.**

The College Park Volunteer Fire Department has put together a replacement plan for our emergency response apparatus to provide up to date and safe apparatus to meet the current and future needs of providing protection to the College Park community. Part of this plan is to purchase a new pumper every 10 years. This would allow us to take the older pumper at 20 years of age and move this to replace the current foam pumper. With the purchase of a new pumper in 2012, this part of the plan has been implemented. With the purchase of the new ambulance last year, we have also implemented

the ambulance replacement portion of this plan of purchasing a new ambulance every 5 years due to extremely high mileage that is added on each ambulance.

During 2012, the College Park Volunteer Fire Department will respond to approximately 4,500 emergency responses with about 2,000 fire responses and 2,500 ambulance responses. Over 85% of the staffing is provided by Volunteer Members of the CPVFD. Our department has responded to every single call that we were dispatched to with high levels of volunteer staffing. We feel CPVFD has exceeded our response goals of staffing to a very high level in providing protection to the citizens of College Park and the surrounding areas.

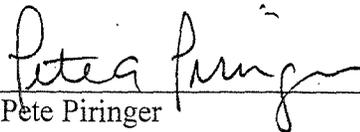
The College Park Volunteer Fire Department thanks the City of College Park for their past and continued support in helping us do our job of providing vital emergency services to the citizens in the City of College Park.

RE: FY2013 Fire Department Capital Equipment Grant

HOLD HARMLESS AGREEMENT

In consideration for the receipt of certain grant monies from the City of College Park, and other good and valuable consideration, receipt and sufficiency of which is hereby acknowledged, **College Park Volunteer Fire Department, Inc.** does hereby agree to indemnify and hold the City of College Park, its agents, servants and employees, harmless from and against any and all claims, demands, actions, causes of action, suits, and proceedings by others, and against all liability for damages, including attorneys fees, incurred by reason of or arising from any program, class, equipment or activity for which funds provided by the City of College Park are used directly or indirectly, regardless of whether or not the City is named as a sponsor.

College Park Volunteer Fire Department, Inc.

By: 
Pete Piringer

Title: President

Dated: 12.3.12

FY2013 Fire Department Capital Equipment Grants

Organization: BRANCHVILLE VOLUNTEER FIRE COMPANY &
RESCUE SQUAD, INC.

Grant request: \$15,000

Purpose: Apply to debt service on new 2012 Ford F-450 ambulance chassis with Horton box, which was delivered in November 2012 Total acquisition cost was \$240,000.

City of College Park
FY2013 Fire Department Capital Equipment Grant Application

GENERAL INFORMATION:

Name of Fire Department: Branchville Volunteer Fire Company

Address: 4905 Branchville Road

City/State/Zip: College Park/ MD/ 20740

Contact Person/Title or Rank: Frank Underwood- Treasurer

Telephone Number: Cell 301-318-9212 Home 301-441-2868 FAX Number: 301-474-2738

Use of Grant Funds:

The City of College Park has established a Fire Department Capital Equipment project in its Capital Improvement Program (C.I.P.) to assist fire companies providing first response to residents of the City with capital equipment purchases. Capital equipment purchases under this grant program may be used for one-time purchases, or approved grant funds may be escrowed for combination with grant funds, if any, appropriated in subsequent fiscal years. The maximum capital equipment grant per fire company, based on demonstrated need, for fiscal year 2013 is **\$15,000**. Mayor and Council will make its decision based on submitted applications, and shall exercise total discretion in the award of grants.

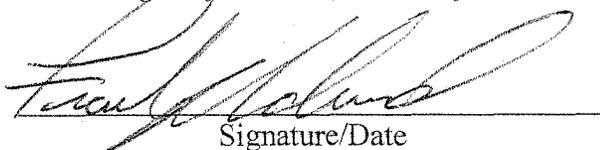
Tax Return Submittal:

Tax returns are no longer required to be submitted with the application.

Electronic Version of Application:

If you would like to receive an electronic version of this application (in Word format), please e-mail sgroh@collegetparkmd.gov.

We, the authorized representatives of the applicant fire company, have completed or directed the completion of this application for the City of College Park Fire Department Capital Equipment Grant and confirm that the information contained herein is true and correct to the best of our knowledge, information and belief.


Signature/Date


Signature/Date

Frank J Underwood Treas.
Printed Name/Title or Rank

JAMES CRISMAN PRES.
Printed Name/Title or Rank

Requested information may be provided on attachments if referenced to the appropriate item numbers.

1. What are your company's first response boundaries? What neighborhoods within the City are included in that area?

Route One From Berwyn Road to 495 North & 95. To include the following: Sunnyside, Westchester Park, Springhill Lake, and The University of Maryland.

2. Do you have any specialized responsibilities (e.g., hazardous materials, emergency medical services)?

Stone Industries, University of Maryland Dept of Animal Sciences, the old Washington Post, and The USDA

3. List your current apparatus or equipment, providing year, vehicle type, owner, scheduled replacement date, current mechanical condition (and list owner) owned by the fire company or any related entities.

All owned by Branchville Volunteer Fire Company.

E-111 2010 Pierce Pumper Replace 2025 (has note apx. 240k)
E-112 2002 Pierce Pumper Replace 2017
A-117 2002 Ford Lifeline Ambulance Replace Dec.2012
A-118 2011 F-450 Ambulance Replace 2017
A-119 2012 F-450 Ambulance (due in November 16th 2012)
C-11/ C-11A 2006 Ford Expeditions Replace 2016

4. Explain the deficiencies of your current equipment based on your fire company's responsibilities.

Every year the amount of increased calls causes more repairs. Budgets get strained due to maintenance.

5. Describe the equipment you would purchase with this grant, including estimated acquisition cost and the projected timing of your purchase.

We have purchased a new 2012 Ford F-450(Ambulance) Chassis with a Horton box to replace our 2002 Ford A-117. The acquisition cost is \$240,000.00 (Delivery date is November 16th 2012). We wish to pay down the debt occurred from this purchase.

6. Is this the least expensive piece of equipment that would serve this purpose? If not, please justify

the additional expenditure.

Yes, In order to continue providing the high-quality level of service our citizens have come to expect, state-of-the-art apparatus is a must. Our cost estimates are based on current market rates.

Is this equipment being purchased for your primary or "core" service? If not, please explain.

Yes.

7. If the total acquisition costs exceeds this grant request, explain how you would fund the remainder?

The remaining balance above and beyond the grant monies received would be paid for by our various fundraising projects, i.e. ... bingo and our annual fund drive.

8. Are there any plans for your fire company to receive additional apparatus from Prince George's County? If yes, describe apparatus and timing of scheduled delivery.

No.

9. Are there any plans for your fire company to expand or add additional services? If so, what additional apparatus do you plan to purchase to provide these services?

No.

10. Describe any real property (land and/or buildings) owned by the fire company or any related entities, including estimated market value and any liens against the property.

4905 Branchville Road- site of our current station
Approximate Value--- \$1.2 million. There is a lien against our property. (Addition added
In 2009 has a 2% loan provided by the state of Maryland apx.140k)

11. Please provide any additional information concerning the financial condition of the fire company or your need for the apparatus or equipment that you feel would be helpful to the Mayor and Council in deciding on your grant application.

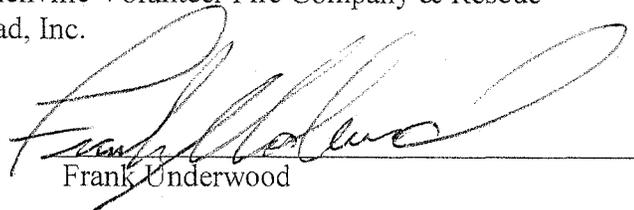
The core function of the BVFC&RS, Inc., for the past 88 years has been to deliver quality firefighting and EMS care to the citizens of the greater Branchville area. Even though our responsibilities have expanded and our obligations to the citizens have increased, there are no plans within the Prince George's County Fire/ EMS Department to provide us with additional resources.

RE: FY2013 Fire Department Capital Equipment Grant

HOLD HARMLESS AGREEMENT

In consideration for the receipt of certain grant monies from the City of College Park, and other good and valuable consideration, receipt and sufficiency of which is hereby acknowledged, **Branchville Volunteer Fire Company & Rescue Squad, Inc.** does hereby agree to indemnify and hold the City of College Park, its agents, servants and employees, harmless from and against any and all claims, demands, actions, causes of action, suits, and proceedings by others, and against all liability for damages, including attorneys fees, incurred by reason of or arising from any program, class, equipment or activity for which funds provided by the City of College Park are used directly or indirectly, regardless of whether or not the City is named as a sponsor.

Branchville Volunteer Fire Company & Rescue Squad, Inc.

By: 

Frank Underwood

Title: Treasurer

Dated: 11/8/2012

FY2013 Fire Department Capital Equipment Grants

Organization: BERWYN HEIGHTS VOLUNTEER FIRE DEPARTMENT &
RESCUE SQUAD, INC.

Grant request: \$15,000

Purpose: Apply to debt service on 2010 Seagrave aerial ladder truck which responds to high-rise buildings in the City and on the UM campus. Semi-annual debt service is \$42,000.

City of College Park
FY2013 Fire Department Capital Equipment Grant Application
(Deadline: Thursday, December 6, 2012, 5:00 pm)

GENERAL INFORMATION:

Name of Fire Department: Berwyn Heights Volunteer Fire Dept. & Rescue Squad, Inc.

Address: 8811 60th Avenue

City/State/Zip: Berwyn Heights, MD 20740

Contact Person/Title or Rank: James V. Ward, President

Telephone Number: 240-535-8197 FAX Number: 301-474-4505

E-mail Address: _____

Use of Grant Funds:

The City of College Park has established a Fire Department Capital Equipment project in its Capital Improvement Program (C.I.P.) to assist fire companies providing first response to residents of the City with capital equipment purchases. Capital equipment purchases under this grant program may be used for one-time purchases, or approved grant funds may be escrowed for combination with grant funds, if any, appropriated in subsequent fiscal years. The maximum capital equipment grant per fire company, based on demonstrated need, for fiscal year 2013 is **\$15,000**. Mayor and Council will make its decision based on submitted applications, and shall exercise total discretion in the award of grants.

Tax Return Submittal:

Tax returns are not required to be submitted with the application.

Electronic Version of Application:

If you would like to receive an electronic version of this application (in Word format), please e-mail sgroh@collegetparkmd.gov.

We, the authorized representatives of the applicant fire company, have completed or directed the completion of this application for the City of College Park Fire Department Capital Equipment Grant and confirm that the information contained herein is true and correct to the best of our knowledge, information and belief.

Jan V Ward 12/06/12
Signature/Date

Signature/Date

JAMES V. WARD PRESIDENT
Printed Name/Title or Rank

Printed Name/Title or Rank

6. Is this the least expensive piece of equipment that would serve this purpose? If not, please justify the additional expenditure.

7. Is this equipment being purchased for your primary or "core" service? If not, please explain.

8. If the total acquisition costs exceeds this grant request, explain how you would fund the remainder?

9. Are there any plans for your fire company to receive additional apparatus from Prince George's County? If yes, describe apparatus and timing of scheduled delivery.

10. Are there any plans for your fire company to expand or add additional services? If so, what additional apparatus do you plan to purchase to provide these services?

11. Describe any real property (land and/or buildings) owned by the fire company or any related entities, including estimated market value and any liens against the property.

12. Please provide any additional information concerning the financial condition of the fire company or your need for the apparatus or equipment that you feel would be helpful to the Mayor and Council in deciding on your grant application.

City of College Park
FY 2013 Fire Department Capital Equipment Grant Application

Name: Berwyn Heights Volunteer Fire Department and Rescue Squad, Inc.

Address: 8811 60th Ave. Berwyn Heights, MD 20740

Contact: James V. Ward, President

Ph.: 240-535-8197 (Cell) 301-474-5587 (Firehouse)

Date: December 03, 2012

Questions:

1. Our first response areas include the Town of Berwyn Heights, College Park, College Park Estates, College Park Woods, Westchester Park, Hollywood, University Of Maryland, and Major roads such as, Route 1, Kenilworth Ave., Greenbelt Rd., University Boulevard, Cherry Hill Rd., and Rhode Island Ave.
2. Our Specialized responsibilities include, 100' Ladder Truck, Rescue Squad, Boat, and Ambulance Service. We are now part of the Prince George's County Fire Department's specialized rescue team that handles, Confined Space, Trench and Building collapse, Rope rescue (from high-rise buildings, tower cranes, stadium seats, and anything above the reach of an aerial ladder truck), Water Rescue, Construction accidents, and so many more scenario's.
3. Our Current Apparatus includes:
 - A. 2010 Seagrave Aerial Ladder, Dept. owned, replace in 2030. New.
 - B. 2005 Seagrave Rescue Squad, Dept. owned, replace in 2020. Great condition.
 - C. 1990 Ranger Rescue Squad, Dept. owned, replace soon, poor condition.
 - D. 2004 Medic Master Ambulance, Dept. owned, keep as back-up. Good condition.
 - E. 2003 Medic Master Ambulance, Dept. owned, replacing soon. Fair condition.
 - F. 2008 Ford Pickup, Dept. owned, replace in 2023. Great condition.

4. We are constantly upgrading our apparatus and equipment based on the changing highways and building construction in our response areas. New technology and construction means new challenges for our Firefighters and EMS staff. We are a very busy Department that responds to over 4,000 calls for help annually. This call volume requires us to always replace and upgrade or equipment and apparatus.
5. This year, we would again like to put our grant money towards the purchase of our 2010 Seagrave Aerial Ladder Truck which responds to high-rise buildings in the City of College Park and the University of Maryland. The total cost of the Truck is \$830,000 minus the tools and equipment carried on the Truck. We have a \$42,000 payment towards the Truck every six months. This grant will help offset the next payment.
6. This is the least expensive piece of equipment for the task at hand. The tallest portable ground ladder that we carry is 45 feet. This can only reach the fourth floor of a building. The 100 foot aerial ladder allows us to reach the ninth floor of a building. It also allows us to reach out and over an object such as a wall or bridge to rescue civilians or other firefighters.
7. Yes, this is for our primary core service. The Rescue Squads are used for our core "Specialized Rescue Service" and the Ladder Truck is used for High-Rise buildings and reaching out long distances for rescue and other tasks. Although, each piece of apparatus compliments and supports the other, each vehicle is unique in its own duties.
8. We will supplement the cost of the vehicle with other funds. We receive funds from our annual fund drive, funds from the State of Maryland through the Senator Amos 508 fund, and funds from our Ambulance transport funds.
9. There are no plans to receive other apparatus from Prince George's County, MD.

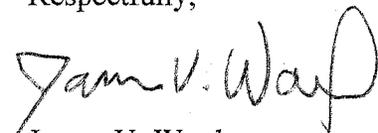
10. We have no plans to add additional services to our Department. However, we are going to further enhance our specialized rescue capabilities. We are accomplishing this through training and purchasing the newest equipment available to prepare us for any emergency we are called for. Most of the training is free. However, due to the lack of funds we have to purchase most of the equipment in small quantities several times a year until we have what we need.

11. We own the following properties.

- a. The Firehouse at 8811 60th Ave. valued at \$2,000,000
- b. House at 6007 Seminole St. valued at \$250,000
- c. House at 6009 Seminole St. valued at \$267,000
- d. Lot at 6010 Seminole St. valued at \$150,000

12. No other information at this time.

Respectfully,



James V. Ward
President
BHVFD 14

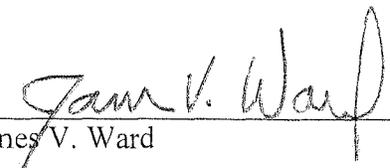
RE: FY2013 Fire Department Capital Equipment Grant

HOLD HARMLESS AGREEMENT

In consideration for the receipt of certain grant monies from the City of College Park, and other good and valuable consideration, receipt and sufficiency of which is hereby acknowledged, **Berwyn Heights Volunteer Fire Department & Rescue Squad, Inc.** does hereby agree to indemnify and hold the City of College Park, its agents, servants and employees, harmless from and against any and all claims, demands, actions, causes of action, suits, and proceedings by others, and against all liability for damages, including attorneys fees, incurred by reason of or arising from any program, class, equipment or activity for which funds provided by the City of College Park are used directly or indirectly, regardless of whether or not the City is named as a sponsor.

Berwyn Heights Volunteer Fire Department & Rescue Squad, Inc.

By:

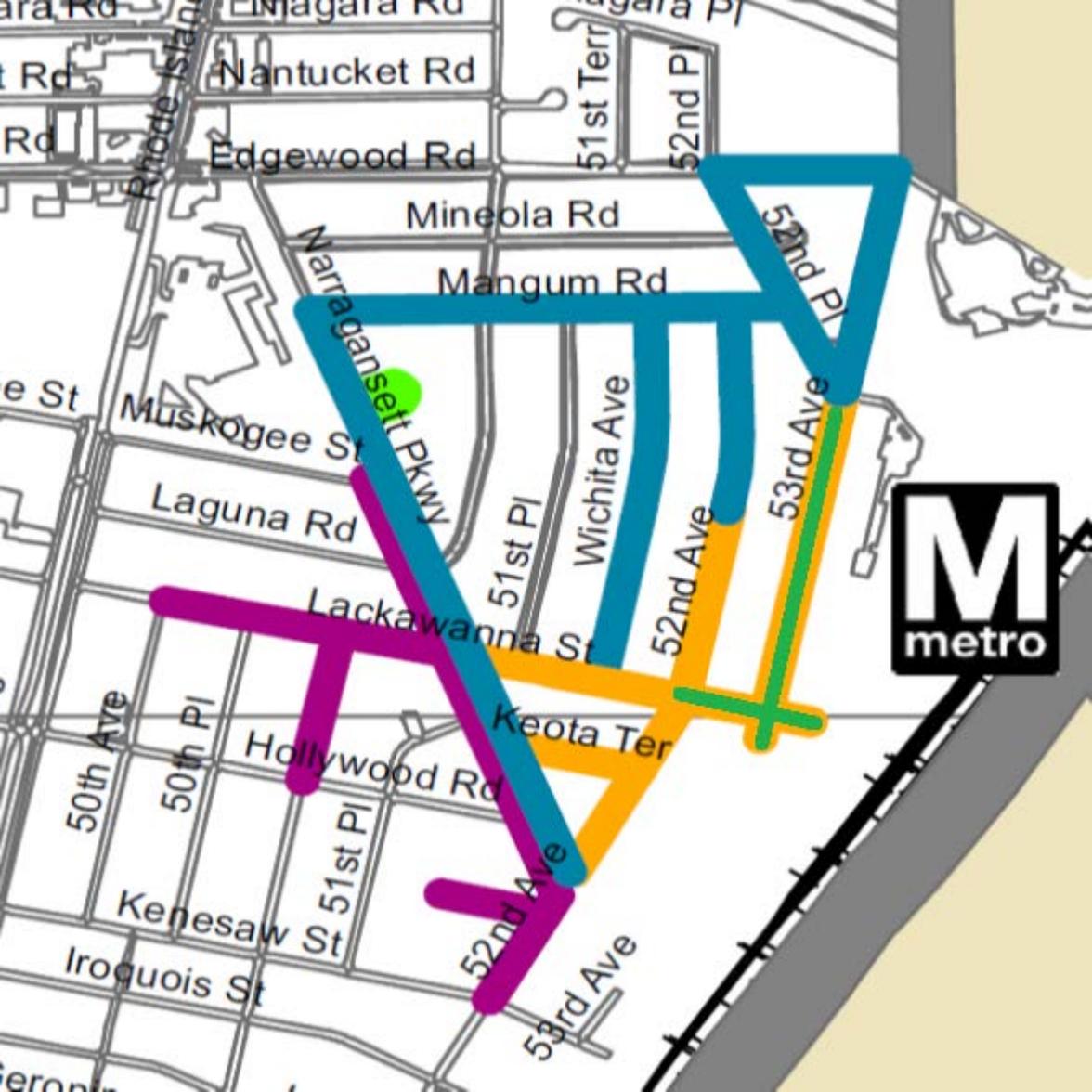

James V. Ward

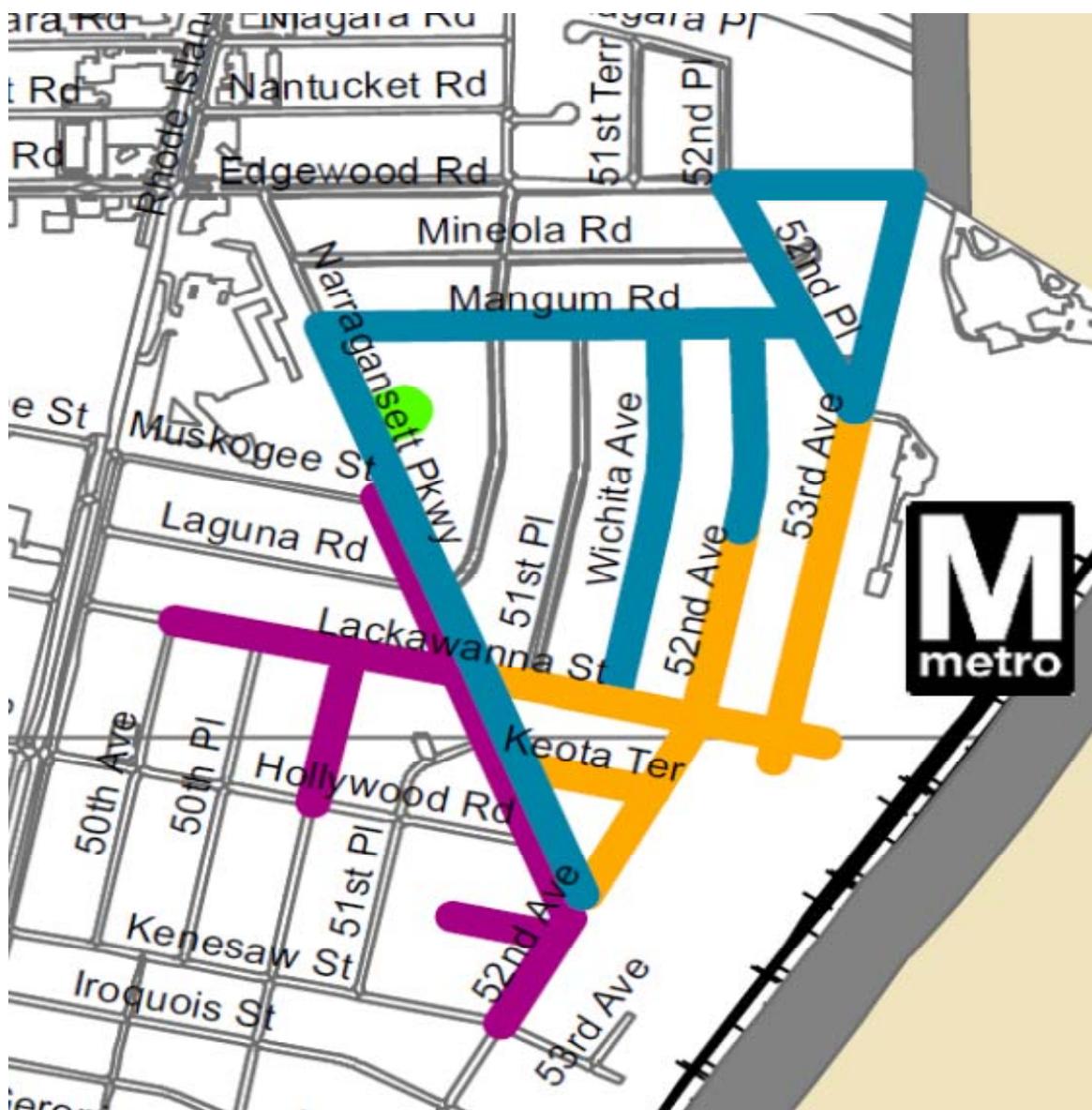
Title: President

Dated:

12-03-12

8. New Permit
Parking Zone
on
Lackawanna





ZONE 2 ('BLUE' on map): Enforced Monday through Friday from 6:30 a.m. to 9:30 a.m., and again from 4:00 p.m. to 7:00 p.m. (open parking at all other times). **NOTE:** This area is enforced for Reserved/Permit Parking **ONLY** during the posted hours of enforcement – there is no '2 Hour Limit' restriction.

ZONE 2 ('BLUE' on map) (Edgewood Road & 9800 Blk. 53rd Avenue): Enforced Monday through Friday from 6:30 a.m. to 12:00 Midnight. **NOTE:** This area is enforced for Reserved/Permit Parking **ONLY** during the posted hours of enforcement – there is no '2 Hour Limit' restriction.

ZONE 2 – A ('GREEN' on map): Enforced Monday through Saturday from 6:30 a.m. to MIDNIGHT. (This area covers the court area of Narragansett Parkway between 9725 and 9739 **ONLY**). **NOTE:** This area is enforced for Reserved/ Permit Parking **ONLY** during the posted hours of enforcement – there is no '2 Hour Limit' restriction.

ZONE 2 – B ('PURPLE' on map): Enforced Monday through Friday from 6:30 a.m. to 7:00 p.m. **NOTE:** This area is enforced for Reserved/ Permit Parking **ONLY** during the posted hours of enforcement – there is no '2 Hour Limit' restriction.

ZONE 3 ('ORANGE' on map): Enforced Monday through Saturday from 6:30 a.m. to MIDNIGHT. **NOTE:** This area is enforced for Reserved/Permit Parking **ONLY** during the posted hours of enforcement – there is no '2 Hour Limit' restriction. ***Also note that there is a "NO STANDING" restriction posted in this area at the intersection of 53rd Avenue and Lackawanna Street.**

MEMORANDUM

TO: Mayor and City Council

THROUGH: Joseph Nagro, City Manager

FROM: Robert W. Ryan, Public Services Director 

DATE: December 28, 2012

SUBJECT: Permit Parking on Lackawanna Street

ISSUE

Council Members Kabir and Wojahn wish to designate a new residential parking permit zone near the East end of Lackawanna Street, in response to resident complaints.

SUMMARY

Some residents who reside at the East end of Lackawanna Street have requested their Council representatives to consider establishing a new residential parking permit restricted zone. The residents are concerned about other residents from the existing Zone 3 (see attached map #1) who park their cars near the East end of Lackawanna Street to be closer to the Metro. The complainants also are concerned about commuters who use the streets near the intersection of 53rd Avenue and Lackawanna Street, and the dead end section, as a "Kiss and Ride" drop off and pick up spot for the Metro station. The attached map #1 shows the existing permit parking zones in the immediate area, and the various restrictions established for them by the Council.

The Council discussed this issue in work session on 14 September 2012. District 1 Council Members have since discussed this issue with residents of the area. The Council Members wish to proceed at this time to establish a new residential permit parking zone. The proposed zone is shown on attached map #2. The proposed zone includes the 5200 block of Lackawanna Street (between 52nd Avenue and 53rd Avenue and the 9700 block of 53rd Avenue (between 52nd Place and Lackawanna Street

Usually, permit parking zones are established based on a petition of the majority of the residents on a street. However, the Council may adopt a new permit zone without a petition or public hearing if they wish.

RECOMMENDATION

This information is provided as background for Council consideration of the proposed zone. Staff has no objection to this proposal.

Attachment (1) Current Permit Parking Zone Map
(2) Proposed New Residential Permit Parking Zone

**9. Greenbelt
Metro Area
and MD 193
Corridor
Sector Plan**

MEMORANDUM

TO: Mayor and Council

FROM: Terry Schum, Planning Director *TSS*

DATE: December 28, 2012

SUBJECT: Planning Board Action on Preliminary Greenbelt Metro Area and MD 193 Corridor Sector Plan and Proposed Sectional Map Amendment

ISSUE

On December 13, 2012, the Prince George's County Planning Board approved Resolution 12-109 (Attachment 1) adopting the Greenbelt Metro Area and MD 193 Corridor Sector Plan and endorsing the Sectional Map Amendment (the Plan) for transmittal to the District Council for final approval. The resolution contains over 100 substantive changes to the Plan and Attachment A is a list of technical changes. The District Council will hold a worksession within the next two months prior to taking action on the plan. The District Council may approve, amend or disapprove the plan. If the plan is amended to include material not addressed in the record, an additional joint public hearing with the Planning Board must be held.

SUMMARY

The City Council approved comments and recommendations and submitted written testimony on the Plan for the joint public hearing held on October 2, 2012 (Attachment 2). The Digest of Testimony prepared by M-NCPPC staff analyzed all testimony received and recommended whether or not changes should be made to plan. The following is a list of the specific comments and recommendations made by the city and the action taken with respect to them in the Planning Board resolution.

North Core of Greenbelt Station

Comment: The development approved in Conceptual Site Plan CSP-01008/01 is not a realistic proposal for this site and should not be promoted. A more realistic development program should be considered that recognizes the lack of market for speculative office space and destination retail. The focus should be on a mix of housing types that take advantage of Green Line access to Washington DC and limited neighborhood-oriented retail to support residents and commuters. An employment campus for a GSA tenant or other major employer is probably the more practical option but should be integrated to the extent possible with surrounding mixed-use development.

M-NCPPC staff indicate that they are required to incorporate the level and type of development approved in the CSP as part of the baseline development scenario but also acknowledge that regional and local markets are different today than when the CSP was approved and that the Plan does not include the assumptions used in the Plan's two alternative scenarios. As a result, the following changes to the Plan were made:

1. *Rename the Transportation Appendix on pages A-6 to A-8 "Transportation and Modeling."*
2. *Add a new subsection to the Transportation Appendix beginning before the heading "Future Conditions and Methodology" on page A-7 to read:*

"Transportation and Build-out Modeling

Many elements of a county master plan or sector plan are informed by model analyses of anticipated development intensities at the time of build-out or when the horizon of the plan's vision is reached. The Greenbelt Metro Area and MD 193 Corridor Sector Plan looks 30 years into the future. The model analyses conducted for this sector plan directly inform the plan's proposed land use pattern, transportation network, and school pupil generation. For the purposes of this sector plan, staff analyzed three scenarios with a horizon date of 2040: baseline (consisting of development that exists today, approved development, and the Metropolitan Washington Council of Governments (MWCOC) forecast round 8.0), high office (reducing anticipated dwelling units and retail space in favor of office development), and mixed-use (emphasizing vertical and horizontal mixed-use development on most sites).

Households and employment figures are the primary emphasis of these build-out models, which for transportation and land use purposes are oriented to Prince George's County transportation analysis zones (PGTAZ). These PGTAZs are small geographic locations that nest within larger zones used by MWCOC in regional analysis, and extend beyond the sector plan boundaries to allow for analysis of transportation networks entering and exiting the sector plan area.

Both scenarios analyzed for this sector plan area (complementing the baseline analysis) assume some reduction and redistribution of retail, office, and residential uses in response to community input, staff and regional analyses of market conditions, and other factors.

Households

Due primarily to the approvals of conceptual site plans (CSP) for Greenbelt Station and Franklin Park at Greenbelt Station (formerly Springhill Lake), staff found that the baseline analysis generated a sizable increase in the number of households within the PGTAZs selected for the analysis of the sector plan area. Both the high office and mixed-use scenarios see a reduction in the anticipated household growth between now and 2040, and both scenarios also anticipate a somewhat expanded mix in housing types over the baseline, which assumes almost all multifamily growth.

Table 37: Households Anticipated by 2040

<i>Households (by PGTAZ)</i>	<i>Total</i>	<i>City of Greenbelt</i>	<i>Town of Berwyn Heights</i>
<i>Existing</i>	<i>8,605</i>	<i>7,588</i>	<i>1,017</i>
<i>Baseline Analysis (Existing and Approved Households)</i>	<i>13,115</i>	<i>12,098</i>	<i>1,017</i>
<i>High-Office Scenario</i>	<i>11,176</i>	<i>10,159</i>	<i>1,017</i>
<i>Mixed- Use/Balanced Scenario</i>	<i>10,506</i>	<i>9,489</i>	<i>1,017</i>

Employment

When it comes to the employment figures, M-NCPPC works from well-established employment ratios as follow:

Table 38: Employment Assumptions (Employment Generation Based on Square Feet of Development)

<i>Use</i>	<i>Sq. Ft. per Employee</i>
<i>Retail</i>	<i>400</i>
<i>Office</i>	<i>250</i>
<i>Industrial</i>	<i>700</i>
<i>Fast Food/Sit Down Restaurant</i>	<i>150</i>
<i>Grocery Store</i>	<i>700</i>
<i>Elementary School (total employees per school)</i>	<i>40</i>
<i>Middle School (total employees per school)</i>	<i>60</i>

<i>High School</i> <i>(total employees per school)</i>	<i>110</i>
<i>Full Service Hotel (employees per room)</i>	<i>0.75</i>
<i>Motel (employees per room)</i>	<i>0.10</i>

To estimate the number of future employees, staff made assumptions of the non-residential space that may result from the two alternate scenarios. Most of the changes occur within the City of Greenbelt. Changes in employment within the Town of Berwyn Heights are related to shifts in employment type (retail vs. office) and level of industrial employment.

With the high office scenario, staff assumed amendments to the approved CSP for Greenbelt Station would result in a major employment/GSA campus employing 12,000 people and a reduction in the amount of approved retail from 1.1 million square feet to approximately 75,000.

Recommendation:

1. The illustrative drawings on page 93 should be revised to (a) reflect a smaller mixed-use community with a range of housing types, smaller blocks and fewer large parking garages; and (b) a major employment campus that is better connected to adjacent development.

M-NCPPC staff agreed with this recommendation, however, said they currently lack the capacity and resources to modify the drawings but will continue to explore the possibilities of revising them to better reflect the final plan recommendations. A second sentence will be added to the caption for Figure 13 on page 95 that reads, "These concept drawings are for illustrative purposes only and should not be construed to mandate the presented site plans or be interpreted as the sector plan's final recommendations for North core site planning."

2. Consideration should be given to locating one or more parking garages along the Beltway to serve as a noise buffer and provide convenient access for commuters.

M-NCPPC staff does not support this recommendation and said a condition of approval for CSP-01008/01/01 expressly states that office buildings should be used to screen parking garages from the Beltway. The Plan was not changed because the more detailed design of the site and building placement should be determined during the development review process.

3. Strategy 2.2 on page 94 should be changed to require LEED Silver or equivalent certification for buildings in the north core to be consistent with the language used in the Environmental Infrastructure section and the DDOZ standards.

M-NCPPC staff agreed with this recommendation and the Planning Board amended Strategy 2.2 on page 94 to read as follows: "Require new buildings to obtain a minimum LEED Silver or equivalent certification."

4. Add a strategy to Policy 3 on page 94 to require mitigation of reflected noise and light impacts of proposed development on North College Park.

M-NCPPC staff noted that noise impacts are evaluated at the time of development review and the Planning Board made no change to the Plan.

Indian Creek Stream Valley

Comment: The City supports the rezoning of this property to Reserved-Open Space (R-O-S) but is not clear why the Plan places the stream valley in the Development District Overlay Zone (DDOZ) when no development is proposed for the area and no specific standards for the stream valley are included in the Development District Standards. The City also opposes any realignment or reengineering of Narragansett Run between the train tracks and its confluence with Indian Creek.

M-NCPPC staff commented that they do not support or advocate the realignment of Narragansett Run except in noting that some temporary changes to the waterway may be necessary during the construction of the Greenbelt Station Parkway bridge. The Planning Board made the following changes to the Plan:

Replace the second sentence of Strategy 1.5 on page 114 with the following: "While this sector plan does not support reengineering or the relocation of Narragansett Run, it is recognized that minor, temporary impacts may be necessary during the construction of the Greenbelt Station Parkway bridge. Any impacts resulting from the construction of the bridge should be mitigated and Narragansett Run fully restored upon the completion of the bridge."

Revise the third transportation network highlight bullet on the first column on page 3 to read: "Support a new eastern alignment of Greenbelt Station Parkway and oppose the reengineering or potential realignment of Narragansett run while ensuring any temporary impacts to the waterway to accommodate the construction of the Greenbelt Station Parkway bridge are fully remediated and restored."

Revise proposed action step ES 4 on page 178 to read: "Preserve Narragansett Run in its current stream alignment to the fullest extent practicable and mitigate and fully restore any impacts resulting from the construction of the Greenbelt Station Parkway bridge."

Recommendation:

1. Remove the Indian Creek Stream Valley from the DDOZ.

M-NCPPC staff states that the benefit of retaining the stream valley in the DDOZ is that uses can be further controlled by restricting some of the uses otherwise allowed by right in the underlying R-O-S zone and facilitates the Plan's recommendations for preservation and restoration. The Planning Board made no change to the Plan.

2. Add a bubble to Map 15: Proposed Land Use on page 87 along Cherrywood Lane to indicate that wetlands shall be preserved.

The Planning Board made no change to the Plan. M-NCPPC staff indicated that a land use map is not an appropriate location for indicating wetland preservation.

University boulevard (MD 193) Connector

Recommendation:

1. Public sector reinvestment in the reconstruction of the corridor to improve safety and build pedestrian and bicycle facilities should extend to Route 1 in College Park to facilitate connectivity between College Park and Greenbelt.

M-NCPPC agrees with the intent of this testimony but notes that the Plan cannot "ensure" the public investment requested. The Planning Board added a new strategy to Policy 6 on page 139 to read: "Work with the State Highway Administration to consider the extension of roadway and streetscape improvements made to MD 193 (Greenbelt Road) to US 1 along MD 430/Greenbelt Road."

Transportation

Pedestrians and Bicycles

Comment: Strategy 2.5 on page 120 calls for a pedestrian overpass linking the Greenbelt Metro Station area to North College Park in the vicinity of Huron Street even though there is significant neighborhood opposition to the bridge at this location as well as practical difficulties for construction. An alternative location should be sought.

M-NCPPC staff believes this facility is essential to facilitate connectivity between the south core and North College Park but concedes that clarification of the proposed landing site is warranted.

Recommendation:

1. Revise Strategy 2.5 on page 120 to include conducting a feasibility study for locating and financing a pedestrian/bicycle overpass or underpass in a location other than Huron Street. Consideration should be given to locations that are south of the Board of Education property to Branchville Road.

This specific language was not adopted. The Planning Board revised this strategy to read: "...south of Huron Street (instead of "in the vicinity of") to maximize safety and connectivity." In addition, Objective TR 23 on page 174 was revised in the same manner.

2. Add the pedestrian/bicycle overpass/underpass to Table 29 on page 122.

M-NCPPC staff concurred with this recommendation and the Planning Board added the following:

Add a new line to Table 29 on page 125 to read:

<i>Bikeway or Trail Name</i>	<i>Facility Type</i>	<i>Limits</i>	<i>Comments</i>
<i>North College Park Pedestrian Overpass</i>	<i>Hard Surface Trail (Pedestrian and Bicyclist Bridge/Overpass)</i>	<i>Huron Street to Branchville Road</i>	<i>Construct a pedestrian/bicyclist overpass across the CSX and Metro line to link North College Park and the South Core area</i>

3. Consider reconstruction of the existing stairs near Branchville Road east and west of the train tracks to restore pedestrian access to Greenbelt Road and include improvements that will make this area accessible for bicycles and compliant with the Americans with Disabilities Act.

M-NCPPC staff has concerns with the ability of the existing bridge to accommodate pedestrian and bicyclist traffic safely if the stairway is rebuilt and sees extensive use. They believe the bridge is very narrow with substandard facilities and would need to be rebuilt entirely to fully and safely accommodate multiple users. The Planning Board made no change to the Plan.

Transit and Roadways

Comment: It is not clear why the Plan is deviating from the existing planned location and design of the beltway ramps. This project has been approved by the State Highway Administration (SHA) and the Federal Highway Administration and can enter the Final Design phase if funding is identified. It is not known if SHA supports this recommendation.

M-NCPPC staff consulted with SHA and based on comments received, believe that the concept depicted by the Plan would not affect the NEPA document for the project (a Categorical Exclusion) and would only require an environmental reevaluation and supplemental document. Staff does not believe that considering alternative configurations will negatively impact the timing and implementation of interchange-related improvements.

Recommendation:

1. Retain the approved design for the I-95/I-495 Greenbelt Metro Access Improvement Project.

The Planning Board did not change the Plan.

2. Revise Map 19 on page 131 to show the recommended eastern alignment of the Greenbelt Station Parkway.

The Planning Board did not change the Plan.

Housing and Neighborhood Preservation

Comment: The single-family neighborhood of North College Park is the closest existing neighborhood to the Greenbelt Metro Station and will be the most affected by new development in the north and south core areas of Greenbelt Station. The 2001 Greenbelt Metro Area Sector Plan included the portion of the neighborhood between Rhode Island Avenue and the train tracks within the plan boundaries and included policies and strategies for neighborhood preservation. The current plan does not adequately address the longstanding concerns of North College Park residents related to runoff from impervious surfaces, groundwater impacts and potential flooding.

Recommendation:

1. Add a new strategy to policy 1 on page 145 to implement sector plan recommendations for environmental infrastructure and sustainability to ensure against negative impacts from inadequate stormwater management controls.

M-NCPPC staff agreed and the Planning Board added the following:

Add a new Strategy 1.2 on page 146 to read: "Implement sector plan recommendations for environmental infrastructure, stewardship, and sustainability to eliminate negative impacts from inadequate or obsolete stormwater management controls." Renumber the remaining strategies of Policy 1 accordingly.

Development District Standards

Building Form – North Core

Comment: The City opposes allowing 20-story buildings to be constructed in the North Core under any circumstances because of the negative impact on the North College Park community. Whether the market will support additional height is not a relevant consideration. Limiting a major employer's lot coverage to 25% will only serve to drive the height of buildings up unnecessarily.

M-NCPPC staff believes that providing for up to 20 stories in height maximizes flexibility in design, may assist in environmental remediation of the North Core and allow for more open space and more marketable and creative development as well as maximize transit and serve as a major visual and physical focal point for the area. Staff, however, concedes that the 25% maximum lot coverage is too restrictive.

Recommendation:

1. The maximum building height in the North Core shall be limited to 12 stories without exception (delete bullet 3 on page 203).

The Planning Board did not change the Plan.

2. Building height shall be defined in feet as well as stories and shall be measured from the lowest ground level elevation (street grade) on a site to address changes in topography.

The Planning Board revised the Building Form standards on height on pages 203-213 to add building height in terms of feet per the assumptions of 25 feet for ground floors and 15 feet for each additional story.

3. The height transition diagrams should be revised to show the following: a) the required setback from the train tracks; b) a 4- to 8-story height zone measured 250 feet from the required setback from the train tracks; c) a 4- to 12-story height zone requiring a building setback after 8 stories.

The Planning Board revised the height transition zone on page 204 to a) enlarge the map, and b) more clearly indicate the measurement points for the transition zone to clarify the transition zone starts on the easternmost point of the WMATA right-of-way. M-NCPPC staff indicates that they have been unable to verify and building setback requirement from the rail lines.

4. Eliminate the 25% lot coverage maximum for a major employer or GSA campus.

M-NCPPC staff concurs and the Planning Board revised the text box on page 203 to read: "The minimum net lot coverage for buildings within an employment or GSA campus shall be 70 percent."

5. Clarify the parking placement diagram on page 204 or remove it from the Plan.

M-NCPPC staff concurs that the parking placement diagrams are confusing in context, particularly since the standards on pages 218-219 are sufficient to guide parking placement. The Planning Board deleted the parking placement diagrams from pages 204, 206, 208, 209, 211 and 212.

Building Form – Step-back Transitions

Comment: The intent and application of this standard needs to be clarified especially the location of the existing residential neighborhoods that are being addressed. Paragraph 3 on page 214 is particularly confusing.

M-NCPPC staff concurred.

Recommendation:

1. Revise this standard to further clarify both where and how it is required to be implemented.

The Planning Board revised the Plan as follows:

Revise the second paragraph on page 214 to read: “Where properties within the sector plan area are across the street from or share a rear property line with an existing residential neighborhood in Berwyn Heights or Greenbelt, a stepback transition and/or a landscape strip shall be required for all new development within the Greenbelt Metro Area and MD 193 Corridor development district. Existing residential neighborhoods in North College Park are protected by existing uses between residential homes and the railroad lines (generally south of Huron Street) and by the height transition zone imposed by these development district standards in the North Core area.”

Building Form – Structured Parking

Comment: It is not clear whether parking garages need to comply with the building height standards and how close they may be located to the train tracks.

M-NCPPC staff concurs that this is not as clear as it should be and that an additional standard on page 219 would be appropriate to clarify this issue. Staff states that the intention is for parking structures to be fully compliant with proposed building height standards.

Recommendation:

1. Consider placing a specific height limit on the size of above-ground parking structures both public and private.

The Planning Board did not revise the Plan although staff recommended that adding a new standard would be appropriate.

Architectural Elements

Recommendation:

1. Add a standard to page 227 that calls for development facing North College Park to minimize the use of building materials that will reflect noise and light into the community.

M-NCPPC staff agreed that a new standard addressing reflectivity of noise and light was appropriate to address some of the concerns of new development in the North Core. The Planning Board added the following to the Plan:

Add a new subsection to page 227 (Architectural Elements | Materials) as follows:

“Reflectivity

Material selection should take into account the potential impacts light and noise reflectivity may have on adjacent residential neighborhoods.”

RECOMMENDATION

Review the Planning Board’s response to the City’s testimony and send a letter to the District Council requesting action on the items where the Planning Board did not support the City’s recommendations.

PGCPB No. 12-109

RESOLUTION

WHEREAS, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission, in conjunction with the Prince George's County Council, pursuant to Section 27-644 of the Zoning Ordinance of Prince George's County, held a duly advertised public hearing on the *Preliminary Greenbelt Metro Area and MD 193 Corridor Sector Plan and Proposed Sectional Map Amendment*, on October 2, 2012; and

WHEREAS, the *Preliminary Greenbelt Metro Area and MD 193 Corridor Sector Plan and Proposed Sectional Map Amendment* is proposed to amend the 2001 *Approved Sector Plan and Sectional Map Amendment for the Greenbelt Metro Area* and portions of the 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity* and the 1990 *Adopted Sectional Map Amendment for Planning Areas 65, 66 and 67*, the 2002 *Prince George's County Approved General Plan*, the 1983 *Functional Master Plan for Public School Sites*, the 2005 *Countywide Green Infrastructure Functional Master Plan*, the 2008 *Approved Public Safety Facilities Master Plan*, the 2009 *Approved Countywide Master Plan of Transportation*, the 2010 *Approved Historic Sites and Districts Plan*, and the 2010 *Approved Water Resources Functional Master Plan*; and

WHEREAS, the planning area of the *Preliminary Greenbelt Metro Area and MD 193 Corridor Sector Plan and Proposed Sectional Map Amendment* is generally comprised of the properties bounded by the Capital Beltway (I-95/I-495), Henry A. Wallace Beltsville Agricultural Research Center, and the historic center of Greenbelt to the north; the city boundaries of College Park to the west; the residential portion of the Town of Berwyn Heights, Greenbelt National Park, and the Hunting Ridge apartment complex to the south; and the Windsor Green and Greenbrook residential communities to the east; and

WHEREAS, the purpose of the *Preliminary Greenbelt Metro Area and MD 193 Corridor Sector Plan and Proposed Sectional Map Amendment* is to develop a comprehensive plan that sets policies and strategies that will implement the 2002 *Prince George's County Approved General Plan* and guide future development and phased redevelopment in the sector plan area, realize the potential countywide and municipal economic benefits of a major Metro station and designated Metropolitan Center, address the impact of future development on roadways, public facilities, the visual environment, surrounding neighborhoods, and the green infrastructure network, analyze and respond to the potential effects and opportunities associated with a future major employment center and/or mixed-use eco-community at North Core, create innovative strategies dealing with comprehensive multimodal transportation networks, urban design, economic development, and consistency of plan implementation, and encourage the development of the county's first Medical Mile recreation, health, and wellness amenity; and

WHEREAS, the *Preliminary Greenbelt Metro Area and MD 193 Corridor Sector Plan and Proposed Sectional Map Amendment* contains a comprehensive rezoning element known as the Proposed Sectional Map Amendment intended to implement the land use recommendations of the sector plan for the foreseeable future; and

WHEREAS, on November 29, 2012, the Planning Board held a public worksession on the *Preliminary Greenbelt Metro Area and MD 193 Corridor Sector Plan and Proposed Sectional Map*

Amendment to examine the transcript analysis of testimony presented at the October 2, 2012, joint public hearing and exhibits received before the close of the record on October 17, 2012; and

WHEREAS, the Prince George's County Planning Board voted 4-0 to admit nine items of late testimony received after October 17, 2012 into the public record and voted ~~X-X~~ to admit ~~X~~ items of additional late testimony received on or after November 29, 2012 into the public record; and

WHEREAS, the Prince George's County Planning Board considered staff recommendations pertaining to late testimony during the public worksession on November 29, 2012 and reviewed additional staff recommendations on December 13, 2012; and

WHEREAS, the Prince George's County Planning Board determined to amend said *Preliminary Greenbelt Metro Area and MD 193 Corridor Sector Plan and Proposed Sectional Map Amendment*, in response to said public testimony, and to adopt the sector plan, endorse the sectional map amendment, and transmit both the plan and sectional map amendment with further amendments, extensions, deletions, and additions in response to the public hearing record, as follows:

I. GENERAL CHANGES

1. Adopt the recommendations and incorporate the staff errata presented during the Joint Public Hearing on October 2, 2012 (entered as Exhibit 5; see Attachment A).
2. Review sector plan maps and label Springhill Lane on full page-sized maps as appropriate. Ensure Maps 14 and 15 include the Springhill Lane label.
3. Revise the Table of Contents on page v to read: "Pedestrians and [Bicycles] Bicyclists"
4. Revise maps 7 and 17 in accordance with Exhibit 5 to depict major stream channels.
5. Renumber all tables, figures, and maps as appropriate to reflect the changes and additions contained herein.
6. Ensure table source fonts, sizes, and locations are consistent throughout the sector plan.
7. Remove the comma after "*County Executive*" on page ii.
8. Ensure all figure names are correctly aligned in the table of contents on page vii.

II. CHAPTER ONE: PLAN HIGHLIGHTS

1. Ensure the Plan Highlight subheadings match the table of contents on pages 2-4.
2. Add a footnote on page 1 following "...along a portion of the University Boulevard (MD 193) Corridor." to read: "The sector plan recognizes the portion of the University Boulevard (MD 193) Corridor within the sector plan area is named Greenbelt Road. For the purposes of this sector plan, the corridor is generally referred to as the MD 193 Corridor."

3. Revise the second sentence in the first paragraph on page 1 to read: “The majority of the sector plan area is located within the City of Greenbelt, with a portion south of [University Boulevard (MD 193)] MD 193 (Greenbelt Road) within the Town of Berwyn Heights.
4. Revise the third transportation network highlight bullet on the first column on page 3 to read: “Support a new eastern alignment of Greenbelt Station Parkway and oppose the reengineering or [and minimize impacts to and the] potential realignment of Narragansett Run while ensuring any temporary impacts to the waterway to accommodate the construction of the Greenbelt Station Parkway bridge are fully remediated and restored.”
5. Revise the sixth bullet on the first column of page 3 to read: “Support select roadway and intersection redesigns to minimize traffic, pedestrian, and [bicycle] bicyclist conflicts and enhance safety for all users.”
6. Revise the third plan highlight bullet point under the Economic Development subheading on page 3 to read: “Provide a state-of-the-art physical infrastructure network to complement the Greenbelt Metro Station and encourage infrastructure providers and developers to extend this network throughout the sector plan area.”
7. Change the last bulleted point on page 4 under the Quality of Life heading to read: “Restore and preserve the unique features of the Greenbelt National [Register Historic District] Historic Landmark.”
8. Revise the plan highlights in accordance with approved changes to other sections of the preliminary sector plan, as may be necessary and appropriate.

III. CHAPTER TWO: SECTOR PLAN AREA

1. Amend Map 3 to improve its legibility and to label Springhill Lane.
2. Add a new aerial map or other appropriate map in Chapter II – Sector Plan Area that features the North Core and South Core areas. Label related landmarks as appropriate.
3. Revise the first full paragraph on page 7 to read: “...and Maryland Trade Center. In addition, smaller office concentrations can be found along Hanover Parkway in the Commerce Center, in the Belle Point Office Park, and along Edmonston Road. Greenbelt National Park...”

IV. CHAPTER THREE: WHY PLAN?

1. Revise the first full paragraph in the third column of page 15 to read: “[During the same year,] In 2011 a new stormwater management ordinance was passed via CB-15-2011 that now requires the use of environmental site design (ESD) techniques countywide to the maximum extent practicable so that developed and redeveloped sites come as close as possible to pre-development conditions in terms of stormwater management.”
2. Place the first paragraph in the second column of page 17 within a text box. Place a reference to this text box after the first sentence of the Demographic Profile discussion.

3. Disaggregate the industry breakdown estimates in Figure 3 on page 22 by census tract.
4. Amend the Demographic Profile on page 23 to create a new sub-section on travel times to work, to include data on average commute times for the three census tracts within the sector plan area, locations elsewhere within Prince George’s County, and for the county as a whole to support the preliminary sector plan’s assertion that commute times within the sector plan area are shorter than many other areas within the county.
5. Include the following new Table 5 on page 23 to provide travel time data as follows:

Table 5: Mean Travel Time to Work (2006-2010 Estimates)

	Census Tract						
	<u>8067.08</u> Sector Plan	<u>8067.13</u> Sector Plan	<u>8067.14</u> Sector Plan	<u>County</u> Mean	<u>8006.05</u> Upper Marlboro	<u>8005.16</u> Bowie	<u>8063.00</u> Hyatts- ville
<u>Mean</u> <u>Travel</u> <u>Time in</u> <u>Minutes</u>	<u>27.2</u>	<u>36.5</u>	<u>33.4</u>	<u>35.5</u>	<u>39.4</u>	<u>38.9</u>	<u>32.9</u>

Source: US Census Bureau, 2006-2010 American Community Survey

6. Amend the first sentence in the Housing subsection on page 23 to read: “There are approximately 5,000 housing units in the three census tracts (see Table 4), of which approximately 77 percent fall within the sector plan boundaries in the communities of Franklin Park at Greenbelt Station, University Square, Charlestowne North and Charleston Village, Belle Point, and along Lakecrest Road and MD 193.”
7. Revise the text box on page 29 to read: “AGENCY ENGAGEMENT[:]—Key agencies....”
8. Add a new paragraph to the Environmental Infrastructure Background and Existing Conditions heading on page 36 to read: “In 2011 Prince George’s County adopted CB-15-2011, which amended the county’s stormwater management ordinance, Subtitle 32, to establish minimum requirements and procedures to control adverse impacts caused by increased stormwater runoff. New development and redevelopment must manage stormwater by using environmental site design (ESD) to the maximum extent practicable to maintain after development, as nearly as possible, the predevelopment stormwater runoff characteristics. Stream channel erosion, pollution, siltation and sedimentation and local flooding should be reduced, and appropriate structural best management practices should only be used when absolutely necessary. This new stormwater management ordinance should help improve the overall quality of the local watersheds and will mitigate impacts and damage caused by prior development patterns.”
9. Revise the caption on page 37 to read: “Existing stormwater management ponds within the sector plan area require additional study and continued attention to maintenance.”
10. Revise the second sentence in paragraph two in the second column on page 42 to read: “Smaller stormwater management ponds such as the facility next to the restaurant in the Golden Triangle Office Park were discussed as needing additional attention and study (during the preparation of the preliminary sector plan, this stormwater management facility was improved by the Prince George’s County Department of Public Works and Transportation).

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11. Revise the last sentence of the last paragraph in the first column of page 44 to read: “The preliminary sector plan [supports] builds upon the 2009 recommendations and the resulting [2012] Greenbelt Draft Pedestrian and Bicycle Master Plan.”
12. Correct the spelling of “understand” in the second line of the caption on page 48.
13. Add a notation below Table 12 on page 50 to read: “Source: M-NCPPC staff, SHA, DPW&T, and Wallace, Montgomery, and Associates, LLP/Wilbur Smith Associates”
14. Relocate the caption to the right of Figure 7 to beneath Table 13 on page 54. Add a new caption to Figure 7 to read: “Source: CoStar”.
15. Add a source to Table 15 on page 55 to read: “Source: M-NCPPC”.
16. Revise the first sentence on the top right text box on page 63 to read: “Franklin Park at Greenbelt Station is the third largest apartment complex on the East Coast with [2,877]2,899 units ranging from....”
17. Add a new subsection to the Housing and Neighborhood Preservation background section in Chapter III-Why Plan? on pages 62-66 in the preliminary sector plan to read:

“Housing Projections and Buildout Analysis

Housing analysis based on the recommended future land use pattern is conducted by staff to inform the transportation network analysis and future pupil yield calculations for school service and adequacy. The Planning Department began this analysis by identifying the Prince George’s Transportation Analysis Zones (TAZs) that impact the sector plan area. Because both transportation and schools are functional networks that extend beyond the physical boundaries of a sector plan, the TAZs identified for the analysis include a number of areas in College Park and East Greenbelt that are outside the sector plan area.

A baseline analysis is generated, informed by two factors: existing households (employment type and numbers are also part of this analysis), and new households that are part of approved development projects. 25,762 households fall within the TAZ policy area analyzed for this sector plan. Two alternate scenarios were then analyzed, which include existing households and employment numbers, and projections based on the recommended land use pattern. These scenarios—high office and mixed-use/balanced—were investigated separately to focus on any potential impacts, and aspects of these scenarios were then merged as the preliminary sector plan’s recommended land use pattern was finalized.

Looking to the TAZs that are fully or partially within the sector plan boundaries, the buildout analysis finds the following:

Table 26: Household Projections

Households (by PGTAZ)	Total	City of Greenbelt	Town of Berwyn Heights
Existing	8,605	7,588	1,017

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Baseline Analysis (Existing and Approved Households)	13,115	12,098	1,017
High-Office Scenario	11,176	10,159	1,017
Mixed- Use/Balanced Scenario	10,506	9,489	1,017

Source: M-NCPPC

4,510 new dwelling units have already been approved within the corporate boundaries of the City of Greenbelt. However, this sector plan, while recognizing the approved dwelling units (located on the Greenbelt Station and Franklin Park at Greenbelt Station sites) may still occur because they are part of approved conceptual site plans, supports a more modest level of household growth of approximately 2,600 new households.

These figures do not propose any additional households within the corporate boundaries of Berwyn Heights because the portions of the town that fall within the sector plan boundaries are part of the commercial and industrial areas of the town. Staff expects that the proposed land use, if approved, will facilitate small-scale additions to the household numbers within Berwyn Heights in the medium- to long-term, primarily with mixed-use development of residential above retail.

18. Review the county’s Geographic Information Systems (GIS) mapping layers to determine if changes made by the United States Postal Service to ZIP codes 20740 and 20770 have been incorporated, and revise Map 10 on page 53 accordingly.
19. Revise the first sentence under the “Public Facilities Background and Existing Conditions” subheading on page 68 to include a reference to the Public Schools Appendix and its listing of the ten schools that serve the sector plan area.
20. Revise the second sentence under the “Parks and Recreation Background and Existing Conditions” subheading on page 69 to read: “Because it is not part of the Metropolitan District, the[The] City of Greenbelt is responsible for providing parks and recreation services for its residents.”
21. Update Map 11 on page 70 to a) delete the “Public School (under construction)” symbol from the map and legend and b) relocate the Public School symbol for Greenbelt Middle School to the new, current location.
22. Change the third sentence of the paragraph on page 72 under “What You Told Us About Historic Preservation” to read: “Many residents felt that new development should build on the history and culture of Greenbelt, Berwyn Heights, and College Park and should incorporate [historic design elements and styles, such as those used in the construction of Old Greenbelt]elements of walkability, sustainability, environmental preservation, and sense of community inherent in the design and construction of Historic Greenbelt, historic Berwyn Heights, and the former streetcar suburbs of College Park.”

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23. Revise Map 12 to change the “Greenbelt Historic District” label to “Greenbelt National Historic Landmark” and place a second copy of the label over the hatched area representing the core of Historic Greenbelt.

V. CHAPTER FOUR: PLAN VISION

1. Revise the last sentence of the second bullet on page 78 to read: “For the purposes of this sector plan, the corridor is hereafter referred to as the MD 193 Corridor or Greenbelt Road.”
2. Re-size the aerial images on page 78 or move the north arrow and scale bar so as not to crop them.

VI. CHAPTER FIVE: WHERE DO WE GO FROM HERE?

1. Revise Map 14 on page 85 to:
 - a. Change the property between Capitol Drive and MD 193 from “bare ground” to “water.”
 - b. Change the property on the southwest corner of Springhill Drive and Springhill Lane from “mixed use commercial” to “commercial”

Modify Table 27 on page 88 to reflect the above changes.

2. Modify Map 15 on page 87 and Table 28 on page 88 to reflect the reclassification of the land use of the property in the northwest corner of the South Core area from commercial to mixed use, and add “Park and Open Space” to the list of desired land uses for mixed-use properties in South Core.
3. Explore ways in which the plan’s future land use categories can be communicated more effectively in map form, and replace Map 15 in its entirety if a more effective visual representation is identified.
4. Add sources to Tables 27 and 28 on page 88 to read: “Source: M-NCPPC”.
5. Revise Map 16 on page 89 and Figures 11, 12, and 14 on pages 90, 96, and 99 to reflect that *only* those properties north of Branchville Road that are within the corporate boundaries of the Town of Berwyn Heights fall in the Berwyn Heights industrial focus area.
6. Revise Map 16 on page 89 and Figures 11, 12, and 14 on pages 90, 96, and 99 to reflect that those properties north of Branchville Road that are within the corporate boundaries of the City of Greenbelt fall in the South Core focus area.
7. Add a new sentence to the text box on page 91 to read: “For the purposes of this sector plan, a major private sector employment campus or major private sector employer is defined as any single company or use that employs more than 2,000 people on-site.”
8. Amend Strategy 1.5 on page 91 to read: “Develop an archeological interpretive center and museum as a centerpiece of the civic component of North Core. This civic amenity provides an opportunity to display prehistoric and historic artifacts found within and adjacent to the sector plan area and to examine the artifacts’ ecological context [as a centerpiece of the civic component of North Core].”

9. Add a new second paragraph to the conceptual site plan text box discussion on page 92 to read: “A CSP is not fully protected from future changes in the law unless the property has obtained “vested rights.” Vesting occurs when a developer/property owner has obtained a validly-issued permit and commenced significant and visible construction in good faith. Once the rights have vested, even if the law changes, the developer/property owner is entitled to proceed under the previous CSP approval and its governing provisions.”
10. Add a new sentence at the end of the current second paragraph in the text box discussion on page 92 to read: “For the purposes of this sector plan, the South Core portion of Greenbelt Station is considered vested. North Core and Franklin Park at Greenbelt Station have not yet vested.”
11. Revise the last paragraph in the text box discussion on page 92 to read: “While this sector plan cannot amend a CSP that is considered vested or a CSP whose underlying zoning is retained by the concurrent sectional map amendment (since the development program and conditions of approval set by the Planning Board or District Council remain intact absent a rezoning or a change to county law), property owners are encouraged to consider new approaches to redevelopment of their properties in accordance with its vision, goals, policies, and strategies.”
12. Explore the feasibility of revising the illustrative concept drawings on page 93 to reflect: (a) a mixed-use community with a range of housing types, smaller blocks, and parking areas that are better concealed; (b) a major employment campus that is better connected to adjacent development and transportation and open space networks; and (c) alternative circulation patterns that more closely reflect the preliminary sector plan’s recommendations for the interchange with the Capital Beltway (I-95/I-495) and Greenbelt Station Parkway.
13. Add a second sentence to the caption for Figure 13 on page 93 that reads “These concept drawings are for illustrative purposes only and should not be construed to mandate the presented site plans or be interpreted as the sector plan’s final recommendations for North Core site planning.”
14. Amend Strategy 2.2 on page 94 to read as follows: “[Encourage] Require new buildings to obtain a minimum LEED® Silver or equivalent certification.”
15. Amend Strategy 2.2 on page 97 to read: “Integrate interpretive signage—featuring the natural environment, the history of industrial uses along the Indian Creek Stream Valley, and ongoing efforts to reclaim the area from industrial damage—and safety measures, such as full cut-off optics and blue light emergency phones, to highlight the environmental setting and encourage use.”
16. Delete Strategy 1.3 on page 100 and renumber the remaining strategies under Policy 1 accordingly.
17. Amend Strategy 1.4 on page 100 to read: “Support additional parkland dedication to the City of Greenbelt [and allow for new townhome types] should centrally-located retail uses prove unsupportable by the market over the [medium- to long-] short term. Additionally, if retail uses are unsupportable, consider the introduction of new housing types, designs, and price points to appeal to a broader range of potential homeowners.”
18. Amend Strategy 1.2 on page 101 to read: “Incorporate a mix of housing types[, including multifamily units and townhomes] that are attractive to a range of homebuyers and renters[.].”

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Concentrate townhomes at the rear of the property as a transition to the residential uses along Breezewood Drive at Franklin Park at Greenbelt Station, and encourage multifamily types throughout the site. Discourage single-family detached development. Include neighborhood-serving retail uses on the ground floor of new buildings to meet convenience needs of existing and future residents.”

19. Add a sentence to the Beltway Plaza Illustrative Phasing Plan text box on pages 102-103 that reads “These concept drawings are for illustrative purposes only and should not be construed to mandate the presented site plans or be interpreted as the sector plan’s final recommendations for the potential redevelopment of the Beltway Plaza property.”
20. Add a new strategy under Policy 1 on page 104 to read: “Strategy 1.9. Integrate and amenitize safe, attractive, and accessible public open spaces in all phases of redevelopment.”
21. Amend Strategy 3.2 on page 104 to read: “In coordination with the Town of Berwyn Heights and the City of Greenbelt, encourage redevelopment to frame new gateways along MD 193 at Cherrywood Lane, Cunningham Drive, and 62nd Avenue.”
22. Revise Strategy 1.1. under the subheading Greenbelt Middle School and Bus Lot (See Figure 14) on page 104 to read: “...reuse the historic portions of the [old]~~former~~ Greenbelt Middle School as a new institutional or community use.”
23. Revise Strategy 1.2 under the Golden Triangle (See Figure 14) subheading on page 105 to read: “...such as new office space and office-serving retail. Total development in the Golden Triangle office park (exclusive of the existing Capital Cadillac property), including new commercial infill development, should not exceed 912,000 square feet per Preliminary Plan of Subdivision 4-03135.
24. Revise Strategy 1.5 under the Golden Triangle (See Figure 14) subheading on page 105 to read: “Incorporate and celebrate the history of the Walker family cemetery, Indian Spring Park, and Toaping Castle as part of the Golden Triangle’s open space network.”
25. Revise Strategy 1.2 under the subheading “Berwyn Heights MD 193 Corridor (See Figure 14)” on page 105 to read: “Prioritize redevelopment and enhanced signage and landscaping at designated intersections to frame new gateways along MD 193 and 60th Avenue, Cunningham Drive, and 62nd Avenue. Define the intersection at 60th Avenue as a prominent gateway to the Greenbelt Metro and MARC Stations and the Greenbelt Metro Metropolitan Center; the intersection at Cunningham Drive as a welcoming and principal entryway to the Town of Berwyn Heights; and the intersection at 62nd Avenue as a commercial entrance oriented towards Beltway Plaza and the north side of MD 193. Work in partnership with Beltway Plaza, the City of Greenbelt, the Town of Berwyn Heights, the Maryland State Highway Administration, and Prince George’s County.”
26. Revise Strategy 1.5 on page 105 to read: “Explore opportunities to relocate the Town of Berwyn Heights’ Fire Department and Rescue Squad (Company 14) along with appropriate town municipal offices[, such as the Police Station or Department of Public Works], to the MD 193 Corridor to act as a civic anchor along this important roadway and to help spur commercial revitalization.”

27. Revise Strategy 1.1 under the “Berwyn Heights Industrial Area (See Figure 14)” subheading on page 107 to read: “Retain the predominantly industrial land uses and existing zoning along Ballew Avenue and the 8500 block of 55th Avenue in the short- to medium-term while enhancing the street’s landscaping and streetscape.”
28. Revise Strategy 1.2 under the “Berwyn Heights Industrial Area (See Figure 14)” subheading on page 107 to read: “Explore opportunities to attract new business incubators along Ballew Avenue and the 8500 block of 55th Avenue in the longer-term, in collaboration with the Prince George’s County Economic Development Corporation, the University of Maryland, NASA Goddard, the Beltsville Agricultural Research Center (BARC), and the private sector.”
29. Amend Strategy 1.1 under the Greenway Center and the Commercial Properties between Hanover Parkway and the Baltimore-Washington Parkway (See Figure 14) subheading on page 107 to read: “Enhance pedestrian and bicycle access to and within Greenway Center by constructing sidewalks, crosswalks, and pathways and incorporating bicycle facilities such as bike racks as appropriate.”
30. Amend Strategy 2.4 on page 108 to read: “Incorporate [a mix of housing types] residential development with an emphasis on providing housing types attractive to [including multifamily units and townhomes that are attractive to a range of homebuyers and renters, including] seniors and active adults.”
31. Amend Strategy 3.2 on page 108 to read: “Celebrate the history of the former Schrom Airport by incorporating historic markers and interpretive signage along future streets and/or a future public open space that follows the path of the former airport’s runway. In collaboration with the City of Greenbelt, coordinate such elements with monuments and other features installed in the future at Schrom Hills Park and in other locations.”
32. Revise Strategy 1.2 on page 111 to read: “Seek public and private funding sources to implement stream stabilization and restoration projects to assist in the revitalization of the existing communities of North College Park, [Lakeside]established Greenbelt communities, and Berwyn Heights.”
33. Revise Strategy 1.7 on page 112 to read: “Install permeable paving materials to allow stormwater to seep into the ground. Reduce impervious surfaces to the maximum extent possible throughout the sector plan area.”
34. Revise Strategy 3.2 on page 112 to read: “Control at least the first inch of rainfall on-site....”
Revise Strategy 3.4 on the same page to read: “Require new development and redevelopment to incorporate stormwater volume control measures that exceed the state standard of controlling 2.7 inches of stormwater on-site in order to reduce the impact of stormwater on Indian Creek.”
35. Revise Strategy 1.2 on page 114 to add a new sentence at the end to read: “LEED® Gold or Platinum or an equivalent rating is encouraged.” Make no other change to the plan.
36. Replace the second sentence of Strategy 1.5 on page 114 with the following: “While this sector plan does not support reengineering or the relocation of Narragansett Run, it is recognized that minor, temporary impacts may be necessary during the construction of the Greenbelt Station

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Parkway bridge. Any impacts resulting from the construction of the bridge should be mitigated and Narragansett Run fully restored upon the completion of the bridge.

37. Revise Strategy 4.1 on page 115 to read: “Distribute environment site design techniques and improvements throughout the shopping center property, specifically including (but not limited to) bioretention areas, filtering and infiltration practices, filtration areas, and impervious area treatments.”
38. Delete the second sentence of Strategy 5.2 on page 115.
39. Insert a new Strategy 7.1 on page 116 to read: “Work with the State of Maryland to ensure the permanent preservation and conservation of the state-owned parcel immediately west of Cherrywood Lane.” Renumber the other four strategies accordingly.
40. Revise the major subheading on page 117 to read: “Pedestrians and [Bicycles] Bicyclists.”
41. Revise the second sentence under the “Vision” subheading on page 117 to read: “A complete pedestrian and [bicycle] bicyclist network....”
42. Add a new sentence at the end of Strategy 1.2 on page 118 to read: “Curb extensions (also known as “chokers” or “bump outs”) are a traffic calming strategy primarily intended for local streets, and may not be appropriate for collector or arterial roadways.”
43. Revise Strategy 2.5 on page 120 to read: “...[in the vicinity of] south of Huron Street to maximize safety and connectivity.”
44. Delete Strategy 3.1 on page 120 and renumber remaining strategies accordingly.
45. Add a new line to Table 29 on page 125 to read:

Bikeway or Trail Name	Facility Type	Limits	Comments
<u>North College Park Pedestrian Overpass</u>	<u>Hard Surface Trail (Pedestrian and Bicyclist Bridge/Overpass)</u>	<u>Huron Street to Branchville Road</u>	<u>Construct a pedestrian/bicyclist overpass across the CSX and Metro line to link North College Park and the South Core area</u>

46. Add a new sentence to Strategy 3.4 on page 127 to read: “It should be noted that some safe routes to schools improvements are scheduled to begin in the vicinity of Springhill Lake Elementary School in 2012.”
47. Add a new sentence to Strategy 3.8 to read: “Work with the State Highway Administration, property owners/developers, City of Greenbelt, Town of Berwyn Heights, and City of College Park to consider the development and application of an access management plan along MD 193 (Greenbelt Road).”

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48. Revise Strategy 3.9 on page 127 to read: “Provide wide sidewalks and street trees on both sides of Branchville Road and along the western side of Ballew Avenue to enhance the gateway and arrival experience to Lake Artemesia.”
49. Revise Strategy 3.9 on page 127 to add a new sentence reading: “Incorporate wayfinding signage along Branchville Road, Ballew Avenue, and at the Indian Creek stream valley trailhead at MD 193 (Greenbelt Road).”
50. Revise Strategy 5.2 on page 127 to read: “Support both the City of Greenbelt[‘s] and Prince George’s County in their efforts to study....soon-to-be implemented bikeshare systems in College Park[,] and the University of Maryland, College Park campus, [and]as well as the expanding system in Washington, D.C.”
51. Revise Map 19 on page 131 to better reflect the preliminary sector plan’s proposed realignment of the segment of Greenbelt Station Parkway north of the future bridge crossing over Narragansett Run to a more eastern alignment. Add a notation for this alignment to indicate an exact alignment will need to be established during future phases of development review and shall be designed to minimize environmental impacts to Narragansett Run and the Indian Creek stream valley
52. Add a new sentence to Strategy 1.2 on page 132 to read: “Coordinate with the University of Maryland, College Park to promote the use of the ShuttleUM system by City of Greenbelt residents who are now able to ride the buses per the 2012 memorandum of understanding.”
53. Add a new first sentence to Strategy 1.4 on page 132 to read: “Conduct a feasibility study on the appropriateness of implementing dedicated bus lanes along MD 193 (Greenbelt Road).”
54. Revise Strategy 1.8 on page 132 to read: “[~~Consolidate~~]Coordinate with transit operating agencies to coordinate private transit and shuttle service to eliminate redundant lines and mitigate potential negative impacts on the natural environment. Support internal transit service between North Core and South Core until such time as this service can be provided as part of the larger transit network. [Consider an on-site transit facility or ensure direct access is provided to the transit facility at the Greenbelt Metro Station.]” Move this strategy from the double-line text box and renumber it as Strategy 1.6. Renumber the remaining two strategies in the double-line text box accordingly.
55. Correct the spelling of Baltimore-Washington Parkway in Strategy 3.1 on page 133.
56. Move the discussion of C-211—Hanover Parkway from Strategy 3.1 on page 133 to Strategy 3.2 on page 134 and revise the sentence to read: “...Designated and recommended to remain a collector between Good Luck Road and Hanover Drive; reduce the proposed number of lanes from four to two lanes.”
57. Revise Table 30 on page 134 to change the proposed number of lanes for Kenilworth Avenue (MD 201) from 6 lanes to 4-6 lanes. Delete the last sentence of the discussion of A-14 under Strategy 3.2 on page 134 and relocate this bulleted discussion to Strategy 3.1 to clarify no changes to Kenilworth Avenue (MD 201) are recommended by the preliminary sector plan.

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58. Revise Table 30 on page 134 to reflect 2-4 proposed lanes for Greenbelt Station Parkway.
59. Revise Table 30 on page 134 to reduce the proposed number of lanes for the segment of Hanover Parkway between Good Luck Road and Hanover Drive to two lanes.
60. Add a source to Table 30 on page 134 to read: "Source: M-NCPPC."
61. Add a new sentence to the discussion of C-206 on page 134 to read: "Reduce the recommended number of lanes to two- to four-lanes."
62. Revise the discussion of A-16 on page 134 to read: "MD 193 (Greenbelt Road): Designated and recommended to remain an arterial within the sector plan area. [Widen to an eight-lane section between the Capital Beltway (I-95/I-495) and Hanover Parkway and between Walker Drive and 62nd Avenue to accommodate approaches to signalized intersections nearing unacceptable levels of service.] Widen the intersection approaches between the Capital Beltway (I-95/I-495) and Hanover Parkway as may be necessary to accommodate approaches to signalized intersections nearing unacceptable levels of service. Reconfigure the bridge over Kenilworth Avenue (MD 201) as a diverging diamond interchange. Accommodate any necessary widening for intersection approaches within the existing ROW to the extent possible."
63. Add a space to "MD201" within the lower right diagram on page 137.
64. Revise Strategy 5.2 on page 139 to read: "Establish a parking management district within the Greenbelt Metro Metropolitan Center (in accordance with Section 21A-306 of the County Code) and implement parking charges to [keep parking at 80 percent of total capacity.] reduce the demand for parking. Consider including key properties along the MD 193 Corridor such as South Core, Beltway Plaza, and Greenway Center in the parking management district and/or allow for additional expansion to these areas in the future."
65. Revise Strategy 5.6 on page 139 to read: "Organize parking along streets as parallel [or angled] parking stalls (if determined to be appropriate by the appropriate operating agency) so that automobiles actually provide structure and form to the street. Consider the use of on-street parallel parking as a technique to buffer and protect bicycle facilities from street traffic."
66. Add a new strategy to Policy 6 on page 139 to read: "Work with the State Highway Administration to consider the extension of roadway and streetscape improvements made to MD 193 (Greenbelt Road) to US 1 along MD 430/Greenbelt Road."
67. Delete Strategy 6.6 on page 139.
68. Revise the last sentence of Strategy 7.1 on page 139 to read: "Coordinate with DPW&T's Neighborhood Traffic Management Program, the City of Greenbelt, and the Town of Berwyn Heights to identify appropriate measures and locations."
69. Revise Strategy 1.1 on page 142 to read: "Work with the City of Greenbelt and the Prince George's County Economic Development Corporation to market new office development at North Core[either as part of a major private-sector employment center or Government Services Administration (GSA) campus that will be part of a new mixed-use community]."

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70. Revise Strategy 2.2 on page 142 to read: “...[to shape a regional economic identity for Greenbelt] to strengthen Greenbelt’s regional economic identity.”
71. Add a new Strategy 4.5 to Policy 4 on page 143 to read: “Encourage all infrastructure providers and developers to provide state of the art infrastructure networks and equipment throughout the sector plan area to provide additional incentives for new uses and reinforce the regional competitiveness of Greenbelt and Berwyn Heights.”
72. Add a new policy and strategy in the Economic Development section on page 144 to read:
- “Policy 8: Ensure the implementation of the long-term vision for the Greenbelt Metro Metropolitan Center and MD 193 Corridor remains a county priority.

Strategy

Establish a policy group to ensure the continued focus on plan implementation; lobby for county and state investment; and create a coordinated approach to proposed redevelopment and revitalization efforts.”

73. Add a new Strategy 1.2 on page 146 to read: “Implement sector plan recommendations for environmental infrastructure, stewardship, and sustainability to eliminate negative impacts from inadequate or obsolete stormwater management controls.” Renumber the remaining strategies of Policy 1 accordingly.
74. Revise Policy 3 on page 146 to read: “Provide a variety of housing types to meet housing gaps identified by the City of Greenbelt and the growing regional demand for new transit-accessible and ‘green’ housing options and opportunities for existing residents to age in place.”
75. Revise Strategy 3.2 on page 147 to read: “Promote the existing, unique housing opportunities (including cooperative housing opportunities)—their historic nature, sense of community, and commitment to sustainability—in Greenbelt and Berwyn Heights as an important component of the area’s future housing stock. Consider cooperative housing as an option throughout the sector plan area as new housing development is contemplated.”
76. Add a new strategy on page 147 to read: “Strategy 4.3. Work with the City of Greenbelt, Prince George’s County Department of Housing and Community Development’s Rental Assistance Division, property owners, developers, and other stakeholders to assist tenants displaced by large-scale redevelopment in the sector plan area in locating new housing.”
77. Revise Strategy 6.1 on page 148 to read: “Educate residents on existing county, state, and federal home repair, weatherization, energy efficiency, and first-time homebuyer programs.”
78. Revise Strategy 3.1 on page 150 to read: “[Designate the municipalities of Greenbelt, Berwyn Heights, and College Park as] Explore the feasibility and appropriateness of the designation of a wellness opportunity district....”

79. Revise Strategy 5.2 on page 151 to read: “Create a mix of uses and maximize programming within urban and natural park spaces to encourage diversity and use. Consider both active and passive recreation amenities and uses, small-scale, healthy food/retail options, and programs that take advantage of the natural and man-made features of the parks network such as organized team sports, nature walks, stargazing, and other activities.”
80. Revise the first sentence under the “Background” subheading on page 157 to include a reference to the Public Schools Appendix following “...is served by ten schools...”
81. Add a new sentence to the Background discussion on page 163 to read: “The City of Greenbelt is not within the Metropolitan District, and is responsible for providing parks and recreation services for its residents.”
82. Revise Strategy 2.3 on page 164 to read: “Support acquisition or dedication of additional open space in South Core for recreation uses if the market for retail development is not realized. [on the retail-dedicated land parcels by December 2018.]
83. Amend Strategy 3.2 on page 168 to read: “Develop an interpretive center at the North Core as a civic amenity to display appropriate historical artifacts, provide educational opportunities, and incorporate interpretive [displays] exhibits that [reflect] examine the rich history and ecological context of the local communities.”
84. Revise Strategy 4.1 on page 168 to read: “Incorporate elements of walkability, sustainability, environmental preservation, and sense of community inherent in Historic Greenbelt and historic Berwyn Heights in the design and construction of new development.”
85. Revise Strategy 4.2 on page 170 to read: “Redevelopment of Franklin Park at Greenbelt Station should [reflect the intent and goals of the original Springhill Lake plan and] incorporate the design principles of [Old Greenbelt.] Historic Greenbelt, such as concentrating neighborhood-serving retail in the neighborhood’s core, incorporating numerous and interconnected open space areas and recreational amenities throughout the site, and providing a robust internal network of pedestrian and bicycle trails, paths, and alleys.”
86. Add a new “ongoing” transportation (TR) objective and proposed action step to page 172 to read: “Coordinate with the University of Maryland, College Park to promote the use of the ShuttleUM system by City of Greenbelt residents who are now able to ride the buses per the 2012 memorandum of understanding.” The potential parties involved would include University of Maryland and City of Greenbelt.
87. Revise TR 2 on page 172 to read: “Provide wider, complete sidewalks and other pedestrian safety amenities throughout the sector plan area in keeping with the Prince George’s County or City of Greenbelt’s future Complete Streets policies.”
88. Revise TR 3 on page 172 to delete the last sentence of the proposed action step addressing the Toole Design Group work.

89. Revise TR 4 on page 172 to read: “Provide traffic-calming measures where appropriate within the sector plan area and adjacent communities to discourage through traffic from using local residential streets.”
90. Revise TR 5 on page 172 to read: “[Support] Build upon the 2009 study recommendations and the resulting [implementation of the] Greenbelt [2012] Draft Pedestrian and Bicycle Master Plan.”
91. Revise the proposed action step for Objective TR 11 on page 173 to read: “Support both the City of Greenbelt[‘s] and Prince George’s County in their efforts to study....”
92. Revise TR 12 on page 173 to read: “Construct Greenbelt Station Parkway as a [four] two- to four-lane collector between MD 193 (Greenbelt Road) and Greenbelt Metro Access Drive, following an eastern alignment north of Narragansett Run.”
93. Revise TR 16 on page 174 to read: “Implement appropriate traffic calming measures within Berwyn Heights, Franklin Park at Greenbelt Station, and the Belle Point/Charlestowne/University Square area, and along Branchville Road and Ballew Avenue as needed to address through traffic and speeding.”
94. Add a new Objective TR 17 to Table 33 on page 174 with a proposed action step that reads: “Consider the development and application of an access management plan along MD 193 (Greenbelt Road)”. The potential parties involved would include “SHA; developers; property owners; City of Greenbelt; Town of Berwyn Heights; and City of College Park”, and the timeframe would be “Short- to Medium-Term”.
95. Revise the action step discussion for Objective TR 23 on page 174 to read: “Construct a pedestrian overpass linking the Greenbelt Metro Station South Core area to North College Park.”
96. Revise the proposed action step discussion for Objective TR 25 on page 174 to read: “Establish a parking management district within the Greenbelt Metro Metropolitan Center (in accordance with Section 21A-306 of the County Code). Consider including key properties along the MD 193 Corridor such as South Core, Beltway Plaza, and Greenway Center in the parking management district and/or allow for additional expansion to these areas in the future.”
97. Revise the potential parties involved for Objective TR 26 on page 175 to include the City of College Park. Add MD 430 to the proposed action step description.
98. Revise the proposed action step discussion for Objective TR 32 on page 175 to read: “Reconstruct Branchville Road and Ballew Avenue as two lane striped roadways with 12-foot-wide lanes and wide sidewalks, bicycle facilities, and street trees on both sides of Branchville Road and along the western side of Ballew Avenue”
99. Add a new Objective TR 34 on page 175 to read: “Conduct a feasibility study on the appropriateness of implementing dedicated bus lanes along MD 193 (Greenbelt Road)” The potential parties involved would include City of Greenbelt; MDOT; DPW&T; WMATA; University of Maryland; Town of Berwyn Heights; City of College Park; Developers; and Prince George’s County. The timeframe would be Short- to Medium-Term. Renumber remaining transportation objectives accordingly.

100. Revise Objective TR 35 on page 176 to read: “Widen [portions of MD 193 (Greenbelt Road)] the intersection approaches along MD 193 (Greenbelt Road) between the Capital Beltway (I-95/I-495) and Hanover Parkway[, and between Walker Drive and 62nd Avenue,] as may be necessary to accommodate approaches to signalized intersections nearing unacceptable levels of service.”
101. Delete proposed action step TR 36 on page 176.
102. Revise the potential parties involved list for Objective MB 4 on page 176 to read: “...and [Concerned Citizens for the Restoration of Indian Creek] Citizens to Conserve and Restore Indian Creek (CCRIC)”.
103. Add a second sentence to the proposed action step for Objective MB 5 on page 176 as follows: “...and markers. Incorporate wayfinding signage along Branchville Road, Ballew Avenue, and at the Indian Creek stream valley trailhead at MD 193 (Greenbelt Road).”
104. Revise action step MB 11 on page 177 to read: “Explore the need for and costs associated with creating a [Create] non-profit neighborhood business alliance.”
105. Revise the Potential Parties Involved list for Objective MB 12 on page 177 to read: “Anacostia Trails Heritage Area; City of Greenbelt; Town of Berwyn Heights; CCRIC; and M-NCPPC.”
106. Revise Objective ES 3 on page 178 to add a new sentence reading: “Continue work with the State of Maryland to ensure the permanent preservation and conservation of the state-owned parcel.”
107. Revise proposed action step ES 4 on page 178 to read: “Preserve Narragansett Run in its current stream alignment to the fullest extent practicable and mitigate and fully restore any impacts resulting from the construction of the Greenbelt Station Parkway bridge”.
108. Revise action step HW 4 on page 182 to read: “Create a partnership for health and explore the feasibility of designating [designate] the municipalities of Greenbelt, Berwyn Heights, and College Park as a wellness opportunity district.
109. Add a new sentence to action step PF 4 on page 182 to read: “Encourage expansion of modern infrastructure networks throughout the sector plan area”.
110. Amend PF 8 on page 183 to read: “Build an archeological [and historical interpretation] interpretive center and museum as a major civic amenity at North Core.”
111. Revise the Potential Parties Involved list for Objective PF 8 on page 183 to read: “...Prince George’s County Historic Preservation Commission[.]; CCRIC; and local preservation groups”.
112. Revise the timeframe of PR 8 on page 184 to read: “Short- to Medium Term”.
113. Add a new objective HN 8 to Table 33 on page 186 with a Proposed Action Step that reads: “Work with stakeholders to assist tenants displaced by large-scale redevelopment in the sector plan area in locating new housing.” The potential parties involved should read: “City of Greenbelt;”

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DHCD; Property Owners; and Developers.” The timeframe is “Ongoing.” Renumber remaining HN objectives accordingly.

VII. CHAPTER SIX: SECTIONAL MAP AMENDMENT

1. Add a new exemption clause to the development district standards on pages 194-196 to read:

“Public utility buildings, uses, and structures. Notwithstanding any other provisions above, additions to a public utility building, use, or structure (including privately-owned buildings, uses, or structures that provide the public with wire-transmitted telecommunications service) that was lawful and not nonconforming on the date of SMA approval is exempt from the development district standards and detailed site plan review, if the addition (and the accumulated sum of all additions since approval of the SMA) does not increase the GFA by more than 33 1/3 percent or 12,500 square feet, whichever is less.”

2. Revise the Building Form standards on height on pages 203 through 213 to add building height in terms of feet per the staff recommended assumptions of 25 feet for ground floors and 15 feet for each additional story.
3. Revise the first sentence in the text box in the second column on page 203 to read: “The minimum net lot coverage for buildings within an employment or GSA campus shall be [25]70 percent.”
4. Add a new double-line text box beneath the Orientation, Built-to Lines, and Yards section on page 203 to read: “Variations in the build-to line are permitted beyond the ranges established by these standards if the major employment or GSA campus development can demonstrate that a larger build-to line or setback from the right-of-way is necessary for security reasons. The build-to line should be kept as close to the right-of-way as possible to help define the street and pedestrian realm.”
5. Delete the parking placement diagrams from pages 204, 206, 208, 209, 211, and 212.
6. Revise the height transition zone on page 204 to a) enlarge the map, and b) more clearly indicate the measurement points for the transition zone to clarify the transition zone starts on the easternmost point of the WMATA right-of-way.
7. Revise the second paragraph on page 214 to read: “Where properties within the sector plan area are across the street from or share a rear property line with an existing residential neighborhood in Berwyn Heights or Greenbelt, a stepback transition and/or a landscape strip shall be required for all new development within the Greenbelt Metro Area and MD 193 Corridor development district. Existing residential neighborhoods in North College Park are protected by existing uses between residential homes and the railroad lines (generally south of Huron Street) and by the height transition zone imposed by these development district standards in the North Core area.
8. Revise the first sentence of the third paragraph on page 214 to read: “Where a block that fronts a major street such as MD 193 or Greenbelt Station Parkway is across the street [or a Metrorail right-of-way] from an existing residential block....”

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9. Revise the first sentence of the first bullet on page 216 (bicycle parking requirements) to read: “A minimum of one bicycle parking space shall be provided within the public or private frontage for every [3 vehicular spaces] 10,000 gross square feet of retail space.”
10. Relocate the second sentence of the first bullet on page 216 to a new bullet to follow bicycle parking provision standards, and revise the sentence to read: “Bicycle racks shall be placed in highly visible areas along the street or within parking garages as appropriate. Dedicated bicycle storage rooms may also be used to accommodate required bicycle parking spaces.”
11. Add new bullets following the existing bullet on bicycle parking requirements as follows:
 - A minimum of one bicycle parking space shall be provided for every two multifamily dwelling units.
 - A minimum of 4 bicycle parking spaces shall be provided for every 50 anticipated or actual employees of an office, mixed-use, civic/recreation, or retail use or combination of uses.”
12. Add a new subsection to page 227 (Architectural Elements | Materials) as follows:

Reflectivity

Material selection should take into account the potential impacts light and noise reflectivity may have on adjacent residential neighborhoods.”
13. Revise the first sentence of the first bullet on page 229 to read: “[All n]New signs shall be attached to the façade.”
14. Delete the last sentence of the first bullet on page 229.
15. Add new second, third, and fourth bullets on page 229 to read:
 - A maximum of one freestanding or monument sign shall be permitted for each commercial shopping center, office park, or mixed-use development exceeding 100,000 square feet in size.
 - A maximum of one freestanding or monument sign shall be permitted for each residential development exceeding 200 dwelling units.
 - Freestanding and monument signs shall not exceed eight feet in height and the maximum area of any single freestanding or monument sign shall not exceed 80 square feet. Freestanding and monument signs shall be constructed of durable, high-quality materials such as, but not limited to, decorative masonry, wrought iron, or weatherized decorative metals.”
16. Revise the first sentence of the fourth bullet on page 229 to read: “The maximum gross area of building-mounted signage shall not exceed ten percent of the façade area of the commercial portion of the building.”
17. Correct the legend for Map 26 on page 247 so that text is not cut off or obscured.

18. Revise the first sentence of the discussion for SMA Zoning Change 6 on page 254 to read: “This parcel is part of the National [Register Historic District] Historic Landmark for [Old] Historic Greenbelt and contains the Walker Family Cemetery.”
19. Revise the table of uses permitted on page 360 to add the subheading “(2) Institutional/Educational” prior to the use “Adult day care center.”

VIII. APPENDICES

1. Create a new parks and recreation appendix that, at minimum, presents an inventory of major municipal parks and recreation facilities that serve the sector plan area. Consider including a similar inventory of M-NCPPC owned and operated facilities and providing a discussion of the meaning of the Metropolitan District and Greenbelt’s independent parks and recreation status.
2. Rename the Transportation Appendix on pages A-6 to A-8 “Transportation and Modeling.”
3. Add a new subsection to the Transportation Appendix beginning before the heading “Future Conditions and Methodology” on page A-7 to read:

“Transportation and Build-out Modeling

Many elements of a county master plan or sector plan are informed by model analyses of anticipated development intensities at the time of build-out or when the horizon of the plan’s vision is reached. The Greenbelt Metro Area and MD 193 Corridor Sector Plan looks 30 years into the future. The model analyses conducted for this sector plan directly inform the plan’s proposed land use pattern, transportation network, and school pupil generation. For the purposes of this sector plan, staff analyzed three scenarios with a horizon date of 2040: baseline (consisting of development that exists today, approved development, and the Metropolitan Washington Council of Governments (MWCOG) forecast round 8.0), high office (reducing anticipated dwelling units and retail space in favor of office development), and mixed-use (emphasizing vertical and horizontal mixed-use development on most sites).

Households and employment figures are the primary emphasis of these build-out models, which for transportation and land use purposes are oriented to Prince George’s County transportation analysis zones (PGTAZ). These PGTAZs are small geographic locations that nest within larger zones used by MWCOG in regional analysis, and extend beyond the sector plan boundaries to allow for analysis of transportation networks entering and exiting the sector plan area.

Both scenarios analyzed for this sector plan area (complementing the baseline analysis) assume some reduction and redistribution of retail, office, and residential uses in response to community input, staff and regional analyses of market conditions, and other factors.

Households

Due primarily to the approvals of conceptual site plans (CSP) for Greenbelt Station and Franklin Park at Greenbelt Station (formerly Springhill Lake), staff found that the baseline analysis generated a sizable increase in the number of households within the PGTAZs selected for the analysis of the sector plan area. Both the high office and mixed-use scenarios see a reduction in the

anticipated household growth between now and 2040, and both scenarios also anticipate a somewhat expanded mix in housing types over the baseline, which assumes almost all multifamily growth.

Table 37: Households Anticipated by 2040

<u>Households (by PGTAZ)</u>	<u>Total</u>	<u>City of Greenbelt</u>	<u>Town of Berwyn Heights</u>
<u>Existing</u>	<u>8,605</u>	<u>7,588</u>	<u>1,017</u>
<u>Baseline Analysis (Existing and Approved Households)</u>	<u>13,115</u>	<u>12,098</u>	<u>1,017</u>
<u>High-Office Scenario</u>	<u>11,176</u>	<u>10,159</u>	<u>1,017</u>
<u>Mixed- Use/Balanced Scenario</u>	<u>10,506</u>	<u>9,489</u>	<u>1,017</u>

Employment

When it comes to the employment figures, M-NCPPC works from well-established employment ratios as follow:

Table 38: Employment Assumptions (Employment Generation Based on Square Feet of Development)

<u>Use</u>	<u>Sq. Ft. per Employee</u>
<u>Retail</u>	<u>400</u>
<u>Office</u>	<u>250</u>
<u>Industrial</u>	<u>700</u>
<u>Fast Food/Sit Down Restaurant</u>	<u>150</u>
<u>Grocery Store</u>	<u>700</u>
<u>Elementary School (total employees per school)</u>	<u>40</u>
<u>Middle School (total employees per school)</u>	<u>60</u>
<u>High School (total employees per school)</u>	<u>110</u>
<u>Full Service Hotel (employees per room)</u>	<u>0.75</u>
<u>Motel (employees per room)</u>	<u>0.10</u>

To estimate the number of future employees, staff made assumptions of the non-residential space that may result from the two alternate scenarios. Most of the changes occur within the City of Greenbelt. Changes in employment within the Town of Berwyn Heights are related to shifts in employment type (retail vs. office) and level of industrial employment.

With the high office scenario, staff assumed amendments to the approved CSP for Greenbelt Station would result in a major employment/GSA campus employing 12,000 people and a

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reduction in the amount of approved retail from 1.1 million square feet to approximately 75,000 square feet, which would primarily serve the employees and visitors to the Metro station area. Spin-off development could reach more than 300,000 additional square feet of office development and 25,000 additional square feet of retail space primarily located at the Maryland Trade Center, Beltway Plaza, and Capital Office Park.

The mixed-use scenario retained the CSP approval numbers for North Core and assumed no additional office space in the sector plan area. Instead, approximately 30,000 square feet of new retail space (infill development) was assumed between Capital Office Park and the Golden Triangle Office Park.

Working off these assumptions, staff's analysis of the three models suggests the following employment figures by 2040:

Table 39: Employment Anticipated by 2040*

<u>Employment (by PGTAZ)</u>	<u>Total</u>	<u>City of Greenbelt</u>	<u>Town of Berwyn Heights</u>
<u>Existing</u>	<u>15,433</u>	<u>13,457</u>	<u>1,293</u>
<u>Baseline Analysis (Existing and Approved)</u>	<u>23,291</u>	<u>20,749</u>	<u>1,293</u>
<u>High-Office Scenario</u>	<u>29,513</u>	<u>27,237</u>	<u>1,027</u>
<u>Mixed-Use/Balanced Scenario</u>	<u>24,928</u>	<u>22,219</u>	<u>1,460</u>

* Doctors Community Hospital is outside the corporate boundaries of the City of Greenbelt and constitutes the remainder of anticipated employment within the designated PGTAZs.

These analyses are conceptual only, and are used to broadly understand and interpret the potential impacts of the land use pattern and transportation network envisioned by the sector plan. The final recommended land use pattern consists of a blend of the high office and mixed-use/balanced scenarios.”

4. Delete the “Middle Schools” segment of Table 39 on page A-13.
5. Revise the third paragraph on page A-12 to read: “Table [X]39 includes the FCI of the public schools which serve the Greenbelt sector plan area and surrounding communities and identifies the year in which each school was constructed. Of the [nine] eight schools included in the 2008 analysis, three of the schools evaluated were rated in good condition and [six] five schools were rated in fair condition. No schools serving the sector plan area rated poor. Greenbelt Elementary School was constructed in 1993 and Greenbelt Middle School relocated to a new facility in 2012, and were [and was] not evaluated in this study.

VIII. OTHER CHANGES

1. Change the plan and map(s) to incorporate mapping, typographical, grammatical, and rewording corrections, as necessary.

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2. Change the plan and map(s) where appropriate to correspond to the aforementioned amendments, revisions, extensions, deletions, and additions.

WHEREAS, an objective of the proposed sectional map amendment for the Greenbelt Metro Area and MD 193 Corridor is to protect the health, safety, and general welfare of all citizens in Prince George's County; and

WHEREAS, the proposed sectional map amendment for the Greenbelt Metro Area and MD 193 Corridor is an amendment to the Prince George's County Zoning Ordinance, being an amendment to the Zoning Map for that portion of the Maryland-Washington Regional District in Prince George's County; and

WHEREAS, the Sectional Map Amendment includes zoning changes enumerated and transmitted herein, accounting for varying acreage and zoning categories; and

WHEREAS, in accordance with Section 27-645(d)(1) of the Zoning Ordinance of Prince George's County, the acceptance and processing of Zoning Map Amendment applications within the subject planning area shall be postponed in accordance with the provisions of Sections 27-225.01(f), 27-225.01.05(f), and 27-226(a); and

WHEREAS, pursuant to Section 27-646(d) of the Zoning Ordinance of Prince George's County, building permit recommendations by the Planning Board and the issuance of building permits by the Department of Environmental Resources shall be postponed until final action on the endorsed SMA by the District Council as provided for in Section 27-225.02(a)(1).

WHEREAS, pursuant to Section 27-157(b)(4) of the Zoning Ordinance of Prince George's County, the conditions and findings attached to previously approved zoning applications are considered part of the endorsed Sectional Map Amendment where the previous zoning category has been maintained and noted on the Zoning Map.

NOW, THEREFORE, BE IT RESOLVED, that the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission does hereby adopt the Greenbelt Metro Area and MD 193 Corridor Sector Plan, said plan being an amendment to the 2001 *Approved Sector Plan and Sectional Map Amendment for the Greenbelt Metro Area* and portions of the 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity* and the 1990 *Adopted Sectional Map Amendment for Planning Areas 65, 66 and 67*, the 2002 *Prince George's County Approved General Plan*, the 1983 *Functional Master Plan for Public School Sites*, the 2005 *Countywide Green Infrastructure Functional Master Plan*, the 2008 *Approved Public Safety Facilities Master Plan*, the 2009 *Approved Countywide Master Plan of Transportation*, the 2010 *Approved Historic Sites and Districts Plan*, and the 2010 *Approved Water Resources Functional Master Plan*, this said adopted plan containing amendments, extensions, deletions, and additions in response to the public hearing record; and

BE IT FURTHER RESOLVED that the *Preliminary Greenbelt Metro Area and MD 193 Corridor Sector Plan and Proposed Sectional Map Amendment*, as herein adopted, is applicable to the area within the boundaries delineated on the plan map and consists of a map(s) and text; and

BE IT FURTHER RESOLVED that the adopted sector plan comprises the *Preliminary Greenbelt Metro Area and MD 193 Corridor Sector Plan and Proposed Sectional Map Amendment* text as amended by this resolution; and

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BE IT FURTHER RESOLVED that in accordance with Section 27-645(c)(2) of the Zoning Ordinance of Prince George's County, copies of the adopted plan, consisting of this resolution to be used in conjunction with the *Preliminary Greenbelt Metro Area and MD 193 Corridor Sector Plan and Proposed Sectional Map Amendment*, will be transmitted to the County Executive and each municipality whose territorial boundaries are in and within one-half mile of the area affected by the plan; and

BE IT FURTHER RESOLVED that an attested copy of the adopted plan, and all parts thereof, shall be certified by the Commission and transmitted to the District Council of Prince George's County for its approval pursuant to Article 28, Annotated Code of Maryland; and

BE IT FURTHER RESOLVED that the Prince George's County Planning Board finds that the sectional map amendment has been prepared in accordance with the requirements of Section 27-225.01.05 of the Zoning Ordinance; and

BE IT FURTHER RESOLVED that the Prince George's County Planning Board finds that the Greenbelt Metro Area and MD 193 Corridor Sectional Map Amendment, as heretofore described, is in conformance with the principles of orderly comprehensive land use planning and staged development, being consistent with the *Adopted Greenbelt Metro Area and MD 193 Corridor Sector Plan*, and with consideration having been given to the applicable County Laws, Plans, and Policies; and

BE IT FURTHER RESOLVED that the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission, pursuant to Sections 27-645(c)(1) and 27-225.01.05 of the Zoning Ordinance, endorses the proposed sectional map amendment for the Greenbelt Metro Area and MD 193 Corridor planning area by this resolution, and recommends that it be approved as an amendment to the Zoning Map for that portion of the Maryland-Washington Regional District in Prince George's County.

This is to certify that the foregoing is a true and correct copy of a resolution, as revised, adopted by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner _____, seconded by Commissioner _____, with Commissioners _____, _____, _____, and _____ voting in favor of the motion and with Commissioner _____ absent, at its regular meeting held on Thursday, December 13, 2012 in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 13th day of December 2012.

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator

Attachment A

Preliminary Greenbelt Metro Area and MD 193 Corridor Sector Plan and Proposed Sectional Map Amendment Technical Changes

Abstract Page: Insert a semi-colon on line four following "...and elected officials."

Page iii: Change "eco-village" to "eco-community" on line 5 of the last paragraph.

Page v: Revise the "Public Facilities Report" appendix to "Public Facilities Cost Estimates."

Page 1: Revise the last sentence on the page to read: "Finally, sector plan recommendations and design guidelines and standards will foster an enhanced sense of place."

Page 2: Replace the heading "Development Pattern" with "Land Use and Urban Design."

Page 7: Revise the last paragraph to read: "The sector plan will amend portions of the 1989 Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity [and] and 1990 Adopted Sectional Map Amendment for Planning Areas 65, 66, and 67 [(1989 and 1990)]...."

Page 10: Revise the first paragraph to read: "...was last addressed comprehensively in the 1989 Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity [and] and 1990 Adopted Sectional Map Amendment for Planning Areas 65, 66, and 67 [(1989 and 1990)]."

Page 25: Ensure consistent font styles and sizes for the chapter footers throughout Chapter III.

Page 26: Add text to the shaded text box to read: "• Residents, business owners, and other citizens during walking tours and interviews conducted by staff."

Page 35: Revise Map 7 to include the main stream channels (including Indian Creek) and other major water bodies as appropriate.

Page 47: Remove the space for "60.9%" in Table 10 under the "Car" heading.

Page 50: Revise the first two lines to read: "... (see text box on [the previous page] page 48)...."

Page 51: Ensure "MD" and "201" are on the same line in the first paragraph.

Page 52: Shift the office building photographs and captions from the transportation background section to the economic development background section.

Page 58: Delete the bottom shaded row of Table 19 but retain "Source: CoStar" beneath the table.

Page 59: Ensure the text in the shaded text box is centered.

Page 65: Ensure the text in the shaded text box is centered.

Page 75:

- Add the word “Proposed” prior to “Sectional Map Amendment (SMA)” in the first sentence.
- Provide semi-colons after “unique open space system” and “...from historic Greenbelt” in the first bulleted paragraph.

Page 78: Revise the second sentence in the first paragraph to read: “The Preliminary Greenbelt Metro Area and MD 193 Corridor Sector Plan and Proposed Sectional Map Amendment (SMA)....”

Page 87: Revise the notation for Franklin Park at Greenbelt Station on Map 15 to include neighborhood-scale retail and office uses.

Page 90: Change “Illustrations” to lower-case on line 5 of the first bullet.

Page 94:

- Remove the hanging line of text at the top of the last column (consolidate with the rest of Strategy 2.3).
- Shift the text box containing Strategy 2.7 to follow Strategy 2.6.

Page 95: Consolidate text in columns one and two to eliminate blank/white space on page.

Page 96: Shift the text box containing Strategy 4.5 to follow Strategy 4.4.

Page 99: Revise Strategy 1.3. to read: “...or woodland bank along the north side of Cherrywood Lane [Drive].”

Page 101: Shift the text in the second column starting with “Beltway Plaza (See Figure 14)” to follow Strategy 2.3 on the first column to eliminate blank/white space on page.

Page 104: Revise the header in the second column to read: “...Charlestowne North, and Charlestowne Village....”

Page 110:

- Revise Map 17 to indicate a woodland bank (possible location) floating symbol in the vicinity of Springhill Lake Recreation Center and Springhill Lake Elementary School and on the Toaping Castle site.
- Revise Map 17 to include the main stream channels (including Indian Creek) and other major water bodies as appropriate.

Page 113: Revise Strategy 5.2 to read: “...near Springhill Lake Recreation [Community] Center and Springhill Lake Elementary School, near the intersection of MD 193 and Lakecrest Drive, adjacent to the Walker family cemetery, and on the Toaping Castle site.”

Page 128: Ensure the text in the shaded text box is centered.

Page 130: Delete the comma after “MD 193 (Greenbelt Road) in bullet three within the shaded text box.

Page 132:

- Insert the word “weekday” before “headways of 20 minutes or less...” in the 7th line of Strategy 1.2.
- Change commas to semi-colons in Strategy 1.4 following “University of Maryland, College Park,” “NASA Goddard Space Flight Center,” and “the Beltsville Agricultural Research Center (BARC).”

Page 133: Relocate the discussion of F-2, Baltimore Washington Parkway from Strategy 3.1 to Strategy 3.2 on page 134, and add a new second sentence to read: “This preliminary sector plan recognizes that portions of the Baltimore Washington Parkway contain six lanes—primarily around merge lanes and off-ramps within the sector plan area—but does not support the expansion to six lanes elsewhere.”

Page 134:

- Modify Table 30 to reflect a proposed right-of-way of 80-100 feet and 2-5 lanes for Greenbelt Station Parkway.
- Revise the discussion of C-206, Greenbelt Station Parkway under Strategy 3.2 to read: “...from the Master Plan of Transportation.

Page 135: Ensure “MD” and “201” are on the same line in the first bullet.

Page 137: Ensure the font styles and sizes are consistent within the shaded text box.

Page 138:

- Revise Strategy 4.6 to read: “Reconstruct Cherrywood Lane as a two-lane divided roadway between[MD 193] Breezewood Drive and Kenilworth Avenue (MD 201) with a roundabout at its intersection with Greenbelt Metro Drive. Retain the portion of Cherrywood Lane between Breezewood Drive and MD 193 as a four-lane roadway, and provide bicycle lanes along the entirety of Cherrywood Lane.
- Revise the Cherrywood Lane proposed section illustrative drawing to rename one of the depicted north-bound lanes to an intermittent/as necessary turn lane.
- Revise the caption for the Cherrywood Lane illustrative drawing to read: “North of Breezewood Drive, Cherrywood Lane is envisioned as a green street boulevard with wide bike lanes, turn-lanes where needed, and sidewalks on both sides of the street.”

Page 139: Revise Strategy 6.1 as follows: “...deemed appropriate by SHA or the City of Greenbelt.”

Page 144: Revise the last two lines of Strategy 6.1 to read: “...in the sector plan area (see the text box below [to the right]).”

Page 155: Ensure consistent symbology between the interpretive signage icon on the map in Figure 15 and in the legend. Provide locations for “new and enhanced pedestrian/bike connections” across and along Hanover Parkway between Greenbelt Road (MD 193) and Ora Glen Drive.

Page 168: Ensure consistent font styles and sizes for the chapter footers throughout Chapter V; replace Arabic numerals with Roman numerals in the chapter footers.

Page 175: Change commas to semi-colons in Objective TR34 following “University of Maryland, College Park,” “NASA Goddard Space Flight Center,” and “the Beltsville Agricultural Research Center” in the Proposed Action Steps column, and following “developers” in the Potential Parties Involved column.

Page 178: Add the abbreviation “(LEED®)” following “Leadership in Energy and Environmental Design” under the Proposed Action Steps column for Objective ES1.

Page 183:

- Replace the comma following “Prince George’s County Historic Preservation Commission” under Potential Parties Involved for Objective PF8 with a semi-colon.
- Replace the semi-colon after “Prince George’s County Fire/EMS Department” under Potential Parties Involved for Objective PF12 with a comma.

Page 185: Revise the Potential Parties Involved text for Objective HN3 to read: “City of Greenbelt; Town of Berwyn Heights; DER; and M-NCPPC”.

Page 186: Revise the Potential Parties Involved text for Objective DR3 to read: “M-NCPPC; Prince George’s County; City of Greenbelt; and Town of Berwyn Heights”.

Page 190: Revise the last sentence of the top paragraph in the first column to read: “...along with parking credit reductions where shared use [and structured] parking and alternate means of transportation are [is] provided.”

Page 193:

- Revise the first bullet under the vision statement in columns two and three to read: “An interconnected, vibrant, and diverse mixed-use metropolitan center that [creates] provides new housing, employment, and recreational opportunities by capitalizing on the area’s strategic location, transportation assets, and unique open space system....”
- Revise the second bullet under the vision statement in column three to read: “A transformed MD 193 [c]Corridor....”

Page 194: Ensure “MD” and “193” are on the same line in the first full paragraph of column two.

Page 199: Correct the map reference in item 3 under “Using the Development District Standards” from Map 24 to Map 22.

Page 201: Change the references from “University Boulevard (MD 193)” to “Greenbelt Road (MD 193).”

Page 203: Add a new shaded text box with the text: “For the purposes of these development district standards, the build-to line shall be measured from the edge of the right-of-way.”

Page 204:

- Add text to the second column of the shaded table in the (g.1) Front BTL principal line to read: “...Up to 5 additional feet may be permitted to accommodate café seating or other amenities.”
- Revise the caption for the height transition zone diagram to begin: “A [H]height transition zone....”

Page 209:

- Revise the second bullet under the “Height” heading to read: “Building heights for commercial retail buildings shall range from [1] one to [2] two stories.”
- Add the notation “(1 min. for commercial retail buildings)” to the “building configuration” diagram beneath the “1” on the ground floor of the diagram.
- Delete “(g.1 and g.2)” from the “Build-to Lines” sub-header.

Page 221:

- Revise the third line to read: “...some of these are illustrated [below] to the right....”
- Increase the size of the three diagrammatic images depicting architectural elements.

Page 229: Add a period to the end of the last bullet in the third column.

Page 234: Revise the first paragraph to read: “...design and configuration of streets, including the streetscape, bicycle facilities, street trees, street lighting, and amenities such as benches and trash receptacles....In order to achieve a unified street character, easements shall be used where necessary to create a consistent build-to line, landscape area, [and] sidewalk width, and bicycle facilities.”

Page 235: Revise the paragraph on detailed streetscape arrangement types to include the following sentence: “Cycle tracks, sidepaths, and other appropriate forms of buffered bicycle lanes may also be considered as an appropriate streetscape element for all frontage types.”

Page 242: Correct the map reference under “Public Rezoning Requests” from Map 22 to Map 23.

Page 243: Correct the map references in column two from Map 25 to Map 26, and from Map 24 to Map 25.

Page 247: Delete the second indicator for SMA Zoning Change 4 from its location atop the intersection of Greenbelt Road and Kenilworth Avenue.

Page 254: Remove the extra line space in the Discussion portion of SMA Zoning Change 5.

Pages 257 to 266: Revise all SMA map titles to full bold lettering for consistency.

Page 266: Increase the line weight of the superimposed DDOZ boundary to make this line easier to distinguish.

Page 267: Ensure consistent font styles and sizes for the chapter footers throughout Chapter VI.

Page 268: Insert the following use to the use table preceding the “Jewelry and silverware” use:

USE	Existing M-X-T	Proposed M-X-T in DDOZ
Flex Space	P ¹³	X

Page 277: Add Footnote 13 to read: “13. Provided the property was rezoned from the E-I-A Zone to the M-X-T Zone through a Sectional Map Amendment approved between January 1, 2006 and July 1, 2012.”

Page 279: Revise the use “P^A” for eating or drinking establishments with drive through service in the proposed M-U-I in DDOZ column to read “Pⁱ.”

Page 281: Revise the use “P^A” for banks, savings and loan association, or other savings or lending institution, all others in the proposed M-U-I in DDOZ column to read “Pⁱ.”

Page 285: Insert the following use to the use table preceding the “Travel bureau” use:

USE	Existing M-U-I	Proposed M-U-I in DDOZ
Tattoo Parlor	P	P

Page 287: Replace the Department or variety store, excluding pawnshops uses with the following (per the approval of CB-13-2012):

USE	Existing M-U-I	Proposed M-U-I in DDOZ
Department or variety story, excluding pawnshops		
(i) Not exceeding 125,000 square feet of gross floor area	P	P
(ii) Exceeding 125,000 square feet of gross floor area within the developed tier or a designated Revitalization Tax Credit area (as long as the department or variety store does not contain any food or beverage component)	P ⁵²	P

(CB-19-2005; CB-13-2012)		
(iii) Not exceeding 85,000 square feet of gross floor area or no more than 10% of gross floor area for food and beverage component. (CB-13-2012)	P ⁵²	P
(iv) All others, ⁴⁰ in accordance with Section 27-348.02 (CB-71-1993; CB-28-1997; CB-4-1999; CB-2-2002; CB-13-2012)	SE	P*

Page 306:

- Revise Footnote 52 to read:
“52 This [provision] limitation shall not apply to property which is located within the Developed Tier for which any portion of same:
(A) Has an approved preliminary plan of subdivision for property which is or was at the time of subdivision split zoned I-3 and R-R, and is located on and inside the Capital Beltway at an existing interchange with said Beltway, or....”
- Replace Footnote “A” with Footnote “i” (retain footnote text).

Page 346: Revise the use “P^A” for eating or drinking establishments with drive through service in the proposed C-S-C in DDOZ column to read “Pⁱ.”

Page 349: Revise the use “P^A” for banks, savings and loan association, or other savings or lending institution, all others in the proposed C-S-C in DDOZ column to read “Pⁱ.”

Page 354: Insert the following use to the use table preceding the “Taxidermy” use:

USE	Existing C-O	Proposed C-O in DDOZ	Existing C-S-C	Proposed C-S-C in DDOZ
Tattoo Parlor	X	X	P	P

Page 356: Replace the Department or variety store, excluding pawnshops uses with the following (per the approval of CB-13-2012):

USE	Existing C-O	Proposed C-O in DDOZ	Existing C-S-C	Proposed C-S-C in DDOZ
Department or variety store, excluding pawnshops				
(i) Not exceeding 125,000 square feet of gross floor area	X	X	P	P
(ii) Exceeding 125,000 square feet of gross floor area within the developed tier or a designated Revitalization Tax Credit area (as long as the department or variety store	X	X	P ⁵²	P

does not contain any food or beverage component) (CB-19-2005; CB-13-2012)				
(iii) Not exceeding 85,000 square feet of gross floor area or no more than 10% of gross floor area for food and beverage component. (CB-13-2012)	X	X	P ⁵²	P
(iv) All others, ⁴⁰ in accordance with Section 27-348.02 (CB-71-1993; CB-28-1997; CB-4-1999; CB-2-2002; CB-13-2012)	X	X	SE	P*

Page 382: Revise Footnote 52 to read:

- “52 This [provision] limitation shall not apply to property which is located within the Developed Tier for which any portion of same:
- (B) Has an approved preliminary plan of subdivision for property which is or was at the time of subdivision split zoned I-3 and R-R, and is located on and inside the Capital Beltway at an existing interchange with said Beltway, or....”

Page 383: Replace Footnote “A” with Footnote “i” (retain footnote text).

Page A-2: Change “10” to “ten” in the last paragraph of the third column.

Page A-10: Revise the reference under Current Enrollment from Table 37 to Table 38.

Page A-12:

- Change “%” to “percent” in the first full paragraph of the second column.
- Change the reference to “Table X” to “Table 39” in the last paragraph of the second column.

Page A-15:

- Revise the title to read: “Public Facilities [Report] Cost Estimates”
- Replace the first paragraph with the following text:

“Section 27-646(c)(4) of the Zoning Ordinance requires that “(a)ll approved Master Plans shall contain an estimate of the cost of all public facilities which must be acquired and constructed in order to carry out the objectives and requirements of the Plan.”

Acknowledgments:

- Delete the second appearance of Robert Meintjes from the second column.
- Add two new headers and three names as follows:

In Memoriam

Harold E. Foster, AAG, AICP

Production Babies

Isabelle Josephine Kosack

Elsa Jovovic Johanson

**Motion for Councilmember Wojahn
Item 12-G-103**

**Preliminary Greenbelt Metro Area and
MD 193 Corridor Sector Plan and
Proposed Sectional Map Amendment**

I move that the City Council approve the following comments on the Preliminary Greenbelt Metro Area and MD 193 Corridor Sector Plan and Proposed Sectional Map Amendment as written testimony for the Joint Public Hearing to be held on Tuesday, October 2, 2012 at 7:00 pm at the County Administration Building.

North Core of Greenbelt Station

Comment: The development approved in Conceptual Site Plan CSP-01008/01 is not a realistic proposal for this site and should not be promoted. A more realistic development program should be considered that recognizes the lack of market for speculative office space and destination retail. The focus should be on a mix of housing types that take advantage of Green Line access to Washington DC and limited neighborhood-oriented retail to support residents and commuters. An employment campus for a GSA tenant or other major employer is probably the more practical option but should be integrated to the extent possible with surrounding mixed-use development.

Recommendation:

1. The illustrative drawings on page 93 should be revised to (a) reflect a smaller mixed-use community with a range of housing types, smaller blocks and fewer large parking garages; and (b) a major employment campus that is better connected to adjacent development.
2. Consideration should be given to locating one or more parking garages along the Beltway to serve as a noise buffer and provide convenient access for commuters.
3. Strategy 2.2 on page 94 should be changed to require LEED Silver or equivalent certification for buildings in the north core to be consistent with the language used in the Environmental Infrastructure section and the DDOZ standards.
4. Add a strategy to Policy 3 on page 94 to require mitigation of reflected noise and light impacts of proposed development on North College Park.

Indian Creek Stream Valley

Comment: The City supports the rezoning of this property to Reserved-Open Space (R-O-S) but is not clear why the Plan places the stream valley in the Development District Overlay Zone (DDOZ) when no development is proposed

for the area and no specific standards for the stream valley are included in the Development District Standards. The City also opposes any realignment or reengineering of Narragansett Run between the train tracks and its confluence with Indian Creek.

Recommendation:

1. Remove the Indian Creek Stream Valley from the DDOZ.
2. Add a bubble to Map 15: Proposed Land Use on page 87 along Cherrywood Land to indicate that wetlands shall be preserved.

University Boulevard (MD 193) Corridor

Recommendation:

1. Public sector reinvestment in the reconstruction of the corridor to improve safety and build pedestrian and bicycle facilities should extend to Route 1 in College Park to facilitate connectivity between College Park and Greenbelt.

Transportation

Pedestrians and Bicycles

Comment: Strategy 2.5 on page 120 calls for a pedestrian overpass linking the Greenbelt Metro Station area to North College Park in the vicinity of Huron Street even though there is significant neighborhood opposition to the bridge at this location as well as practical difficulties for construction. An alternative location should be sought.

Recommendation:

1. Revise Strategy 2.5 on page 120 to include conducting a feasibility study for locating and financing a pedestrian/bicycle overpass or underpass in a location other than Huron Street. Consideration should be given to locations that are south of the Board of Education property to Branchville Road.
2. Add the pedestrian/bicycle overpass/underpass to Table 29 on page 122.
3. Consider reconstruction of the existing stairs near Branchville Road east and west of the train tracks to restore pedestrian access to Greenbelt Road and include improvements that will make this area accessible for bicycles and compliant with the Americans with Disabilities Act.

Transit and Roadways

Comment: It is not clear why the Plan is deviating from the existing planned location and design of the beltway ramps. This project has been approved by the State Highway Administration (SHA) and the Federal Highway Administration and can enter the Final Design phase if funding is identified. It is not known if SHA supports this recommendation.

Recommendation:

1. Retain the approved design for the I-95/I-495 Greenbelt Metro Access Improvement Project.
2. Revise Map 19 on page 131 to show the recommended eastern alignment of the Greenbelt Station Parkway.

Housing and Neighborhood Preservation

Comment: The single-family neighborhood of North College Park is the closest existing neighborhood to the Greenbelt Metro Station and will be the most affected by new development in the north and south core areas of Greenbelt Station. The 2001 Greenbelt Metro Area Sector Plan included the portion of the neighborhood between Rhode Island Avenue and the train tracks within the plan boundaries and included policies and strategies for neighborhood preservation. The current plan does not adequately address the longstanding concerns of North College Park residents related to runoff from impervious surfaces, groundwater impacts and potential flooding.

Recommendation:

1. Add a new strategy to policy 1 on page 145 to implement sector plan recommendations for environmental infrastructure and sustainability to ensure against negative impacts from inadequate stormwater management controls.

Development District Standards

Building Form – North Core

Comment: The City opposes allowing 20-story buildings to be constructed in the North Core under any circumstances because of the negative impact on the North College Park community. Whether the market will support additional height is not a relevant consideration. Limiting a major employer's lot coverage to 25% will only serve to drive the height of buildings up unnecessarily.

Recommendation:

1. The maximum building height in the North Core shall be limited to 12 stories without exception (delete bullet 3 on page 203).
2. Building height shall be defined in feet as well as stories and shall be measured from the lowest ground level elevation (street grade) on a site to address changes in topography.
3. The height transition diagrams should be revised to show the following: a) the required setback from the train tracks; b) a 4- to 8-story height zone measured 250 feet from the required setback from the train tracks; c) a 4- to 12-story height zone requiring a building setback after 8 stories.
4. Eliminate the 25% lot coverage maximum for a major employer or GSA campus.
5. Clarify the parking placement diagram on page 204 or remove it from the Plan.

Building Form – Step-back Transitions

Comment: The intent and application of this standard needs to be clarified especially the location of the existing residential neighborhoods that are being addressed. Paragraph 3 on page 214 is particularly confusing.

Recommendation:

1. Revise this standard to further clarify both where and how it is required to be implemented.

Building Form – Structured Parking

Comment: It is not clear whether parking garages need to comply with the building height standards and how close they may be located to the train tracks.

Recommendation:

1. Consider placing a specific height limit on the size of above-ground parking structures both public and private.

Architectural Elements – Materials

Recommendation:

1. Add a standard to page 227 that calls for development facing North College Park to minimize the use of building materials that will reflect noise and light into the community.

10. Domain Annexation

**DRAFT RESOLUTION
OF THE MAYOR AND COUNCIL OF THE CITY OF COLLEGE PARK
ENLARGING THE CORPORATE BOUNDARIES OF THE CITY BY ANNEXING
LAND CONTIGUOUS TO AND ADJOINING THE EXISTING CORPORATE
AREA TO INCLUDE THE PROPERTIES KNOWN AS THE DOMAIN
PROPERTY, A PORTION OF MOWATT LANE ABUTTING THIS PROPERTY,
AND THAT PORTION OF CAMPUS DRIVE NOT PRESENTLY WITHIN THE
CITY FROM ITS INTERSECTION WITH MOWATT LANE TO ADELPHI
ROAD, AND CONTAINING APPROXIMATELY
4.4529± ACRES**

WHEREAS, the Mayor and Council of the City of College Park, Maryland, a municipal corporation of the State of Maryland (“City”), has determined to enlarge and extend the limits of the City by including therein property within Prince George’s County which is contiguous and adjoining to the existing boundaries of the City in accordance with the procedures set forth in Article 23A, Section 19 of the Annotated Code of Maryland, as amended, which property is more fully described in the metes and bounds descriptions dated December 4, 2012 and December 21, 2012, attached hereto as Exhibit A, and incorporated by reference (hereinafter referred to as “Annexation Area”). The Annexation Area includes the property more commonly known as the Domain Property, as well as a portion of Mowatt Lane abutting this property, and that portion of Campus Drive not presently within the City from its intersection with Mowatt Lane to Adelphi Road; and

WHEREAS, the Domain Property, comprising approximately 2.666 acres, more or less, consisting of five parcels now consolidated and referenced as Parcel “A”, as depicted on a plat titled “Domain College Park Parcel A” recorded among the Plat Records of Prince George’s County in Plat Book MMB 235, page 81, is owned by THC/UDR Domain College Park, LLC (hereinafter, “Owner”), a successor to Domain College Park, LLC, which entered into an Annexation Agreement with the City, dated January 25, 2011, and which is recorded among the Land Records of Prince George’s County at Liber 32510,

folio 176, a copy of which is attached hereto as Exhibit B and incorporated herein by reference, setting forth the terms and conditions upon which the City agrees to annex and the Owner agrees to the annexation of the Domain Property into the limits of the City; and

WHEREAS, the City has obtained the consent to annexation from the owner of at least 25% of the assessed value of the Annexation Area, which consent is contained in Exhibit B and in a Consent to Annexation, attached hereto as Exhibit C, which is incorporated herein by reference; and

WHEREAS, there are no persons who are registered as voters in Prince George's County elections and reside in the Annexation Area; and

WHEREAS, based upon the aforesaid consents and the Annexation Agreement, the Mayor and Council of the City has determined that it is in the public interest to initiate a Resolution to enlarge and extend the limits of the City to include the Annexation Area and to make applicable to that Annexation Area all laws which are now in force and effect, or which may be hereafter enacted, in the City.

NOW, THEREFORE BE IT RESOLVED by the Mayor and Council of the City in legislative session assembled:

Section 1. That there is hereby annexed into the corporate limits of the City of College Park, a municipal corporation of the State of Maryland, all of that land within the Annexation Area, consisting of approximately 4.4529± acres of land as more particularly and fully described by a survey of courses and distances attached hereto as Exhibit A, and incorporated herein by reference as if fully set forth in the body of this Resolution;

Section 2. That from and after the effective date of this Resolution, the Annexation Area is subject to the terms and conditions of the said Annexation Agreement;

Section 3. That from and after the effective date of this Resolution, all provisions of the Constitution of Maryland, all laws of the State of Maryland applicable to the City, and all duly adopted Charter and Ordinance provisions of the City, shall be and are hereby extended and made applicable to such portion of Prince George's County as is, under the provisions of this Resolution, annexed to and made a part of the City. Nothing herein or elsewhere in the Resolution shall affect the power of the Mayor and City Council to amend or to repeal any Charter provision or Ordinance existing at the date of passage of this Resolution, or to enact and ordain any Ordinance which, at the date of passage of this Resolution, or hereafter, it may be authorized to enact or ordain;

Section 4. That the Annexation Area annexed to the City of College Park by this Resolution shall, in all respects and to all intents and purposes, be subject to the powers, jurisdiction and authority vested, or to be vested by law, in the Mayor and Council of the City of College Park, so far as the same may be consistent with the provisions of this Resolution, and the Annexation Area so annexed shall, in all respects, be taken and considered as part of the municipal corporation of the City of College Park.

Section 5. The City Manager shall cause a public notice to be published not fewer than two (2) times at not less than weekly intervals in a newspaper having general circulation in the City and in the Annexation Area which briefly and accurately describes the proposed change and the conditions and circumstances applicable thereto. The public notice shall further specify that a public hearing will be held on this Resolution by the Mayor and City Council of the City at 7:00 p.m. in the College Park City Hall, 4500 Knox Road, College Park, Maryland 20740, on the 12th day of February, 2013;

Section 6. This Resolution shall become effective forty-five (45) days from the date of enactment, unless within forty-five (45) days after the enactment the City receives a Petition for Referendum filed in accordance with the provisions of Article 23A, Section 19 (g) of the Annotated Code of Maryland, as amended;

Section 7. The City Manager shall promptly register both the original and new corporate boundaries of the City with the City Clerk, the Clerk of the Circuit Court for Prince George's County, the Department of Legislative Services for the State of Maryland, and the Maryland-National Capital Park and Planning Commission when the Resolution takes effect.

INTRODUCED, by the Mayor and Council of the City, at a regular legislative session on January 8, 2013.

ADOPTED, by the Mayor and Council of the City at a legislative session on _____, 2013.

WITNESS:

CITY OF COLLEGE PARK

By: _____
Janeen S. Miller, CMC, City Clerk

By: _____
Andrew M. Fellows, Mayor

**APPROVED AS TO FORM AND
LEGAL SUFFICIENCY:**

Suellen M. Ferguson, City Attorney

EXHIBIT 'A'
DESCRIPTION OF
3.1480 ACRES OF LAND
PROPERTY TO BE ANNEXED INTO THE
CITY OF COLLEGE PARK
BERWYN (21ST) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

Being a piece or parcel of land, hereinafter described, lying on the South side of Campus Drive and the West side of Mowatt Lane, situate near University Park, and being the property acquired by THC/UDR Domain College Park LLC, a Delaware limited liability company, by virtue of a Deed from Domain College Park, LLC, a Delaware limited liability company, dated June 10, 2011 and recorded among the Land Records of Prince George's County, Maryland in Liber 32748 at Folio 445, said property also being Parcel "A" as shown on a Plat of Subdivision entitled "Domain College Park, Parcel 'A'" and recorded among the aforesaid Land Records in Plat Book MMB 235 on Page 81, AND all that adjacent property lying between Parcel 'A' the existing College Park Boundary which runs along the centerlines of Campus Drive and Mowatt Lane being more particularly described in Maryland State Plane Coordinates NAD 83/91 datum as follows

Beginning for the said piece or parcel of land at a point in the outline of the College Park Boundary and in the centerline of Campus Drive, distant 319.97 feet westerly along said centerline from its intersection with the northerly end of Mowatt Lane, and running thence with the existing outline of the City of College Park the following two courses and distances

1. 0.33 feet along the arc of a curve deflecting to the left, having a radius of 1,475.90 feet and a chord bearing and distance of North 82°10'16" East, 0.33 feet to a point, thence
2. North 82°29'48" East, 319.64 feet to a point at the Northerly end of the centerline of the aforesaid Mowatt Lane, thence running with and binding on Mowatt Lane, and continuing with the outline of the City of College Park, the following course and distance
3. South 17°07'30" East, 354.71 feet to a point, thence leaving the said centerline of Mowatt Lane at right angles and leaving the outline of the City of College Park
4. South 72°52'30" West, 40.03 feet to a point at the southeast corner of the aforementioned Parcel "A", thence running with the southerly and westerly

outlines of said Parcel "A" and with an extension of the said westerly line, the following three courses and distances

5. South 72°52'16" West, 287.61 feet to a point, thence
6. North 86°24'30" West, 74.09 feet to a point, thence
7. North 05°05'04" West, 390.59 feet to the point of beginning, containing 137,127 square feet or 3.1480 acres of land.

This description was prepared under my responsible charge and is in compliance with COMAR Regulation 09.13.06.12.

DATE:

12/4/12



A handwritten signature in black ink, appearing to read "S. W. Jones", written over a horizontal line.

Steven W. Jones
Professional Land Surveyor
MD Lic. No. 21072 Exp. 02/08/2013

EXHIBIT 'B'
 SKETCH OF
 3.1480 ACRES OF LAND
 PROPERTY TO BE ANNEXED INTO
 THE CITY OF COLLEGE PARK
 BERWYN (21st) ELECTION DISTRICT
 PRINCE GEORGE'S COUNTY, MARYLAND

UNIVERSITY
 OF MARYLAND

RIGHT-OF-WAY AREA

TOTAL AREA: 26,213 s.f.
 OR 0.6018 Ac.

POINT OF BEGINNING
 $A=0.33'$
 $R=1,475.90'$

CAMPUS DRIVE
 $N82^{\circ}29'48"E$ 319.64'
 EXISTING COLLEGE PARK BOUNDARY

SCALE: 1"=100'

MARYLAND STATE PLANE COORDINATES NAD 83/91

PARCEL
 "D-1"
 FRANK E
 PYWELL
 ESTATE

PROPERTY OF
 THC/UDR DOMAIN
 COLLEGE PARK LLC

DOMAIN
 COLLEGE PARK

PARCEL "A"

TOTAL AREA: 110,914 s.f.
 OR 2.5462 Ac.

PROPOSED COLLEGE PARK BOUNDARY
 $N05^{\circ}05'04"W$

390.59'

$N86^{\circ}24'30"W$
 74.09'

$S70^{\circ}1'30"E$
 EXISTING COLLEGE PARK BOUNDARY

354.71'
 MONATT LANE

UNIVERSITY
 OF MARYLAND

N/F
 UNIVERSITY
 METHODIST CHURCH

PROPOSED COLLEGE PARK BOUNDARY
 $S72^{\circ}52'16"W$ 287.61'
 $S72^{\circ}52'30"W$ 40.03'
 PARCEL "B"
 CAMPUS DRIVE
 SUBSTATION
 No. 189

N/F
 THE CEDARS, LLC

N/F
 RIDGELY W., Jr.
 & MARY L. AXT

CPJ Charles P. Johnson & Associates, Inc.
 Civil and Environmental Engineers • Planners • Landscape Architects • Surveyors

Associates 1751 Elton Rd., Ste. 300 Silver Spring, MD 20903 301.434.7000 fax: 301.434.9394
 www.cpj.com • Silver Spring, MD • Gaithersburg, MD • Frederick, MD • Fairfax, VA

Attached Xrefs: CP-Reads 2009/CP-Bldgs 2009

EXHIBIT 'A'
DESCRIPTION OF
1.3049 ACRES OF LAND
PART OF CAMPUS DRIVE BETWEEN
THE DOMAIN ANNEXATION AND ADELPHI ROAD
PROPERTY TO BE ANNEXED INTO THE
CITY OF COLLEGE PARK
BERWYN (21ST) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

Being a piece or parcel of land, hereinafter described, lying directly adjacent to and contiguous with the City of College Park boundary and being the south half of Campus Drive lying east of Adelphi Road and extending in an easterly direction to the property now, or to be acquired by the City of College Park and known as Domain College Park Parcel "A" and being more particularly described in Maryland State Plane Coordinates NAD 83/91 datum as follows

Beginning for the said piece or parcel of land at a point in the outline of the College Park Boundary and in the centerline of Campus Drive, distant 319.97 feet westerly along said centerline from its intersection with the northerly end of Mowatt Lane, and running thence with the existing outline of the City of College Park the following two courses and distances

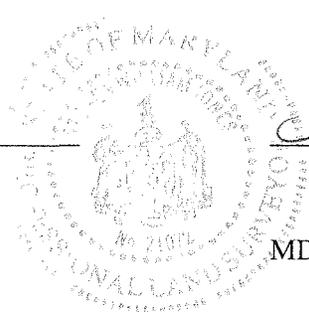
1. South 05°05'04" East, 30.04 feet to a point on the south right of way line for Campus Drive and the northeast corner of Parcel D-1 in the Frank E Pywell Estate subdivision, thence in a westerly direction along the north side of Parcel D-1 and with the south right of way line for Campus Drive
2. 208.26 feet along the arc of a curve, deflecting to the right, having a radius of 1,505.90 feet and a chord bearing and distance of South 86°30'51" West, 208.09 feet to a point, thence continuing with the said Parcel D-1 and thence with the north line of Parcel C, in the Frank E Pywell Estate,
3. South 79°14'23" West, 113.53 feet to a point, thence
4. North 73°38'07" West, 161.11 feet to a point, thence
5. South 10°39'01" West, 18.28 feet to a point at the northeast corner of Parcel B-3, thence continuing with the south side of Campus Drive and with the north lines of Parcels B-3, B-2, and B-1
6. 124.38 feet along the arc of a curve, deflecting to the right, having a radius of 1,525.90 feet and a chord bearing and distance of North 77°00'52" West, 124.34 feet to a point, thence

7. North $74^{\circ}40'46''$ West, 80.25 feet to a point, thence
8. North $15^{\circ}19'14''$ East, 20.00 feet to the northeast corner of Parcel A, in the Frank E Pywell Estate subdivision, thence continuing with the south right of way line for Campus Drive and with the northerly line of parcel A,
9. North $74^{\circ}40'46''$ West, 233.95 feet to a point, thence
10. North $11^{\circ}19'39''$ West, 11.20 feet to a point at the northeast corner of Parcel A as shown on the Second Regular Baptist Church plat, thence with the northerly line of Parcel A
11. North $74^{\circ}40'46''$ West, 125.31 feet to a point, thence
12. South $13^{\circ}14'29''$ West., 17.78 feet to a point, thence
13. North $73^{\circ}56'37''$ West, 141.87 feet to a point, thence
14. North $14^{\circ}00'27''$ East. 14.85 feet to a point, thence
15. North $73^{\circ}04'12''$ West, 79.96 feet to a point, thence
16. South $23^{\circ}58'18''$ West., 10.91 feet to a point, thence leaving Parcel A and continuing with the south right of way line for Campus Drive and with the property of the University of Maryland
17. North $74^{\circ}40'46''$ West, 191.94 feet to a point, thence
18. North $88^{\circ}10'31''$ West, 25.71 feet to a point, thence along a non-tangent curve
19. 125.66 feet along the arc of a curve, deflecting to the left, having a radius of 63.00 feet and a chord bearing and distance of South $48^{\circ}10'38''$ West, 105.84 feet to a point along the easterly right of way line for Adelphi Road thence with said line in a northerly direction
20. North $08^{\circ}57'58''$ West, 137.04 feet to a point in the centerline of Campus Drive, thence with said centerline the following two courses and distances
21. South $74^{\circ}40'46''$ East, 999.07 feet to a point of curvature, thence
22. 588.17 feet along the arc of a tangent curve, deflecting to the left, have a radius of 1,475.90 and a chord bearing and distance of South $86^{\circ}05'46''$ East, 584.29 feet to the point of beginning containing 56,840 square feet or 1.3049 acres of land.

This description was prepared under my responsible charge and is in compliance with COMAR Regulation 09.13.06.12.

DATE:

12/21/12



Steven W. Jones
Professional Land Surveyor
MD Lic. No. 21072 Exp. 02/08/2013

ADELPHI ROAD

EXISTING COLLEGE PARK BOUNDARY

PROPERTY OF UNIVERSITY OF MARYLAND

UNIVERSITY BAPTIST CHURCH
L. 2138 F. 14
L. 2138 F. 17
L. 2138 F. 20

PARCEL A
SECOND REGULAR BAPTIST CHURCH PROPERTY
P.B. 32 P. 14

PARCEL A
FRANK E PYWELL ESTATE
P.B. 7 P. 56

PARCEL B-1

PARCEL B-2

PARCEL B-3

FRANK E PYWELL ESTATE
P.B. 8 P. 35

UNIVERSITY METHODIST CHURCH
L. 1373 F. 25

FRANK E PYWELL ESTATE
P.B. 7 P. 56

PARCEL "D-1"
FRANK E PYWELL ESTATE
P.B. 229 P. 72

THE METHODIST UNION OF WASHINGTON
TO
UNIVERSITY METHODIST CHURCH
L. 1373 F. 25
JUNE 1951

N/F
UNIVERSITY METHODIST CHURCH

N/F
THE CEDARS, LLC

N/F
RIDGELY W., Jr.
& MARY L. AXT

DOMAIN COLLEGE PARK
PARCEL "A"
TOTAL AREA: 110,914 s.f.
OR 2.5462 Ac.

PROPOSED COLLEGE PARK BOUNDARY
PARCEL "B"
CAMPUS DRIVE
SUBSTATION
No. 189

UNIVERSITY OF MARYLAND

SCALE: 1"=140'
N
MARYLAND STATE PLANE COORDINATES MD 83/91

RIGHT-OF-WAY AREA
TOTAL AREA: 56,840 s.f.
OR 1.3049 Ac.

POINT OF BEGINNING

CURVE TABLE						
CURVE	RADIUS	ARC	DELTA	TANGENT	BEARING	CHORD
1	1505.90	208.26	7°55'25"	104.30	S86°30'51"W	208.09
2	63.00	125.66	114°17'12"	97.55	S48°10'38"W	105.84
3	1475.90	588.17	22°50'00"	298.04	S86°05'46"E	584.29
4	1525.90	124.38	4°40'13"	62.22	N77°00'52"W	124.34

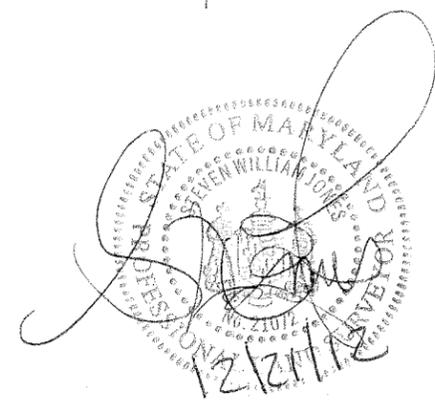


EXHIBIT 'B'
SKETCH OF THAT PORTION OF CAMPUS DRIVE
AREA TO BE ANNEXED INTO THE
CITY OF COLLEGE PARK
BERWYN (21st) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

CPJ Charles P. Johnson & Associates, Inc.
Civil and Environmental Engineers • Planners • Landscape Architects • Surveyors
1751 Elton Rd., Ste. 300 Silver Spring, MD 20905 301.434.7000 Fax: 301.434.9994
www.cpja.com • Silver Spring, MD • Gaithersburg, MD • Frederick, MD • Fairfax, VA

CLIENT:	PRELIMINARY PLAN NO.	SITE PLAN NO.
	DESIGN	SHEET OF
	DRAFT	
	DATE	FILE NO.
	SCALE	

COPYRIGHT © LATEST DATE HEREON CHARLES P. JOHNSON & ASSOCIATES, INC. ALL RIGHTS RESERVED. UNAUTHORIZED USE OR REPRODUCTION IS PROHIBITED.

Attached: Xref08-01_TBI11x17-1/1811x17-1

CONSENT TO ANNEXATION

The undersigned on behalf of THC/UDR Domain College Park, LLC, the owner of the Domain Property (hereafter defined), hereby consents to the annexation by the Mayor and Council of the City of College Park, Maryland, of the Domain Property into the existing corporate area of the City of College Park, and further states:

1. THC/UDR Domain College Park, LLC, successor-in-interest to Domain College Park, LLC, currently owns that certain real property being Parcel "A" as shown on a Plat of Subdivision entitled "Domain College Park, Parcel 'A'" recorded among the Land Records of Prince George's County, Maryland, in Plat Book MMB 235 on Page 81, which is bounded on the North by Campus Drive, on the West by a property referenced as Parcel "D-1", Frank E. Pywell Estate, on the South by a property referenced as Parcel "B", Campus Drive PEPCO substation, and on the East by Mowatt Lane, abutting the corporate limits of the City of College Park, a full description of which is attached hereto as Exhibit A (the "Domain Property"). The Domain Property includes lots formerly owned by the Frank E. Pywell Estate and Robert E. Poole.
2. THC/UDR Domain College Park, LLC's predecessor in title, Domain College Park, LLC, previously evidenced its consent to annexation of the Domain Property in that certain Annexation Agreement dated effective January 25, 2011, recorded among the Land Records in Liber 32510 at folio 176, a copy of which is attached as Exhibit B (the "Annexation Agreement").
3. THC/UDR Domain College Park, LLC does hereby reaffirm the prior consent to annexation of the Domain Property as contained in the said Annexation Agreement.
4. THC/UDR Domain College Park, LLC consents to the adoption of the resolution by the Mayor and Council of the City of College Park, Maryland, attached hereto as Exhibit C, annexing the Domain Property into the existing corporate area of the City of College Park (the "Annexation Resolution").
5. This Consent to Annexation and the said Annexation Agreement constitute the formal written consent of THC/UDR Domain College Park, LLC to annexation of the Domain Property into the existing corporate area of the City of College Park. THC/UDR Domain College Park, LLC will not petition the Annexation Resolution to referendum.
6. THC/UDR Domain College Park, LLC understands that the Domain Property will become part of the City of College Park on the effective date of the Annexation Resolution and that the City will provide all applicable municipal services to the Domain Property and residents thereon as required under the Code of the City of College Park.

ATTEST:

THC/UDR DOMAIN COLLEGE PARK, LLC,
a Delaware limited liability company

By: THC College Park Development Venture
LLC, a Delaware limited liability
company, its Managing Member

By _____
Signature

Printed Name and Title

Dated: _____

EXHIBIT 'A'
DESCRIPTION OF THE
THC/UDR DOMAIN COLLEGE PARK LLC PROPERTY
AREA TO BE ANNEXED INTO THE
CITY OF COLLEGE PARK
BERWYN (21ST) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

Being a piece or parcel of land, hereinafter described, lying on the South side of Campus Drive and the West side of Mowatt Lane, situate near University Park, and being the property acquired by THC/UDR Domain College Park LLC, a Delaware limited liability company, by virtue of a Deed from Domain College Park, LLC, a Delaware limited liability company, dated June 10, 2011 and recorded among the Land Records of Prince George's County, Maryland in Liber 32748 at Folio 445, said property also being Parcel "A" as shown on a Plat of Subdivision entitled "Domain College Park, Parcel 'A'" and recorded among the aforesaid Land Records in Plat Book MMB 235 on Page 81, and being more particularly described in Maryland State Plane Coordinates NAD 83/91 datum as follows

Beginning for the said piece or parcel of land at a point at the Westerly end of the Southerly or 2.26 feet arc Right-of-Way line of the aforesaid Campus Drive as shown on the aforesaid Plat of Subdivision, said point also being on the Northerly side of the aforesaid Parcel "A", thence running with and binding on the aforesaid Southerly Right-of-Way line of Campus Drive, and also running with and binding on the aforesaid Northerly side of Parcel "A", the following two courses and distances

1. 2.26 feet along the arc of a curve deflecting to the left, having a radius of 1,515.90 feet and a chord bearing and distance of North 82°07'56" East, 2.26 feet to a point, thence
2. North 82°25'18" East, 265.71 feet to a point at the Northerly end of the Westerly or South 57°21'57" East, 22.69 feet Right-of-Way line of the aforesaid Mowatt Lane, said point also being on the Easterly outline of the aforesaid Parcel "A", thence running with and binding on the aforesaid Westerly Right-of-Way line of Mowatt Lane, and also running with and binding on the aforesaid Easterly side of Parcel "A", the following four courses and distances
3. South 57°21'57" East, 22.69 feet to a point, thence
4. South 17°09'12" East, 70.49 feet to a point, thence

5. North 73°18'38" East, 5.00 feet to a point, thence
6. South 17°12'14" East, 236.37 feet to a point, thence leaving the aforesaid Westerly Right-of-Way line of Mowatt Lane, and running with and binding on the Southerly and Westerly sides of the aforesaid Parcel "A" the following three courses and distances
7. South 72°47'46" West, 287.61 feet to a point, thence
8. North 86°29'00" West, 74.09 feet to a point, thence
9. North 05°09'34" West, 350.54 feet to the point of beginning, containing 110,914 square feet or 2.5462 acres of land.

This description was prepared under my responsible charge and is in compliance with COMAR Regulation 09.13.06.12.

DATE: 12-4-12



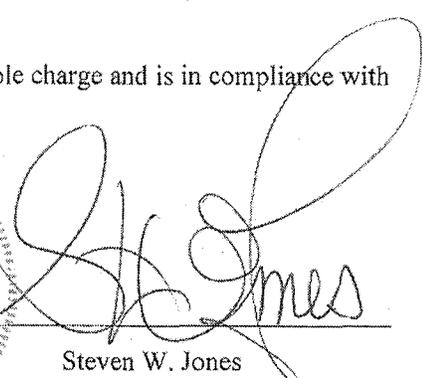

Steven W. Jones
Professional Land Surveyor
MD Lic. No. 21072 Exp. 02/08/2013

EXHIBIT 'B'
 SKETCH OF THE
 THC/UDR DOMAIN COLLEGE PARK LLC PROPERTY
 AREA TO BE ANNEXED INTO THE
 CITY OF COLLEGE PARK
 BERWYN (21st) ELECTION DISTRICT
 PRINCE GEORGE'S COUNTY, MARYLAND

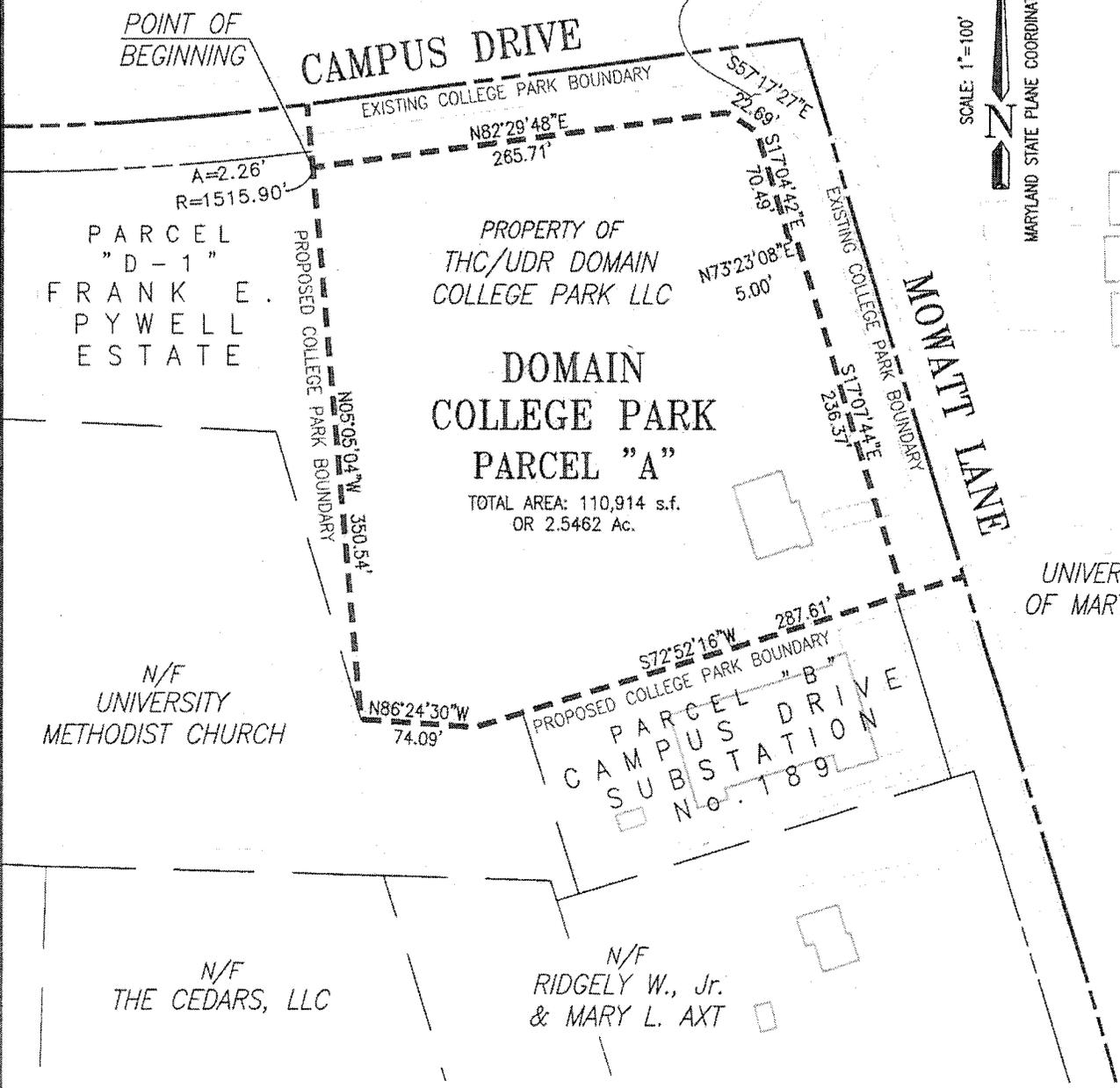
UNIVERSITY
 OF MARYLAND

RIGHT-OF-WAY AREA

TOTAL AREA: 26,213 s.f.
 OR 0.6018 Ac.

MARYLAND STATE PLANE COORDINATES NAD 83/91

SCALE: 1"=100'



CPJ Charles P. Johnson & Associates, Inc.
 Civil and Environmental Engineers • Planners • Landscape Architects • Surveyors
 Associates 1751 Eldon Rd., Ste. 200 Silver Spring, MD 20903 301-434-7000 Fax: 301-434-9304
 www.cpjla.com • Silver Spring, MD • Gaithersburg, MD • Frederick, MD • Fairfax, VA

32510 176

Clerk of the
Circuit Court

2011 MAR 16 PM 1:30

DOMAIN COLLEGE PARK, LLC

ANNEXATION AGREEMENT

PR GEO CO MD #66

THIS ANNEXATION AGREEMENT ("Agreement") is effective the 25th day of January, 2011, by and between the **CITY OF COLLEGE PARK**, a municipal corporation of the State of Maryland, with its principal place of business at 4500 Knox Road, College Park, Maryland 20740, its successors and assigns, party of the first part (hereinafter "the City"), and **DOMAIN COLLEGE PARK, LLC**, a Delaware limited liability company, and in good standing in the State of Maryland, having an address at 1745 Shea Center Drive, Suite 200, Highlands Ranch, Colorado 80129, its successors and assigns, party of the second part (hereinafter "Domain").

IMP FD SURE \$ 0.00
RECORDING FEE 0.00
TOTAL 0.00
Recd PRGM Rpt 1/20/11
MD MNR 01/20/11
Mar 16 2011 01:30 PM

RECITALS

WHEREAS, Domain is the owner of certain real property consisting of approximately 2.66 acres (hereinafter "the Property") located in Prince George's County, Maryland, at the intersection of Mowatt Lane and Campus Drive, being more particularly described by metes and bounds on Exhibit A attached hereto and made a part hereof, with street address at 7720 Mowatt Lane, District 21, College Park, Maryland, and generally consisting of land depicted on Prince George's County Tax Map 33, tax parcels 2411635, 2369718, 2425353, 4000964, and 4001921. Hereinafter in this Agreement the above land area of properties, including any lot or lots into which such area may be subdivided or re-subdivided, are collectively referred to as the "Domain Property;" and

WHEREAS, the City desires to incorporate the Domain Property into the corporate boundaries of the City and intends to initiate annexation proceedings for such purpose, and Domain consents to such incorporation by annexation provided the terms of this Agreement are satisfied; and

WHEREAS, the City supports the currently approved plans as well as the pending Detailed Site Plan for development of the Domain Property; and

WHEREAS, Domain and the City recognize that annexation of the Domain Property by the City is intended to facilitate and allow for the annexation, along with the Domain Property, of certain other real property adjacent to the Domain Property; provided, however, the parties acknowledge and agree that the annexation of the aforementioned adjacent property shall not delay or adversely affect any development efforts related to the Domain Property; and

WHEREAS, pursuant to the authority contained in Article 23A of the Annotated Code of Maryland, Sections 19(b) and (n), Domain and the City have agreed that the following conditions and circumstances will apply to the Domain Property and the related annexation proceedings.

WITNESSETH:

1. **INCORPORATION OF RECITALS**

1.1. The above Recitals are incorporated as a material part of this Agreement.

2. DEFINITIONS

2.1. Fiscal Year means a year beginning on July 1 and ending on June 30. The first Fiscal Year for this Agreement shall be the first year in which Domain is required to pay property taxes to the City for the Domain Property.

3. ANNEXATION

3.1. Consideration

3.1.1. The City shall introduce, as consideration for this Agreement and subsequent to the recordation of the final plat of subdivision for the Domain Property, a resolution to effectuate the annexation to the City of the Domain Property (and other adjacent real properties as the City deems appropriate). In the event that the annexation of the Domain Property does not become effective within three (3) years of the recordation of final plat for the Domain Property, this Agreement shall be deemed void and of no effect.

3.2. Public Benefits

3.2.1. The City has determined that annexation of the Domain Property will benefit and promote the general public interest and welfare of the City and its residents because, with the exception of those exemptions and reimbursements provided pursuant to this Agreement, it will, among other actions, allow the City to collect or receive certain real property taxes, personal property taxes and rental inspection fees from the Domain Property.

3.3. Tax Exemption

3.3.1. Subject to termination as set forth below, for the first five (5) Fiscal Years (the "Five Year Exemption Period"), Domain shall pay property tax to the City as follows:

3.3.1.1. Real property tax at a rate equal to seventy percent (70%) of the then applicable City real property tax rate.

3.3.1.2 Personal property tax at a rate equal to seventy percent (70%) of the then applicable City personal property tax rate.

The Five Year Exemption Period shall begin on July 1 of the Fiscal Year following the date on which the annexation of the Domain Property becomes effective for the Domain Property and shall end on June 30 of the fifth Fiscal Year thereafter. Such property tax is subsequently referred to as the "Five Year Exempt Tax." The Five Year Exempt Tax is hereby granted to Domain and to each lot into which the Domain Property has been or will be subdivided, if any, and any condominium unit, common areas or other parcels or lots into which the Domain Property has been or will be divided. The Five Year Exempt Tax will end, for each portion of the Domain Property, or lot or unit (including condominium or owner offices), common area or other parcel within the Domain Property, on the first to occur of (a) the date on which the Five Year Exemption Period ends or (b) other than to a related entity of Domain, the date on which settlement occurs with respect to the sale or other conveyance of

the applicable portion of the Domain Property or lot or unit within the Domain Property to a third party for use by any person or entity as a residence, common area, retail space or office. The City represents, and Domain acknowledges, that the Prince George's County Director of Finance (hereinafter the "Director") bills and collects State, County and municipal real property taxes for property located within the City. During the Five Year Exemption Period, the City will provide to the Director a rate equal to seventy percent (70%) of the then applicable municipal real property tax rate to apply to the Domain Property and each parcel, lot or unit into which the Property is or will be eventually subdivided or divided. The City bills and collects municipal personal property taxes for property located within the City. During the Five Year Exemption Period, the City will bill the Domain Property for any applicable personal property tax assessment at a rate equal to seventy percent (70%) of the then applicable City personal property tax rate.

4. WARRANTIES AND REPRESENTATIONS OF THE CITY

4.1. Public Services

4.1.1. Upon the request of Domain, the City agrees to provide fee-based services at cost, for trash removal, recycling, and private property snow removal and street maintenance, and, in the event that any of said services are provided to any other business or commercial concerns within the City at no cost, the City agrees to similarly provide them to Domain at no cost. The City will consider

providing assistance to Domain in connection with emergency preparedness and police services should it be legally, contractually and/or financially able to do so in the same manner as similarly situated properties. The City shall provide police patrols and services by its contract police officers for the Domain Property in the same manner as similarly situated properties.

4.2. Domain Property Development Approvals.

4.2.1. The City has reviewed the Domain plan of development for the Domain Property as set forth in documents filed by Domain with the Planning Board of the Maryland-National Capital Park and Planning Commission (hereinafter "M-NCPPC") in support of Domain's Detailed Site Plan application. The City represents that it generally supports the development as set forth in the Detailed Site Plan consisting of construction of multifamily market rate rental units with a ground floor retail component and ancillary parking facilities as presented to the City by Domain (the "Project"). The parties recognize that various additional conditions or requirements may become appropriate or be mandated by government agencies with jurisdiction over the Domain Property during the current development review process. The City retains the right throughout the development review process to comment on, oppose, object to, and recommend conditions and/or appeal issues not previously addressed. The City represents that it endorses the Zoning Map Amendment and land use and development plans and approvals already adopted for the

Domain Property, including Conceptual Site Plan CSP 09002 and Preliminary Plan of Subdivision 4-09039, which are evidenced by the development plans and other records as approved and held or recorded by the M-NCPPC.

4.2.2. The City further covenants that it will not set or apply any policy, position or course of action which is detrimental to the currently approved plans or the proposed Detailed Site Plan, or for future plans and permits consistent with such plans, for development of the Domain Property or is inconsistent with the approved plans for the Project. The City, however, reserves the right to review, make recommendations and take other appropriate actions as to future revised plans for development of the Domain Property to ensure general consistency with the Master Plan for Langley-College Park-Greenbelt and Vicinity, and the Sectional Map Amendment for Planning Areas 65, 66 and 67, as modified by the Zoning Map Amendment, Conceptual Site Plan, Preliminary Plan of Subdivision and proposed Detailed Site Plan for the Project. This provision shall not limit the City in exercising its police and enforcement powers unrelated to the development review process referenced herein.

4.3. Directional Signage

4.3.1. The City agrees to assist Domain to provide effective directional signage to facilitate ingress to and egress from the Domain Property.

4.4. Public Transportation

4.4.1. The City agrees to promote the development and coordination of public transportation facilities to and from the Domain Property as such may be provided by the Washington Metropolitan Transit Authority, the Bus (a service of Prince George's County), the University of Maryland, or the Corridor Transportation Corporation. Further, the City agrees to promote coordinated transportation infrastructure improvement and aesthetic improvements along the the Knox Road Corridor, including Mowatt Lane, Guilford Road extended and Campus Drive and to involve fairly Domain and all development partners and other entities, such as the City-University Partnership. In fulfilling its obligations to promote public transportation facilities, coordinated transportation infrastructure improvements and aesthetic improvements, the City shall not by reason of this Agreement be required to undertake any activities that will result in cost or expense to the City. The City acknowledges that any required road improvements for the Project have been or will be determined during the Preliminary Plan of Subdivision and Detailed Site Plan processes.

4.5. Authorization

4.5.1. The City warrants and represents that it has full authority to sign this Agreement and that there is no action pending against it involving the Domain Property or any other proceeding that would in any way affect its right and authority to execute this Agreement.

5. WARRANTIES AND REPRESENTATIONS OF DOMAIN

5.1. No Referendum As To Annexation

5.1.1. Subject to the terms and conditions of this Agreement, this Agreement constitutes the formal written consent of Domain to annexation as required by Article 23A, Section 19(b) of the Annotated Code of Maryland. Domain acknowledges that it will receive a benefit from annexation and agrees, as a bargained-for consideration, to waive and completely relinquish any right to withdraw its consent to annexation upon recordation of the final plat of subdivision for the Domain Property. After that time, Domain agrees that it will not petition the Annexation Resolution to referendum and that, in the event of a referendum in which Domain is permitted to vote, that it shall vote in favor of the Annexation Resolution.

5.2. Authorization.

5.2.1. Domain warrants and represents, that at the time of its execution of this Agreement, that it has full authority to sign this Agreement and that, to its knowledge, there is no action pending against it involving the Domain Property or any other proceeding that would in any way affect its right and

authority to execute this Agreement. In the event that annexation of the Domain Property is not feasible for whatever reason, including lack of contiguity, Domain commits to cooperating, in all reasonable respects, with the City in a non-monetary manner to remove any such impediment and to proceeding with annexation of the Domain Property once any such impediment is removed. Domain warrants and represents that it currently owns at least 26% of the assessed value of property within the proposed Domain Property, and that there are no persons residing in the proposed Domain Property who are registered to vote in Prince George's County elections.

5.3. Cessation of Obligations

5.3.1. Domain warrants and represents that if the annexation is petitioned to referendum and the annexation is not approved, the City's obligations and those of Domain under this Agreement will be null and void.

6. APPLICABILITY OF CITY CODE AND CHARTER

6.1. From and after the effective date of the Annexation Resolution, all provisions of the Charter and Code of the City shall have full force and effect within the Domain Property, except as otherwise specifically provided herein.

7. MUNICIPAL SERVICES

7.1. Upon the recording of this Agreement and the effective date of an Annexation Resolution annexing the Domain Property to the City, the City will provide all applicable municipal services to the Domain Property, including police service in the same manner as for similarly situated properties should the City create its own police force.

8. MISCELLANEOUS

8.1. Terminology

8.1.1. The use of singular verb, noun and pronoun forms in this Agreement shall also include the plural forms where such usage is appropriate; the use of the pronoun "it" shall also include, where appropriate "he" or "she" and the possessive pronoun "its" shall also include, where appropriate, "his," "hers" and "theirs."

8.2. Affirmation

8.2.1. From time to time after the date of this Agreement, the parties, without charge to each other, will perform such other acts, and will execute, acknowledge and will furnish to the other such instruments, documents, materials and information which either party reasonably may request, in order to effect the consummation of the transactions provided for in this

Agreement. The obligations of the parties hereunder shall continue for the Five Year Exemption Period, unless otherwise provided herein.

8.3. Recordation and Amendment

8.3.1. This Agreement, which includes all exhibits, schedules and addenda hereto, each of which is incorporated in this Agreement by this reference, shall be recorded among the Land Records of Prince George's County and be binding upon and inure to the benefit of the parties, their heirs, successors and assigns and be a covenant running with and binding the Domain Property, and embodies and constitutes the entire understanding between the parties with respect to the subject matter hereof, and all prior agreements, understandings, representations, and statements, whether oral or written, are merged in this Agreement. Neither this Agreement nor any provision hereof may be waived, modified or amended unless such modification is in writing and is signed by the party against whom the enforcement of such waiver, modification or amendment is sought, and then only to the extent set forth in such instrument.

8.4. Non-Inducement

8.4.1. The parties hereto acknowledge that, in entering into this Agreement, neither party has been induced by, nor has relied upon, nor included as part of the basis of the bargain herein, any representation or statement, whether express or implied, made by any agent, representative or employee, which representation or statement is not expressly set forth in this Agreement.

8.5. Plain Meaning

8.5.1. This Agreement shall be construed according to its plain meaning without giving regard to any inference or implication arising from the fact that it may have been drafted in whole or in part by or for any one of the parties hereto.

8.6. Assignment

8.6.1. Subject to the provisions set forth in this Agreement, and specifically with respect to the provisions of paragraph 3.3.1 ending the Five Year Exempt Tax upon settlement with respect to the sale of the applicable portion of the Domain Property or lot or unit within the Domain Property to a third party for use by any person or entity as a residence, common area, retail space or office, this Agreement, its benefits and burdens, shall be assignable, in whole or in part, by Domain, without the consent of the City or of its elected officials, employees or agents, to any purchasers of the Domain Property or any part thereof.

8.7. Captions

8.7.1. The captions in this Agreement are inserted for convenience only, and in no way define, describe or limit the scope of intent of this Agreement or any of the provisions hereof.

8.8. Notice

8.8.1. All notices and other communications under this Agreement shall be in writing and shall be sent either by first class mail, postage prepaid, or by personal delivery, addressed to the parties as provided below. Notice shall be deemed given on the date delivered or attempted to be delivered during normal working hours on business days.

IF TO THE CITY: Joseph L. Nagro, City Manager
The City of College Park
4500 Knox Road
College Park, Maryland 20740

WITH A COPY TO: Suellen M. Ferguson, Esq.
Council, Baradel, Kosmerl & Nolan, P.A.
125 West Street, 4th Floor
P.O. Box 2289
Annapolis, MD 21404

IF TO DOMAIN: Domain College Park, LLC
1745 Shea Center Drive, Suite 200
Highlands Ranch, CO 80129

WITH A COPY TO: Adam S. Harbin
Domain College Park, LLC
5847 San Felipe, Suite 3600
Houston, TX 77057

WITH A COPY TO: Richard K. Reed, Esq.
Christopher Hatcher, Esq.
Rifkin, Livingston, Levitan & Silver, LLC
7979 Old Georgetown Road, Suite 400
Bethesda, MD 20814

8.9. Maryland Law

This Agreement shall be governed by the law of the State of Maryland without regard to its principles governing choice or conflicts of laws. If any term or provision of this Agreement is declared illegal or invalid for any reason by a court of competent jurisdiction, the remaining terms and provisions of this Agreement shall, nevertheless, remain in full force and effect. Any suit to enforce the terms hereof or for damages or other relief for the breach or alleged breach hereof shall be brought and maintained exclusively in the courts of the State of Maryland in Prince George's County and the parties expressly consent to the jurisdiction thereof and waive any rights they may otherwise have to bring such action in or transfer or remove such action to the courts of any other jurisdiction.

8.10. Counterparts

This Agreement may be executed in several counterparts, each of which shall be an original, but all of which shall constitute one and the same instrument.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day and year first written above.

[SIGNATURE PAGES FOLLOW.]

WITNESS:

CITY OF COLLEGE PARK

Janeen S. Miller

Janeen S. Miller, CMC, City Clerk

By:

Joseph L. Nagro

Joseph L. Nagro, City Manager

Date:

March

STATE OF MARYLAND

COUNTY OF Calvert, to wit:

I HEREBY CERTIFY, that on this 2 day of March, 2011, before me, a Notary Public in and for the State aforesaid, personally appeared Joseph L. Nagro, who has been satisfactorily proven to be the person whose name is subscribed to the within instrument, who acknowledged himself to be the City Manager of the City of College Park, a municipal corporation of the State of Maryland, and, being duly authorized so to do, executed the foregoing instrument for the purposes therein contained.

WITNESS my hand and notarial seal.

Yvette S. Allen (SEAL)
Notary Public

My Commission Expires: March 12, 2013

APPROVED AS TO FORM:

Suellen M. Ferguson
Suellen M. Ferguson, City Attorney

WITNESS:

DOMAIN COLLEGE PARK, LLC:

By: UDR/METLIFE MASTER LIMITED PARTNERSHIP, a Delaware limited partnership, its Sole Member

By: UDR/ML VENTURE LLC, a Delaware limited liability company, its General Partner

By: UDR, INC., a Maryland corporation, its Sole Member

Christine Swan By: [Signature]

Name: Harry G. Alcock

Title: Senior Vice President – Asset Management

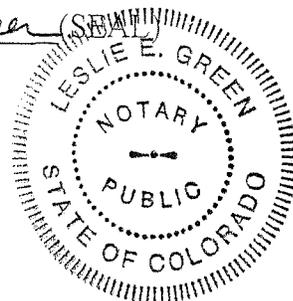
Date: 2-23-2011

STATE OF COLORADO
COUNTY OF DOUGLAS, to wit:

I HEREBY CERTIFY, that on this 23rd day of February, 2011, before me, a Notary Public in and for the State aforesaid, personally appeared Harry G. Alcock, who is personally known to me and who acknowledged himself to be the Executive Vice President – Asset Management of UDR, Inc., a Maryland corporation, as sole member of UDR/ML Venture LLC, a Delaware limited liability company, as general partner of UDR/MetLife Master Limited Partnership, a Delaware limited partnership, as sole member of Domain College Park, LLC, a Delaware limited liability company, and, being duly authorized so to do, executed the foregoing instrument for the purposes therein contained.

WITNESS my hand and notarial seal.

[Signature]
Notary Public



My Commission Expires: April 20, 2012



JANUARY 5, 2011

DESCRIPTION OF A PORTION
OF THE PROPERTY OF
DOMAIN COLLEGE PARK, LLC
LIBER 29763 FOLIO 037
LIBER 30402 FOLIO 572
(4TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

Being the property acquired by Domain College Park, LLC, a Delaware Limited Liability Company in the following two (2) conveyances; 1.) from William P. Poole, Jr. and Robert E. Poole, by deed dated June 11, 2008 and recorded in Liber 29763 at Folio 037; 2.) from the University United Methodist Church, a corporate body under and by virtue of the Laws of the State of Maryland, by deed dated February 13, 2009, and recorded in Liber 30402 at Folio 572, and also being all of Parcel "E", Frank E. Pywell Estates, recorded in Plat Book NLP 98 at Plat No. 28, and Parcel "F-1", Frank E. Pywell Estates, recorded in Plat Book PM 229 at Plat No. 72 all among the Land Records of Prince George's County, Maryland, and being more particularly described as follows:

Beginning for the same at a point marking the northwesterly end of the South 57° 18' 29" East, 38.18 foot plat line of said Parcel "E", Frank E. Pywell Estates, said point also marking the southerly line of Campus Drive, width varies, as shown on State Road Commission Plat No. 3589; thence running with the outline at said Parcel "E", and with the westerly line of Mowatt Lane, width varies, the following two (2) courses distances

- 1.) South 57° 21' 57" East, 38.18 feet to a point; thence
- 2.) South 17° 09' 12" East, 70.49 feet to a point; thence leaving said outline at Parcel "E" and running with said westerly line of Mowatt Lane, the following two (2) courses distances
- 3.) North 73° 18' 38" East, 15.00 feet to a point; thence
- 4.) South 17° 12' 14" East, 236.28 feet to a point; thence leaving said westerly line of Mowatt Lane and running with the common line of Parcel B, Campus Drive Substation No. 189, as recorded in Plat Book 80 as Plat No. 36, and the University Methodist Church, recorded in Liber 1373 at Folio 25 all among the aforesaid Land Records
- 5.) South 72° 47' 46" West, 297.61 feet to a point; thence leaving said common line of Parcel B, and running with said University Methodist Church
- 6.) North 86° 29' 00" West, 74.09 feet to a point marking the common corner with said University Methodist Church, thence running with the common line of University United Methodist Church as recorded in Liber 40905 at Folio 766 and Liber 30402 at Folio 577 among the aforesaid Land Records

VIKA Maryland, LLC

20251 Century Boulevard, Suite 400 • Germantown, Maryland 20874 • 301.916.4100 Fax 301.916.2262
McLean, VA • Germantown, MD • Washington, DC

www.vika.com

Exhibit A

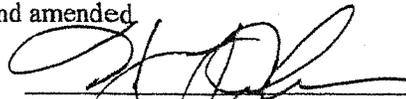
32510

195

- 7.) North $05^{\circ} 09' 34''$ West, 360.55 feet to a point of the aforesaid southerly line of Campus Drive; thence leaving said common line at University United Methodist Church and running with said southerly line of Campus Drive, the following two (2) courses and distances
- 8.) 1.78 feet along the arc of a non-tangent curve to the left, having a radius of 1505.32 feet and a chord bearing and distance at North $82^{\circ} 07' 24''$ East, 1.78 feet to a point; thence
- 9.) North $82^{\circ} 25' 18''$ East, 253.94 feet to the point of beginning containing 115,895 square feet or 2.66058 acres of land.

The undersigned hereby states that the metes and bounds description hereon was prepared by myself or under my direct supervision and that it complies with the Minimum Standards of Practice for Metes and Bounds Descriptions as established in Title 9, Subtitle 13, Chapter 6, Section 8 and 12 of the Code of Maryland Regulations (COMAR) as enacted and amended.

JAN. 5, 2011
Date


Harry L. Jenkins
Property Line Surveyor
Maryland No. 606



32510 193

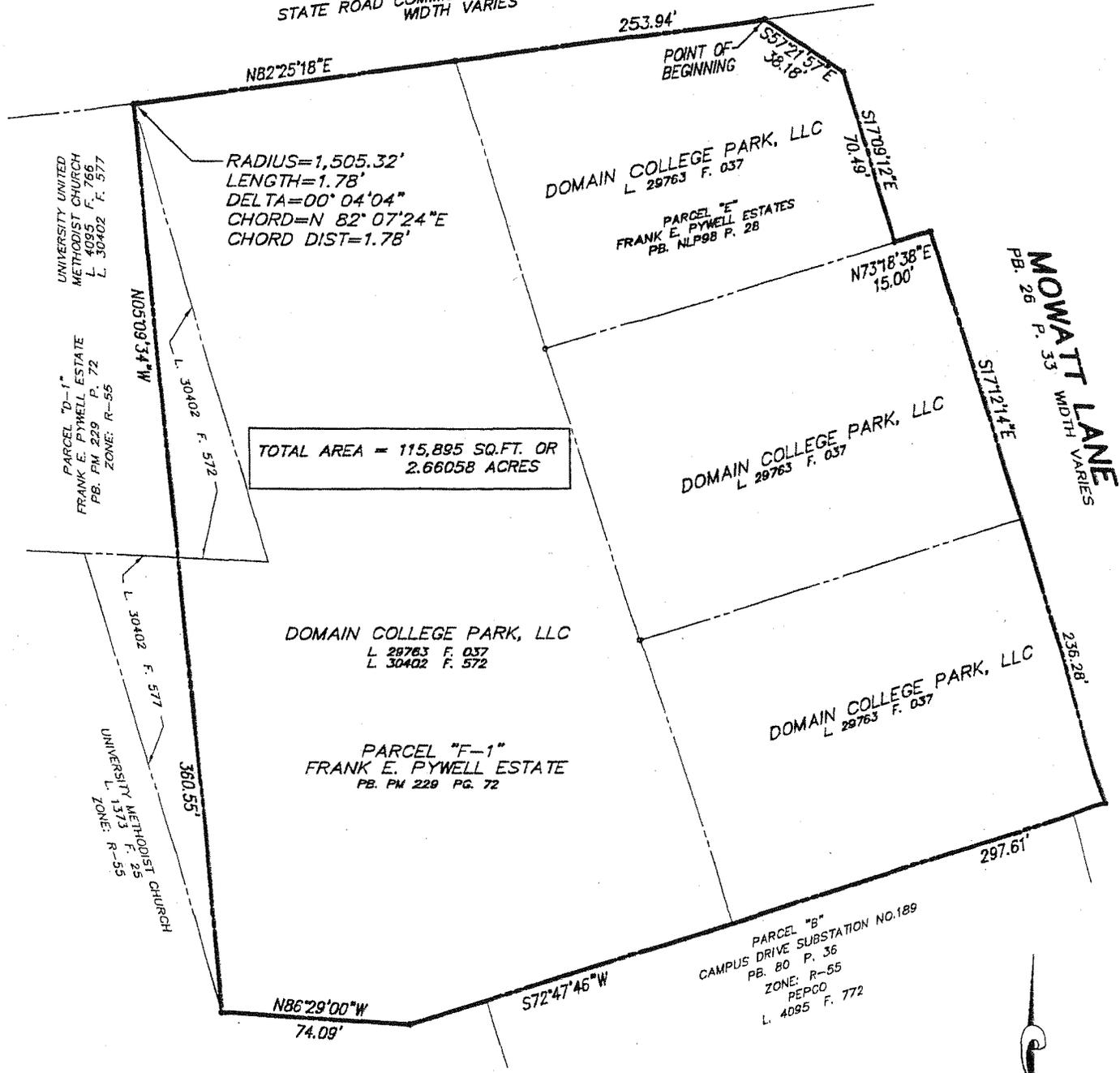
LIST OF EXHIBITS

Exhibit A - Metes and Bounds Description of the Domain Property

32510 196

CAMPUS DRIVE

STATE ROAD COMMISSION PLAT NO. 3589
WIDTH VARIES



TOTAL AREA = 115,895 SQ.FT. OR
2.66058 ACRES

SKETCH SHOWING THE PROPERTY OF
DOMAIN COLLEGE PARK, LLC
 LIBER 29763 FOLIO 037
 LIBER 30402 FOLIO 572
 AND INCLUDING ALL OF
 PARCEL "E" AND PARCEL "F-1"
 FRANK E. PYWELL ESTATE
 LAT BOOK NLP 98 PAGE 28
 PLAT BOOK PM 229 PAGE 72
 4TH ELECTION DISTRICT
 PRINCE GEORGE'S COUNTY, MARYLAND
 SCALE: 1"=60' JAN. 2011



ENGINEERS • PLANNERS • LANDSCAPE ARCHITECTS • SURVEYORS • GPS SERVICES
 VIFA INCORPORATED
 20221 CENTURY BOULEVARD - SUITE 6400 • GERMANTOWN, MARYLAND 20874
 (301) 916-6100 • FAX: (301) 916-2282
 GERMANTOWN, MD. MCLEAN, VA.

DRAFT RESOLUTION
OF THE MAYOR AND COUNCIL OF THE CITY OF COLLEGE PARK
TO ADOPT AN ANNEXATION PLAN FOR THE ANNEXATION OF
APPROXIMATELY 4.4529± ACRES OF LAND, TO INCLUDE THE PROPERTIES
KNOWN AS THE DOMAIN PROPERTY, A PORTION OF MOWATT LANE
ABUTTING THIS PROPERTY, AND THAT PORTION OF CAMPUS DRIVE NOT
PRESENTLY WITHIN THE CITY FROM ITS INTERSECTION WITH MOWATT
LANE TO ADELPHI ROAD

WHEREAS, the Mayor and Council of the City of College Park adopted Annexation Resolution *** on February 12, 2013, annexing land commonly known as the Domain Property, as well as a portion of Mowatt Lane abutting this property, and that portion of Campus Drive not presently within the City from its intersection with Mowatt Lane to Adelphi Road, more fully described in the metes and bounds descriptions dated December 4, 2012 and December 21, 2012, attached to the Annexation Resolution as Exhibit A, being an area of approximately 4.4529± acres of land, within said City limits; and

WHEREAS, Article 23A, §19(o) requires that an Annexation Plan be prepared for any such annexation; and

WHEREAS, the attached Annexation Plan was prepared as part of the annexation process, and was made available for public review at the public hearing on the Annexation Resolution on February 12, 2013; and

WHEREAS, a copy of the attached Annexation Plan was provided to the County Council for Prince George's County, the Department of Planning, and all regional and State planning agencies having jurisdiction at least 30 days prior to the holding of the said public hearing.

CAPS
 [Brackets]
 Asterisks ***

: Indicate matter added to existing law.
 : Indicate matter deleted from law.
 : Indicate matter remaining unchanged in existing law but not set forth in Resolution

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Council of the City of College Park, that the attached Annexation Plan be and it is hereby adopted.

INTRODUCED, by the Mayor and Council of the City, at a regular legislative session on January 8, 2013.

ADOPTED, by the Mayor and Council of the City at a legislative session on February 12, 2013.

WITNESS:

CITY OF COLLEGE PARK

By: _____
Janeen S. Miller, CMC, City Clerk

By: _____
Andrew M. Fellows, Mayor

**APPROVED AS TO FORM AND
LEGAL SUFFICIENCY:**

Suellen M. Ferguson, City Attorney

ANNEXATION PLAN FOR ANNEXATION OF THE PROPERTY MORE COMMONLY KNOWN AS THE DOMAIN PROPERTY, AS WELL AS A PORTION OF MOWATT LANE ABUTTING THIS PROPERTY, AND THAT PORTION OF CAMPUS DRIVE NOT PRESENTLY WITHIN THE CITY OF COLLEGE PARK FROM ITS INTERSECTION WITH MOWATT LANE TO ADELPHI ROAD

Municipal Growth Element- The City of College Park (“the City”) is geographically located in the area covered by the Maryland-Washington Regional District Act, Article 28, §7-101 *et seq.* of the Annotated Code of Maryland, as amended. The City has no zoning and planning authority, which is exercised by the Maryland-National Capital Park and Planning Commission and Prince George’s County. As a result, there is no municipal growth element in the City’s plans.

Introduction

The Mayor and Council have determined to enlarge and extend the limits of the City by including therein property within Prince George’s County which is contiguous and adjoining to the existing boundaries of the City in accordance with the procedures set forth in Article 23A, Section 19 of the Annotated Code of Maryland, as amended, which property is more fully described in the metes and bounds descriptions dated December 4, 2012 and December 21, 2012, attached hereto as Exhibit A, and incorporated herein by reference (hereinafter referred to as “Annexation Area”). The Annexation Area includes the property more commonly known as the Domain Property (2.666± acres), as well as a portion of Mowatt Lane abutting this property, and that portion of Campus Drive not presently within the City from its intersection with Mowatt Lane to Adelphi Road (1.3049± acres). The Domain Property consists of a mixed-use development with market rate multifamily apartments, ground floor retail and structured underground parking. Construction of this development is underway and completion is expected by mid-2013. Issuance of a use and occupancy permit by Prince George’s County is required prior to occupancy.

Zoning

The current County zoning for the Domain Property is Mixed Use – Transit Oriented (M-X-T). The Annexation Area conforms to current County zoning regulations.

Water and Sewer Services and Stormwater Management

The Annexation Area is currently served by the Washington Suburban Sanitary Commission. Extension of public water and sewer services to the Domain Property is accomplished as part of the development process in an approved stormwater management plan. Prince George’s County has ownership and maintenance of the storm water management system. Once construction of the Domain Property is complete, all services will be in place and will not require extension or enlargement.

Utilities

Electric service is provided by PEPCO and gas service is provided by Washington Gas.

Community and Emergency Services

The Annexation Area is currently served by the Prince George's County Police Department and the County's Fire/Emergency Response station located at ***** The Annexation Area is served by **** Elementary School, *** Middle School and Northwestern High School. The project is too small to require or support additional community services.

Transportation

The Annexation Area is located at the intersection of Campus Drive and Mowatt Lane, which are County maintained roads classified as secondary roads. No public road improvements are required or planned to serve the subject property. The Domain Property has been required to dedicate right of way along Campus Drive and Mowatt Lane to be in conformance with the Master Plan of Transportation for Prince George's County, which occurred at filing of the record plat.

11. Extension of DCPMA

MEMORANDUM

TO: Mayor and Council

FROM: Michael Stiefvater, Economic Development Coordinator *MS*

THROUGH: Terry Schum, Planning Director *TS*
Joseph Nagro, City Manager

SUBJECT: Extension of Downtown College Park Management Authority

DATE: December 28, 2012

ISSUE

The Downtown College Park Management Authority (DCPMA) is required by Ordinance 87-0-8 to be reauthorized every three years (see attachment 1). The last authorization of the DCPMA was approved on September 28, 2010 and ends on January 1, 2013.

SUMMARY

DCPMA is an organization composed of over seventy businesses in downtown College Park whose purpose is to promote downtown as a place to visit, eat, and shop. Over the past year DCPMA accomplished this purpose through the following initiatives:

- *Printed 20,000 Downtown College Park Merchant Guides*
Each year DCPMA works with City staff to update, publish, and distribute the guides to College Park households, on-campus students, the Clarice Smith Center, local hotels, and the University of Maryland Visitors Center.
- *Enhanced Safety in the Downtown Commercial District*
By collaborating with the University Police, DCPMA purchased an additional security camera this summer to close a gap in video coverage. The camera was donated to the University Police, who will include this new camera in their existing monitoring services.
- *Collaborated with City to Create Streetlight Banners*
DCPMA provided matching funds for a City-designated grant to design and fabricate banners in the City's commercial districts. The resulting design was a set of holiday banners that are currently installed on streetlights in Downtown.

In addition to these initiatives, DCPMA continues to fund additional weekend clean-up services in downtown throughout the year. DCPMA also meets regularly with City staff to provide a voice for its merchant members in matters affecting their businesses.

RECOMMENDATION

Staff recommends the City Council approve Resolution 13-R-01 (see attachment 2) reauthorizing the Downtown College Park Management Authority until January 1, 2016.

ATTACHMENTS

1. Ordinance 87-0-8
2. Resolution 13-R-01
3. Letter from DCPMA President Lea Callahan

An Ordinance to enact a new Chapter 9 to the College Park Code, entitled Commercial District Management Authority

CHAPTER 9

Commercial District Management Authority

9-1. Establishment.

- A. Pursuant to Article 23A, Section 2(35) of the Annotated Code of Maryland, there is hereby established the Downtown College Park Commercial District and Commercial District Management Authority, as an independent entity.
- B. The authority shall incorporate under the laws of Maryland, shall obtain liability insurance and shall file a copy of its Chapter and Bylaws with the City of College Park.

9-2. Purposes.

The purposes of the Authority shall be to promote and market the District, and to provide security, maintenance and amenities within the District.

9-3. Definitions.

For the purposes of this division, the following terms shall have the meanings indicated:

"AT-LARGE" shall mean elected by all voting members of the Authority.

"AUTHORITY" shall mean the Downtown College Park Commercial District Management Authority.

"BUSINESS" shall mean any person, firm, corporation or organization operating or conducting what is commonly known as a trade or business by serving public without limitations as a retail, and wholesale or professional enterprise.

"DISTRICT" shall mean the geographical area described by the District boundaries, in which the Authority shall operate and perform its responsibilities.

"ENABLING ACT" shall mean Article 23A, Section 2(35) of the Annotated Code of Maryland, 1987 Replacement Volume, as amended.

"EXEMPT BUSINESS" shall mean a business within the District which is not subject to the assessment of fees by the Authority. Exempt businesses shall include:

1. federal, state, county, or local governments or their agencies;
2. property used for residential purposes, including property zoned fraternities and sororities.
3. Professional businesses that have opted not to become members of the authority.

"FEES" shall mean the license fees of the members of the Authority used to finance the programs and accomplish the purposes of the Authority.

"RETAIL" shall mean a business establishment that:

1. sells goods or services directly to ultimate consumers; and/or
2. uses space that has direct access to:
 - a. the street ground floor of a building; or
 - b. a parking lot of a shopping center.

"PROFESSIONAL" shall mean any establishment that:

1. sells goods other than retail goods or services directly to ultimate consumers; and/or
2. uses space that does not have direct access to:
 - a. the street ground floor of a building; or
 - b. a parking lot of a shopping center.

9-4. District boundaries.

The Downtown College Park Commercial Management District is described as follows (see Map, Exhibit A):

The District shall include:

- Block 29 of Johnson and Curridens Subdivision
- Block 2 of Hannah L. Kelleys Subdivision
- Block 1 of Hannah L. Kelleys Subdivision
- Block 27 of Johnson and Curridens Subdivision
- Lots 1, 2, 3, and 4 of Block 24 of Johnson and Curridens Subdivision
- Block 23 of Johnson and Curridens Subdivision
- Parcel 57 located on Calvert Avenue, Premise Address 4505 Calvert Road
- Lots 4, 5, and 6 of Block 1A of College Park Homes Subdivision on the east side of Baltimore Avenue between Guilford Road and Fordham Lane
- Parcel 109 of West Side Electric Railroad, Premise Address 7131 Baltimore Avenue
- Parcel A1, A2, A3, and A4 of Block 6
- Outlot A of Block 6
- Lot 11 of Block 6
- Parcel A of Lord Calvert Manor, Premise Address 7110 Baltimore Avenue
- Parcel B of Lord Calvert Manor
- Parcel D of Lord Calvert Manor
- Parcel C of College Park Towers, Premise Address 4321 Hartwick Road
- Parcel C-1 of Seidenspinner Center, Premise Address 4401 Hartwick Road
- Parcel A of College Park Shopping Center
- Parcel B of College Park Shopping Center
- Parcel B-4 of College Park Shopping Center
- Parcel A of College Park - Byrds Addition
- Parcels 68, 69, 71, 81, 82, 83, 84, 85, 86, 87, and 88 of the west side of Baltimore Avenue between Lehigh and Knox Roads

9-5. Limitations on the Powers of Authority.

The Authority shall not:

- (a) be able to exercise the power of eminent domain;
- (b) purchase, sell, construct, or, as a landlord, lease office or retail space;
- (c) except as otherwise authorized by law, engage in competition with the private sector; or
- (d) enter into any contract, agreement, undertaking, or obligation which could result in any pecuniary liability to the City or a charge against the general credit and taxing powers of the City.

9-6. Composition of the Authority.

- A. Every retail business in the District is a member of the Authority and may participate in the activities of the Authority.
- B. Every professional business in the District shall have the option of becoming a member of the Authority or being exempt from membership.
- C. Any business outside of the District but within the corporate limits of the City of College Park may request membership by submitting a petition to the Board of Directors. Said petition shall state the reasons for seeking membership, their business category and square footage of their business. Petitions shall be approved by a majority vote of the Board of Directors.
- D. Every business may vote on matters before the Authority except:
 - (1) exempt businesses;
 - (2) businesses that have not paid all fees that are due; and
 - (3) any other business that is not in good standing under the bylaws.

9-7. Bylaws.

- A. The first meeting of the members of the authority must be announced fourteen (14) days in advance. At that meeting, a majority of the voting members present shall adopt bylaws consistent with the requirements of the Enabling Act and this Ordinance.
- B. An amendment to the bylaws cannot be adopted at the same meeting at which the amendment was introduced. The bylaws may be amended by a two-thirds (2/3) vote of the members present.

9-8. Board of Director; Officers.

- A. The authority shall be directed and administered by a Board of Directors made up of eleven (11) members of the District elected at-large by the voting members of the Authority in accordance with the bylaws.
- B. The Board shall also include one (1) non-voting member appointed by the Mayor.
- C. The Board shall elect four (4) officers: President, Vice President, Treasurer and Secretary.
- D. The Board of Directors shall serve without compensation and shall be elected to terms as defined in the bylaws.

9-9. Budget.

- A. The Board shall submit a proposed annual budget to the members of the Authority. The Board shall adopt a budget at the first meeting of the Authority that is at least thirty (30) days after the proposed budget is submitted to the members. All expenditures shall be in accordance with the Budget.
- B. The Board may amend the Budget without thirty (30) days' notice if the amendment involves less than an amount of money specified in the bylaws.
- C. The Authority shall submit to the City a copy of its approved annual Budget and a statement of all funds expended in its Budget year. These shall be submitted within one (1) month of Budget approval and the Budget year's end, respectively.

9-10. License and Fee.

- A. Every business in the District must obtain an annual license issued by the Authority. The Board shall establish a fee that must be paid before a license will be issued.
- B. The license fee shall be calculated by multiplying the number of square feet used in the business by the rate per square foot established for the category of business.
- C. The license fee shall be based on the nature of the business and the number of square feet used in the business. Exempt businesses do not pay any fees.
- D. (1) The fees shall be as follows:

<u>Category</u>	<u>Fee per square foot</u>	<u>Minimum Fee</u>	<u>Maximum Fee</u>
Retail	Ten (10) cents	\$150.00	\$750.00
Professional	Ten (10) cents	\$150.00	\$150.00

- (2) If a business can be included in more than one (1) license fee category, it shall be charged only the highest license fee for those categories.

E. At the request of the Board, the City of College Park shall collect and enforce license fees on behalf of the Authority as its agent. The City may sue to collect fees as necessary, at the request of the Authority. The City may charge the Authority for the expenses incurred in collecting fees up to two percent (2%) of the amount collected.

F. The Board shall appoint an appeals panel as provided in the bylaws. The appeals panel shall hear all objections to the license fee set by the Board for each business. The only issues before the appeals panel are whether:

- (1) the nature of the business has been accurately determined;
- (2) the number of square feet of space used by the business is correct; and
- (3) the fee has been correctly calculated based on the rate and the square footage.

G. The license fee shall be due and payable in full each year on the date established by the Board in conjunction with the City. Any member failing to pay the license fee within thirty (30) days after it is due and payable shall be subject to an interest charge at the rate of one percent (1%) per month and a civil penalty of ten percent (10%) of the total fee.

9-11. Meetings.

A. The Board shall meet at least once a month. The Authority shall meet at least twice a year. The Budget shall be approved at a meeting of the Authority as shall the selection of Board Members.

B. All meetings shall be open to the public, except for executive sessions as provided for in the bylaws.

9-12. Termination.

Unless extended by a majority vote of the Council at the written request of the Authority, the Downtown College Park Commercial District and Management Authority shall terminate three (3) years from the date of enactment of this ordinance.

Introduced this 24th day of November 1987.

Reintroduced this 10th day of December 1987.

Adopted this 26th day of January 1988,

by an affirmative vote of a majority of the City Council.
Effective this 16th day of February 1988.

Anna L. Owens

Anna L. Owens, Mayor

ATTEST:

Miriam P. Wolff

Miriam P. Wolff, City Clerk

**RESOLUTION
OF THE MAYOR AND COUNCIL OF THE CITY OF COLLEGE PARK,
MARYLAND TO EXTEND THE DOWNTOWN COLLEGE PARK
COMMERCIAL DISTRICT MANAGEMENT AUTHORITY**

WHEREAS, Ordinance 87-0-8 created the Downtown College Park Commercial District Management Authority for a three-year term and the Authority has continued to be extended by the Council at the request of the Authority; and

WHEREAS, the Mayor and Council of the City of College Park has received a written request from the Commercial District Management Authority, dated December 4, 2012, that the Authority be extended for an additional three-year term; and

WHEREAS, the Mayor and Council of the City of College Park deem it in the best interests of the College Park community to extend the Authority for an additional three-year term.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Council of the City of College Park that the Downtown College Park Commercial District Management Authority, operating pursuant to the provisions of Article III of Chapter 11 of the College Park Code, is extended for an additional three-year term ending on or about January 1, 2016.

ADOPTED by the Mayor and Council of the City of College Park, Maryland, at a regular meeting on the _____ day of _____, 2013.

EFFECTIVE the _____ day of _____, 2013.

ATTEST:

**THE CITY OF COLLEGE PARK,
MARYLAND**

By: _____
Janeen S. Miller, City Clerk

By: _____
Andrew M. Fellows, Mayor

**APPROVED AS TO FORM AND
LEGAL SUFFICIENCY**

Suellen M. Ferguson, City Attorney



ATTACHMENT 3

*M + C
Nagro
Cotton
Schum
(January 3.
worksession)*

RECEIVED

December 4, 2012

DEC - 5 2012

Andrew M. Fellows, Mayor
City of College Park
4500 Knox Rd.
College Park, MD 20740

City of College Park
Administration Office

Dear Mayor Fellows:

I am writing to request a three-year extension of Ordinance 87-0-8, which officially created the Downtown College Park Management Authority when it was passed by City Council in 1987. The last three-year extension was approved by the Council on September 28, 2010 (10-R-26) and is set to expire on January 1, 2013.

The DCPMA continues to be active in downtown College Park. We redesigned our annual Downtown Guide earlier this year and are distributing 20,000 copies throughout the community. Through collaboration with the University of Maryland, we recently paid for an additional security camera in Downtown that was installed and is being monitored by University Police, free of charge. Additionally, with the pledge of a prior matching grant, City staff designed and fabricated holiday banners which are currently on 12 downtown streetlights.

I am pleased that the DCPMA enjoys a good relationship with College Park staff and elected officials. I believe this relationship is critical as we work toward our common goal of a vibrant downtown College Park. I hope you agree that the DCPMA is doing positive work for downtown College Park and support an extension of Ordinance 87-0-8.

Sincerely,

Lea Callahan
ZIPS Dry Cleaners
President, Downtown College Park Management Authority

Downtown College Park
Management Authority

City of College Park
4500 Knox Road
College Park, MD 20740

(240) 487-3538
(301) 887-0558

12. Renewal of Police Services Agreement

MEMORANDUM

TO: Mayor and City Council
THROUGH: Joseph Nagro, City Manager
FROM: Robert W. Ryan, Public Services Director 
DATE: November 20, 2012
SUBJECT: Renewal of Police Services Agreement for Full Time Police Contract

ISSUE

The Police Services Agreement contract between the City and Prince George's County to provide three full time police officers has expired. Staff has prepared background for Council's consideration for approval of renewal of this contract.

SUMMARY

Attached are copies of the current Police Services Agreement (Attachment #1) for full time contract officers. The contract provides for renewal in successive three-year periods (paragraph 8). Contractual services have continued since October 2011 without renewal of the contract. The Council should ratify the agreement for the period it lapsed and renew it for an additional three years as provided.

A brief history of the contract police program follows for Councilmembers information.

The City began its current contract police program in 2004, with the assistance of Chief Magaw when he was District One Commander. He helped us get County approval of an MOU to hire PGPD officers, authorizing them to work part time secondary employment with the City as contract police officers. He recommended and recruited Lt. Keleti to work as our scheduling and supervising officer for our part-time contract officers. Lt. Keleti still fills that role for the City, and, in addition, now schedules part-time officers employed by the City to review our speed camera citations. A pool of thirty (30) officers is currently available to fill part time shifts. They are scheduled to provide the approximate equivalent of 7.5 full time officers.

We expanded our contract police program in 2008, when Assistant Chief Davis was District One Commander. He assisted in getting the Police Services Agreement between the City and County approved for us to reimburse the County for the assignment of three (3) full-time officers to our contract program. District One command staff supervises our three full time contract officers. The same chain of command also supervises COPS officers working in College Park.

Under the contract, officers who work part-time are paid for hours worked only. The City pays all salary and overhead costs for the three officers who the County assigns to work full time as part of our service agreement. These costs include annual leave, holidays, training days, etc. The full time officers, although not as cost effective as the part time officers, were added to the program as a means to make staffing the program more consistent and maintain patrols schedules more predictably and reliably. As part time City contract officers are full time PGPD officers, there are times when the County may require them to work mandatory overtime. During those times, officers are may be held over for emergencies or for special assignment work; at those times it may not be possible to reschedule another officer to cover that shift. Having the three full time officers assigned to the City helps cover times when part time officers may not be available to work for the City.

The City funds the contract police program at \$1,185,861 for FY13. The County bills the City semi-annually for the services provided by the Police Services Agreement. (Some lag time in the County billing results in payment for services not exactly coinciding with the City's fiscal year budget process.) With the combined full and part time contract officers we add the equivalent of approximately 10.5 officers to supplement the PGPD beat, special squad (SAT, RST, etc.), aviation, and COPS officers assigned to College Park. In addition, UMPD/DPS, MSP, MNCPPC, and Metro Transit police patrol in areas of concurrent jurisdiction in the City. Although the MOU and Services Agreement with the County anticipate these City contract officers will be supplemental officers, they often respond to backup the beat officers dispatched to 9-1-1 service calls, and are often first on the scene. They have significantly increased the number of traffic stops and field observations in College Park, often resulting in arrests for warrants, DUI, etc.

Our goal is to continue to use the contract police program to enhance police visibility and services citywide. We believe our contract police program is a very good component of total police services provided in College Park, and look forward to continued improvement of the program.

RECOMMENDATION

Staff recommends that the Council authorize the City Manager to exercise the option to extend the contract for an additional three year period from October 2011, to ratify the police services contract extension from October 2011 to January 2013, and to renew the Police Services Agreement for the remainder of the three year period from January 2013 to October 2014.

Attachment: (1) Current Police Services Agreement

**POLICE SERVICES AGREEMENT
PRINCE GEORGE'S COUNTY AND CITY OF COLLEGE PARK**

This Agreement made this 5th day of October, 2008 by and between Prince George's County, Maryland, a body corporate and politic, hereinafter called the County, and the City of College Park, a municipal corporation of the State of Maryland, hereinafter called the City.

WHEREAS, the parties believe it is in the best interest of all parties to have coordinated law enforcement efforts;

WHEREAS, the City does not now have its own law enforcement agency;

WHEREAS, the City desires to have enhanced police presence and capabilities within its geographic boundaries for supplemental services; and

WHEREAS, the City, with the permission of the County, currently directly employs a number of part time County officers ("part time officers") to provide supplemental police services; and

WHEREAS, the City has determined that increased police presence for supplemental services through employment of full time County officers ("full time officers") directly through the County is in the public interest and would support the general health, safety and welfare of City residents; and

WHEREAS, the parties desire to contract for said supplemental police services as are specifically described herein.

NOW THEREFORE, the premises considered, the parties do hereby agree as follows:

1. Agreement to Supply Supplemental Police Service. The County, for and in consideration of the payments hereinafter agreed to be made by the City, hereby covenants and agrees to furnish the City three full time police officers during the life of this contract, available for a maximum of 6240 hours of supplemental police services per annum, said hours to be scheduled by agreement between the parties to best serve the purposes of this Agreement. The number of full time officers to be provided may be increased or decreased as the City's needs require upon agreement of the parties. The total hours includes the time an officer is required to attend court on cases resulting from policing activities which occur during full time assignment to the City and for in-service training that shall not exceed forty (40) hours in any contract year. When the use of sick and injured, annual, administrative, reserve, or any other type of leave of any one officer, or the time that an officer is placed on light duty, exceeds fifteen (15) consecutive scheduled work days, the County shall provide a substitute officer until the officer is returned to full duty. The assigned officers shall have the rank of police officer, police officer first class or corporal. The selection and performance of all persons assigned as full time officers must be acceptable to the City and County. Any officer whose selection or performance is not

acceptable to the City or County will be reassigned. The City and County shall engage in periodic review of the full time services provided under this Agreement at least once per quarter. The City and the County agree to formulate evaluation standards for use during such periodic reviews.

2. Place and Nature of Services. The full time officers provided under this Agreement will render supplemental services, which shall in no way affect or replace the regular police services provided by the County in the regular course of police patrols, and/or by special assignment teams, as may now or hereafter be generally provided for County citizens within the City. In the event this regular service is required to be enhanced as a result of population increase, general disturbances, or other similar reasons, the regular course of increased service will be provided without cost or expense to the City. Full time officers and the City will coordinate with the investigative command in District I and the officers will attend regular meetings to discuss crime trends in the District. Full time officers are not required to attend roll call in the District. Full time officers are required to check the City and County alerts located at the City Hall police office at the beginning of each shift.

In order to provide the City with the best possible use of these full time officers, the Prince George's County Public Safety Communications dispatchers will not dispatch the full time officers. Generally, full time officers shall follow the direction of the City with respect to their duties during a shift. Full time officers will not be dispatched by the County as primary or reporting officers except in emergency situations. Full time officers are authorized to be primary or reporting officers for incidents that they witness and may, at their discretion or as directed by the City, take reports from citizens for lower priority County calls and assist with traffic control at an incident when sufficient on-duty officers are not available. The County further agrees that such services will include the enforcement of the State statutes and County ordinances. Full time officer duties do not include enforcement of City ordinances, provided, however, that full time officers may be assigned to accompany City code enforcement officers while enforcing City law.

Full time officers shall remain within City limits while on duty. Full time officers will not be dispatched to calls for service outside of City limits. This provision shall not prevent full time officers from being dispatched to critical incidents outside the City where there is a risk of imminent, grievous bodily harm and when the full time officer is the closest available officer to the incident.

The services provided hereunder are deemed to be supplemental law enforcement functions, as contemplated in Paragraph 1 of this Agreement, within the corporate limits of the City, and in addition to the regular patrol protection provided by the County Police Department. These services will not in any manner supplant or replace regular patrol services provided by the County Police Department and will not be considered as services that would be subject to tax differential consideration.

The Chief of Police of Prince George's County shall make all determinations in scheduling and designating the patrols of officers supplied under this Agreement, subject to the approval of the City Manager. The standards of performance, evaluation and disciplining of officers, other matters incident to the performance of the services to be provided hereunder, and

the control of personnel providing such services shall be in accordance with County practices and the Police General Order Manual.

The parties recognize that the City also directly employs part time County police officers. The parties agree that the full time officers and part time officers will coordinate with each other and cooperate in providing services to the City. The parties also recognize that cooperation between the full time and part time officers is critical to the success of this program.

3. Personnel and equipment. The County shall furnish and supply all necessary labor, supervision, equipment, vehicles with computer terminals, communication facilities, and supplies necessary to maintain the performance of services to be rendered hereunder. The City, subject to the approval of the Chief of Police, may issue additional equipment as required for provision of services under this Agreement. Full time officers shall carry City issued radios at all times while on duty. Radios issued by the City shall only be used to communicate with City employees and will not be used in lieu of County Police radios when County Police regulations and protocols require the use of County Police radios. In the event it shall be decided by the parties hereto that a law enforcement headquarters be maintained within the City limits, the City shall furnish it at its own cost and pay for the expenses of office space, furniture, furnishings, office supplies, custodial services, telephone, heating and electrical services, water and other utilities. Any files, disks, desks, lockers, etc. must be available for inspection by the County Police Department's designated supervisor at any time. If such law enforcement headquarters is established, such quarters may be used by the Chief of Police of the County or his designees, in connection with the performance of police protection services in areas outside the City boundaries, without expense to the County, and the performance of such duties are not chargeable to the City. In special instances where special supplies, stationery, notices, forms and similar material are to be issued in the name of the City, the same is to be supplied by the City at its own expense. The City agrees to provide to the County the funds to purchase one police patrol vehicle every four years this agreement is in existence; the City will not be responsible for the cost of equipping the patrol vehicle. The first vehicle under this Agreement will be purchased in October 2012.

4. Designation of Employees. All persons employed in the performance of police services and functions, as herein set forth, shall be County employees with all rights and privileges of the Merit Regulations and the Personnel Law, including attendance and leave, and no person employed for the herein described purposes shall have the benefit of any City employee benefit, pension, civil services or any such status or right. To the extent permitted by law, each County officer or employee engaged in performing any services under this Agreement shall be an agent of the County. Whenever said officer or employee is enforcing a State law or County ordinance while engaged in performing any service under this Agreement, the County, to the extent permitted by law, agrees to hold harmless and indemnify the City from any liability connected therewith.

5. Obligation of the City. The City shall provide full cooperation and assistance to the County, its officers, agents and employees in order to facilitate and accomplish the services performed under this Agreement. The City shall not be required to pay or assume any liability for the payment of any salaries, wages or other compensation to any County employee for injury

or sickness arising out of his or her employment. The City shall designate a representative to act in the capacity of liaison between the City and representatives of the Chief of Police in matters pertaining to operational policies or procedures of full time officers.

6. Payment. The City shall pay the County for the cost of the full time officers consistent with the actual costs incurred by the County for the designated full time officers. The Chief of Police is to render a statement at the close of each semi-annual period, and the City shall pay the amount therein set forth within thirty (30) days after the receipt of such statement. If such payment is not received by the County within thirty (30) days after rendition of the billing, the County may satisfy such payment from any funds of the City in the hands of the County without advance notice to the City of the County's intention to do so, or proceed in the manner provided by law to collect such indebtedness.

7. Contract Sum. The City's reimbursement to the County shall be at the actual salaried rate of the officers, regardless of rank, plus all additional costs reflected in Attachment 1, which is incorporated herein. It is mutually agreed that the costs provided in Attachment 1 are an estimate. In the event any officer is replaced, a revised attachment shall be provided by the County reflecting the revised actual salary pay rate and reimbursement costs of the new officer and incorporated herein. This procedure shall remain for subsequent replacements. After the first year of the term of this Agreement, or on or before the first day of _____ next succeeding the date hereof, the Chief of Police of the County shall submit to the City an estimate of the costs of the County for the performance of the services to be rendered hereunder. Estimates shall include:

(a) The actual sum of the basic salaries for each fiscal year of the police officers necessary to perform the services contemplated in this Agreement. The officers shall have the rank of police officer, police officer first class or corporal.

(b) The cost of the following County employee benefits to the police officer multiplied by number of officers necessary to perform the services contemplated herein:

- (1) Major Medical, Optical and Prescription Plans
- (2) Retirement
- (3) Workers' Compensation
- (4) Life Insurance
- (5) Supplemental Insurance
- (6) Professional Liability

(c) Clothing Allowances multiplied by the number of officers necessary to cover the services agreed upon.

(d) Special Pays, including Shift Differential, Holiday Pay, Court Time and Overtime.

(e) Annual Leave, Sick Leave, Discretionary Leave and Personal Leave.

(f) The actual cost of vehicles and any rental equipment for the vehicles.

- (g) The cost of vehicle maintenance, gasoline and oil necessary to operate the vehicles.
- (h) The cost of vehicle insurance.
- (i) The cost of radio maintenance.

The aforementioned estimates shall be considered by the City and an amount arrived at and appropriated by the City in its budget for the ensuing fiscal year. Billings thereafter shall be accomplished as aforesaid and payment is to be made in accordance with the provisions of this Agreement.

8. Term. This Agreement shall be for a term of three years and shall be effective on the date of execution. At the option of either party with the acceptance by the other, this Agreement shall be renewable for successive periods not to exceed three years each. However, in the event that County funds required to perform this Agreement are not appropriated for a later fiscal year, the County's performance hereof shall terminate immediately upon the close of the year for which funds have been appropriated. Likewise, in the event that City funds required to perform this Agreement are not appropriated for a later fiscal year, the City's participation hereof shall terminate immediately upon the close of the fiscal year for which funds have been appropriated. Notwithstanding the provisions contained herein, either party hereto may terminate this Agreement upon notice in writing to the other party not less than two calendar months prior to the date of such termination.

9. Equipment. All equipment issued by the County and used in the performance of this Agreement, including vehicles, firearms, communication equipment and supplies shall remain the property of the County. All equipment issued by the City shall remain property of the City. The police vehicles assigned to the City under this Agreement shall, in addition to any County insignia displayed, include a display of the name of the City in easily discernible letters of comparable size and numerals as the County designation.

10. Reports. Incidental to and in addition to the services performed hereunder, the County shall furnish daily police reports of the activities of the officers assigned to perform the services of this Agreement. Such reports are to be delivered within a reasonable time to the Office of the City Manager. Full time officers shall provide those reports required by the City. The County agrees to provide updated information and beat book information to the City on a daily basis for both full time and part time officers to review. Further, the County agrees to provide COMPSTAT for Part I and Part II offenses and requested production reports for Baker 6 and 7 to the City as they become available. The City shall provide a facsimile machine for use by contract officers in the office space provided at City Hall. This machine shall be used to send reports generated by contract police officers to District One Headquarters on a daily basis. Further, the City shall provide by facsimile to District One Headquarters a copy of the weekly reports concerning police activity that are generated by the City's Public Services Department.

11. Terms and Conditions. This Agreement contains all the terms and conditions agreed

upon by the parties hereto and supersedes and cancels any and all previous agreements. No other agreements, oral and otherwise, shall be deemed to exist to bind any of the said parties with regard to the extra police services as set forth herein. This provision does not apply to a Memorandum of Understanding dated February 13, 2004, allowing the City to hire off duty Prince George's County police officers to perform supplemental duties in a secondary employment capacity, which shall remain in full force and effect. Any and all changes and/or modifications to this agreement by either party must be made in writing.

IN WITNESS WHEREOF, the City of College Park, pursuant to a Resolution duly adopted by its City Council on Aug. 12, 2008, has caused this Agreement to be signed by its Mayor and attested by its City Clerk, and Prince George's County has caused the same to be executed by the County Executive, or his designee, on the day and year first above written.

[THE REMAINDER OF THE PAGE WAS LEFT INTENTIONALLY BLANK]

Attest:

CITY OF COLLEGE PARK, MARYLAND

Janeen S. Miller
Janeen S. Miller, City Clerk

By: Joseph L. Nagro
Joseph L. Nagro, City Manager

PRINCE GEORGE'S COUNTY, MARYLAND

Muhammad E. Sima
Witness

By: Iris B. Boswell
Iris B. Boswell
Deputy Chief Administrative Officer for
Budget, Finance and Administration

REVIEWED AND APPROVAL RECOMMENDED:

Roberto L. Hylton
Roberto L. Hylton
Chief of Police

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

Steph H. O'Connell
Associate County Attorney
Office of Law, Prince George's County, Maryland

Suellen M. Ferguson
Suellen M. Ferguson, City Attorney

Attachment 1 Police Services Agreement - Cost Estimate

Basic Salary:

Hourly Rate	\$31.4573	Estimated for 7 year officer (2 years as at Corporal)
Annual Salary	\$65,431	

Fringe Benefits:

Optical	160
Prescription Plan	2,585
Major Medical	9,593
Retirement	10,338
Workers' Compensation	1,832
Life Insurance	387
Supplemental Insurance	654
Professional Liability	1,500

Other Contractual Costs:

Clothing Allowance	1,350
Shift Differential	2,755
Holiday Pay	1,887
Court Time	708
Overtime	944
Annual Leave	6,543
Sick Leave	1,840
Discretionary	944
Personal	377

Vehicle Costs:

Vehicle Maintenance	3,036
Gas and Oil	2,058
Insurance	1,200
Radio Maintenance	106

Total Estimated Cost **\$116,229** **Per Officer Per Year**

Total Estimated Cost **\$348,687** **Three Officers Per Year**

**13. Support of
PG 401-13 –
Disposable
Bag Bill**

January 9, 2013

Delegate Jolene Ivey, Chair
Prince George's County House Delegation
House Office Building, Room 207
6 Bladen Street
Annapolis, MD 21401

Re: **Support for PG 401-13 – Authority to Impose Fees for Use of Disposable Bags**

Dear Madame Chair and Delegation Members:

The City of College Park submits this letter in support of PG 401-13. This legislation coincides with our strategic plan goal of leading the community in environmental conservation, protection, restoration, and energy efficiency.

Recent studies show that Americans use over 100 billion plastic bags each year which requires about 12 million barrels of oil to produce. This creates a cycle of problems which start with the dirty oil used for bag creation, leads to many bags polluting our streams and waterways, and forces our local governments and residents to hold the responsibility to clean up the mess. Not only do we harm the environment by creating so many plastic bags, but we also pay to remove them from our communities and waterways.

PG 401-13 enables Prince George's County to implement a fee for the use of disposable bags in commercial establishments. The fee would apply to retail facilities that provide disposable bags to its customers as a result of product sales. It excludes restaurant, medication, newspaper, dry cleaning, and frozen and baked goods bags. The bill allows Prince George's County to participate in the region-wide effort to clean up our watershed. It also increases the quality of life for College Park and other County residents.

I encourage you to support PG 401-13 with a favorable vote once it comes out of the Prince George's County House Delegation County Affairs Committee.

Sincerely,

Andrew M. Fellows
Mayor

cc: 21st Delegation
Delegate Jay Walker, Chair, County Affairs Committee
Council Member Eric Olson, Prince George's County
Council Member Mary Lehman, Prince George's County

PRINCE GEORGE'S CO. DELEGATION

L2, M3
HB 895/12 – ENV

3lr0389

Bill No.: _____
Requested: _____
Committee: _____

Drafted by: Carter
Typed by: Alan
Stored – 10/11/12
Proofread by _____
Checked by _____

By: **Prince George's County Delegation**

(Requested by Delegate Barbara Frush and
Senator Paul Pinsky)

A BILL ENTITLED

1 AN ACT concerning

2 **Prince George's County – Authority to Impose Fees for Use of Disposable**
3 **Bags**

4 **PG 401-13**

5 FOR the purpose of authorizing Prince George's County to impose, by law, a fee on
6 certain retail establishments for use of disposable bags as part of a retail sale of
7 products; defining certain terms; and generally relating to the authority for
8 Prince George's County to impose a fee for use of disposable bags.

9 BY adding to
10 Article 24 – Political Subdivisions – Miscellaneous Provisions
11 Section 25-101 to be under the new title "Title 25. Fees for Use of Disposable
12 Bags in Prince George's County"
13 Annotated Code of Maryland
14 (2011 Replacement Volume and 2012 Supplement)

15 SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF
16 MARYLAND, That the Laws of Maryland read as follows:

17 **Article 24 – Political Subdivisions – Miscellaneous Provisions**

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.



1 TITLE 25. FEES FOR USE OF DISPOSABLE BAGS IN PRINCE GEORGE'S COUNTY.

2 25-101.

3 (A) THIS SECTION APPLIES ONLY IN PRINCE GEORGE'S COUNTY.

4 (B) (1) IN THIS SECTION THE FOLLOWING WORDS HAVE THE
5 MEANINGS INDICATED.

6 (2) (I) "DISPOSABLE BAG" MEANS A PAPER OR PLASTIC BAG
7 PROVIDED BY A STORE TO A CUSTOMER AT THE POINT OF SALE.

8 (II) "DISPOSABLE BAG" DOES NOT INCLUDE:

9 1. A DURABLE PLASTIC BAG WITH HANDLES THAT IS
10 AT LEAST 2.25 MILS THICK AND IS DESIGNED AND MANUFACTURED FOR
11 MULTIPLE REUSE;

12 2. A BAG USED TO:

13 A. PACKAGE BULK ITEMS, INCLUDING FRUIT,
14 VEGETABLES, NUTS, GRAINS, CANDY, OR SMALL HARDWARE ITEMS;

15 B. CONTAIN OR WRAP FROZEN FOODS, MEAT, OR
16 FISH, WHETHER PREPACKAGED OR NOT;

17 C. CONTAIN OR WRAP FLOWERS, POTTED PLANTS,
18 OR OTHER DAMP ITEMS;

19 D. CONTAIN UNWRAPPED PREPARED FOODS OR
20 BAKERY GOODS; OR

21 E. CONTAIN A NEWSPAPER OR DRY CLEANING;

22 3. A BAG PROVIDED BY A PHARMACIST TO CONTAIN
23 PRESCRIPTION DRUGS;

1 4. PLASTIC BAGS SOLD IN PACKAGES CONTAINING
2 MULTIPLE PLASTIC BAGS INTENDED FOR USE AS GARBAGE, PET WASTE, OR
3 YARD WASTE BAGS; AND

4 5. A BAG THAT A RESTAURANT PROVIDES TO A
5 CUSTOMER TO TAKE FOOD OR DRINK AWAY FROM THE RESTAURANT.

6 (3) “STORE” MEANS A RETAIL ESTABLISHMENT THAT PROVIDES
7 DISPOSABLE BAGS TO ITS CUSTOMERS AS A RESULT OF THE SALE OF A
8 PRODUCT.

9 (C) THE COUNTY MAY IMPOSE, BY LAW, A FEE ON A STORE FOR THE USE
10 OF DISPOSABLE BAGS AS A PART OF A RETAIL SALE OF PRODUCTS.

11 SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect
12 October 1, 2013.

14. Appointments to 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	11/12
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

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.

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	02/13
Christopher Dullnig 6/12/07	District 2	M&C	10/13
VACANT		M&C	
VACANT		M&C	

City Code Chapter 11 Article II: 7 members, must be residents and qualified voters of the City, appointed by Mayor and City Council, *term to be decided by appointing body*. 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.

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	03/13
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	03/13
Terry Wertz 2/11/97	District 1	M&C	03/13
Maxine Gross 3/25/03	District 2	M&C	03/13
Linda Lachman 3/8/11	District 3	M&C	03/13
Charles Smolka 9/8/98	District 4	M&C	03/13
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
VACANT		Mayor	
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

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.

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

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.

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

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.

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
<p>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.</p>			

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
<p>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.</p>			

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
Lily Fountain 07/10/12	District 2	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

	District 4	M&C	
Kimberly Schumann 09/11/12	District 1	M&C	09/15
Priyanka Basumallick 07/10/12	Student	M&C	07/15

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
George L. Marx 7/8/03		Mayor	05/01/13
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 Biffel	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		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.		

Neighborhood Watch Steering Committee			
	Resident of:	Appointed By:	Term Expires:
Robert Boone 04/12/11	District 1	M&C	04/13
Aaron Springer 02/14/12	District 3	M&C	02/14
Zari Malsawma 04/12/11	District 4	M&C	04/13
<p>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.</p>			

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
<p>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.</p>			

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
VACANT	Mayoral**	Mayor	

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
Elisa Vitale 04/10/12	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 SMCMT shall select a Chair and a Co-Chair from among the membership on an annual basis. The SMCMT 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
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.			

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS



One Region Moving Forward

MAC
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(January w/s item)

RECEIVED

November 29, 2012

DEC - 3 2012

City of College Park
Administration Office

- District of Columbia
- Bladensburg*
- Bowie
- Charles County
- College Park
- Frederick
- Frederick County
- Gaithersburg
- Greenbelt
- Montgomery County
- Prince George's County
- Rockville
- Takoma Park
- Alexandria
- Arlington County
- Fairfax
- Fairfax County
- Falls Church
- Loudoun County
- Manassas
- Manassas Park
- Prince William

The Honorable Andrew Fellows
 Mayor, City of College Park
 City Hall
 4500 Knox Road
 College Park, Maryland 20740-3390

Dear Mayor Fellows:

The Metropolitan Washington Council of Governments (COG) is asking that you review your 2012 appointments to COG's policy boards and committees and make reappointments or new appointments for 2013.

Information on City of College Park 2013 appointments is requested by January 7, 2013, so that each board and committee is fully constituted and able to commence its work as quickly as possible.

Please select individuals who have a strong interest in the subject matter covered by the policy board or committee and who are able to make a commitment to actively participate. Policy boards and committees generally meet monthly or every other month.

COG is an association of more than 250 local, state, and federal elected officials in the National Capital Region. Each COG board or committee is largely comprised of local and state elected officials. Timely action on this appointment request will help ensure that program and technical committees, comprised of senior managers from area governments, and the COG staff receive clear and early guidance from elected officials on policy direction and priorities for 2013.

COG's effectiveness depends on engaged members, and your continued leadership and support are deeply appreciated.

Please contact Barbara Chapman at 202-962-3212 or bchapman@mwkog.org if you have questions or need additional information. I may be reached at 202-962-3260 or drobotson@mwkog.org.

Sincerely,

David J. Robertson
Executive Director

cc: Janeen Miller, City Clerk
Joe Nagro, City Manager

777 North Capitol Street, NE, Suite 300, Washington, D.C. 20002
202.962.3200 (Phone) 202.962.3201 (Fax) 202.962.3213 (TDD)

www.mwcog.org

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
2013 Solicitation for Appointments: City of College Park**

INDEPENDENT POLICY BOARDS	Current 2012 Appointment	2013 Appointment
COG Board of Directors Meets monthly from 12 noon to 2:00 p.m.	Andrew Fellows <i>Robert Catlin</i>	
National Capital Region Transportation Planning Board Meets monthly 12 noon to 2:00 p.m.	Patrick Wojahn <i>Robert Catlin</i>	
Metropolitan Washington Air Quality Committee Meets monthly 12 noon to 2:00 p.m.	Robert Day <i>Robert Catlin</i>	
POLICY COMMITTEES	Current 2012 Appointment	2013 Appointment
Region Forward Coalition Meets quarterly dates TBD	Robert Catlin <i>Monroe Dennis</i>	
Human Services and Public Safety Policy Committee Meets bi-monthly 12 noon to 2:00 p.m.	Denise Mitchell <i>Patrick Wojahn</i>	
Climate, Energy and Environment Policy Committee Meets bi-monthly 9:30 a.m. to 11:45 a.m.	Robert Catlin <i>Denise Mitchell</i>	
Chesapeake Bay and Water Resources Policy Committee Meets bi-monthly 9:45 a.m. to 11:45 a.m.	Andrew Fellows <i>Robert Catlin</i>	

Notes:

(a) Alternates are shown in italics.

Instructions:

1. Review current appointments.
2. Refer to the enclosed policy board and committees list for a description of each policy board and committee for which we are requesting an appointment.
3. Appoint or reappoint an elected official for each policy board and committee.
4. Send approved appointments to Barb Chapman by **January 7, 2013**.

777 North Capitol Street, N.E., 3rd Floor

Washington, D.C. 20001

bchapman@mwkog.org

202-962-3212

202-962-3208 (fax)

Please keep the following in mind when making an appointment/reappointment:

- An individual's interest and/or experience in the committee subject matter.
- An individual's ability to actively participate given the noted committee schedule.

MWCOG POLICY BOARDS AND COMMITTEES

COG is comprised of three independent policy boards and various supporting advisory and technical committees.

INDEPENDENT POLICY BOARDS

COG Board of Directors

The Board of Directors is COG's governing body and is responsible for its overall policies, functions, and funds. The Board takes action on committee or staff recommendations, discusses current and emerging multi-jurisdictional problems, and receives briefings on issues facing the region as a whole. Policy items on the agenda are normally generated from COG's policy and technical committees; business or administrative items are usually generated from staff.

Transportation Planning Board

The National Capital Region Transportation Planning Board (TPB) is the federally designated Metropolitan Planning Organization (MPO) for the region, and plays an important role as the regional forum for transportation planning. With participation from the District of Columbia and State Departments of Transportation and the region's local governments, the TPB prepares intermediate-range and long-range plans and programs that permit federal transportation funds to flow to the Washington region.

Metropolitan Washington Air Quality Committee

The Metropolitan Washington Air Quality Committee (MWAQC) is the entity certified by the mayor of the District of Columbia and the governors of Maryland and Virginia to prepare an air quality plan for the region and insure compliance with the Federal Clean Air Act. MWAQC coordinates air quality planning activities among COG and other entities, including the Transportation Planning Board; reviews policies; resolves policy differences; and forges a regional air quality plan for transmittal to the District of Columbia, Maryland, and Virginia and, ultimately, to the Environmental Protection Agency.

POLICY COMMITTEES

Policy committees are advisory committees of the COG Board.

Chesapeake Bay and Water Resources Policy Committee

Chesapeake Bay and Water Resources Policy Committee (CBPC) advises the COG Board on Bay-related policies and tracks developments under the federal-state Chesapeake Bay Program for implications to local governments. It also considers questions of potable water supply and waste water treatment. The CBPC regularly prepares position statements in response to state and federal legislation affecting the Bay.

Climate, Energy and Environment Policy Committee

Climate, Energy and Environment Policy Committee (CEEPC) advises the COG Board on climate change, energy, green building, alternate fuels, solid waste and recycling policy issues, and other environmental issues as necessary. The CEEPC is responsible for managing implementation of the COG Climate Change Report adopted by the COG Board on November 12, 2008. This responsibility includes development of a regional climate change strategy to meet the regional greenhouse gas reduction goals adopted by the Board.

Human Services and Public Safety Policy Committee

The Human Services and Public Safety Policy Committee (HSPSC) advises the COG Board on a variety of issues including affordable housing, homelessness, child welfare, crime control and prevention, and traffic safety. Recent actions have included reports on homelessness and crime trends in the region as well as a foreclosure summit to address the significant increase in home foreclosures across the region.

Region Forward Coalition

Regional Forward Coalition is to oversee the next steps recommended in Region Forward and advise the COG Board on future comprehensive regional planning and implementation activities. The Coalition's primary responsibilities includes overseeing the Region Forward performance Baseline analysis and future regional progress reports; use Region Forward as a guide to update the Regional Activity Centers; and create clear strategies and initiatives to support the transformation of regional centers into Complete Communities. The Coalition will provide cross-cutting regional policy capacity and long-range regional planning recommendations to the COG Board. The Coalition includes members from public, private and nonprofit sectors which all have a role in helping the Region meet its goals.