

RESOLUTION

WHEREAS, the Prince George’s County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George’s County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on July 25, 2019, regarding Secondary Amendment SA-130001-02 for Riverdale Park Station (Cafritz Property), the Planning Board finds:

1. **Request:** The subject secondary amendment was reviewed with Detailed Site Plan DSP-13009-15 and Special Permit SP-130003 applications, requesting to construct two multifamily buildings with a total of 632 units, including 195 age-restricted units, and 450 square feet of restaurant or retail use to be located in a freestanding trolley car.

2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	M-U-TC	M-U-TC
Use	Vacant	Multifamily/Apartment Housing for the Elderly
Total Gross Acreage	37.34	37.34
Parcels	2	2
Gross Floor Area	0	588,000 sq. ft.
Residential	0	587,550 sq. ft.
Commercial	0	450 sq. ft.

Parking Requirements

	REQUIRED*	PROVIDED
Total Parking Spaces	791	791 (structured)
Building 7 (338 multifamily units @ 1.25/unit)	423	423
Building 8 (99 multifamily units and 195 senior units @ 1.25/unit)	368	368

Note: *Required parking rate per *Cafritz Property at Riverdale Park Town Center Development Plan*.

	PROVIDED
Total Bicycle Parking Spaces	696 (632 secure; 64 on-site)
Building 7	338 secure; 34 on-site
Building 8	294 secure; 30 on-site
Total Loading Spaces	2 (1 per building)

3. **Location:** The Town of Riverdale Park Mixed-Use Town Center (M-U-TC) Zone is mostly located in the Town of Riverdale Park, Council District 3, and Planning Area 68. More specifically, the properties, Parcels K and L, that are the subject of this DSP amendment are located northeast and southeast of the intersection of Van Buren Street and 47th Street. This 5.44 acres, of the larger 37.34-acre Riverdale Park Station development, is located wholly within the Town of Riverdale Park and the M-U-TC Zone.

4. **Surrounding Uses:**

North— A tot lot and stormwater management (SWM) facility for the development, and beyond by vacant property owned by the Washington Metropolitan Area Transit Authority (WMATA) in the One-Family Detached Residential (R-55) Zone.

East— CSX railroad tracks. Beyond the railroad tracks to the east is the Engineering Research Corporation (ERCO) Historic Site (68-022), located on land owned by the University of Maryland. It is currently developed with flex industrial buildings.

South— A United States Postal Service facility in the R-55 Zone and the Riverdale Park Town Center in the M-U-TC Zone (of which this property is an extension).

West— Townhouses are immediately across 47th Street, with the rest of the Riverdale Park Station development beyond. US 1 (Baltimore Avenue) is further to the west, and beyond are single-family detached dwellings in the R-55 Zone, within the Town of University Park.

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

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

The site is the subject of preliminary plan of subdivision (PPS) 4-13002, which was approved by the Planning Board on May 16, 2013, for the creation of 126 lots and 39 parcels for 168,200 square feet of commercial/retail, 22,000 square feet of office, a 120-room hotel, 126 single-family attached dwelling units, and 855 multifamily dwelling units, subject to 41 conditions (PGCPB Resolution No. 13-55).

On May 30, 2013, the Planning Board approved DSP-13009 and Type 2 Tree Conservation Plan TCP-2010-13 (PGCPB Resolution No. 13-63), as well as SP-130002 (PGCPB Resolution No. 13-64) and Secondary Amendment SA-13000 (PGCPB Resolution No. 13-57). On September 30, 2013, District Council approved DSP-13009, subject to 16 conditions, and SA-130001, subject to 11 conditions. DSP-13009 has been amended 15 times since, all at Planning Director level except for DSP-13009-03, which the Planning Board approved in 2014, as well as SA-130001-01 (PGCPB Resolution No. 14-126), for freestanding signage.

6. **Design Features:** The associated DSP proposes development of residential Buildings 7 and 8 on Parcels K and L, with associated parking garages, and locating a refurbished trolley car on the north side of Building 7 within Parcel K. The applicant has also filed the subject secondary amendments to increase the maximum height of Buildings 7 and 8 from six to seven stories, to reduce the percentage of windows on walls facing a public street from 40 percent to 30 percent, and to add 450 square feet of retail within the trolley car.

Building 7 Architecture: This seven-story, 338 dwelling unit, multifamily building with a six-level parking garage will be constructed on Parcel K. The multifamily building will be composed of light buff brick, light beige cement panels, and light grey fiber cement panels. The building will have large multi-paned windows on the ground floor with vertically oriented windows above. A brick façade will be used on the base of the building, and recessed cement panels will break up the mass into separate vertical elements, as well as capping the seventh story of the building. Balconies and additional articulation will provide variation to stories three through six. The building will be built to the build-to line, just short of the 40 percent windows along the street requirement, which the applicant has submitted a secondary amendment to address. A large metal canopy with building signage attached on top is located over the parking garage access, which is provided on 47th Street, just north of Van Buren Street. Building entrances are located on either side of the access point to the parking garage. A smaller metal canopy will be placed over the entrance north of the parking garage access. An additional pedestrian entrance will be located on the north side of the building, facing the existing recreation area, with a metal canopy and signage covering it.

The parking garage will be located in the rear of the building adjacent to the CSX railroad tracks. The southern end of the garage fronts on the road bridge over the CSX tracks and projects beyond the southern elevation of the Building 7. The garage staircase and east and north façades have been covered with composite metal panels. A stamped brick precast concrete façade element covers the southern façade of the parking garage giving it more architectural interest. These are important design features as it serves as the terminus of Van Buren Street and back drop of the development.

Building 8 Architecture: The seven-story building on Parcel L will be separated into two uses with 99 multifamily dwelling units and 195 age-restricted dwelling units. The building will be composed of brick and fiber cement panels in white, and light and dark grey. Building entrances will be placed at the northwest corner of the building, at the intersection of 47th Street and Van Buren Street, and on Underwood Street on the south end of the building. The building entrances will have metal canopies above with signage affixed to them. A large courtyard along the 47th Street frontage will break up the massing, while the change in the primary color of the building from grey in the north to white in the south, will help the single structure seem like two distinct buildings. A black metal fence with brick posts along the sidewalk will maintain the street wall along the 47th Street frontage.

The six-level parking garage will be in the rear of the building, adjacent to the CSX railroad tracks, and accessed from Underwood Street. The garage is fully behind the building but is viewable from Van Buren Street as it crosses the CSX tracks. The applicant has used composite metal panels and stamped brick precast concrete on this northern façade.

Trolley Car Architecture: The applicant proposes to incorporate a trolley car for a restaurant or retail use into a plaza feature, at the north side of Building 7. The car is shown to be painted white with a red stripe running down the side, and a blue painted roof. Signage and construction details are not provided.

Signage: The applicant has provided signage plans for both buildings that conform to the M-U-TC guidelines. The applicant shows signage mounted on canopies at the building and parking garage entrances, but other locations for building-mounted signage have been designated for branding and identification.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Ordinance No. 11-2012:** On July 12, 2012, District Council approved an Ordinance to amend the Zoning Map for the Maryland–Washington Regional District in Prince George’s County, by approving a Primary Amendment to the 2004 Town of Riverdale Park M-U-TC Zone Development Plan, subject to 27 conditions and 5 considerations.
8. **The Cafritz Property at Riverdale Park Town Center Development Plan:** The Cafritz Property Town Center Development Plan established development standards and land use recommendations for the site. The M-U-TC Zone permits dwelling units in a building containing commercial uses on the first floor as a by-right use, whereas all other residential uses must request that a special permit be granted. The intent is to encourage a mix of uses in town centers where a concentration of commercial and retail establishments will activate the street level and encourage pedestrian movement in the commercial corridors.

The plans were reviewed by the M-U-TC design committee and they have provided an analysis of the conformance of the plans to the development plan. The applicant has modified the plans based on the recommendations. The M-U-TC design committee recommended that the amount of windows along the street be increased from 25 percent to 30 percent, which the applicant has addressed. The committee also recommended that the parking garage façades be enhanced with architectural elements, and that Building 7 should better address the southwest corner of the site, which the applicant did through revised plans.

9. **Zoning Ordinance:** The subject application proposes three secondary amendments to the development plan. These secondary amendments are subject to review pursuant to Section 27.546.14.(b)(8) of the Zoning Ordinance, as follows:

(8) The Planning Board may only approve a requested secondary amendment of a Development Plan if it makes the following findings:

- (A) The requested secondary amendment is in compliance with the requirements for the approval of a Development Plan;**
- (B) The requested secondary amendment is in conformance with the purposes of the M-U-TC Zone;**
- (C) The original intent of the Development Plan element or mandatory requirement being amended is still fulfilled with the approval of the requested secondary amendment.**

Height: A secondary amendment is required to change the permitted height from 3–6 to 3–7 stories, for Parcel K, Building 7, and Parcel L, Building 8, as listed in Table 1: Building Recommendations.

The Planning Board finds that the intent of the building height standards is to “Create comfortable pedestrian-scaled spaces, enhance the sense of enclosure and avoid overwhelming the streetscape.” (page 13). The allowed building height for Parcels K and L is 3–6 stories. Building Height Standard 2 states, “An additional two stories may be considered, not to exceed six stories,” (page 13). However, Building Height Standard 3 states, “The height of buildings should be a minimum of one-third the width of the street and streetscape to create a ratio of 1:3 between the width of the street and the height of the building.” The 47th Street right-of-way is 35 feet wide; a 1:3 ratio would allow for a building height of 105 feet, whereas the proposed seven-story buildings are approximately 85 feet high. Therefore, the intent of the building height standards is still fulfilled with the requested amendment to allow an additional story.

Windows: A secondary amendment is requested to reduce the requirement for windows on walls facing public streets from 40 percent to 30 percent, as required by Building Openings, Standard 11. Standard 11 states that, “Walls facing public streets shall have windows that occupy at least 40 percent of the wall area. This standard does [*sic*] not

apply to Parcel E Building 5 except the corners of 46th and Van Buren Streets and 46th and Woodberry Streets street frontages. (SA-130001 amendment N, subject to condition #9),” (page 16).

The Planning Board found that the original intent of the development plan element, or mandatory requirement being amended, is fulfilled with the approval of the requested secondary amendment to reduce it to 30 percent. The intent of building openings standards is to, “Design user-friendly buildings through attention to the shape, position, and detailing of entrances and windows. These elements should clearly indicate the character (use) and entrance of the building. Improve the safety of pedestrians and parked vehicles through a strong visual connection from inside to the outside of the buildings through ample windows that overlook streets, alleys and parking lots,” (page 15). Because the requirement for ground-floor retail uses is being lifted under the special permit, a 30 percent window-to-wall ratio will represent a strong visual connection for the proposed multifamily use, and the actual provided window ratios of 37.8 percent, 39.3 percent, and 31.2 percent would be found to meet the original intent of the development plan.

Trolley Car: A secondary amendment is required to allow the proposed trolley car to be placed and used for a restaurant or retail use. The applicant proposes to add to Table 1: Building Recommendations, the trolley car as “Building 10,” the words “trolley car” under “design function,” and “restaurant or retail” under “uses.”

The Planning Board finds that the original intent of the development plan element, or mandatory requirement being amended, is fulfilled with approval of the requested secondary amendment. The intent of the Design Standards/Public Space, Parks and Plazas is to “Provide enjoyment to the general public through the provision of parks and plazas that are publicly or privately created and maintained, as shown on Maps 1 & 2: Concept Plan, to create a positive, attractive identity for Riverdale Park through enhanced views and beautified gateways to the town center. Increase safety and the sense of discovery experienced by residents and visitors. Create habitat for indigenous wildlife.” The approval of this secondary amendment would help meet Parks and Plazas Standard 10, which states, “Unique design and visual features are strongly encouraged,” and Standard 11, which states, “Extra amenities to be considered may include but are not limited to: a dog run, a drinking fountain (one per 5,000 square feet), trellis or pergola, gazebo, public art, playground, tot lot, and public performance space,” (page 19). Therefore, the intent of the design standards is still fulfilled with the requested amendment, to allow the trolley car, which will create an attractive identity and a unique design feature.

The Planning Board approved the three requested secondary amendments.

10. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:

- a. **Community Planning**—The Planning Board adopted, herein by reference, a memorandum dated July 8, 2019 (Sams to Hurlbutt), in which comments, as well as a discussion of the *Plan Prince George's 2035 Approved General Plan* have been summarized in relative findings above, in relation to the subject application.
- b. **Town of Riverdale Park**—The Town of Riverdale Park provided comments of support on the subject application in a letter dated July 12, 2019.
- c. **Town of University Park**—The Town of University Park provided comments of support on the subject application in a letter dated July 17, 2019.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Secondary Amendment SA-130001-02 for the above described land, subject to the following condition:

- 1. Prior to certification of the associated detailed site plan, the applicant shall revise the plans as follows or provide the specified documentation:
 - a. Add the trolley car to the building schedule and revise square footages on the cover sheet.
 - b. Correctly spell/label the trolley car on the plans.
 - c. Correct height notes so that it is consistent between plans.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

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This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, and Hewlett voting in favor of the motion, and with Commissioner Doerner absent at its regular meeting held on Thursday, July 25, 2019, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 12th day of September 2019.

Elizabeth M. Hewlett
Chairman

By Jessica Jones
Planning Board Administrator

EMH:JJ:JH:gh