



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department
Countywide Planning Division, Transportation Planning Section

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December 28, 2012

MEMORANDUM

TO: Qyunn Nguyen, Development Review Division
FROM: Fred Shaffer, Transportation Planning Section, Countywide Planning Division
SUBJECT: Preliminary Plan Review for Master Plan Trail Compliance

The following detailed site plan was reviewed for conformance with the Approved Countywide Master Plan of Transportation and/or the appropriate area Master Plan in order to provide the appropriate recommendations.

Preliminary Plan Number: 4-12004
Name: Cafritz Property

Type of Master Plan Bikeway or Trail

Table with 4 columns: Category, Checkmark, Description, and another Checkmark. Rows include Municipal R.O.W.*, PG Co. R.O.W.*, SHA R.O.W.*, HOA, and Sidewalks.

*If a Master Plan Trail is within a city, county, or state right-of-way, an additional two - four feet of dedication may be required to accommodate construction of the trail.

The Transportation Planning Section has reviewed the preliminary plan application referenced above for conformance with the 2009 Approved Countywide Master Plan of Transportation and/or the appropriate area master/sector plan in order to implement planned trails, bikeways, and pedestrian improvements.

The subject application is located on the east side of US 1 between Albion Road and Tuckerman Street. The site is covered by the 2009 Approved Countywide Master Plan of Transportation (MPOT), the Approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan (area master plan), and previously approved A-10018.

Review Comments (Master Plan Compliance and Prior Approvals)

Approved Basic Plan A-10018 included numerous conditions of approval related to bicycle and pedestrian facilities. Conditions related to bicycle and pedestrian facilities and the master plan trail along the Rhode Island Avenue Trolley corridor are copied below from the approved resolution (PGCPB No. 12-09). Only conditions or sub-conditions directly related to non-motorized access are included below.

2. Prior to signature approval of the Development Plan the following revisions shall be made:
 - 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.
3. Prior to acceptance of any application for a Preliminary Plan of Subdivision, the following information shall be provided:
 - 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.
 - 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.
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.

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.
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.

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.

The *Approved Countywide Master Plan of Transportation* (MPOT) includes several policies related to pedestrian access and the provision of sidewalks within designated centers and corridors, as well as other areas in the Developed and Developing Tiers. The Complete Streets Section includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

Policy 1:

Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

Policy 2:

All road frontage improvements and road capital improvement projects within the developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

Policy 9:

Provide trail connections within and between communities as development occurs, to the extent feasible and practical.

The MPOT includes the following project description for the Rhode Island Avenue Trolley Trail project:

Rhode Island Avenue Trolley Trail

Provide a shared-use trail along this former trolley right-of-way. Several segments of this trail have been implemented by the City of College Park. Planning work is also being done in Riverdale Park and Hyattsville. Where an existing roadway is within the former trolley right-of-way, bikeway and sidewalk improvements may be appropriate. Designated bike lanes shall be provided from Greenbelt Road north to Quimby Avenue (MPOT, page 31).

The Transportation Planning Section (TPS) continues to recommend that the trail be located in the former trolley right-of-way. The section supports the conclusion of the Department of Parks and Recreation that the trail be designed as a key component and highlight of the development that is readily accessible to the community and is in an open and visible location within the Cafritz development. And, as a major north-south trail connection, a location within its own right-of-way is preferable to a wide sidewalk in front of residential lots. Consistent with the recommendations of the MPOT and the Department of Parks and Recreation, TPS recommends that the Trolley Trail be located within the former trolley r-o-w and appropriate conditions of approval are recommended below. The exact design of the trail and former trolley r-o-w can be evaluated in detail at the time of SDP to ensure compliance with CPTED principles. TPS also supports the recommendation of the Urban Design Section that open space and outdoor activities be planned along the trail corridor. This will open the trail corridor up to the surrounding uses, better integrate the trail with surrounding residential uses, enable the trail to be a main focal point within the community, and ensure there is good visibility along the trail.

TPS also supports the recommendation of the Urban Design Section that the traffic circle be redesigned/relocated so that the trolley trail only has to cross Van Buren Street once (as opposed to the two crossings currently shown at the circle).

US 1 Streetscape Improvements:

The development and design concepts included in the *Approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan* recommend an enhanced streetscape for US 1. The town center streetscape width varies from a minimum of 15 feet to a maximum of 23 feet. Within this area the following is required:

Sidewalk - An unobstructed seven-foot-wide walkway that is located adjacent to the street wall that is formed by the buildings.

Landscaping/Pedestrian Amenity Strip - Includes street trees and landscaping, and space for the placement of amenities such as benches, post office boxes, and pedestrian-oriented lights.

Lastly, the MUTCD Plan recommends five-foot-wide bike lanes along most of US 1 in the town center to facilitate bicycle commuting to the University of Maryland and other communities along US 1 (MUTCD Plan, page 25). The sidewalk and streetscape along US 1 shall comply with the design standards on pages 58-61 of the MUTCD Plan. Dedication along US 1 shall be sufficient to include all of the required streetscape elements.

Internal Sidewalk Connections:

The internal road network includes 1) seven foot sidewalks on commercial roads, 2) five foot sidewalks on residential roads, 3) eight foot sidewalks on the Van Buren Entry configuration, and 4) seven foot sidewalks on the Woodbury Entry configuration. This appears to be adequate to accommodate

pedestrian movement through the site and to both US 1 and the Rhode Island Avenue Trolley Trail. Condition 3 e of A-10018 requires that an east-west trail/bicycle connection be provided through the site between US 1 and the trolley trail. This connection is being provided along Woodbury Street with the provision of standard or wide sidewalks and designated bike lanes along both sides. This location is preferable to Van Buren Street as Woodbury Street will serve as the road connection over the railroad tracks, thereby providing an east-west bicycle and pedestrian connection through the site and to adjoining properties to the east. The cross section provided for the proposed bridge over the railroad tracks includes designated bike lanes and standard sidewalks along both sides, consistent with the cross sections for the remainder of the road within the subject site. Van Buren Street includes seven-foot wide sidewalks along both sides of its entire length.

The TDM Plan has been amended to include a discussion of bicycle parking and a potential bikeshare station. The modification of the preliminary plan to incorporate a potential location for a bikeshare station is recommended.

The intersection of the Trolley Trail and Van Buren Street will be evaluated at the time of Detailed Site Plan and appropriate pedestrian safety modifications will be recommended at that time. Of primary importance will be getting trail users safely across this east-west road.

Major or outstanding issues (discussed at the time of SDRC or subsequent meetings):

- A preliminary review of the information provided by the applicant appears to confirm that the former trolley r-o-w has reverted to the Cafritz Property. Based on the ruling of the District Court referenced in the May 11 memorandum from Mr. Reed, Cafritz owns the property in fee simple.
- Revise the TDM plan to indicate the type of bicycle parking to be provided on the site. The exact number and location will be determined at DSP.
- Verify the ownership of the strip of land that crosses the WMATA property. If the land is owned by the applicant, the trail can be constructed to the existing trail in College Park. The proposed ownership/maintenance of this land needs to be indicated.
- Determine the ownership of the land for the Trolley Trail (municipal, M-NCPPC, or HOA with a public use easement). This ownership should be clearly marked and labeled along both Rhode Island Avenue and at the northern and southern ends of the subject site.
- Currently, all road cross sections proposed are labeled as private roads. However, it is probably preferable that the major roads on the subject site be maintained in public ownership. This is particularly important for Woodberry Street and Rhode Island Avenue. Woodberry Street is the east-west connection that will provide access to the communities to the east.
- The plans reflect the trolley trail along the roadway. TPS continues to recommend that the trail be relocated to the former trolley r-o-w, as discussed in more detail above and addressed in the recommended conditions of approval below.
- Right-of-way dedication along US 1 needs to be sufficient to accommodate all of the streetscape elements required in the MUTCD plan.

Conclusion

1. From the standpoint of non-motorized transportation, it is determined that this plan is acceptable, fulfills the intent of applicable master plans and functional plans, fulfills prior conditions of approval, and meets the finding required for a preliminary plan as required under Section 24-123 of the Prince George's County Code if the application were to be approved with the following conditions:
 - a. Revise the Preliminary Plan to include a preliminary location for a future bikeshare station.
 - b. Revise the Preliminary Plan to reflect the Trolley Trail within the former trolley r-o-w and to indicate the underlying ownership of the trail corridor.
 - c. Provide a comprehensive bicycle and pedestrian map indicate the location and width of all trails, sidewalks, wide sidewalks, and on-road bicycle facilities. This plan shall reflect the east-west bicycle route along Van Buren Street.
 - d. Provide additional information regarding the ownership, maintenance, and operation of the Trolley Trail. The plans shall be revised to clearly indicate the ownership of the trolley trail corridor. And, the entity responsible for the maintenance and operation of the trail should be identified, or a time table shall be provided indicating when and how this will be determined and finalized.
 - e. The number, location and type of bicycle parking shall be indicated on the Detailed Site Plan, consistent with Condition 6c of A-10018.
 - f. Amend the road cross sections to reflect the public right-of-way limits. Public and private roads should be clearly marked and labeled on a public/private road exhibit.
 - g. The traffic circle should be redesigned or relocated so that the Trolley Trail only crosses Van Buren Street once. At the time of Detailed Site Plan, the intersection of the Trolley Trail and Van Buren Street will be evaluated and appropriate design or pedestrian safety modifications will be made in coordination with the appropriate road agency.
 - h. Right-of-way dedication along US 1 shall accommodate the seven-foot wide walkway, the landscape/pedestrian amenity strip, and the designated bike lanes recommended in the MUTCD plan.