

Letter to Planning Board:

Recommendation of approval of A-10018 as amended on November 10, 2011, subject to the following conditions:

1. Revise the Mixed-Use Town Center development plan design guidelines as recommended by the M-U-TC Design Committee in the attached letter.
2. Revise the Development Plan for the site as follows:
  - a. Revise the Development Plan for the site to meet M-U-TC Zoning Standards and requirements:
    - i. As surface parking lots should be located to the side or behind buildings away from facing onto streets, mitigate the large surface parking lot areas to the north and south of Van Buren Street and facing US 1 with buildings, monuments, 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.
    - ii. Create a truly mixed-use community that has a mix of uses throughout the site and avoids concentrating certain uses in single areas only.
      1. Provide and ensure for a greater mix of uses in each phase of construction
      2. Introduce residential uses in the area north of Van Buren Street and between 46<sup>th</sup> Street and US 1 which should be included in Phase 1
      3. Provide a greater mix of uses throughout the entire Cafritz site with more retail and/or office uses to the east and more residential units to the west, and a greater variety of housing types, in general, throughout
      4. Revise the townhome layouts to reduce the large amount of mews style of development clusters and incorporate alley access to residential garages wherever possible
    - iii. Provide for the maximum number of connections to and through the site now and into the future
      1. Allow for possible future north-south and east-west connections from the proposed street grid into adjacent properties and streets, should adjoining properties be redevelop in the future
      2. Continue Maryland Avenue north through the site along the CSX tracks to provide better access to the Riverine Park
        - a. Reconfigure the block layout between Rhode Island and Maryland Avenues
      3. Realign Underwood Street to preserve the possibility for future development to the south on the Postal facility property and the Armory property
      4. Continue the hiker/biker trail to the north to connect at Albion Road in College Park
      5. Provide bike lanes along Van Buren Street to link the hiker/biker trail to US 1

6. Shift Woodberry Street to the north to create a residential street with townhomes on both sides of the street
  7. Use the Rhode Island Avenue right-of-way on-site for a north-south street with the bike lane adjacent to the road or in the center median that is landscaped, tree-lined and well lit at the pedestrian level; construct the Rhode Island Avenue hiker/biker trail portion of the right of way in Phase I; commit to keeping the trail open to the public during construction.
  8. In the developer's 3<sup>rd</sup> option for crossing of the CSX tracks, preserve for future consideration, the possibility of a street connection to the west through the US Postal facility property
- b. Further revise the Development Plan as suggested here:
- i. Provide buildings with units that front onto either trails or a road at the Riverine Park to provide for a safer environment
  - ii. Revisit location of parks and open space to ensure strong relationships to the spaces from adjoining residential units and uses
  - iii. Increase permeable surface areas throughout the site through the use of stacked structured parking
  - iv. Clearly delineate the 65 dBA Ldn from noise generators
  - v. Clarify the distinction between the Development Plan, which should provide a general framework for development of the site, and the Concept Plan, which continues to evolve
  - vi.
  - vii. Revise plan to indicate that upon completion of construction, roads are to be turned over to the Town as public rights of way.
  - viii.
3. Submittal of the following:
    - a. Description of the proposed environmental program for the development
    - b. Revised Forest stand Delineation
    - c. Grading Plan for the site
    - d. Phase II Historical Survey
  4. Pursue a minimum of gold certification under Leadership in Energy and Environmental Design (LEED) for all new construction through LEED-NC and LEED Homes
  5. Pursue and obtain direct vehicular access across the CSX tracks that connects to the proposed Cafritz property street grid. Construction of such a vehicular access crossing must be assured before development of Phase I.
  6. Submittal of a Preliminary Plan of Subdivision for the entire site prior to the release of any building permits to include the following:
    - a. Phasing Plan and timetable for build out
    - b. Updated Conceptual Plan that is consistent with the approved Development Plan
    - c. Revised SWM Concept Plan 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
    - d. Revised Natural Resources Inventory

- e. Dedication of any necessary right-of-way for Rhode Island Avenue
- f. Revised Traffic Impact Study that:
  - i. Accurately reflects the development proposal and anticipated phasing
  - ii. Eliminates corridor averaging for the Route 1 intersections included in the Study
  - iii. Analyzes midday and weekend traffic impacts
  - iv. Analyzes all proposed connections, including a CSX crossing and Maryland Avenue
  - v. Analyzes the impact on the intersections of Queensbury Road, existing Maryland Avenue, Rhode Island Avenue south of Town Center, Lafayette Avenue, and Natoli Place, as well as River Road.
  - vi. Provides for mitigation of traffic impacts through measures such as shuttle buses, rideshare, Zipcar (or similar) programs, bikeshare, enhanced transit service, and the CSX crossing
  - vii. Reports on the feasibility of a CSX crossing, evaluating all options (overpass, underpass, and at grade), and that includes the results of the CSX analysis, coordination with the University of Maryland, and funding mechanisms.
- 7. Submittal of Detailed Site Plan for all proposed development.
- 8. Revise development plan design standards to provide a process for MUTC design committee to review preliminary plan of subdivision as well as DSP, in an advisory capacity to Planning Board
- 9. Submittal of a Transportation Demand Management (TDM) plan