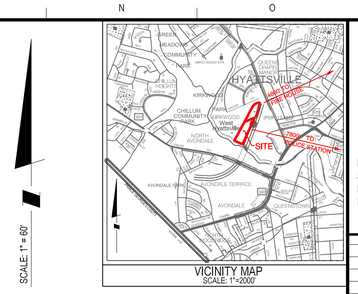


SCALE: 1" = 60'

GENERAL NOTES:

1. EXISTING PARCEL 2: WEST HYATTSVILLE PROP CO LLC P.B. 252 NO.14 L.37453 F.103- 1.32 AC.
   EXISTING PARCEL 3: WEST HYATTSVILLE PROP CO LLC P.B. 252 NO.14 L.37453 F.103- 1.73 AC.
   EXISTING PART OF PARCEL 114: WEST HYATTSVILLE PROP CO LLC L.44201 F.571- 5.04 AC.
2. TAX MAP & GRID: 41, E4
3. WSSC 200 FT REF: 207NE02, 206NE02
4. PURPOSE OF SUBDIVISION: MULTIFAMILY AND RETAIL
5. PRIOR APPROVALS: 4-15020, 4-05145, AC-17003, CSP-05006, DSP-16029
6. GROSS ACREAGE: 8.1 AC.+/-
   NET ACREAGE: 3.37 AC.+/-
7. NET DEVELOPABLE OUTSIDE OF PMA: 3.28 AC.+/-
8. ENVIRONMENTAL REGULATED FEATURES: 4.73 AC.+/-
9. 100 YEAR FLOODPLAIN: 4.73 AC.+/-
10. ROAD DEDICATION: 0.0 ACRES
11. EXISTING ZONING: M-X-T/T-D-O
    EXISTING USE:
    PARCEL 2 & 3: VACANT
    PARCEL 114: TRANSPORTATION AND UTILITIES
12. PROPOSED USE: 750 UNITS MULTIFAMILY AND 15,000 SQ.FT. RETAIL
    PARCEL 1: 375 UNITS MULTIFAMILY AND 7,500 SQ. FT. RETAIL
    PARCEL 2: 375 UNITS MULTIFAMILY AND 7,500 SQ. FT. RETAIL
    PROPOSED NUMBER OF LOTS: 0 LOTS
    PROPOSED NUMBER OF PARCELS: 2 PARCELS
    PROPOSED NUMBER OF OUTLOTS: 0 OUTLOT
13. PROPOSED DWELLING UNIT BY TYPE: 750 UNITS MULTIFAMILY
14. DENSITY PROPOSED: 750DU/8.1AC= 92.60DU/AC
15. MINIMUM LOT SIZE REQUIRED: N/A
16. MINIMUM LOT WIDTH AT:
    FRONT BLDG LINE: N/A
    FRONT STREET LINE: N/A
17. SUSTAINABLE GROWTH TIER: YES, TIER 1
18. MILITARY INSTALLATION OVERLAY ZONE: NONE
19. CENTER OR CORRIDOR LOCATION: CENTER, WEST HYATTSVILLE METRO
20. EXISTING GROSS FLOOR AREA TO REMAIN: 0 SF
    PROPOSED GROSS FLOOR AREA: 421,340 SF
    F.A.R.421,340 SF/ 352,836 SF = 1.20 FAR
21. STORMWATER MANAGEMENT CONCEPT # 3816-2021-0
22. EXISTING WATER/SEWER DESIGNATION: W-3 & S-3
    PROPOSED WATER/SEWER DESIGNATION: W-3 & S-3
23. AVIATION POLICY AREA: N/A
24. MANDATORY PARK DEDICATION: PROPOSING ON-SITE FACILITIES
25. NO CEMETERIES EXIST ON OR CONTIGUOUS TO PROPERTY.
26. NO HISTORIC SITES ON OR IN THE VICINITY OF THE PROPERTY.
27. TYPE ONE CONSERVATION PLAN: YES, TCP#-012-2016-01.
28. SITE IS NOT WITHIN CHESAPEAKE BAY CRITICAL AREA
29. THERE ARE NO WETLANDS PRESENT ON SITE.
30. NO STREAMS ARE PRESENT ON SITE.
31. SOILS: CODORUS-HATBORO-URBAND LAND COMPLES
    ELSINBORO-URBAN LAND COMPLES
    URBAN LAND
    URBAND LAND-ELSINBORO COMPLEX
    THE SOURCE OF THE SOILS INFORMATION: USDA NRCS WEB SOIL SURVEY (WSS)
32. NOT ADJACENT TO AN EASEMENT HELD BY THE MARYLAND ENVIRONMENTAL TRUST, THE MARYLAND AGRICULTURAL LAND PRESERVATION FOUNDATION, OR ANY TRUST ORGANIZATION.

LEGEND

- SITE BOUNDARY
- PROPOSED LOT LINE
- PROPOSED RIGHT-OF-WAY LINE
- ADJACENT PROPERTY LINE
- ROAD CENTERLINE
- EASEMENT
- EXISTING 10' CONTOUR
- EXISTING 2' CONTOUR
- 100-YEAR FLOODPLAIN
- PMA
- PROPOSED STORM DRAIN
- EXISTING STORM DRAIN
- PROPOSED WATER
- PROPOSED SEWER
- EXISTING SEWER
- 15 -OVER 25% STEEP SLOPES
- NOISE CONTOUR

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.

STATE OF MARYLAND — CHRISTOPHER J. VALLTOS — PROPERTY LINE SURVEYOR — 21986

8/24/21

CHRISTOPHER J. VALLTOS
PROPERTY LAND SURVEYOR
MD. REG. NO. #21986
EXPIRES: 08/26/22

DATE

SOLTESZ, LLC
4300 Forbes Boulevard, Suite 230
Lanham, MD 20706
P. 301.794.7555 F. 301.794.7656
www.solteszco.com

Engineering
Surveying
Planning
Environmental Sciences

NO.	REVISIONS	BY	DATE

MISS UTILITY NOTE

INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND. WELL IN ADVANCE OF THE START OF EXCAVATION, CONTACT "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF EXCAVATION. IF CLEARANCES ARE LESS THAN SHOWN ON THIS PLAN OR TWELVE (12) INCHES, WHICHEVER IS LESS, CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN.

OWNER / DEVELOPER / APPLICANT

c/o GILBANE DEVELOPMENT COMPANY
WHPC BLOCK 3, LLC & WHPC BLOCK 4 LLC,
1100 NORTH GLEBE ROAD, SUITE 1000
ARLINGTON VA, 22201

CONTACT NAME: MR. MATT MICHETTI

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._____ EXPIRATION DATE:_____

PRELIMINARY PLAN OF SUBDIVISION
4-20040

WEST HYATTSVILLE

2700 HAMILTON STREET, HYATTSVILLE, MD 20782

CHILLUM (17TH) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP: 41, E4	ZONING CATEGORY: M-X-T
WSSC 200' SHEET: 206NE02 207NE02	
SITE DATUM HORIZONTAL: NAD83 VERTICAL: NGVD1929	
1" = 60'	DATE: JAN. 2021
SHEET 1 OF 1	DESIGNED: YOR TECHNICIAN: YOR CHECKED: DJB CAD STD'S. VERSION: V8 / NCS
PROJECT NO. 0706-06-00	

P:\07060600\Planning\Prel\Sheet_Files\Master_Sheets\PREL.sht Scale= 60.0000 sf / in. User= yroh PLTdrv= PDF_Grey_150.pltcfg Pentbl= TEXT_SUB.tbl 8/24/2021 9:26:43 AM

REFERENCE GRID A B C D E F G H I J K L M N O

SOLTESZ, LLC
4300 Forbes Boulevard, Suite 230
Lanham, MD 20706
P. 301.794.7555 F. 301.794.7656
www.solteszco.com

Engineering
Surveying
Planning
Environmental Sciences

NO.	REVISIONS	BY	DATE

MISS UTILITY NOTE

INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND, WELL IN ADVANCE OF THE START OF EXCAVATION. CONTACT "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF EXCAVATION. IF CLEARANCES ARE LESS THAN SHOWN ON THIS PLAN OR TWELVE (12) INCHES, WHICHEVER IS LESS, CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN.

OWNER / DEVELOPER / APPLICANT

c/o GILBANE DEVELOPMENT COMPANY
WHPC BLOCK 3, LLC & WHPC BLOCK 4 LLC,
1100 NORTH GLEBE ROAD, SUITE 1000
ARLINGTON VA, 22201

CONTACT NAME: MR. MATT MICHETTI

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._____ **EXPIRATION DATE:**_____

MNCPPC BOUNDARY SURVEY EXHIBIT CERTIFICATION

I HEREBY CERTIFY TO THE BEST OF MY KNOWLEDGE, THAT THE ZONING INFORMATION, PROPERTY DESIGNATION, AND RECORDING INFORMATION WERE TAKEN FROM AVAILABLE PUBLIC RECORDS AND THAT THE BOUNDARY INFORMATION IS A RESULT OF FIELD RUN SURVEY.

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL LAND SURVEYOR UNDER THE LAWS OF THE STATE OF MARYLAND.

STATE OF MARYLAND — CHRISTOPHER J. VALLTOS — 21986 — PROFESSIONAL LAND SURVEYOR

8/24/21
DATE

CHRISTOPHER VALLTOS
PROFESSIONAL LAND SURVEYOR
MARYLAND LICENSE NUMBER 21986
LICENSE EXPIRES 9-28-2022

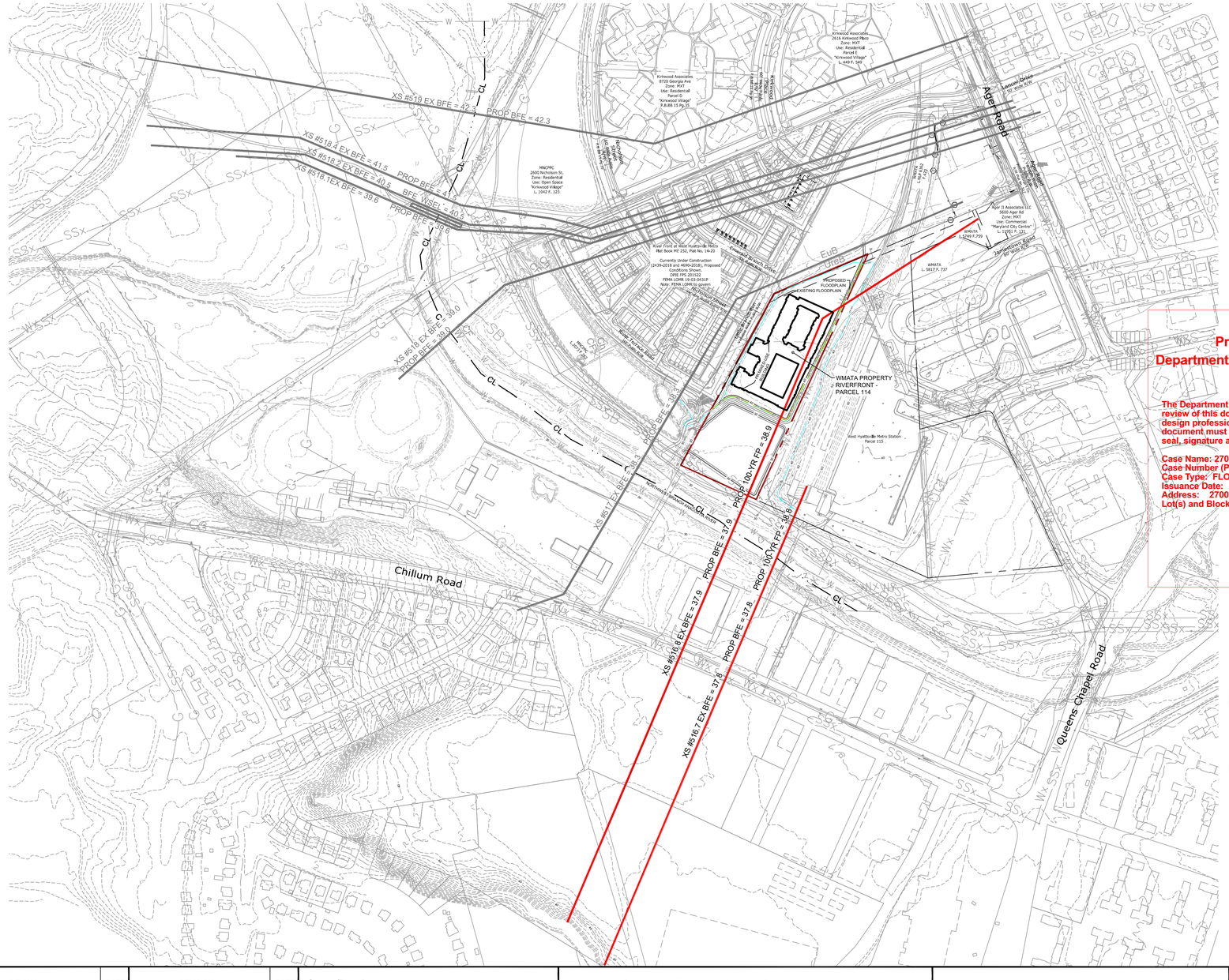
BOUNDARY EXHIBIT

WEST HYATTSVILLE

2700 HAMILTON STREET, HYATTSVILLE, MD 20782

CHILLUM (17TH) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP: 41, E4	ZONING CATEGORY: M-X-T
WSSC 200' SHEET: 206NE02, 207NE02	
SITE DATUM: HORIZONTAL: NAD83; VERTICAL: NGVD1929	
1" = 60'	DATE: JAN. 2021; DESIGNED: YOR; TECHNICIAN: YOR; CHECKED: DJB; CAD STD'S. VERSION: V8 / NCS
SHEET 1 OF 1	
PROJECT NO. 0706-06-00	



PROPOSED 100-YEAR FLOODPLAIN DELINEATION PLAN
RIVERFRONT - PARCEL 114

VICINITY MAP

1" = 2000'

Prince George's County Map: 5409 Grid: E-7

SHEET INDEX	
01	COVER SHEET
02	PROPOSED CONDITIONS
03	CUT - FILL ANALYSIS

Prince George's County Maryland
Department of Permitting, Inspections & Enforcement
APPROVED PLAN SET

The Department of Permitting, Inspections and Enforcement has completed a review of this document for code compliance. As required by State Code, the design professional(s) responsible for the preparation and content of this document must provide a record copy of these documents with their original seal, signature and date.

Case Name: 2700 Hamilton St-Proposed conditions
Case Number (Plan Approval #): 17692-2020-0
Case Type: FLOOD
Issuance Date: 10/30/2020
Address: 2700 HAMILTON ST HYATTSVILE, Maryland
Lot(s) and Block(s): Lot and Block not found

FPS 2202024

DPIE
DEPARTMENT OF PERMITTING, INSPECTIONS AND ENFORCEMENT

SALMAN BABAR

GENERAL NOTES

1. THE SUBJECT PROPERTY BOUNDARIES SHOWN ON THIS PLAN IS FROM THE PROPOSED LOT LINE ADJUSTMENT BY BOHLER ENGINEERING.
2. TOPOGRAPHIC INFORMATION SHOWN ON THIS PLAN IS FROM AERIAL TOPOGRAPHY COMPLETED BY MCKENZIE SNYDER, INC, MAY 2015, AND SUPPLEMENTED WITH FIELD SURVEY BY DEWBERRY AUGUST 2015 AND PG CO. 2' GIS TOPO. PROPOSED FINAL GRADES OF THE ADJACENT PROPERTY "RIVER FRONT AT WEST HYATTSVILLE METRO" (PLAT BOOK ME 252, PLAT NO. 14-20) ARE SHOWN AS THE PROPERTY IS CURRENTLY UNDER CONSTRUCTION (2439-2018 AND 4690-2018)
3. HORIZONTAL DATUM: NAD83/2007 VERTICAL DATUM: NGVD29
4. CONTOUR INTERVAL: 2'

LEGEND:

▬ ■ ■ ▬	PR. BOUNDARY LINE
— - —	EX. LOT LINE
— — —	EX. BLDG
———	EX. SIDEWALK
———	EX. PARKING STRIPING
— — —	EX. MAJOR CONTOUR
———	EX. MINOR CONTOUR
︵︵︵	EX. TREES
—G—	EX. GAS LINE
—Wx—	EX. WATER LINE
—X—	EX. FENCE
—CL—	EX. WATERWAY CENTERLINE
—W—	EX. WATERWAY BANK
—SSx—	EX. SANITARY SEWER
—SB—	EX. STREAM BUFFER
— · —	EX. STREAM
—FP-100—	EX. 100-YR FLOODPLAIN
—BFE-100—	PROP. 100-YR BASE FLOOD ELEV.
—PFP-100—	PROP. 100-YR FLOODPLAIN
———	PR. MAJOR CONTOUR
———	PR. MINOR CONTOUR
▬▬▬	CROSS-SECTION LOCATION
— CF/SvB —	SOIL LINES

WATER SURFACE ELEVATION TABLE				
XSEC	FEMA EFFECTIVE MODEL (FT) (NGVD 29)	EXISTING/DUPLICATE BFE (FT) (NGVD29)	PROPOSED BFE (FT) (NGVD29)	PROPOSED 100-YR FP (FT) (NGVD29)
516.8	37.9	37.9	37.9	38.9
516.7	37.8	37.8	37.8	38.8

NOTE:

1. Cross sections 516.8 and 516.7 apply to this project/approval only.

GRAPHIC SCALE

200' 0 100' 200' 400' 800'

1 INCH = 200 FT

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. 32113, Expiration Date: 09/15/2021."

PHILIP R. HUGHES
No. 32113

9/13/2020

REVISION	DATE	REVISION	DATE

Owner/Developer:

WEST HYATTSVILLE PROPERTY COMPANY, LLC

1100 NORTH GLEBE ROAD, SUITE 1000
ARLINGTON, VA 22201
PHONE: 703-312-7275
EMAIL: RVGILBANE@GILBANECO.COM
CONTACT: C/O ROBERT GILBANE

Riverfront - Parcel 114
17th Election District
Prince George's County, Maryland
Tax Map 41-E4

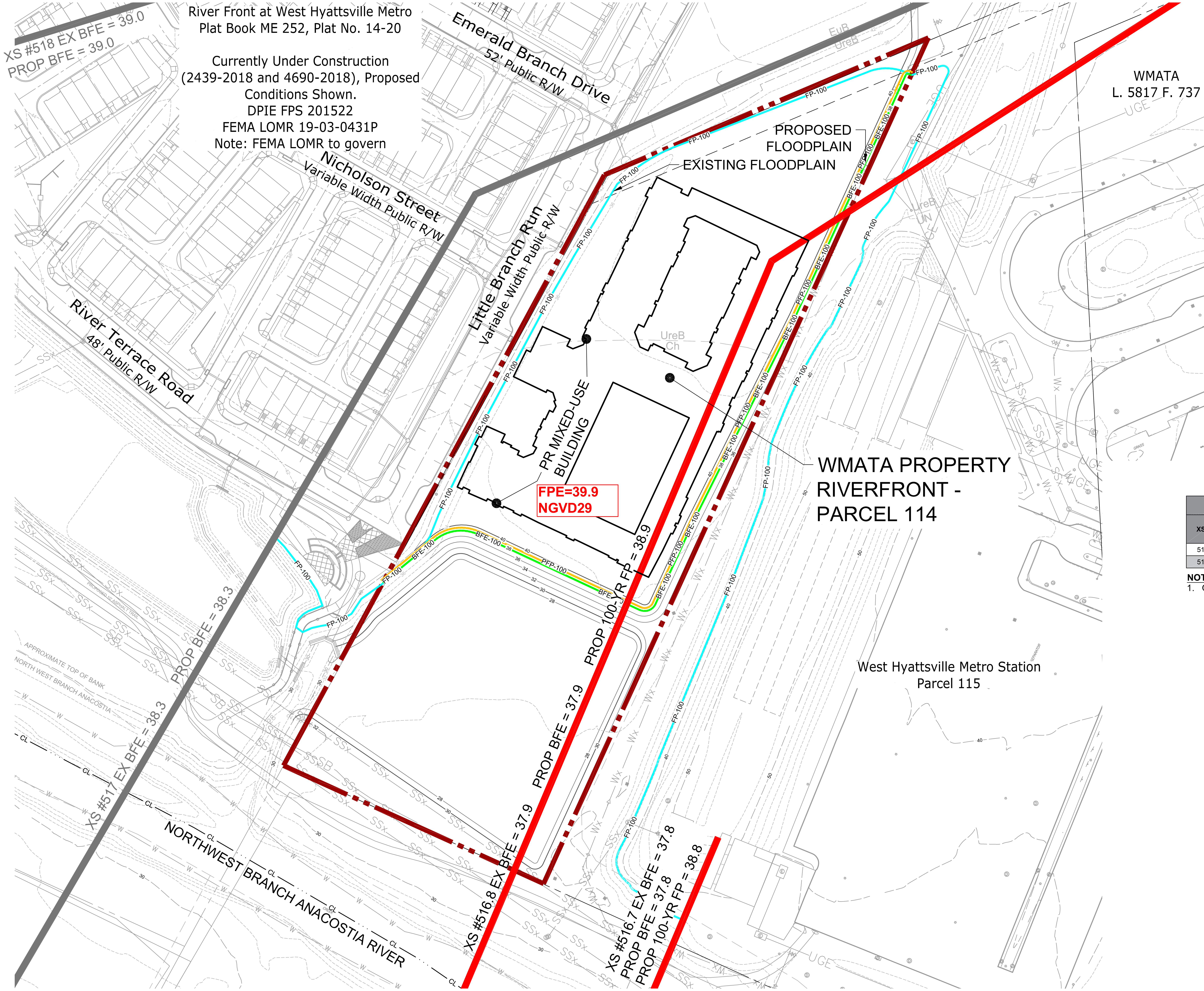
RODGERS
CONSULTING
19847 Century Boulevard, Suite 200, Germantown, Maryland 20874
Ph: 301.948.4700 Fx: 301.948.6256 www.rodgers.com

	BY	DATE
BASE DATA	CADD	11/2016
DESIGNED	DKM	05/2020
DRAWN	DKM	05/2020
REVIEWED	IKN	05/2020
RODGERS CONTACT:		

RELEASE FOR ________ ☐
BY________ DATE _____

PROPOSED 100-YEAR FLOODPLAIN
DELINEATION PLAN
COVER SHEET

SCALE: 1" = 200'
JOB No. 1208A10
DATE: MAY 2020
FP - 01
SHEET No. 01 OF 03



LEGEND:

- PR. BOUNDARY LINE
- EX. LOT LINE
- EX. BLDG
- EX. SIDEWALK
- EX. PARKING STRIPING
- EX. MAJOR CONTOUR
- EX. MINOR CONTOUR
- EX. TREES
- EX. GAS LINE
- EX. WATER LINE
- EX. FENCE
- EX. WATERWAY CENTERLINE
- EX. WATERWAY BANK
- EX. SANITARY SEWER
- EX. STREAM BUFFER
- EX. STREAM
- EX. 100-YR FLOODPLAIN
- PROP. 100-YR BASE FLOOD ELEVATION
- PROP. 100-YR FLOODPLAIN
- PR. MAJOR CONTOUR
- PR. MINOR CONTOUR
- CROSS-SECTION LOCATION
- SOIL LINES

WATER SURFACE ELEVATION TABLE

XSEC	FEMA EFFECTIVE MODEL (FT) (NGVD 29)	EXISTING/DUPLICATE BFE (FT) (NGVD29)	PROPOSED BFE (FT) (NGVD29)	PROPOSED 100-YR FP (FT) (NGVD29)
516.8	37.9	37.9	37.9	38.9
516.7	37.8	37.8	37.8	38.8

NOTE:
1. Cross sections 516.8 and 516.7 apply to this project/approval only.

N
Scale: 1" = 50
NGVD: 29
NAD: 83

Prince George's County Maryland
Department of Permitting, Inspections & Enforcement
APPROVED PLAN SET

The Department of Permitting, Inspections and Enforcement has completed a review of this document for code compliance. As required by State Code, the design professional(s) responsible for the preparation and content of this document must provide a record copy of these documents with their original seal, signature and date.

Case Name: 2700 Hamilton St-Proposed conditions
Case Number (Plan Approval #): 17692-2020-0
Case Type: FLOOD
Issuance Date: 10/30/2020
Address: 2700 HAMILTON ST HYATTSVILE, Maryland
Lot(s) and Block(s): Lot and Block not found

FPS 2202024

DPIE
DEPARTMENT OF PERMITTING, INSPECTIONS AND ENFORCEMENT

SALMAN BABAR

GRAPHIC SCALE
50' 0 25' 50' 100' 200'
1 INCH = 50 FT

PROFESSIONAL CERTIFICATION

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REVISION	DATE	REVISION	DATE

Owner/Developer:

WEST HYATTSVILLE PROPERTY COMPANY, LLC
1100 NORTH GLEBE ROAD, SUITE 1000
ARLINGTON, VA 22201
PHONE: 703-312-7275
EMAIL: RVGILBANE@GILBANECO.COM
CONTACT: C/O ROBERT GILBANE

Riverfront - Parcel 114
17th Election District
Prince George's County, Maryland
Tax Map 41-E4

RODGERS
CONSULTING
19847 Century Boulevard, Suite 200, Germantown, Maryland 20874
Ph: 301.948.4700 Fx: 301.948.6256 www.rodgers.com

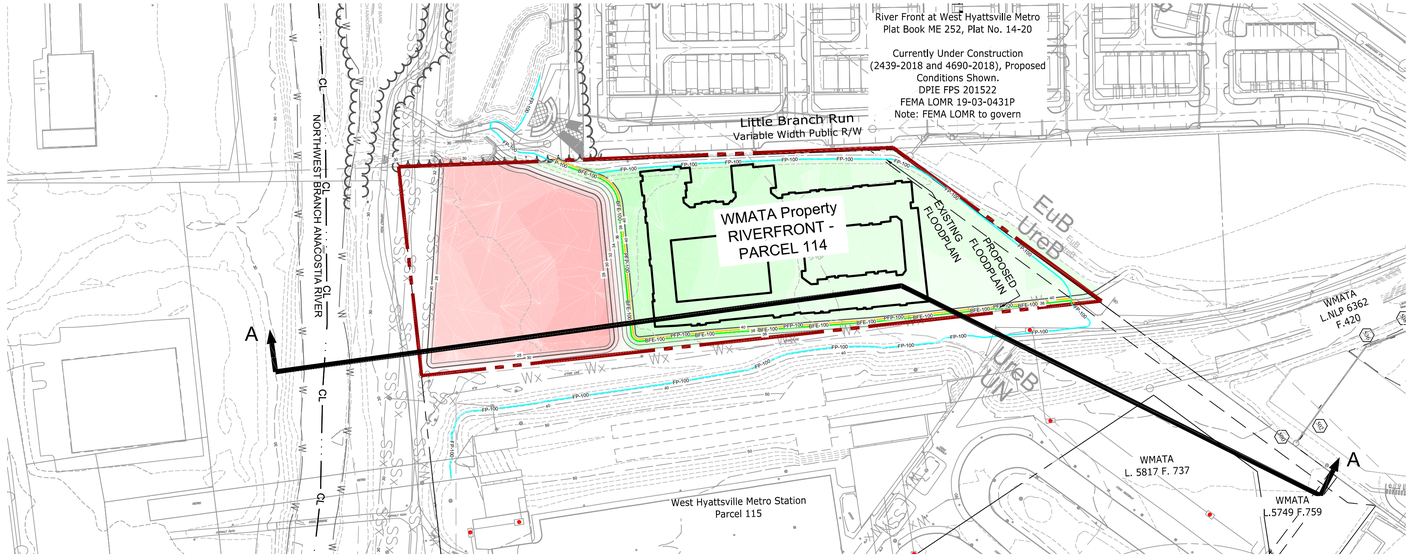
	BY	DATE
BASE DATA	CADD	11/2016
DESIGNED	DKM	05/2020
DRAWN	DKM	05/2020
REVIEWED	IKN	05/2020

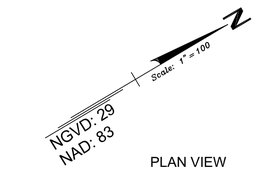
RODGERS CONTACT:

RELEASE FOR ______
BY______ DATE ____

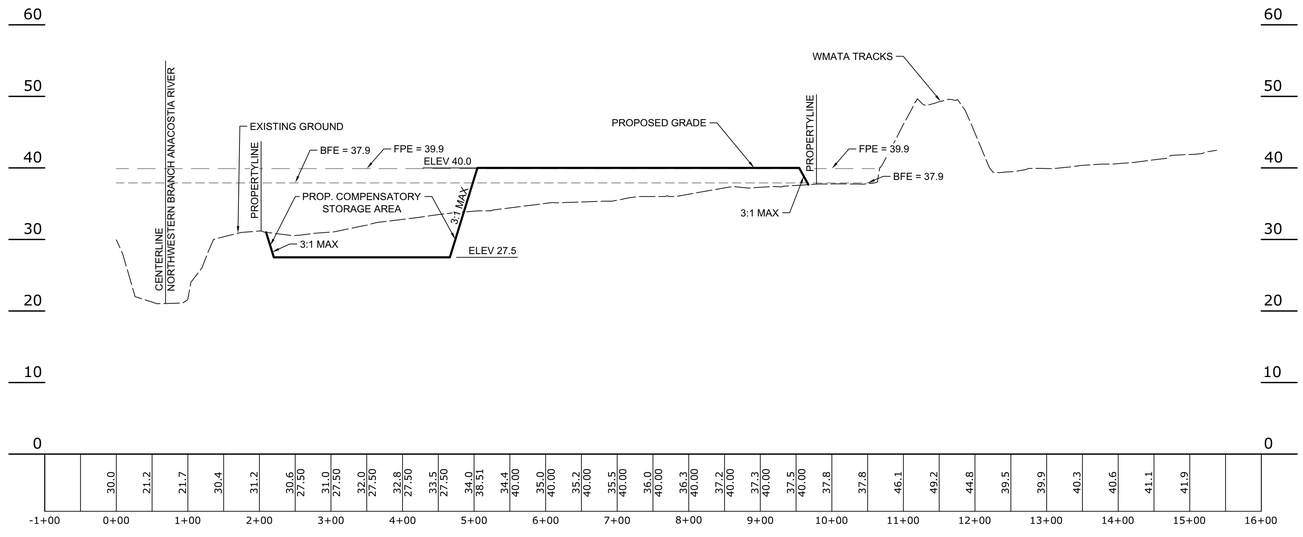
PROPOSED 100-YEAR FLOODPLAIN DELINEATION PLAN PROPOSED CONDITIONS

SCALE: 1" = 50'
JOB No. 1208A10
DATE: MAY 2020
FP - 02
SHEET No. 02 OF 03





Elevations Table			
Number	Minimum Elevation	Maximum Elevation	Color
1	-7.000	-6.000	
2	-6.000	-5.000	
3	-5.000	-4.000	
4	-4.000	-3.000	
5	-3.000	-2.000	
6	-2.000	-1.000	
7	-1.000	0.000	
8	0.000	1.000	
9	1.000	2.000	
10	2.000	3.000	
11	3.000	4.000	
12	4.000	5.000	



SECTION A-A

SCALE
HORIZONTAL 1"=100' VERTICAL 1"=10'

PROFILE VERTICAL
GRAPHIC SCALE
1 INCH = 10 FT

PROFILE HORIZONTAL
GRAPHIC SCALE
100' 0 50' 100' 200' 400'
1 INCH = 100 FT

Cut/Fill Report

Generated: 2020-05-19 14:20:14
By user: 635
Drawing: N:\MD-Prince Georges\West Hyattsville Property\autocad\Exhibits\WMATA Comp Storage Cut-Fill_2020-0507\N:\MD-Prince Georges\West Hyattsville Property\autocad\Exhibits\WMATA Comp Storage Cut-Fill_2020-0507\Comp Storage.dwg

Volume Summary

Name	Type	Cut Factor	Fill Factor	2d Area (Sq. Ft.)	Cut (Cu. Yd.)	Fill (Cu. Yd.)	Net (Cu. Yd.)
Cut-Fill	full	1.000	1.000	203826.09	10956.29	10878.88	77.41<Cut>

Totals

	2d Area (Sq. Ft.)	Cut (Cu. Yd.)	Fill (Cu. Yd.)	Net (Cu. Yd.)
Total	203826.09	10956.29	10878.88	77.41<Cut>

* Value adjusted by cut or fill factor other than 1.0

Prince George's County Maryland
Department of Permitting, Inspections & Enforcement
APPROVED PLAN SET

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Case Type: FLOOD
Issuance Date: 10/30/2020
Address: 2700 HAMILTON ST HYATTSVILE, Maryland
Lot(s) and Block(s): Lot and Block not found

FPS 2202024

DPIE DEPARTMENT OF PERMITTING, INSPECTIONS AND ENFORCEMENT

SALMAN BABAR

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. 32113, Expiration Date: 09/15/2021."

STATE OF MARYLAND — PHILIP K. IKN — PROFESSIONAL ENGINEER — 9/3/2020

REVISION	DATE	REVISION	DATE

Owner/Developer:

WEST HYATTSVILLE PROPERTY COMPANY, LLC

1100 NORTH GLEBE ROAD, SUITE 1000
ARLINGTON, VA 22201
PHONE: 703-312-7275
EMAIL: RVGILBANE@GILBANECO.COM
CONTACT: C/O ROBERT GILBANE

Riverfront - Parcel 114

17th Election District
Prince George's County, Maryland
Tax Map 41-E4

RODGERS CONSULTING
19847 Century Boulevard, Suite 200, Germantown, Maryland 20874
Ph: 301.948.4700 Fx: 301.948.6256 www.rodgers.com

	BY	DATE
BASE DATA	CADD	11/2016
DESIGNED	DKM	05/2020
DRAWN	DKM	05/2020
REVIEWED	IKN	05/2020

RODGERS CONTACT:

RELEASE FOR

BY_____ DATE ____

PROPOSED 100-YEAR FLOODPLAIN DELINEATION PLAN
CUT - FILL ANALYSIS

SCALE: AS SHOWN
JOB No. 1208A10
DATE: MAY 2020
FP - 03
SHEET No. 03 OF 03

August 23, 2021

Ms. Mridula Gupta
Maryland-National Capital Park and Planning Commission
Subdivision Section
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

Re: West Hyattsville
PPS-20040
Soltesz, No.: 07060600

Dear Ms. Gupta,

In response to the comments generated at the SDRC meeting July 23, 2021, we offer the following responses:

Community Planning

Comment 1: The proposed use is not consistent with the TDDP Preferred Land Use Plan. Conformance of the subdivision with the West Hyattsville TDDP standards is contingent on District Council approval of an amendment to the TDDP Preferred Land Use Plan to permit the proposed uses on Parcel 114 of the subject property (multifamily is proposed on Parcel 114, designated as the following future land uses by the TDDP: "Greenway: Parks & Open Space", "Structured Parking", "Townhouses: 2-4 Stories", and" Condominiums: 4-6 Stories").

Response: A meeting was held between the Applicant and Staff to discuss this issue. It was found that the proposed use is consistent with the TDDP Preferred Land Use Plan. Staff asked for a memo stating all the relevant points. A memo was submitted on July 29th.

Transportation Planning Trails:

Comment 1: An exhibit or list indicating all pedestrian and bicycle adequacy facilities within the subdivision (on-site facilities). These facilities will be required as part of this application and an exhibit of these facilities will be required prior to the acceptance of any detailed site plan and should include:

- Extension of five-foot-wide sidewalk along the subject property's frontage of Little Branch Run until the point of vehicle entry for Proposed Parcel 2 and to the Northwest Branch Trail.
- Bicycle parking in parking garages for residential uses and on-site or in The ROW for non-residential uses that is consistent with TDDP standards.
- Bicycle fix-it station at each garage bicycle parking area.
- Crosswalks crossing the drive aisle at both points of vehicle entry in the proposed garages.
- A pedestrian and bicycle shared use path through the property from the western side of the subject site near Emerald Branch Drive to the pedestrian tunnel for the Metrorail station.

Response: The requested pedestrian and bicycle facilities will be provided at the time of the Detailed Site Plan.

Comment 2: A list of alternative required off-site improvements, made up of the identified deficiencies from the submitted in the BPIS, and in and order of preference for construction. The cost cap for this project is $177,183.13. Please note that the proposed required off-site facilities are to be within this cost cap and any alternative facilities, individually or combined, shall not exceed this cap.

Response: **The primary BPIS proposal is the improvement of the sidewalk connection to the WMATA property which is shown in the BPIS report and is estimated to cost $169,650 with no contingency, and $229,027 with a 35% contingency. Please see section 1.5 and 1.3 of the BPIS report for alternatives.**

Transportation Planning Traffic:

Comment 1: Considering adding the proposed lane configuration changes along MD 500 intersections being described in the main section of the report. Based on "Transportation Review Guidelines", the PHF needs to be calculated instead of using the default value. The fitted curve equation needs to be used when calculating the number of generated PM peak hour trips.

Response: **(1) The lane configurations are shown graphically on Exhibit 2.**

(2) The default peak hour volumes from the Highway Capacity Manual were utilized in the analysis. The default peak hour factor is 0.92 which is typically conservative in urban/suburban settings. We have looked at the PHF's for the unsignalized intersections along Ager Road from Nicholson Street to Lancer Drive, site access, WMATA Bus loop, and Jamestown Road (Intersections 1-3). The observed PHF's at these locations ranged from 0.87 to 0.91 in the morning peak hour and ranged from 0.95 to 0.96 in the evening peak hour. The usage of these PHF's in lieu of the default 0.92 would not result in a substantial change in the results of the delays, and furthermore, all of these intersections pass the third step of the unsignalized intersection analyses, and would therefore be deemed to be adequate based on the CLV test.

(3) We believe that the usage of shopping center rates will provide an adequate and conservative assessment of the trip generation for the following reasons. A shopping center (LU Code 820) is defined by ITE as an integrated group of commercial establishments that is planned, developed, and owned/managed as a unit. This proposed use is actually more appropriately evaluated using Land Use Code 231 or 232 (Mid-Rise / High Rise Residential with 1st Floor Commercial), which would indicate a much lower trip generation, but because of the small sample size for those uses, we continue to use the MNCPPC rates for multifamily units with the shopping center rates to provide a conservative assessment. This is similar to what we have done for other projects in the county with 1st floor commercial in residential buildings.

Comment 2: Justifying the entrance locations or moving the entrances to be lined up with the cross streets..

Response: **A meeting was held between the Applicant and Staff to discuss this issue. An exhibit has been created and submitted showing the relationships between the existing roads and the proposed entrances. For proposed Parcel 1, the garage driveway is a private driveway, and even though it is offset from the street grid, it is offset in the right direction such that it will not cause left turning movements to block adjacent intersections. The garage entrance would be predominantly lefts in and rights out, and the left turn into the garage entrance does not block or conflict with any other movements such that it would cause issues. There was also concerns regarding headlights shining into the existing townhomes. Lot 8 is the only townhome opposite the entrance. The headlight level is below the proposed windows of the first floor. The bedrooms are on the 3rd floor. In addition, the**

location of the garage and its entrance is limited based upon the irregular shape of the parcel. The parcel is constricted on the south by an existing WSSC storm drain and easement and by the Metro tracks on the east. The curvilinear road also presents limitations for the rectangular garage and thus causing the garage entrance to be located as shown. On Parcel 2, the access cannot line up with the existing street because of the stormwater management/ compensatory storage area. There is a distance of 80 feet between the centerline of both entrances. Also, the traffic volumes in this area are low.

Environmental Planning Section:

Comment 1: Two separate NRIs were submitted that cover two different sections of this PPS application. The site must have only one NRI that covers the entire application. As discussed on July 19, 2021 revise NRI-002-2016-01 by adding the area included in NRI-090-2020 to it.

Response: The NRI has been updated and submitted and approved.

Comment 2: Revise TCP1-012-2016 to include the area of proposed Parcel 2. The TCP1 submitted is not currently adequate for submittal and must include the same area as TCP1-012-2016 associated with 4-15020 as well as the area of Proposed Parcel 2 shown as reflected on the current PPS application (4-20040). When revising the TCP1 make sure to:

a) Remove the note that states "Under approved TCP2-001-2017-01 (Not Part of Net Tract)" and update the worksheet to not exclude the 3.05 acres of proposed Parcel 1 as previously dedicated land.

b) Update the TCP1 approval block to include the TCP1 number TCP1-012-2016, the previous approval information (typed in) and the relevant revision information for the current PPS application.

Response: We combined the additional acreage with the approved acreage of the TCP1 into one plan.

Urban Design Section:

Comment 1: A Detailed Site Plan is required. The Urban Design Staff has reviewed the pre-acceptance.

Response: The comments have been noted

Comment 2: The previous Conceptual Site Plan is still valid which will set up the development cap.

Response: This application is being submitted as an ETOD and based upon the TDDP, the CSP is no longer applicable. This can be seen from the previous approval of DSP-16029 which covered this site originally. Finding #5 in the Resolution states that "the conditions of CSP-05006 do not apply to this application."

Comment 3: The site subject to the Transit District Overlay Zone standards which can be addressed at the time of Detailed Site Plan.

Response: The comments have been noted

Comment 4: The recreation facilities calculations needs to be updated for the current project

Response: An updated Recreation Facilities list has been provided.

Comment 5: There is concern about the access shown on the TCP1 plan and the close distance to the proposed garage entrance which might be problematic

Response: Please see the response to Comment 2 from Transportation Planning.

Subdivision Section:

Comment 1: Proposed Parcel 2 is completely within the existing 100-year floodplain. Need to see proposed conditions floodplain delineation as approved by DPIE, to ensure that the parcel is buildable for the use intended.

Response: The approved floodplain and waiver have been included.

Comment 2: Lots are required to be platted with 300-foot lot depth when adjacent to a transit right-of-way. This applies to proposed Parcels 1 and 2, which are situated next to the West Hyattsville WMATA station. 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. A variation to Section 24-121(a)(4) is required for both parcels.

Response: A Variation request has been submitted and the SDRC meeting was held on August 6, 2021.

Comment 3: Recreational Facilities Worksheet is titled "Enclave at Westphalia" and the facilities listed do not appear to be related to this proposed development. Please rectify. A proposal is needed for on-site recreational facilities..

Response: The correct Recreational Facilities worksheet has been included.

Comment 4: SWM Concept Plan will need to be approved prior to certification of PPS.

Response: The comments are noted.

Comment 5: Variation request for elimination of PUEs on east side of Little Branch Run Road- provide a utility plan showing location of all utilities to serve the proposed development. Also provide documentation from utility companies that no utilities are planned along the east side of the public road. The variation request needs to justify that the existing PUE, which varies from 0' to 10' along the west side space is adequate for serving the existing townhouse development as well as the new multi-family development to the east. It is noted that the property does not have frontage onto any other public right-of-way, along which utilities could be laid in the future, if required.

Response: The documentation has been provided.

Comment 6: Entrance location to Parcel 1 is located midway Crimson Fox Drive & Kirkwood Place, with on-street parking and townhomes fronting this section of the street. Re-locate the entrance to align with Kirkwood Place. Similarly, entrance to Parcel 2 is 40' off-center to River Terrace Road and should be re-aligned with existing street intersections for better circulation.

Response: Please see the response to Comment 2 from Transportation Planning.

Comment 7: Provide a revised property survey with the missing information per checklist–

- Bearings and Distances in Feet
- Zoning of Subject Property- existing Parcels 2 and 3
- Abutting Streets - Name, Location, Center Line and Right-of-Way Width (public or private)

Response: The plans have been updated accordingly.

Subdivision Section Technical Issues

Comment 1: Label the noise line as unmitigated 65 dBA Ldn noise contour

Response: The noise line has been labeled.

Comment 2: Revise General Note 1 to list 'Existing Part of Parcel 114' instead of 'Existing Parcel 114'.

Response: The note has been revised.

Comment 3: Correct spelling of 'subdivision' in General Note 4.

Response: The spelling has been corrected.

Comment 4: Correct reference to PPS 4-05145 in General Note 5.

Response: The reference has been corrected.

Comment 5: Revise General Note 6 to correct the net acreage after accounting for area within the 100-year floodplain.

Response: The note has been revised.

Comment 6: Add T-D-O zoning to General Note 11. Provide existing use for Parcel 1 (existing Parcels 2 and 3).

SOLTESZ LLC

Response: **The note has been revised.**
Comment 7: Revise General Note 21 to provide approval date for SWM Concept Plan.
Response: **The SWM Concept Plan is still under review.**
Comment 8: Complete General Note 27 with the TCP1 number.
Response: **The note has been revised.**
Comment 9: Revise the Vicinity Map to increase legibility of police, fire & EMS locations.
Response: **The vicinity map has been revised.**
Comment 10: Add PPS 4-20040 to the title block in big and bold text.
Response: **The label has been added.**
Comment 11: Provide copies of all easements and rights-of-way on or abutting the property, in accordance with the checklist.
Response: **The easement documents have been provided.**
Comment 12: Show location of existing and proposed storm drains and stormwater facilities.
Response: **The storm drains have been shown.**

If you have any further questions or concerns, please do not hesitate to contact our office.

Sincerely,

Soltesz, LLC

Young O. Roh
Senior CAD designer

RIVERFRONT AT WEST HYATTSVILLE
PRELIMINARY PLAN 4-20040
VARIATION REQUEST

Section 24-121(a)(4)
300-Foot Lot Depth Adjacent to Transit Right-of-Way
July 27, 2021

INTRODUCTION and REQUEST

West Hyattsville Property Company, LLC, (the "Applicant") presents a Preliminary Plan of Subdivision (4-20053) for a mix of uses with 750 multifamily units and 15,000 square feet of commercial uses on three existing parcels located on Little Branch Run in Hyattsville, Maryland (the "Property'). The Property is located on the southeast side of Little Branch Run, approximately 250 feet west of Ager Road and abutting the West Hyattsville Metro Station. Found on Tax Map 41, Grid E-4, it is more particularly described as Parcels 2 and 3, "Riverfront at West Hyattsville", Plat ME 252@14, and part of Tax Map Parcel 114. The Property contains a total of 8.1 acres.

For the most part, the Property is relatively flat, sloping slightly from Ager Road down toward the stream valley. All of the parcels comprising the Property were impacted by the 100-year floodplain. Parcels 2 and 3 were the subject of prior development approvals and a floodplain waiver to fill the floodplain was approved. Parcels 2 and 3 have now been graded and are no longer impacted by the floodplain. Parcel 114 is still impacted by the floodplain and a waiver has been approved by DPIE. A portion of Parcel 114 will be removed from the 100-year floodplain and the remainder, abutting the stream valley, will be utilized for compensatory storage. Parcels 2 and 3 were originally part of a larger property on which a large abandoned warehouse was located. The part of Parcel 114 that is included in the Property was part of a larger property once used as a drive-in theater. It was later acquired by WMATA and the West Hyattsville Metro Station was constructed. The portion of Parcel 114 included in this application is the residue which lies north and west of the station. The only access to the property is from Little Branch Run, constructed by the Applicant as part of the larger Riverfront at West Hyattsville development. Consistent with the recommendations of the West Hyattsville Transit District Development Plan, the property is to be constructed with medium to high density multifamily residential development with ground floor retail.

The Property abuts the West Hyattsville Metro Station to the south. The tracks run along the entire eastern boundary of the Property. Section 24-121(a)(4) requires:

> **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.** (Emphasis added.)

Proposed Parcels 1 and 2 do not meet the 300-foot depth requirement. A variation for these parcels is requested. The Property boundaries were set by prior approvals. The eastern boundary is formed by the WMATA rail line. The northern and western boundary are formed by Little Branch Run. The southern boundary is land owned by M-NCPPC as part of the Northwest Branch Stream Valley Park. At no point abutting the transit right-of-way is the Property 300 feet deep. The widest part of the property is 292.88 feet at the southernmost boundary of proposed Parcel 2. Parcel 1 is approximately 250 feet deep at the middle of the property (measured from north to south), but the northernmost portion of the property curves with Little Branch Run and comes to a point where Little Branch Run crosses the WMATA rail line (which is also where the rail line goes underground).

REQUIRED FINDINGS

Section 24-113 sets forth the following required findings for variations:

(a) Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle and Section 9-206 of the Environment Article; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon the evidence presented to it in each specific case that:

RESPONSE: Approval of the applicant's request does not have the effect of nullifying the intent and purpose of the Subdivision Regulations. In fact, strict compliance with the requirements of Section 24-121(a)(4) could result in practical difficulties to the applicant, resulting in the applicant not being able to develop this property for its intended purpose.

(1) The granting of the variation will not be detrimental to the public safety, health, or welfare, or injurious to other property;

RESPONSE: The 300-foot lot depth requirement is aimed at providing a deep enough lot so that dwellings can be located to ameliorate the impact of undue noise and vibration. In this case, Proposed Parcels 1 and 2 are proposed for multifamily development with ground floor retail. They are located on the western side of the transit right of way. These parcels were created through the approval of Preliminary Plan 4-15020. At the time the preliminary plan was approved, the roadway network was established and created a long, narrow land area between Little Branch Run and the Metro Station. This long narrow land area consisted of Parcels 2 and 3 and Parcel 114, which was owned by WMATA at the time. The TDDP encourages medium to high density in close proximity to the Metro Station, and these parcels are so designated in the Preferred Land Use Map now approved. At the time Preliminary Plan 4-15020 was approved, the Planning Board approved a variation to allow for Parcels 2 and 3 to be platted with less than the 300 foot lot depth required by Section 24-121(a)(4), and imposed conditions to further address the impact of noise and vibration. Based upon this information, no negative impacts to public health safety and welfare, or injury to other properties, are evident with this variation request.

(2) The conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties;

RESPONSE: The Property is located immediately adjacent to the West Hyattsville Metro Station. The TDDP is designed in order to encourage development at transit centers. This impact is unique to the Property and, given the prior approvals, has an unusually detrimental impact on the ability to

develop the Property in conformance with the lot depth requirement. The circumstances which are unique to the Property are directly related to the variation requested.

Further, the TDDP seeks moderate to high density development on the Property and Plan 2035 places the Property in the West Hyattsville Local Center. Local Centers are envisioned as

> **"medium- to medium-high residential development, along with limited commercial uses, to these locations, rather than scattering them throughout the Established Communities. These centers are envisioned as supporting walkability, especially in their cores and where transit service is available"** (p. 19).

To achieve this vision, the subdivision is designed with as much density as possible adjacent to the station. Limiting the area available for development works against the vision to provide a high density, walkable development immediately adjacent to the Metro Station.

No other property in the area envisioned for high density development and is similarly impacted by the tracks; therefore, the condition is unique to the Property and is not applicable to other properties.

> **(3) The variation does not constitute a violation of any other applicable law, ordinance, or regulation; and**

RESPONSE: No other applicable law, ordinance or regulation is violated by approval of this variation. In fact, as noted, the variation approval enables the type of development envisioned by the TDDP.

> **(4) Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out;**

RESPONSE: This request is not made as a mere convenience. Based upon the prior approvals, a land bay has been created for the development of medium to high density residential with ground floor commercial as envisioned by the TDDP. However, none of this land bay is 300 feet in depth when measured from the right-of-way line. The location of the rail line in the eastern part of the

site and entry street providing access to the subject site from Ager Road create an unavoidable conflict with the lot depth requirement. As such, strict application of the regulation would prevent any development of the Property, which contradicts the vision of the TDDP to place density in close proximity to the Metro Station. Approval of the variation relieves that hardship. Moreover, the Applicant is attempting to develop the Property in accordance with the West Hyattsville Transit District Development Plan, which envisions dense, walkable, bicycle-friendly development adjacent to the Metro Station. The concept plan set forth in the TDDP is not achievable without the approval of a variation from the 300-foot lot depth requirement. The variation enables the density of development envisioned by the TDDP. Denial of the variation would inhibit the ability to provide TDDP-envisioned development on the Property.

> **(5) In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where multifamily dwellings are proposed, the Planning Board may approve a variation if the applicant proposes and demonstrates that, in addition to the criteria in Section 24-113(a), above, the percentage of dwelling units accessible to the physically handicapped and aged will be increased above the minimum number of units required by Subtitle 4 of the Prince George's County Code.**

RESPONSE: The Property is not in these Zones; it is zoned M-X-T / T-D-O.

CONCLUSION

The Applicant presents a development aimed at implementing the vision of the West Hyattsville TDDP. The proposed development implements and builds on prior approvals aimed at increasing density near the Metro station. Those prior approvals resulted in the creation of a land bay less than 300 feet deep from the WMATA right-of-way. The Planning Board found that a variation was appropriate at the time this land bay was crated and approved the variation. This request is consistent with the prior approval.

Section 24-113(a) allows variations to be granted when the "purposes of [the Subdivision Regulations]" will be better served by the grant of the variation so that "substantial justice may be done and the public interest secured." The Purposes of the Subdivision Regulations are aimed at protecting health, safety and welfare, guiding development according to the General Plan, area master plans, and their amendments, and encouraging creative residential subdivision design that

accomplishes these purposes in a more efficient, attractive, and environmentally sensitive manner. The proposed design is in harmony with all of these purposes, presenting the dense, efficient development envisioned in the TDDP without negatively affecting public health, safety and welfare. Strict compliance with the 300-foot lot depth would prevent development of the Property. Substantial justice is therefore accomplished by the variation allowing lot depths to be less than 300 feet. Therefore, the Applicant respectfully requests that the variation request be approved.

Respectfully submitted

Attorney for Applicant

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May 4, 2021

WHPC Block 3 LLC and WHPC Block 4 LLC
c/o Matthew Michetti
Development Manager
Gilbane Development Company
1100 North Glebe Road #1000
Arlington, VA 22201

Re: West Hyattsville
Metrorail Noise and Vibration Analysis

Mr. Michetti:

This report summarizes the Metrorail noise and vibration analysis for the West Hyattsville project in Prince George's County, MD.

1. Introduction

This analysis was based on the West Hyattsville Floor Plan prepared by DCS Design printed on April 13, 2021 provided via email. These drawings show proposed apartment buildings along the west side of the Metrorail tracks. The location of the Metrorail tracks is not shown on the floor plans and was determined from a prior site plan drawing. A vicinity map is included as Figure 1.

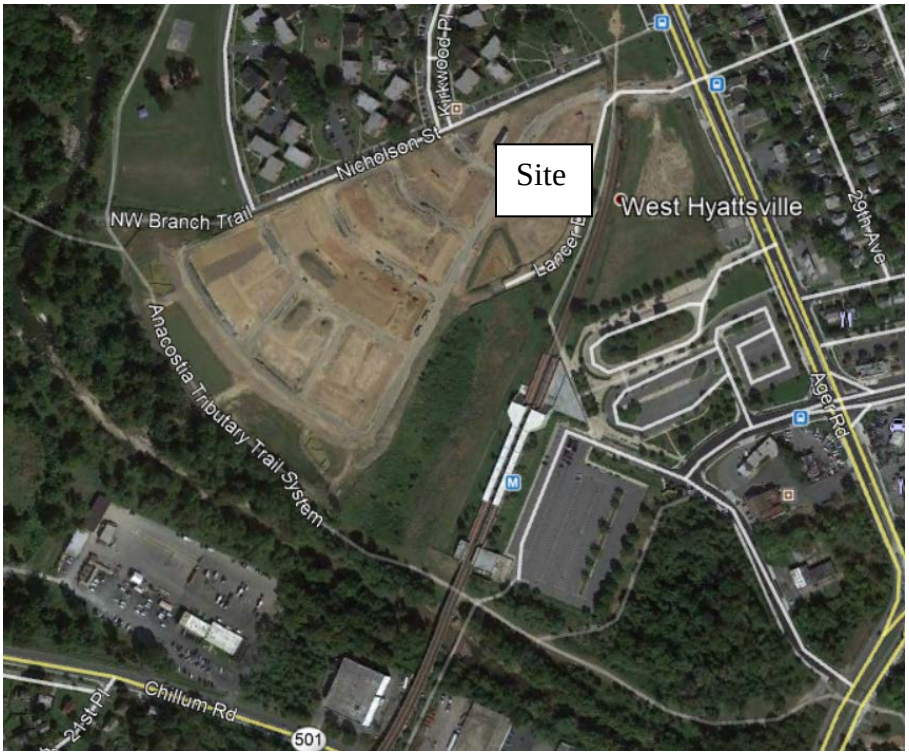

Figure 1. Vicinity Map

We understand proffers have not yet been developed for this project. The Prince George's County design goals for noise are to ensure that the projected Day-Night Average Sound Level (DNL) not exceed 65 dB in outdoor recreation areas or 45 dB inside the residences.

The site is located immediately along the Metrorail tracks and far from roads. The nearest road is Ager Road which is 300 feet away at the closest point. We previously evaluate both roadway and Metrorail noise for this site and determined that roadway noise from Ager Road is negligible compared to Metrorail noise. For instance, per our November 17, 2015 report, the DNL was predicted to be 61.3 dB due to roadway noise at the location closest to Ager Road but was predicted to be 70.8 dB at that location due to noise from Metrorail. For this reason, we are including only Metrorail noise in this current analysis.

2. Site noise survey

Currently, there is a Covid-19 pandemic which has suppressed economic activity and caused WMATA to reduce Metrorail operations. To be conservative, we are relying on the sound levels measured at this site in 2015.

2.1 Sound level measurement procedure

Larson Davis model 831 sound level meters were installed in the locations indicated M1 and M2 in Figure 2 from approximately 12:30 pm on Thursday October 22, 2015, through 11 am on Thursday October 29, 2015.

Figure 2. Sound Level Meter Locations

Location M1 was at the corner of a perimeter chain link fence between the existing grass field (to become the project site) and a vacant one-story building. Location M2 was along the perimeter chain link fence between the parking lot of a vacant warehouse and a grass field. Locations M1 and M2 were approximately the same distance from the centerline of the Metrorail tracks. The sound level meters were programmed to report average, maximum, and minimum A-weighted sound levels during each one-minute interval. In addition, the meters were programmed to record audio files each time a loud noise event occurred. The meters were chained to fences and the microphones were attached to poles 18 feet above the ground.

2.2 Site observations

During the noise tests, the site had a large vacant warehouse and surrounding parking lot, and fields. The Metrorail tracks are elevated to the south of the site and underground to the north of the site. The Metrorail tunnel entrance is immediately to the south of Lancer Drive. The site is generally level with the Metrorail tracks to the east of the tracks, and well below the elevation of the Metrorail tracks to the west of the tracks. The main noise source on the site was Metrorail trains. There was also some aircraft noise, sound from insects and birds, and noise from traffic on Ager Road.

2.3 Measured sound levels

Average sound levels during five-minute intervals were calculated based on the measured one-minute average sound levels. Figure 3 presents the resulting five-minute average sound levels. Sound levels were significantly elevated during many one-minute intervals. By listening to the audio files created at those times it was determined that they were due to the following:

- At M2 there were six events due to loud Metrorail train horns, and two events due to unidentified sounds that could be aircraft.
- At M1 there were 26 events due to sirens, 19 due to Metrorail train horns, 12 due to motorcycles or other road vehicles with loud mufflers, 2 due to unidentified sounds that could be aircraft, 1 due to unidentified sound that could be Metrorail train wheels, and 1 due to a car horn.

Hourly average sound levels were calculated based on the five-minute average sound levels. Figure 4 presents the hourly average sound levels. DNL were calculated for each full calendar day. Table 1 presents the DNL for each calendar day.

Table 1. Measured DNL, dB

Day, Date	DNL	
	M1	M2
Friday, October 23, 2015	66.5	63.0
Saturday, October 24, 2015	65.3	61.0
Sunday, October 25, 2015	65.4	61.7
Monday, October 26, 2015	66.3	62.9
Tuesday, October 27, 2015	66.2	63.0
Wed., October 28, 2015	66.2	62.8

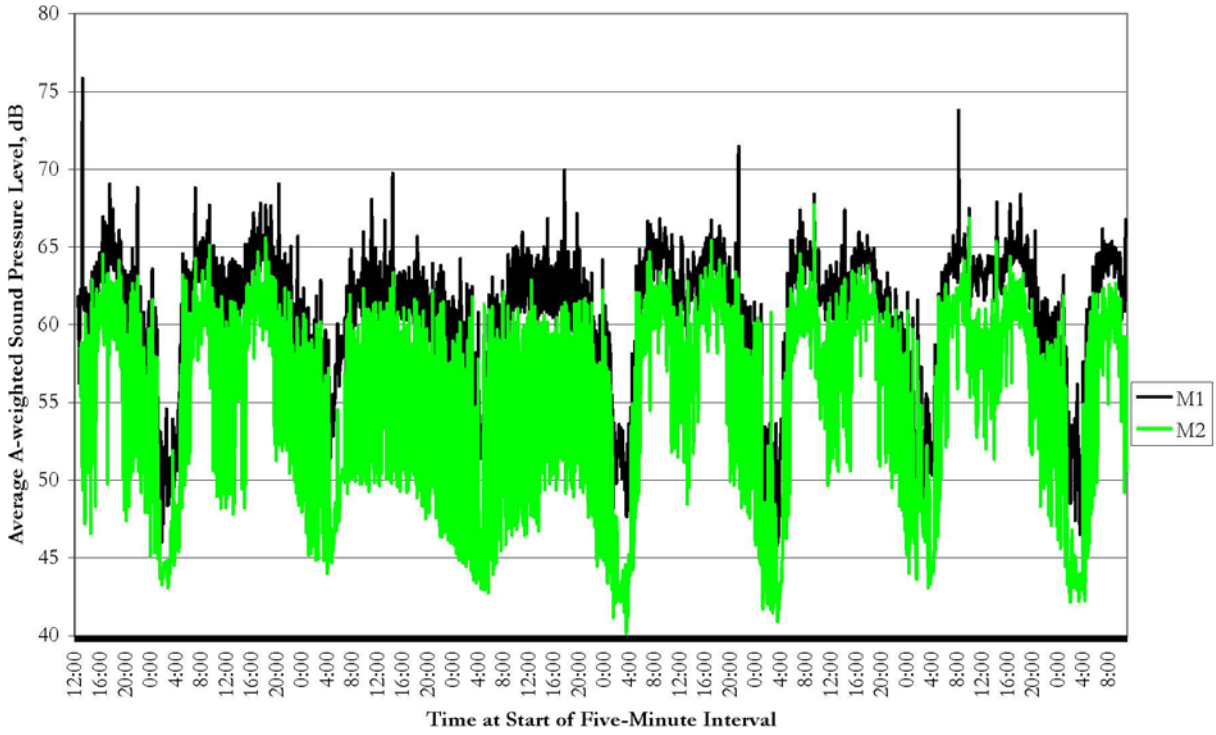

Figure 3. Five-Minute Average Sound Levels

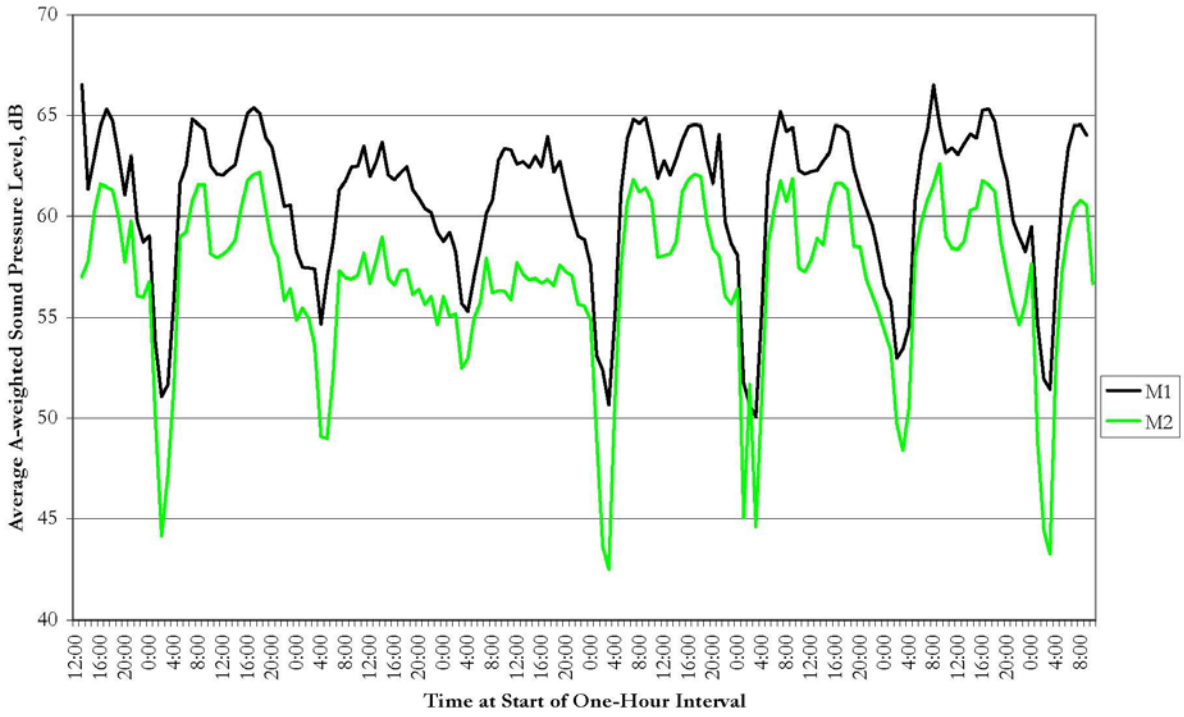

Figure 4. Hourly Average Sound Levels

2.4 Weather

Weather can affect both the propagation of sound, as well as produce sound by rustling leaves or causing wind or rain noise at the microphone. For these reasons, weather conditions were documented during the survey. Hourly weather information was obtained from the website WeatherUnderground.com for KCGS (the nearest airport to the site). No precipitation was noted. The following wind faster than 10 mph was noted:

- 8.1-12.7 mph (gusting to as high as 20.7 mph) from the NNW to WNW at 2:30 to 5:10 pm on Sunday October 25, 2015
- 6.9-10.4 mph (gusting to as high as 17.3 mph) from the SE to ESE at 10:40 am to 12:20 pm, and 8.1-11.5 mph (gusting to as high as 21.9 mph) at 7:20 to 10:20 pm on Wednesday October 28, 2015
- 8.1-11.5 mph from the WNW to NNW at 1:25 to 2:05 pm on Thursday October 29, 2015

3. Outdoor railroad noise modeling

Locations M1 and M2 were virtually the same distance from the centerline of the Metro tracks (i.e., 265 feet to the centerline between the tracks for location M1 and 268 feet for location M2), although M1 is closer to the tunnel entrance where trains sometimes sound their horns. The estimated weekday DNL due to trains were 61.4 to 63.0 dB at location M1 and the total measured weekday DNL were 62.8 to 63.0 dB at location M2. These sound levels are quite similar. To be conservative, and for simplicity, sound levels were extrapolated for distance from the Metrorail tracks based on the value of 63 dB at the distance of location M1 (i.e., 265 feet from the centerline between the tracks). Sound levels were assumed to drop off at a rate of 4.5 dB per doubling of distance with respect to 265 feet. This is a common assumption for railroads with soft ground nearby. The resulting estimated DNL due to Metrorail are shown in Figure 5.

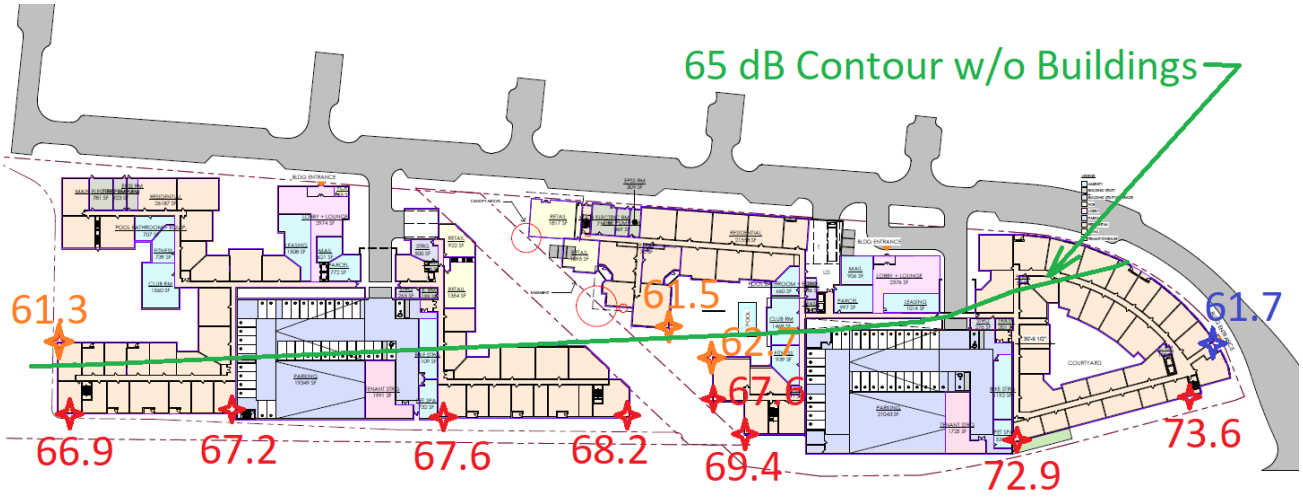

Figure 5. DNL, dB

In addition to reductions for distance, we also considered shielding by the proposed buildings. Reductions due to shielding were incorporated as follows:

- 3 dB for facades exactly perpendicular to the tracks (orange locations in Figure 5)
- 8 dB for the northern apartment past the tunnel entrance (blue location in Figure 5)

The DNL will not exceed 65 dB for any outdoor activity area (e.g., the pool or courtyard). Therefore, no noise barriers are required.

For reference, the location of the 65 dB DNL contour would be 195 feet from the centerline between the Metrorail tracks (if there was not shield from proposed buildings). This is the unmitigated DNL contour and it is shown with a green line in Figure 5.

4. Indoor railroad noise levels

It can be seen from Figure 5 that the DNL will be as high as 73.6 dB. Once the development of architectural drawings is farther along, we can predict indoor noise levels and determine what architectural upgrades are necessary to reduce the DNL to 45 dB indoors. This would certainly include upgraded window (and balcony door, if present) sound ratings, and could possibly include upgrades to exterior wall types.

5. Railroad vibration

Vibration levels were measured on site for 30 minutes in each of locations labeled 1 through 4 in Figures 6 and 7 on July 12, 2016, and the results were previously presented in a report dated July 18, 2016.

Figure 6. Vibration Measurement Locations on Aerial Photo

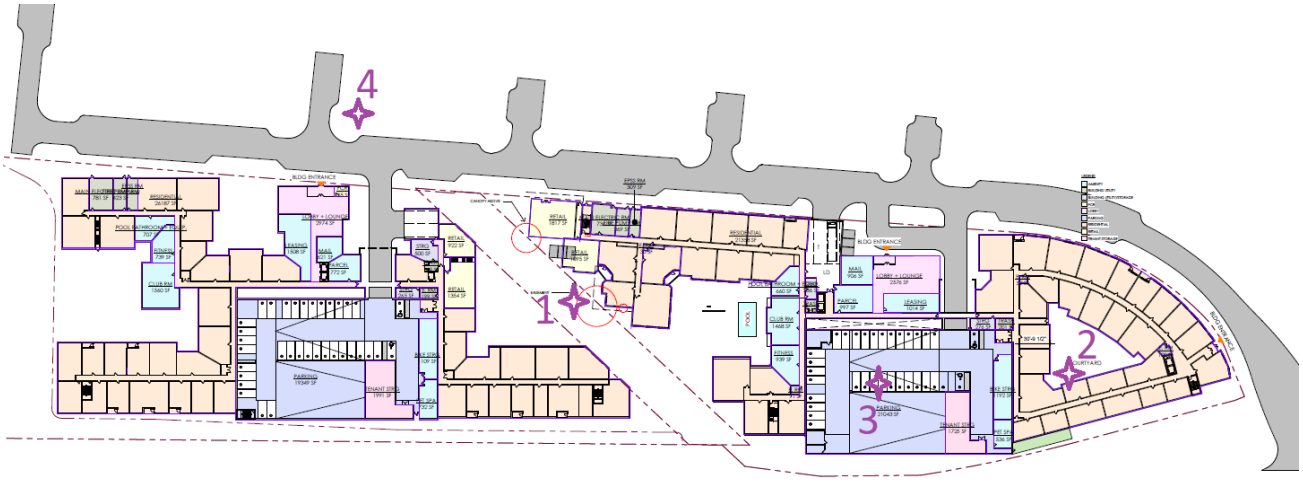

Figure 7. Vibration Measurement Locations on Site Layout

Vibration levels were collected for 8 trains at location 1 (5 westbound and 3 eastbound), 11 trains at location 2 (6 westbound and 5 eastbound), 12 trains at location 3 (5 westbound and 7 eastbound), and 12 trains at location 4 (4 westbound and 8 eastbound). The one-third octave band vibration acceleration level data were downloaded to a computer and converted to vibration velocity levels. Figure 8 presents a summary of the measured vibration velocity levels for one-third octave frequency bands of 4 to 1,000 Hz.

Although there are no requirements for vibration levels the Federal Transit Administration (FTA) provides recommendations regarding appropriate vibration levels. Also shown in Figure 8 is the proposed criterion from the FTA document entitled "Transit Noise and Vibration Impact Assessment Manual" dated September 2018. The specific criterion is from Table 6-3. "Indoor Ground-Borne Vibration and Ground-Borne Noise Impact Criteria for General Vibration Assessment." The criterion is 72 VdB for residences and buildings where people normally sleep for "frequent" events which includes more than 70 trains per day. [Note that the criterion would be 75 VdB for "occasional" events which includes 30 to 70 events per day.] Also, note that this criterion is for annoyance of building occupants and does not indicate any concerns regarding structural integrity of buildings; the threshold for the risk of minor cosmetic damage for fragile buildings cited in the FTA manual is 100 VdB.

Figure 8 shows that vibration levels at locations 1 and 4 for trains heading each direction are far below the threshold of 72 dB in all frequency bands. At location 2 vibration levels for trains from the southwest are 10 dB or more below the threshold in all frequency bands while vibration levels for trains from the northeast are 4 dB or more below the threshold in all frequency bands. At location 3 vibration levels for trains from the southwest are 12 dB or more below the threshold in all frequency bands while vibration levels for trains from the northeast are typically below the threshold in all frequency bands other than for a single train in a single frequency band (i.e., 20 Hz) in which the level is 0.8 dB over the threshold. This analysis shows that vibration levels comply with the FTA criteria in all frequency bands virtually all of the time at locations 1 through 4. Trains on the track closer to the site (i.e., trains from the northeast) produced much more vibration than those on the farther track.

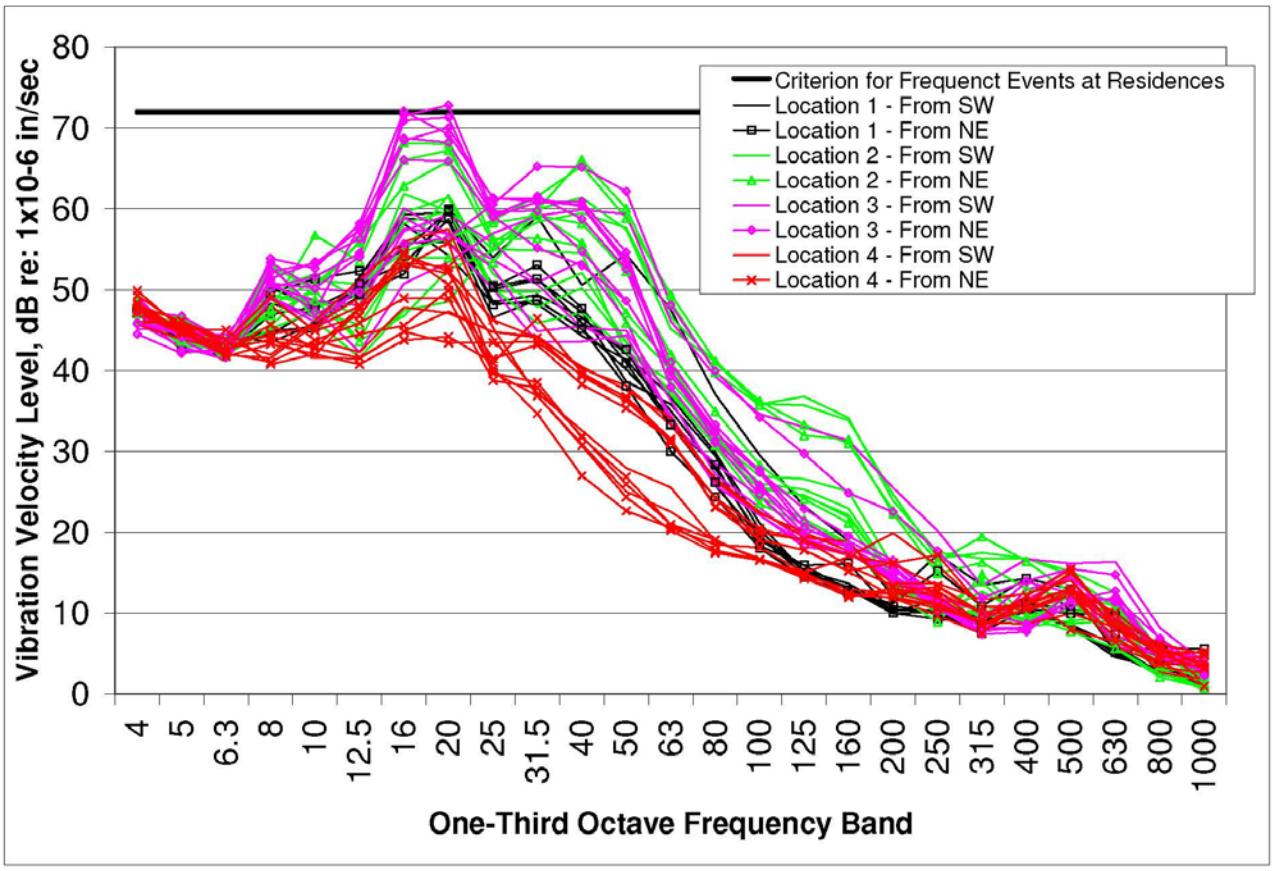

Figure 8. Vibration Levels Graph

However, those locations were selected in 2016 based on a prior site layout. The latest site layout has apartments approximately 45 feet closer to the tracks than location M3. Location M3 was approximately 136 feet from the centerline of the nearest Metrorail track. Based on the FTA manual, we would expect sound levels to increase 3.7 dB going from 136 feet to 91 feet. At location 3 we measured vibration levels of 66 to 73 VdB for trains on the nearest track and 53 to 60 VdB for trains on the farther track. If these vibration levels are increased by 3.7 VdB to the new building location closest to the tracks, the vibration level would be 70 to 77 VdB for trains on the nearest track and 57 to 64 VdB for trains on the farther track.

If you have any questions, please contact me at 703/534-2790 or via e-mail at Gary@HushAcoustics.com.

Sincerely,

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Principal