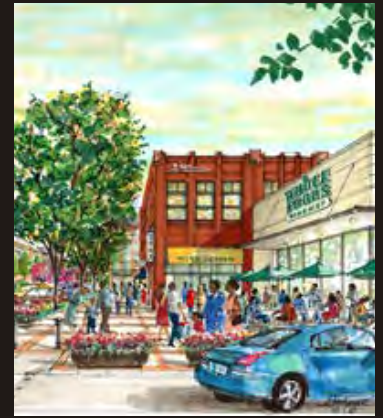


*County Council of Prince George's County, Maryland, Sitting as the District Council
Zoning Ordinance No. 11-2012
July 12, 2012
Revised December 4, 2014 per SA-130001-01*



CAFRTZ PROPERTY at Riverdale Park



*Based On
riverdale park mixed-use town center*



*Approved
Town of Riverdale Park Mixed-Use Town Center Zone
Development Plan*

*January 2004
The Maryland-National Capitol Park & Planning Commission*

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Introduction

The Riverdale Park mixed-use town center concept is a broad-ranging and comprehensive guide for design and development to be implemented over time through public, private, and nonprofit initiatives. The concept contains:

- An arrangement and mix of uses drawing upon existing town assets including transportation, residential neighborhoods, historic resources, and businesses.
- Indications of how building designs on particular sites will function visually in relation to the town center.
- Proposed high-quality residential development sufficient to help support desirable neighborhood businesses. Recommendations for alleys, crosswalks, and street reconfigurations to promote better pedestrian and vehicular circulation.
- Proposals for new public spaces and for improvements to existing public spaces.

The concept proposes uses and physical improvements as shown on Map 1 & 2: Concept Plan and explained in more detail in Table 1: Building Recommendations and Table 2: Public Space Recommendations. Table 1 includes the location of the recommended redevelopment site, the design function of proposed building(s), recommended uses, recommended heights, and site attributes. The proposed arrangement of uses and buildings create a vibrant mixed-use community that will be an asset to Riverdale Park.

The design principles, shown at the end of this section, are the foundation of the Riverdale Park M-U-TC Zone design standards. These principles are inherent in the development of pedestrian-oriented town centers and describe what the more prescriptive design standards strive toward. The standards were created with the help of community representatives to ensure that future development will comply with the identity, character and vision of the town center. The design principles are to be used in conjunction with the standards to allow for flexibility in evaluating whether a development proposal

achieves the goal of the plan.

The town center concept lays the foundation for an economic development strategy for the Town of Riverdale Park to use as it continues to work with property owners and developers.

The Cafritz Property development plan will result in immediate positive physical changes. Phase one should begin immediately with future phases to follow. Strong local oversight and initiative is essential to champion economic development activities. Overall, the success of the town center depends upon strong marketing, the willingness to form partnerships, local volunteerism, and the community's ability to sustain a positive vision of the future.

Development Concept

Land Use

The concept and building and public space recommendations build on the community's existing transportation network, including historic US 1, the B&O and MARC rail lines, and MD 410 (East West Highway), that links the town center to Washington, D.C., Baltimore, communities in neighboring counties, and The University of Maryland. This transportation network generates high traffic volume that could support nationally recognized commercial businesses. Modern retail and service uses depend upon a larger market area than was necessary in Riverdale Park's earlier years. This sector also looks for the opportunity to provide unique or higher quality goods and services to a sufficiently large middle- and higher income market. It also prefers to locate in pedestrian-oriented environments.

The concept plan proposes locations for commercial and service uses along Van Buren Street Extended that draw on a larger car and public transportation market and concentrates unique and higher quality retail uses. Clustering retail opportunities with convenient parking will encourage cross shopping allowing access to several stores.

The residential locations suggested within the concept are to increase available housing choices to attract the mix of income necessary to support a vibrant town center.

A key component of the development plan is flexible parking. The number of parking spaces required for residential and business uses are specified for the success of the project as driven by the marketplace. Businesses will be encouraged to offer employee incentives for commuting, as outlined in the design standards under the Parking and Loading Provision Section. The Town of Riverdale Park currently manages public parking and will maintain a list of all parking spaces, public and private, unless another entity takes responsibility.

Public Spaces

The concept proposes a pedestrian-oriented town center with an infrastructure of wide, continuous sidewalks, alley shortcuts, safe street crossings, and rear access parking. A landscaping/pedestrian amenity strip would buffer pedestrians on the sidewalk from traffic. This plan recognizes that people travel by many modes of transportation.

The plan recommends more crosswalks across US 1 and at all appropriate intersecting roads. Appropriate infrastructure improvements will enable an enjoyable town center experience for diverse users. Alleys reduce curb cuts into sidewalks and allow unsightly service elements to be accessed from the rear, retaining valuable street frontage for storefronts.

The plan recommends improving the Rhode Island Avenue Trolley right-of-way into a hiker/biker trail as a new community-serving asset. This trail would connect the historic town center with the City of College Park.

Public spaces such as parks, plazas, and squares should promote activity in front of buildings or public right-of-ways, and be focal points within the community.

Design Concept

Building Design

The design types of the proposed buildings are listed in Table 1: Building Recommendations. All of the proposed buildings are categorized as new development. Creative, unique and coherent designs are appropriate to distinguish the town from other places and communicate messages of quality, economic vitality, and stability. Quality design is important, but not all buildings need to distinguish itself from its neighbors. Compatibility requires that the building should incorporate positive elements of nearby buildings to avoid a jarring contrast in the streetscape. This is especially important when transitioning from the abutting residential neighborhoods to the town center.

Overall Design Principles

The design principles are the backbone of a human-scale town center. Essential to the success of the town center, they support the goal of the development plan:

To create a human-scale town center through attractive development that creates a sense of place and supports commercial and residential vitality.

These design principles function together and must not be taken as separate elements with varying degrees of importance. They are based on tenets of human-scale design, crime prevention through environmental design, and traditional main street design guidelines.

- Create a comfortable pedestrian environment and an attractive streetscape.
- Provide continuous interest along the sidewalk through animated storefronts and buildings that engage the passerby with visual information, variety, color, and changes in building mass, shading, and lighting.
- Enhance pedestrian and area safety by encouraging a strong visual connection between the interiors of buildings and the sidewalk, private oversight of public space, and the provision of uniform pedestrian-oriented lighting.
- Provide a sense of enclosure through development that abuts the sidewalk creating a street wall.
- Enhance users' interest and enjoyment of the street surroundings by retaining historic details; emphasizing the first story through architectural

detailing; designing new structures to signal a hierarchy of massing (base, middle and top), highlighting building openings, defining uses, and clearly delineating public from private uses.

- Create an attractive town center by placing on-site parking behind, beside, or beneath buildings.
- Enliven the street through banners, pedestrian-oriented signage, and other decorative commercial “branding” advertisement.
- Soften the streetscape and increase attractiveness through flowers, shade trees, and street furniture.
- Increase a sense of place by encouraging public art, fountains, gardens, and other amenities on private development and at gateway and park locations.
- Low impact design principles shall be incorporated into the overall community design.
- Create a community that respects and supports equally all modes of transportation. The development will encourage pedestrian, bicycle, and public transit modes of transportation.
- Demonstrate design features for sustainability that address environmental health, air quality, energy efficiency, and carbon neutrality.

Goal

To create a human-scale town center through attractive development that creates a sense of place and supports commercial and residential vitality.

Applicability

The design standards apply to all new development and improvements on properties located within the Mixed-Use-Town Center Zone, unless otherwise noted, including:

- Buildings
- Additions
- Exterior renovations
- New entrance and window treatments
- Signs
- Fencing

The design standards replace requirements that are set forth in the Zoning Ordinance and the Landscape Manual. These standards set requirements for site, building, and public space design, including build-to lines, fencing, buffers, landscaping, parking, streetscape, building height, massing and openings, signage, lighting, stormwater management, parks, and plazas. Subdivisions shall be reviewed for compliance with relevant standards such as those affecting circulation.

Streetscape improvements on private land and the provision of easements shall be the responsibility of the applicant and must be coordinated with the Town of Riverdale Park and other appropriate agencies.

Development that increases existing gross floor area (GFA) by 5 percent or 2,500 square feet, whichever is smaller, shall subject the site to full review for compliance with the design standards. Lesser changes to the site, and additions to singlefamily residential dwellings, shall not subject the entire site to review for compliance, only the portion impacted by the improvement.

The following are exempt from the full or partial review for conformance with the design standards:

Additions of less than 250 square feet in gross floor area.

Additions of less than 250 square feet GFA and additions

to single-family residential dwellings shall be exempt from the requirements of the Building Placement and Streetscape Section.

Routine maintenance.

Routine repainting or repair of legally existing development or improvements shall not be subject to the design standards.

How to Use

The M-U-TC Zone is intended to be flexible and allow the applicant alternatives to strict application of all of the design standards when developing in accordance with the goal, design principles, and intent statements of the development plan. These shall be used to evaluate the conformance of each proposal with specific standards in the M-U-TC development plan. The term “applicant” in the design standards shall include the developer and the applicant’s heirs, successors, and/ or assignees.

As set forth in Section 27-108.01 of the Zoning Ordinance, “the words ‘shall,’ ‘must,’ ‘may only,’ or ‘may not’ are always mandatory standards and not discretionary. The word ‘may’ is permissive. The words ‘including’ and ‘such as’ do not limit a term to the specified examples, but are intended to extend its meaning to all other instances or circumstances of like kind or character.”

Introduction

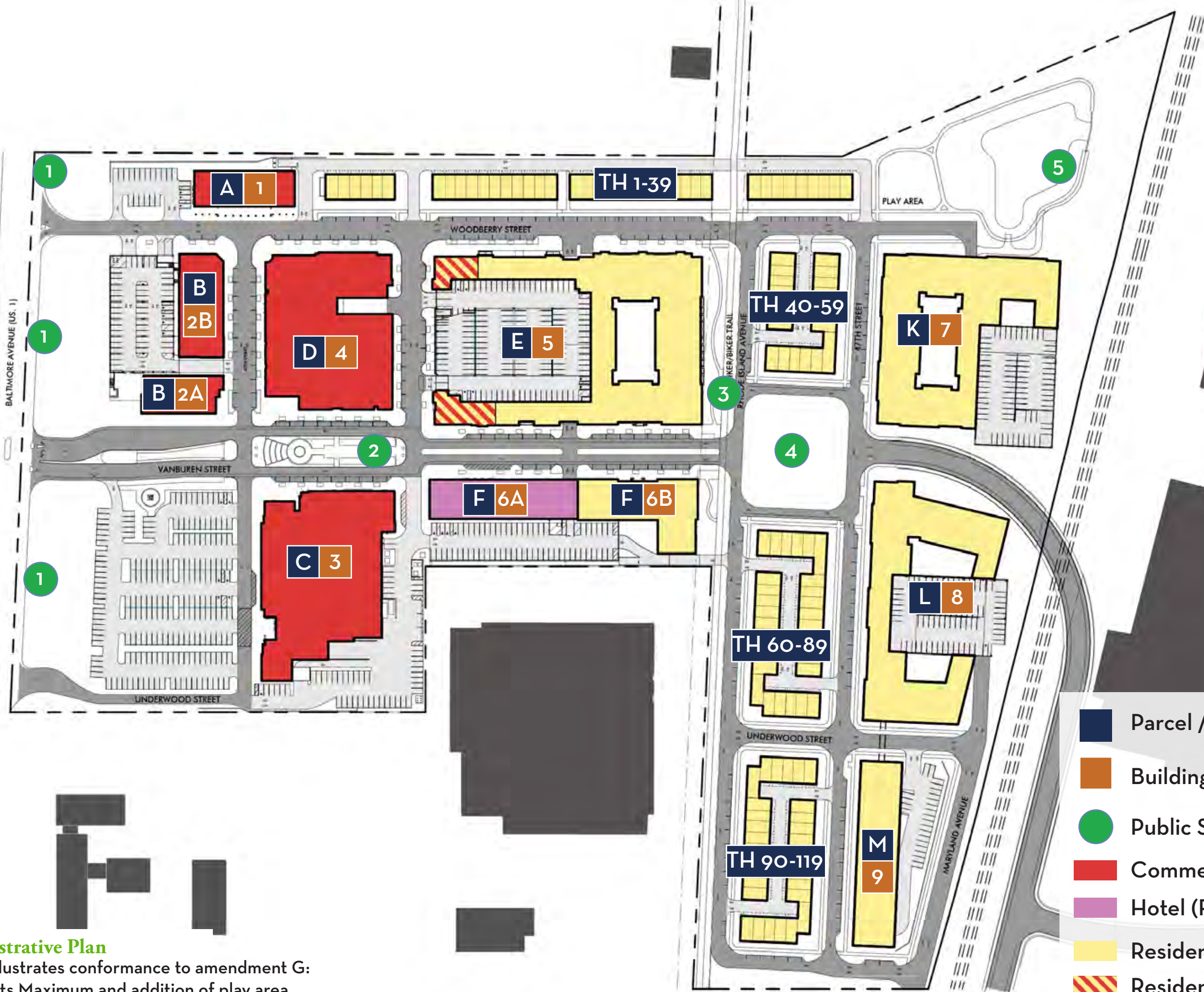
The development plan for the Cafritz Property embraces the spirit of the design guidelines prepared for the Town of Riverdale Park Mixed-Use Town Center Zone Development Plan. While the Cafritz Property Development Plan will meet or exceed the guidelines in most conditions, it is necessary supplement those guidelines to assure the successful development of the Cafritz Property into a vibrant asset to the Town of Riverdale Park. The following text, images and graphics establish the design guidelines for the Cafritz Property Development Plan.



In a deliberate effort to update the Riverdale Park Mixed-Use Town Center Development Plan to coordinate with the proposed new development on the Cafritz Property, the attached reflects the actual Riverdale Park M-U-TC Development Plan with Cafritz Property specific amendments.

We fully acknowledge Maryland-National Capital Park & Planning Commission as the author of the Riverdale Park M-U-TC Development Plan which serves as the primary basis for this document.

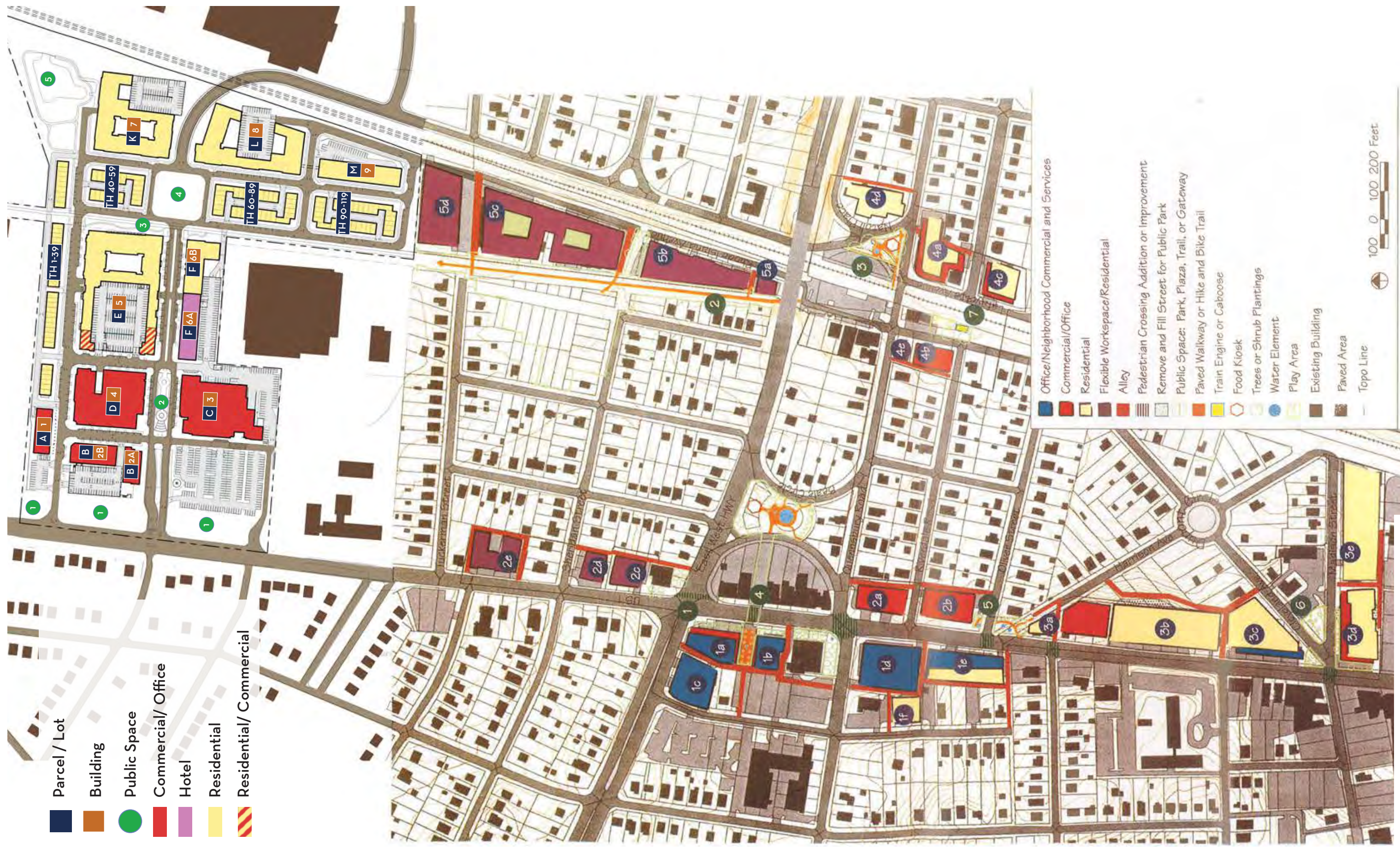




- Parcel / Lot
- Building
- Public Space
- Commercial/ Office
- Hotel (Future)
- Residential
- Residential/ Commercial

SA-130001 Illustrative Plan

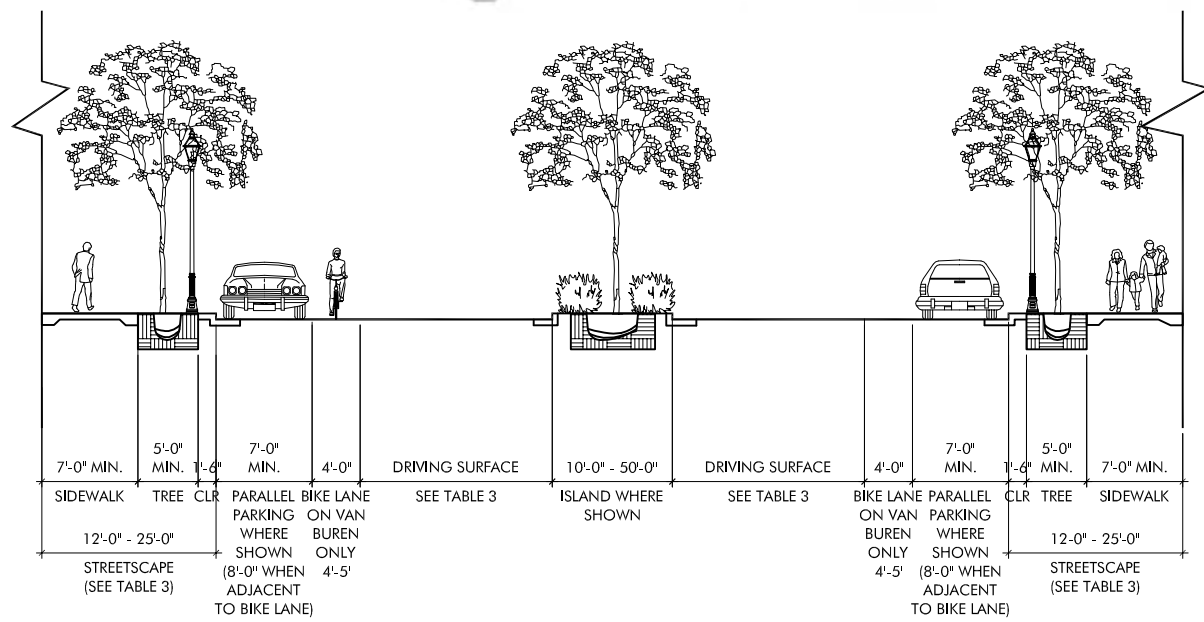
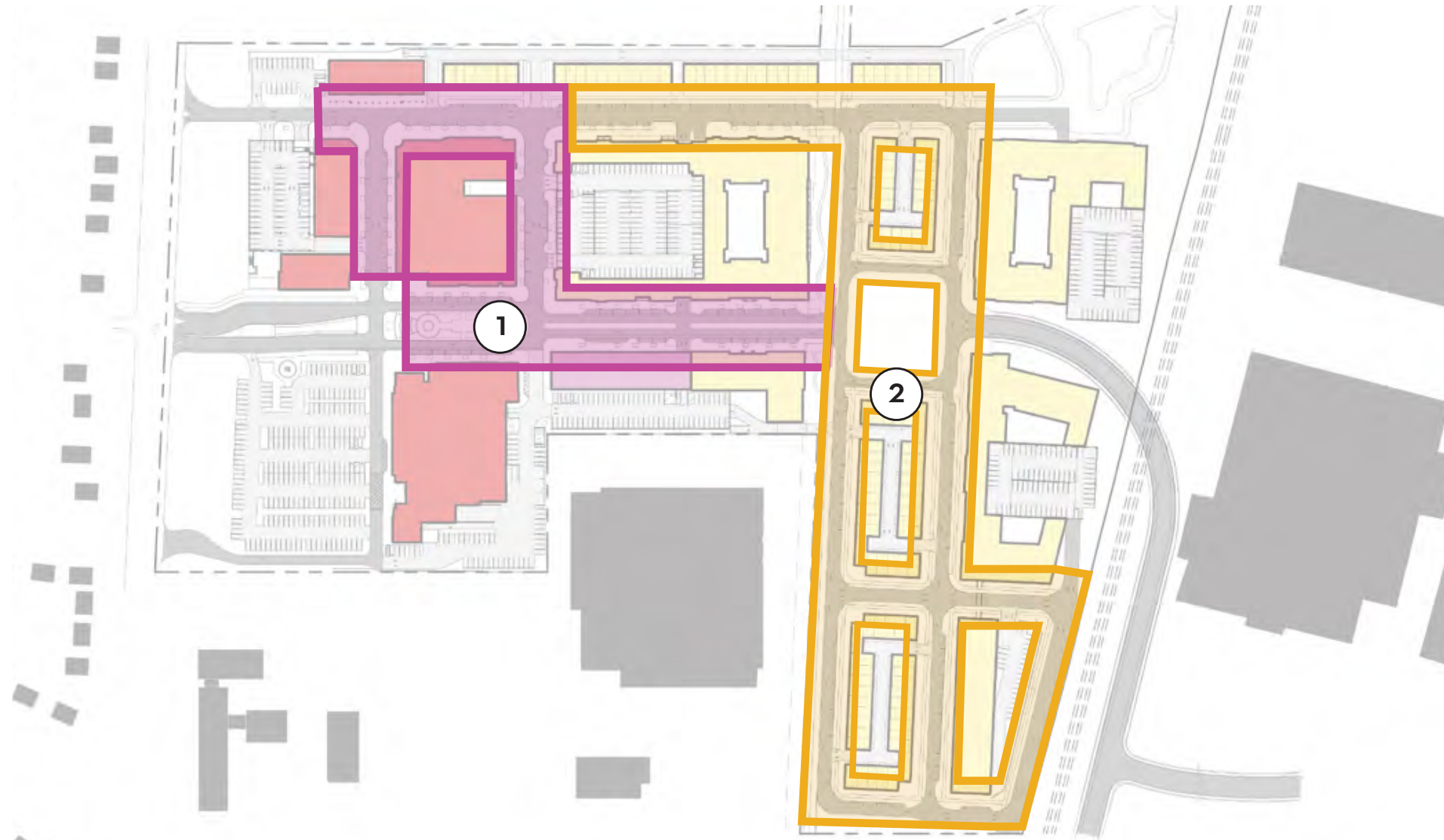
-Note: This plan illustrates conformance to amendment G: 119 Townhouse Lots Maximum and addition of play area.



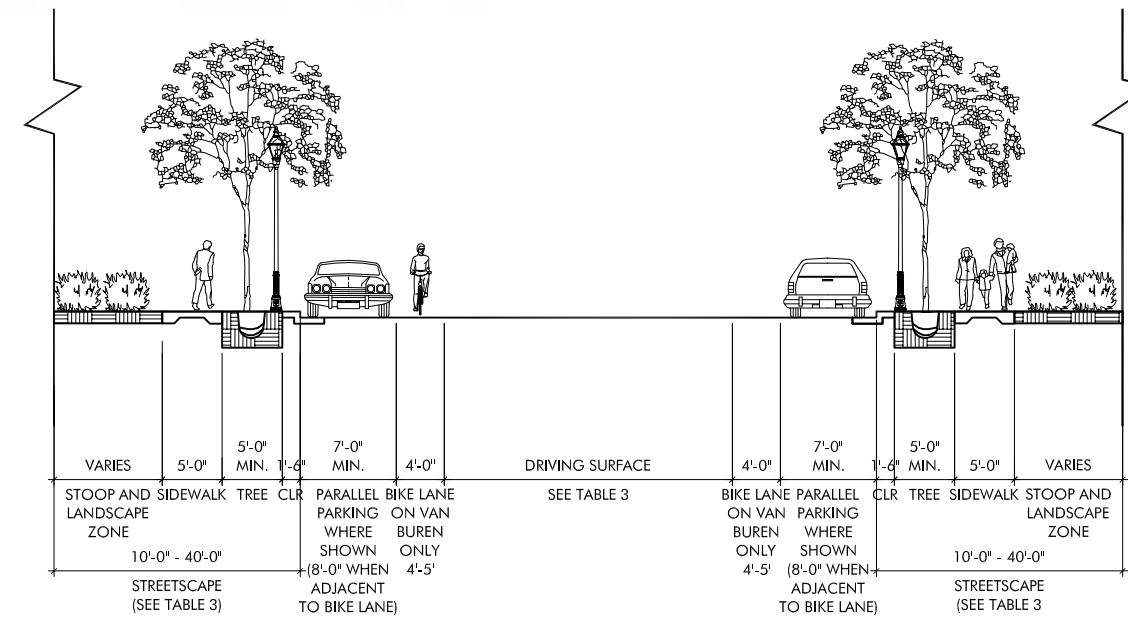
- Parcel / Lot
- Building
- Public Space
- Commercial / Office
- Hotel
- Residential
- Residential / Commercial

- Office/Neighborhood Commercial and Services
- Commercial/Office
- Residential
- Flexible Workspace/Residential
- Alley
- Pedestrian Crossing Addition or Improvement
- Remove and Fill Street for Public Park
- Public Space: Park, Plaza, Trail, or Gateway
- Paved Walkway or Hike and Bike Trail
- Train Engine or Caboose
- Food Kiosk
- Trees or Shrub Plantings
- Water Element
- Play Area
- Existing Building
- Paved Area
- Topo Line

SA-130001 Illustrative MUTC Plan



1. Commercial Configuration



2. Residential Configuration

Table 1: Building Recommendations SA-130001

Location		Design Function	Uses	Height (in stories)	Attributes
Parcel A Building 1	North end of 45 th Street @ Woodberry Street	New development	Retail, restaurant or office	1-3*	<ul style="list-style-type: none"> • Signature Building • Terminates 45th St. • Surface parking
Parcel B Building 2A & 2B	Block bounded by Route 1, Van Buren Street, 45 th Street, and Woodberry Street	New development	Retail, restaurant or office	1-3*	<ul style="list-style-type: none"> • Defines west edge of 45th • Small scale shops • Parking in rear • Green Buffer @ Route 1
Parcel C Building 3	Bounded by Route 1 and Van Buren Street,	New development	Retail and office	1-3	<ul style="list-style-type: none"> • Defines Van Buren & 45th St. • Parking to side and rear with physical Separation @ Van Buren St. • Small Shops on Van Buren • Prominent north & west facades • Green buffer @ Route 1
Parcel D Building 4	Block bounded by Van Buren Street, 45 th Street, Woodberry Street, and 46 th Street	New development	Restaurant and retail	2-3	<ul style="list-style-type: none"> • Defines Van Buren St. & 45th St. • Fitness Above retail anchor. • Small shops on Van Buren St. • Prominent south and west facades
Parcel E Building 5	Block bounded by Van Buren, 46 th Street, Woodberry Street and the hiker/biker trail	New development	Residential	3-6	<ul style="list-style-type: none"> • Defines Van Buren, 47th and Woodberry Streets. • Wrapped structured parking visible from 46th Street
Parcel F Building 6A	Southern block bounded by Van Buren Street and 46 th Street	New development	Hotel	3-6	<ul style="list-style-type: none"> • Defines Van Buren St. & Village Green • Structured Parking Below
Parcel F Building 6B	Southern edge of Van Buren at the hiker/biker trail	New development	Residential	3-6	<ul style="list-style-type: none"> • Defines Van Buren St. & Village Green • Structured Parking Below
TH Lots 1-39	Northern edge of Woodberry	New development	Residential	2-4	<ul style="list-style-type: none"> • Defines Woodberry Street

* Note: SA-130001 Amendment E.

TH Lots 40-59	Block Bounded by Rhode Island Avenue, 47 th Street, Woodberry Street, and Van Buren Street.	New development	Residential	2-4	<ul style="list-style-type: none"> • Defines Rhode Island Avenue, 47th Street, and Hiker Biker Trail
TH Lots 60-89	Block Bounded by Rhode Island Avenue, 47 th Street, Van Buren Street, and Underwood Street.	New development	Residential	2-4	<ul style="list-style-type: none"> • Defines Rhode Island Avenue, 47th Street, and Hiker Biker Trail
TH Lots 90-119	Block Bounded by Rhode Island Avenue, 47 th Street, Underwood Street, and Tuckerman Ave.	New development	Residential	2-4	<ul style="list-style-type: none"> • Defines Rhode Island Avenue, 47th Street, and Hiker Biker Trail
Parcel K Building 7	Northeast of 47 th Street with Van Buren Street to South	New development	Residential	3-6	<ul style="list-style-type: none"> • Wrapped structured parking serves residents and screens CSX tracks • Open Space 5 behind • Defines corner of Van Buren & 47th Street.
Parcel L Building 8	East of 47 th Street with Van Buren Street to North	New development	Residential	3-6	<ul style="list-style-type: none"> • Wrapped structured parking serves residents and screens CSX tracks • Adjacent to Village Green • Open Space 5 behind • Defines corner of Van Buren Street & 47th Street.
Parcel M Building 9	East of 47 th Street between Underwood Street, Tuckerman Street, and Maryland Avenue.	New development	Residential	3-6	

Table 2: Public Space Recommendations

Location	Description	Program	Benefits
1 East edge of Route 1	Gateway Park	<ul style="list-style-type: none"> • Open green space • bio-retention 	<ul style="list-style-type: none"> • Creates interesting and welcoming gateway for Riverdale Park and the Project • Screens parking • Provides Bio-retention • Improves pedestrian and vehicular experience along Route 1 • Provides a buffer for single family residences
2 Middle of Van Buren Street between 45 th & 46 th Streets	Village Square	<ul style="list-style-type: none"> • Seating, and dining, fountains • Active 	<ul style="list-style-type: none"> • Creates walkable central gathering space for surrounding communities • Opportunity for community events • Central meeting space for project • Place to relax, sit, dine etc.
3 Parallel to west side of Rhode Island Avenue	Hiker Biker Trail	<ul style="list-style-type: none"> • Walking and Biking Trail • Passive recreation 	<ul style="list-style-type: none"> • Pedestrian connection into and out of project. • Direct connection to Downtown Riverdale Park and College Park • Connects to Village Green • Accommodates walking and biking
4 Intersection of Van Buren Street, Rhode Island Avenue, and 47 th Street	Village Green	<ul style="list-style-type: none"> • Green space, seating, playground. 	<ul style="list-style-type: none"> • Central communal green space for residential uses in project • Connects users to Hiker Biker Trail • Allows users of hiker Biker trail access to project • Safe space defined on all sides, and viewed by surrounding uses.
5 Northeast edge of the site adjacent to CSX Tracks*	Stormwater pond / Open Spaces / Play area	<ul style="list-style-type: none"> • Bio-retention area, walking paths 	<ul style="list-style-type: none"> • Bio retention for site. • Buffers project from CSX tracks. • Natural area connects users with local biodiversity

* Note: SA-130001 Amendment G.

Build-to Line

Intent:

To retain and create a consistent street wall (abutting buildings aligned along a build to line) that promotes a sense of enclosure (a street room), defines the sidewalk, and frames the street. Allow the development of porches, stoops and front gardens to distinguish residential property as a private use. Allow institutional and public uses and large buildings to provide a -green- or “plaza.”

Table 3: Proposed Roadbed and Streetscape Dimensions SA-130001

Location*	Width of Roadbed	Drive Lane Dimensions	Distance from Centerline to Building	Streetscape Dimension (curb to build-to line)
1 Van Buren Street @ Village Square	65'-85' + (2) 8' Parking Lanes (Amendment B, D1)	14'-16'	51' - 72' (Amendment D1)	12'-20'
2 Van Buren Street @ Residential	40'-45'+ (2) 8' Parking Lanes (Includes median) (Amendment B)	14'-16'	51' - 72' (Amendment D2)	12'-20'
3 45 th Street	20' - 24' + (2) 7-Parking Lanes (Amendment B)	10' - 12'	29' - 40' (Amendment D3)	12' - 20' (Amendment D3)
4 Woodberry Street @ Commercial Uses	29' total including 22-foot driving surface and a 7-foot on-street parking lane (Amendment B & D4)	11' (Amendment D4)	25.5' - 43' (Amendment D4)	14.5' - 25' (Amendment D4)
5 Woodbury Street @ Residential Uses	36' total including 22-foot driving surface and two 7-foot on-street parking lane (Amendment B & D5)	11' (Amendment D5)	34.5' - 53' (Amendment D5)	16.5' - 35' (Amendment D5)
6 46 th Street	20' - 24' + (2) 7' Parking Lanes (Amendment B)	10' - 12'	29' - 40'	12' - 20' (Amendment D6)
8 Rhode Island Ave.	14-18 feet + (1) 7 to 8-foot parking lane (Amendment B & D7)	14'-18' (Amendment D7)	36'-51' (Amendment D7)	15'-25'
9 Maryland Avenue	18' - 26' (Amendment D8)	9' - 13'	19' - 53' (Amendment D8)	10' - 40' (Amendment D8)
10 47 th Street	22' total including a 15-foot driving surface and a 7-foot on-street parking lane (Amendment B)	15' (Amendment D9)	29' - 51.5' (Amendment D9)	21.5' - 27' (Amendment D9)

*Note: SA-130001 Amendments B & D.

Standards

1. All new buildings shall be built within a specified distance (the build-to line) of the face-of-curb depending upon location, (See Table 3.)
2. All new buildings with commercial uses on the first story shall be located adjacent to the sidewalk.
3. All new developments with residential uses in the first story may add a maximum of 14 feet to the build-to line for the installation of a combination of landscaping, terraces, basement access wells, porches, and entrance stairs/ramps, and stoops.
4. Buildings with a residential use on the ground floor may be set back similar to adjacent residentially zoned properties.
5. Institutional uses or buildings with over 120 feet of frontage on one public street may place a forecourt between the building and sidewalk that follows the parks and Plazas Section of the design standards.
6. Gas stations may add a maximum of 30 feet to the build-to line in order to place a pump between the station and the sidewalk. The additional setback may not be used for customer parking, loading or outdoor storage.
7. New buildings except for parking structures may not be built within 100 feet of a railroad track.

Building Placement and Streetscape

Intent:

Enhance the town center's sense of place by developing a coherent identity through buildings that relate to the street and open spaces. Create buildings that frame the street and open spaces, and encourages close proximity of retail, offices, residential units, and services.

Standards

1. Buildings shall occupy a minimum of 50 percent of the net lot area for each lot except at Parcel A Building 1 where the minimum is 25.7%, and at Parcel C Building 3, where the minimum is 22%. (Subject to SA-130001 Amendment F, condition #5)
2. The building facade shall occupy a minimum of 66 percent of the build-to line for each lot except at Parcel A Building 1 and Parcel C Building 3, where the minimum is 45%. (Subject to SA-130001, Amendment F, condition #5)
3. Drive-through windows are inconsistent with the pedestrian orientation of the town center and are strongly discouraged. Drive-through windows may only be considered if accessed by alleys and located on the rear of the property.
4. Where possible, the building facade shall occupy 100 percent of the frontage width of the lot, unless the lot contains one of the two allowed mid-block alley or a walk-through connection. In this case, the building shall abut the alley or walk-through.
5. Buildings shall be built flush to adjacent buildings, if possible, on adjacent lots when parking is accessed from the rear or off-site unless there is a public walk-through that connects the sidewalk to rear parking or public outdoor use.
6. Gas stations shall share sidewalls with, or be located within eight feet of, the adjacent property.
7. The streetscape shall be located between the face-of-curb and the build-to line, residential fence line, or

institutional use/large building park or plaza forecourt. All applicants shall be responsible for streetscape improvements located on their property in coordination with the Town of Riverdale Park and where applicable, the State Highway Administration.

8. Streetscape improvements shall be designed in conformance with the Streetscape standards in the Public Space Section.

Fencing, Screening, and Buffering

Intent:

Use fencing to delineate private property without creating security risks by allowing natural surveillance of public and private areas. Screen unsightly elements and buffer transitional properties.

Standards

1. Appropriate screening materials shall be wood, brick, stone, masonry stucco, or any combination thereof that complements the main structure.

2. Chain-link fence, razor wire, and barbed wire shall not be used for fencing, screening or security, except where chain link is used to surround athletic courts.

3. Dumpsters, HVAC units, and utility mechanical equipment shall be completely screened so as not to be visible from sidewalks, open spaces and the MARC tracks.

4. When parking lots are adjacent to single family residential uses, parking and parking access shall be screened. Appropriate screening may include attractive fencing (see standard 1 and 2), or a landscaped grade change. All other fencing shall be visually permeable above three and a half feet. Blank walls facing onto an alley or customer parking should be avoided by the use of architectural detail or screened with climbing vegetation such as vines.

5. Decorative fencing and gates (a minimum of three feet and a maximum of four feet in height) may enclose residential terraces, courtyards and gardens adjacent to a mid-block walk-through or side/rear parking lot sidewalk.

6. Decorative fencing and gates (a minimum of three feet and a maximum of four feet in height) shall enclose residential terraces, courtyards and gardens adjacent to a public street sidewalk. If the residential yard is less than seven feet in depth or contains a porch, no fence is required.

7. Parking lots adjacent to other parking lots, streets or alleys should not be separated by a wall or fence. If this is unavoidable, an operable gate or fence opening shall be provided to connect the lot to the street, adjacent alley or parking lot for pedestrian and bicycle access. The fence shall have a maximum height of three feet.

8. Outdoor storage is not permitted except in the rear of the property, with appropriate screening that does not obscure visual access to the site above three and a half feet. Outdoor storage adjacent to a single-family residential use shall be completely screened.



Access and Circulation

Intent:

Reduce curb cuts and improve access and circulation throughout. Provide access to parking and loading spaces from the side or rear of properties along arterial and primary streets.

Standards

1. Alleys should be part of new developments.
2. Drive-through services should be accessed by alleys and located on the rear of the property. Limit number of service lanes to two. Drive-through lanes for restaurants are prohibited.
3. All new gas stations shall have a maximum of two 18-foot-wide driveways.
4. Gas stations should minimize the area of impermeable surface.
5. Car repair businesses may have a maximum of two curb cuts that are a maximum width of ten feet each.
6. Window services with pedestrian access only are permissible and encouraged.
7. Pedestrian-accessed ATMs may be located on the front or side of the building along the street line. Vehicular oriented ATMs shall not be visible from Woodberry Street, 45th Street north of Van Buren, or Van Buren Street. The number of vehicle-oriented ATMs shall be less than the number of pedestrian-oriented ATMs on a building-by-building basis, and vehicle-oriented ATMs shall not be visible from primary streets.
8. A minimum four-foot-wide sidewalk shall provide access from parking lots to the rear entrances and other

public on-site access areas, such as outside seating.

Services, Utilities, and Stormwater Management

Intent:

Locate unsightly elements to the rear of properties with appropriate screening and avoid detracting from the overall visual appearance of the streetscape. Place utilities and HVAC units where they are not visible from the street, sidewalks, open spaces, and MARC train.

Standards

1. All utility lines added during development shall be underground. All utility meters and access points shall be on the rear of the property. Utilities shall include, but are not limited to, electric, natural gas, fiber optic, cable television, telephone, water and sewer service.
2. Dumpsters shall be located on the side of or behind a building; these shall not be located in front of a building or adjacent to a rear public entrance. Dumpsters on adjacent properties should be consolidated, whenever possible.
3. HVAC units shall be located beside, behind or on top of a building (to the rear behind a parapet wall or other facade or roof treatment); these features shall not be located in front of a building or adjacent to a rear public entrance.
4. Window HVAC units shall not be allowed on facades facing streets.
5. Green, Low Impact Design stormwater systems shall be incorporated into the overall stormwater design for the site and should use public spaces, streets, and parks to receive and absorb runoff. These systems should address all scales of the community from site to watershed.
6. All lot-level development shall deal with stormwater on three levels:
 - (1.) Lot-level Best Management Practices (BMP's that include green roofs, dispersion trenches,

rain gardens, cisterns, rain barrels, and pervious pavements, and/or other BMP's;

(2.) Block-level BMP's which could include swales, pervious paving and large cisterns; and

(3.) Community-level stormwater ponds and parks. All levels should support good urbanism.

7. Micromanagement stormwater treatment systems should be used for all new buildings. Micromanagement stormwater treatment includes the use of rain barrels, street trees, landscaping, and roof gardens designed for this purpose. A landscape strip may be installed for this purpose within the streetscape in the public right-of-way in coordination with the Town of Riverdale Park, the county Department of Environmental Resources, and other applicable agencies.

Parking and Loading Provision

Intent:

To provide flexible approaches to parking provisions that support multimodal transportation, shared parking lots, and maximum use of land for development, parks and plazas.

Standards

Nonresidential Development

1. The maximum number of off-street surface parking spaces permitted for commercial (nonresidential) land use types shall be equal to 80 percent of the minimum number of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance. If structured parking is provided, this maximum number may be increased.

2. The minimum number of off-street surface parking spaces permitted for each land use type shall be reduced 50 percent from the minimum number of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance. If off-site shared parking is utilized in accordance with the off-site shared parking requirements, then the minimum required for off-street surface parking may be waived.

3. Off-site shared parking can be used to the greatest extent possible to meet parking requirements.

4. Where shared parking is utilized, the applicant shall provide details of the development's proposed uses and required parking. The applicant shall then demonstrate that the available shared parking is adequate to meet all or part of the parking needs of the proposed uses in addition to any other development being served by the shared parking lot. The applicant shall also provide information on the times when the uses operate so as to demonstrate the lack of potential conflict between multiple uses. The shared parking facility must be within a walkable distance (approximately a quarter mile) to the primary entrances of all uses being served. Copies of

this documentation must be presented to the Town of Riverdale Park, which will maintain copies of all shared parking documentation.

5. Wherever possible, incentives should be provided to encourage the use of alternative modes of transportation other than single-occupancy vehicles. These incentives can be used to reduce the minimum off-street parking requirements between 5 and 20 percent. The alternatives include contributing to the county and/or city ride-sharing program, providing private incentives for car- and van-pooling, encouraging bicycle use, participating in usage of public transportation programs such as WMATA's Metrochek and MTA's TransitPlus 2000, or provision of private shuttle bus service. Verifiable data must be produced that supports the desired reductions in the minimum off-street parking.

6. Loading facilities and spaces shall be provided that meet the needs of the proposed development without unreasonably interrupting the flow of traffic.

Residential Development

1. The maximum number of off-street surface parking spaces permitted for residential development shall be 1.5 spaces per dwelling unit and the minimum shall be 1.25 parking spaces per dwelling. Additional parking may be considered if structured.

2. Multifamily housing for the elderly or physically handicapped shall provide a minimum of .66 off-street parking spaces for each dwelling unit.

3. Loading facilities and spaces shall be provided that meet the needs of the proposed development without unreasonably interrupting the flow of traffic.

4. Each 20 linear feet of legal on-street parallel parking along the frontage of new residential development (as deemed by the Town of Riverdale Park) may be considered as one off-street space to be counted toward the required off-street parking.

Parking and Loading Design

Intent:

To create a pedestrian-friendly environment that supports multimodal transportation while providing adequate parking, use of shared parking lots, and minimal curb cuts onto main streets. To avoid negative environmental impacts of large expanses of asphalt through the use of shade trees and planted islands and to ensure visibility between parking lots and the uses they serve.

Standards

1. Lots with more than two rows of parking spaces shall include curbed islands for trees. Parking shall be provided behind, beside, or under the building or in a nearby common lot. This Standard does not apply at Parcel C Building 3. (SA-130001 Amendment I, Subject to condition #7.)

2. Parking shall be accessed from an alley, street, side street, or if appropriate, adjacent shared parking.

3. Parking for multifamily housing shall be located under units on the rear of the lot, in structured parking, or at the rear of the lot (behind the building) and, where possible, accessed from a rear or mid-block alley.

4. The tree-to-parking-space ratio shall be one shade tree per ten spaces. The trees shall be a minimum of 2- to 2½-inch caliper.

5. Tree boxes shall be located in the corners of and/or along the edge of the lot, and if needed, in islands and of dimensions similar to streetscape tree boxes.

6. Parking shall be adequately signed from the street in coordination with the Town of Riverdale Park.

7. Car repair businesses may not store vehicles in front of or alongside the building, but may store cars inside or in the rear, with appropriate screening if adjacent to a residential use.

8. All parking lots are strongly encouraged to be connected to and shared by adjacent commercial properties.

9. Consideration for multiple uses on surface parking through a plaza-like design is encouraged.

10. Curb radii and driveway widths should be minimized for ease of pedestrian crossing and safety.

11. Structured parking facing a public street shall be considered a building (conforming to applicable standards) and be designed to visually screen cars. Greenery and architectural embellishment are encouraged. All structured parking shall be safe and well lit.

12. The ground level of structured parking facing a primary public street should be wrapped by retail, office, or residential use.

13. All structured parking facing primary streets should have a liner of office or residential uses at all floor levels.

14. Loading areas shall be attractive and well maintained.

15. New development shall provide adequate loading spaces to the rear of the building with access from alleys, side streets or shared curb cuts. Loading areas should be screened from the street and any adjacent residential development.

16. Parking stalls shall be 8' - 6" x 18' - 6" dimension.

17. Parking pads on surface lots shall include permeable paving subject to a soil study identifying the top soils and subsoils and their appropriateness to support the use of porous pavement.

Signage

Intent:

Encourage a positive and attractive identity for businesses and the town center and make the street more interesting for pedestrians. Allow creative commercial expression and visual variety without creating clutter or overwhelming the streetscape.

Standards

1. Commercial signs may only identify businesses and products located on site, except in cases where preexisting commercial signs hold historic or aesthetic value that enhances the streetscape.

~~2. Commercial signs shall be building mounted only. Freestanding signs shall not be allowed, unless they provide directional information marking the way to parking, historic sites, maps of the area, and other amenities. In these cases, such signage may only be provided in coordination with the Town of Riverdale Park and any other applicable agency and may not include commercial or product information.~~

2. Commercial signs shall generally be building-mounted, but freestanding signs shall be permitted to provide identification of the development and/or certain businesses within the development, as well as directional information marking the way to parking, historic sites, maps of the area, and other amenities. In the case of freestanding signs for directional information, said signage may only be provided in coordination with the Town of Riverdale Park and other applicable agencies. Freestanding signs shall be subject to the following conditions, pursuant to PGCPB No. 14-126 approving SA-130001-01 (see Appendix No. 5):

- a. Freestanding commercial signs shall only be allowed in the parcels fronting on Baltimore Avenue, currently referenced as Parcels A, B and C.
- b. The total number of commercial signs in the parcels along Baltimore Avenue shall be limited to one sign per parcel, for a total of three.
- c. The allowed commercial freestanding signs shall be limited to twelve feet in height above the ground.

- d. Only externally-lit freestanding signs shall be allowed, and shall conform to Standards 5 and 9, in the section entitled "Signage" in the Plan.
 - e. Each freestanding sign panel shall not exceed fifty square feet in area.
 - f. Pole-mounted freestanding signs shall remain prohibited throughout the zone.
3. One temporary A-frame/sandwich board per business, approximately 2.5 by 3.5 feet and located on the sidewalk adjacent to a commercial entrance or outdoor café seating, may be provided.
 4. Movable stands (with the business logo and name) containing menus as part of an outdoor café are allowed and shall be approximately 2 by 2.5 feet.
 5. Unique neon signs, internally lit signs, and signs with moving parts or blinking lights may only be approved for creative value that enhances the town center in areas outside of the historic core, except at Parcel C Building 3. (SA-130001 amendment L, per Applicant's Exhibit #4; see Appendix #4.)
 6. All commercial enterprises shall have a minimum of one permanent sign oriented toward pedestrians. Blade and bracket signs are strongly encouraged.
 7. Facade and rear public entry signage shall include flat board, relief sculpture, blade and bracket, or pin letters that fit into the architectural design of the building, be located above the storefront or adjacent to the door, solidly attached to the building facade, and not obscure or interfere with architectural detailing of the facade.
 8. Blade and bracket signs should not exceed three feet by three feet.
 9. Signage shall be lit externally, so that the light does not exceed the area of the sign or spill onto the building facade, except at Parcel C Building 3. (SA-130001 amendment L as per Applicant's Exhibit #4, see Appendix #4.)
 10. Vertically suspended commercial banners braced perpendicular to the building are appropriate. Banner signs should use logos or other graphics rather than

words. Banners temporarily suspended from the exterior of the building (without permanent braces to hold the banners perpendicular to the facade) shall not be allowed.

11. Signs mounted above the building shall be allowed only if the sign enhances the appearance and pedestrian orientation of the town center, and the sign does not exceed the height of the roofline by more than three feet.

12. Signs painted onto side facades may cover a maximum of 30 percent of the facade area; murals without letters may cover the entire wall.

13. Awnings may have no more than 30 percent of its surface area covered by a business logo and name that is an integral part of the design.

14. Metal awnings that simulate cloth awnings are not appropriate and shall not be allowed.

15. Letters and logos painted on storefront windows/doors shall not exceed 25 percent of the window/door area.

Lighting

Intent:

Create an inviting nighttime environment, to evenly illuminate the area with low-level lighting that avoids creating intense shadows or blinding glare, and to encourage appropriate lighting by both the public and private sectors.

Standards

1. Primary entrances for all uses, except single-family dwellings, on public streets shall be well illuminated by a shielded light with a high color rendering index.

2. Pedestrian lighting at sidewalks along streets, and at pathways should use light poles not greater than 14 feet above ground level.

3. Alleys, parking, dumpsters, and service entrances shall be illuminated with shielded pedestrian-oriented lighting located no greater than 30' feet above ground level.

4. Fixtures shall be located so that light does not spill from a parking lot or service area onto an adjacent residential property.
5. All lighting shall be shielded and of an intensity and design that minimizes light pollution.
6. Avoid illumination that creates glare on building walls, signs, sidewalks, and other items.
7. Storefronts are strongly encouraged to illuminate windows at night from the interior so that the sidewalk is lit up indirectly, giving the town center a “glow” effect.
8. Additional lights under awnings or canopies may be used to further illuminate sidewalks.
9. Consider using low-level, up-lighting in tree boxes to illuminate trees and decorative shrubs.
10. All light fixtures at streets, parking lots, parks, sidewalks and paths should be historical in character or designed to “fit” in the overall design of the community. Cobra type fixtures should be avoided.

Landscaping

See Appendix B of “2004 Approved Town of Riverdale Park Mixed Use Town Center Zone Development Plan” for the recommended species and cultivars list.

Intent:

Create a positive, healthy environment through the provision of landscape material and well-maintained gardens that invites pedestrians to the area, increases the property value in the town center through a green identity, and provides natural habitat.

Standards

1. The required tree coverage for each property shall be ten percent of the gross site area, measured by the projected ten year coverage provided by a tree. The tree coverage should be accomplished through the provision of shade rather than ornamental trees. In lieu of meeting this standard, the applicant may plant street trees in conformance with the streetscape standards (see Public Space Section) either on the property or within the abutting right-of-way.
2. Healthy trees shall be preserved within proposed green areas, and where possible in parking areas. Where they cannot be preserved on site, a professional arborist may transplant them to a new location on-site or within the Town of Riverdale Park.
3. The property owner shall install hose bibs on the outside of new buildings in locations appropriate for watering street trees and landscaping.
4. A licensed landscape supply company, landscape architect, or arborist shall be contracted for installation and to certify the health of trees, landscape materials, and guarantee survival.
5. Trees chosen should be compatible with the character of the street or building and the use.
6. Appropriate landscaping includes a variety of mulched perennials, annuals, biennials, and shrubs a maximum of three feet in height (see Appendix B of the 2004 Approved Town of Riverdale Park Mixed-Use Town Center Development Plan).

Building Height

Intent:

Create comfortable pedestrian-scaled spaces, enhance the sense of enclosure and avoid overwhelming the streetscape.

Standards

1. Building height shall conform to Table 1.
2. An additional two stories may be considered, not to exceed six stories.
3. 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.
4. Single-story buildings shall match or exceed the height of the adjacent buildings bases, and shall be not less than 20 feet in height. However, single story- buildings are discouraged.

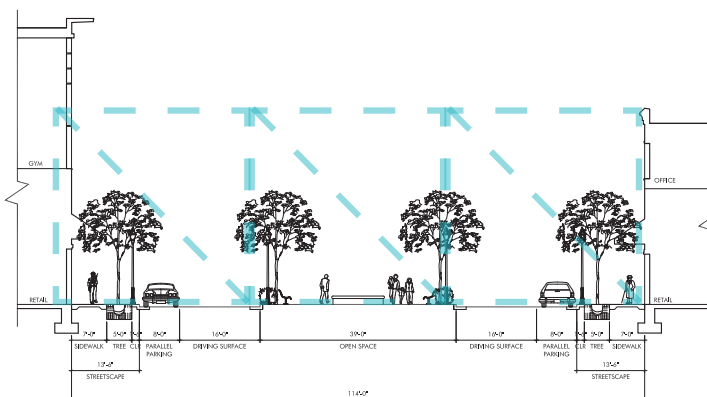
Architecture

Intent:

Unify the town center through repetition, rhythm, and variety of architectural materials and details. Promote commercial and multifamily residential buildings with designs that are sensitive to nearby single-family detached homes and are an attractive addition to the streetscape. Increase the natural surveillance of public areas and improve public safety.

Standards

1. Buildings shall have a tripartite (three-part) composition, where the base (pedestrian-level detail), middle (articulated with windows and/or balconies), and top (cornice, roof or pediment) are distinct parts of the whole building on all public faces. It is appropriate to add height to the middle tier to create taller buildings. Buildings without a tripartite design may be permitted if they (a) are architecturally unique and (b) enhance the overall appearance of the town center through conformance to the Cafritz Property development plan's overall design principles.
2. Buildings shall maintain horizontal divisions between the street level and upper floors through the use of design features such as aligned windows, awnings, brick banding, and cornices.
3. Trademark buildings shall conform in full to the building design standards; departures are not allowed.
4. Buildings that exceed 60 feet in street frontage and



are primarily horizontal in composition (that exceed a 1:1 ratio of width to height) shall be articulated so as to read as multiple buildings through a combination of techniques such as:

- a. Massing Changes—Change both the facade build-to line and height to a minimum of an additional two feet.
 - b. Material Changes—Divide the building into vertical bays that use alternating materials or colors.
 - c. Vocabulary Changes—Alternate the details or shapes of windows and doors, the cornice, roofline or pediment, the relationship of solids to voids, the relationship of projections to recesses, and the vertical and horizontal bands, so that the building and its bays are understood as several different buildings.
5. Synthetic modern sidings shall not be used with exception of cementitious siding. Materials other than masonry, brick, wood, and clear glass may be approved if material samples are provided and examples of existing buildings that use such materials in the proposed way are submitted, and the M-U-TC Design Review Committee (in the review of the SP process) and the Planning Board (in the review of the DSP process) finds that it meets the Intent of this section.
6. Where appropriate, new multifamily housing



developments shall incorporate characteristics of larger single-family homes (but may develop an individual style) as per the following:

- a. There shall be high visibility between the street/sidewalk and residential units via windows, bays, porches, balconies, terraces, and entrance stoops.
 - b. Within a single building all roof pitches should match, except porch, bay, cupola, and portico roofs.
 - c. Windows should be vertical in shape and similar to buildings in the surrounding residential community.
7. Ground level residential units may be less than a minimum of 3 ft. above grade. (SA-130001 amendment J, subject to condition #8.)
8. Ground level residential units adjacent to the primary street sidewalk should each have a separate entrance onto the sidewalk.
9. Residences are strongly encouraged to have porches (eight feet by six feet minimum) and units adjacent to a sidewalk shall at a minimum have stoops (six feet by six feet minimum), raised off the ground a minimum of one foot, except where the building style would dictate otherwise.
10. Vertical and horizontal integration of uses within a building should be signaled through architectural details and window and door shapes.
11. All multifamily residential development shall use high-quality building materials and double-glazed windows.
12. All multifamily residential development shall include a quality common area such as a recreation room, swimming pool, rooftop terrace with landscaping, or park area that conforms to the Parks and Plazas Section of the design standards. Substantial improvements to a public park or plaza within 800 feet of the development may be substituted for an on-site, quality common area.

Noise Mitigation

Intent:

To encourage high-quality apartments, townhouses, condominiums, and lofts adjacent to both US 1 and the railroad. To incorporate the railroad as an important element of the town center identity. To expand residential opportunities that support the town center's economic vitality.

Standards

1. HVAC units shall be surrounded on all sides by a wall to buffer adjacent uses from the noise created if units are visible from a public street. The use of "quiet-rated" HVAC systems is encouraged. (SA-130001, Amendment K)
2. The sound from the exterior to within the interior of all residences shall not exceed 45 dBA (Ldn) and should not exceed 35 dBA (Ldn). This is to be achieved through material and design changes, including, but not limited to:
 - a. Double-glazed windows/double-pane windows.
 - b. Above-normal insulation in the roof and walls.
 - c. Above-normal insulation in doors and other construction elements.
 - d. The use of high mass construction materials such as concrete, masonry, and stone.

Building Openings

Intent:

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.

Standards

1. Commercial facades at ground level facing a street shall be visually permeable (clear glass windows, doors, etc.) in such a way that pedestrians may view the interior and those inside the building may view the street. This is to be achieved through a minimum of 60 percent of the ground floor facade being constructed of transparent material (glass). This standard does not apply to the Woodberry Street, and 46th Street frontages of Parcel D Building 4. (SA-130001 amendment M, condition 9a-c.)
2. Transparent material shall be primarily located across the length of the facade in the area between 2½ to 9 feet in height. This standard does not apply to the Woodberry Street, and 46th Street frontages of Parcel D Building 4. (SA-130001 amendment M, subject to condition 9a-c.)
3. Windows shall have a vertical orientation, except at the ground floor where square/horizontal windows are appropriate for storefronts.
4. Mirrored, or reflective windows may not be used.
5. Tinted and colored windows may not be used unless the M-U-TC Design Review Committee (in review of the SP Process) and the Planning Board (in the review of the DSP) finds that the windows meet the intent of this section.
6. Storefront security devices shall not be allowed that are either (a) opaque or (b) permanently visible on the interior or exterior of the storefront windows. This includes,

but is not limited to, bars and roll-down, accordion, or sliding grates, grilles, bars, shutters, and doors. Attractive and visually permeable rolldown and accordion security devices may only be placed on the exterior of the facade if hidden by appropriate architectural detailing, awnings or signage.

7. A working door that serves as the main entrance shall be located on a public street, not on an alley, side street, or parking lot on units adjacent to the public street.

8. The main entrance shall be articulated through a combination of material changes and architectural, decorative, and informative elements to mark its importance such as transom windows, recessed entries, lighting features, architectural detailing, signs, awnings, and canopies.

9. Public rear entrances shall be articulated with a combination of awnings, signs, lighting, and plantings.

10. Buildings located at street intersections should be built, if practical, to address the corner through a primary public entrance oriented toward the corner featuring distinctive architectural elements.

11. Walls facing public streets shall have windows that occupy at least 40 percent of the wall area. This standard does 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.)

12. Walls facing a mid-block alley, side parking lot, parking lot access, or side yard (excepting walls facing a public street), shall have several windows on each story above ground level (25 percent of wall square footage at minimum). At the ground level, windows shall occupy a minimum of 10 percent of the wall.

13. Windows on new residential units shall be at a minimum 30 percent operable (able to be opened to the exterior).

14. Windows on the first floor shall be articulated with sills, frames, and other architectural details as appropriate to the style of the building.

15. Windows on new residential units shall be primarily vertical so as to be compatible with Riverdale Park single-family residential neighborhoods, except where the location and architectural style would suggest otherwise.

16. All residential units facing a street or public open space must provide windows from primary interior spaces to face the public realm of the street or park. Where single family homes or townhouses face a street or public space, entrances to the unit should enter onto the street or space. Entrances to ground floor units in multi-family buildings are encouraged to enter off of the street or open space.

Streetscape

Intent:

Provide an attractive streetscape consisting of a wider sidewalk and a strip containing street trees, landscaping and paved areas with pedestrian amenities. Increase the town center's visual appeal through colorful landscaping, paving patterns, and creatively displayed goods, window boxes, and benches. Create continuous sidewalks wide enough for two to four adults to walk abreast and provide space for outdoor cafés and sidewalk sales, where appropriate. The landscaping/pedestrian amenity strip buffers pedestrians from traffic and extends the green and shaded identity of Riverdale Park's historic neighborhoods to the town center.

Standards

1. All applicants shall be responsible for streetscape improvements located on their property in coordination with the Town of Riverdale Park and where applicable, the State Highway Administration.
2. The required width of the streetscape for specific properties shall be found on Map 3: Street Configurations and Table 3: Proposed Roadbed and Streetscape Dimensions. The streetscape shall be located between the face-of-curb and the build-to line, residential fence line, or institutional use/large building park and plaza forecourt.

Sidewalks

1. The sidewalk shall be constructed between the landscaping/pedestrian amenity strip and the build-to line. A seven-foot pedestrian zone on primary streets shall be preserved unobstructed in commercial configurations and a five-foot pedestrian zone shall be preserved unobstructed in residential configurations and on secondary commercial streets. (See Map 3: Street Configurations for configuration locations.) The remainder of the sidewalk may contain street furniture.
2. The minimum seven-foot-wide walkway in commercial configurations shall be located a maximum of three feet from the build-to line. The three-foot area adjacent to storefronts may be used for street furniture and retail product displays. Street furniture includes café seating, flowerpots, water elements, benches, sidewalk sales, and product displays for merchandise such as flowers, clothing, fruit and vegetables. (See Map 3: Street Configurations for configuration locations.)
3. The pattern, material and slope of the sidewalk shall continue across driveways and alleys to signal that pedestrians and bicyclists may be present in the crosswalk and shall have priority.

Landscaping and Pedestrian Amenity Zone

1. Provide for a 8-10 foot meandering multi-use (bike and pedestrian) path that is ADA compliant between the landscaping/ pedestrian amenity strip and the east edge of the PUE, subject to Maryland State Highway Administration (SHA) approval. Other Streets in commercial configurations shall have a minimum five-foot wide and eight feet in length landscaping/pedestrian amenity strip installed between the sidewalk edge and the street curb. In coordination with the Town of Riverdale Park and any other applicable agencies, street furniture and landscaping may be placed in this zone, including bike racks, gardens, street trees, lighting, kiosks, trash receptacles, bollards, water elements, bus stop structures, benches, and café seating. (See Map 3: Street Configurations for configuration locations.) (SA-130001

amendment H, & C.

2. Street furniture shall be easy to maintain, durable in construction, of high quality, and manufactured to withstand an outdoor setting.

3. All items, in the commercial configuration including landscaping and tree boxes, shall be offset from the curb a minimum of 1.5 feet to avoid car door obstruction and may be located in the sidewalk, outside of the seven-foot-wide walkway. Furniture intended for seating shall be set back from the curb a minimum of five feet.

4. Businesses are encouraged to provide a minimum of one bicycle rack. Bicycle racks shall be located so that bikes do not extend from the landscaping/pedestrian amenity strip into the pedestrian right-of-way or into the street. Multiple bike racks may be provided for groups of businesses.

5. It should be considered that all landscaping and tree boxes have a low-impact stormwater system that stores and redirects sidewalk or building stormwater for reuse or absorption.

6. Street trees to be planted in the US 1, landscaping/pedestrian amenity strip shall be located every 30 to 40 feet (relative to full growth size), and shall be a minimum of 2½- to 3- inch caliper.

7. Tree boxes shall be a minimum of 5 feet wide and 8 feet long, a maximum of 8 feet wide by 12 feet in length, and a minimum of 4 feet in depth unless a greater depth is recommended for the tree's survival. Street trees shall be planted approximately 30 feet on center throughout the site, where feasible. A raised pedestrian and bicycle barrier of 3–12 inches should be considered around the perimeter of the tree box and a permeable, attractive material such as stones or two inches of mulch shall be used to protect tree roots. Under the sidewalk paving between tree boxes and any access driveways, a continuous root zone area shall be provided with a minimum of two feet in depth and a minimum of five feet in width. (SA-130001 amendment C.)

8. On all new construction, tree boxes and the continuous root zone under the sidewalk between tree boxes shall be filled with structured soil to a minimum depth of two feet below the paving material and a minimum width of eight feet and drained with a minimum of two drainage lines. Structured soil should be provided at a rate of three cubic feet per square foot of canopy provided by the projected ten-year tree cover area. Structured soil is a commercially available soil that resists compaction and is strong enough to support sidewalks and driveways. This extends the life of the street trees and reduces the damage roots otherwise cause to paving.

9. Landscape strips do not require structured soil and shall be a minimum of seven feet wide along US 1 and a minimum of five feet wide in all other places, with a minimum depth of four feet.

10. Appropriate landscaping includes mulched perennials, annuals, biennials, and shrubs that do not exceed three feet in height. Turf grass is not acceptable.

11. Landscaping at full growth shall cover a minimum of 70 percent of each landscape box or strip, and the remainder shall be adequately mulched.

12. Indigenous landscaping with low water requirements is encouraged.

13. A seat wall may be used to surround tree boxes to provide pedestrian seating. The seat wall shall be constructed a maximum of 18 inches above sidewalks and set back from the curb a minimum of 2 feet. It must be a minimum of 18 inches wide.

14. A low-intensity, high-quality, pedestrian oriented light fixture a maximum of 14 feet in height should be placed at intersections and every 50 feet in the landscaping/pedestrian amenity strip between intersections.

Parks and Plazas

Intent:

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.

Standards

1. Plazas and parks should visually echo adjacent residential neighborhoods by incorporating an image of greenery through the use of shade trees.
2. At a minimum, one 2½- to 3-inch caliper shade tree, or one 2- to 2½-inch caliper ornamental tree, shall be planted per 500 square feet of area.
3. Parks and plazas shall be lit along walkways in the evening.
4. A minimum of five linear feet of seating, such as a bench or cluster of chairs, shall be provided for every 400 square feet of park or plaza area on public or private land.
5. For the safety of more vulnerable users, parks or plazas intended for active use by children and seniors should be

located adjacent to, or on the path to, areas of higher foot traffic such as cafés, stores, and higher density residential units and contain an element that attracts widespread use, such as a fountain.

6. At least half the park or plaza area should be at the adjacent sidewalk level.
7. Small parks and plazas generally should be visually permeable from three to nine feet in height.
8. Parks and plazas should have defined edges and a sense of enclosure provided through adjacent building walls, landscaping, and/or other vertical elements including columns and trellises.
9. Water elements are strongly encouraged.
10. Unique design and visual features are strongly encouraged.
11. 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.
12. Where possible, add continuous lines of habitat through the use and linkages of street trees, landscaping, parks, and yards.



Seating

Intent:

Create a comfortable town center that provides for rest and contemplation. Organize seating so that multiple users enjoy it. Give users a sense of security, ownership, and a wide view of other people and activities.

Standards

1. Seating may be placed in clusters at 90- to 120-degree angles, but not face-to-face except across a table.
2. The majority of seating in any public space shall be located so that the user has a wide view of approaching pedestrians and bicyclists.
3. Seating shall be located so that it may be observed from the street and should be clustered with other amenities (a retail establishment, fountain, kiosk, a bus stop, newsstand, trash receptacle, etc.).
4. Seating should back up to a wall, thick hedge, or other impenetrable object and not to empty space.
5. Seating shall be set back 24 inches from the pedestrian flow of traffic to provide a foot rest area.
6. The bulk of seating on any site should be located in the shade and sheltered from wind.
7. Movable public seating is highly encouraged.

Design Review Process

See page 65-66 of “2004 Approved Town of Riverdale Park Mixed Use Town Center Zone Development Plan” for Design Review Process

Inventory and Table of Uses

See page 67-77 of “2004 Approved Town of Riverdale Park Mixed Use Town Center Zone Development Plan” for an inventory of uses and Table of Uses for M-U-TC Zone.

Case No.: A-10018

Applicant: Calvert Tract, LLC

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND,
SITTING AS THE DISTRICT COUNCIL

ZONING ORDINANCE NO. 11-2012

AN ORDINANCE to amend the Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland, by approving a Mixed-Use Town Center (M-U-TC) Zone and an amendment to the 2004 *Approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan*, subject to certain conditions, in accordance with Subtitle 27 of the Prince George's County Code.

WHEREAS, Application No. A-10018, as amended, was filed for property described as the Cafritz Property, about 35.71 acres, in the R-55 Zone, located approximately 1,400 feet north of the intersection of Baltimore Avenue (US 1) and East-West Highway (MD 410), on the east side of Baltimore Avenue, to rezone the property to the M-U-TC Zone by expanding the boundary of the Town of Riverdale Park M-U-TC Zone; and

WHEREAS, Application No. A-10018, as amended, was also filed to request an amendment to the 2004 *Approved Town of Riverdale Park Mixed-Use Town Center Development Plan*; and

WHEREAS, 35.71 acres of the subject property is located within the municipality of the Town of Riverdale Park; and

WHEREAS, the Town of Riverdale Park has recommended approval of the application, as amended; and

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WHEREAS, the application, was reviewed by the Technical Staff of the Prince George's County Planning Board, which filed a report with recommendations; and

WHEREAS, the application was advertised and the property was posted prior to public hearings, in accordance with all requirement of law; and

WHEREAS, public hearings on the application were held before the Prince George's County Planning Board, which filed a recommendation of approval with conditions, as reflected in PGCPB Resolution No. 12-09, adopted February 16, 2012; and

WHEREAS, the Prince George's County Planning Board transmitted its recommendation of approval to rezone the property from One-Family Detached Residential (R-55) Zone to the M-U-TC Zone and to amend the 2004 *Approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan* to the District Council on February 21, 2012; and

WHEREAS, the application was advertised prior to public hearings, in accordance with all requirement of law; and

WHEREAS, public hearings on the application were also held before the District Council; and

WHEREAS, having reviewed the record in this case, the District Council has determined that Application No. A-10018, as amended, should be granted; and

WHEREAS, as the basis of this action, the District Council adopts as its findings and conclusions the recommendations of the Planning Board in PGCPB Resolution No. 12-09; and

WHEREAS, as the basis of this action, the District Council voted 7-2 to approve the application, as amended, that is in conflict with or contrary to the 1994 Approved Master Plan and Sectional Map Amendment for Planning Area 68.

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NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

SECTION 1. The Zoning Map for the Maryland–Washington Regional District in Prince George’s County, Maryland is hereby amended by 1) rezoning the property which is the subject of Application No. A-10018, as amended, and 2) approving the proposed amendment to the 2004 *Approved Town of Riverdale Park Mixed–Use Town Center Zone Development Plan*.

SECTION 2. Application No. A-10018, as amended, is approved subject to the following conditions:

1. The Design Review Process set forth at pages 65-66 of the January 2004 approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan applies to the Cafritz Property with the following modifications:
 - a. Detailed site plan (DSP) approval, in accordance with Part 3, Division 9 of the Zoning Ordinance, shall be required prior to the approval of a special permit, final subdivision plat, the issuance of any permit, and concurrently with or after the approval of a special exception, for all new development and redevelopment on the property. Each application for a special permit, final subdivision plat, or other permit must be consistent with an approved detailed site plan for the site.
 - b. The detailed site plan and a special exception shall be in accordance with the Approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan (2004), as amended by the subject application (as amended) where applicable and the site design guidelines of Part 3, Division 9, of the Zoning Ordinance. Development depicted on each detailed site plan must be in general conformance with Map 1: Concept Plan A or Concept Plan B, dated January 7, 2012, particularly with regard to site design and circulation, with the goal of creating a mixed-use community. Flexibility should be allowed in achieving this mixed-use community goal by allowing for a redistribution of the proposed maximum gross floor area of commercial uses throughout the site in order to encourage each phase of the development to include a mix of commercial and residential uses, including consideration of residential uses west of 46th Street and limited supporting retail uses near the intersection of Van Buren Street and Rhode Island Avenue.
 - c. All detailed site plans shall be referred to the Town of Riverdale Park for review by the M-U-TC Design Committee for all phases and types of development. The M-U-TC Committee is authorized to review detailed site plans as advisory to the Planning

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Board and the Planning Director as designee of the Planning Board for staff level revisions.

- d. In a detailed site plan or special exception application, in order to grant departures from the strict application of the Guidelines, the Planning Board shall make the following findings:
 - (1) A specific parcel of land has exceptional narrowness, shallowness, or shape, exceptional topographic condition, or other extraordinary situation or condition;
 - (2) The strict application of the development plan will result in peculiar and unusual practical difficulties to, or exceptional or undue hardship upon, the owner of the property; and
 - (3) The departure will not substantially impair the intent, purpose, or integrity of the General Plan, Master Plan, or the town center development plan.
2. Prior to signature approval of the Development Plan the following revisions shall be made:
 - a. Revise the general notes on Sheet 1 of 7 of the Plan Sheets to include the adjacent historic site and historic districts, provide the tax map, grid, and parcel number, and clearly indicate if the abandoned right-of-way is a part of the gross tract area.
 - b. Revise Sheet 3 of 7 of the Plan Sheets to label the right-of-way for ingress/egress for the post office from Baltimore Avenue (US 1), and that it was conveyed to the United States of America by quitclaim deed recorded in the Prince George's County Land Records in Liber 3624, Folio 948.
 - c. Revise the Plan Sheets to delineate the boundary of Aviation Policy Analysis Zone 6 and the municipal boundaries of the City of College Park and the Town of Riverdale Park.
 - d. Revise the Development Plan to include streetscape details as indicated on Gateway Park and Street Sections for Baltimore Avenue (US 1) that provide for a safe and attractive pedestrian zone.
 - e. Provide information and verify that the right-of-way extending north and south through Parcel 81 and the Washington Metropolitan Area Transit Authority (WMATA) property has, in fact, been abandoned and that the issue is settled and/or provide information of the disposition of that area of land, as appropriate.
 - f. Revise the Development Plan to conform to the amended boundary as reflected in the applicant's January 12, 2012 request.

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- g. Revise Map 1: Concept Plan A and Concept Plan B and Maps 2 and 3 so that the townhouses front on streets, have ample front yards for tree plantings, and that the units are oriented so that the alleys are parallel to the roadways serving the fronts of the units.
- h. Revise the sign standards to reflect the level of detail provided in the 2004 *Town of Riverdale Park Mixed-Use Town Center Zone Development Plan* and consolidated into one area of the Guidelines.
- i. Revise the Guidelines to add the following:
 - (1) Development that increases existing gross floor area (GFA) by 5 percent or 2,500 square feet, whichever is smaller, shall subject the site to full review for compliance with the design standards. Lesser changes to the site, and additions to single-family residential dwellings, shall not subject the entire site to review for compliance, only the portion impacted by the improvement.
 - (2) Gas stations may add a maximum of 30 feet to the build-to line in order to place a pump between the station and the sidewalk. The additional setback may not be used for customer parking, loading, or outdoor storage.
 - (3) All new gas stations shall have a maximum of two 18-foot-wide driveways.
 - (4) Gas stations should minimize the area of impermeable surface.
 - (5) Car repair businesses may have a maximum of two curb cuts that are a maximum width of ten feet each.
 - (6) Buildings shall occupy a minimum of 50 percent of the net lot area for each lot.
 - (7) The building façade shall occupy a minimum of 66 percent of the build-to-line for each lot.
 - (8) Drive-through windows are inconsistent with the pedestrian orientation of the town center and are strongly discouraged. Drive-through windows may only be considered if accessed by alleys and located on the rear of the property.
 - (9) Pedestrian-accessed ATMs may be located on the front or side of the building along a street line. Vehicular oriented ATMs shall not be visible from Woodberry Street, 45th Street north of Van Buren, or Van Buren Street.
 - (10) The maximum number of off-street parking spaces permitted for commercial (nonresidential) land-use type shall be equal to 80 percent of the minimum number of required off-street parking spaces in accordance with Section 27-

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568(a) of the Zoning Ordinance. If structured parking is provided, this maximum number may be increased.

- (11) Car repair businesses may not store vehicles in front of or alongside the building, but may store cars inside or in the rear, with appropriate screening if adjacent to a residential use.
 - (12) Healthy trees shall be preserved within proposed green areas, landscape strips, streetscapes, and parking lots, where feasible. Where they cannot be preserved on-site, a professional arborist may transplant them to a new location on-site or within the Town of Riverdale Park, where feasible.
- j. Revise the Development Plan to combine blocks 6d and 6e into one block 6d.
3. Prior to acceptance of any application for a Preliminary Plan of Subdivision, the following information shall be provided:
- a. The Preliminary Plan shall reflect the unmitigated 65 dBA Ldn from noise generators.
 - b. The plan shall delineate the 300-foot lot depth from the right-of-way (CSX railroad tracks) for residential development in accordance with Section 24-121(a)(4) of the Subdivision Regulations. The preliminary plan may establish additional restrictions on the layout if it is determined that noise and vibration issues are associated with the railroad tracks.
 - c. The applicant shall provide information and verify that the right-of-way extending north and south through parcel 81 has, in fact, been abandoned and/or provide information of the disposition of that area of land, as appropriate.
 - d. Documents shall be provided so that the trail will be dedicated to public use within a maintenance easement or other suitable agreement.
 - e. Provide one east-west bicycle route through the site either along Van Buren Street or Woodbury Street, in order to accommodate east-west bicycle movement through the site, to the trolley trail, to the planned bicycle facilities along Baltimore Avenue (US 1), and across the CSX crossing.
 - f. The applicant shall provide a draft report detailing the Phase II archeology investigations.
 - g. The proposed cross sections, roadbeds, streetscape dimensions, and the use of medians shall be fully incorporated into the application of the preliminary plan so that the width and configuration of the streets can be reduced, yet adequate in design to address the traffic patterns within the development and vehicular and emergency

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access. The use of public streets in accordance with the standards of the Department of Public Works and Transportation (DPW&T) shall also be considered to serve certain uses and to determine future maintenance of the transportation facilities, including a bridge over the CSX railroad.

4. When off-site parking is necessary to meet parking requirements, the applicant shall provide satisfactory documentation such as affidavits, leases, or other agreements to show that off-site parking is available permanently.
5. The Historic Preservation Commission shall review the preliminary plan of subdivision and any subsequent plans of development for their impact on identified archeological features, the impact of a potential vehicular access road on the Engineering Research Corporation (ERCO) Historic Site (#68-022), and the impact of proposed buildings visible from the ERCO historic site and the adjacent National Register historic districts, including recommendations as to the proposed location and options with respect to the bridge over the CSX railroad.
6. Prior to approval of any detailed site plan, the following shall be provided:
 - a. Plans indicating that the signalized intersection at Van Buren Street and Baltimore Avenue (US 1) shall include highly-visible and attractive pedestrian crosswalks, pedestrian signals, and other pedestrian or warning signage as appropriate, subject to State Highway Administration (SHA) approval.
 - b. The plans shall indicate that crosswalks providing appropriate pedestrian safety features are provided throughout the site.
 - c. The type, location, and number of bicycle parking and storage spaces shall be provided consistent with the LEED-ND Bicycle Network and Storage Credit (Smart Location and Linkage Credit 4). The number of the enclosed bicycle parking spaces at the multi-family units shall be a minimum of fifteen percent of the total number of bicycle spaces provided for residents at the multi-family units. Pedestrian walkways shall be free and clear of space designated for bicycle parking.
7. Prior to approval of a detailed site plan, the plans shall minimize the amount and location of surface parking lots and parking structures and their impacts on the pedestrian zone and streetscape environment. The surface parking lots located between the buildings and Baltimore Avenue, shall be mitigated with a building along Van Buren Street, a monument, a clock tower and landscaping in order to create a true gateway into the community and to provide an inviting entrance to pedestrians and vehicles alike, including creation of a "pedestrian oasis" in the middle of the block to improve pedestrian safety and mobility consistent with the Riverdale Park Gateway Park concept dated January 7, 2012.
8. Prior to any ground disturbance or the approval of any grading permits, if Phase III archeological mitigation is proposed, the applicant shall provide a final report detailing the

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Phase II and Phase III investigations and ensure that all artifacts are curated in a proper manner.

9. Prior to final plat, the applicant and the applicant's heirs, successors, and/or assignees shall provide a plan for any interpretive signage to be erected and public outreach measures (based on the findings of the Phase I, Phase II, and Phase III archeological investigations). The location and wording of the signage and the public outreach measures shall be subject to approval by the Historic Preservation Commission and the Maryland-National Capital Park and Planning Commission staff archeologist.
10. The Environmental Planning Section recommends the following conditions:
 - a. All future applications shall include a valid approved Natural Resources Inventory under the current environmental regulations that addresses the required information as outlined in the current Environmental Technical Manual.
 - b. At the time of Preliminary Plan, the Type 1 tree conservation plan shall demonstrate that the woodland conservation threshold has been met on-site to the fullest extent practicable. At a minimum, preservation shall be focused on the highest priority areas (Forest Stands 1 and 3).
 - c. At the time of preliminary plan, condition analysis shall be submitted for all specimen trees within Stands 1 and 3 that are outside any proposed woodland conservation area. Every effort shall be made to preserve the healthiest trees on-site.
 - d. Prior to approval of a special permit, special exception, detailed site plan, or grading permit, whichever is first, every effort shall be made to meet the ten percent tree canopy coverage requirement through the preservation of existing mature woodland, specimen trees and other large existing trees, and landscaping.
 - e. At the time of preliminary plan, a Phase I noise and vibration study shall be submitted. The study shall determine the location of the unmitigated 65 dBA Ldn noise contour for the adjacent CSX right-of-way, which includes at a minimum, the associated railroad noise and the whistle blower. The 65 dBA Ldn noise contour shall be shown on all future plans.
 - f. At the time of preliminary plan, a revised stormwater management concept plan shall be submitted. The proposed plan shall show the use of environmental site design techniques such as bioretention, infiltration, and green roofs. The concept shall be correctly reflected on the Type 1 tree conservation plan.
 - g. At the time of site plan or permit review, whichever is required first, the lighting plan for the subject property shall demonstrate the use of full cut-off optics to ensure that light intrusion into residential and woodland conservation areas is minimized. Details of all lighting fixtures, along with details and specifications that the proposed fixtures

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are full cut-off optics, and a photometric plan showing proposed light levels at an intensity that minimizes light pollution shall be submitted for review.

PROFFERED CONDITIONS

The applicant proffered the following conditions, which the Planning Board has reviewed and modified for purposes of clarification and enforcement purposes:

11. Revise the Guidelines as follows:
 - a. To page iii under Overall Design Principles, add the following bullet points to the list of bullet points:
 - (1) Low impact design principles shall be incorporated into the overall community design.
 - (2) Create a community that respects and supports equally all modes of transportation. The development will encourage pedestrian, bicycle, and public transit modes of transportation.
 - (3) Demonstrate design features for sustainability that address environmental health, air and water quality, energy efficiency, and carbon neutrality.
 - b. On page ii, insert at the end of the section Public Spaces the following language:

“Public spaces such as parks, plazas, and squares should promote activity, in front of buildings or public right-of-ways, and be focal points within the community.”
 - c. Page ii, in the first sentence of the second paragraph under Public Spaces, add “appropriate” between “all” and “intersecting”.
 - d. All standards from the 2004 Approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan relating to gas stations and auto-repair should be reinserted into the standards.
 - e. On Page 5, remove Intent under building placement and streetscape, and add the following language:

Enhance the Town Center’s sense of place by developing a coherent identity through buildings that relate to the street and open spaces. Create buildings that frame the street and open spaces, and encourage close proximity of retail, offices, residential units, and services.

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- f. On Page 7, under Services, Utilities, and Stormwater, replace #1 Standard to read as follows:

All utility lines added during development shall be underground. All utility meters and access points shall be on the rear of the property. Utilities shall include, but are not limited to, electric, natural gas, fiber optic, cable television, telephone, water and sewer service.
- g. On Page 7, under Services, Utilities, and Stormwater, add the following to the last sentence of Intent: “sidewalks, open spaces, and MARC train.”
- h. Page 7, under Services, Utilities, and Stormwater, add to the beginning of #6 under Standards: “All lot-level development shall”.
- i. Strike Standard #11 from page 10, under Parking and Loading Design.
- j. On Page 11, under Lighting, change Standard #5 to add “and design” after “intensity.”
- k. Page 11, under Landscaping, add “2004 Approved” before “Town” in the first sentence.
- l. Page 11, under Landscaping, to Standard #6 “Appendix B” add “of the 2004 Approved Town of Riverdale Park Mixed-Use Town Center Development Plan.”
- m. Page 11, under landscaping, Standard #2, after “green areas” add “and where possible in parking areas.”
- n. Page 12, Building Height, add a new Standard #4, to read as follows:

Single-story buildings shall match or exceed the height of the adjacent buildings bases, and shall be not less than 20 feet in height. However, single-story buildings are discouraged.
- o. Page 14, Architecture, remove Standard #13.
- p. Page 13, Architecture, amend Standard #9 to remove “Townhomes” and replace with “Residences.”
- q. Page 13, Architecture, Standard #5 add to the end of the first sentence the following language: “with exception of cementitious siding.”
- r. Page 13, Architecture, Standard #5, after the new amendment above, strike the remaining language in the standard and replace it with the following language:

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“Materials other than masonry, brick, wood, and clear glass may be approved if material samples are provided and examples of existing buildings that use such materials in the proposed way are submitted, and the M-U-TC Design Review Committee (in the review of the SP process) and the Planning Board (in the review of the DSP process) finds that it meets the Intent of this section.”

- s. Page 13 Architecture, Standard #6, remove “all” in first sentence, strike “surrounding” in first paragraph, strike C and strike E.
- t. Page 15, Building Openings, strike Standard #5 and replace with:

“Tinted and colored windows may not be used unless the M-U-TC Design Review Committee (in the review of the SP process) and the Planning Board (in the review of the DSP) finds that the windows meet the intent of this section.”
- u. Page 16, Signage, strike Standard #8.
- v. Page 16, Signage, move all standards (except 8) to page 10.
- w. Page 16, Signage, strike the Intent section.
- x. Page 16, Signage, include all old standards #8 and #10-19 not specific to historical core.
- y. Page 18, Landscaping and Pedestrian Amenity Zone, Standard #5, strike “as irrigation” and replace with “or absorption.”
- z. Page 20, Parks and Plazas, strike Standard 12 and replace with:

“Where possible, add continuous lines of habitat through the use and linkages of street trees, landscaping, parks, and yards.”
- aa. Page 7, Access and Circulation Standard #4, substitute with the following:

“The number of vehicle-oriented ATMs shall be less than the number of pedestrian-oriented ATMs on a building-by-building basis, and vehicle-oriented ATMs shall not be visible from primary streets.
- bb. Page 7, Access and Circulation, Standard #2, change “windows” to “services”. Limit number of service lanes to two. Drive-through lanes for restaurants are prohibited.
- cc. Include provisions for loading dock requirements such that they are screened from the street and any adjacent residential development.

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- dd. Page 7, Services, Utilities, and Stormwater Management, Standard #5 strike “should” in the first sentence and substitute the word “shall”.
- ee. Pages 7 and 8, Services, Utilities, and Stormwater Management, Standard #6(1) substitute with the following:
 - “Lot-level Best Management Practices (BMP’s) that include green roofs, dispersion trenches, rain gardens, cisterns, rain barrels, pervious pavements, and/or other BMPs;”
- ff. Page 10, Parking and Loading Design, add a new Standard #18 stating the following:
 - Parking pads on surface lots shall include permeable paving subject to a soil study identifying the top soils and subsoils and their appropriateness to support the use of porous pavement.
- gg. Page 12, Building Height, substitute entirety of Standard #2 with the following:
 - “An additional two stories may be considered, not to exceed six stories.”
- 12. Prior to issuance of the third building permit, the Rhode Island Avenue hiker/biker trail portion of the right-of-way shall be completed and open to the public.
- 13. Prior to approval of a detailed site plan, a 90-to-120-foot-wide buffer shall be provided along the entire length of the property frontage on Baltimore Avenue that incorporates retention of existing trees to the maximum extent practicable. This depth of buffer may be reduced north of Van Buren Street with approval by the Planning Board, provided the applicant submits evidence demonstrating that it submitted plans to the Town of University Park prior to the acceptance of the detailed site plan and the Town was afforded sufficient time to comment, and if it is determined to be a superior design solution, by providing berms, retaining walls, landscaping, or other screening of the parking lot from the residences to the west consistent with Parking Sections Exhibit dated January 7, 2012. In no event shall the buffer be less than 60 feet in width.
- 14. Prior to acceptance of an application for a preliminary plan of subdivision, the following information shall be provided:
 - a. A revised Stormwater Management Concept Plan that designates the property as a new site and complies with the stormwater management provisions contained in CB-15-2011 (Subtitle 32) to provide more environmental site design to the maximum extent practicable, with the goal of no new impact on the tributary drainage into the northeast Branch of the Anacostia River. The proposed plan shall show the use of environmental site design technologies such as bio-retention, infiltration, and especially green roofs to the maximum extent practicable.

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- b. The applicant shall provide evidence that copies of all stormwater submittals were provided to the Town of Riverdale Park, the Town of University Park, the City of Hyattsville and the City of College Park, 30 days prior to filing with DPW&T and notification of an invitation to all meetings between the applicant and DPW&T.
 - c. A Revised Traffic scoping agreement and Impact Study that:
 - (1) Accurately reflects the development proposal and anticipated phasing;
 - (2) Eliminates corridor averaging for all intersections included in the Study;
 - (3) Analyzes midday and Saturday (10:00 a.m. – 6:00 p.m.) traffic impacts;
 - (4) Analyzes all proposed connections, including the proposed CSX Crossing and Maryland Avenue;
 - (5) Analyzes the impact of the development on the intersections as specified in the scoping agreement and those in the July 27, 2011 study, as well as the evaluation of the existing prevailing conditions and traffic impact of the development on Queensbury Road, existing Maryland Avenue, Rhode Island Avenue south of Town Center, Lafayette Avenue, Natoli Place, River Road, and other roads as appropriate;
 - (6) Provides for vehicle trip reduction through measures including but not limited to rideshare, Zipcar (or similar) programs, bikeshare, enhanced transit service such as a shuttle and/or circulator bus, and the CSX crossing;
 - (7) Considers all future development and its effects on the corridor and intersections as identified in (c)(5) above for any projects that have an approved detailed site plan or preliminary plan of subdivision within the study area to include at a minimum the eastern portion of the 2004 approved M-U-TC Zone area; and
 - (8) Does not take a discount by redirecting existing traffic on East-West Highway that would not otherwise travel up Baltimore Avenue to the Cafritz Property.
15. After completion of construction and final inspection of on-site public roads, and upon request of the Town of Riverdale Park, such roads shall be dedicated and turned over to the Town, in such manner and subject to such reasonable terms and conditions as the Town may require, for public use. The determination as to which on-site roads will be public roads subject to dedication and turnover to the Town shall be determined at the time of Preliminary Plan of Subdivision.

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16. The applicant shall submit evidence of an application submittal to the U.S. Green Building Council (USGBC) under Leadership in Energy and Environmental Design for Neighborhood Development (LEED-ND) for a Smart Location and Linkage (SLL) prerequisite review at the time of Preliminary Plan submission and provide the results for review prior to approval of the Preliminary Plan. Upon GBCI/USGBC approval of SLL prerequisites, the applicant shall pursue and employ commercially reasonable efforts to obtain conditional approval of the plan under LEED-ND 2009 Stage 1 (pre-entitlement) approval. If based on pre-entitlement review, full certification through LEED-ND is not practicable, then the applicant shall at detailed site plan provide a LEED score card that demonstrates a minimum of silver certification for all new construction and that will be enforced through DSP review. If the LEED score card requirements cannot be enforced through the DSP review or other third-party certification acceptable to both the applicant and the Town of Riverdale Park and the Town of University Park (and pursued by the applicant at its expense), at minimum the applicant shall pursue silver certification under LEED-NC and LEED Homes, or if available, equivalent standards as determined at time of DSP by the Planning Board.
17. At the time of Preliminary Plan of Subdivision submission, the applicant shall submit a Transportation Management Plan (“TMP”) for the entire development. The TMP shall include provisions to provide for the full funding of the TMP by the owners of the property. The TMP and funding obligations shall run with the land until such time as a Transportation Demand Management District (“TDMD”) is established and includes the property. The TMP shall identify and establish a series of measures to achieve a maximally-efficient use of the adjacent transportation facilities. As the project is developed and occupied, modifications and additions to the TMP shall establish vehicle trip reduction goals with reporting and monitoring provisions subject to independent verification by DPW&T. Specifics of the TMP shall include the following elements referenced in the applicant’s letter to Susan Lareuse dated November 15, 2011, pages 9-10, and car and bike share and residential and employee subsidies. The TMP shall also provide for a private shuttle to be provided as the applicant and the applicant’s heirs, successors, and/or assignees’ expense.
18. Prior to approval of a Preliminary Plan of Subdivision, the applicant shall provide a commitment to organize and achieve a private shuttle vehicle to and from the Prince George’s Plaza Metro station and the College Park Metro station as necessary to achieve a 15-minute headway between 6:30 a.m. to 9:00 a.m. and 4:30 p.m. to 7:00 p.m., Monday through Friday. This requirement may be provided as part of the TMP and may be satisfied privately or by participating in one or a combination of existing or future adjacent public transportation services. Specifications and assurances for any shuttle service shall be provided prior to issuance of any use and occupancy permit. Service is to continue until there is a preferred alternative approved by the municipalities and the applicant may substitute an equivalent to the private shuttle service.
19. Prior to approval of the Preliminary Plan, the applicant shall provide details of its commitment to participate in a circulator bus program, whether as part of a TDMD or other effort, and shall contribute funds for this purpose.

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20. Prior to approval of any DSP for the project, the applicant shall submit a traffic signal warrant study following the accepted methodology of DPW&T or the Maryland State Highway Administration (SHA) for the intersection of Baltimore Avenue and Van Buren Street with channelization as shown on Sheet 4 of the Development Plan. This analysis will examine both existing and total projected traffic volumes. If signals are deemed warranted by the appropriate agency, the applicant shall initiate a bond to secure the entire cost prior to the release of any building permits within the subject property and shall agree to install the signals as directed by DPW&T or the State Highway Administration. Further, subject to SHA approval, applicant shall install the traffic control devices as noted on the Development Plan (Pork Chop Islands) or as modified by SHA to direct traffic so that no traffic may directly access or egress the property across Baltimore Avenue along Van Buren Street. Both entrances and exits at Woodberry and Wells Parkway, respectively north and south of the Van Buren “gateway,” must be right turn only in and out. Prior to the issuance of a grading permit, the applicant shall demonstrate that the State Highway Administration has preliminarily approved the installation of the traffic signal and other traffic control devices at Van Buren Street and Baltimore Avenue, subject to approval of the final construction plan and permit by SHA. If for any reason, including lack of warrants or SHA or other required governmental approval, the traffic signal and other traffic control devices described in this paragraph are not installed or cannot be installed at Van Buren and Baltimore Avenue, no permits may be issued.
21. Prior to approval of a detailed site plan the plans shall provide or demonstrate:
 - a. After completion of construction of the first multi-family building in the project:
 - (1) At least 80 percent of the parking for the overall development ultimately will be in structured parking; and
 - (2) The maximum number of off-street surface parking spaces permitted for each nonresidential land use type shall be equal to 80 percent of the minimum number of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance.
 - b. Design features for sustainability that address environmental health, air and water quality, energy efficiency, and carbon neutrality.
 - c. Termination of Van Buren Street at a building or enhanced park feature.
 - d. A soils study identifying the top soils and subsoils and their appropriateness to support the use of porous pavements.
22. Establish a trip cap of 548 AM new peak hour trips and 902 PM new peak hour trips for full build-out of the development that may be amended, but not increased at the time of Preliminary Plan. The trip cap will not include purely internal trips.

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23. Prohibit clear-cutting or re-grading any portion of the development until a detailed site plan for that portion of the site has been approved.
24. Prior to the approval of the Preliminary Plan of Subdivision, the applicant shall do the following, subject to the opportunity for review and comment by the Town of Riverdale Park and the Town of University Park:
 - a. The Preliminary Plan shall show a roadway connection from the first phase of the development on the property to existing Maryland Avenue at the southern boundary of the property (the “Van Buren Extension”).
 - b. Applicant shall make provisions at Preliminary Plan of Subdivision to construct, to at least a similar standard as the existing Maryland Avenue roadway to the immediate south of the property, an extension of Maryland Avenue from the southern boundary of the property to where the existing roadway ends north of Tuckerman Street (the “Maryland Avenue Extension”). Provided that right-of-way exists, construction of the Maryland Avenue Extension must be completed before Prince George’s County issues the first use and occupancy permit for any retail, office or hotel use on the Property. No portion of any building on the Property may be used or occupied until construction of the Maryland Avenue Extension has been completed and opened for travel by public safety vehicles.
 - c. Prior to the issuance of use and occupancy permits for more than 100,000 square feet of commercial (retail, office or hotel) space and more than 100 residential dwelling units, the construction of the Van Buren Extension shall be complete as verified by the Town of Riverdale Park.
25. Prior to the approval of a Preliminary Plan of Subdivision (the “Preliminary Plan”), the applicant shall do the following, subject to the opportunity for review and comment by Prince George’s County, the Town of Riverdale Park, and the Town of University Park:
 - a. The Preliminary Plan shall show a crossing over the adjacent CSX railroad tracks (the “CSX Crossing”). The “CSX Crossing” shall mean a bridge, raised roadway, underpass or any other type of way, including on-site and off-site approaches, for vehicles, bicycles and pedestrians to pass across the railroad right-of-way to travel between the subject property and lands to the east of the property with a connection to a public road.
 - b. Establish a funding mechanism using a combination of public and private funds, subject to any required governmental approval, which must be obtained prior to the first detailed site plan; establish a system of financial assurances, performance bonds or other security to ensure completion of construction and establish a timetable for construction, of the CSX Crossing in accordance with the Preliminary Plan.

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- c. Provide letters from the CSX and University of Maryland (or the affected land owner), that recommend approval of the CSX Crossing as shown on the Preliminary Plan and identify the land or right-of-way acquisition cost, if any, necessary for the construction of the CSX Crossing on land owned by the University (or the affected land owner).
- d. Provide cost estimates for the design, permitting and construction of the CSX Crossing, including off-site land or right-of-way acquisition costs, if any.

Further, the applicant shall participate in the design, provision and acquisition of rights-of-way, permitting, funding and construction of the CSX Crossing, equal to half the complete costs, but not to exceed Five Million Dollars (\$5,000,000). The applicant, its successors and assigns, shall make all reasonable efforts to obtain public funding (federal, state, county, municipal) as necessary in addition to its CSX contribution to construct the CSX Crossing. Public funding may include all or a portion supported by tax increment financing as may be authorized in accordance with state and local laws. If the manner of public funding is tax increment financing, or any other funding mechanism that requires the approval of the County Council or other government body or entity, the approval of the County Council and all other government bodies or entities must be obtained prior to the approval of any detailed site plan for the subject property.

26. The implementation of the CSX Crossing shall be in accordance with the following:
- a. Prior to the issuance of any permits for development on the property, the applicant (1) shall submit a roadway plan for the location and design of the CSX Crossing to CSX, or to AECOM or other agent designated by CSX, and to the University of Maryland (or the affected land owner), and (2) shall submit letters received from both of them that approve the construction of the CSX Crossing in accordance with the roadway plan, subject to approval and authorization of the final construction plan, and verification by the Prince George's County Department of Public Works and Transportation that the roadway plan meets the American Association of State Highway and Transportation Officials' (AASHTO) standards and is appropriate for construction of the CSX Crossing, and has been approved by CSX and the University of Maryland (or the affected land owner).
 - b. Prior to the issuance of building permits for more than 100,000 square feet of commercial (retail, office or hotel) space and more than 120 residential dwelling units, the applicant (1) shall have received all necessary permits and approvals for construction of the CSX Crossing, (2) shall have provided the Prince George's County Department of Public Works and Transportation with all approved financial assurances and performance security to ensure completion of construction of the CSX Crossing, and (3) shall have commenced construction of the CSX Crossing as verified by the Prince George's County Department of Public Works and Transportation.

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- c. Prior to the issuance of use and occupancy permits for more than 100,000 square feet of commercial (retail, office or hotel) space and more than 120 residential dwelling units, the construction of the CSX Crossing shall be at least fifty percent complete as verified by the Prince George's County Department of Public Works and Transportation shall have verified that all approved financial assurances and performance security to ensure completion of construction of the crossing remain in full force and effect.
 - d. Prior to the issuance of building permits for more than 382 residential dwelling units, the CSX Crossing shall be open for use by public vehicular traffic as verified by the Prince George's County Department of Public Works and Transportation.
 - e. Applicant shall timely provide the Towns of Riverdale Park and University Park, the City of College Park, and the Prince George's County Department of Public Works and Transportation with copies of all submittals, notices, approvals and determinations made pursuant to this condition.
27. The applicant, the Town of Riverdale Park, and the Town of University Park will work together to petition the District Council to initiate and establish a Transportation Demand Management District ("TDMD") program under the Prince George's County Transportation Demand Management District Ordinance Subtitle 20A. Consideration should be given to establishing the boundaries of the TDMD to extend from Paint Branch Parkway to Queensbury Road. Once a TDMD is established, the applicant will provide financial support and the "TMP" will become part of the District and will be monitored by the Transportation Management Authority ("TMA"). The TDMD should provide for traffic reduction goals and periodic independent verification of monitoring whether the goals have been met, including restricting the maximum allowable density to a level that will generate average net additional daily vehicle trips on Baltimore Avenue that are not more than 20% above current levels, and net additional peak hour trips that are no more than 20% above current peak-hour vehicle trips at AM (06:00-09:00), mid-day (11:00-14:00), PM (16:00-19:00), and Saturday (10:00-18:00). These counts will be performed at a fixed location specified in the TDMD between East-West Highway and the southern entrance, and between Queens Chapel Road and the northern entrance, to the project and will be based upon traffic estimates that have been reviewed and determined to be reasonably accurate by the Transportation Planning Section of M-NCPPC. If the goals of the TDMD are not met, additional vehicle trip reduction measures to resolve the problem will be required pursuant to the requirements of Subtitle 20A.

CONSIDERATIONS:

1. Extending the Rhode Island Avenue Trolley Trail across the Washington Metropolitan Area Transit Authority (WMATA) property, connecting to the terminus of the existing trail at Albion Street and south to Tuckerman Avenue.

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2. Establishing a parking district to promote shared parking within the Town of Riverdale Park town center and with the adjacent Armory with the cooperation of the United States.
3. Provide residential uses above commercial uses in order to create a vertical mix of uses.
4. Consistent with the spirit of the circulator bus, initiate or contribute to a Regional Economic Partnership along the Corridor with existing business groups in neighboring jurisdictions and proximate developments to the east and west to: enhance regional connections and overall economic vitality, support and help recruit small/local businesses, coordinate and co-promote programming of activities, exhibits, thematic events, etc., and help ensure mutual success.
5. Pursue with Riverdale Park a “Quiet Zone” for the CSX line at appropriate times, so long as it can be demonstrated to be safe.

ORDERED this 12th day of July, 2012, by the following vote:

In Favor: Council Members Campos, Davis, Franklin, Harrison, Patterson, Toles and Turner.

Opposed: Council Members Olson and Lehman.

Abstained:

Absent:

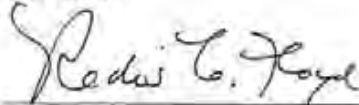
A-10018

Vote: 7-2

COUNTY COUNCIL OF PRINCE GEORGE'S
COUNTY, MARYLAND, SITTING AS THE
DISTRICT COUNCIL FOR THAT PART OF
THE MARYLAND-WASHINGTON
REGIONAL DISTRICT IN PRINCE GEORGE'S
COUNTY, MARYLAND

BY: 
Andrea C. Harrison, Chair

ATTEST:


Redis C. Floyd
Clerk of the Council



THE PRINCE GEORGE'S COUNTY GOVERNMENT

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

October 3, 2013

**RE: SA-130001 Cafritz Property at Riverdale Park
Town Center Development Plan
Calvert Tract, LLC, Applicant**

***NOTICE OF FINAL DECISION
OF THE DISTRICT COUNCIL***

Pursuant to the provisions of Section 27-134 of the Zoning Ordinance of Prince George's County, Maryland requiring notice of decision of the District Council, you will find enclosed herewith a copy of the Council Order setting forth the action taken by the District Council in this case on September 30, 2013.

CERTIFICATE OF SERVICE

This is to certify that on October 3, 2013, this notice and attached Council Order was mailed, postage prepaid, to all persons of record.

A handwritten signature in cursive script that reads "Redis C. Floyd".

Redis C. Floyd
Clerk of the Council

County Administration Building – Upper Marlboro, Maryland 20772

Case No. SA-130001 Cafritz Property at
Riverdale Park Town Center
Development Plan

Applicant: Calvert Tract, LLC

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND,
SITTING AS THE DISTRICT COUNCIL

ORDER AFFIRMING PLANNING BOARD DECISION,
WITH CONDITIONS

IT IS HEREBY ORDERED, after review of the administrative record, that the decision of the Planning Board in PGCPB No. 13-57, to approve with conditions a secondary amendment to the Cafritz Property at Riverdale Park Town Center Development Plan dated July 12, 2012, for the M-U-TC zoned portion of the Cafritz Property in order to create a town center on 35.71 acres of land located approximately 1,400 feet north of the intersection of Baltimore Avenue (US 1) and East-West Highway (MD 410), on the east side of Baltimore Avenue, the amendments do not propose to change the Mixed Use Town Center (M-U-TC) Zone boundary; therefore, the request meets the definition of a secondary amendment pursuant to Section 27-546.14(b)(1) of the Zoning Ordinance, and is, AFFIRMED, subject to the District Council's original jurisdiction, pursuant to §27-132(f)(1), over SA-130001, and its authority to modify the decision of the Planning Board pursuant to §27-280 of the Zoning Ordinance.

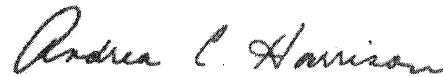
As the basis for this action, the District Council, pursuant to §§ 27-132(f)(1), 27-546.14, 27-276, and 27-280 of the Zoning Ordinance, states its findings and conclusions in Attachment A of this Order. The District Council also adopts and incorporates by reference as if fully stated herein, the findings and conclusions stated by the Planning Board in its Resolution, PGCPB No. 13-63, except as otherwise stated in Attachment A.

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ORDERED this 30th day of September, 2013, by the following vote:

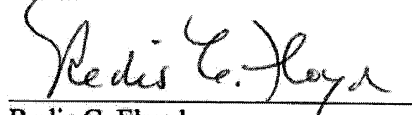
In Favor: Council Members Campos, Davis, Franklin, Harrison, Lehman, Olson, Patterson,
and Toles.
Opposed:
Abstained:
Absent: Council Member Turner.
Vote: 8-0

COUNTY COUNCIL OF PRINCE GEORGE'S
COUNTY, MARYLAND, SITTING AS THE
DISTRICT COUNCIL FOR THAT PART OF
THE MARYLAND-WASHINGTON
REGIONAL DISTRICT IN PRINCE GEORGE'S
COUNTY, MARYLAND



BY: _____
Andrea C. Harrison, Chair

ATTEST:



Redis C. Floyd
Clerk of the Council

SA-130001

ATTACHMENT A**ORDER OF APPROVAL WITH CONDITIONS SA-130001****FINDINGS, CONCLUSIONS, AND CONDITIONS**Procedural History

This case involves the 2012 rezoning of 35.71± acres of vacant property from the R-55 Zone (One-Family Detached Residential) to the M-U-TC Zone (Mixed-Use Town Center) by the District Council in Zoning Ordinance No. 11-2012, which has been appealed to the Circuit Court for Prince George's County.¹ Calvert Tract, LLC is the applicant. The subject property and the name of the project are known as the Cafritz Property, legally described as Parcel 81, Tax Map 42, Grid D-1. The Cafritz Property is located approximately 1,400 feet north of the intersections of Baltimore Avenue (MD 410), on the east side of Baltimore Avenue, and it is within the municipal boundaries of the Town of Riverdale Park and the City of College Park. The 2012 rezoning expanded the 2004 Town of Riverdale Park Mixed-Use Town Center Zone Development Plan to include the 35.71± acres of the Cafritz Property for proposed commercial and residential development. *See* Zoning Ordinance No. 11-2012, PGCPB Resolution No. 12-09.

This secondary amendment (SA-130001) requests to amend the Cafritz Property at Riverdale Park Town Center Development Plan (Development Plan) dated July 12, 2012.² On

¹ Several citizens opposed the rezoning of the Cafritz Property and filed timely petitions for judicial review in the Circuit Court, case numbers: CAL12-25136 and CAL12-25243 (consolidated). Pursuant to Md. Rule 7-205, the filing of a petition for judicial review does not stay the order or action of the administrative agency, *i.e.*, the District Council adoption of Zoning Ordinance 11-2012. On September 17, 2013, the Honorable Krystal Q. Alves, of the Circuit Court for Prince George's County, in a 20-page written opinion, AFFIRMED the 2012 rezoning of the Cafritz Property. *See Jason Amster, et. al and Dr. Carol S. Nezzo, et al., v. County Council*, (September 17, 2013, Cir. Ct., J. Alves). *See also* Prince George's County Code, Subtitle 27, §27-141, (2008-09 ed., as amended) (hereinafter "§ 27- ___") (The Council may take judicial notice of any evidence contained in the record of any earlier phase of the approval process relating to all or a portion of the same property, including the approval of a preliminary plat of subdivision).

² The applicant also filed applications for a Special Permit (SP-130002), approved, and adopted by Planning Board on June 20, 2013, (Special Permits are governed by §27.239.02, and are reviewable only by the Planning Board), in PGCPB No. 13-64, a Detailed Site Plan (DSP-13009), approved, and adopted by Planning Board on June

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June 6, 2013, the Planning Board adopted PGCPB No. 13-57, which approved SA-130001, subject to conditions.

On June 17, 2013, the District Council, pursuant to §27-280, elected to review SA-130001.

On July 8, 2013, the Town of University Park (Town), pursuant to §27-280, filed an appeal to the District Council in SA-130001, and requested oral argument.

On September 9, 2013, the District Council held oral arguments pursuant to §27-132 and the District Council Rules of Procedure. At the conclusion of oral arguments, the District Council took this matter under advisement.

For clarity, the Council will restate each of the appeal issues raised by the Town, as they relate to SA-130001, and respond accordingly.

Appeal Issues

- **With respect to the Secondary Amendment, the Town asserts that it was legal error:**
 1. To adopt Condition H of the Secondary Amendment **instead** of the following condition:
Approve the amendment to Landscaping and Pedestrian Amenity Zone for the purpose of eliminating the standard sidewalk, subject to SHA approval, and providing only a publicly owned and maintained serpentine sidewalk and bike path to increase the likelihood of tree preservation. (Emphasis added.)
 2. To grant a variance from MUTC sign standard for the requested Whole Foods sign (Standard 9 on page 11 and Building 3) as it is not in conformance with Section 27-546.14 of the Zoning Ordinance.

20, 2013, in PGCPB No. 13-63, and a Preliminary Plan of Subdivision (4-13002), approved, and adopted by Planning Board on May 30, 2013, in PGCPB No. 13-55.

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3. To adopt Condition 5 of the Secondary Amendment instead of the following conditions:

Require a minimum four foot high, attractive brick wall and dense evergreen shrub hedge which will address crime prevention through environmental design, block ambient light from motor vehicles, and is consistent with the storm water management along the parking edge for Parcels A and B, also referenced as Lots 1, 2 and 3, where the edge is adjacent to the greenway entrance feature. Details, specifications and specific plantings shall be provided for review and approval by the Urban Design Section.

Response: The authority to impose conditions on the approval of a zoning map amendment is expressly conferred upon the Council by the Regional District Act, Md. Code Ann., Land Use § 22-214 (2012). We may adopt any reasonable requirements, safeguards, and conditions that 1) may be necessary to protect surrounding properties from adverse effects that might accrue from the zoning map amendment; or 2) would further enhance the coordinated, harmonious, and systematic development of the regional district.

As to the allegation by the Town that a condition that dispenses with a standard sidewalk and, rather, that imposes requirement for a meandering path subject to all appropriate approvals by SHA, we find that the proposed language suggested by the Town has merit and augments both tree preservation and will more readily comply with ADA requirements applicable to the development proposed for the subject property. As a result, and in accordance with the purposes of promoting the public safety, health, and welfare under the auspices of §§ 27-102 and 27-281 of the Zoning Ordinance, find that an 8-to-10-foot multiuse path, subject to pertinent approval by SHA, will better serve the public interest, as provided in Condition H, below.

Regarding the Town's allegation concerning Applicant's request for a variance from the M-U-TC sign standard as to the Whole Foods sign, we find that the Town does not state how it believes that the proposed Secondary Amendment is not in conformance with Section 27-546.14 of the Zoning Ordinance. The Applicant set forth its justification for this requested Secondary Amendment, including compliance with Section 27-546.14 of the Ordinance, and the M-U-TC Development Review Committee, the Town of Riverdale Park, and the Planning Board agreed that it satisfied the required conditions for its approval, including compliance with that section of the Ordinance. Accordingly, and given the dearth of evidence in the record to substantiate the arguments advanced by the Town as to the Whole Foods sign, we find no reasonable basis to support disapproval.

This Secondary Amendment was the subject of a justification statement by the Applicant, was fully evaluated and recommended for approval by both the M-U-TC Design Review Committee, and the Town of Riverdale Park, and was approved by the Planning Board. University Park provides no basis to overturn this determination, and the mere fact that it disagrees with this issue is insufficient to justify its reversal.

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As a practical matter, the Town's stated concern regarding ambient light from motor vehicles will be best addressed through a wall with evergreen landscaping. A review of the evidence in the record supports incorporation of portions of the language advanced by the Town as to the method of buffering portions of the site from adjacent uses meets the purposes of Sections 27-102 and 27-281 of the Zoning Ordinance. As such, the Council is persuaded by evidence in the record supporting the use of three-to-four-foot-high wall and evergreen shrub landscaping along the parking edge of Lots 1, 2, and 3, where the edge is adjacent to the greenway entrance feature, as imposed by the conditions of approval set forth in this Order.

Conditions of Approval

The District Council may only approve a requested secondary amendment of a Development Plan if 1) the requested secondary amendment is in compliance with the requirements for the approval of a Development Plan, 2) the requested secondary amendment is in conformance with the purposes of the M-U-TC Zone; and 3) the original intent of the Development Plan element or mandatory requirement being amended is still fulfilled with the approval of the requested secondary amendment. *See* §§ 27-280, 27-546.14. The specific purposes of the M-U-TC Zone are (1) to create with the community a development framework that can capitalize on the existing fabric of the County's older commercial/mixed-use centers and corridors, (2) to promote reinvestment in, and the appropriate redevelopment of, older commercial areas, to create attractive and distinctive community centers for shopping, socializing, entertaining, living, and to promote economic vitality, (3) to promote the preservation and adaptive reuse of selected buildings in older commercial areas, (4) to ensure a mix of compatible uses which compliments concentrations of retail and service uses, including institutional uses, encourages pedestrian activity, and promotes shared parking, (5) to provide a mix of commercial and residential uses which establish a safe and vibrant twenty-four hour environment, (6) to establish a flexible regulatory framework, based upon community input, to encourage compatible development and redevelopment, including shared parking facilities, that

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will enhance the Town Center, and (7) to preserve and promote those distinctive physical characteristics that are identified by the community as essential to the community's identity, including building character, special landmarks, small parks and other gathering places, and wide sidewalks. *See* §27-546.09

With this statutory framework in mind, our original jurisdiction over SA-130001 pursuant to §27-132(f)(1), and our authority to modify the decision of the Planning Board pursuant to 27-280, affirmance of the Planning Board's decision is subject to the following conditions:

- A. Approve the amendment to street configurations subject to showing two four to five-foot-wide bike lanes within Van Buren Street spanning the distance between Baltimore Avenue (US 1) and Rhode Island Avenue staying within the right-of-way and paving sections shown on the preliminary plan and detailed site plan. Van Buren Street from Rhode Island around the Village Green to and from the CSX Crossing shall show a four-foot wide bike lane.
- B. Approve the amendment to reduce the parallel parking width to a minimum of seven feet (from a minimum of eight feet) when parking is not directly adjacent to a bike lane; when adjacent to a bike lane, a minimum of eight feet is required, throughout the site.
- C. Approve the amendment to tree zone area to widen planting strips to a minimum of five feet in width and a minimum of eight feet in length. Street trees shall be planted approximately 30 feet on center throughout the site, where feasible.
- D. Amendments to "Proposed Roadbed and Streetscape Dimensions" as set forth in Table 3, as proposed by the applicant, notwithstanding the amendments of A, B, and C above, as follows:
 1. Approve the amendment to Location 1, Van Buren Street at Village Square, width of roadbed 65–85 feet, distance from centerline 51–72 feet, subject to Condition 1 below.
 2. Approve the amendment to Location 2, Van Buren Street at Residential, distance from centerline 51–72 feet, subject to Condition 1 below.

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3. Approve the amendment to Location 3, 45th Street, distance from centerline 29–40 feet, streetscape dimension 12–20 feet, subject to Condition 2 below.
4. At Location 4, Woodberry Street at Commercial Uses, the width of roadbed is to be adjusted from a range of 20–24 feet plus an 8-foot-wide on-street parking lane and a 5-foot-wide bike lane, to 29 feet total, including a 22-foot driving surface and a 7-foot onstreet parking lane. The drive lane dimensions are to be adjusted from a range of 1012 feet to 11 feet; the distance from centerline to building is to be adjusted from a range of 29–39 feet to a range of 25.5–43 feet; and the streetscape dimension is proposed to be adjusted from a range of 12–20 feet, to a range of 14.5–25 feet.
5. At Location 5, Woodberry Street at Residential Uses, the width of roadbed is to be adjusted from a range of 20–24 feet, plus an 8-foot-wide on-street parking lane and a 5-foot-wide bike lane, to 36-feet total, including a 22-foot driving surface and two 7-foot on-street parking lanes; the drive lane dimensions are to be adjusted from a range of 1012 feet to 11 feet; the distance from centerline to building is to be adjusted from a range of 32–44 feet to a range of 34.5–53 feet; and the streetscape dimension is to be adjusted from a range of 15–25 feet to a range of 16.5–35 feet.
6. Approve the amendment to Location 6, 46th Street, distance from centerline 29–40 feet, streetscape dimension 12–20 feet.
7. Approve the amendment at Location 8, Rhode Island Avenue, as requested.
8. Approve the amendment to Location 9, Maryland Avenue, width of roadbed 18–26 feet, distance from centerline 19–53 feet, streetscape dimension 10–40 feet.

9. Approve the amendment to 47th Street, with the width of roadbed of 22 feet total, including a 15-foot driving surface and a 7-foot on-street parking lane; the drive lane dimension is to be 15 feet; the distance from centerline to building dimension is to be a range of 29–51.5 feet; and the streetscape dimension is to be a range of 21.5–27 feet, subject to Condition 3 below.
- E. Approve the amendment to Table 1, Building Recommendations, to allow a one-story building for Locations 6a and 6b (Buildings 1, 2A, and 2B), subject to Condition 4 below.
- F. Approve the amendments to Building Placement and Streetscape Standard 1 for Location 6a (Parcel A), from the standard minimum of 50 percent of the net lot area to 25.7 percent, and for Location 6d (Parcel C), from the standard minimum of 50 percent of the net lot area to 22 percent; and approve the amendments to Building Placement and Streetscape Standard 2 for Location 6a, from the standard minimum of 66 percent of the build-to line for the Woodberry Street frontage to 45 percent, and for Location 6d, from the standard minimum of 66 percent of the build-to line for the Van Buren Street frontage to 45 percent, subject to Condition 5 below.
- G. Amend the Development Plan to increase the number of townhouses proposed from 109 to a maximum of 119, in accordance with Condition 24 of DSP-13009. The seven (7) lots in the northeastern corner near the stormwater management pond adjacent to parcel “J” as shown on the preliminary plan shall be removed as set forth in Condition 24 of DSP-13009 in furtherance of the public safety, health, and welfare and pursuant to §§ 27-102 and 27-281 of the Zoning Ordinance.
- H. Approve the amendment to Landscaping and Pedestrian Amenity Zone to provide for a 8-10 foot meandering multi-use (bike and pedestrian) path that is ADA compliant between the landscaping/pedestrian amenity strip and the east edge of the PUE, subject to Maryland State Highway Administration (SHA) approval. The wider multi-use path replaces the original 7 foot sidewalk as well as the parallel sidewalk shown north of Van Buren Street and allows for tree preservation and ADA compliance to address grade concerns.
- I. Approve the amendment to Parking and Loading Design for interior parking lot landscaping on Location 6d (Parcel C), subject to Condition 7 below.
- J. Approve the amendment to Architecture Standard 7 to allow ground-level residential units to be less than a minimum of three feet above grade, subject to Condition 8 below.

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- K. Approve the amendment to Noise Mitigation to allow HVAC to not be required to be enclosed by a wall or fence, unless said units are visible from a public street.
- L. Approve the amendment to Signage to allow for the use of internally-lit channel letters on Location 6d (Building 3), as per Applicant's Exhibit No. 4 (Building 3 Signage Sheet 3A300S).
- M. Approve the amendment to Building Openings Standards 1 and 2 for a reduction of the minimum of 60 percent of the ground floor to be transparent for Location 6c (Building 4) along the 46th Street and Woodberry Street frontages, subject to Condition 9 below.
- N. Approve the amendment to Building Open Space Standard 11 for a reduction of the minimum 40 percent of the façade to be windows for Location 7a (Building 5) for the building frontage, except the corners of 46th and Van Buren Streets and 46th and Woodberry Streets street frontages, subject to Condition 9 below.
- O. Disapprove the amendment to Parking and Loading Design Standard 11 for Location 7a (Building 5) to allow the parking garage to use a green screen to screen the parking.

The above amendments are subject to the following conditions, to be demonstrated on Detailed Site Plan DSP-13009 or Special Permit SP-130002, as appropriate:

1. The plans shall be revised to provide two four to five-foot-wide bike lanes within Van Buren Street spanning the distance between Baltimore Avenue (US 1) and Rhode Island Avenue staying within the right-of-way and paving sections shown on the preliminary plan and detailed site plan. Van Buren Street from Rhode Island around the town square to and from the CSX Crossing shall show a four-foot wide bike lane.
2. Landscaping along the streetscape on the east side of Building 2A shall be as shown on Sheet L.1.01 of the landscape plan, as per Applicant's Exhibit No. 3 (Building 2A, Landscape Plan).
3. The parallel parking spaces shown on the detailed site plan along the west side of 47th Street shall be eliminated in front of multifamily Buildings 7, 8, and 9, and the seven-foot area previously proposed for on-street parking will be distributed between additional front yard for the residential structures on the east side, and street tree plantings at approximately 30 feet on center, to the extent practicable, the exact distribution to be approved by the Urban Design Section.

4. Building 1 shall be increased in height for a minimum of 20 feet, and enhance the western elevation with more fenestration, openings, a trellis, and/or architectural elements, so that it has a more aesthetically pleasing visual presence when viewed from Baltimore Avenue (US 1). The roof of the towering element on the south elevation shall be a slate or tile roof.
5. For the three-to-four-foot-high wall and evergreen shrub landscaping proposed along the parking edge of Lots 1, 2, and 3, where the edge is adjacent to the greenway entrance feature, details and specifications for the wall and evergreen landscaping shall be provided for review and approval by the Urban Design Section.
6. Provide a buffer/screen between the Commercial Building One's loading and trash area and the adjacent proposed townhouses located in the northwest corner of the site. A loss of one or two dwelling units, or alternatively a reduction in the footprint of Building One may be necessary in order to achieve appropriate mitigation. The loading and the trash access shall be contained within the limits of the commercial parcel and shall not co-mingle with the residential alley.
7. Landscaping shall be implemented for Parcel C as shown on the revised landscape plan.
8. Investigate ways to provide separation for the townhouse unit from the streetscape through landscaping, fencing, or walls if feasible.
9. Prior to signature approval of the detailed site plan:
 - a. The architectural plans and/or an exhibit shall be provided for Building 4 to demonstrate that the ground façade is at least 60 percent transparent material (glass) along Van Buren Street and 45th Street.
 - b. The architectural plans and/or an exhibit shall be provided for Building 4 to demonstrate that the second floor along 46th Street is at least 60 percent transparent.
 - c. The architectural plans and/or an exhibit shall be provided for Building 5 to demonstrate that windows will occupy at least 40 percent of wall area for façades other than a parking garage, and façade other than the corners of 46th and Van Buren, and 46th and Woodberry Streets.

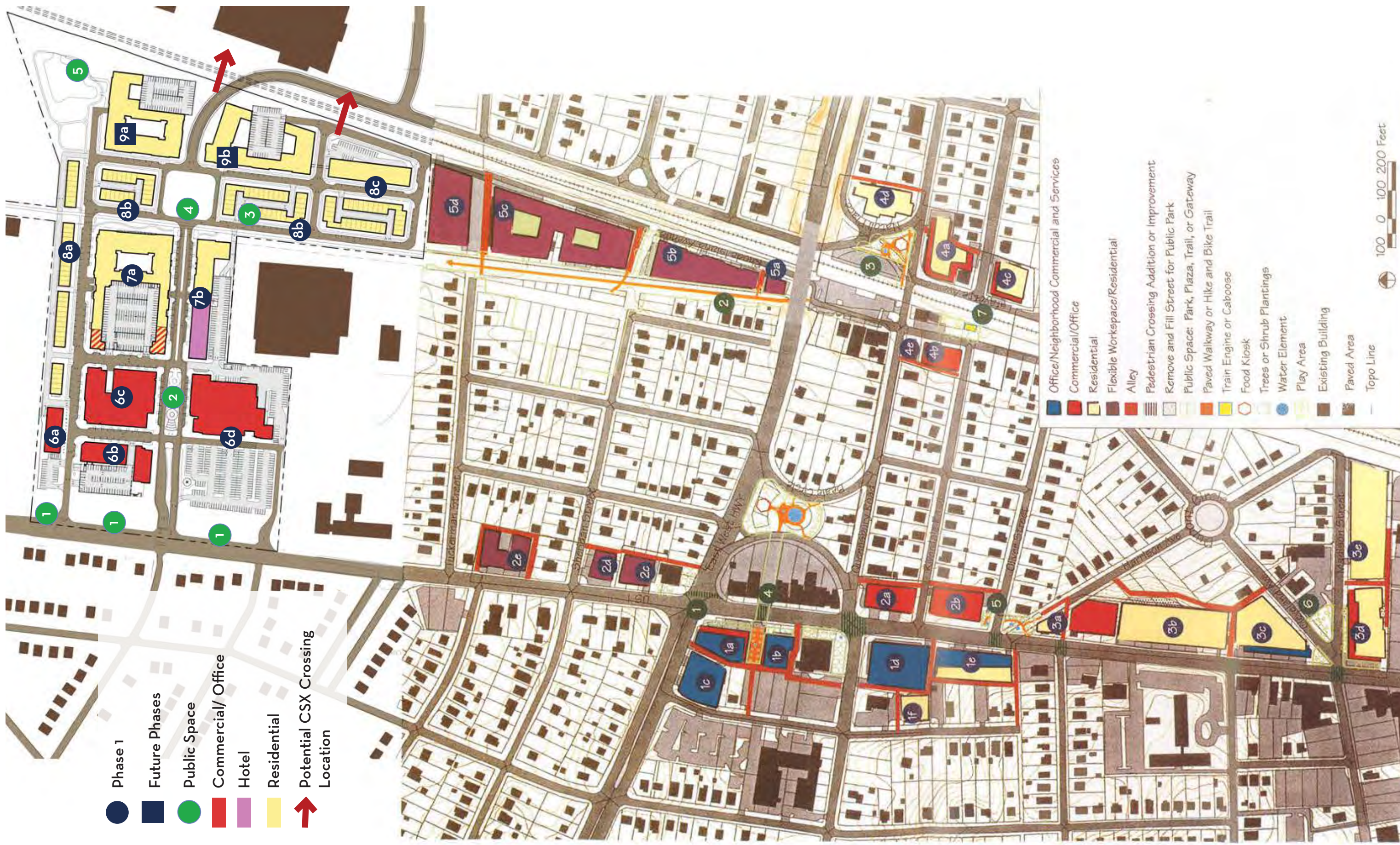
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10. The 46th Street parking garage shall be developed and constructed as shown on the revised architectural plan, as per Applicant's Exhibit No. 1.
11. Woodberry Street, from its intersection with the Baltimore Avenue (US 1) right-of-way to its terminus, will be a 46-foot right-of-way, to be distributed as follows: two 11-foot travel lanes; two 7-foot on-street parking lanes; and the balance of ten feet to be distributed on the north or south sides, as follows: green area added to the front yards of the townhouse units and/or street tree plantings at approximately 30 feet on center, to the extent practicable, the exact distribution to be approved by the Urban Design Section. The right-of-way for Woodberry Street as described herein may be adjusted to allow for the adequate curve radii.

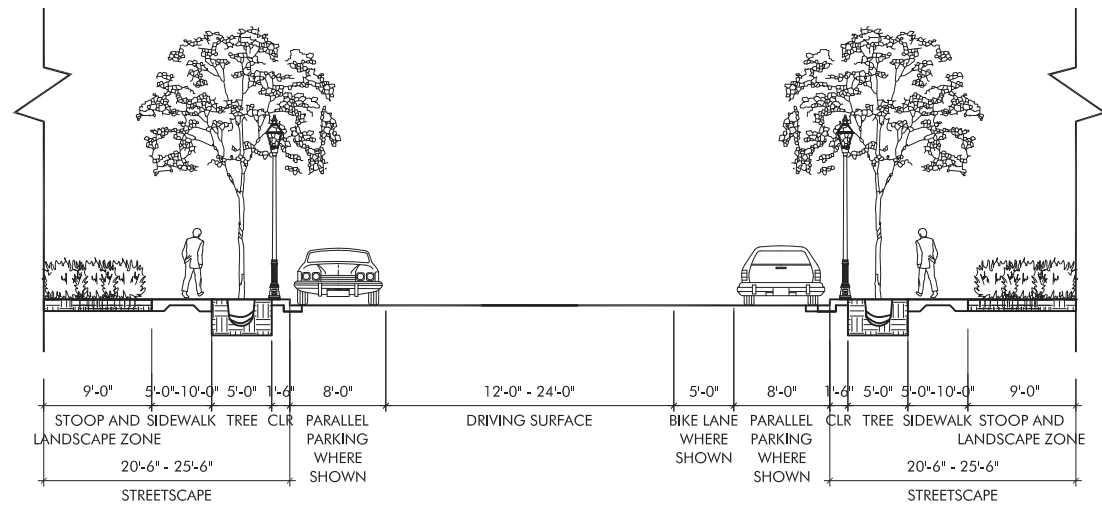
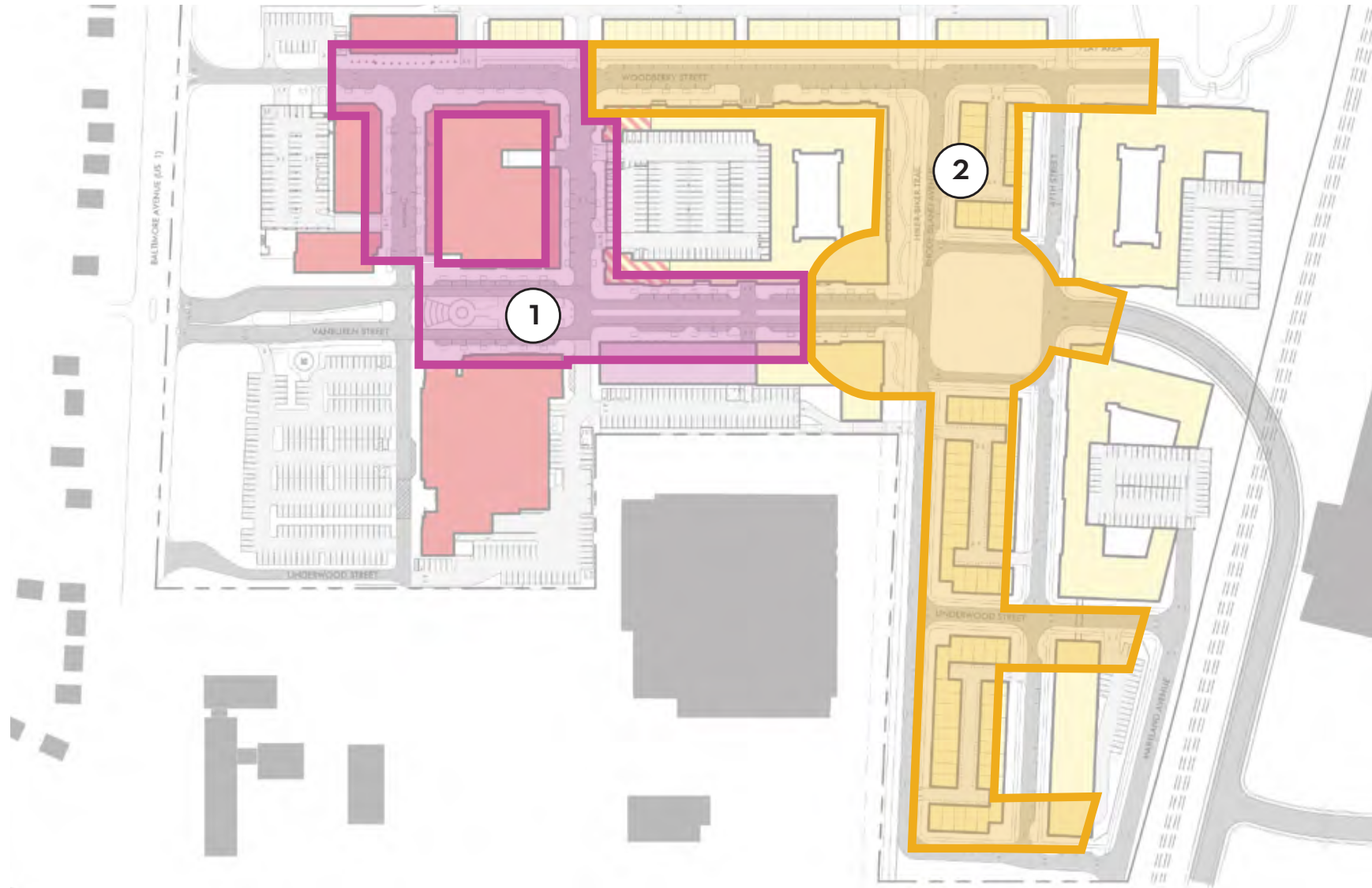


- Phase 1
- Future Phases
- Public Space
- Commercial/ Office
- Hotel
- Residential
- Potential CSX Crossing Location

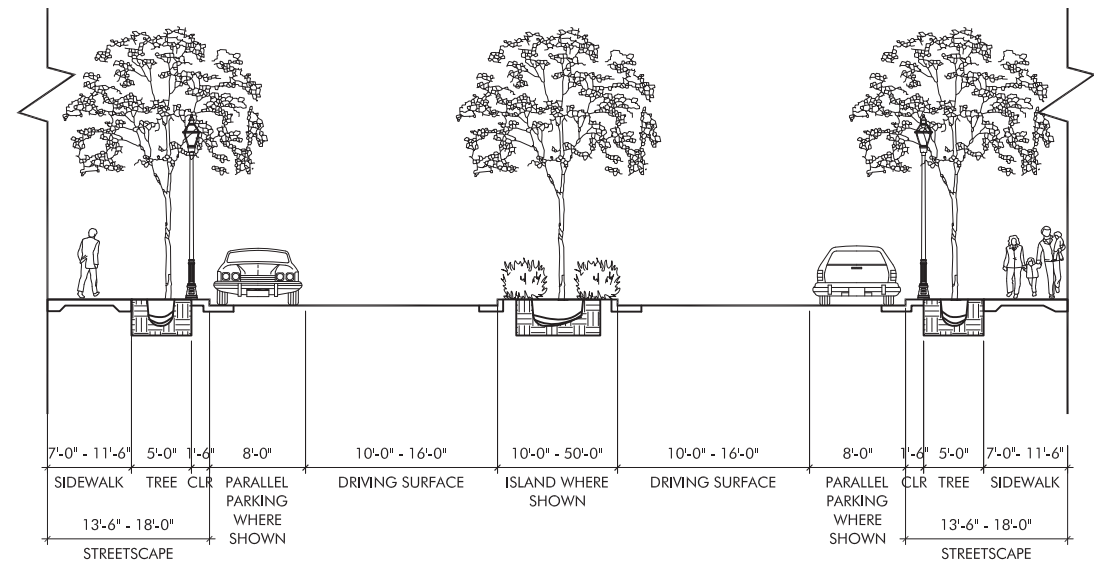
Appendix 3 - Map 1: Concept Plan (July 12, 2012)



Appendix 3 - Map 2: MUTC Concept Plan (July 12, 2012)

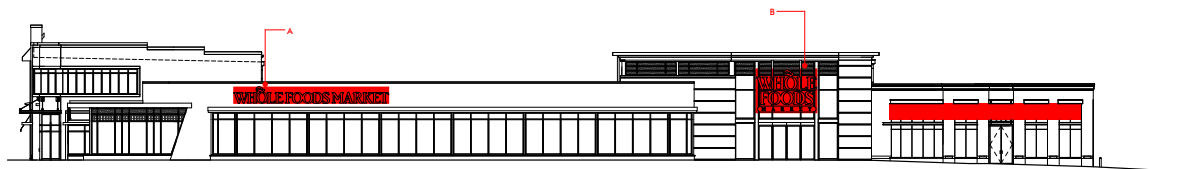


1. Commercial Configuration

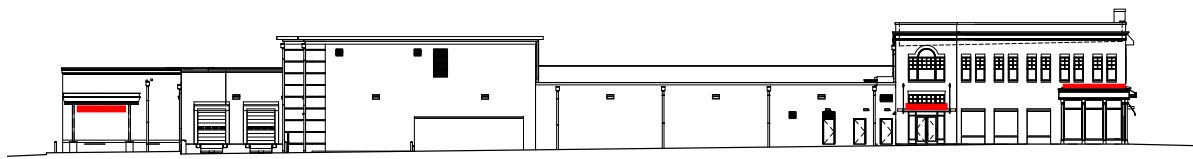


2. Residential Configuration

Appendix 4 - Applicant's Exhibit #4 (Building 3 Signage Sheet 3-A300S)



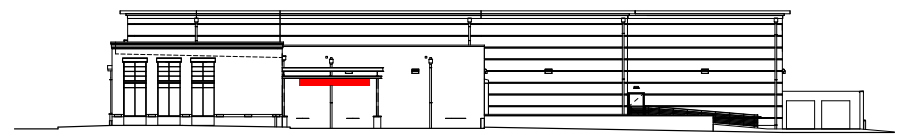
1 BUILDING 3 - WEST ELEVATION
3-A300-S SCALE 1" = 20'-0"



2 BUILDING 3 - EAST ELEVATION
3-A300-S SCALE 1" = 20'-0"



3 BUILDING 3 - NORTH ELEVATION
3-A300-S SCALE 1" = 20'-0"



4 BUILDING 3 - SOUTH ELEVATION
3-A300-S SCALE 1" = 20'-0"

WHOLE FOODS SIGN DETAILS



M-U-TC GUIDELINES (SIGN SECTION):

- INTENT**
ENCOURAGE A POSITIVE AND ATTRACTIVE IDENTITY FOR BUSINESSES AND THE TOWN CENTER AND MAKE THE STREET MORE INTERESTING FOR PEDESTRIANS. ALLOW CREATIVE COMMERCIAL EXPRESSION AND VISUAL VARIETY WITHOUT CREATING CLUTTER OR OVERWHELMING THE STREETScape.
- STANDARDS**
1. COMMERCIAL SIGNS MAY ONLY IDENTIFY BUSINESSES AND PRODUCTS LOCATED ON SITE. EXCEPT IN CASES WHERE PREEXISTING COMMERCIAL SIGNS HOLD HISTORIC OR AESTHETIC VALUE THAT ENHANCES THE STREETScape.
 2. COMMERCIAL SIGNS SHALL BE BUILDING MOUNTED ONLY. FREESTANDING SIGNS SHALL NOT BE ALLOWED, UNLESS THEY PROVIDE DIRECTIONAL INFORMATION MARKING THE WAY TO PARKING, HISTORIC SITES, MAPS OF THE AREA, AND OTHER AMENITIES. IN THESE CASES, SUCH SIGNAGE MAY ONLY BE PROVIDED IN COORDINATION WITH THE TOWN OF RIVERDALE PARK AND ANY OTHER APPLICABLE AGENCY AND MAY NOT INCLUDE COMMERCIAL OR PRODUCT INFORMATION.
 3. ONE TEMPORARY A-FRAME/SANDWICH BOARD PER BUSINESS, APPROXIMATELY 2.5 BY 3.5 FEET AND LOCATED ON THE SIDEWALK ADJACENT TO A COMMERCIAL ENTRANCE OR OUTDOOR CAFE SEATING, MAY BE PROVIDED.
 4. MOVABLE STANDS (WITH THE BUSINESS LOGO AND NAME) CONTAINING MENUS AS PART OF AN OUTDOOR CAFE ARE ALLOWED AND SHALL BE APPROXIMATELY 2 BY 2.5 FEET.
 5. UNIQUE NEON SIGNS, INTERNALLY LIT SIGNS, AND SIGNS WITH MOVING PARTS OR BLINKING LIGHTS MAY ONLY BE APPROVED FOR CREATIVE VALUE THAT ENHANCES THE TOWN CENTER IN AREAS OUTSIDE OF THE HISTORIC CORE.
 6. ALL COMMERCIAL ENTERPRISES SHALL HAVE A MINIMUM OF ONE PERMANENT SIGN ORIENTED TOWARD PEDESTRIANS. BLADE AND BRACKET SIGNS ARE STRONGLY ENCOURAGED.
 7. FACADE AND REAR PUBLIC ENTRY SIGNAGE SHALL INCLUDE FLAT BOARD, RELIEF SCULPTURE, BLADE AND BRACKET, OR PIN LETTERS THAT FIT INTO THE ARCHITECTURAL DESIGN OF THE BUILDING, BE LOCATED ABOVE THE STOREFRONT OR ADJACENT TO THE DOOR, SOLIDLY ATTACHED TO THE BUILDING FACADE, AND NOT OBSCURE OR INTERFERE WITH ARCHITECTURAL DETAILING OF THE FACADE.
 8. BLADE AND BRACKET SIGNS SHOULD NOT EXCEED THREE FEET BY THREE FEET.
 9. SIGNAGE SHALL BE LIT EXTERNALLY, SO THAT THE LIGHT DOES NOT EXCEED THE AREA OF THE SIGN OR SPILL ONTO THE BUILDING FACADE.
 10. VERTICALLY SUSPENDED COMMERCIAL BANNERS BRACED PERPENDICULAR TO THE BUILDING ARE APPROPRIATE. BANNER SIGNS SHOULD USE LOGOS OR OTHER GRAPHICS RATHER THAN WORDS. BANNERS TEMPORARILY SUSPENDED FROM THE EXTERIOR OF THE BUILDING (WITHOUT PERMANENT BRACES TO HOLD THE BANNERS PERPENDICULAR TO THE FACADE) SHALL NOT BE ALLOWED.
 11. SIGNS MOUNTED ABOVE THE BUILDING SHALL BE ALLOWED ONLY IF THE SIGN ENHANCES THE APPEARANCE AND PEDESTRIAN ORIENTATION OF THE TOWN CENTER, AND THE SIGN DOES NOT EXCEED THE HEIGHT OF THE ROOFLINE BY MORE THAN THREE FEET.
 12. SIGNS PAINTED ONTO SIDE FACADES MAY COVER A MAXIMUM OF 30 PERCENT OF THE FACADE AREA. MURALS WITHOUT LETTERS MAY COVER THE ENTIRE WALL.
 13. AWNINGS MAY HAVE NO MORE THAN 30 PERCENT OF ITS SURFACE AREA COVERED BY A BUSINESS LOGO AND NAME THAT IS AN INTEGRAL PART OF THE DESIGN.
 14. METAL AWNINGS THAT SIMULATE CLOTH AWNINGS ARE NOT APPROPRIATE AND SHALL NOT BE ALLOWED.
 15. LETTERS AND LOGOS PAINTED ON STOREFRONT WINDOWS/DOORS SHALL NOT EXCEED 25 PERCENT OF THE WINDOW/DOOR AREA.
- GENERAL NOTES:**
- ALL SIGNS CONFORM TO M-U-TC GUIDELINES REFERENCED ABOVE.
 - SIGN LOCATIONS ARE APPROXIMATE & MAY CHANGE DEPENDING UPON INDIVIDUAL TENANTS.
 - NUMBER OF SIGNS PER BUILDING & INDIVIDUAL SIGN AREA WILL DEPEND ON TENANT QUANTITY.

PROJECT SIGN TYPES:

- THE FOLLOWING ARE DEFINITIONS AND EXAMPLES OF SIGNS TO BE USED ON THE PROJECT.
1. AWNINGS
HORIZONTAL PROJECTIONS ALONG TENANTS STOREFRONTS MADE OUT OF EXTERIOR FABRIC STRETCHED OVER A METAL FRAME, TRADITIONALLY USED TO PROVIDE SHADE AND AS AN OPPORTUNITY FOR TENANT IDENTITY TO BE DISPLAYED ALONG TENANT FACADES.



2. BLADE / PROJECTING SIGNS
PROJECTING SIGNS TO BE SEEN AT PEDESTRIAN OR VEHICULAR LEVEL, MOUNTED PERPENDICULAR TO THE STOREFRONT WALLS. THESE SIGNS ARE USUALLY BUILT OUT OF RIGID MATERIALS WITH DISTINCTIVE MOUNTING. AT TYPICAL WEST, BLADE SIGNS ARE REQUIRED FOR ALL TENANTS AS PART OF THE FAIRFAX COUNTY APPROVED SIGN PLAN.



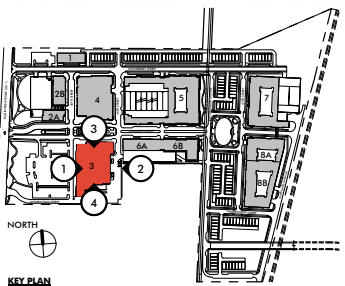
3. CANOPY OR MARQUEE
HORIZONTAL PROJECTIONS ALONG TENANTS STOREFRONT OFTEN BUILT OUT OF RIGID CONSTRUCTION MATERIALS SUCH AS METAL, GLASS OR WOOD. ARCHITECTURAL CANOPIES AT TYPICAL WEST ARE PROVIDED AS PART OF THE BASE BUILDING CONSTRUCTION.



4. WALL MOUNTED SIGNS
A SIGN THAT IS ATTACHED TO THE EXTERIOR OF THE STOREFRONT OR BASE BUILDING WITH THE DISPLAY SURFACE APPROXIMATELY PARALLEL TO THE BUILDING OR STOREFRONT.



5. WINDOW SIGNS
VINYL ON GLASS OR GRAPHICS MOUNTED OR ETCHED ON THE STOREFRONT GLASS OF THE TENANT. WINDOW SIGNS ALSO INCLUDE TENANT SIGNAGE OR LOGOS DIRECTLY IN FRONT OF A WINDOW AND USED FOR ADVERTISING PURPOSES.



DETAILED SITE PLAN & SPECIAL PERMIT

RIVERDALE PARK, MD
Owner
Cahill Trust, LLC
1828 L Street NW, Suite 703
Washington, DC 20036
202.483.0723

Civil Engineer
L.S. Landerberry
Landerberry
Sotheby's Associates, Inc.

Landscape Architect
Landscape Architecture & Planning, LLC
4300 Forbes Boulevard, Suite 230
Bethesda, MD 20814
301.794.7555

Architect
MVA ARCHITECTS
MVA | Multi-Media Visual Associates
7910 Woodmont Avenue, Suite 1250
Bethesda, MD 20814
301.654.2454

Project Management
Parker Rodriguez Inc.
Landscape Architecture & Planning, LLC
Parker Rodriguez
101 N. Union Street
Suite 220
Alexandria, VA 22314
703.548.5010

Project Management
SOM
SKIDMORE, OWINGS & MERRILL LLP
2001 K Street NW
Washington, DC 20006

DRAWN BY: JL CHECKED BY: JH

REV.	ISSUE	DATE
	DSP SUBMISSION	03.26.13

M-NCPPC APPROVALS			
PROJECT NAME: CAFIRITZ PROPERTY			
PROJECT NUMBER: DSP-1309SP130002			
For Conditions of Approval on this Plan, See Sheet of Approval Sheet. Revised (and Re-Apply to this Sheet)			
Approval or Review #	Approval Date	Reviewer Initials	Certification Date

DRAWING NAME: BUILDING 3 SIGNAGE

SHEET NUMBER: BUILDING 3 SIGNAGE

SHEET NUMBER: 3-A300-S

**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
www.mncppc.org/pgco

December 9, 2014

Calvert Tract, LLC.
1828 L Street, N.W., Suite 703
Washington, D.C. 20036

Re: Notification of Planning Board Action on
Secondary Amendment – SA-130001-01
Cafritz Property

Dear Applicant:

This is to advise you that on **December 4, 2014** the above-referenced Detailed Site Plan was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to Section 27-546.14(b)(6), which in turn invokes Section 27-280, the Planning Board's decision will become final 30 calendar days after the date of the final notice **December 9, 2014** of the Planning Board's decision unless:

1. Within the 30 days, a written appeal has been filed with the District Council by the applicant or any Person of Record in the case; or
2. Within the 30 days (or other period specified by Section 27-291), the District Council decides, on its own motion, to review the action of the Planning Board.

(You should be aware that you will have to reactivate any permits pending the outcome of this case. If the approved plans differ from the ones originally submitted with your permit, you are required to amend the permit by submitting copies of the approved plans. For information regarding reactivating permits, you should call the County's Permit Office at 301-883-5784.)

Please direct any future communication or inquiries regarding this matter to Ms. Redis C. Floyd, Clerk of the Council, at the above address.

Very truly yours,
Alan Hirsch, Chief
Development Review Division

By: 
Reviewer

c: Redis C. Floyd, Clerk to the County Council
Persons of Record

PGCPB No. 14-126



PGCPB No. 14-126

14741 Governor Oden Bowie Drive
 Upper Marlboro, Maryland 20772
 TTY: (301) 952-4366
 www.mncppc.org/pgco
 File No. SA-130001-01

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 November 6, 2014, regarding Secondary Amendment SA-130001-01 for Cafritz Property at Riverdale Park Town Center Development Plan, the Planning Board finds:

1. **Request:** The applicant requests approval of a Secondary Amendment (SA-130001-01) revision to the signage standards within the 2012 *Cafritz Property at Riverdale Park Town Center Development Plan* (Development Plan) for the purpose of amending the development district standards on freestanding signage for the property.
2. **Requirements of the Zoning Ordinance:** The revisions to the 2012 *Cafritz Property at Riverdale Park Town Center Development Plan* (Development Plan) apply to the entire 37.73-acres. The request conforms to the requirements for amendments to development plans per Section 27-546.14 (b) for Secondary Amendments, of the Prince George's County Zoning Ordinance.
3. **Section 27-546.14(b)(6)** of the Zoning Ordinance references Planning Board procedures for a requested secondary amendment. The procedure is the same as a conceptual site plan, but limited to Section 27-276(a)(1), (3), (4), (5), (6); Section 27-276(c)(1), (2); and Section 27-276(d). The following is extracted from the Zoning Ordinance, but the term [*Secondary Amendment*] is added for the reader's clarity.

Section 27-276 Planning Board Procedures

(a) General

- (1) **Prior to approval of any preliminary plan of subdivision or Detailed Site Plan, or the issuance of any grading, building, or use and occupancy permit, for the development or use of any land for which a Conceptual Site Plan [*Secondary Amendment*] is required, the applicant shall obtain approval of a Conceptual Site Plan [*Secondary Amendment*] from the Planning Board.**

The companion case application for DSP-13009-03 is predicated on the approval of this proposed secondary amendment. The Planning Board took action on the Secondary Amendment SA-130001-01 and the companion Detailed Site Plan and approved them on November 6, 2014, after review and testimony was heard.

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- (3) **The Planning Board shall give due consideration to all comments received from other agencies.**

Notification letters and copies of the secondary amendments were transmitted to several Prince George's County agencies for review and comment prior to the public hearing and the information was presented at the public hearing and duly noted.

- (4) **The Planning Board shall only consider the Plan at a regularly scheduled meeting after a duly advertised public hearing.**

Public hearing notice signs were posted within the M-U-TC and R-55 (One-Family Detached Residential) Zone boundary on October 7, 2014, as evidenced by the sign posting affidavit.

- (5) **The Planning Board shall approve, approve with modification, or disapprove the Conceptual Site Plan [Secondary Amendment], and shall state its reasons for the action.**

The application for the secondary amendments was presented to the Planning Board by staff and the staff recommended approval of the application on November 6, 2014.

- (6) **The Planning Board's decision shall be embodied in a resolution adopted at a regularly scheduled public meeting, a copy of which shall be sent to all persons of record (in the Conceptual Site Plan [Secondary Amendment] approval process) and the District Council.**

The Planning Board's decision on the application is embodied in this resolution and the resolution will be sent to all persons of record and the District Council.

(c) **Time limits for action**

- (1) **The Planning Board shall take action on the Conceptual Site Plan [Secondary Amendment] within seventy (70) days of its submittal. The month of August and the period between and inclusive of December 20 and January 3 shall not be included in calculating this seventy (70) day period.**

The secondary amendment application was accepted on October 6, 2014 and was reviewed acted upon by the Planning Board on November 6, 2014, which is 31 days from the acceptance date.

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- (2) **If no action is taken within seventy (70) days, the Conceptual Site Plan shall be deemed to have been approved. The applicant may (in writing) waive the seventy (70) day requirement to provide for some longer specified review period.**

The Planning Board's 70-day limit to take action on this secondary amendment application was complied with in the review of this application.

(d) **Notification of applicant**

- (1) **If a Conceptual Site Plan [Secondary Amendment] is not approved, the Planning Board shall notify the applicant (in writing), stating what changes are required for approval.**

The Planning Board approved the application.

4. **Section 27-280 Appeal of the Planning Board's Decision**

- (a) **The Planning Board's decision on a Conceptual Site Plan or amendment of the Development District Standards for an approved Development District Overlay Zone may be appealed to the District Council upon petition by any person of record. The petition shall specify the error which is claimed to have been committed by the Planning Board and shall also specify those portions of the record relied upon to support the error alleged. The petition shall be filed with the Clerk of the Council within thirty (30) days after the date of the notice of the Planning Board's decision. The District Council may vote to review the Planning Board's decision on its own motion within thirty (30) days after the date of the notice.**
- (b) **The Clerk of the Council shall notify the Planning Board of any appeal or review decision. Within seven (7) calendar days after receiving this notice, the Planning Board shall transmit to the District Council a copy of the Conceptual Site Plan, all written evidence and materials submitted for consideration by the Planning Board, a transcript of the public hearing on the Plan, and any additional information or explanatory material deemed appropriate.**
- (c) **The District Council shall schedule a public hearing on the appeal or review.**
- (d) **Within sixty (60) days after the close of the Council's hearing, the Council shall affirm, reverse, or modify the decision of the Planning Board, or return the Conceptual Site Plan to the Planning Board to take further testimony or reconsider its decision. Where the Council approves a Conceptual Site Plan, it shall make the same findings which are required to be made by the Planning Board. If the Council fails to act within the specified time, the Planning Board's decision is automatically**

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affirmed.

- (e) **The Council shall give its decision in writing, stating the reasons for its action. Copies of the decision shall be sent to the all persons of record, and the Planning Board.**

This section of the Zoning Ordinance outlines the procedure for review by the District Council if a person of record appeals the Planning Board's decision on the application, or if the District Council votes to review the decision within 30 days after the Planning Board's decision.

5. **Request for Secondary Amendment:** The applicant submitted the following request for a secondary amendment to the Cafritz Property at Riverdale Park Town Center Development Plan, and the following is the applicant's justification statement for the secondary amendment:

"This request for a Secondary Amendment to a Development Plan is set forth in, and legally permitted by Sec. 27-546.14 of the Prince George's County Zoning Ordinance, and is in connection, and part of, the Detailed Site Plan and for the development of the property known as the Cafritz Property at Riverdale Park (the 'Development'), with this application being noted as DSP-13009/03 and SP-130002/01.

"Within the Approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan for the Cafritz Property at Riverdale Park ('Development Plan'), within the section entitled 'Signage', under No. 2 states as follows:

"2. Commercial signs shall be building mounted only. Freestanding signs shall not be allowed, unless they provide directional information marking the way to parking, historic sites, maps of the area, and other amenities. In these cases, such signage may only be provided in coordination with the Town of Riverdale Park and other applicable agencies and may not include commercial or product information.

"The following amendment to this Standard is proposed as follows:

"2. Commercial signs shall generally be building-mounted, but freestanding signs shall be permitted to provide identification of the development and/or certain businesses within the development, as well as directional information marking the way to parking, historic sites, maps of the area, and other amenities. In the case of freestanding signs for directional information, said signage may only be provided in coordination with the Town of Riverdale Park and other applicable agencies."

Applicant's Justification:

"Given the above-described findings for approval of the M-U-TC Zone, as well as the purposes of the M-U-TC Zone, the requested Secondary Amendment is justified for the

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following reasons. The Development, as approved through Zoning Map Amendment No. A-10018, Preliminary Plan of Subdivision No. 4-13002, Detailed Site Plan No. DSP-13009 (including all approved revisions to date), Special Permit No. SP-130002, and Secondary Amendment No. SA-130001, is a community that will include 119 townhouses, 855 multifamily units (a portion of which will require additional detailed site plan approval), approximately 186,676 square feet of commercial space, and a hotel (that will require approval of a special exception). As can be seen from the above-referenced approvals, as well as the approval of the Development Plan, this is intended to be a cohesive and coordinated community, with a significant amount of commercial space. Allowing freestanding signs at appropriate locations will, among other things, assure that the Development will successfully ‘ensure a mix of compatible uses that compliments (sic) concentrations of retail and service uses...’; ‘provide a mix of commercial and residential uses which establish a safe and vibrant twenty-four hour environment’, ‘encourage compatible development...that will enhance the Town Center’, and ‘provide a flexible regulatory environment that will support redevelopment and development interests in the area....’ Freestanding signs at appropriate locations will not only help to emphasize the identity and cohesive nature of the Development as a whole, but also help to identify the existence of significant commercial establishments within the Development. The identification of such businesses within the Development is often a requirement of such businesses, which will not locate within developments such as this without this type of signage. The existence of freestanding signs at appropriate locations within the Development, therefore, is not only helpful to establish the character of the Development and the location of significant commercial establishments within the Development, but is actually crucial to the commercial success of the Development.

“It is also important to note the ‘Intent’ of the ‘Signage’ section of the Development Plan, which states as follows:

“Encourage a positive and attractive identity for businesses and the town center and make the street more interesting for pedestrians. Allow creative commercial expression and visual variety without creating clutter or overwhelming streetscape.

“The proposed freestanding signs (as shown on the accompanying application for a Revision to the approved Detailed Site Plan) will, in fact, implement a positive and attractive identity for businesses and the town center as intended by the Development Plan, and they will thus be consistent with the intent of the signage element of the Development Plan. Quite frankly, a development of the size and scope such as that which has been previously approved for this Development could not be successful without allowing certain freestanding signs, as proposed through this application, as well as the proposed 03 Revision to DSP-13009.

“For all of the above-stated reasons, the applicant herein submits that proposed Secondary Amendment that would allow freestanding signs at specified locations within the

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Development is in compliance with the requirements for the approval of the Development Plan, is in conformance with the purposes of the M-U-TC Zone, and fulfills the original intent of the signage element of the Development Plan, and for these reasons, requests that it be approved.”

The Planning Board considered the applicant’s request and approved the following language as an amendment to the originally approved language contained within the 2012 *Cafritz Property at Riverdale Park Town Center Development Plan* (Development Plan):

Commercial signs shall generally be building-mounted, but freestanding signs shall be permitted to provide identification of the development and/or certain businesses within the development, as well as directional information marking the way to parking, historic sites, maps of the area, and other amenities. In the case of freestanding signs for directional information, said signage may only be provided in coordination with the Town of Riverdale Park and other applicable agencies.

6. Section 27-546.14 (b) (7) of the Zoning Ordinance states:

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

(A) The requested secondary amendment is in compliance with the requirements for the approval of a Development Plan;

The approval of this secondary amendment to the Development Plan requires compliance with the original approval of the Development Plan, A-10008, which does not have any prohibition of freestanding signage in the conditions of approval. Planning Board finds that the secondary amendment is consistent with the requirements of the Development Plan as was determined in the original rezoning of the property in the Primary Amendment. This secondary amendment is needed to provide for a reasonable regulatory framework to allow for freestanding signage to ensure the success of the commercial development in the future.

(B) The requested secondary amendment is in conformance with the purposes of the M-U-TC Zone;

The purposes of the M-U-TC Zone are set forth in Section 27-546.09(a) of the Zoning Ordinance, as follows:

(1) To create with the community a development framework that can capitalize on the existing fabric of the County’s older commercial/mixed use centers and corridors.

- (2) **To promote reinvestment in, and the appropriate redevelopment of, older commercial areas, to create attractive and distinctive community centers for shopping, socializing, entertaining, living, and to promote economic vitality.**
- (3) **To promote the preservation and adaptive reuse of selected buildings in older commercial areas.**
- (4) **To ensure a mix of compatible uses which compliments (sic) concentrations of retail and service uses, including institutional uses, encourages pedestrian activity, and promotes shared parking.**
- (5) **To provide a mix of commercial and residential uses which establish a safe and vibrant twenty-four hour environment.**
- (6) **To establish a flexible regulatory framework, based upon community input, to encourage compatible development and redevelopment, including shared parking facilities that will enhance the Town Center.**
- (7) **To preserve and promote those distinctive physical characteristics that are identified by the community as essential to the community's identity, including building character, special landmarks, small parks and other gathering places, and wide sidewalks.**

The Planning Board finds that the secondary amendment is in conformance with the purposes of the M-U-TC Zone because this change will continue to provide a development framework that can capitalize on the existing fabric of the county's older commercial/mixed-use centers and corridors. The freestanding signage will promote investment in the commercial core of the community. This secondary amendment will allow signage to draw customers into the development and contribute to the realization of the center for shopping, socializing, entertaining, living, and to promote economic vitality. This secondary amendment will not detract from the sense of history of the larger community through limited freestanding signage and will not impact the older historic portion of the town center, which is not affected by this Development Plan. The secondary amendment does not detract from the intent of the Development Plan to ensure a mix of compatible and complementary uses, and to create a concentration of retail, service, and institutional uses, that encourages pedestrian activity, and promotes shared parking and a vibrant 24-hour environment. The approval of this amendment will create a flexible regulatory framework based upon community input that encourages compatible development. Further, the secondary amendment will not have an impact on the previous finding in the review of the original Development Plan that it will preserve and promote those distinctive physical characteristics that are considered by the community to be

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essential to its identity, including building character, special landmarks, small parks and other gathering places, and wide sidewalks.

- (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.**

The purpose of the modifications to the Development Plan through the approval of the proposed secondary amendment is consistent with the intent of the Development Plan that amended the Town of Riverdale Park M-U-TC Zone Development Plan. Additionally, Section 27-546.13 of the Zoning Ordinance states the following:

- (a)(2) **The Development Plan shall consider the evolution of development regulations and the existing development character and create more appropriate standards and development guidelines that will encourage investment that supports the purposes of the zone.**

This secondary amendment is a result of the evolution of the overall project as it moves through the development review process in response to market forces. The language above recognizes that the Development Plan will evolve in this process and that it needs to be a flexible regulatory tool. This secondary amendment recognizes the need for freestanding signage for purposes of advertisement of the proposed commercial uses within the development, and does not vary greatly from the original concept plans.

- 7. **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 considered the following analysis and summarized comments for the application:

This application is located within the county’s Innovation Corridor and is within a designated employment area. Employment areas are described as “areas commanding the highest concentrations of economic activity in four targeted industry clusters—healthcare and life sciences; business services; information, communication, and electronics; and the Federal Government.” The Innovation Corridor is a prioritized employment area described by *Plan Prince George’s 2035 Approved General Plan* (Plan Prince George’s 2035) as follows:

Innovation Corridor

The second transformative Plan Prince George’s 2035 recommendation is designating parts of the City of College Park, the City of Greenbelt, the Town of Riverdale Park, the Town of Edmonston, the Town of Berwyn Heights, and areas along the Baltimore Avenue (US 1) corridor and around the University of Maryland, College Park, and the Beltsville

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Agricultural Research Center (BARC) as the Innovation Corridor. This area has the highest concentrations of economic activity in our four targeted industry clusters and has the greatest potential to catalyze future job growth, research, and innovation in the near- to mid-term. This area is well positioned to capitalize on the synergies that derive from businesses, research institutions, and incubators locating in close proximity to one another and on existing and planned transportation investment, such as the Purple Line.

The development program approved for the site consists of a mix of retail, office, residential, and recreational land uses and is in conformance with the overall vision, goals, policies, and strategies of both Plan Prince George's 2035 and the Riverdale Park Mixed-Use Town Center Development Plan. There are no general plan or master plan issues with this application.

The northeastern portion of this application is located under the traffic pattern for a small general aviation airport (College Park Airport). This area is subject to Aviation Policy Area (APA) regulations adopted by County Council Bill CB-51-2002 (DR-2) as Sections 27-548.32 through 27-548.48 of the Zoning Ordinance. Specifically, the subject property is located in APA-6. The APA regulations contain additional height requirements in Section 27-548.42 and purchaser notification requirements for property sales in Section 27-548.43 that are relevant to the evaluation of this application. No building permit may be approved for a structure higher than 50 feet in APA-6 unless the applicant demonstrates compliance with Federal Aviation Regulations (FAR) Part 77; however, none of the free standing signs are over 50 feet in height.

- b. **Prince George's County Police Department**—The Police Department provided comment on the subject application indicating that there are no crime prevention through environmental design (CPTED) related issues.
- c. **Prince George's County Health Department**—The Health Department was sent a referral but has not offered comments on the subject application.
- d. **Town of Riverdale Park**— In letter dated November 5, 2014 to Elizabeth M. Hewlett, Chairman of the Prince George's Planning Board from Sara Imhulse, Town Administrator of Riverdale Park, the Town provided the following comments:

“The Riverdale Park Town Council voted at a legislative meeting on Monday, November 3, 2014, to provide the Planning Board with the following comments on DSP-13009-03 and SA-130001-01:

“The Town is concerned about the broad nature of the proposed secondary amendment and recommends that it be amended to limit freestanding signs and signage in Riverdale Park Station in the following ways:

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Page 10

- “1. Freestanding signs shall only be allowed in the parcels along Baltimore Avenue.
- “2. The total number of signs in the parcels along Baltimore Avenue shall be limited to one commercially-oriented sign per parcel abutting Baltimore Avenue; non-commercial community entrance feature signs should not be limited in the same way.
- “3. The allowed freestanding signs shall be limited to twelve feet in height above ground.
- “4. Only externally-lit freestanding signs shall be allowed, with standards similar to those in Standards 5 and 9 for lighting, on Page 11 of the existing Cafritz Property Design Standard Guidelines.
- “5. Each freestanding sign panel shall not exceed fifty square feet in area.
- “6. Pole-mounted freestanding signs shall remain prohibited throughout the zone.
- “7. All freestanding signs in the parcels along Baltimore Avenue shall be monument signs and have a similar set of materials, scale, and character to those presented in DSP 13009-03, so as to present a cohesive whole.

“The Town fully expects the site and signs to be well-maintained as provided through the original Detailed Site Plan and Secondary Amendment process.”

The Planning Board considered the Town of Riverdale Park’s recommendation and adopted their recommendations.

- e. **Town of University Park**— In letter dated November 5, 2014 to Elizabeth M. Hewlett, Chairman of the Prince George’s Planning Board from Lenford C. Carey, Mayor, the Town provided the following comments:

“This letter is sent on behalf of the Town of University Park to present its formal position concerning the application of Calvert Tract, LLC, for Secondary Amendment SA-130001-01 and DSP-13009-03, for the Cafritz Property at Riverdale Park. The Town Council voted on November 3, 2014 to support the SA-130001-01 with conditions and DSP-13009-03 with conditions. Specifically, the Council voted to support the following:

“SA-13-0001-01

“The Council supports the secondary amendment of the Cafritz Property at Riverdale Park Town Center Development Plan (“Plan”) under Section 25-546.14 of the County Zoning Code, provided certain conditions are included. These are:

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 Page 11

- “a. Freestanding commercial signs shall only be allowed in the parcels fronting on Baltimore Avenue, currently referenced as Parcels A, B and C.
- “b. The total number of commercial signs in the parcels along Baltimore Avenue shall be limited to one sign per parcel, for a total of three.
- “c. The current language in Standard 2 within the Plan in the section entitled “Signage” concerning freestanding signs with directional information marking the way to parking, historic sites, maps of the areas, and other amenities, not to include commercial or product information, to be provided in coordination with the Town of Riverdale Park and other applicable agencies, should be retained and not amended.
- “d. The allowed commercial freestanding signs shall be limited to twelve feet in height above ground.
- “e. Only externally-lit freestanding signs shall be allowed, and shall conform to Standards 5 and 9, in the section entitled “Signage” in the Plan.
- “f. Each freestanding sign panel shall not exceed fifty square feet in area.
- “g. Pole-mounted freestanding signs shall remain prohibited throughout the zone.
- “h. All freestanding signs in the parcels along Baltimore Avenue shall be monument signs and have a similar set of materials, scale, and character to those presented in DSP 13009-03, so as to present a cohesive whole.
- “i. All future revisions to the Detailed Site Plan with respect to signage shall be referred for comment to the Town of University Park.

“DSP-13009-03

“The proposed revision includes installation of three freestanding signs, one a commercial sign in Parcel B on the north side of Van Buren Street at the intersection with Route 1, the second a community identification sign in Parcel C on the south side of Van Buren at this intersection, and the third a commercial sign in Parcel C on the north side of Underwood at its intersection with Route 1. The Council supports DSP-13009-03 with conditions. Specifically, the Council voted to support the following:

“The two commercial and one directional information signs approved in the DSP shall be consistent with the dimensions, elevation, placement, and entryway renderings contained in the document labeled Planning Department, Cafritz

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Property, Parcels B and C, dated October 24, 2014, which is part of the staff recommended approval. The brick color to be used should be off-white with a matte surface.”

The Planning Board considered the Town of University Park’s recommendation in conjunction with the Town of Riverdale Park and adopted conditions applying to the secondary amendment as modified.

- f. **City of College Park**—The City of College Park responded that they had no comment on the application.
 - g. **City of Hyattsville**—The City of Hyattsville has not offered comments on the subject application.
 - h. **Town of Edmonston**—The Town of Edmonston has not offered comments on the subject application.
8. The original DSP-13009 for the case was reviewed and approved by the District Council (Order affirming the Planning Board’s decision) and their decision included the following condition:

16. **Monument signs as described in the Detailed Site Plan submittal require a secondary amendment. Signage is governed by the 2012 Cafritz Property at Riverdale Park Town Center Development Plan, *Design Standards / Site Design*, “Signage,” Paragraph 5, which states, in pertinent part, that “[u]nique neon signs, internally lit signs, and signs with moving parts or blinking lights may only approved for creative value that enhances the town center in areas outside of the historic core.” Because the applicant’s proposed signage was submitted as part of DSP-13009, and not through a secondary amendment as contemplated by the Development Plan, we reverse, and deny the Planning Board’s approval of monument signs as part of DSP-13009. All monument signs must follow the Development Plan guidelines or seek a secondary amendment.**

This secondary amendment request directly relates to the condition above and follows the process set forth by the District Council in their directions to the applicant regarding the process.

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-130001-01 to Signage Standard No. 2 as follows:

Commercial signs shall generally be building-mounted, but freestanding signs shall be permitted to provide identification of the development and/or certain businesses within the development, as well as directional information marking the way to parking, historic sites,

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maps of the area, and other amenities. In the case of freestanding signs for directional information, said signage may only be provided in coordination with the Town of Riverdale Park and other applicable agencies.

Subject to the following conditions:

1. Freestanding commercial signs shall only be allowed in the parcels fronting on Baltimore Avenue, currently referenced as Parcels A, B and C.
2. The total number of commercial signs in the parcels along Baltimore Avenue shall be limited to one sign per parcel, for a total of three.
3. The allowed commercial freestanding signs shall be limited to twelve feet in height above ground.
4. Only externally-lit freestanding signs shall be allowed, and shall conform to Standards 5 and 9, in the section entitled "Signage" in the Plan.
5. Each freestanding sign panel shall not exceed fifty square feet in area.
6. Pole-mounted freestanding signs shall remain prohibited throughout the zone.


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.

* * * * *

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 Shoaff, seconded by Commissioner Geraldo, with Commissioners Shoaff, Geraldo, Bailey and Hewlett voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, November 6, 2014, in Upper Marlboro, Maryland.

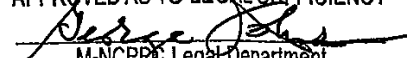
Adopted by the Prince George's County Planning Board this 4th day of December 2014.

Patricia Colihan Barney
Executive Director

By 
Jessica Jones
Planning Board Administrator

PCB:JJ:SL:arj

APPROVED AS TO LEGAL SUFFICIENCY

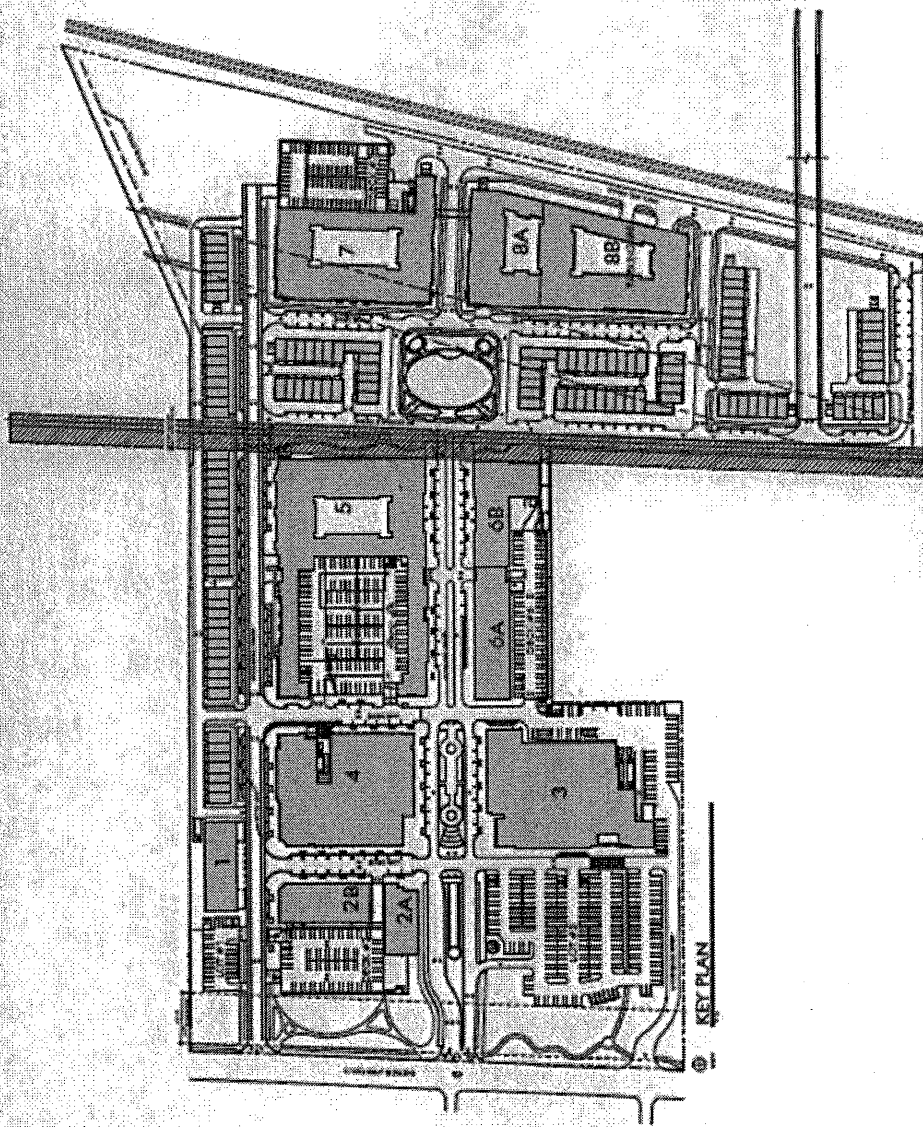

M-NCPRE Legal Department

Date 11 / 13 / 14

APPENDIX

SIGNABLE AREAS

APPROVED AS PART OF DSP-13009



KEY PLAN



Subsidiary
of

PARKER RODRIGUEZ INC.

SOM

CARITZ PROPERTY
at Riverview Park

Town of Riverview Park Mixed-Use Town Center Zone
Parking Analysis



MULTI-C GUIDELINES (SIGN SECTION)

INTENT
ENCOURAGE A POSITIVE AND ATTRACTIVE IDENTITY FOR BUSINESSES AND THE TOWN CENTER AND MAKE THE STREET MORE INTERESTING FOR PEDESTRIANS. ALLOW CREATIVE AND DIVERSE SIGNAGE TO ENHANCE VISUAL INTEREST WITHOUT CLUTTER OR OVERWEIGHING THE STREETScape.

STANDARDS

1. COMMERCIAL SIGNS MAY ONLY IDENTIFY BUSINESSES AND PRODUCTS LOCATED ON THE PROPERTY. SIGNS SHOULD ENHANCE THE STREETScape AND ADD VISUAL AND AESTHETIC VALUE THAT ENHANCES THE STREETScape.
2. COMMERCIAL SIGNS SHALL BE BUILDING ORIENTED UNLESS OTHERWISE SPECIFIED. THE WAY TO PARKING, HISTORIC SITES, MAPS OF THE AREA, AND OTHER AMENITIES, IN ADDITION TO SIGNAGE, SHOULD BE PROVIDED TO VISITORS AND RESIDENTS.
3. SIGNS SHALL BE MAINTAINED AND NOT EXCEED THE SPECIFICATIONS OF THE COMMERCIAL OR PRODUCT INFORMATION.
4. SIGNAGE SHALL NOT BE LOCATED IN AREAS WHERE SIGNAGE IS PROHIBITED BY CITY ORDINANCE OR PRODUCT INFORMATION.
5. SIGNS SHALL BE MAINTAINED AND NOT EXCEED THE SPECIFICATIONS OF THE COMMERCIAL OR PRODUCT INFORMATION.
6. SIGNS SHALL BE MAINTAINED AND NOT EXCEED THE SPECIFICATIONS OF THE COMMERCIAL OR PRODUCT INFORMATION.
7. FACADE AND REAR PUBLIC ENTRY SIGNAGE SHALL INCLUDE THAT BOARD IDENTIFYING THE BUSINESS OR PRODUCT AND SHALL BE MAINTAINED AND NOT EXCEED THE SPECIFICATIONS OF THE COMMERCIAL OR PRODUCT INFORMATION.
8. SIGNAGE SHALL NOT BE LOCATED IN AREAS WHERE SIGNAGE IS PROHIBITED BY CITY ORDINANCE OR PRODUCT INFORMATION.
9. SIGNS SHALL BE MAINTAINED AND NOT EXCEED THE SPECIFICATIONS OF THE COMMERCIAL OR PRODUCT INFORMATION.
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20. SIGNS SHALL BE MAINTAINED AND NOT EXCEED THE SPECIFICATIONS OF THE COMMERCIAL OR PRODUCT INFORMATION.

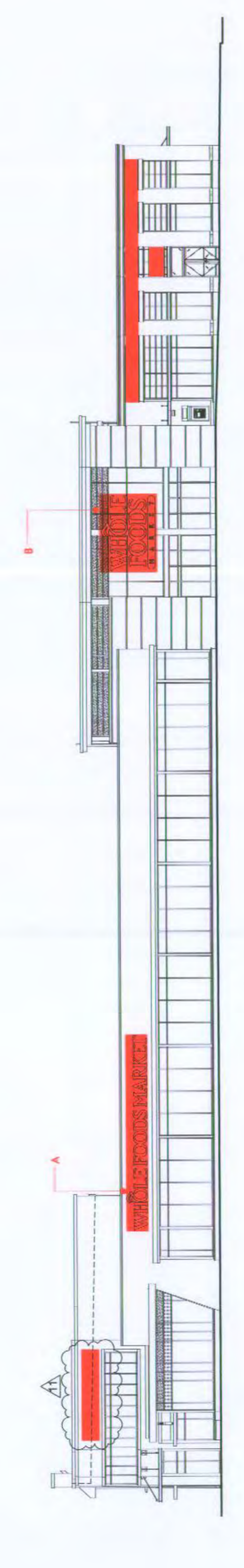
GENERAL NOTES:

- ALL SIGNS CONFORM TO MULTI-C GUIDELINES REFERENCED ABOVE.
- SIGN LOCATIONS ARE APPROXIMATE & MAY CHANGE DEPENDING UPON INDIVIDUAL BUSINESS REQUIREMENTS.
- NUMBER OF SIGNS PER BUILDING & INDIVIDUAL SIGN AREA WILL DEPEND ON TENANT QUANTITY.

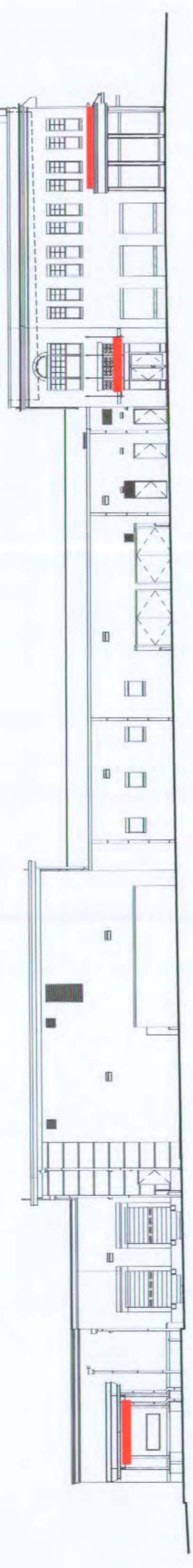
PROJECT SIGN TYPES:

THE FOLLOWING ARE DEFINITIONS AND EXAMPLES OF SIGNS TO BE USED ON THE PROJECT:

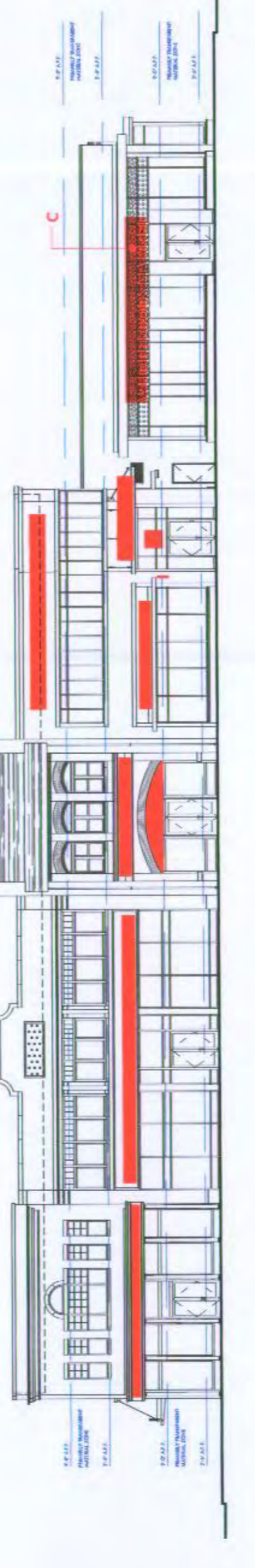
1. AWNING: PROJECTIONS ALONG TENANTS STOREFRONTS MADE OUT OF EXTERIOR FABRIC STRETCHED OVER A METAL FRAME. TRADITIONALLY USED TO PROVIDE SHADE AND AS AN OPPORTUNITY FOR TENANT IDENTITY TO BE DISPLAYED ALONG TENANT STOREFRONTS.
2. BASE / PROJECTING SIGN: SIGNAGE MOUNTED ON THE BASE OF THE BUILDING OR STOREFRONT. THESE SIGNS ARE USUALLY BUILT OUT OF RIGID MATERIALS WITH DISTINCTIVE MOUNTING.
3. CANOPY OR MARQUEE: HORIZONTAL PROJECTIONS ALONG TENANTS STOREFRONT OFFER BUILT OUT OF RIGID MATERIALS WITH DISTINCTIVE MOUNTING. THESE SIGNS ARE USUALLY BUILT OUT OF RIGID MATERIALS WITH DISTINCTIVE MOUNTING.
4. WALL MOUNTED SIGN: SIGNAGE MOUNTED TO THE EXTERIOR WALLS OF THE BUILDING OR STOREFRONT.
5. WINDOW SIGN: SIGNAGE MOUNTED ON THE GLASS OF THE BUILDING OR STOREFRONT. THESE SIGNS ARE USUALLY BUILT OUT OF RIGID MATERIALS WITH DISTINCTIVE MOUNTING.
6. WINDOW SIGN: SIGNAGE MOUNTED ON THE GLASS OF THE BUILDING OR STOREFRONT. THESE SIGNS ARE USUALLY BUILT OUT OF RIGID MATERIALS WITH DISTINCTIVE MOUNTING.
7. WINDOW SIGN: SIGNAGE MOUNTED ON THE GLASS OF THE BUILDING OR STOREFRONT. THESE SIGNS ARE USUALLY BUILT OUT OF RIGID MATERIALS WITH DISTINCTIVE MOUNTING.
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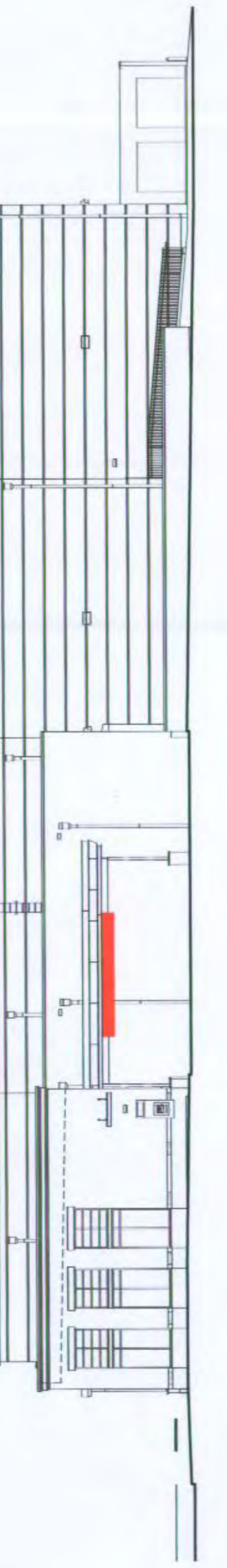
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SCALE 1" = 20'-0"



2 BUILDING 3 - EAST ELEVATION
SCALE 1" = 20'-0"

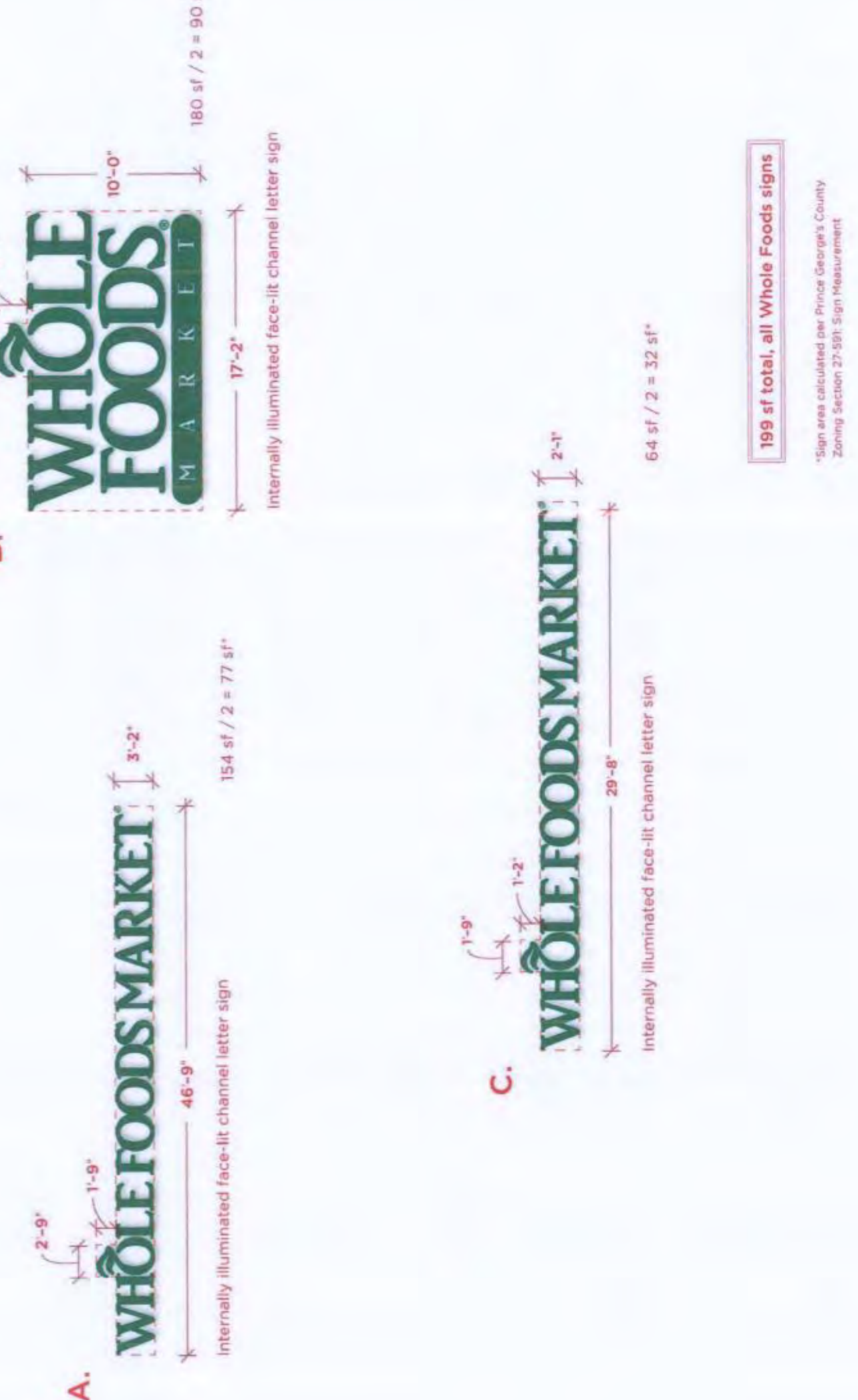


3 BUILDING 3 - NORTH ELEVATION
SCALE 1" = 20'-0"



4 BUILDING 3 - SOUTH ELEVATION
SCALE 1" = 20'-0"

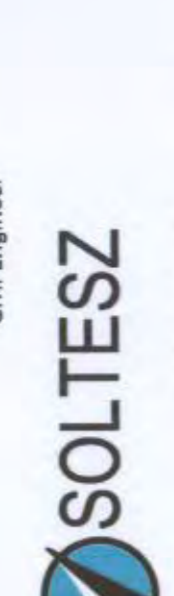
WHOLE FOODS SIGN DETAILS



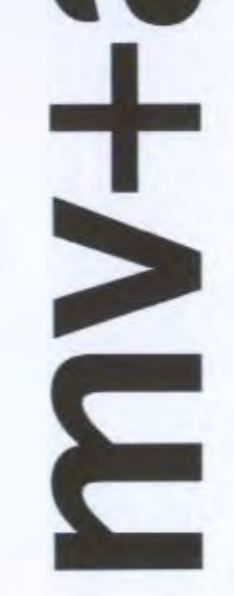
199' ft total, all Whole Foods signs.
*Sign area calculated per Prince Georges County Zoning Section 22-598 Sign Requirements

DETAILED SITE PLAN & SPECIAL PERMIT

RIVERDALE PARK, MD
Owner:
Cafritz Property LLC
4300 PO Box 120
Washington, DC 20024
P: 202.463.0233

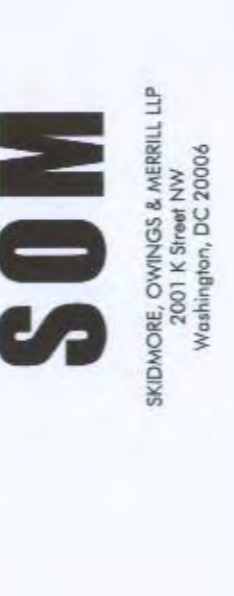


LANHAM OFFICE
4300 PO Box 120
Washington, DC 20024
P: 202.463.0233



MVA + A Architecture
1720 G Street NW, Suite 210
Washington, DC 20036
Phone: 202.462.2222

Landscaping Architect
PARKER RODRIGUEZ INC.
1430 17th Street NW, Suite 100
Washington, DC 20036



Project Management
197 N. Lynn Street
Alexandria, VA 22314
703.243.2171

REV.	ISSUE	DATE
	DSP SUBMISSION	03.26.13
	DSP REVISION	04.30.13
	DSP Revised per conditions of approval, 11.23.13	
9	DSP-REVISION	11.23.2016
10	DSP-REVISION	06.22.2017

DRAWN BY: JL
CHECKED BY: JH

M-NCPPC APPROVALS	
PROJECT NAME:	CAFRTZ PROPERTY
PROJECT NUMBER:	DSP-1309SP10002
APPROVED BY:	
DATE:	

THIS BLOCK IS FOR OFFICIAL USE ONLY. It is not to be used for any purpose other than the official use of the State of Maryland. It is the responsibility of the user to ensure that all information is accurate and up-to-date.

M-NCPPC APPROVALS
PROJECT NAME: CAFRTZ
PROJECT NUMBER: DSP-1309SP10002
The Conditions of Approval are on the Project Sheet or Approved Sheet. Revision numbers are indicated on the Project Update.

STATE OF MARYLAND
BUILDING 3 SIGNAGE
SHEET NAME
SHEET NUMBER

3-A300-S

REV.	ISSUE	DATE
	DSP SUBMISSION	03.26.13
	DSP REVISION	04.30.13
	DSP Revised per conditions of approval.	11.25.13
A	DSP-REVISION	06.09.16
A	DSP-REVISION	06.22.17

M-NCPPC APPROVALS

PROJECT NAME: CAFRTZ PROPERTY
PROJECT NUMBER: DSP-1309SP10002

For Conditions of Approval (See Public Works Order or Approval Sheet)
Approval Number: [] Approval Date: []
Approval Title: [] Certification Date: []

THIS BLOCK IS FOR OFFICIAL USE ONLY. It is the responsibility of the applicant to ensure that this plan meets the conditions of the approval or the District Council.

M-NCPPC APPROVALS

PROJECT NAME: CAFRTZ
PROJECT NUMBER: DSP-1309SP10-13002-01

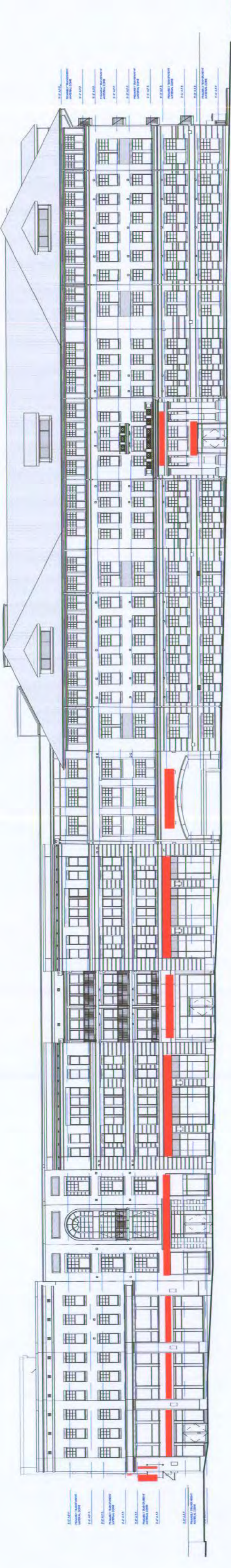
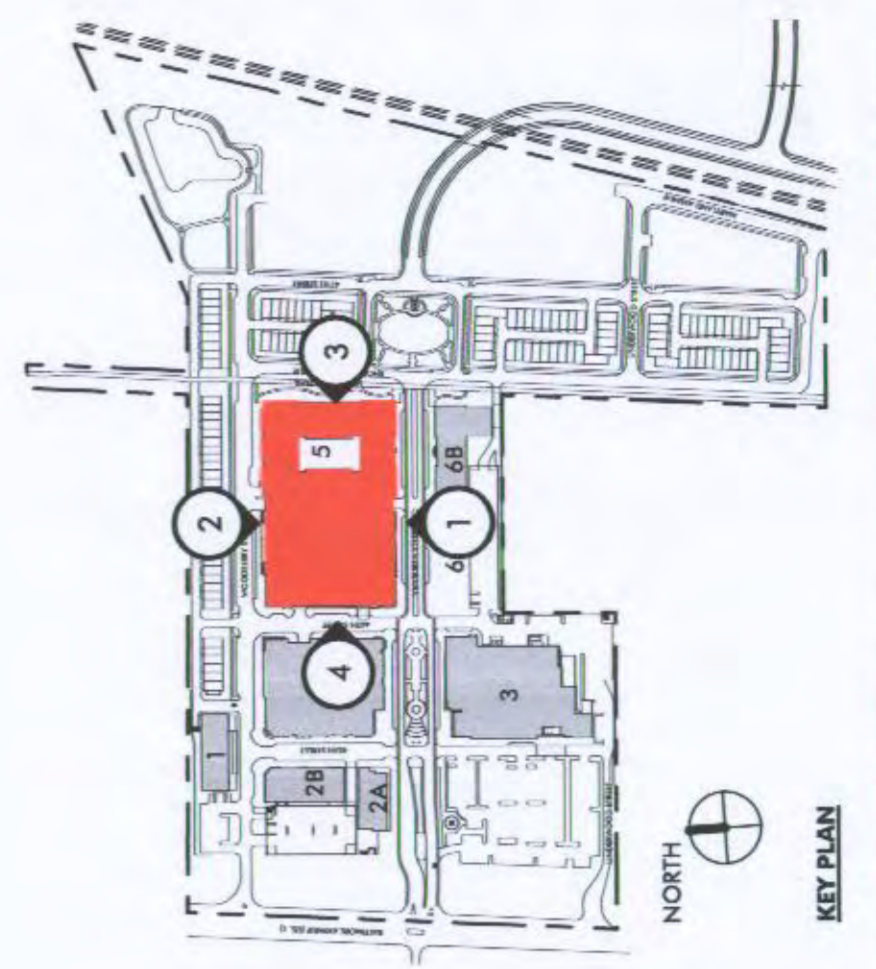
For Conditions of Approval (See Public Works Order or Approval Sheet)
Approval Number: [] Approval Date: []
Approval Title: [] Certification Date: []

DRAWING STAMP

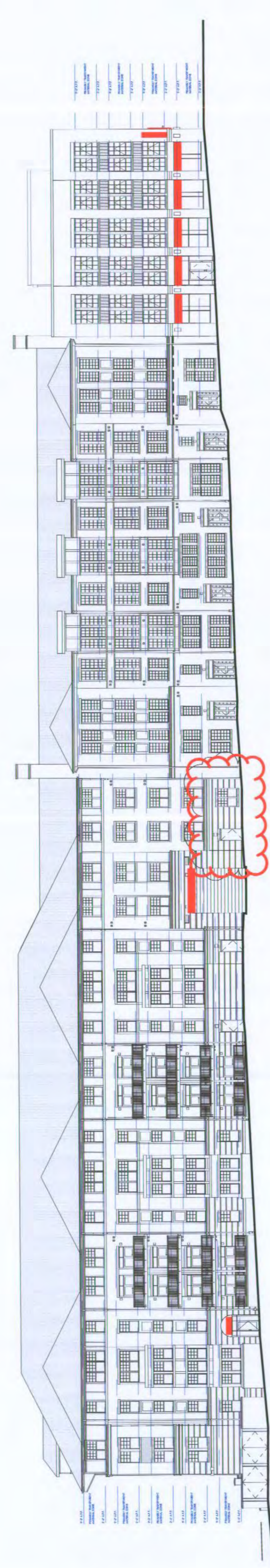
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1845 GREENWAY ROAD, SUITE 703
WASHINGTON, DC 20004
STATE OF MARYLAND
SHEET NAME

BUILDING 5 SIGNAGE

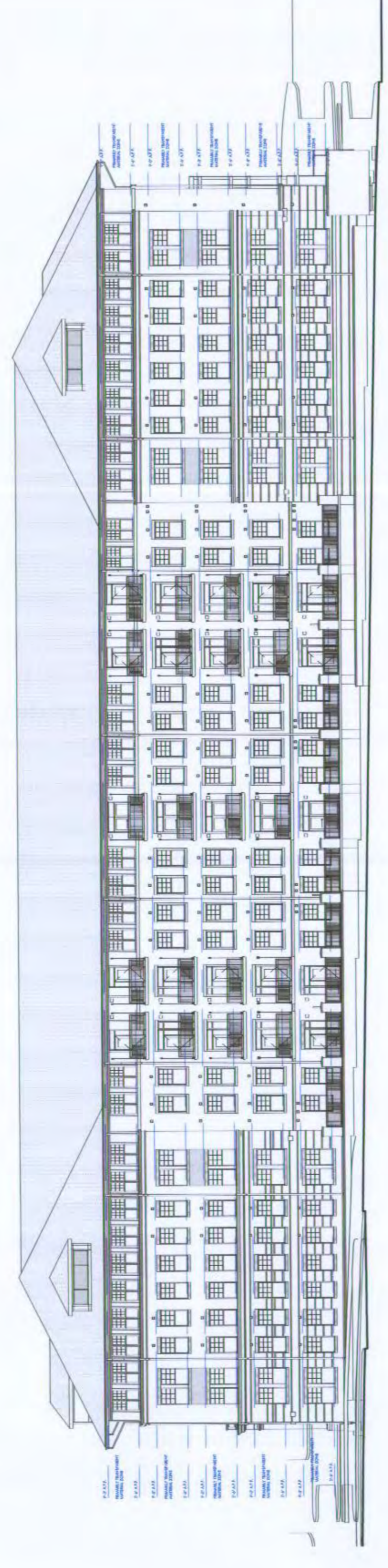
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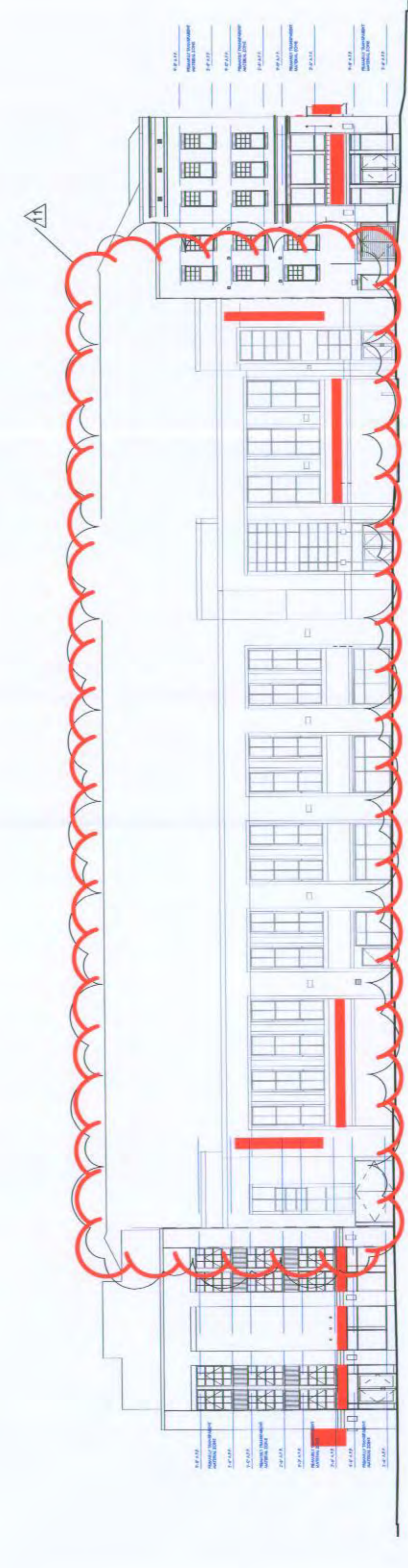
1 BUILDING 5 - RESIDENTIAL - SOUTH ELEVATION
5-A300-S SCALE 1" = 20'-0"



2 BUILDING 5 - RESIDENTIAL - NORTH ELEVATION
5-A300-S SCALE 1" = 20'-0"



3 BUILDING 5 - RESIDENTIAL - EAST ELEVATION
5-A300-S SCALE 1" = 20'-0"



4 BUILDING 5 - RESIDENTIAL - WEST ELEVATION
5-A300-S SCALE 1" = 20'-0"

SOLTESZ
ARCHITECTS
1400 EAST LANTANA AVENUE
SUITE 200
LANTANA, FL 33462
TEL: 561-833-8800
WWW.SOLTESZARCHITECTS.COM

mv+ta
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1000 PENNSYLVANIA AVENUE, SUITE 1000
ARLINGTON, VA 22202
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WWW.MV+TA.COM

PROFESSIONAL ENGINEERING FIRM
1000 PENNSYLVANIA AVENUE, SUITE 1000
ARLINGTON, VA 22202
TEL: 703-243-9200
WWW.MV+TA.COM

SOM
ARCHITECTS
1000 PENNSYLVANIA AVENUE, SUITE 1000
ARLINGTON, VA 22202
TEL: 703-243-9200
WWW.MV+TA.COM

NO.	DATE	DESCRIPTION
1	08/12/15	ISSUED FOR PERMITTING
2	08/12/15	ISSUED FOR PERMITTING
3	08/12/15	ISSUED FOR PERMITTING

M-FILING APPROVALS

APPROVAL	DATE	BY
PROJECT NUMBER		
PROJECT NAME		
PROJECT ADDRESS		
PROJECT CONTACT		
PROJECT PHONE		
PROJECT FAX		
PROJECT EMAIL		
PROJECT WEBSITE		

QR CODE
PROJECT NUMBER: 15-035
PROJECT NAME: CAZRTZ
PROJECT ADDRESS: 1400 EAST LANTANA AVENUE, SUITE 200, LANTANA, FL 33462

ARCHITECT
1000 PENNSYLVANIA AVENUE, SUITE 1000
ARLINGTON, VA 22202
TEL: 703-243-9200
WWW.MV+TA.COM

BUILDING 4 SIGNAGE & GREEN ROOF

4-A300-S

MULTI-GOVERNANCE SIGNS SECTION

NOTE: ALL SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH THE SIGNAGE REGULATIONS OF THE CITY OF RIVERDALE PARK AND THE STATE OF MARYLAND. THE SIGNAGE REGULATIONS OF THE CITY OF RIVERDALE PARK SHALL TAKE PRECEDENCE OVER THE SIGNAGE REGULATIONS OF THE STATE OF MARYLAND.

SYMBOLS:

- 1. COMMERCIAL SIGNAGE SHALL BE INSTALLED IN ACCORDANCE WITH THE SIGNAGE REGULATIONS OF THE CITY OF RIVERDALE PARK AND THE STATE OF MARYLAND.
- 2. COMMERCIAL SIGNAGE SHALL BE INSTALLED IN ACCORDANCE WITH THE SIGNAGE REGULATIONS OF THE CITY OF RIVERDALE PARK AND THE STATE OF MARYLAND.
- 3. COMMERCIAL SIGNAGE SHALL BE INSTALLED IN ACCORDANCE WITH THE SIGNAGE REGULATIONS OF THE CITY OF RIVERDALE PARK AND THE STATE OF MARYLAND.
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- 8. COMMERCIAL SIGNAGE SHALL BE INSTALLED IN ACCORDANCE WITH THE SIGNAGE REGULATIONS OF THE CITY OF RIVERDALE PARK AND THE STATE OF MARYLAND.
- 9. COMMERCIAL SIGNAGE SHALL BE INSTALLED IN ACCORDANCE WITH THE SIGNAGE REGULATIONS OF THE CITY OF RIVERDALE PARK AND THE STATE OF MARYLAND.
- 10. COMMERCIAL SIGNAGE SHALL BE INSTALLED IN ACCORDANCE WITH THE SIGNAGE REGULATIONS OF THE CITY OF RIVERDALE PARK AND THE STATE OF MARYLAND.

REQUIREMENTS:

- 1. ALL SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH THE SIGNAGE REGULATIONS OF THE CITY OF RIVERDALE PARK AND THE STATE OF MARYLAND.
- 2. ALL SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH THE SIGNAGE REGULATIONS OF THE CITY OF RIVERDALE PARK AND THE STATE OF MARYLAND.
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- 5. ALL SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH THE SIGNAGE REGULATIONS OF THE CITY OF RIVERDALE PARK AND THE STATE OF MARYLAND.
- 6. ALL SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH THE SIGNAGE REGULATIONS OF THE CITY OF RIVERDALE PARK AND THE STATE OF MARYLAND.
- 7. ALL SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH THE SIGNAGE REGULATIONS OF THE CITY OF RIVERDALE PARK AND THE STATE OF MARYLAND.
- 8. ALL SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH THE SIGNAGE REGULATIONS OF THE CITY OF RIVERDALE PARK AND THE STATE OF MARYLAND.
- 9. ALL SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH THE SIGNAGE REGULATIONS OF THE CITY OF RIVERDALE PARK AND THE STATE OF MARYLAND.
- 10. ALL SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH THE SIGNAGE REGULATIONS OF THE CITY OF RIVERDALE PARK AND THE STATE OF MARYLAND.

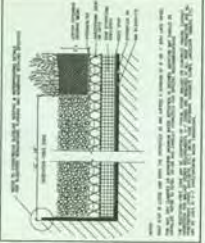
REQUIREMENTS:

- 1. ALL SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH THE SIGNAGE REGULATIONS OF THE CITY OF RIVERDALE PARK AND THE STATE OF MARYLAND.
- 2. ALL SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH THE SIGNAGE REGULATIONS OF THE CITY OF RIVERDALE PARK AND THE STATE OF MARYLAND.
- 3. ALL SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH THE SIGNAGE REGULATIONS OF THE CITY OF RIVERDALE PARK AND THE STATE OF MARYLAND.
- 4. ALL SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH THE SIGNAGE REGULATIONS OF THE CITY OF RIVERDALE PARK AND THE STATE OF MARYLAND.
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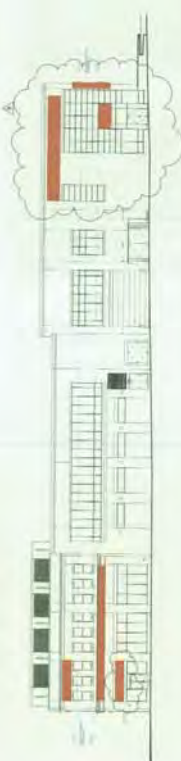


C4 GREEN ROOF EXHIBIT

GREEN ROOF EXHIBIT
A GREEN ROOF EXHIBIT SHALL BE INSTALLED ON THE ROOF OF BUILDING 4 IN ACCORDANCE WITH THE SIGNAGE REGULATIONS OF THE CITY OF RIVERDALE PARK AND THE STATE OF MARYLAND.



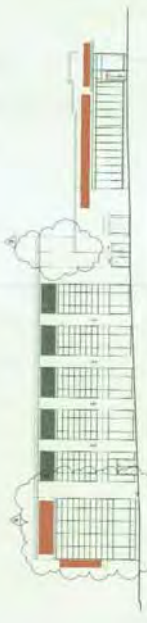
1. BUILDING 4 - WEST ELEVATION
SCALE: 1" = 20'-0"



2. BUILDING 4 - EAST ELEVATION
SCALE: 1" = 20'-0"



3. BUILDING 4 - FITNESS SOUTH ELEVATION
SCALE: 1" = 20'-0"



4. BUILDING 4 - NORTH ELEVATION
SCALE: 1" = 20'-0"