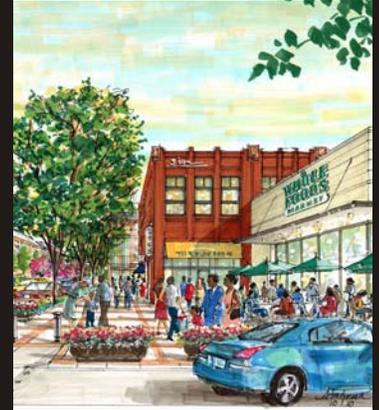


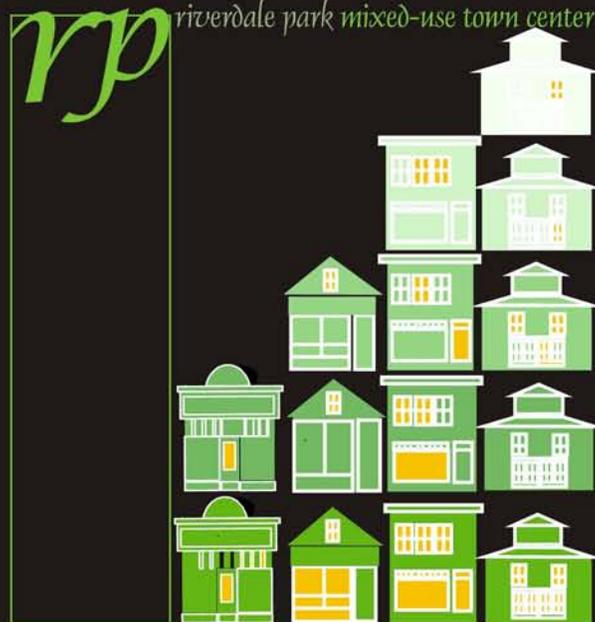


CAFRTZ PROPERTY at Riverdale Park



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 broadranging 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. Cafritz Property development plan is a rezoning initiative that 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 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.

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.

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.

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.”

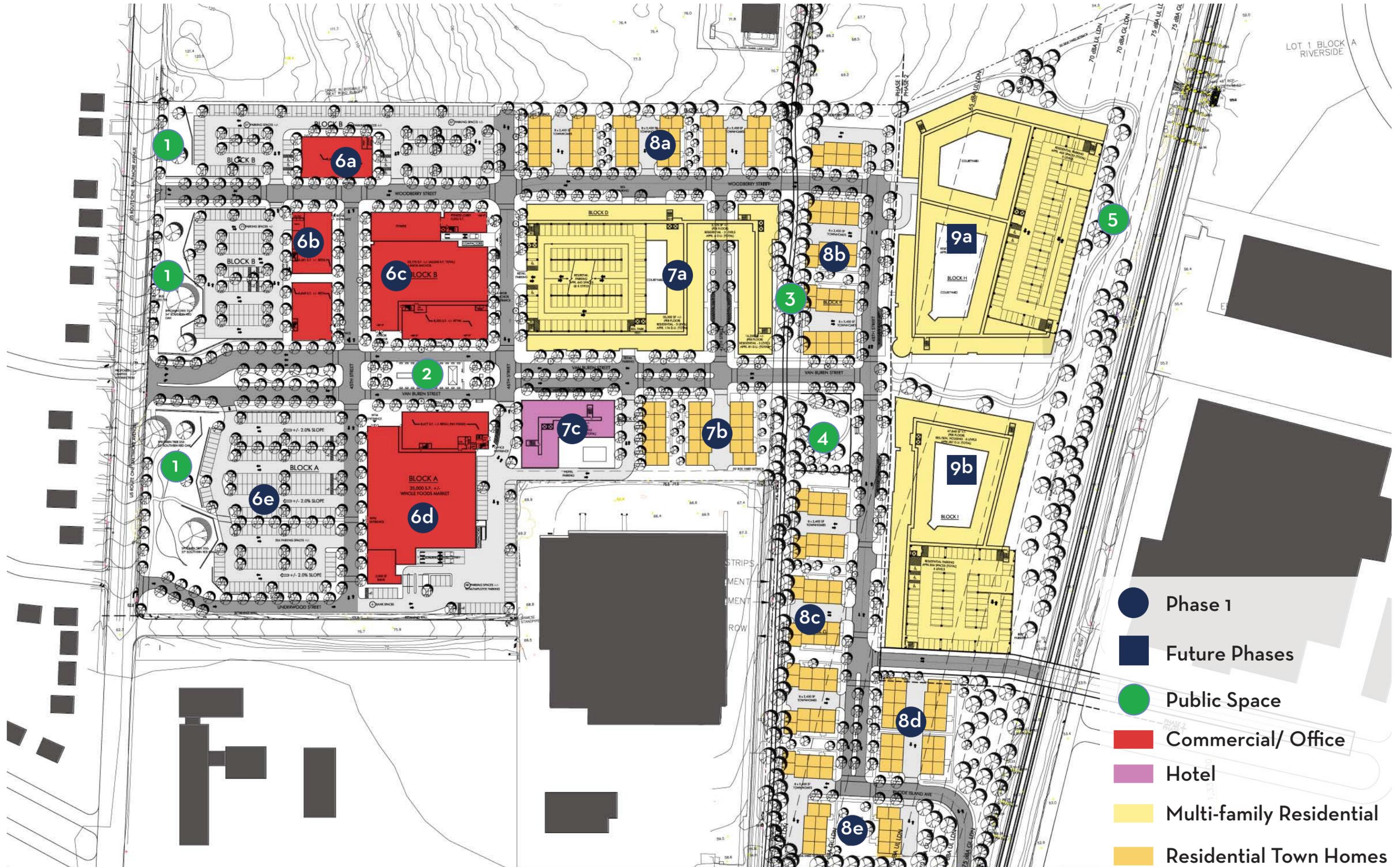
The development plan for the Cafritz Property embraces the spirit of the design guidelines prepared for the Town of Riverdale Park Mixed-Use Town Center Zone Development Plan. While the Cafritz Property Development Plan will meet or exceed the guidelines in most conditions, it is necessary supplement 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 Capitol Park & Planning Commission as the author of the Riverdale Park M-U-TC Development Plan which serves as the primary basis for this document.

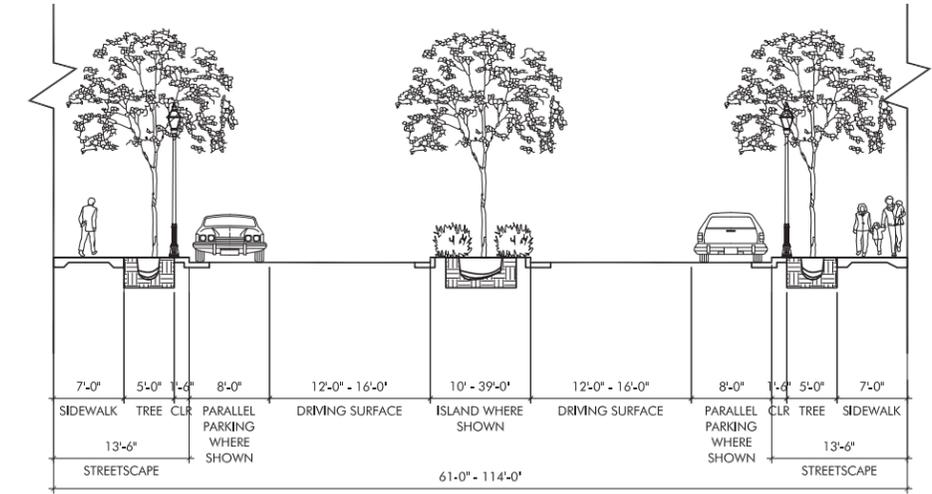
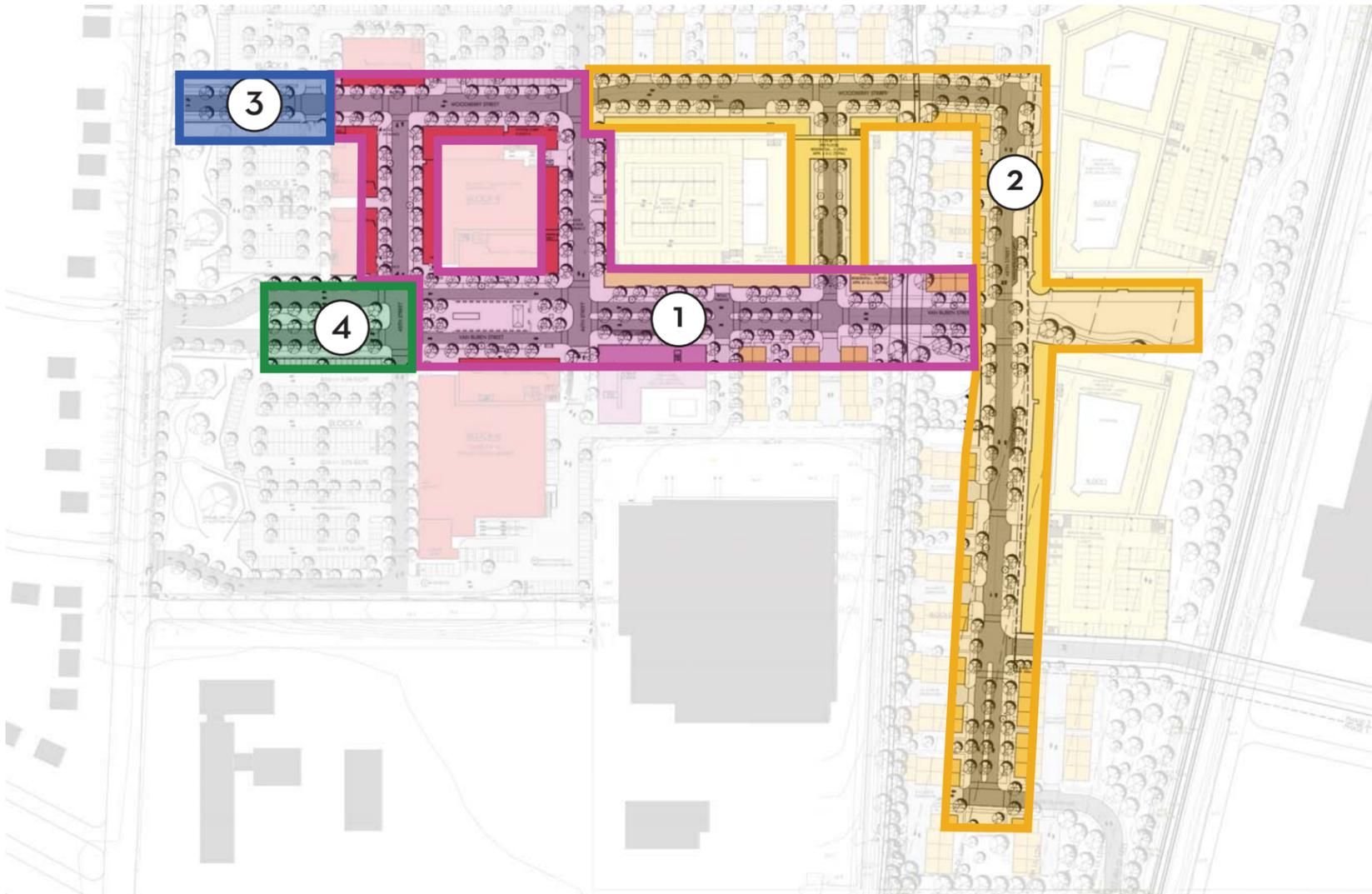




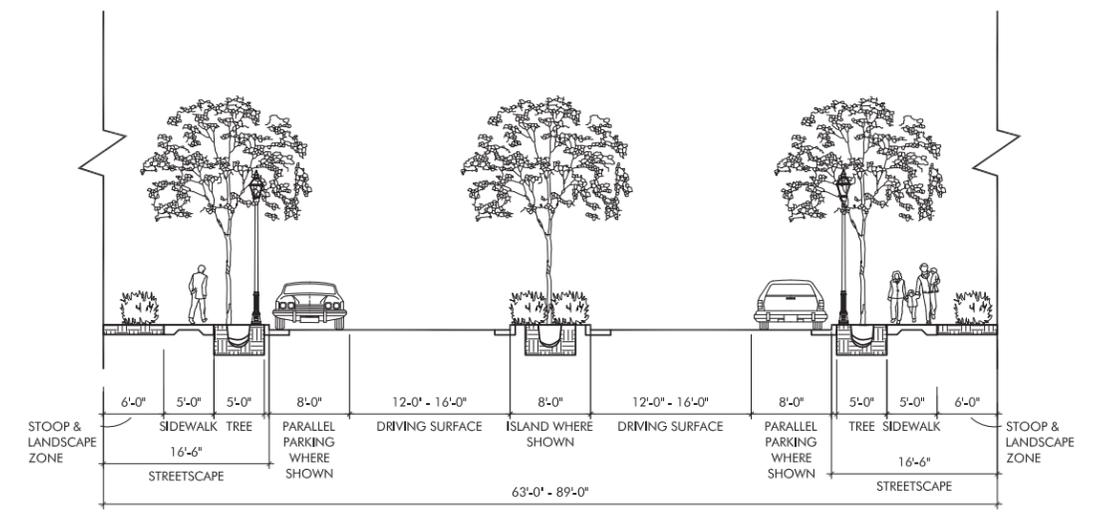
Map 1: Concept Plan



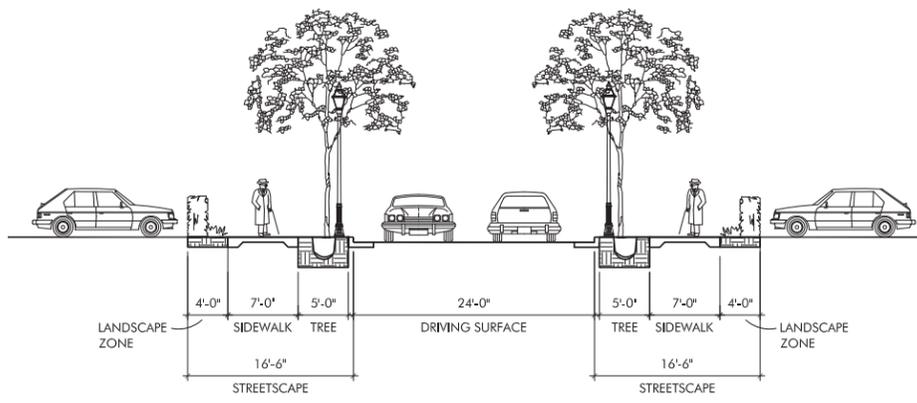
Map 2: MUTC Concept Plan



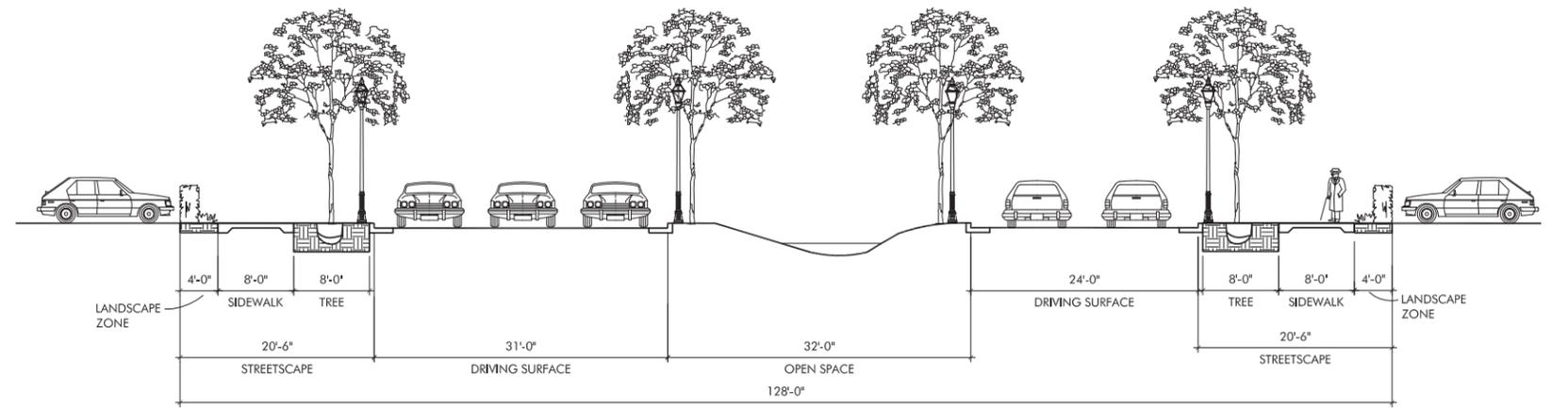
1. Commercial Configuration



2. Residential Configuration



3. Woodbury Entry Configuration



4. Van Buren Entry Configuration

Table 1: Building Recommendations

Location	Design Function	Uses	Height (in stories)	Attributes
6a North end of 45 th Street @ Woodberry Street	New development	Retail, restaurant or office	2-3	<ul style="list-style-type: none"> • Signature Building • Terminates 45th St. • Surface parking
6b Block bounded by Route 1, Van Buren Street, 45 th Street, and Woodberry Street	New development	Retail, restaurant or office	2-3	<ul style="list-style-type: none"> • Defines west edge of 45th • Small scale shops • Parking in rear • Green Buffer @ Route 1
6c 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
6d Southeastern edge of 45 th Street and southern edge of Van Buren	New development	Retail and office	1-3	<ul style="list-style-type: none"> • Defines Van Buren & 45th St. • Parking to side and rear • Small Shops on Van Buren • Prominent north & west facades
6e Block bounded by Route 1, Van Buren Street, and 45 th Street	New development	Parking	n/a	<ul style="list-style-type: none"> • Physical Separation @ Van Buren St. • Green buffer @ Route 1
7a 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 Woodbury Sts. • Wrapped structured parking visible from 46th Street
7b Southern edge of Van Buren at the hiker/biker trail	New development	Hotel	3-6	<ul style="list-style-type: none"> • Defines Van Buren St. & Village Green • Structured Parking Below
7c Southern block bounded by Van Buren Street and 46 th Street	New development	Residential	2-4	<ul style="list-style-type: none"> • Defines Van Buren St. & Village Green
8a North of Woodberry Street	New development	Residential	2-4	<ul style="list-style-type: none"> • Defines Woodbury St. • Garage Parking Behind Units • Townhomes • Entry from communal green space

8b	Northwest of 48 th Street	New development	Residential	2-4	<ul style="list-style-type: none"> • Defines 48th St. and Hiker Biker Trail
8c	Southwest of 48 th Street	New development	Residential	2-4	<ul style="list-style-type: none"> • Defines 48th St. and Hiker Biker Trail
8d	Southeast of 48 th Street	New development	Residential	2-4	<ul style="list-style-type: none"> • Terminates 48th St. • Large entry green space
8e	South of Rhode Island Ave. at the south end of 48 th Street	New development	Residential	2-4	<ul style="list-style-type: none"> • Defines 48th St. • Wooded area to rear
9a	Northeast of 48 th Street with Van Buren Street to South	New development	Residential	3-6	<ul style="list-style-type: none"> • Defines 48th St. • Wrapped structured parking serves residents and screens CSX tracks • Riverene park behind • Defines corner of Van Buren & 48th Streets
9b	East of 48 th St with Van Buren Street to North	New development	Residential	3-6	<ul style="list-style-type: none"> • Defines 48th St. • Wrapped structured parking serves residents and screens CSX tracks • Adjacent to Village Green • Riverene park behind • Defines corner of Van Buren & 48th Streets

Table 2: Public Space Recommendations

Location	Description	Program	Benefits
1 West edge of Route 1	Arts Park	<ul style="list-style-type: none"> • Sculpture Park, open green space, bio-retention 	<ul style="list-style-type: none"> • Creates interesting and welcoming gateway for Riverdale Park and the Project • Screens parking • Brings internationally recognized artwork to Riverdale Park • Provides Bio-retention • Improves pedestrian and vehicular experience along Route 1 • Provides a buffer for single family residences
2 West end of Van Buren Street	Village Square	<ul style="list-style-type: none"> • Seating, and dining, fountains, snack and beverage kiosk • 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 48 th Street	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 Southwest intersection of Van Buren Street and 48 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 West edge of CSX Tracks	Riverine Park	<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

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

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'-75'+ 8' Parking Lanes	14'-16'	50'-60'	12'-15'
2 Van Buren Street @ Residential and Hotel	40'-45'+ 8' Parking Lanes	14'-16'	40'-45'	12'-15'
3 45 th Street	20'- 24' + (2) 8' Parking Lanes	10' - 12'	30' – 35'	12'-15'
4 Woodberry Street @ Commercial Uses	20' - 24' + 8' Parking Lane	10' - 12'	30' – 35'	12'-15'
5 Woodbury Street @ Residential Uses	20' - 24' + 8' Parking Lane	10' - 12'	30' – 40'	15'-18'
6 46 th Street	20' - 24' + (2) 8' Parking Lanes	10' - 12'	30' – 35'	12'-15'
7 47 th Street	20' - 24' + (2) 8' Parking Lanes	10' - 12'	30' – 35'	10'-12'
8 48 th Street	20' - 24' + (2) 8' Parking Lanes	10' - 12'	30' – 35'	15'-18'

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. 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. Create a street wall that encloses the street and encourages close proximity of retail, offices, residential units, and services.

Standards

1. Buildings shall occupy the net lot areas in ratios consistent with the development plan
2. Building facades shall occupy the built to lines in ratios consistent with the development plan.
3. 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.
4. 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.
5. 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.
6. 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 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 windows should be accessed by alleys and located on the rear of the property.
3. Window services with pedestrian access only are permissible and encouraged.
4. ATMs may be located on the front or side of the building. Vehicular access should be accessed by alleys and located on the rear of the property.
5. 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.

Standards

1. All new development on sites greater than two acres in size shall place utility lines underground or relocate them to the rear of the property. Development on smaller sites should relocate utility lines to 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 should 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. Deal with stormwater on three levels:
 1. Lot-level Best Management Practices (BMP's)

that may include green roofs, dispersion trenches, rain gardens, cisterns, rain barrels, and pervious pavements;

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. Maximum retail parking shall be 1 space for every 200 square feet of GLA
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.

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

8. Consideration for multiple uses on surface parking

through a plaza-like design is encouraged.

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

10. 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.

11. Structured parking shall not obstruct the view of, or negatively impact any views of, single-family buildings, landmarks or historically significant buildings or the MARC station from Queensbury Road or Rhode Island Avenue.

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.

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

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.

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.

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 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 "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 and 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. Where they cannot be preserved on site, a professional arborist may transplant them to a new location within 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).

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 if each story is stepped back ten feet from the previous and the following conditions are satisfied:
 - a. The step back will successfully prevent the building from visually overwhelming any adjacent landmark properties or residential neighborhoods.
 - b. The project meets the design principles and substantially enhances the project.
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.

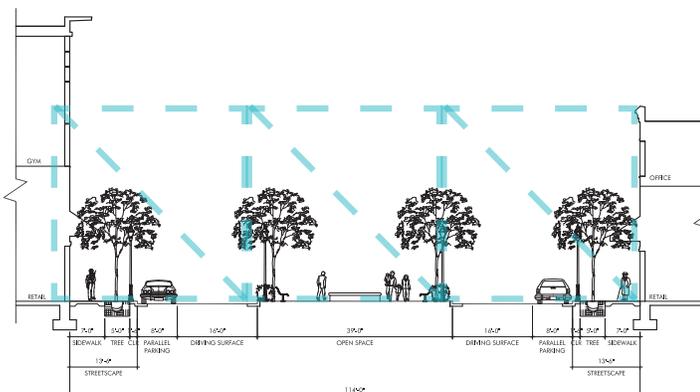
Architecture

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. Materials facing buildings in this area, such as masonry, brick, wood, and clear glass, should be historically appropriate and generally reflect an early twentieth-century character. Alternative materials may be approved if (a) material samples and examples of existing buildings that use such materials in the proposed way are submitted and (b) it is found that they satisfy the condition of appearing to be constructed of pre-modern materials.

6. Where appropriate, all new multifamily housing



developments shall incorporate characteristics of larger surrounding 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. Massing changes in the front facade and roofline should reflect the proportions of existing Riverdale Park residential buildings.

d. Windows should be vertical in shape and similar to buildings in the surrounding residential community.

e. Roof pitch should mimic that of nearby residences.

7. Ground level residential units shall be a minimum of three feet above grade.

8. Ground level residential units adjacent to the primary street sidewalk should each have a separate entrance onto the sidewalk.

9. Townhomes 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.

13. 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.

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. The use of "quiet-rated" HVAC systems is encouraged.

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).
2. Transparent material shall be primarily located across the length of the facade in the area between 2½ to 9 feet in height.
3. 3. Windows shall have a vertical orientation, except at the ground floor where square/horizontal windows are appropriate for storefronts.
4. 4. Mirrored, or reflective windows may not be used.
5. Tinted and colored windows may be used upon approval of MUTC Design Review Committee
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.
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.

Signage

Intent:

Design user-friendly buildings through attention to the shape, position, and detailing of entrances, windows, and storefronts. 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 signs may only relate to businesses and products located on site, except in cases where preexisting commercial signs hold historic or aesthetic value that enhance the streetscape.
2. 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.
3. All commercial enterprises shall have a minimum of one permanent sign oriented toward pedestrians. Blade and bracket signs are strongly encouraged.
6. 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.

7. Blade and bracket signs should not exceed three feet by three feet.

8. Commercial Signs shall generally conform to part 12: Signs in the zoning ordinance and will be approved by the design review committee at the time of building design review.

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. A minimum eight-foot wide landscaping/ pedestrian amenity strip shall be installed along US 1 between the sidewalk edge and the proposed face-of-curb. This strip should be enlarged to include the area between the existing curb and the proposed curb. Other Streets in commercial configurations shall have a minimum six-foot wide 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.)

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 as irrigation.

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 10 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. 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.

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 “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 “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.



CAFRITZ PROPERTY
at Riverdale Park

