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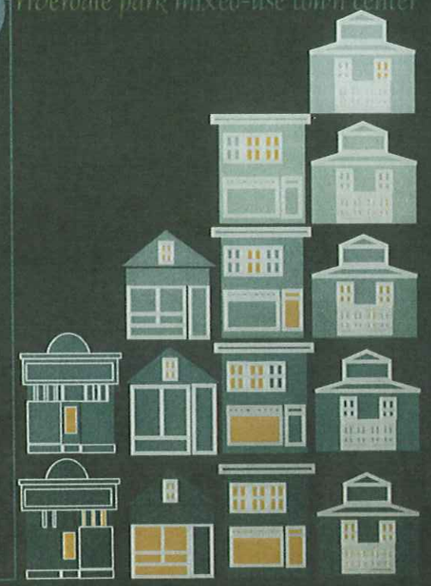

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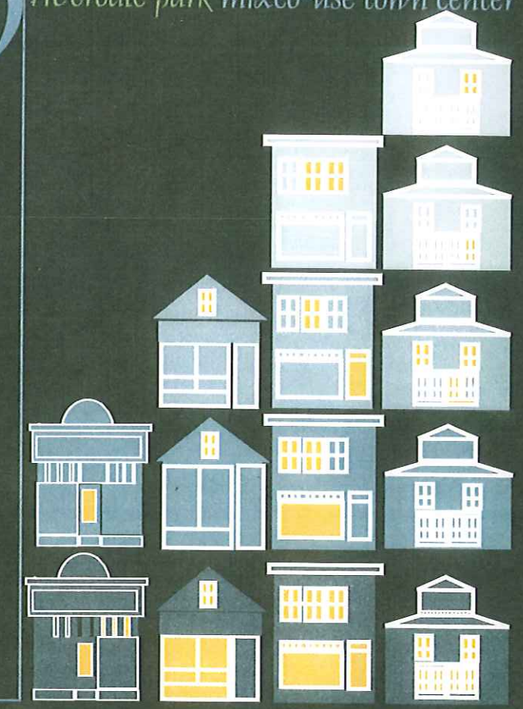


Approved
Town of Riverdale Park Mixed-Use Town Center Zone Development Plan

January 2004

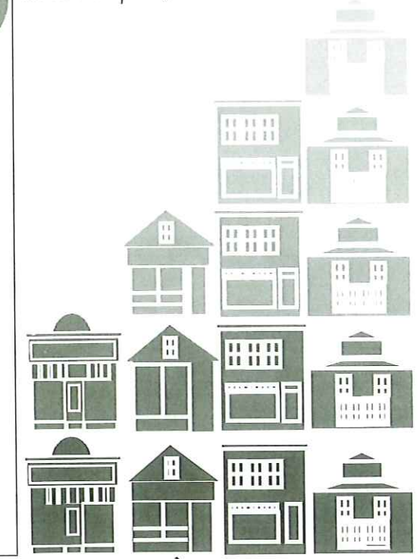
The Maryland-National Capital Park & Planning Commission

www.mncppc.org/pgco

Abstract

TITLE:	Approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan
AUTHOR:	The Maryland-National Capital Park and Planning Commission Prince George's County Planning Department
SUBJECT:	Mixed-Use Town Center Development Plan
DATE:	January 2004
PLANNING AGENCY:	The Maryland-National Capital Park and Planning Commission 14741 Governor Oden Bowie Drive Upper Marlboro, MD 20772
SERIES NUMBER:	21010452306
NUMBER OF PAGES:	102
ABSTRACT:	This development plan includes design review process and standards to establish a framework for property owners, tenants, the local municipality, county officials, and staff to review planned new development or redevelopment within the proposed Mixed-Use Town Center boundary. The development plan implements the Mixed-Use Town Center Zone, which was recommended to replace the existing zones within parts of the designated boundary in the master planning process. The Planning Area 68 master plan and sectional map amendment were approved and adopted on May 17, 1994. The Mixed-Use Town Center Zone stipulates that regulations concerning the location, size and other provisions for all buildings and structures in the zone are as provided in an approved town center development plan. This document provides the following: a brief introduction and historical overview; overall development and design concepts; a specific long-range design concept for the town center that proposes an arrangement and mix of uses with new and improved public spaces; specific design principles and standards to guide development in the implementation of the development plan goals; description of the local design review and special permit processes; inventory of existing uses and street right-of-way widths; the permitted uses and special permit process in the M-U-TC Zone; and recommended plant species.

rp *riverdale park mixed-use town center*



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January 2004

Prince George's County Planning Department
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

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The Maryland-National Capital Park and Planning Commission

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The Maryland-National Capital Park and Planning Commission is a bicounty agency, created by the General Assembly of Maryland in 1927. The Commission's geographic authority extends to the great majority of Montgomery and Prince George's Counties: the Maryland-Washington Regional District (M-NCPPC planning jurisdiction) comprises 1,001 square miles, while the Metropolitan District (parks) comprises 919 square miles, in the two counties.

The Commission has three major functions:

- The preparation, adoption, and, from time to time, amendment or extension of the General Plan for the physical development of the Maryland-Washington Regional District;
- The acquisition, development, operation, and maintenance of a public park system; and
- In Prince George's County only, the operation of the entire county public recreation program.

The Commission operates in each county through a Planning Board appointed by and responsible to the county government. All local plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks are responsibilities of the Planning Boards.

The Prince George's County Department of Planning (M-NCPPC):

- Our mission is to help preserve, protect and manage the county's resources by providing the highest quality planning services and growth management guidance and by facilitating effective intergovernmental and citizen involvement through education and technical assistance.
- Our vision is to be a model planning department comprised of responsive and respected staff who provide superior planning and technical services and work cooperatively with decision-makers, citizens and other agencies to continuously improve development quality and the environment and act as a catalyst for positive change.

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The County Council has three main responsibilities in the planning process: (1) setting policy, (2) plan approval, and (3) plan implementation. Applicable policies are incorporated into area plans, functional plans, and the general plan. The Council, after holding a hearing on the plan adopted by the Planning Board, may approve the plan as adopted, approve the plan with amendments based on the public record, or disapprove the plan and return it to the Planning Board for revision. Implementation is primarily through adoption of the annual Capital Improvement Program, the annual budget, the water and sewer plan, and adoption of zoning map amendments.

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Foreword

The Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission (M-NCPPC) is pleased to make available the approved Town of Riverdale Park Mixed-Use Town Center (M-U-TC) Zone Development Plan. This community-based and community-driven development plan is an important step in the effort to revitalize Riverdale Park's town center areas along US 1 and in the older core along Queensbury Road around the MARC station. The M-U-TC Zone was originally recommended for Riverdale Park's older commercial areas in the 1994 Planning Area 68 master plan. The M-U-TC Zone was created during the master plan process to promote the revitalization and redevelopment of the county's older commercial centers and to allow for a mix of uses and locally established design standards and guidelines. The intent of the zone is to provide more design flexibility, while promoting more compatible development for older communities.

The M-NCPPC Prince George's County Planning Department staff initiated the Riverdale Park project in April 2002, in coordination with staff from the Town of Riverdale Park. The plan contains recommendations for future development within the town center and locally tailored design standards for new and infill development. These standards replace the existing development standards contained in the Prince George's County Zoning Ordinance. In drafting the plan, staff worked closely with a Town Center Committee composed of residents, business and property owners, and elected officials. Numerous meetings were held beginning in June 2002 with a community-wide workshop focusing on development along US 1. The committee was invaluable in providing guidance and support to staff in the creation of the overall development and design concepts, the determination of boundaries, and the creation of design standards and guidelines.

The preliminary development plan and zoning map amendment (ZMA) were released in August 2003. The Planning Board and the Prince George's County Council held a joint public hearing on the document on September 29, 2003. The Planning Board approved with modifications the development plan on November 13, 2003 per Resolution PGCPB 03-233. The modified development plan and ZMA were approved by the Council on January 20, 2004 (CR-5-2004).

The public hearing was advertised in newspapers of record and all owners of property proposed for rezoning were mailed notification of this action. All comments and recommendations presented at the public hearings became a matter of public record and were summarized and reviewed by the Planning Board and/or the District Council in their deliberations prior to their actions on the development plan and zoning map amendment.

The Commission is honored to have had the opportunity to partner with citizens, residents, property and business owners, and elected officials in developing the approved Riverdale Park Mixed-Use Town Center Development Plan—a plan of which we can all be proud.

Sincerely,

Elizabeth M. Hewlett

Elizabeth M. Hewlett
Chairman

Introduction

The Mixed-Use Town Center (M-U-TC) Zone was created in 1994 to promote reinvestment and redevelopment in the county's older, more established mixed-use areas. The M-U-TC Zone utilizes a local development plan to create design standards and a concept plan to manage future development in designated town center areas. The zone was developed in conjunction with the Planning Area 68 master plan, which recommended use of the M-U-TC Zone in the Town of Riverdale Park.

In 2000, the Riverdale Park mayor and town council passed a motion requesting the county to apply the M-U-TC Zone to the designated area in the master plan and any other areas recommended by The Maryland-National Capital Park and Planning Commission (M-NCPPC). On April 16, 2002, the District Council directed M-NCPPC to prepare an M-U-TC zoning map amendment for the Town of Riverdale Park in accordance with the requirements of the Zoning Ordinance. (See Appendix A: Mixed-Use Town Center Zone Legislation.)

Key zone requirements to be contained in this development plan include:

- A description of the area within the town center, including a location map showing the boundaries of the zone (See Map 1) and a description of the existing improvements within those boundaries.
- Standards and guidelines to manage the physical development and use of land in the M-U-TC Zone.

Introduction

- Minimum and maximum development standards and guidelines, as necessary, to regulate parking and loading schedules, and design standards for signs, landscaping, parking lots and screening.

- Written explanations and graphic presentations of development standards and design guidelines, as necessary.

- Specific findings and criteria for certain uses allowed by a special permit in the use table in Appendix A. Such findings shall generally be limited to site planning issues in the development plan.

- The creation of a Local Design Review Committee to advise the Planning Board and District Council during review of development applications, particularly special permits. The committee membership, minimum and maximum review timeframes, and the extent of the committee's review responsibilities are defined.

Riverdale Park's Town Center

The Town of Riverdale Park has designated two town centers: one along the US 1 corridor and the other along the B&O Railroad line. Different design standards have been created for parts of these centers because of their common characteristics and different opportunities for development. Along US 1 and in the older industrial area north of the town's historic core, larger scale redevelopment projects are recommended. Design standards for new development for these parts of the town center will promote pedestrian-scale development by requiring, in part, an enhanced streetscape and improved architectural design. In the historic core, standards emphasize compatibility with the existing historic character and promote preserving existing buildings and/or smaller scale infill projects. The areas are highlighted on Map 2: Town Center Development Intent Areas.

Throughout the town center, the Riverdale Park M-U-TC Zone design standards seek to create an attractive and consistent streetscape and an overall environment that is inviting and accessible to pedestrians through the design and placement of new buildings. The development plan illustrates proposals for redevelopment and infill, as well as numerous public improvements. The blend of public and private investment will be the key to creating successful mixed-use centers.

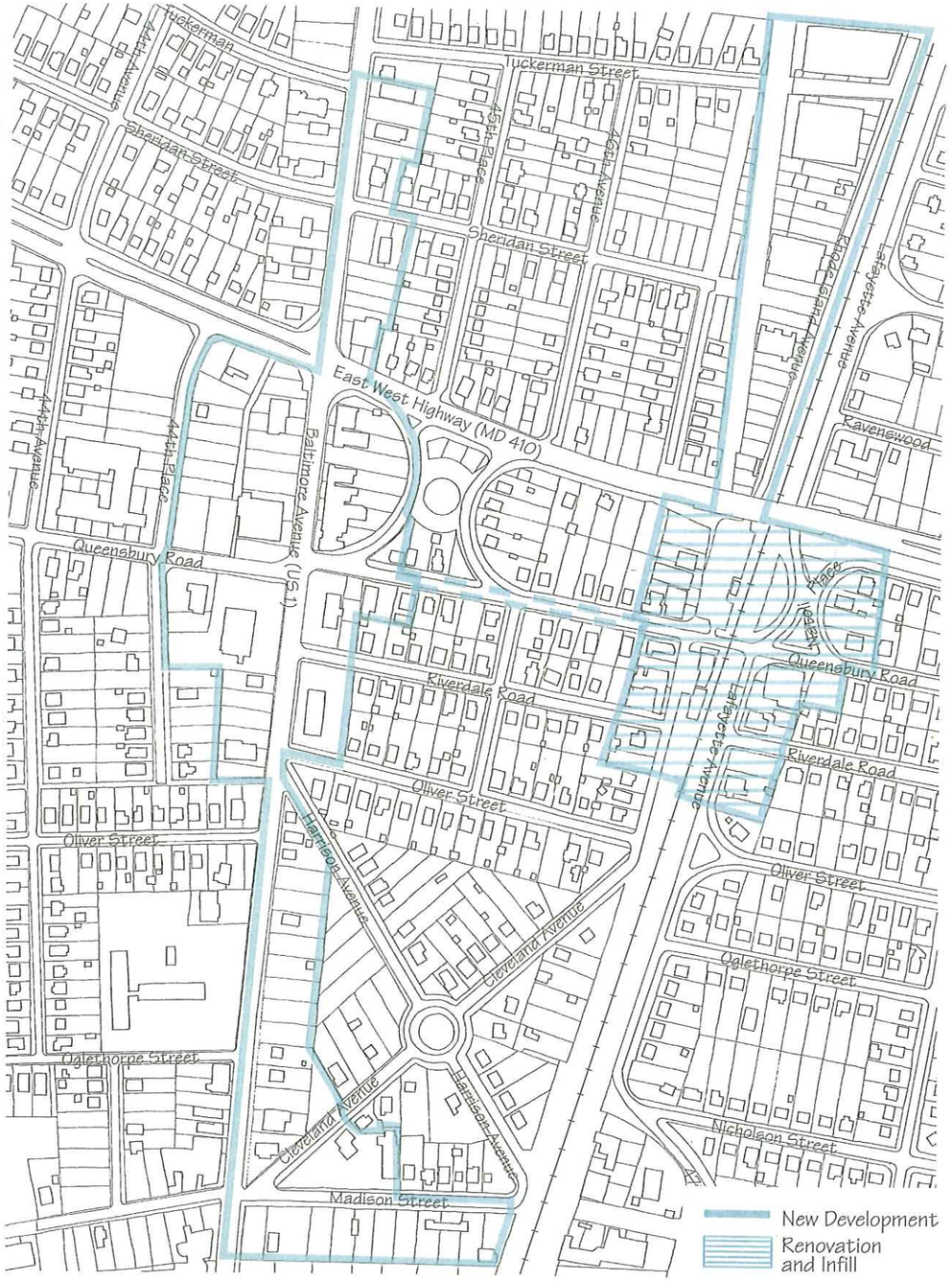
The M-U-TC zoning map amendment process builds on the strong foundation that has been created by the Riverdale Park community, which has continued to work to revitalize its town center since the Planning Area 68 master plan was completed. The Riverdale Park Town Center Redevelopment Committee was formed to recommend a strategy for redeveloping and revitalizing the town's historic core. The recommendations contained in their final report formed the basis of the design guidelines contained in this document.

To undertake this project, a Town Center Committee was formed from a group of volunteers representing residents, business and property owners, and town officials. Numerous meetings were held beginning in June 2002 with a community-wide workshop, which focused on development along US 1. The committee was invaluable in providing guidance and support to staff in the development of design standards, determination of boundaries, and the creation of the development plan.

US 1 design workshop.

Map 1: Riverdale Park M-U-TC Zone Boundary

Map 2: Town Center Development Intent Areas



Historic Overview of Riverdale Park

Riversdale, The Calvert Mansion

The history of Riverdale Park begins not with the town itself, but with one of Maryland's founding families. In 1801, Henry Joseph Stier, a Belgian aristocrat, established his plantation on a large tract of land north of Bladensburg. In the summer of 1803, his daughter, Rosalie Stier Calvert, and her new husband, George Calvert, moved into the recently constructed mansion on this estate, which they called Riversdale. The original boundaries of the property comprised 729 acres, and the plantation grew to nearly 2,000 acres by the middle of the nineteenth century. It was roughly bounded, in modern terms, by US 1 on the west, Kenilworth Avenue on the east, Paint Branch on the north, and the Town of Bladensburg on the south.

When Riversdale was first constructed, the old Baltimore Turnpike ran through the western portion of the property. This became what we now know as US 1. In March 1833, the state's first railroad—the Baltimore and Ohio (B&O)— was chartered. The Washington, D.C., to Baltimore line was first used for passenger traffic in August 1835. These transportation corridors are important features of the modern town of Riverdale Park.

Charles Baltimore Calvert sold the Riversdale mansion and 475 acres to a group of New York real estate investors in 1887. The Calvert family farmlands became the site of the future town of Riverdale Park, and the mansion itself

Credit: M-NCPPC/Riversdale collection.

Rear view of Riversdale

has served as the offices of the town developer, the home of senators, and eventually as M-NCPPC office space. After decades of heavy use, Riversdale fell into disrepair by the late 1960s. The Riverdale Historical Society spearheaded the mansion's restoration. This work began in 1990, and the mansion was restored and reopened to the public in 1993. Today, Riversdale is recognized as a valuable and unique source of identity and a focal point of the town.

Beginnings of the Town: 1889-1920

The end of the Calvert family's tenure at Riversdale allowed for the creation of the subdivision of Riverdale Park. The town itself became a desirable residential community because of two important factors: its proximity to Washington, D.C., and the advent of passenger rail service to suburban communities at the turn of the century. After the Civil War, a number of unplanned speculative settlements and platted subdivisions developed in the county adjacent to these railroad lines and junctions. The new passenger rail lines allowed the county's residents to commute to Washington, D.C., and Baltimore.

The first lots were platted in 1889 by surveyor D. J. Howell, with the key feature of the subdivision being the B&O Railroad station. The major streets near that area were designed to converge on an ornamental town center that incorporated the semicircular design of New York Place (now Natoli Place). The early streets were laid out in a grid pattern, straddling the rail station and ending at the Baltimore Turnpike. Baroque elements of this plan included park spaces, green circles with diagonal cross streets, and vistas terminating at the Riversdale mansion. The original streets were named for Presidents Washington through McKinley, as well as for other distinguished statesmen such as Clay, Lafayette, and Beale. This homage to the Federal City underscored how the livelihood and identity of the town were inextricably linked to the nearby capital. Most of the original building lots had 60 feet of frontage and were about 150 feet deep. To the northwest, lots had smaller dimensions to accommodate a diversity of incomes.

The Riverdale Park Company built the first model houses in the subdivision in order to entice development to the area. The Harry Smith home at 4707 Oliver Street and the Wernek House at 4606 Queensbury Road are two of these models. Both are "examples of a substantial style of dwelling designed to convince potential lot purchasers, builders, realtors, and investors that Riverdale Park was the 'most picturesque suburb of Washington.'"[1] The Riverdale Park Company built these model houses and the original Victorian B&O Railroad station in the early 1890s.

By 1900 more than 50 houses had been built in Riverdale Park and a streetcar stopped in the town every ten minutes. Two grocery stores operated in the new commercial center around the train station, and other businesses were being established on the eastern side of town. The new City and Suburban Railway, a streetcar line, came to Riverdale in 1899 and spurred more housing development near the town center. Most of the houses built at this time had larger lots and most were within walking distance of the railroad station.

At this time, however, the needs of pedestrians were the primary concern of the community, and Riverdale Park's citizens lobbied for internal improvements. The Riverdale Park Company helped the town by improving and widening Rhode Island Avenue with grading and new sidewalks in 1925, contributing to establish a new streetcar terminal in East Riverdale in 1910, and donating space for a polling place for the town's first elections in 1920.

[1] Riverdale Park Company. *Brochure*. (Riverdale: Riverdale Park Company, 1904).

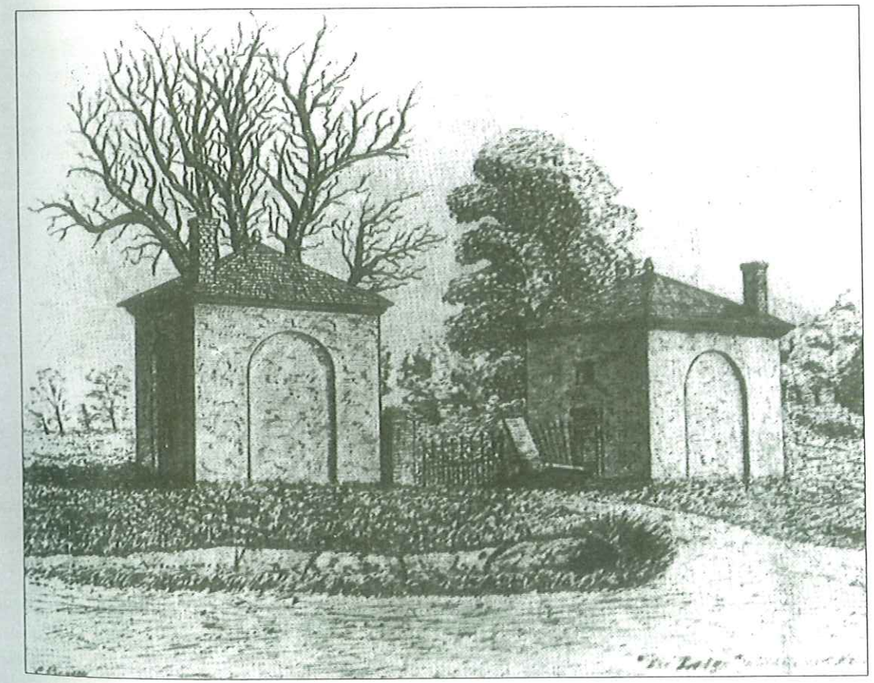
The town grew rapidly between 1900 and 1920 with its easy access to the city by rail and automobile. Eventually the citizens established many new organizations and built civic spaces of their own. Important spaces included the school, Riverdale Presbyterian Church, the Freemason Lodge on Gallatin Street, the preexisting Riversdale mansion, and the town center itself. In the mid-1920s, a new post office was built in the town center on Rhode Island Avenue.[2] Other businesses included the Riverdale Garage that was built around 1920 on Baltimore Avenue.

Development 1920-1945

In 1920 the Town of Riverdale was officially incorporated in Prince George's County; the town was officially renamed to Riverdale Park in 1998 in recognition of its historical beginnings. The town boundaries included the Riversdale mansion, the original subdivision development that occurred north and west of Riversdale, and an area west of Baltimore Avenue and north of Hyattsville known as West Riverdale. This piece of land was originally acquired by Francis Carmody and had been part of the larger tract of Ellaville, located west of the main gate to the Riversdale Plantation at Oliver Street and Baltimore Avenue. The incorporation of West Riverdale into the town boundaries allowed Riverdale Park's merchants to expand commercial development along Baltimore Avenue.

During the 1920s and 1930s, the town focused on building and improving its basic infrastructure, particularly roads and lighting. This era also saw the beginning of many of the town's landscaping and beautification efforts. During the 1930s, the Ladies Aid Society and other civic groups spearheaded efforts to clean up trash and improve the facades of the commercial buildings along Baltimore Avenue. In addition to the circles and green spaces deeded to the town by the Riverdale Park Company in 1929, the citizens also sought to establish a new park complex east of Riverdale Elementary School in 1939. This park was slated to include a picnic area and tennis courts. Although the park was never built, these early efforts demonstrate the town's concern with providing for the recreational needs of its citizens. Other landscaping work was continued in the 1940s when the park circles were upgraded and Dupont Circle was chosen as the site for a World War I memorial.

[2] The building is now the site of Taylor Wells Antiques.



Sketch of Riversdale Gate lodges.

Housing styles and lot sizes evolved during this time as the tastes of Riverdale's middle-class population began to change. Newer ranch, bungalow, Cape Cod, and cottage-style houses supplanted the older Victorian development. These houses were made of a variety of materials including stucco, brick, stone, and sometimes molded concrete block. Lot sizes were generally smaller, and many houses included garages to accommodate the family automobile. This development occurred mostly in the northeast corner of the town and south of the Riversdale mansion.

Post World War II Development

The decades after World War II brought tremendous growth to Riverdale Park and created the need for more housing and services for the town's expanding population. To accommodate more housing, a nineteenth century ornamental lake south of the Riversdale mansion was drained and graded for small housing lots. New houses were also built in the old floodplain of the recently channeled Northeast Branch to the east of the town center. New garden, mid- and high-rise apartment buildings between the Northeast Branch and Kenilworth Avenue south of Riverdale Road were built.

The original subdivision of Riverdale Park was built out when Hattie Caraway sold the remainder of the Riversdale property to developer J. Harris Rogers in the 1930s. New ranch and Cape Cod-style houses were built on the newly created streets in the town, named Oglethorpe, Nicholson, Madison, and Longfellow Streets, 47th and 48th Avenues, and Riverside Drive. In addition, the financially unstable trolley line ended service to Riverdale in 1958; subsequently, increased automobile traffic from commuters necessitated the widening of Rhode Island Avenue and caused crowding on many of the town's smaller side streets. Queensbury and Riverdale Road also became heavily used in the 1950s as major east to west routes. These small neighborhood roads could not handle the traffic, and by the 1960s the town desperately needed a replacement traffic artery.

The solution to these problems was the construction of East West Highway. The construction began in 1966, and the road opened in August 1968. While the road construction was costly to the town due to the loss of several old houses and the historic Riverdale Presbyterian Church, the new East West Highway relieved Queensbury and Riverdale Road of heavy traffic volume, thus allowing those streets to retain their small neighborhood scale and feel.

Victorian home on Oliver Street.

Photo: Riverdale Historical Society.

Original Victorian rail station.

A Focus on Town Center

In the 1980s and 1990s, the town of Riverdale began to refocus its attention on the old town center. In collaboration with the state and county, a new station for the MARC commuter trains was constructed and landscaping, paving, and wider sidewalks were installed in the town center. This construction was completed in 1995, and the event was celebrated along with the town's 75th anniversary.

This project was followed by the creation of the Riverdale Park Town Center Redevelopment Committee. This group prepared a strategy for the redevelopment and revitalization of the town's historic core. The strategy has been implemented and the town is currently working with a developer to renovate and redevelop a key commercial site at the corner of Queensbury Road and Rhode Island Avenue.

In the late 1990s, the town sought to highlight the community's historic character by pursuing the designation of portions of the town as National Register Historic Districts. In December 2002, the Riverdale Park and West Riverdale Historic Districts were listed in the National Register of Historic Places.

Implications for the Town Center Design

Today, Riverdale Park is a growing community whose citizens continue to cherish their roots. They recognize that the diversity of housing stock, location of US 1 and the B&O Railroad, and the commercial areas that link the two together are intrinsic to Riverdale Park's continued success and growth. And though it need not act as a literal model for future development, those interested in developing the town centers should look to Riverdale Park's architectural heritage as a template for quality development. The town reflects all the historical styles of the early- to mid-twentieth century. New architecture on the street should not be restricted to one particular historical style, as this would not accurately reflect the historical development of the town. Riverdale's architectural heritage is rich, precisely due to the variety and quality of styles represented. New development should seek to incorporate that variety into the buildings and streetscapes while also being sensitive to the residential character of the surrounding town and the historic fabric of its core.

Early Riverdale Park residential development.

Land Use and Visual Analysis

Land Use

US 1 Corridor

Commercial and office uses dominate the US 1 corridor, consisting of several professional office buildings, one free-standing and one fast-food restaurant, a gas station, and a pharmacy. On the east side of US 1, south of MD 410, is a block of older commercial storefronts that contain a restaurant, a dentist's office, a veterinary hospital, and a church.

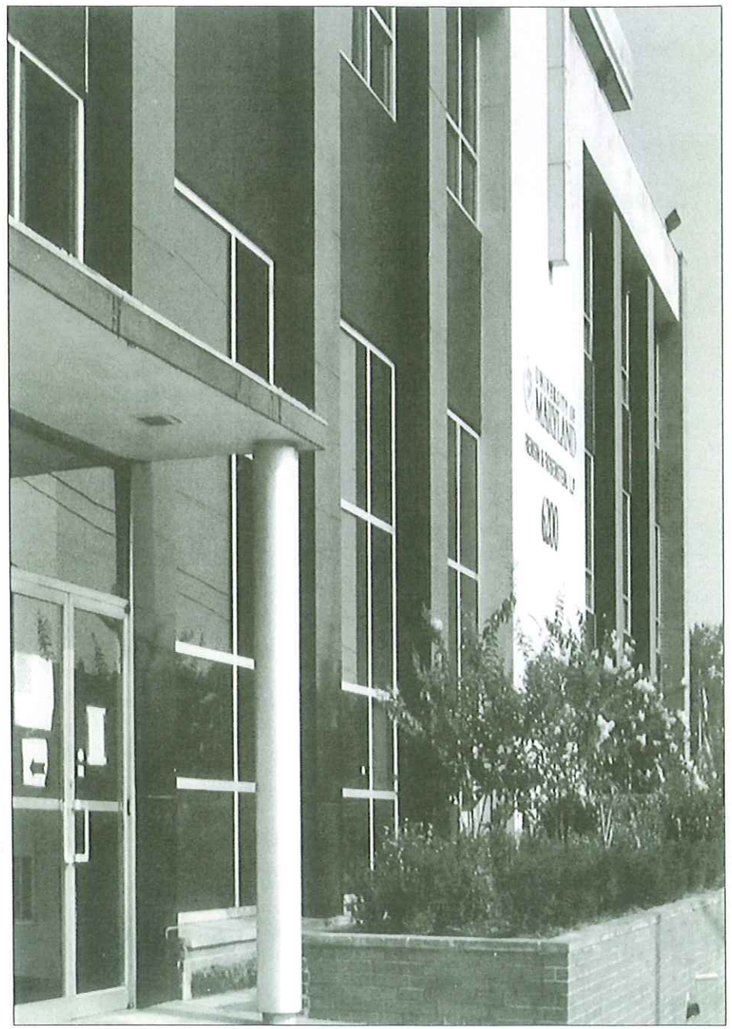
On the east side of US 1, north of MD 410, there are a few single-family homes, as well as two office buildings, a post office, and a dental laboratory. Church uses occupy a former professional building and are located above the Riverdale Post Office.

Historic Core

There is a mixture of residential and commercial uses in the historic core, including small apartment buildings east of the MARC station, a carry-out restaurant and liquor/convenience store, a bookstore, a bar, a consignment shop, and a doll store. Three small municipal parks contribute to a small-town feel in this area and provide green space.

Industrial Area

Light industrial uses dominate the area north of MD 410 and the historic core, including a towing service, automobile repair facility, construction companies, and a professional exhibit and display fabricator.



Visual Analysis

Building

Height

Building heights vary within the proposed town center, ranging from one-story structures of approximately 12–20 feet to four-story buildings approximately 40–50 feet tall along the US 1 corridor.

In the historic core, commercial buildings are between one and two stories tall, averaging 15–25 feet in height. Adjacent residential buildings stand between two and three stories tall.

The industrial area consists of one-story buildings between 12–25 feet in height.

For buildings with first-story retail, storefront heights range from approximately 9–12 feet.

Historic core: Mix of heights, from approximately 14 to 28 feet, one story or two.

Width

Building width varies throughout the study area. Most structures, especially along the US 1 corridor, are oriented parallel to the street. Buildings on the east side of US 1, just south of MD 410, run from property line to property line, joined by parti walls (a wall shared by two buildings). This development pattern results in buildings that occupy one or two lots. Other structures stand alone, often separated from the street by parking or landscaping.

Buildings in the historic core are more closely spaced than along US 1, reflecting historical patterns of development. These buildings typically span the width of the property and adjoin neighboring buildings.

In the industrial area north of the MARC station, some larger structures occupy four or more lots, and buildings are more set apart than in the historic core.

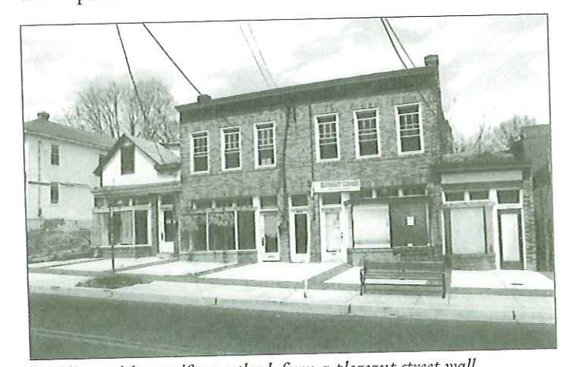
Setbacks

Setbacks vary depending on the time the building was constructed. Historic buildings along the US 1 corridor were built with flat facades joined by common parti walls and have a uniform setback from the street. More recent buildings have a suburban character consisting of greater setbacks, and parking lots and landscaping often separate the building from the street.

The historic core commercial buildings feature a uniform setback and common parti walls. Residential buildings are set back farther from the street than commercial structures to allow for a transition zone between public and private space.

Buildings in the industrial area are separated from the access road by parking spaces or loading docks and are typically oriented to the side rather than the front.

The creation of a consistent and uniform street wall is a positive element in the development of a town center and generally presents a more historic and vibrant feel that enhances the character of the community. This type of character is present on the block south of MD 410 along US 1 and in the historic core block along Rhode Island Avenue. Also, several buildings, such as Dumm's Corner, are built to the sidewalk, enhancing the street wall and reflecting historical patterns of commercial development.



Buildings with a uniform setback form a pleasant street wall.

Roof Types

The predominant commercial roof type in Riverdale Park is flat, with or without a parapet wall. There are also some buildings with hipped and sloped roofs present in the town center. Most buildings along the US 1 corridor incorporate a flat roof.

Commercial structures in the historic core are consistent with historic roof patterns, featuring flat or sloped roofs. Adjacent residential buildings have hipped or gabled roofs reflecting the residential nature of these historic homes.

Roofs in the industrial area are flat, some with parapet walls and minor variation of roof height.

Consistency in roof types helps lead to a defining skyline and rhythm. However, some variety in roof form, similar to what currently exists in Riverdale Park, breaks up monotony, provides character, and is consistent with historical patterns of development.

Materials

Masonry, primarily brick and stone, is the predominant construction material in the town center. Brick is the most prevalent material in use. Other materials include wood frames, wood siding, glass, plaster, metals such as iron and steel, and concrete block. Glass and masonry are heavily utilized along the US 1 corridor, especially in office buildings.

Materials in the historic core are more traditional, with a preponderance of masonry, wood siding, and glass storefronts.

Concrete block construction and temporary buildings constructed with modern, synthetic materials characterize the industrial area. Brick is also used in this area, but the materials used in these buildings are characteristic of mid- to late-twentieth century industrial construction.

Color

There is a variety of colors present in the buildings of the town center. The dominant colors are red, brown and beige, reflecting the natural colors of the many brick buildings located in Riverdale Park. Other common colors include white, off-white, gray and blue.

Distribution of Windows/Door Openings

The historic buildings of the town center were constructed with retail on the ground floor and residential uses on upper levels. As a result, most of these buildings, especially in the historic core, have storefront windows and slightly recessed door openings on the ground floor and vertical, punched window openings on the second floor. This pattern of

Horizontal window banding, a distinctive characteristic of late twentieth-century office buildings.

fenestration is appropriate for a historical appearance and provides pedestrian interest, an essential element of successful streetscapes.

Other structures feature a range of fenestration patterns. Office buildings along US 1 utilize large expanses of glass in both vertical and horizontal orientations, several of which incorporate continuous horizontal bands of windows encircling the structure. This is reflective of late twentieth century office construction, where the horizontal is emphasized over the vertical and little effort is made to provide window and door entrance detailing on a pedestrian scale. Several buildings have been converted from residential to commercial uses. These buildings have been modified to the point that they no longer present residential, single-punched window patterns on the ground floor.

In the industrial area, buildings typically feature a small number of single-punched windows set among large expanses of concrete and masonry walls. These buildings were designed with security and industrial uses in mind and, therefore, have a minimum of window and door openings.

Architectural Styles and Ornamentation

The predominant building type in the town center is a flat-front commercial building with a flat roof. Pedestrian-scale ornamentation is present in the historical buildings but is often in poor condition due to vacancy or lack of maintenance. Newer commercial buildings along the US 1 corridor are larger than the historic structures, and generally reflect mid- to late-twentieth century suburban office development. There is a gas station and two trademark-style buildings present along the US 1 corridor, and some bungalow-style housing is also found in this area, some of which has been converted into commercial use.

Renovations mask the building's original entrance on the corner and its architectural detailing.

In the historic core, fire has damaged many of the historic buildings, and renovations have removed or obscured some of the detailing that was once present on the facades of these structures.

Industrial area buildings contribute little to the community by way of style, largely due to their utilitarian nature. There is little, if any, detailing or architectural ornamentation to be found on these structures.

Signs

Signs along the US 1 corridor are crafted to be visible to cars moving at high speed through the corridor. These signs are sometimes large and detract from the appearance of the area. There is also an inordinate amount of temporary signs along US 1, most consisting of cardboard stapled to light poles or wood post signs driven into the ground.

This billboard in the industrial area detracts from the built and natural environment of the community.

Signage in the historic core is generally lacking, with only a few existing businesses utilizing signs, most of which are small plastic signs mounted on the facade. Two small businesses in the area feature a number of temporary signs and banners, in some cases obscuring facade windows and doors.

There are few signs present in the industrial area. Those that do exist are usually small and located adjacent to an entry or along a security fence enclosing a business. However, there is an exception present in the form of a tall billboard oriented to auto traffic along MD 410.

Awnings and Canopies

Awnings and canopies are used sparingly in the town center. When they are employed, they are typically located above entrances to define entries and provide some shelter from the elements. The few awnings and canopies that do exist are of canvas/cloth construction, which is appropriate for use in a town center.

Mechanical Equipment

Visibility of mechanical equipment from roads and adjacent properties is not a major issue in the town center. Most equipment is located to the rear of buildings, or on the roofs screened by a parapet wall. However, equipment to the rear of buildings is visible from parkland located adjacent to both the US 1 corridor and historic core. Visible mechanical equipment from adjacent properties is undesirable, and adequate screening should be employed.

Parking

View from the Road

There are no on-street parking spaces along US 1 through Riverdale Park, but there are off-street parking areas that separate newer commercial buildings from the street. These

Common, shared parking lot in the historic core.

parking areas are located immediately in front of the building, are inadequately screened from the street, and are clearly visible from the road. Appropriate screening should be utilized to visually shield the cars from the street.

The historic core commercial buildings along the Rhode Island Avenue right-of-way are visually separated from Queensbury Road by a large shared parking lot. However, the visual impact of this parking lot is less than along US 1 due to an increased pedestrian orientation of the block and a wide sidewalk and landscape strip that separates the parking area from the street.

Parking in the industrial area is set before the main entrances of the utilitarian buildings located in this area. Several buildings feature loading areas that face the access road, and little attempt has been made to screen parking areas from public view from the street.

Paving Materials

Bituminous asphalt is the common paving material on the parking lots, which is both common and appropriate for this use. Some parking areas require patching, resurfacing and striping.

Landscaping

Landscaping in parking areas is scarce, consisting of a few trees in small tree boxes and narrow medians. Visual screening, when present, consists of small shrubs and widely spaced trees.

Circulation

Major Roads

US 1, Queensbury Road and Rhode Island Avenue are the major roads serving the town center. Rhode Island Avenue is the only access to the existing industrial area north of the historic core. Rhode Island Avenue runs through the historic core parking lot, which creates an unsafe condition for pedestrians because of the industrial vehicles passing through the parking lot.

The section of US 1 that is in the town center is designated a collector with a 90-110 foot-wide roadway in the Planning Area 68 master plan. The existing right-of-way along this portion of US 1 varies from approximately 60 to 67 feet, and the roadbed varies within this right-of-way from 47 to 54 feet in width. The roadway currently contains four travel lanes and one turn lane dividing the north and southbound lanes. The lanes vary in width from 9–10 feet, which is smaller than the 11 feet currently recommended by the American Association of State Highway and Transportation Officials (AASHTO) standards.

Crosswalks

Painted striping in the intersections along the US 1 corridor denotes crosswalks. In the historic core, brick crosswalks have been constructed between the historic buildings and the shared parking lot. There are some minor street crossings with no crosswalks in close proximity, and there are no crosswalks in the industrial area since the railroad tracks lie along the east side of the access road. Consideration should be given to marking crosswalks with a more permanent material that has a higher durability than street paint. The Planning Area 68 master plan recommended that "all pedestrian crossings should be located at intersections and be clearly marked by utilizing a different paving material."

Pedestrian Passageways

Pedestrian passageways are not present in the town center. However, there are passageways in the historic core that give access to the rear of the block but are in disrepair. They are poorly lit and in physically poor condition. Several of these passageways are gated and are usually kept locked. To become a key element of the pedestrian network, these passageways should be improved and kept open. Alleys should also be considered along the US 1 corridor and in the industrial area to help with pedestrian, as well as vehicle, circulation.

Streetscape

Sidewalks

Sidewalks run along both sides of most streets. Along US 1 these sidewalks are paved with poured concrete and are about four feet wide throughout most of the corridor. Sidewalks fronting the block immediately south of MD 410 on the east side of US 1 are between 14 and 20 feet wide.

In the historic core, sidewalks have been improved to be between 12 and 24 feet wide near the historic, early-twentieth-century buildings and feature an alternating pattern of brick and concrete. Other sidewalks through this area are standard, four-foot-wide concrete paths. There are a few locations where sidewalks are in a state of disrepair or stop abruptly, but for the most part, they are well maintained and in good shape.

Sidewalks in the industrial area are nonexistent.

Furniture

Street furniture is concentrated in two areas: in the historic core close to the MARC station and along US 1 in front of the historic buildings at the corner of MD 450. There is a mix of materials—cast iron at the historic core and concrete and metal along US 1. Consistency in street furniture can enhance pedestrian comfort and provide a welcoming and inviting atmosphere, as well as create a unique identity for the town center.

Pedestrian amenities in the historic core.

Landscaping

Landscaping is relatively sparse in the town center along commercial frontage, consisting mainly of grassy strips and widely spaced street trees. Several planters are located along US 1 but are not contributing factors in the overall landscaping scheme of the area. Trees, planters and planted areas could help break up the monotony of concrete sidewalks and provide shade and a pleasant environment, which are essential for the success of pedestrian-based, mixed-use areas.

Public Space

Provisions for public space are few along US 1. The block south of MD 410 on the east side of US 1 is marked by wide sidewalks that provide sufficient space for outdoor seating for the Calvert House restaurant. The bulk of the remaining public space along this corridor consists of sidewalks and the street itself. A small park lies behind the US 1 corridor along Beale Circle, and a second small plot of open space stands along 44th Place, west of US 1.

Public space is more closely integrated within the historic core, with a veterans memorial and Mabelle L. Munch Park east of the MARC station. The historic cemetery where several members of the Calvert family are buried is located on a small rise behind the historic buildings along Rhode Island Avenue. The shared parking lot, just west of the MARC station, also serves as a public square, especially during seasonal farmers' markets held in the historic core.

There is no public space in the industrial area, but an informal path runs through the Rhode Island Avenue right-of-way, just to the west of the industrial buildings. Also, a neighborhood park lies adjacent to this right-of-way, between Tuckerman Street and Sheridan Street.

Mabelle L. Munch Park, just east of the MARC station.

Development and Design Concepts

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 3: Riverdale Park Town Center Concept 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 protects the historic character of residential neighborhoods, while improving access to services, retail, and flexible office space.

A vastly improved and continuous streetscape along US 1 forms a critical element of the concept proposal. The US 1 concept as shown on Map 4 proposes a street with a wide sidewalk, an attractive streetscape, and bike lanes to create a functional and vibrant town center. The street configurations and streetscape recommendations for US 1 implement the Planning Area 68 master plan recommendation "to make this segment of US 1 a slower-speed, pedestrian-friendly roadway." The proposed configuration on Map 4, along with the figures contained in Table 3, establish the typical dimensions needed to guide future development.

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 Riverdale Park mixed-use town center development plan is a rezoning initiative that will not result in immediate physical changes. Concept implementation depends upon many items, including future funding of the proposed public improvements, as well as increased private development. 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 US 1 that draw on a larger car and public transportation market and concentrates unique and higher quality retail uses on the "home" side of the street, as well as in the picturesque historic core. The "home" side of the street is adjacent to the travel lanes that most commuters use on their way home from work. While driving home, most commuter/shoppers do not make left turns, preferring to make the easier right turn. Retailers choose to locate on the home side of the street, to improve their businesses' odds of succeeding. Clustering retail opportunities will encourage commuters to make the easy right turn and park for convenient access to several stores. The "work" side of the street is ideal for businesses attracting people on their way to work, such as a coffee shop, dry cleaners, and business services.

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. Mixed-use development is recommended for some of the locations with retail or other small business units on the ground floor and residential or live/work units on the upper stories.

A key component of the development plan is flexible parking. The number of parking spaces required for residential and business uses are reduced, and commercial uses are encouraged to share parking. Businesses may also reduce the number of parking spaces required if there are 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 enter with an infrastructure of wide, continuous sidewalks, alley short cuts, 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.

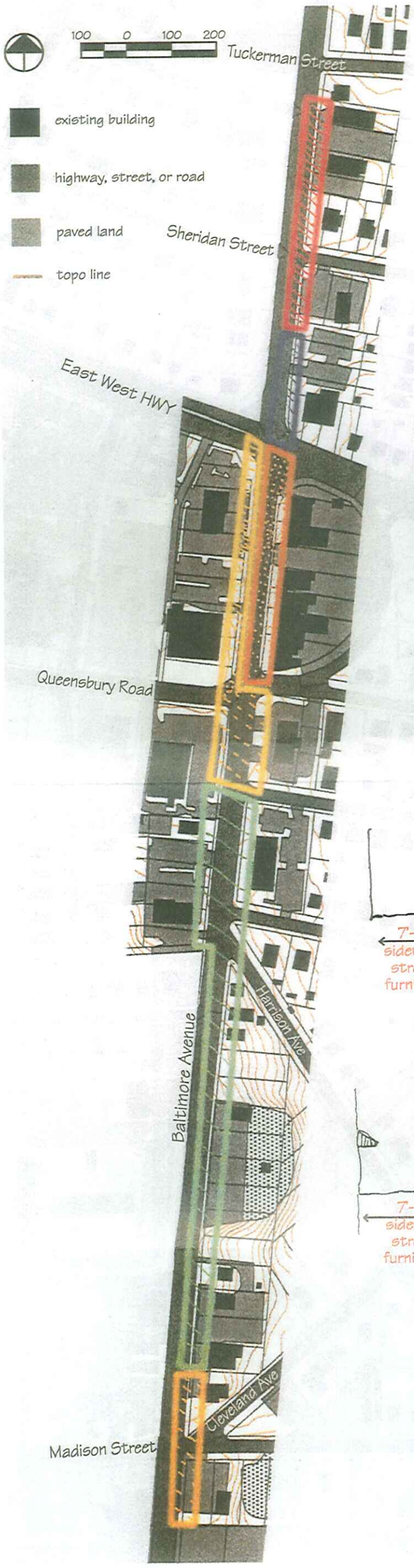
The plan recommends more crosswalks across US 1 and at all intersecting roads, as well as one mid-way crossing on the block south of MD 410 to reduce walking distances and promote pedestrian activity. Appropriate infrastructure improvements will enable an enjoyable town center experience for diverse 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 proposes land and infrastructure improvements to existing parks to give them a functional place in the social life of the town. These improvements include the addition of kiosks, water elements, landscaping, and play areas. Suggestions are made for an office center plaza and urban forest to serve as a pedestrian and employee amenity and gateway feature at the important US 1 and MD 410 intersection.

The B&O Railroad and the town's Victorian-styled train station distinguish Riverdale Park from neighboring communities by appealing to children, railroad aficionados, and those who enjoy historic areas. 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. The concept also proposes the location for a train engine on a green in the historic core. This would be an attraction to both adults and children. New, smaller gateway and historic site parks would reinforce the identity and attractiveness of the Town of Riverdale Park to visitors and residents.

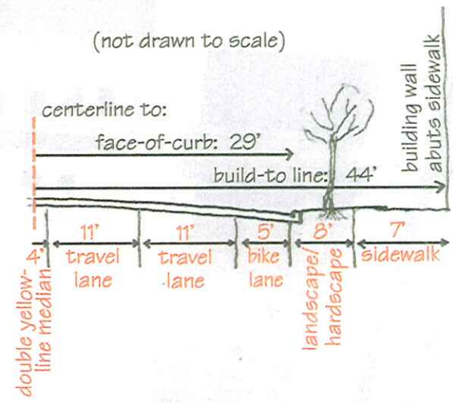
Design pedestrian crossings using the shortest crossing distance (at a right angle to the street direction) and access ramps to make streets safer and accessible to all users.

Map 3: Riverdale Park Town Center Concept

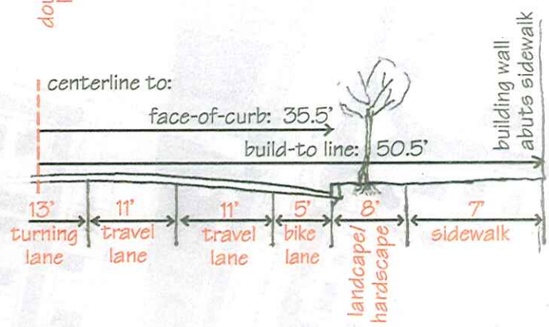


(not drawn to scale)

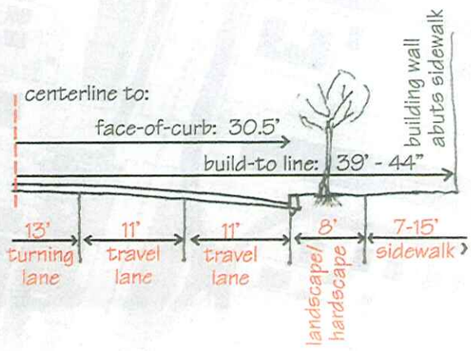
Configuration 1
6419 to 6315 Baltimore Ave. (US 1), east side
4 travel lanes, 2 bike lanes, and double line yellow median with 15' streetscape



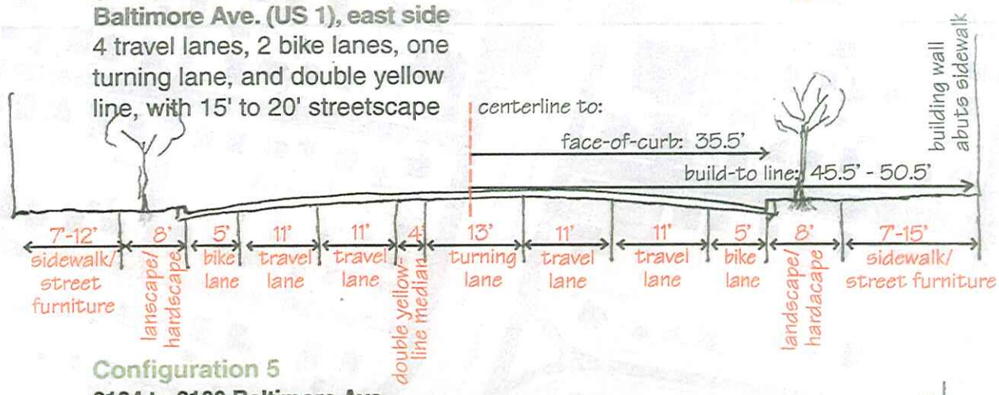
Configuration 2
6311 Baltimore Ave. (US 1) to 4500 East-West HWY (MD 410), east side
4 travel lanes, 2 bike lanes, one turning lane, and double yellow line, with 15' streetscape



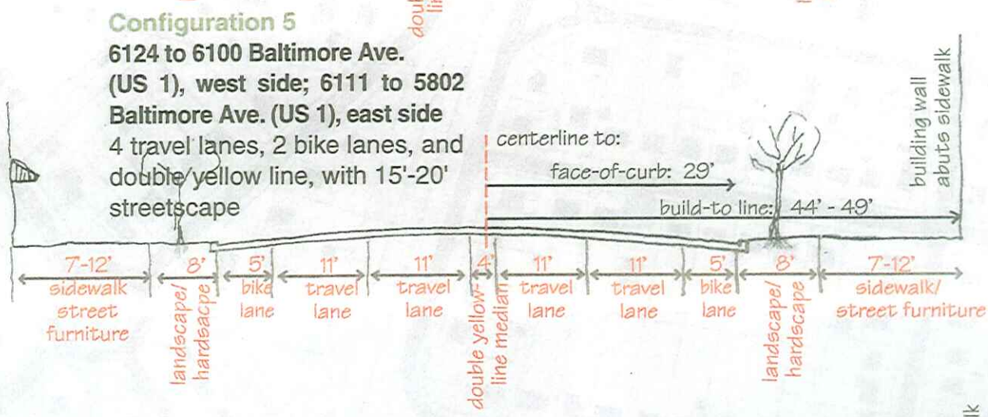
Configuration 3
6241 to 6201 Baltimore Ave. (US 1), east side
4 travel lanes, one turning lane, and double yellow line, with 15'-20' streetscape



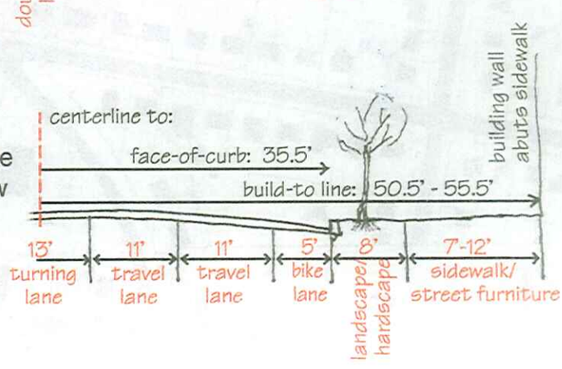
Configuration 4
6228 to 6132 Baltimore Ave. (US 1), west side; 6119 Baltimore Ave. (US 1), east side
4 travel lanes, 2 bike lanes, one turning lane, and double yellow line, with 15' to 20' streetscape



Configuration 5
6124 to 6100 Baltimore Ave. (US 1), west side; 6111 to 5802 Baltimore Ave. (US 1), east side
4 travel lanes, 2 bike lanes, and double yellow line, with 15'-20' streetscape



Configuration 4
5801 to 5731 Baltimore Ave. (US 1), east side
4 travel lanes, 2 bike lanes, one turning lane, and double yellow line, with 15'-20' streetscape



Map 4: US 1 Concept

Table 1: Building Recommendations

Location	Design Function	Uses	Height (in stories)	Attributes
1a SW corner of East West Hwy. and US 1	Gateway signature	Commercial and services first floor, office above	4-6	• Gateway building • Adjacent to public plaza • Distinctive architectural design • Approximately 75,000 cars pass per day
1b US 1 between East West Hwy. and Queensbury Rd.	Infill	Commercial and services adjacent to plaza, office above, residential in rear	4-6	• Adjacent to public plaza • Continues street wall • Excellent parking access • View of Historic Site
1c SW corner of East West Hwy. and US 1	Infill	Commercial first floor, office above	4-6	• Gateway Building • View from upper stories of Historic Site • Distinctive architectural design • Approximately 75,000 cars pass per day
1d SW corner of Queensbury Rd. and US 1	Gateway signature	Office and neighborhood services, possible residential above	4-6	• Work* side of street • Grade change • Gateway to Town Center from Queens Chapel Road/Prince George's Plaza Metro
1e SW of Queensbury Rd. and US 1	Infill	Office and neighborhood service, possible residential above	4-6	• Work* side of street • Grade change • Excellent access to parking • Backs onto residential area • Adjacent to public alley
1f SW of Queensbury Rd. and US 1	Infill	Townhouses, live/work units	3-4	• Quiet • Adjacent to residential neighborhood • Access to commercial businesses and services
2a SE corner of Queensbury Rd. and US 1	Gateway signature	Commercial, office on upper stories	2-4	• Home* side of US 1 • Highly visible to east-west traffic on Queensbury Rd. • Distinctive architecture • Continues retail from adjacent block
2b SE corner of Riverdale Rd. and US 1	Infill	Commercial, office or residential above	4-6	• Home* side of US 1 • Has Historic Site on property
2c East side of US 1 between East West Hwy. and Sheridan St.	Infill	Office, residential, flexible work space	2-3	• Home* side of US 1
2d SE corner of US 1 and Sheridan St.	Infill/ signature, neighborhood compatible	Office, residential, or flexible work space	2-3	• Home* side of US 1 • Corner building

Table 1 (cont'd): Building Recommendations

Location	Design Function	Uses	Height (in stories)	Attributes
2e East side of US 1 between Sheridan St. and Tuckerman St.	Infill	Bed and breakfast, flexible work space, or residential	2-3	• Home* side of US 1 • Two large adjacent parcels
3a East side of US 1 between Oliver St. and Madison St.	Signature Triangle Building	Residential or office	4-5	• Requires distinctive design • Adjacent to gateway park and Historic Site • Close to commercial • Utility lines in rear
3b East side of US 1 between Oliver St. and Madison St.	Infill	Residential, office, and retail if sufficient adjacent storefronts	6-8 (with step back) highest at SE end due to grade change	• Highest point in the town center • Excellent views • Home* side of US 1 • Close to proposed grocery store site • Utility lines in rear
3c SE corner of US 1 and Cleveland Ave.	Signature, infill	Residential	5-7	• Close to DeMatha High School, also Hyattsville commercial center • Utility lines in rear
3d SE corner of US 1 and Madison St.	Gateway signature	Destination grocery store, residential	6 stories on US 1	• Home* side of US 1 • Adjacent to Hyattsville, DeMatha, and close to University Park • Quiet street • Surrounded by two potential town centers with proposed foot, bicycle, and vehicle access
3e South side of Madison St.	Infill	Residential	4–5 with setback	• Quiet • Close to single-family residential and neighborhood retail/grocery
4a Lafayette Ave. and Queensbury Rd.	Infill	Commercial, residential above	3-4 with appropriate setback	• In historic core • Straddles block • Existing parking • Adjacent to through traffic on Queensbury Rd. • Gateway building • Across from small park
4b SW corner of Queensbury Rd. and Baltimore Ave.	Rehabilitation/ Infill	Commercial/ office flex space first floor, residential/office upper stories	2-3	• Close to established retail, MARC station • Excellent access to parking • Neighborhood gateway to town center • Across from child activity area
4c South of Riverdale Rd.	Infill	Commercial first story, office/residential second	2-4	• Adjacent to destination retail and dining • Close to MARC station • On-site rear parking

Table 1 (cont'd): Building Recommendations

Location	Design Function	Uses	Height (in stories)	Attributes
4d Natoli Pl.	Redevelop-ment	Multifamily residential	3-4	• Adjacent to public activity center, MARC station, town center commercial • Retains existing trees • Has character of single-family homes
4e South corner of Queensbury Rd	Rehabili-tation	Entertainment	1	• Gateway location, prime corner near MARC station and on route to US 1 • Historic building
5a Rhode Island Ave.	Infill	Flexible workspace, good location for trail-related business or outdoor cafe	4-5	• Close to MARC station • Excellent access to parking • Adjacent to planned hiker/biker trail
5b Rhode Island Ave.	Infill	Flexible workspace and/or residential	4-5	• Requires sound barriers on train side • Close to MARC station • Excellent access to parking • Adjacent to planned hiker/biker trail • Adjacent to existing stream • Adjacent to community park
5c Rhode Island Ave.	Infill	Flexible workspace and residential, either multifamily, condominiums, townhouses, residential; should consider arrangement around a courtyard or forecourt	4-6 with adequate tree buffer	• Requires sound barriers on train side • Close to MARC station • Adjacent to planned hiker/biker trail • Adjacent to existing stream • Adjacent to community park
5d Rhode Island Ave.	Infill	Flex and residential, either multifamily, condominiums, townhouses	4-7 with adequate tree buffer	• Requires sound barriers on train side • Close to MARC station, commercial town center • Adjacent to planned hiker/biker trail • Adjacent to community park • Adjacent to 33-acre developable parcel

* The home side of the street is adjacent to the travel lanes that most commuters use on their way home from work. The work side of the street is adjacent to the travel lanes that most commuters use on their way to work.

Table 2: Public Space Recommendations

Location	Description	Program	Benefits
1 US 1 and East West Hwy. intersection	Urban forest	• Where space allows, plant double row of trees with paved area for café or park-like seating	• Double and single rows of similar trees as a counterpoint to modern edifices • Green gateway to town center • Creates sense of arrival at a destination
2 Rhode Island Ave. trolley right-of- way	Hiker/biker trail	• Add paved trail • Clear undergrowth between park and trail • Upgrade community park • Improve pedestrian access to street grid across right-of-way • Retain existing trees	• Connects town center to College Park for bikers and joggers • Connects western neighborhoods to eastern industrial and north to south • Adds a considerable amenity to town center
3 Mabelle Munch Park	Pedestrian destination	• Close Lafayette St. and redirect traffic to Natoli Pl., doubling size of park • Add a kiosk that sells ice cream or coffee, a small fountain, a small play area, shade trees and limited flower beds	• Creates a child-oriented destination in town center • Places several attractions in same location for safety • Increases social interaction
4 McDonald's access and Beale Circle Park	View corridor between commercial plaza and Beale Circle Park	• Create a plaza with a double row of small trees such as crape myrtles, decorative paving, and a fountain that has a visual connection with Beale Circle Park • Improve Beale Circle Park by adding circulation paths, a kiosk, and a tot lot that focus on central fountain or pool/fishpond features, some of which are visible from US 1 • Add connection of pedestrian pavers across the parking lot between US 1 and Beale Circle Park	• Adds useable public space to US 1 area • Creates a walkable outdoor destination • Creates amenities for office and commercial employees, as well as shoppers and residents • Creates a community event area
5 Gate to Riversdale Mansion Historic Site	Riversdale Gate Park	• Close Harrison Ave. access by adding an alley to double the size of site • Create a destination and visual gateway to neighborhoods and town center by adding vertical fountains, plantings, and suitable seating	• Adds a contemplative spot along US 1 • Creates a gateway and a neighborhood amenity • Improves pedestrian comfort • Redirects traffic away from neighborhood
6 Intersection of US 1 and Madison St.	Gateway plantings	• Add coordinated plantings to the three corners that do not obscure the neighborhood beyond	• Signifies arrival to Riverdale Park town center • Gateway to neighborhoods
7 Rhode Island Ave. south of Riverdale Rd.	Activity park	• Add caboose/train engine/old passenger car, a tot lot, and shade trees • Place outdoor café table/chairs in parking lot so that parents can watch children and drink coffee/eat ice cream	• Creates destination • Close to neighborhood, bike trail and commercial core • Gateway to historic town center from neighborhoods

Design Concept

Building Design

The design types of the proposed buildings are listed in Table 1: Building Recommendations. The proposed buildings are categorized as signature, infill, and compatible. A signature building is located on a site that has a very public face making design considerations more important, such as a street corner or view terminus. A gateway signature building is one that is located where the building may be a visitor's first impression of the town center. In this case, creative, unique and coherent designs are appropriate to distinguish the town from other places and communicate messages of quality, economic vitality, and stability. Infill buildings are built between other buildings and may be less noticeable to the general public. Here, quality design is important, but the building does not 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. Some sites may also require rehabilitation to bring them into conformance with town center design principles and to promote residential and commercial vibrancy.

US 1 Street and Streetscape

The concept features an enhanced streetscape for US 1 (see Map 4) produced in coordination with State Highway Administration (SHA) staff. The streetscape standards replace the existing suburban standards that require buildings to be set back far from the street and sidewalk. Buildings will be sited closer to the street, adjacent to wider sidewalks that will be separated from vehicular traffic by a minimum eight-foot-wide strip containing street trees, landscaping, and pedestrian amenities. The new build-to line, which replaces the Zoning Ordinance setbacks, mimics traditional development patterns and permits a larger building envelope because the setback and landscaped front bufferyard are no longer required.

The town center streetscape width varies from a minimum of 15 feet to a maximum of 23 feet. Within this area the following is required:

- Sidewalk—An unobstructed seven-foot-wide walkway that is located adjacent to the street wall formed by the buildings.
- Landscaping/Pedestrian Amenity Strip—Includes street trees and landscaping, and space for the placement of amenities such as benches, post office boxes, and pedestrian-oriented lights.

The US 1 concept builds upon the private/public partnership initiated by the Town of Riverdale Park along the first block of US 1, south of MD 410, to create a functional and attractive town center streetscape. The town has worked with private property owners to construct wider decorative sidewalks (15–20 feet wide) on both sides of the road. The eastern sidewalk is completed, and design drawings for the western side are being completed.

The town will continue to coordinate streetscape improvements with property owners and developers to implement the concept. This is particularly important since some of the required streetscape improvements will be on private property, although primarily within the master planned roadway. Implementation on private property will be the responsibility of individual applicants in coordination with the Town of Riverdale Park with the provision of appropriate easements, where necessary. The enhanced streetscape will improve the attractiveness of the area to both residents and visitors, and with increased foot traffic, provide a better retail location for new businesses.

In addition to the wide streetscape, the plan recommends a revised lane configuration for US 1. A four-lane roadway with turning lanes at selected intersections is recommended. The plan also includes slightly wider travel lanes, 11 feet, to comply with AASHTO standards for safety. And finally, to improve access and circulation for cyclists, a five-foot-wide bike lane has been recommended along most of US 1 in the town center. This will facilitate bicycle commuting to The University of Maryland and other communities along US 1 and implement the bikeway recommended in the Planning Area 68 master plan. Since the recommended lane configuration may require road widening in the future, a projected face-of-curb has been calculated from which new development will measure build-to-lines. The projected face-of-curb is to be measured from the centerline of the existing roadbed.

The US 1 concept contains specific proposed street configurations, including turning and bicycle lanes, widths from the street centerline to the future face-of-curb, and the widths for the landscape/pedestrian amenity strip and sidewalks. The specifications on this concept are to be used in combination with Table 3: US 1 Proposed Roadbed and Streetscape Dimensions. This plan shall be used to calculate build-to lines and design the streetscape for all new development until the SHA has adopted a new plan.

Table 3: US 1 Proposed Roadbed and Streetscape Dimensions

US 1	Width of Road Bed (in feet)	Distance from Centerline (in feet)		
		To Face-of-Curb	To Building	
			15' Streetscape	20' Streetscape
Double-line median; 4 travel lanes	48	24	39	44
Add 2 bike lanes	58	29	44	49
Add 1 turning lane	61	30.5	45.5	50.5
Add 1 turning lane & 2 bike lanes	71	35.5	50.5	55.5

View of envisioned future US 1 streetscape.

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.

Build in natural surveillance and increase safety by connecting residences to streets and alleys through windows, balconies, porches, stoops and gardens.

- 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.

Architectural detailing frames storefront windows, doorways, and the ground floor and creates places people enjoy walking.

Pedestrian amenities make the street comfortable and inviting.

Design Standards

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 15 percent or 7,500 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.

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.

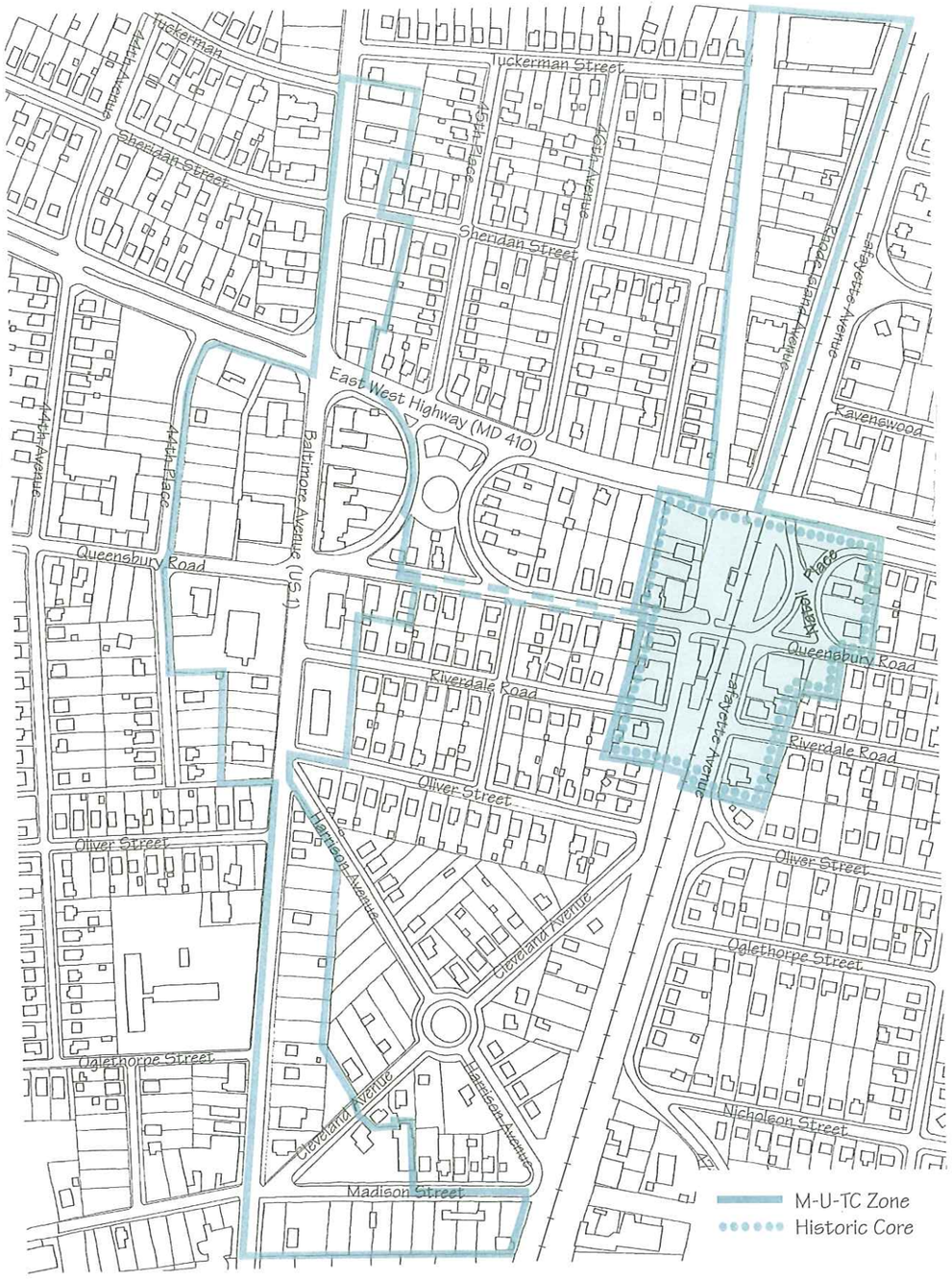
How to Use

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.

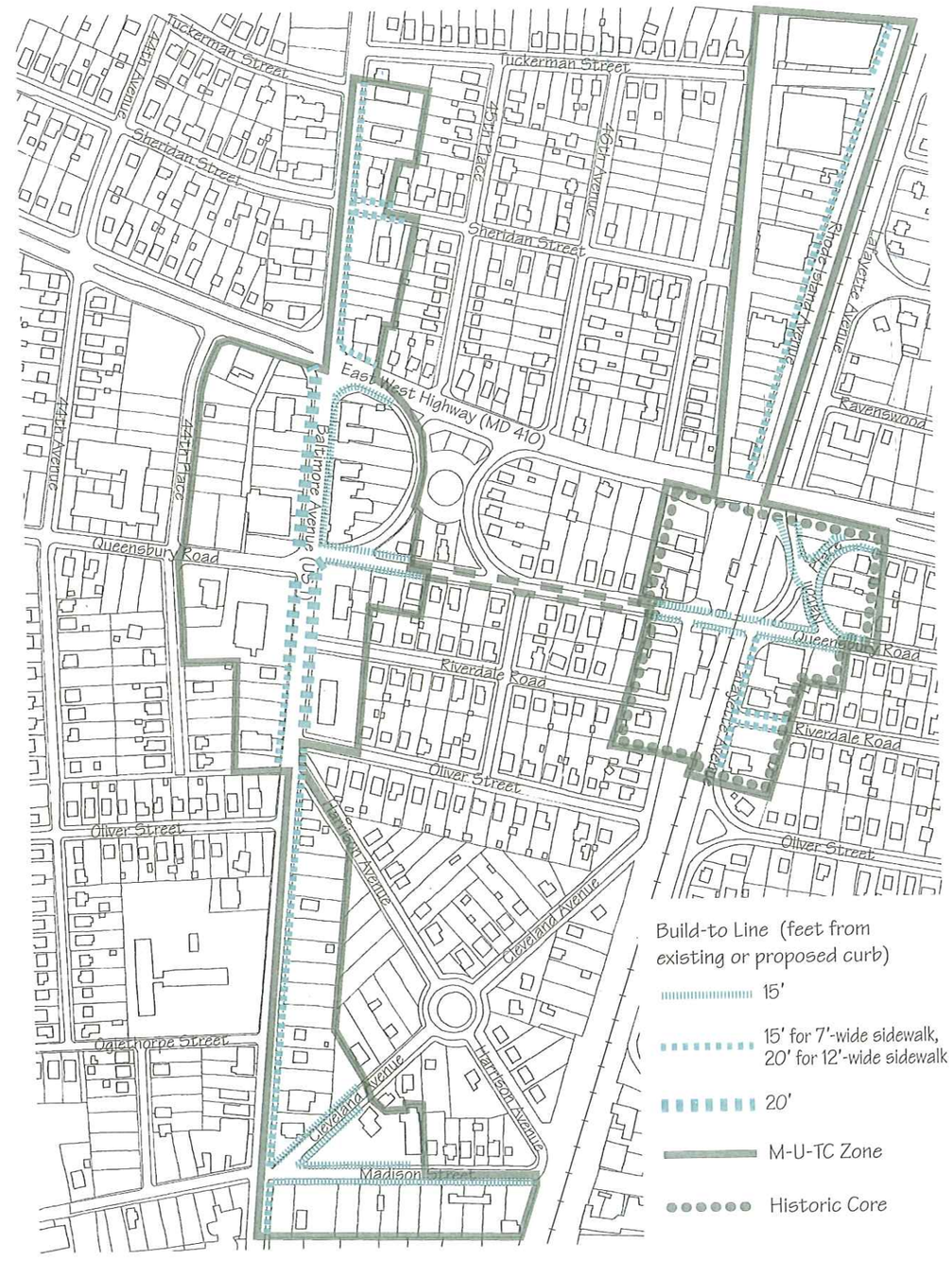
As set forth in Section 27-108.01 of the Zoning Ordinance, "the words 'shall,' 'must,' 'may only,' or 'may not' are always mandatory standards and not discretionary. The word 'may' is permissive. The words 'including' and 'such as' do not limit a term to the specified examples, but are intended to extend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

Items in bold italics apply only to the historic core as shown on Map 5: Riverdale Park M-U-TC Design Areas. Items not italicized apply to all areas of the town center, unless otherwise noted.

Map 5: Riverdale Park M-U-TC Design Areas



Map 6: Riverdale Park M-U-TC Build-To Line

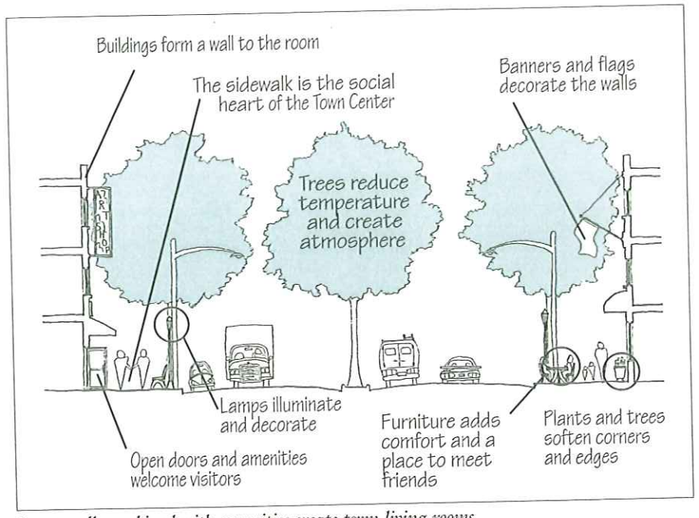


Build-To Line

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."



Street walls combined with amenities create town living rooms.

Standards

Table 4: Build-To Line (Distance from Face-of-Curb) and Allowable Variation

Location and/or Use	Build-to Line	Allowable Variation +/-
East side of US 1, north of Queensbury Rd., Lafayette St., and Natoli Pl.	15' for 7' sidewalk 20' for 12' sidewalk	+4'
West side of US 1, south of MD 410, and north of Oliver St. and east side of US 1, south of Queensbury Rd. and north of Oliver St.	20'	+/-4'
Madison St., Queensbury Rd., Rhode Island Ave.	15'	+/-4'
All residential uses with addition of front garden, terrace, steps, front porch, stairwell to basement, where individual units have an entrance onto the street	Same as adjacent	+ 14'
Properties in the historic core on streets not specified	15' or previous structure footprint	+5'
Residential uses in the historic core	Same as commercial	+Similar to neighboring residential facades
Institutional and public uses and large buildings with the addition of a park, plaza, or garden	Same as commercial	+As requested
Gas station	Same as commercial	+30 feet

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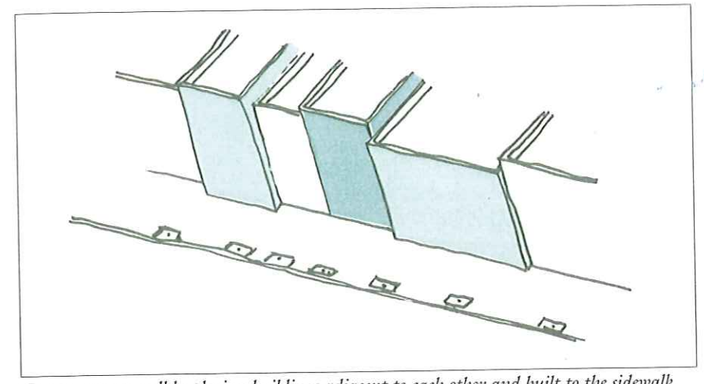
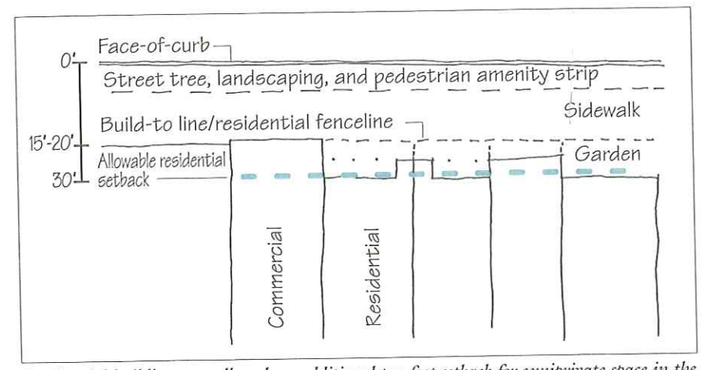


Create a street wall by placing buildings adjacent to each other and built to the sidewalk.



Residential buildings are allowed an additional ten-foot setback for semiprivate space in the form of porches, stoops, gardens, steps, and basement stairwells.

Define large structures and institutions with a usable and attractive forecourt.

1. All new buildings shall be built within a specified distance (the build-to line) of the face-of-curb depending upon location, plus or minus the allowable variation. See Map 6: Riverdale Park M-U-TC Build-to Lines for specific locations. The build-to line shall be measured on US 1 from the projected face-of-curb contained in the recommended configuration on Map 4: US 1 Concept and Table 3: US 1 Proposed Roadbed and Streetscape Dimensions until a new plan has been approved by SHA. For all other locations, use existing face-of-curbs. The allowable variation in build-to-line is found in Table 4.

2. All new buildings with commercial uses on the first story shall be located adjacent to the sidewalk.

3. All new building sidewalls shall abut the sidewalls of adjacent buildings except for the provision of passages in enclosed blocks. A maximum of two passages are permitted per block. Each passage shall have a maximum width of eight feet.

4. All new developments with residential uses in the first story may add a maximum of 14 feet to the build-to line (see Table 4) for the installation of a combination of landscaping, terraces, basement access wells, porches, and entrance stairs/ramps, and stoops.

5. Buildings with a residential use on the ground floor may be set back similar to adjacent residentially zoned properties.

6. 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.

7. 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.

8. New buildings may not be built within 100 feet of a railroad track.

Items in bold italics apply only to the historic core as shown on Map 5: Riverdale Park M-U-TC Design Areas. Items not italicized apply to all areas of the town center, unless otherwise noted.

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 a minimum of 50 percent of the net lot area.

2. The building facade shall occupy a minimum of 66 percent of the build-to line, except in the historic core.

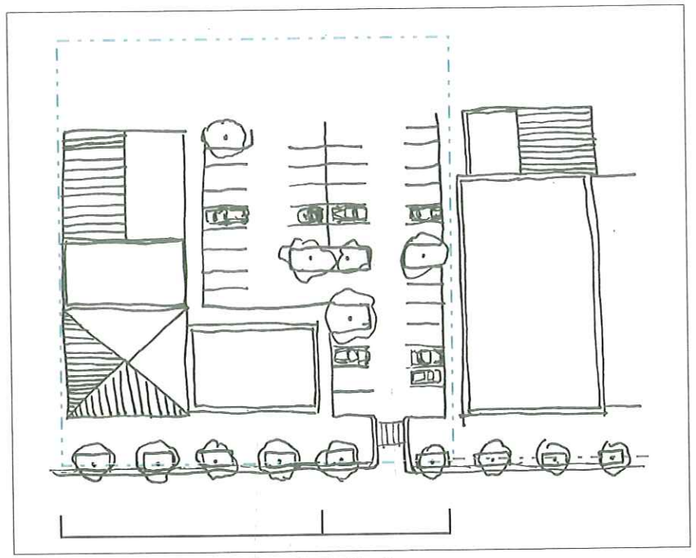
3. The building facade shall occupy 100 percent of the frontage width of the lot, unless the lot contains one of the two allowed mid-block alley or a walk-through connection. In this case, the building shall abut the alley or walk-through.

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.

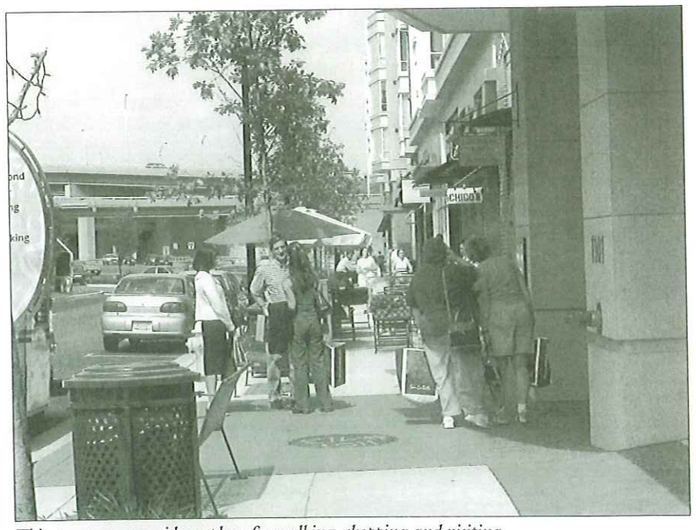
5. Gas stations shall share sidewalls with, or be located within eight feet of, the adjacent property.

6. 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.

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



Building occupies a minimum of two-thirds of lot frontage.



This streetscape provides a place for walking, shopping and visiting.

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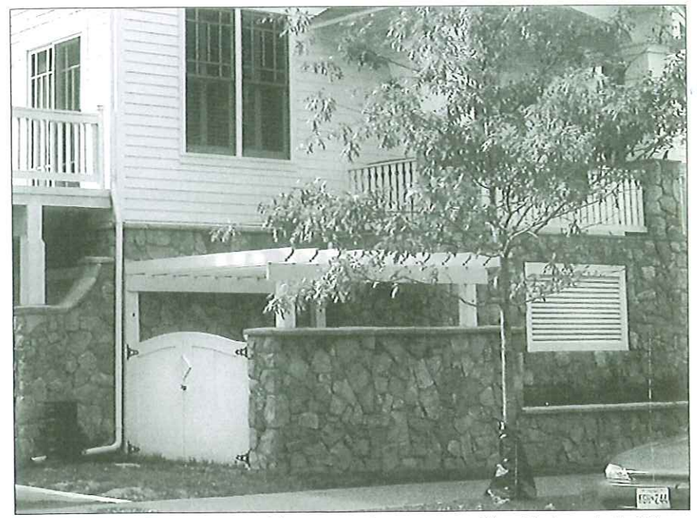
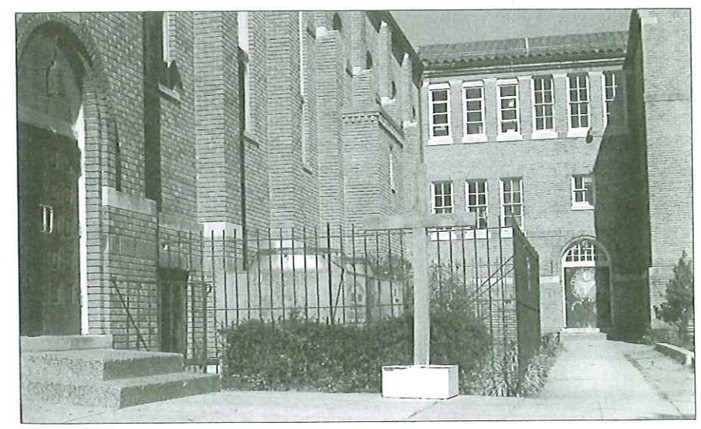


Screen trash and dumpster areas with structures that are compatible with the main building.



This fence and landscaping inadequately screen the mechanical equipment.

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. Commercial uses on transitional properties in the historic core shall have a minimum 20-foot-wide side bufferyard and a minimum 7-foot-wide rear bufferyard adjacent to all residentially zoned properties.

a. A hedge, decorative fence, or dense shrubs shall be placed along the adjacent properties.

b. This setback shall remain a bufferyard with appropriate landscaping.

c. Any existing parking spaces located within this yard may remain, as long as parked cars are adequately screened from residential properties.

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

3. Chain-link fence, razor wire, and barbed wire are inappropriate in a town center and shall not be used for fencing, screening or security, except where chain link is used to surround athletic courts.

4. Dumpsters, HVAC units, and utility mechanical equipment shall be completely screened so as not to be visible from sidewalks.

Items in bold italics apply only to the historic core as shown on Map 5: Riverdale Park M-U-TC Design Areas. Items not italicized apply to all areas of the town center, unless otherwise noted.

5. When parking lots are adjacent to single-family residential uses, parking and parking access shall be screened so that vehicles are not visible from the residential lot. 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.

6. 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.

7. 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.

8. 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.

9. Outdoor storage is inappropriate in the town center and 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.

Separate semiprivate front gardens from the public street with a low fence.

Items in bold italics apply only to the historic core as shown on Map 5: Riverdale Park M-U-TC Design Areas. Items not italicized apply to all areas of the town center, unless otherwise noted.

Mid-block alleys provide shortcuts for pedestrians, provide access to parking, and reduce curb cuts across the sidewalk caused by driveways.

Access and Circulation

Intent

Reduce curb cuts and improve access and circulation throughout the town center. 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 and shall be created in accordance with the Riverdale Park town center concept (see Map 3).

2. ***New alleys in the historic core should be eight feet wide.***

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. 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.

7. Window services with pedestrian access only are permissible and encouraged.

8. ATMs may be located on the front or side of the building, but may not have vehicular access.

9. 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.

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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.

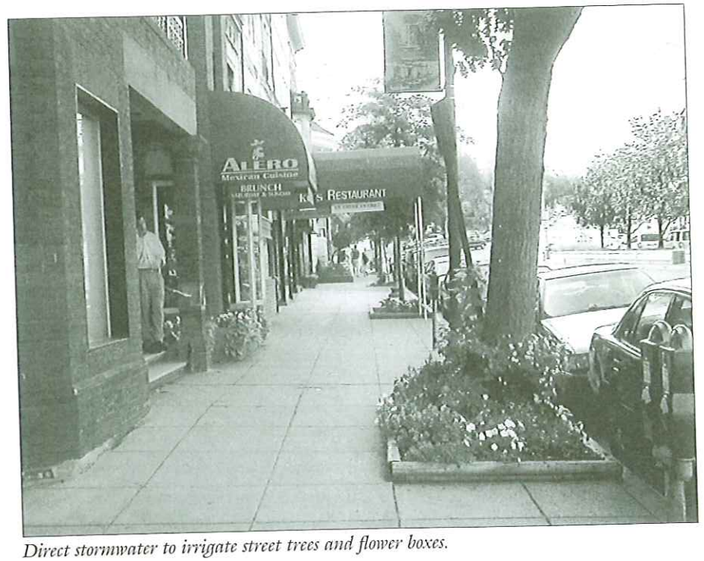
2. Dumpsters shall be located on the side of or behind a building; these shall not be located in front of a building or adjacent to a rear public entrance. Dumpsters on adjacent properties should be consolidated, whenever possible.

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. 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.

Locate unsightly utility lines at the rear of the property.



Direct stormwater to irrigate street trees and flower boxes.

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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 each 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. 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 should 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.[3]

5. To encourage the construction of off-street structured parking facilities in the town center and to promote economic development, the establishment of a parking district in accordance with the requirements of Division 27, Section 399-413 of the Prince George's County Code is recommended. Applicants within an established parking district may have the minimum off-street parking requirements reduced or waived provided that the applicant agrees to pay a fee-in-lieu for the required number of off-street parking spaces that are to be waived and/or a special assessment as defined by the parking district.

6. 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.

7. When off-site parking is necessary to meet the parking requirements, the applicant will need to provide satisfactory documentation such as affidavits, leases, or other agreements to show that parking is provided off site.

8. 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.

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[3] The Town of Riverdale Park shall maintain an up-to-date inventory of shared parking facilities with accurate data on shared parking agreements and remaining capacity of shared parking facilities, until another entity is designated through the establishment of a parking district.

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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, especially US 1. 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, 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.

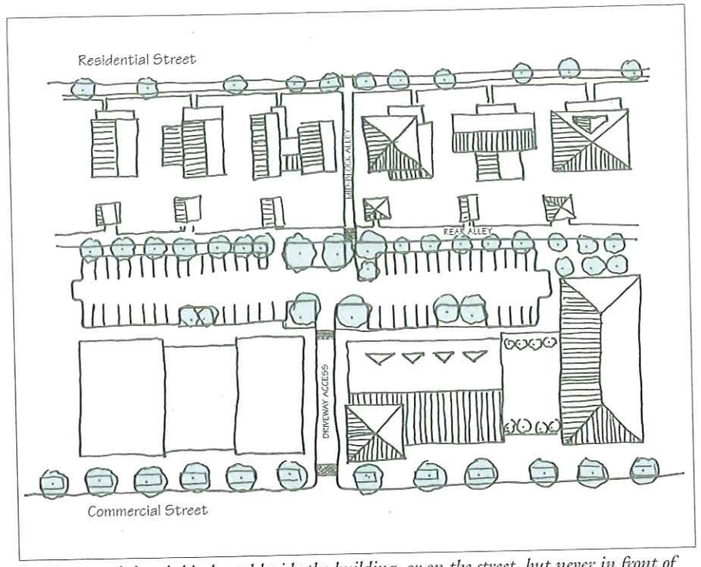
4. Parking lots shall retain or relocate existing trees, to the greatest extent possible at the time of construction, to appropriate locations within the lot.

5. 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.

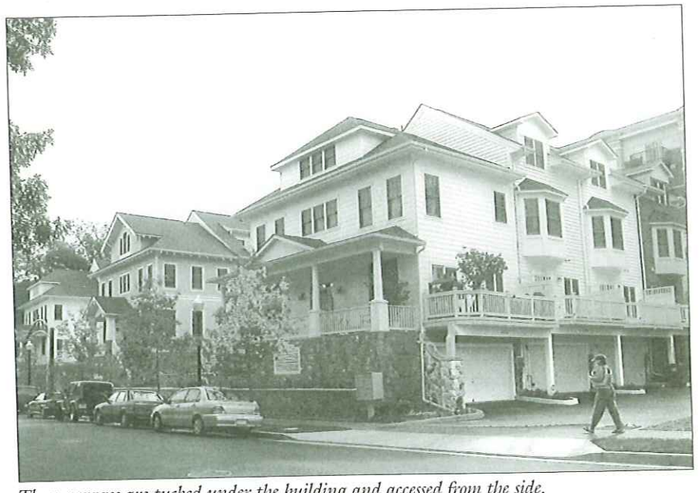
6. Tree boxes shall be located in the corners of and/or along the edge of the lot, and if needed, in islands and of dimensions similar to streetscape tree boxes.

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

8. 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.



Parking goes below, behind, and beside the building, or on the street, but never in front of the building. Shared access to lots is encouraged, as well as shared lots. Connect adjacent lots to facilitate pedestrian and vehicular access.



These garages are tucked under the building and accessed from the side.

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This structured parking is highly visible, attractive, and wrapped by commercial development.

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

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

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

12. 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.

13. 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.

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

15. Loading areas shall be attractive and well maintained.

16. New development shall provide adequate loading spaces to the rear of the building with access from alleys, side streets or shared curb cuts.

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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, not to exceed 2.5 by 3.5 feet and located on the sidewalk adjacent to a commercial entrance or outdoor café seating, may be provided.

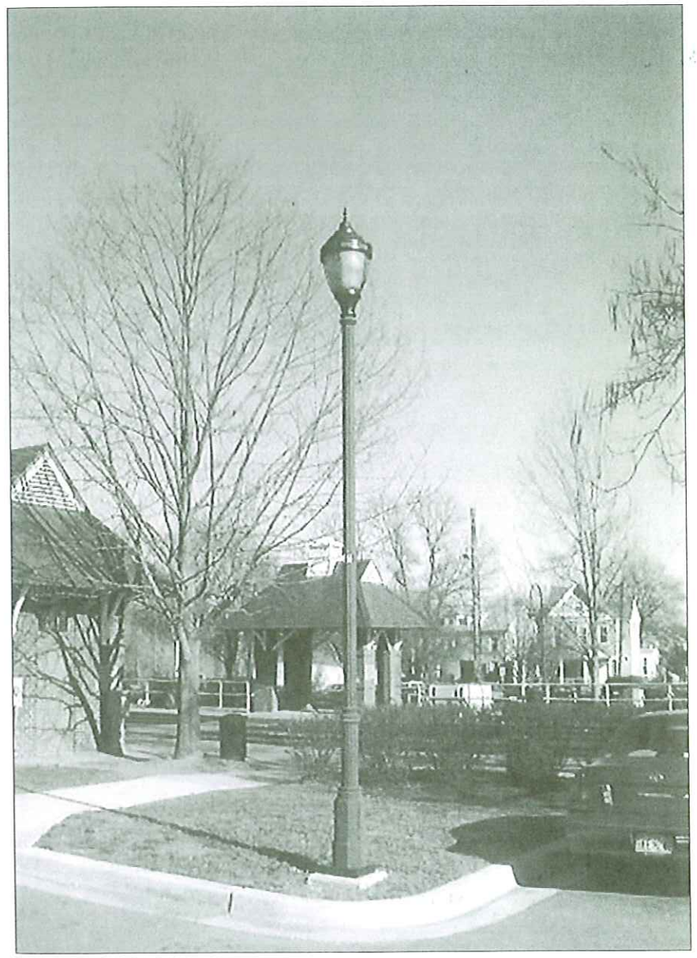
4. Movable stands (with the business logo and name) containing menus as part of an outdoor café are allowed and shall not exceed 2 by 2.5 feet.

5. Awning, umbrella and facade color schemes should be chosen so as not to clash with nearby commercial establishments or detract from the town center's historic character.

A-frame signs attract attention and slow down pedestrians, giving them time to glance into the storefront.

Use café umbrellas and other signage to give restaurants and cafés a street presence and identity.

Items in bold italics apply only to the historic core as shown on Map 5: Riverdale Park M-U-TC Design Areas. Items not italicized apply to all areas of the town center, unless otherwise noted.



Coordinate all street lamps with the Town of Riverdale Park.

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. Alleys, parking, dumpsters, and service entrances shall be illuminated with shielded pedestrian-oriented lighting located no greater than 14 feet above ground level.

3. Fixtures shall be located so that light does not spill from a parking lot or service area onto an adjacent residential property.

4. All lighting shall be shielded and of an intensity that minimizes light pollution.

5. Avoid illumination that creates glare on building walls, signs, sidewalks, and other items.

6. 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.

7. Additional lights under awnings or canopies may be used to further illuminate sidewalks.

8. Consider using low-level, up-lighting in tree boxes to illuminate trees and decorative shrubs.

Items in bold italics apply only to the historic core as shown on Map 5: Riverdale Park M-U-TC Design Areas. Items not italicized apply to all areas of the town center, unless otherwise noted.

Landscaping

See Appendix B 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.

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. 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.

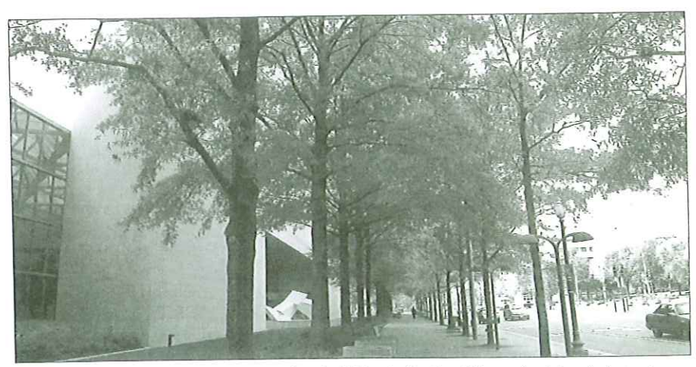
4. A licensed landscape supply company, landscape architect, or arborist shall be contracted for installation and to certify the health of trees, landscape materials, and guarantee survival.

5. Trees chosen should be compatible with the historic 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).

Flowers add identity to this business and the sidewalk.

This business has chosen a street tree, landscaping, and paving strip planting design that expresses its identity.



This double row of trees softens the modern building it flanks while emphasizing its importance.

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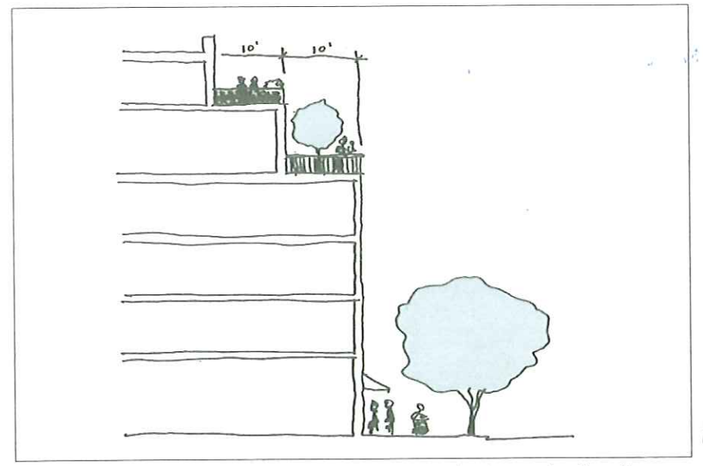

Step back additional stories so that they are not visible to pedestrians on the sidewalk.

Table 5: Building Height by Location (in Number of Stories)

Location	Minimum/ Maximum
US 1, north of MD 410 (East West Hwy) Queensbury Road. Historic core	2-3
US 1, south of MD 410 (East West Highway) and north of Harrison Avenue Madison Street 44th Place	2-4
US 1, south of Harrison Avenue	3-6
Rhode Island Avenue, north of MD 410 (East West Highway)	4-6
Rhode Island Avenue, south of MD 410 (East West Highway)	2-4

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 5.

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 town center.

   c. The property is not located in the historic core or on Rhode Island Avenue south of the channelized stream.

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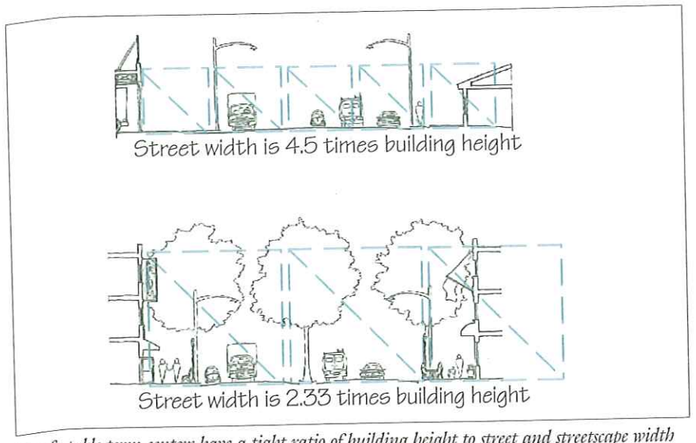
3. The height of buildings should be a minimum of one-third the width of the street and streetscape to create a ratio of 1:3 between the width of the street and the height of the building.

*4. **Building heights should not vary more than 15 percent from the average height of abutting/attached buildings.***



Comfortable town centers have a tight ratio of building height to street and streetscape width (a maximum of 1:3 or living room dimensions) for pedestrian comfort and to slow traffic.

Similar building heights within blocks give the town center a cohesive appearance.

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Franklin's in nearby Hyattsville blends traditional elements of the adjoining historic building with newer materials.

Compose buildings vertically in three parts: roof, middle, and ground floor.

Architecture

Intent

Unify the town center through repetition, rhythm, and variety of architectural materials and details. Promote commercial and multi-family 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.

Guide the renovation and restoration of historic buildings and promote new facades that complement adjacent and nearby historic buildings while incorporating interesting and unique detailing and design.

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 only be permitted outside the historic core if they (a) are architecturally unique and (b) enhance the overall appearance of the town center through conformance to the Riverdale Park's M-U-TC 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.

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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. Facades facing a street shall not contain vinyl siding. Materials on facades facing a street should be composed primarily of brick, stone and articulated stucco with concrete, metal and wood details.

6. Building facades shall be compatible, e.g., have massing, window and door openings, rooflines, and detailing that complement existing structures and are strongly encouraged to have individual character.

7. 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.

The differing window patterns, architectural detailing, colors, and heights of each section make this single structure look like three buildings constructed separately.

This residential building is divided into vertical bays that alternate materials so that each unit "reads" as a separate structure.

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This apartment building looks like large homes found in nearby single-family neighborhoods.

Incorporate the positive aspects of area single-family homes into new residential for compatibility.

8. The historic character of buildings shall be maintained. Alterations to buildings should preserve or restore historic architectural details, such as the openings, cornices, lintels, arches, stamped metal, and ironwork of the original building, when appropriate.

9. 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.

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

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

12. 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.

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13. Vertical and horizontal integration of uses within a building should be signaled through architectural details and window and door shapes.

14. Architectural detailing should be compatible with the historic, built, and natural conditions.

15. All multifamily residential development shall use high-quality building materials and double-glazed windows.

16. All multifamily residential units shall include a variety of amenities such as a washer and dryer, solid-core counter tops, wood floors, a fireplace, spacious bathrooms, and walk-in closets.

17. 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.

Highlight entrances by adding awnings, a legible street number, facade detailing, and plantings so that visitors may find them.

Mix uses horizontally and vertically.

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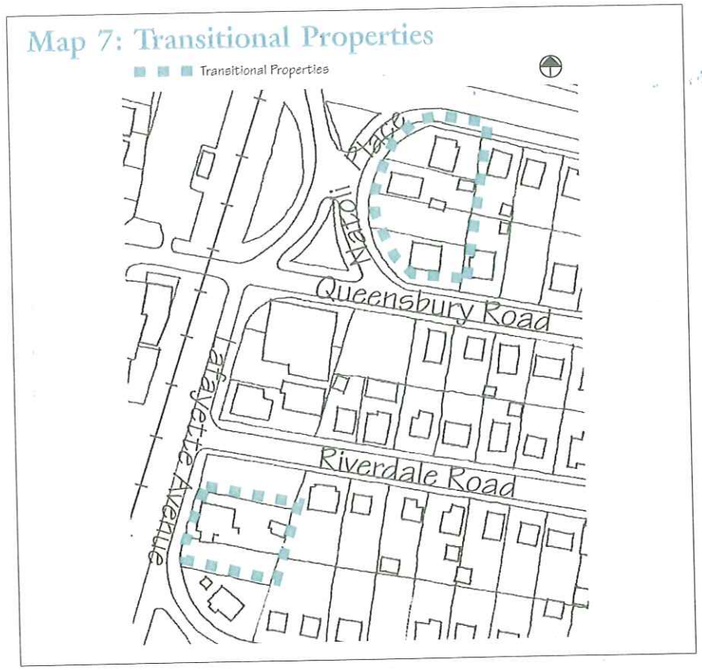

Additional Design Standards for Transitional Properties in the Historic Core

Intent

These properties represent an expansion of the traditional town center and their proximity to the single-family neighborhood necessitates careful and sensitive design. The design must emphasize the positive architectural characteristics of the historic residential neighborhoods so that new development can be successfully incorporated into both the historic core of the town center and adjacent residential neighborhoods.

Note: The transitional properties in the historic core are shown on Map 7 and include only those fronting Natoli Place (Lots 1, 2, 3, and 4 and the center property fronting Lafayette Avenue between Riverdale Road and Oliver Street [Lot 23].) See the Site Design Section for additional standards specifically affecting these properties.

Standards

1. All new buildings and additions shall incorporate traditional design elements from the eras and regions of the original residential buildings and the adjacent historic neighborhood so that they are architecturally compatible, regionally responsive, and historically sensitive. The following elements shall be included:

a. Similar roof pitches and styles to the residential neighborhoods and deep overhangs on roofs.

b. Vertical windows with double-hung panes.

c. Appropriate architectural framing and detailing on all openings.

d. Usable porches and balconies with a minimum size of six feet by eight feet.

e. Formal primary entrances raised a minimum of three feet and maximum of four feet from ground level.

Usable porches and balconies enable residents to meet their neighbors and allow natural surveillance of the street.

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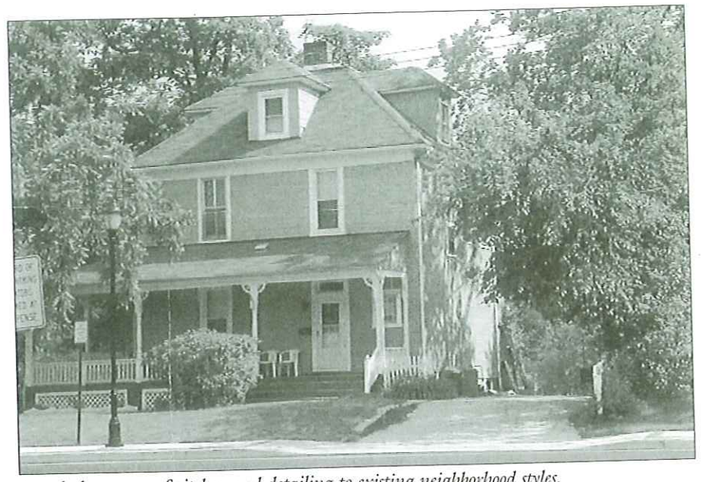
2. Any dormers shall be compatible with the overall style of the building and the historic character of adjacent residential neighborhoods, avoiding excessive variation in pitch, embellishment, or number.

3. Buildings larger than adjacent residences shall mitigate this through massing and material changes that simulate and echo the scale of the smaller buildings.

4. The confusion and proliferation of styles and eras represented in a single building should be avoided.



Match dormers, roof pitches, and detailing to existing neighborhood styles.

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The CSX train is an important Town Center attraction.

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). ***In the historic core, this minimum shall be 70 percent.***

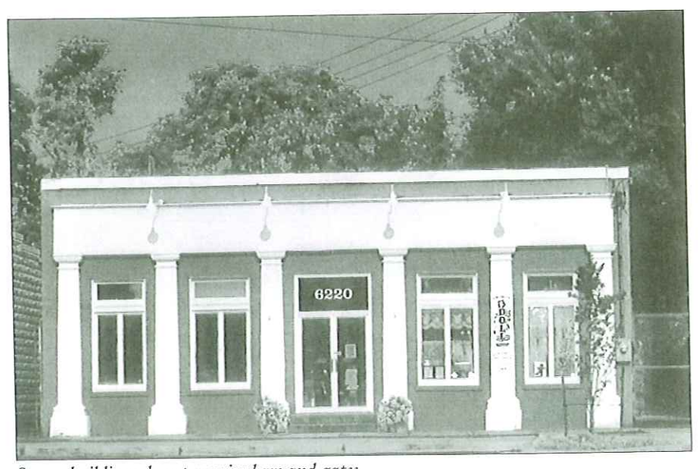
2. Transparent material shall be primarily located across the length of the facade in the area between 2½ to 9 feet in height.

3. Windows shall have a vertical orientation, except at the ground floor where square/horizontal windows are appropriate for storefronts.

4. Mirrored, reflective, or tinted windows may not be used.

5. 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 roll-down and accordion security devices may only be placed on the exterior of the facade if hidden by appropriate architectural detailing, awnings or signage.

Glass storefronts enable shoppers and storekeepers to keep an eye on large items left outside.



Secure buildings do not require bars and gates.

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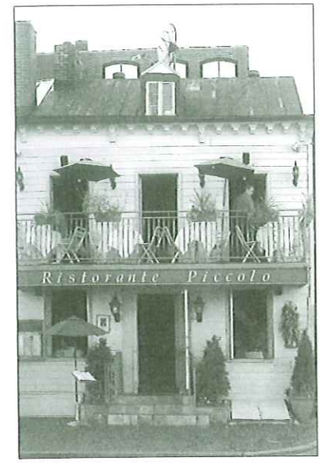
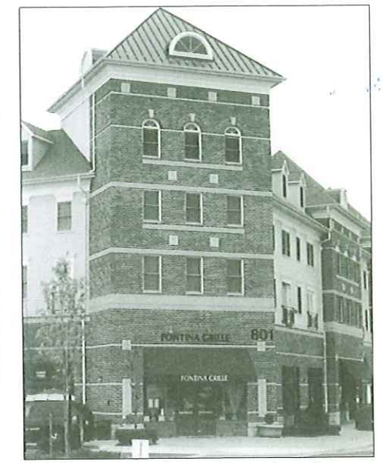


Add lamps, plantings, and other decorative elements to the public entrance.



Buildings at street intersections orient doors, windows, and architectural details toward the corner to maximize neighborly interaction and economic potential.

The windows on this second story granny flat are well articulated with frames, sills, and correctly proportioned shutters with shutter hooks.

6. 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.

7. 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.

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

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

10. Walls facing public streets or to the rear shall have windows that occupy at least 40 percent of the wall area.

11. Walls facing a mid-block walk-through sidewalk, 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.

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

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

14. 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.

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Signage

Intent

To encourage a positive and attractive identity for businesses and the town center, make the street more interesting for pedestrians, and allow creative commercial expression and visual variety.

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. ***Plastic and neon are not appropriate signage material and shall not be permitted.***

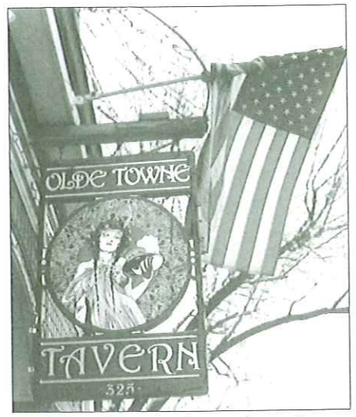
4. All commercial enterprises shall have a minimum of one permanent sign oriented toward pedestrians. Blade and bracket signs are strongly encouraged.

5. ***Historically accurate styles of signage from the early twentieth century are strongly encouraged, such as blade and bracket signs and pin lettering.***

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.

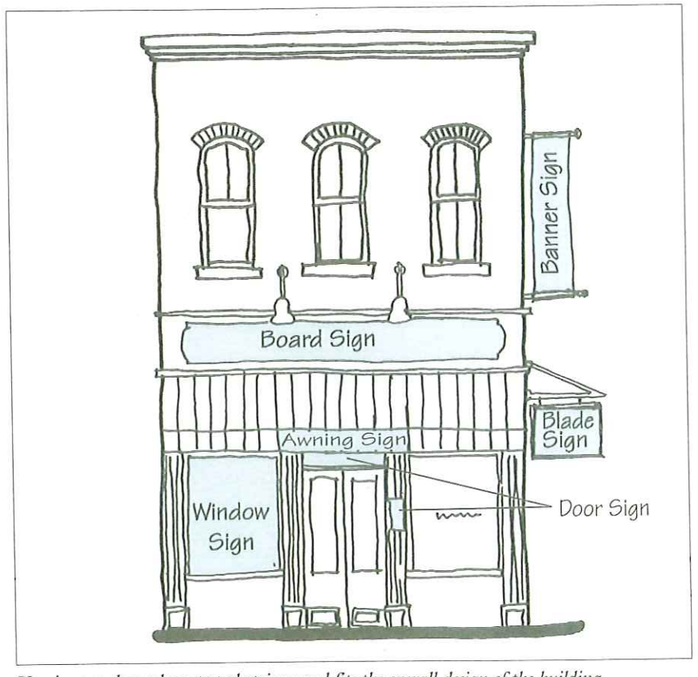
7. Blade and bracket signs should not exceed three feet by three feet.

8. Signage shall be lit externally, so that the light does not exceed the area of the sign or spill onto the building facade.



Blade signs face pedestrians as they walk along the sidewalk.

These are two examples of pin letters, signage attached to the face of a building by pins.



Use signage that relates to pedestrians and fits the overall design of the building.

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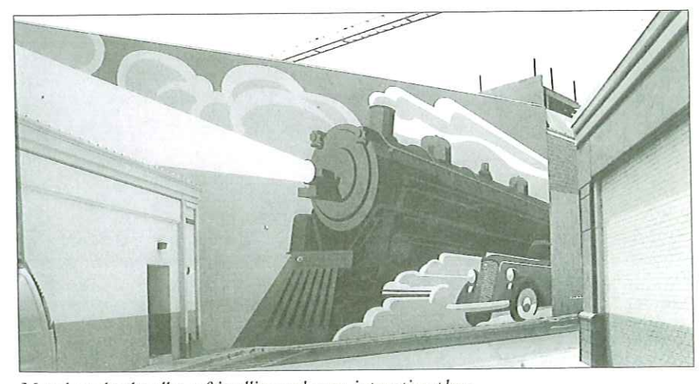
This banner calls attention to the pet shop and enlivens the street.

Attractive signs painted on windows add character to the street and brand the business.



Murals make the alley a friendlier and more interesting place.

9. ***Signs shall be complementary in color, shape and materials of adjacent establishments and the overall design themes of the historic core.***

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 mounted above buildings shall not be allowed.***

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

14. ***Signs painted onto side facades shall reflect the early twentieth century history of the town center through sensitive design, color, and lettering.***

15. 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.

16. ***Awnings should be of sturdy cloth or fabric construction. The color and design should be carefully considered so as not to clash with adjacent establishments.***

17. ***Awnings should be placed on the top of openings, such as windows and doors, and shall relate to the opening shape.***

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

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

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Streetscape

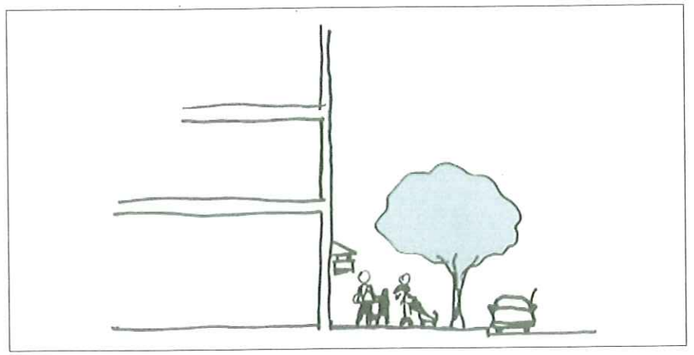
Intent

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.

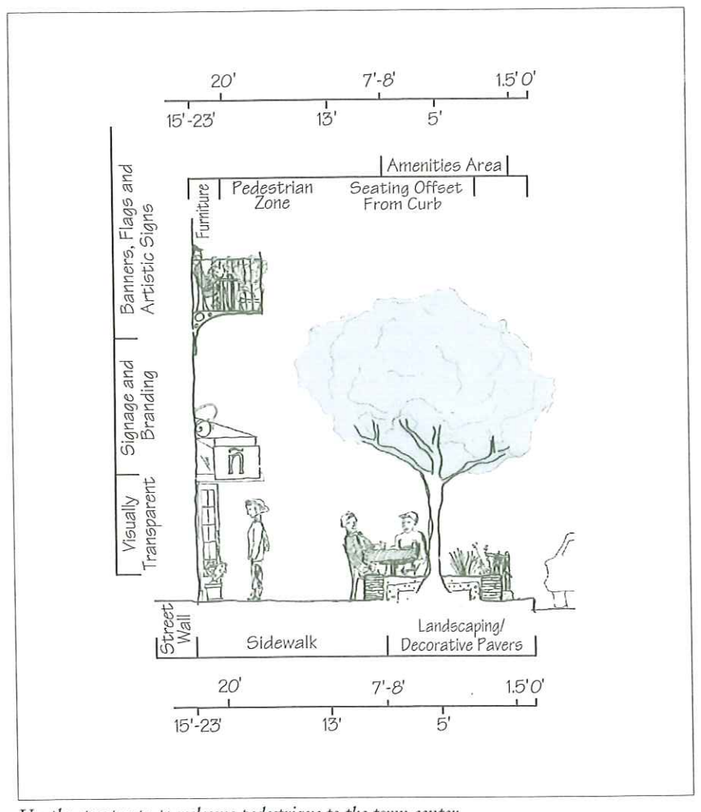
Standards

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 4: US 1 Concept and Table 2: Public Space Recommendations. 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. Where expansion of the US 1 roadbed is recommended, the area between the existing face-of-curb and the future face-of-curb shall be treated as an extension of the landscaping/pedestrian amenity strip.



Design streetscapes so that pedestrians are buffered from cars, not the storefronts.



Use the streetscape to welcome pedestrians to the town center.

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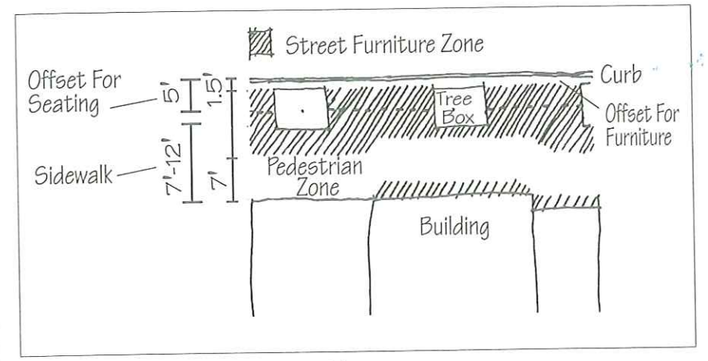


Place furniture in the appropriate area of the streetscape.

Keep a seven-foot unobstructed right-of-way near storefronts.

Flower pots and seating invite customers.

Set seating back from the curb a minimum of five feet.

Sidewalks

1. The sidewalk shall be constructed between the landscaping/pedestrian amenity strip and the build-to line. A seven-foot pedestrian zone shall be preserved unobstructed; the remainder of the sidewalk may contain street furniture.

2. The minimum seven-foot-wide walkway 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.

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. All other streets 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.

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

3. All items, including landscaping and tree boxes, shall be offset from the curb a minimum of 1.5 feet to avoid car door

Items in bold italics apply only to the historic core as shown on Map 5: Riverdale Park M-U-TC Design Areas. Items not italicized apply to all areas of the town center, unless otherwise noted.

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.

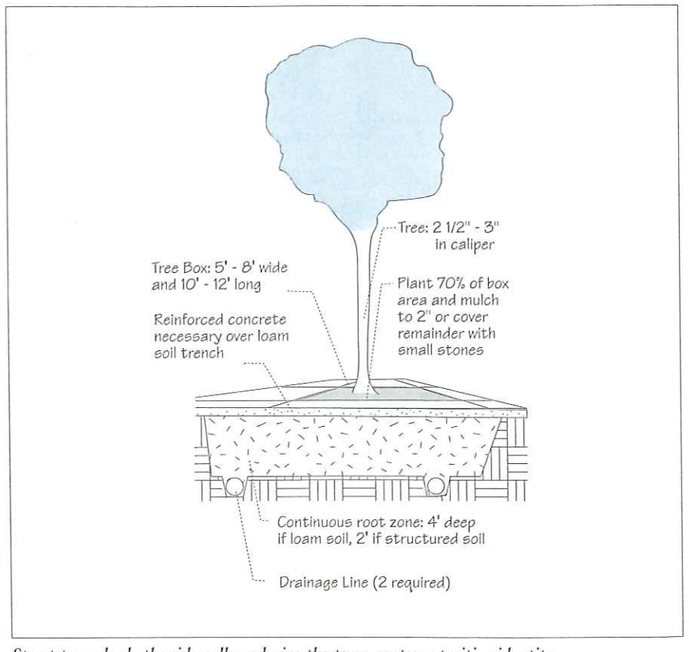
5. All landscaping and tree boxes shall have a low-impact stormwater system that stores and redirects sidewalk or building stormwater for reuse as irrigation.

6. Street trees to be planted in the US 1, Queensbury Road, East West Highway, and the Rhode Island Avenue 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 provided 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.

Low barriers protect tree roots and soil in high traffic areas.



Street trees shade the sidewalk and give the town center a positive identity.

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Low walls can protect trees and flower beds while providing an inviting place to sit.

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. Removable grates are discouraged except in the historic core.

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

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

13. Landscaping with low water requirements is encouraged.

14. 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.

15. 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.

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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 Map 3: Riverdale Park Town Center Concept. 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.

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, excluding landscaped town center gateway features at heavily traveled intersections (marked as such on Map 3). See the Seating Section for design standards.

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.

Enclosed spaces make people feel safer; gardens soften spaces for rest and relaxation.

Design public spaces with built-in natural surveillance by multiple users for senior and child safety.

Items in bold italics apply only to the historic core as shown on Map 5: Riverdale Park M-U-TC Design Areas. Items not italicized apply to all areas of the town center, unless otherwise noted.

Water attracts people and delights children.

Extra amenities create identity in the town center.

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.

Items in bold italics apply only to the historic core as shown on Map 5: Riverdale Park M-U-TC Design Areas. Items not italicized apply to all areas of the town center, unless otherwise noted.

Design Standards/Public Space

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.

Provide a place for people to sit, see, and be seen.

Some things are more easily done while sitting.

Items in bold italics apply only to the historic core as shown on Map 5: Riverdale Park M-U-TC Design Areas. Items not italicized apply to all areas of the town center, unless otherwise noted.

Design Review Process

All new development, signs, fencing, parking, lighting and exterior renovations occurring within the Riverdale Park Mixed-Use Town Center Zone will be reviewed by the Riverdale Park Local Design Review Committee (the committee) to ensure that the development plan's goal and design principles, standards and guidelines are met. The committee is advisory to the Prince George's County Planning Board and is assisted by staff from the M-NCPPC Planning Department's Community Planning Division. Committee members should be chosen from a pool of applicants solicited by the Town of Riverdale Park . The town will then forward a list of the recommended committee members to the Planning Board for approval. Each member of the committee serves a one- or two-year term.

Committee Membership

The seven-member committee shall be composed of six core members, who include two municipal government representatives, two residents, two business and/or property owners in the town center, and a seventh member having technical or design expertise in a related field such as planning, local history, architecture, landscape architecture, real estate, education, law, finance, or the building trades. One of the six core members shall also have design expertise in a related field such as architecture, landscape architecture, or urban design.

Building Permit Application Process

Prior to the filing of any building permit application to the Prince George's County Department of Environmental Resources, the applicant must submit his/her permit plans to the committee. A committee review application is contained in Appendix C and is also available at the Riverdale Park Town Hall. Applicants are encouraged to meet with municipal or Community Planning Division staff prior to preparing building plans to discuss the process and the applicant's building and site concepts. **All relevant building and site plan information necessary to show compliance must be submitted.** Such information may include:

- A site plan including property lines with bearings and distances, building location, parking and loading, landscaping, and vehicular and pedestrian access points to and from the site. All planned improvements should be clearly marked and details provided.
- Elevation drawings showing all facades, including all relevant information such as building height, architectural features and detailing, openings (including windows and doors), materials, and color.
- Sign details including the dimensions, colors, materials and lighting.
- Parking plan and supporting documentation, particularly for shared parking or alternative transportation reductions.
- Additional details should be provided for other site elements such as lighting, screening, fencing and other amenities.

Committee meetings shall be called within 30 days of receipt of a completed application by the Town of Riverdale Park. The applicant shall be notified of the date, time and place of the committee meeting and is required to attend the meeting to present the application. The committee shall review the application as to the application's compliance with all relevant design recommendations and requirements in the Riverdale Park M-U-TC Zone development plan. The committee can take one of the following actions:

1. Recommend approval of the application as submitted.

2. Recommend approval of the application with conditions.

3. Defer the application until the next meeting, which must be held within 30 days (A deferral of an application by the committee can occur only once. However, the applicant may request an additional deferral, but final action must be taken within 90 days of receipt of the application).

4. Recommend denial of the application with explanation of what design criteria was not met by the building proposal.

The Town of Riverdale Park shall submit written documentation of the committee's action or recommendation within two weeks to the Planning Director of the Prince George's County Planning Department. If no correspondence is received, it will be assumed the town has no comments on the application.

The committee shall make a recommendation to the Planning Director as to whether the proposed development is in compliance with the development plan's overall goals and design principles, as well as the specific design standards and guidelines. A copy of the committee's recommendations shall be submitted with all building permit applications and all pertinent building plans shall be stamped by the committee signifying that the plans are in compliance with all applicable development plan requirements and conditions recommended by the Local Design Review Committee. Consequently, any necessary revisions must be made to the plans prior to submitting them for a building permit unless the applicant is not in agreement with the committee's recommendations.

If a development application is recommended for denial, or approval with conditions that an applicant is not in agreement with, the applicant may appeal that decision to the Prince George's County Planning Board through the special permit process.

Special Permit Application Process

Special permits are required for certain designated uses and for departures from the development plan. The requirements for special permits are shown in Section 27-239.02 of the Zoning Ordinance (see Appendix A). All requests for special permits shall be in the form of an application filed with the Planning Board. The required application form, and fees associated with the application, may be obtained from the Planning Department's Development Review Division or directly from the Department's web site at www.mncppc.org/pgco. The application may be filed prior to or concurrently with an application for a building or use and occupancy permit. The applicant is also required to notify (by certified mail) any municipality and all adjoining property owners within seven days of filing the application and shall certify compliance with this provision as part of the application. A list of those municipalities and property owners so notified shall be included with the application.

The minimum submission requirements are one copy of each of the following:

- Application—A typed application signed by all owners of record.
- Statement of Justification—A typewritten statement of justification that demonstrates how the proposal complies with the development plan. The applicant or the designated correspondent must sign the statement.
- Map or Plat—An accurate plat prepared, signed and sealed by a registered engineer or land surveyor, with the subject property outlined in red.
- Site Plan—A site plan (drawn to scale) showing all existing and proposed improvements and uses with the subject property outlined in red. The site plan shall be in sufficient detail so that a determination can be made that the proposal complies with the development plan.
- Landscape Plan—A detailed landscape plan with the subject property outlined in red. Landscape plans need not be separately prepared drawings but may be superimposed on the site plan.
- Zoning Sketch Map—A zoning sketch map with the property outlined in red.
- Draft letter to, and list of, adjoining property owners.
- Documentation on previous approvals for the site.

Please note that the above information is necessary prior to acceptance for processing. Additional copies of some or all of the documents will be requested at the time of acceptance of a completed application by the Development Review staff.

Prior to making a decision on a special permit application, the Planning Board shall hold a public hearing on the application. The Planning Board hearing shall be scheduled not less than 45 days from the date the application is accepted, unless waived by the applicant. The applicant is required to send (by certified mail) notice of the hearing at least 14 days before the scheduled hearing date to any municipality in which the site is located and all owners of abutting properties (including those directly across the street, alley or stream).

In order for the Planning Board to grant a special permit in the M-U-TC Zone for uses specified as such in the Use Table in Appendix A, it shall find that the site plan is in conformance with the approved town center development plan and the guidelines therein and any specific criteria set forth for the particular use.

To grant departures from the strict application of any standard or guideline approved in the Riverdale Park M-U-TC Zone development plan, the Planning Board must make the following findings listed in Section 27-548.00.01 of the Zoning Ordinance:

"A. A specific parcel of land has exceptional narrowness, shallowness, or shape, exceptional topographic condition, or other extraordinary situation or conditions;

"B. 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

"C. The departure will not substantially impair the intent, purpose, or integrity of the General Plan, Master Plan, or the town center development plan."

All special permit applications are referred to the Town of Riverdale Park for review by the mayor and town council, as well as the Local Design Review Committee. The Planning Board may only approve a special permit contrary to the recommendation of a municipality containing the subject land within its boundaries upon the affirmative vote of four-fifths of the members of the full Planning Board.

Riverdale Park Mixed-Use Town Center

November 2002

Baltimore Avenue

5731 Jey's Auto Care
5803 Benny's Carryout
5811 T & G Janitorial
5817 Paul Koko's Fashions
6001 Realtor, Bright Associates
6009 Used Books and Coffee Bar
6019 Dino's Used Cars/Freedom Rent a Car
6033 Subway
6035 Friendly Computer Store
6037 Single-family house
6100 Restaurant
6103 Office building—multi-office uses
6117 Gas station
6124 Vacant house
6130 Rite Aid
6200 Professional offices
6201 Emergency dental care
6211 Calvert House Inn
6215 Lynn's Animal Hospital
6228 McDonald's
6309 J. D. Williams Real Estate/office building
6315 Dental lab
6411 Post Office
6419 Church

Cleveland Avenue

5801 Chambers Funeral Home
5802 S & S Auto Repair

Queensbury Road

4415 Doctor's office
4500 Ernie's Lock and Key
4503 Green's Chevy Chase Bicycle Circle
4505 Gepetto Catering
4611 Vacant
4616 Vacant
4620 Vacant
4622 Vacant
4701 Riverdale Bookshop and Coffee Depot
4705 IR Federal Credit Union

Rhode Island Avenue

6008 Office
6100 American Residential Service
6105 Riverdale Club
6108 S & J Tavern
6202 Vacant
6204 Vacant
6206 Vacant
6208 Vacant
6210 Vacant
6212 Vacant
6214 Second Time Around
6216 Iglesia Pentecostal Church
6218 Speros' Video
6220 Taylor's Antiques and Aunt Emily's Dolls
6313 Gregg's Towing and Mid County Fluid Air and Supply Inc.
6323 Brasbol Motor Inc. & Romerio Auto Parts
6401 Dunbar Armored, Inc.
6405 Diamond Core Drilling and Sawing Co.
6407 Puebla Construction
6409 Pittcon Industries
6501 Pittcon Industries

Riverdale Road

4700 Dumm's Corner Market
4702 Apartment
4704 Dumm's Pizza and Subs

Lafayette Avenue

6009 Rooming house

Natoli Place

6201 Apartment
6205 Apartment

Madison Street

4507 Jey's Auto Sales
4529 PEPCO station

Riverdale Park Mixed-Use Town Center

	(In feet)
Baltimore Avenue (above MD 410)	65-67 existing; 90-110 proposed
Baltimore Avenue (below MD 410)	60-67 existing; 90-110 proposed
Rhode Island Avenue (above MD 410)	40 existing and proposed
Rhode Island Avenue (below MD 410)	66 existing and proposed
Queensbury Road	50 existing and proposed
Riverdale Road (east of US 1)	50 existing and proposed
Riverdale Road (west of the railroad tracks)	50 existing and proposed
Riverdale Road (east of Lafayette Avenue)	50 existing and proposed
Sheridan Street	50 existing and proposed
Madison Street	50 existing and proposed
Harrison Street	50 existing and proposed
Cleveland Avenue	50 existing and proposed
Beale Circle	50 existing and proposed
Natoli Place	50 existing and proposed
Lafayette Avenue	40 existing and proposed
Rittenhouse Street	50 existing and proposed

Appendix A: Mixed-Use Town Center Zone: Permitted Uses and Special Permit Process

DIVISION 3. USES PERMITTED

Sec. 27-547. Uses permitted.

(a) No use shall be allowed in the Mixed Use Zones, except as provided for in the Table of Uses. In the table, the following applies:

(1) The letter "P" indicates that the use is permitted in the zone indicated.

(2) The letters "SE" indicate that the use is permitted, subject to the approval of a Special Exception in accordance with Part 4 of this Subtitle.

(3) The letters "PA" indicate that the use is permitted, subject to the following:

(A) There shall be no entrances to the use directly from outside the building;

(B) No signs or other evidence indicating the existence of the use shall be visible from the outside of the building, other than a business identification sign lettered on a window. The sign shall not exceed six (6) square feet in area; and

(C) The use is secondary to the primary use of the building;

(4) The letters "PB" indicate that the use is permitted, subject to the following:

(A) The use shall be related to, dependent on, and secondary to a principal use on the premises;

(B) The use shall be located on the same record lot as the principal use;

(C) The use shall not be located within a building not occupied by the principal use; and

(D) The floor area of any building (and the land area occupied by any structure other than a building) devoted to the use shall not exceed an area equal to forty-five percent (45%) of the gross floor area of the building within which the principal use is located.

(5) The letters "SP" indicate that the use is permitted subject to the approval of a Special Permit, in accordance with Section 27-239.02.

(6) The letter "X" or a blank (unless otherwise clear from the context) indicates that the use is prohibited.

(7) All uses not listed are prohibited.

(8) Whenever the table refers to an allowed use, that use is either permitted (P), permitted by Special Exception (SE), permitted by Special Permit (SP), or permitted as a (PA) or (PB) use, as accordingly listed in the zone in which it is allowed.

(CB-23-1988; CB-2-1994)

(c) TABLE OF USES FOR M-U-TC ZONE.

USE	ZONE M-U-TC
(1) COMMERCIAL:	
(A) Eating or Drinking Establishments:	
Drive-in restaurant	SE
Fast-food restaurant:	
(i) Within a wholly enclosed shopping mall, or department, variety, or drug store	P
(ii) Within an office building	P
(iii) Within a hotel	P
(iv) All others	SE
Other than a drive-in or fast-food restaurant (which may include incidental carry out service, except where specifically prohibited):	
(i) Without entertainment (of any sort) other than music, and no patron dancing	P
(ii) Within an office building	P
(iii) Accessory to an allowed use	P
(iv) All others	SE
(B) Vehicle, Mobile Home, Camping Trailer, and Boat Sales and Service:	
Gas station	SE
Incidental automobile service in a parking garage	SE
Vehicle lubrication or tune-up facility, provided all sales and installation operations are conducted in a wholly enclosed building with no outdoor storage	SE
Vehicle, mobile home, or camping trailer sales lot, which may include dealer servicing and outdoor storage of vehicles awaiting sale; but shall exclude the storage or sale of wrecked or inoperable vehicles, except as accessory to the dealership for vehicles which the dealership will repair[2] (CB-26-2002)	SE
Vehicle, boat, or camping trailer rental:	
(i) If existing prior to the adoption date of the M-U-TC Zone	SP
(ii) All others	SE
Vehicle parts or tire store including installation facilities, provided all sales and installation operations are conducted in a wholly enclosed building with no outdoor storage	SE
Vehicle parts or tire store without installation facilities	P
(C) Offices:	
Bank, savings and loan association, or other savings or lending institution:	
(i) Automatic teller machine, only	SP
(ii) All others	P
Check cashing business	SP
Office accessory to an allowed use	P
Office of a medical practitioner or medical clinic (which may include an accessory private spa)	P

USE	ZONE M-U-TC
Office, except as otherwise provided	P
(D) Services:	
Animal hospital, animal training, kennel	SE
Artist's studio	P
Barber or beauty shop	P
Bicycle repair shop:	
(i) Nonmotorized only	P
(ii) All others	SE
Blacksmith shop	P
Blueprinting, photostating, or other photocopy establishment	P
Catering establishment:	
(i) Accessory to an allowed use	P
(ii) With a retail component	P
(iii) All others	SE
Data processing	P
Dry cleaning or laundry pickup station	P
Dry cleaning store or plant:	
(i) Retail	P
(ii) Wholesale (may include retail service)	X
Electric or gas appliances, radio, or television repair shop	P
Employment agency	P
Fortune telling	SE
Funeral parlor, undertaking establishment	SP
Household appliance or furniture repair shop	P
Key or locksmith shop	P
Laboratory	P
Laundromat	SP
Laundry store or plant:	
(i) Retail	P
(ii) Wholesale (may include retail service)	X
Lawn mower repair shop, provided all repairs are performed within a wholly enclosed building	SP
Machine shop accessory to an allowed use	SP[1]
Massage establishment	SE
Newspaper publishing establishment	SE
Pet grooming shop, provided all animals are confined to the interior of the building and adequate measures are taken to control noise and odor	P
Photography studio or darkroom	P

USE	ZONE M-U-TC
Pizza delivery service, limited to off-premises delivery with no eat-in, drive-in, or carry-out service	P
Printing shop:	
(i) Less than 2,000 square feet	P
(ii) 2,000 square feet or greater	SP
Sauna or steam bath	PB
Shoe repair shop	P
Tailor or dressmaking shop (may include incidental dyeing and pressing allowed as a "PB" use)	P
Travel bureau	P
Upholstery shop	P
Veterinarian's office:	
(i) Outpatient	P
(ii) Inpatient	PB
Watch or jewelry repair shop	P
(E) Trade (Generally Retail):	
Arts, crafts, and hobby supply store	P
Bakery products, wholesale (must include retail sales)	P
Bicycle (sales) shop:	
(i) Nonmotorized, only	P
(ii) All others	SE
Book (except adult bookstore), camera, gift, jewelry, music, souvenir, or other specialty store not specifically listed	P
Bottled gas sales:	
(i) Accessory to an allowed use	P
(ii) All others	SE
Building supply store:	
(i) Wholly enclosed, except for nursery stock	P
(ii) With outdoor storage on not more than 50% of the lot, provided it is enclosed by a slightly opaque wall or fence at least 8 feet high	SE
Bulk retailing of products allowed to be sold in a M-U-TC Zone	P
Carpet or floor covering store	P
Clothing, dry goods, millinery, or shoe store	P
Confectioner:	
(i) Retail	P
(ii) Wholesale	PB
Department or variety store	P
Drug store	P

USE	ZONE M-U-TC
Florist shop	P
Food or beverage goods preparation on the premises of a food or beverage store for retail or wholesale sales	PB
Food or beverage store, excluding liquor stores	P
Garden supplies store, floricultural or horticultural nursery, which may include the outdoor display of nursery stock, such as plants, shrubbery, and trees:	
(i) Less than 3,000 square feet	SP
(ii) 3,000 square feet or greater	SE
Hardware store	P
Household appliance or furniture store	P
Lawn mower (sales) store	P
Liquor stores	SP
Newspaper, magazine, or tobacco shop	P
Nursery and garden center, which may include the outdoor display of nursery stock, such as plants, shrubbery, and trees:	
(i) Less than 3,000 square feet	SP
(ii) 3,000 square feet or greater	SE
Outdoor display of merchandise for sale (except as otherwise specified) and excluding merchandise displayed on gasoline pump islands associated with gas stations which is allowed:	
(i) Not more than 6 feet from main building (subject to Section 27-388)	P
(ii) More than 6 feet from main buildings (subject to Section 27-388)	SE
Paint or wall covering store	P
Pet (sales) shop, provided all animals are confined to the interior of the building and adequate measures are taken to control noise and odor; may include the sale of pet feed and supplies	P
Retail shop or store (not listed) similar to one permitted (P)	P
Seafood market	P
Seasonal decorations display and sales as a temporary use, in accordance with Sections 27-260 and 27-261	P
Sporting goods shop, which may include marine equipment and supplies	P
Stationery or office supply store which may include the sale of furniture or business machines	P
Swimming pool or spa sales and service (excluding outdoor display)	P
Toy store	P
Video game or tape store	P
(2) INSTITUTIONAL/EDUCATIONAL:	
Adult day care center	SP
Church or similar place of worship, convent, or monastery	SP

USE	ZONE M-U-TC
Day care center for children:	
(A) In accordance with Section 27-464.02(a)(1)(A)	P
(B) All others	SP
Hospital (may include a private spa)	SE
Nursing or care home (may include a private spa)	SE
School, Private:	
(A) Driving school, automobile only	P
(B) For artistic instruction (including a studio)	P
(C) Of business or trade, where the business or trade is permitted (P) in the respective zone	P
(D) Of business or trade, where the business or trade is permitted by Special Exception (SE) in the respective zone	SE
(E) Tutoring establishment	P
(F) Private schools, subject to Section 27-463	P
(G) All others	SE
(3) MISCELLANEOUS:	
Accessory structures and uses, except as otherwise provided	P
Adaptive reuse of a surplus public school, when not otherwise allowed	SE
Adaptive use of a Historic Site, when not otherwise allowed	SE
Auction house	SP
Carpentry, cabinet making, or other woodworking shop:	
(A) Accessory to an allowed use	P
(B) All others	SP
Cemetery or crematory:	
(A) Cemetery, accessory to a church, convent, or monastery	SP
(B) All others	X
Contractor's office (general) as a permanent use, including the businesses of siding, flooring, roofing, plumbing, air conditioning, heating, painting, carpentry, electrical work, landscaping, and the like, with buildings and uses accessory to the business (as well as the office) use:	
(A) With no outdoor storage of materials or equipment	P
(B) With outdoor storage of materials, located only in a side or rear yard; enclosed by a sightly, opaque wall or fence at least 8 feet high; with no storing of material higher than the fence; but excluding the use or outdoor storage of earthmoving or other heavy equipment, or outdoor storage of machinery	X
(C) Including the fabrication (only within a wholly enclosed building) of plumbing, air conditioning, heating, carpentry and lighting (and the like) parts for installation off the site	X

USE	ZONE M-U-TC
Contractor's office (must include sanitary facilities, construction yard or shed, or storage building (in connection with a construction project) as a temporary use:	
(A) In accordance with Sections 27-260 and 27-261	P
(B) All others	X
Rental of any merchandise allowed to be sold in the zone:	
(A) If the merchandise sold is permitted by SP	SP
(B) If the merchandise sold is permitted by SE	SE
(C) If the merchandise sold is permitted by right	P
Sign, in accordance with an approved Development Plan	P
Storage, wholly enclosed, accessory to an allowed use	P
Wholesaling of products incidental to the retail sales of the products on the premises	PB
(4) PUBLIC/QUASI PUBLIC:	
Community building, except as otherwise provided	P
Library, private	P
Post Office	P
Public building and use, except as otherwise prohibited	P
Voluntary fire, ambulance, or rescue station	P
(5) RECREATIONAL/ENTERTAINMENT/SOCIAL/CULTURAL:	
Amusement arcade	SE
Archery or baseball batting range	SP
Auditorium	P
Billiard or pool parlor	SE
Bowling alley	SE
Carnival, circus, fair or similar use, not exceeding seventeen (17) days duration and located at least 250 feet from any dwelling, as a temporary use in accordance with Sections 27-260 and 27-261	SP
Club or lodge (private, nonprofit) except as otherwise provided	SP
Employees' recreational facilities (private, nonprofit) accessory to an allowed use	P
Miniature golf course	SP
Museum, aquarium, art gallery, cultural center, or similar facility	P
Park or playground	P
Performance arts center, in accordance with Section 27-548.01.03 (CB-12-2001)	SP
Recreational or entertainment establishment of a commercial nature, if not otherwise specified	SE
Reducing/exercise salon or health club	P
Rifle, pistol, or skeet shooting range:	
(A) Indoor	SE
(B) Outdoor	X

USE	ZONE M-U-TC
Skating rink	SP
Spa (community)	PB
Spa (private), accessory to an allowed dwelling unit	P
Spa (public):	
(A) Accessory to a hotel or motel	P
(B) Accessory to a reducing/exercise salon or health club	PB
(C) Accessory to a commercial swimming pool	PB
(D) Unrestricted	SE
Swimming pool:	
(A) Accessory to a hotel or motel	P
(B) Community	SP
(C) Indoor	SP
(D) Private, accessory to an allowed one-family detached dwelling	P
(E) All others	SE
Tennis, basketball, handball, or similar court:	
(A) Indoor (within a permanent wholly enclosed building)	P
(B) Outdoor	SP
(C) With a temporary removable cover (bubble)	SP
Theatre:	
(A) Indoor	P
(B) Outdoor	SE
(C) Drive-in	X
(6) RESIDENTIAL/LODGING:	
Apartment housing for the elderly or physically handicapped	SP
Artists' residential studios, in accordance with Section 27-548.01.03 (CB-12-2001)	SP
Country Inn	SP
Dwelling, provided that it was legally erected prior to the date upon which the property was classified in the M-U-TC Zone, or was legally erected in the M-U-TC Zone under prior regulations	P
Dwelling unit:	
(A) Within a building containing commercial uses on the first floor	P
(B) All others	SP
Hotel or motel	SE
Tourist Home	SP
(7) TRANSPORTATION/PARKING/COMMUNICATIONS/UTILITIES:	
Helistop	SE
Broadcasting studio (without tower)	P

USE	ZONE M-U-TC
Bus station or terminal	SE
Parking garage, commercial	SP
Parking lot, commercial:	
(A) With shuttle service to Metro, MARC, or similar mass transit service	SP
(B) All others	SE
Parking of vehicles accessory to an allowed use	P
Public utility use or structure	P
Satellite dish antenna, in accordance with Section 27-541.02:	
(A) Up to 10 feet in diameter, to serve only 1 dwelling unit	P
(B) More than 10 feet in diameter to serve only 1 dwelling	SE
(C) All others	P
Taxicab dispatching station:	
(A) Without cab storage, repair, or servicing	P
(B) With cab storage	SE
(C) With cab repair or servicing within a wholly enclosed building	X
Taxicab stand	P
Telegraph or messenger service	P
Tower, pole, or antenna (electronic, radio, or television, transmitting or receiving), except a satellite dish antenna:	
(A) Freestanding for commercial or noncommercial purposes, not exceeding 100 feet above ground level	P
(B) Freestanding for commercial or noncommercial purposes, exceeding 100 feet above ground level	SE
(C) Attached to a roof for commercial purposes, not exceeding 40 feet above the height of the building	P
(D) Attached to a roof for commercial purposes, exceeding 40 feet above the height of the building (CB-123-1994)	SP

1 The gross floor area shall not exceed 25% of the gross floor area of the building within which this accessory use is located.

2 Except for new vehicle sales lots, the use shall be located on a tract of land containing a minimum of twenty-five thousand (25,000) square feet. All such uses on property less than twenty-five thousand (25,000) square feet in existence on September 1, 2002, may not be certified as nonconforming uses and must cease operations on or before August 31, 2005.
(CB-33-2002)

DIVISION 5. SPECIAL PERMITS AND DEPARTURES FROM THE DEVELOPMENT PLAN

Sec. 27-548.00.01. Special Permits.

(a) Authorization.

(1) A Special Permit may be permitted by the Planning Board, in accordance with the provisions of Section 27-239.02.

(2) The Planning Board is authorized to allow departures from the strict application of any standard or guideline approved in a Town Center Development Plan in accordance with the procedures set forth in Section 27-239.01 and subject to the following findings:

(A) A specific parcel of land has exceptional narrowness, shallowness, or shape; exceptional topographic conditions; or other extraordinary situations or conditions;

(B) 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

(C) The departure will not substantially impair the intent, purpose, or integrity of the General Plan, Master Plan, or the Town Center Development Plan.

(CB-2-1994)

SUBDIVISION 5. SPECIAL PERMITS

Sec. 27-239.02 Special Permits.

(a) **Procedures**

(1) Application.

(A) All requests for Special Permits shall be in the form of an application filed with the Planning Board. The Planning Board shall determine the contents of the application and shall provide the application. The minimum submission requirements are:

(i) Six (6) copies of a site plan, and other graphic illustrations which are considered necessary to indicate what is being proposed; and

(ii) Six (6) copies of a written explanation by the applicant explaining how the proposed site plan satisfies the U-L-I Zone Design Guidelines or the Town Center Development Plan regulations and development guidelines.

(B) The application may be filed prior to, or concurrently with, an application for a building or use and occupancy permit.

(2) Hearing.

(A) Prior to making a decision on a Special Permit application, the Planning Board shall hold a public hearing on the matter. The Planning Board shall adopt the procedures under which the hearing will be held.

(B) The Planning Board hearing shall be scheduled not less than forty-five (45) days from the date the application is accepted, unless waived by the applicant.

(3) Referral.

(A) The Planning Board shall refer applications for Special Permits to the Department of Environmental Resources for its comments or recommendations. These comments or recommendations (if any) shall be available for public examination at least seven (7) days prior to the public hearing.

(4) Technical Staff Report.

(A) The Technical Staff shall analyze the request and shall forward its comments and recommendations to the Planning Board.

(5) Planning Board decision.

(A) After the close of the record, the Planning Board shall take action on the request. The decision of the Planning Board shall be based on the record, and shall be embodied in a resolution.

(B) The Planning Board shall give written notice of its decision to all persons of record and to the District Council.

(C) The Planning Board may only approve a Special Permit contrary to the recommendation of a municipality containing the subject land within its boundaries upon the affirmative vote of four-fifths (4/5) of the members of the full Planning Board.

(6) Required Findings.

(A) The Planning Board may grant a Special Permit in the U-L-I Zone if it finds:

(i) The site plan generally conforms with the U-L-I Zone Design Guidelines; and

(ii) The site plan generally conforms with the design guidelines in an approved Master Plan or other applicable plan.

(B) The Planning Board may grant a Special Permit in the M-U-TC Zone if it finds that the site plan is in conformance with the approved Town Center Development Plan and its guidelines and specific criteria for the particular use. In the event a Special Permit is approved by the Planning Board, the approval is conditional upon the issuance of a building or use and occupancy permit by the Department of Environmental Resources, Permits and Review Division.

(C) The Planning Board may grant a Special Permit in other zones, as provided in the use tables, if it finds:

(i) The site plan generally conforms with design guidelines in an approved Master Plan or other applicable plan; and

(ii) The site plan shows that the proposed use will not be incompatible with adjacent properties because of building or site design.

(7) Conditional approval.

(A) When a Special Permit is approved, any requirements or conditions deemed necessary to protect adjacent properties and the general neighborhood may be added.

(8) Appeals.

(A) A final action by the Planning Board on any application for a Special Permit may be appealed within thirty (30) days after the action is taken by any person who appeared at the hearing (in person or in writing) and who is aggrieved by the action to the Circuit Court pursuant to the Maryland Rules of Procedure governing appeals of administrative decisions. The Circuit Court may dismiss the action; affirm, reverse, or modify the Planning Board's action; or remand the action to the Planning Board for further consideration, or an appropriate combination of the above.

(B) The applicant or any party to the Circuit Court review may seek review of any final judgment by the Circuit Court by appeal to the Court of Special Appeals.

(CB-1-1994; CB-2-1994; CB-15-1998; CB-12-2001; CB-41-2002; CB-12-2003; CB-1-2004)

Shade Trees							
Botanical Name	**Common Name**	**Cultivars/ Varieties**	**Use**	**Fall Color**	**Height** *(in feet)*	**Width** *(in feet)*	**Projected 10-Year Cover** *(in square feet)*
Acer buergeranum	Trident Maple		S, P	yellow, orange, red	20-25	20-25	
Acer rubrum	Red Maple	October Glory, Red Sunset	S, P	red, orange-red	50-60	40-50	250
Acer tataricum	Tatarian Maple	Rubrum	M, S, P	yellow	15-25	15-25	
Acer truncatum	Purple Blow Maple, Shantung Maple		M, S, P	orange-red	25-35	25-35	
Aesculus flava	Yellow Buckeye		P		60-80	60	175
Carpinus caroliniana	American Hornbeam		S, P	orange-red	35-50	35-50	125
Celtis occidentalis	Common Hackberry		S, P	yellow	40-60	40-60	175
Cercidiphyllum japonicum	Katsura Tree	Tree form only	S, P	yellow-orange	40-60	25-60	175
Cladrastis kentukea (lutea)	American Yellowwood		S, P	yellow	50-75	50-75	175
Fagus grandifolia	American Beech		S, P	yellow	75-100	50-75	250
Fagus sylvatica	European Beech		S, P	bronze	50-60	50	175
Fraxinus pennsylvanica	Green Ash	Only male grafted Marshall's Seedless, Patmora, Summit	W, S, P	yellow	50-60	35-55	250
Ginkgo biloba	Ginkgo	Only male cultivars Not Lakeview Not Princeton Sentry	S, P	yellow	40-80	30-40	175
Gleditsia triacanthos var. inermis	Thornless Honeylocust	Imperial, Moraine, Shademaster, Skyline	S, P	yellow	40-80	40-70	250
Gymnocladus dioicus	Kentucky Coffeetree	Only male cultivars	S, P		60-75	40-50	175
Liquidambar styraciflua	American Sweetgum	Not Gumball or Oconee	P, W	orange, red, burgundy, or purplish	60-80	40-60	175

KEY: S=Street tree, P=Park, plaza, or ample area landscape tree, W=Wetland tree, M=Median tree, where median is less than eight feet in width, otherwise, may use any tree limbed to nine feet in height.

Shade Trees

Botanical Name	Common Name	Cultivars/ Varieties	Use	Fall Color	Height *(in feet)*	Width *(in feet)*	Projected 10-Year Cover *(in square feet)*
Liriodendron tulipifera	Tuliptree	Ardis, Compactu, Aureomarginatum, Mediopictum, Fastigiatum, Integrifolium	P	yellow	60-100	20-80	250
Magnolia acuminata	Cucumbertree Magnolia		P, W		50-80	50-80	250
Nyssa sylvatica	Blackgum		S, P	scarlet red	50-75	35-50	175
Ostrya virginiana	American Hophornbeam Eastern Hophornbeam	Tree form	S, P	golden yellow	35-50	20-35	75
Oxydendrum arboreum	Sourwood		S, P	scarlet red	35-50	20-35	125
Plantanus x acerifolia	London Plane Tree	Bloodgood	S, P		70-80	55-65	250
Platanus occidentalis	American Planetree, Sycamore		S, P, W		75-90	60-70	250
Prunus x incam	Okame Cherry		P	yellow, red	15-20	20	125
Prunus x yedoensis	Yoshino Cherry		P		35-45	35-45	175
Quercus acutissima	Sawtooth Oak	Chenii, Gobbler	S, P		40-60		250
Quercus bicolor	Swamp White Oak		S, P, W	yellow-brown	50-80	50-75	250
Quercus coccinea	Scarlet Oak		S, P	scarlet	75	45	250
Quercus falcata	Southern Red Oak		S, P				250
Quercus palustris	Pin Oak		P	scarlet red	50-75	50-75	250
Quercus phellos	Willow Oak		S, P		55-75	45-60	250
Quercus robur	English Oak, Truffle Oak, Pedunculate Oak	Fastigiata	S, P		50-70		75
Quercus rubra	Northern Red Oak		S, P	red	60-75	60-75	250
Quercus shamardii	Shumard Oak		S, P	red-brown	60-80	45-65	

KEY: S=Street tree, P=Park, plaza, or ample area landscape tree, W=Wetland tree, M=Median tree, where median is less than eight feet in width, otherwise, may use any tree limbed to nine feet in height.

Shade Trees

Botanical Name	Common Name	Cultivars/ Varieties	Use	Fall Color	Height *(in feet)*	Width *(in feet)*	Projected 10-Year Cover *(in square feet)*
Quercus velutina	Black Oak		P		50-60		250
Sophora japonica	JapanesePagodatree Scholar Tree	Fastigiata, Regent	S, P		40-70	40-70	175
Taxodium distichum	Common Baldcypress		P, W		50-70		250
Tilia americana	American Linden, Basswood	Redmond	S, P	golden yellow	75-100	50-75	175
Tilia cordata	Littleleaf Linden	Chancellor, Corinthian, Greenspire, Shamrock	S, P		50-70	20-30	175
Tilia tomentosa	Silver Linden	Green Mountain, Sterling	S, P		30-40	45-55	175
Ulmus americana	American Elm	Only disease resistant cultivars	S, P	golden yellow	75-100	75-100	250
Ulmus parvifolia	Chinese Elm	Dynasty	S, P	red-orange	50-70	50-60	250
Zelkova serrata	Japanese Zelkova	Green Vase, Village Green	S, P	red	50-60	50-60	250

KEY: S=Street tree, P=Park, plaza, or ample area landscape tree, W=Wetland tree, M=Median tree, where median is less than eight feet in width, otherwise, may use any tree limbed to nine feet in height.

Smaller Deciduous Trees

Botanical Name	Common Name	Cultivars/ Varieties	Use	Flower Color	Fruit Color	Fall Color	Height *(in feet)*	Width *(in feet)*	Projected 10-Year Cover *(in sq. feet)*
Acer campestre	Hedge Maple	Queen Elizabeth	Sh			yellow	25-40	25-40	175
Acer palmatum	Japanese Maple		O			varied	15-25		75
Aesculus x carnea	Ruby Red Horsechestnut	Briottii	O, Sh	red, pink			35-50	30-45	
Amelanchier canadensis	Serviceberry		S, W	white	red	gold-orange	10-20	10-15	125
Amelanchier x grandiflora	Serviceberry	Robin Hill	O	white	purple	yellow-red	20-25	15-18	125
Betula platyphylla	Japanese White Birch	Whitespire, Fargo	O, W			yellow	40-50	15-25	
Cercis canadensis	Redbud		O	purple-pink			20-30	25-35	125
Chionanthus retusis	Fringe Tree			white		yellow	15-25	10-35	150
Chionanthus virginicus	Fringe Tree			white		yellow	15-25	10-35	150
Cornus alternifolia	Pagoda Dogwood		O, U	white	blue-black		15-20		125
Cornus kousa	Kousa Dogwood		O	white, pink	red	red-purple	20-30	20-30	75
Cornus florida	Dogwood		O, U	white	red	reddish purple	18-25	15-20	125
Cornus mas	Corneliancherry Dogwood		S, O	yellow clusters			20-25	15-20	125
Crataegus crus-galli	Thornless Cockspur Hawthorn	Inermis, Cruzam	S, O	white	red	orange-purple-red	15-20	20-25	
Crataegus laevigata	English Hawthorn	Crimson Cloud Superba	S, O	red	red		15-20	12-18	125
*Crataegus phaenopyrum**	Washington Hawthorn		S, O	white	red	orange-purple-red	20-30	20-30	125
Crataegus viridis	Green Hawthorn	Winter King	S, O	white	red	yellow-red	25-30	25-30	125
Laburnum x watereri	Goldenchain Tree		O, U	yellow			12-15	8-10	
Lagerstroemia indica	Crape Myrtle	Only tree forms	O, U, Sh	purple			10-30	10-25	75

* Thorns not desirable. Use Key: S=has screening properties, O=useful as an ornamental or specimen tree, U=Understory (grows in shaded, partially shaded and sunny areas), S=some cultivars may be small shade tree, W=grows in moist to wet soil

Smaller Deciduous Trees

Botanical Name	Common Name	Cultivars/ Varieties	Use	Flower Color	Fruit Color	Fall Color	Height *(in feet)*	Width *(in feet)*	Projected 10-Year Cover *(in sq. feet)*
Magnolia stellata	Star Magnolia		O	white			15	20-25	75
Magnolia x soulangiana	Saucer Magnolia		O, Sh	pink-white			25-30	10-15	125
Malus spp.	Crabapple	Southern varieties and disease resistant varieties only	O, Sh	white to purple			20-30		75
Prunus cerasifera	Myrobalan Plum, Cherry Plum		O, Sh	pink		red-purple	15-20	10	75
Prunus sargentii	Sargent Cherry	Columnaris	O, Sh, U	pink		red-orange-yellow	20-40	12-18	125
Prunus serrulata	Japanese Cherry (Oriental)		O, Sh	pink			20-25	5-10	175
Prunus x yedoensis	Yoshino Cherry		O, Sh, U	varies		yellow	35-45	35-45	150
Chionanthus virginicus	White Fringetree		O, S	white			12-20	12-20	
Pyrus calleryana	Callery Pear	Only Glens Form, Jaczam, Jilzam, Aristocrat, not Bradford	O, S	white		yellow, red, purple, orange	30-40	15-20	175
Styrax japonicus	Japanese Snowbell		O, U	white, pink		yellow	20-30	10-15	125
Syringa reticulata	Japanese Tree Lilac		O, S	white			25-30	15-25	75

* Thorns not desirable. Use Key: S=has screening properties, O=useful as an ornamental or specimen tree, U=Understory (grows in shaded, partially shaded and sunny areas), S=some cultivars may be small shade tree, W=grows in moist to wet soil

Evergreen Trees

Botanical Name	Common Name	Description	Height *(in feet)*	Width *(in feet)*	Projected 10-Year Cover *(in sq. feet)*
Cedrus atlantica 'Glauca'	Blue Atlas Cedar	Slow-growing, lower branches may require pruning	20-60	10-15	75
X cupressocyparis leylandii	Leyland Cypress	Broad, symmetrical pyramid, fast growth rate	60-100	20-30	100
Ilex x attenuate 'Fosteri'	Fosters Holly	Dense evergreen, produces numerous berries in fall	20	10	125
Ilex opaca (female)	Female American Holly	Dense evergreen, produces numerous berries in fall	15-60	15-20	75
Ilex opaca (male)	Male American Holly	Flowers to pollinate female hollies	15-60	15-20	75
Picea glauca	White Spruce	Slow-growing conical tree with short branches	20-30	15-25	100
Picea pungens	Colorado Spruce	Broadly conical tree, rigid branches with stiff needles	80-120	15-25	100
Pinus spp.	Pine	Varies by species	varies	varies	75-150
Pseudotsuga menziesii	Douglas Fir	Fast-growing, symmetrical, pyramidal	25-50	30	100
Thuja spp.	Cedar	Dense, conical growth	100	10-15	75
Tsuga canadensis	Canadian Hemlock	Broad pyramid with arching, drooping branches, grows in shaded areas	80-100	15-25	175

NOTE: Evergreen trees may provide buffering, screening, and attractive edging in public spaces.

Shrubbery

Botanical Name	Common Name	Flower	Fall Color	Height *(in feet)*	Width *(in feet)*
Abelia x grandiflora	Glossy Abelia	pinkish-white	bronze	3-6	3-6
Azalea supp.	Azalea	varies		1.5-6	2-6
Clethra alnifolia paniculata rosea	Summersweet	white (or pink)			3-6
Cornus alba	Tatarian Dogwood	yellow		4-8	4-8
Cornus sericea	Redosier Dogwood	white		6-10	6-10
Cotoneaster acutifolius	Peking Cotoneaster	pink	red	6-10	6-10
Cotoneaster divaricatus	Spreading Cotoneaster	white-pink	red berries	5-6	6-8
Cotoneaster horizontalis	Rock or Rockspray Cotoneaster		purple	5-6	6-8
Cotoneaster lucidus	Hedge Cotoneaster	pink	yellow-red	6-10	6-10
Cotoneaster multiflorus	Many-flowered Cotoneaster	white	yellow	9-12	9-12+
Euonymus kiautschovicus	Spreading Euonymus	white	evergreen	8-10	8-10
Forsythia spp.		yellow		6-10	10-15
Hamamelis vernalis	Vernal Witch Hazel		yellow	6-10	6-10
Hydrangea macrophylla	Bigleaf Hydrangea	white, pink, blue		3-6	3-6
Hydrangea paniculata	Panicle Hydrangea	white		10-20	10-20
Hydrangea quercifolia	Oakleaf Hydrangea	white	wine	4-6	3-5
Ilex cornuta Rotunda	Chinese Dwarf Holly		evergreen		
Ilex crenata GreenLuster	Green Luster Holly		evergreen		2-3
Ilex crenata 'Hetzl'	Large Convex Leaved Holly		evergreen		4-6
Ilex glabra 'Compacta'	Dwarf Inkberry		evergreen		2-4
Jasminum nudiflorum	Winter Jasmine	white			
Juniperus spp.	Juniper		evergreen	5-10	8 - 12
Kalmia latifolia	Mountain Laurel	pink-white	evergreen		5-12
Leucothoe spp.	Leucothoe	white	burgundy purple	3-6	3-6
Ligustrum spp. except *obtusifolium* and *vulgare,* which are invasive	Privet	white		12-15	12-15

Shrubbery					
Botanical Name	**Common Name**	**Flower**	**Fall Color**	**Height** *(in feet)*	**Width** *(in feet)*
Lonicera fragrantissima	Winter Honeysuckle	white	red berries	10	10
Mahonia aquifolium	Oregon Grape Holly	yellow			3-5
Mahonia bealei	Beales Mahonia				
Myrica pensylvanica	Bayberry		evergreen	5-6	spreading
Myrica cerifera	Bayberry		evergreen	5-6	spreading
Nandina domestica	Heavenly or Sacred Bamboo	white		6-10	
Osmanthus spp.	Devilwood				
Pieris japonica	Japanese Andromeda	white	burgundy	6-10	
Prunus laurocerasus 'schipkaensis'	Cherry Laurel	white	evergreen	5-10	6-8
Pyracantha spp.	Firethorn	white	evergreen	10-12	
Rhododendron spp.	Rhododendron	many	evergreen	3-15	
Rosa virginiana	Virginia Rose	pink	purple to red	4-6	4-6
Spiraea nipponica 'Snowmound'	Snowmound Nippon Spirea	white		3-5	3-5
Spirea prunifolia	Bridalwreath Spirea	white		4-9	6-8
Spiraea thunbergii	Thunberg Spirea	white		3-5	3-5
Spiraea x vanhouttei	Vanhoutte Spirea	white		6-8	12
Syringa spp.	Lilac	white, pink, lavender		6-20	4-15
Taxus baccata 'Repandens'	Spreading English Yew		evergreen	2-4	1-1.25
Taxus x media 'Hicksii'	Flower Hicks Yew		evergreen	2-20	8-10
Viburnum spp. except *dilatatum,* which may be invasive	Viburmum	white	wine		4-12
Weigela florida	Old Fashioned Weigela	pink			7-10

Low-Growing Shrubbery					
Botanical Name	**Common Name**	**Flower**	**Fall Color**	**Height** *(in inches)*	**Width** *(in inches)*
Berberis spp. except *thunbergii*	Dwarf Red or Crimson Pygmy Barberry		red	6-24	12-36
Cotoneaster apiculatus	Cranberry Cotoneaster		red to purple	36	72
Cotoneaster dammeri	Bearberry Cotoneaster		purple	18	72
Cotoneaster salicifolus	Willowleaf Cotoneaster		purple	10-15	10-15
Euonymus fortunei 'Berryhill'	Euonymus Hedge		evergreen	30	30
Euonymus bungeanus	Winterberry Euonymus		red	18-24	18-24
Forsythia viridissima 'Bronxensis'	Bronx Greenstem Forsythia	yellow		12-24	72
Ilex crenata 'Helleri'	Hellers Dwarf Japanese Holly	small white with berries	evergreen	24	12-36
Juniperus conferta	Shore Juniper		evergreen	12-18	72-108
Juniperus horizontalis	Creeping Juniper		evergreen	12-24	4-8
Juniperus sabina 'Broadmoor' and *'Tamariscifolia'*	Broadmoor Juniper and Tams Juniper		evergreen	18-24	72-120
Spiraea x bumalda' Anthony Waterer'	Anthony Waterer Spiraea	rose-pine	pinkish-green	24	24
Spiraea x bumalda 'Gold Flame'	Gold Flame Spiraea	red, copper, orange, gold	evergreen	24	24
Thuja occidentalis 'Hetz Midget'	Hetz Midget Arborvitae		evergreen	18	12-18
Viburnum opulus 'Nanum'	Dwarf European Cranberry Bush		evergreen	24	24-30

Ornamental Grasses				
Botanical Name	**Common Name**	**Flower**	**Height** *(in inches)*	**Width** *(in inches)*
Andropogon scoparius	Little Blue Stem		24-36	24
Carex speciosa 'Catlin Sedge'	Catlin Sedge		36	12
Cortaderia selloana	White Pampas Grass	white plumes	60-84	48-60
Cortaderia selloana 'Pumila'	Compact Pampas Grass	silver pine	48-60	24-36
Festuca ovina glauca	Blue Fescue	blue	36	12
Miscanthus purpurascens	Deep Red Grass	red plumes	60	48
Miscanthus sinensis 'Gracillimus'	Maiden Grass	plumes	60-84	96-120
Miscanthus sinensis 'Gracillimus' nana	Dwarf Maiden Grass	red pink	48-60	36-48
Miscanthus sinensis 'Graziella'			48	36
Miscanthus sinensis 'Morning Light'	Morning Light Maiden Grass	red pink	60	48-60
Miscanthus sinensis 'Zebrinus'	Yellow Banded Maiden Grass		72-84	60
Miscanthus variegatus	Maiden Grass		48-60	36
Panicum virgatum 'Haense Herms'	Red Switch Grass	silver pink	36-48	24-36
Pennisetum alopecuroides 'Hameln'	Dwarf Fountain Grass	copper	36	24-36
Pennisetum alopecuroides 'National Arboretum'	Late Blooming Fountain Grass	copper	24	18-24
Pennisetum caudatum	White Flowering Fountain Grass	white	48-60	24-36
Pennisetum hamlin	Green-Beige Maiden Grass	beige plumes	48	24-36
Sesleria autumnalis	Autumn Moor Grass	silver white	36	12
Sorghastrum nutans 'Sioux Blue'	Sioux Blue Indian Grass	gold	36	48-72

Application

Mixed-Use Town Center Local Design Review Committee

M-U-TC Zone: Mount Rainier____ Brentwood_____ Riverdale Park _____

Date: _____ Applicant's Name: _____

Address: _____

Phone Number: _____

Building Plan Information

Property Address: _____

Legal Description: _____

_____

Proposed Use(s): _____

_____

Description of proposed improvements: _____

_____

Committee Actions

Date Accepted: _____

Committee Reviews:

Date: _____ Actions: _____

Date: _____ Actions: _____

Date: _____ Actions: _____

Committee Recommendation

Date _____ Approval _____ Approval with Attached Conditions _____ Disapproval _____

CERTIFICATE OF ADOPTION AND APPROVAL

This *Approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan* amends the 1994 *Approved Master Plan and Sectional Map Amendment for Planning Area 68.* The Development Plan and accompanying M-U-TC Zoning Map Amendment were approved by the Prince George's County Planning Board by Resolution Number 03-233 on November 13, 2003, and were approved by the Prince George's County Council, by Resolution Number CR-05-2004, on January 20, 2004, after an advertised joint public hearing was held on September 29, 2003.

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Elizabeth M. Hewlett
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Vice Chairman

Patricia Colihan Barney
Secretary-Treasurer

Acknowledgments

Fern V. Piret, Ph.D., Planning Director
Michael E. Petrenko, AICP, Deputy Planning Director
Al Dobbins, AICP, Chief, Community Planning Division

Project Team

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Chad Williams, Urban Designer, Community Planning Division

Project Resources

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Debbie Gallagher-Tucker, Supervisor, Permit Office, Development Review Division
Faroll Hamer, RLA, Chief, Development Review Division
Mary Hampton, Principal Planning Technician, Development Review Division
Cecilia Lammers, Planning Supervisor, Environmental Planning Section, Countywide Planning Division
Faramarz Mokhtari, Planner Coordinator, Countywide Planning Division
Fred Shaffer, III, Senior Planner, Countywide Planning Division

Technical or Adminstrative Assistance

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Terry Dandridge, Stock Clerk II, Information Center
Mary E. Goodnow, Publications Specialist, Information Center
LaTasha Harrison, Stock Clerk II, Information Center
James Johnson, Stock Clerk II, Information Center
Susan Kelley, Supervisor, Publications, Graphics and Office Services Sections, Information Center
Judy Leyshon, Graphic Designer, Information Center
Nancy Mattingly, Adminstrative Aide IV, Community Planning Division
Dee McChesney, Publications Specialist, Information Center
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Terri Plumb, Publications Specialist, Information Center
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Elaine Wright, Administrative Aide III, Community Planning Division

Riverdale Park Town Center Committee

Jerry Anzulovic
Audrey Bragg
Councilmember Chris Davis
J.D. Dimattio
Mary Donaldson
Former Councilmember Rebecca Feldberg
Pat Gladding
Councilmember Matt Hart
Former Mayor Michael Herman
Claire Jantz
Ed Joynes
Gerard Kiernan
Anne Marie Larson
Paco Lubian
Doug McElrath
Susan McElrath
Dorothy Murdoch
Simon Ploy
Roy Schwartz
Sam Schwartz
Miles Spicer
Alan K. Thompson
Mayor Guy Tiberio
Alice Ewen Walker
Bruce Wernek
Carol White
J.D. Williams

And the many other elected officials, residents, property and business owners that attended meetings, participated in discussions, and assisted with drafting the Development Plan.