



# TOWN OF UNIVERSITY PARK

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January 12, 2012

Honorable Elizabeth M. Hewlett  
Chairman  
Prince George's County Planning Board  
County Administration Building – Room 4134  
14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772

Dear Chairman Hewlett,

RE: Cafritz Property, Parcel 81 – Application A-10018

It is with pleasure that the Town of University Park submits this letter to the Planning Board presenting its position on the application for a Primary Amendment to the Town of Riverdale Park Mixed-Use Town Center Zone Development Plan and rezoning from the R-55 to the M-U-TC Zone. Pursuant to a vote by the Common Council at its January 9, 2012 regular legislative meeting, the Town supports a change to the boundaries of the approved Town of Riverdale Park Mixed-Use Town Center Zone and amendment of the approved Town Center Development Plan in accordance with Section 27-198.05(d)(1)(A) of the Zoning Ordinance of Prince George's County, and approval of the application for Zoning Reclassification, such request being subject to the Cafritz Property Consensus Conditions dated 1/9/12 (and its Exhibits) enclosed with and incorporated into this letter. If any proposed approval of the application does not contain the stated conditions, the Town's approval is automatically withdrawn and the Town's position reverts to disapproval.

During the Town's review of the Cafritz application, the Town Council held numerous public hearings; attended many meetings of neighboring Town and City Councils; reviewed a number of documents, architectural and engineering drawings and technical reports, as well as hundreds of emails and letters from interested Town residents. Town officials also attended all of the M-NCPPC staff sub-division review sessions, as well as other meetings with M-NCPPC planning staff. Finally, beginning shortly before the holidays in December and continuing until the first week in January 2012, Town representatives participated in a dozen meetings during which the conditions presented with this letter were hammered out. Throughout this complex process, we were *always* mindful of the concerns and interests of our residents.

The complexities associated with the application for this property, including its location on Route 1, the neighboring municipalities of College Park, Hyattsville, Riverdale Park and University Park; the type of zoning sought; and the character of the proposed development; produced a unique and more expansive approach to the conditions, covenants, and agreements than is normally seen at the zoning stage. Broadly speaking, the conditions cover five broad areas of concern.

- The design, financing and construction of a crossing over the CSX tracks to the east of the property (Condition 20);
- The right of review accorded to municipalities and citizens outside the M-U-TC zone (Condition #1).
- Storm water management, and the correlated issues of trees and green roofs (Conditions 7, 13, 15, 18);
- Traffic management and mitigation (Conditions 6, 8, 9, 10, 11, 12, 17); and
- Design issues and standards (Condition 5).

The Town owes a considerable debt to, and would like to thank our fellow negotiators whether from the surrounding municipalities, the County, or the Cafritz team who generously gave of their time during the holiday season to try to address the many complex issues surrounding this project.

Addressing the first two issues proved to be the most difficult and remain the most controversial. The final design of the CSX crossing condition is a delicate balance between the needs of the surrounding communities to be assured that the crossing would be financed and constructed in a timely fashion. University Park believes that the condition meets this charge, balancing the needs of community and developer in such a way as to protect the property from disturbance if the bridge cannot be constructed for technical or financial reasons. The condition extending right of review to surrounding municipalities and their citizens was particularly important to all parties involved. The M-U-TC zone is unique in that it confines community participation in the detailed site plan and permit process to individuals who live or who own property in the zone. For large projects of the nature contemplated in this application, this poses a problem for neighboring communities that share boundaries with the property and have a significant stake in its development. In order to overcome this issue a condition was fashioned that guarantees the participation of the surrounding jurisdictions that are impacted by the development through the development site plan (DSP) level and allows for continuing monitoring through the permit process. The latter is particularly important as a number of critical triggers are tied to the issuance of permits.

University Park is particularly sensitive to and strongly supportive of the traffic management conditions, which were designed to protect our citizens from the impact of so-called cut-through traffic and effectively mitigate the impacts of expected increases in traffic from the Cafritz site. These conditions call for the placement of a signalized intersection at Van Buren with a "pork chop" barrier to prevent straight-through East-West traffic, the development of a circulator bus system to carry shoppers and residents from the surrounding

communities back and forth from the site and to connecting METRO Stations; as well as a Transportation Demand Management District (TDMD) encompassing the site and parts of College Park, Riverdale Park, and the whole of University Park. University Park has committed funds to the design of the circulator bus system and has pledged to work closely with the applicant and the surrounding communities to effectuate a TDMD. If successful, this will represent the first TDMD in Prince George's County.

University Park also has worked closely with the applicant and Riverdale Park to assure that a carefully designed buffer exists between the Town and the site along Baltimore Avenue. The purpose of this buffer and the condition guaranteeing it is to assure that there is a natural succession to the applicant's Town Center from the more treed, suburban area of University Park that borders Baltimore Avenue to the west.

We respectfully request the Planning Board's favorable consideration of this application subject to incorporation of the enclosed Consensus Conditions as part of the Board's recommendation of approval.

On behalf of the Town of University Park,

Sincerely,



John Rogard Tabori  
Mayor

Enclosures

## CAFTRITZ PROPERTY

### CONSENSUS CONDITIONS

1/9/2012

1. The Design Review Process set forth at pages 65-66 of the January 2004 approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan applies to the Cafritz Property with the following modifications:
  - a. Except as provided in subparagraph c., Detailed Site Plan approval shall be required prior to the approval of a special permit or final subdivision plat, prior to the issuance of any permit, and concurrently with or after the approval of a special exception, for all new development and redevelopment on the property. Each application for a special permit, final subdivision plat, other permit or special exception must be consistent with an approved Detailed Site Plan for the site.
  - b. The Detailed Site Plan shall be in accordance with the Cafritz Property at Riverdale Park Development Plan and the site design guidelines of Part 3, Division 9, of the Zoning Ordinance. Development depicted on each Detailed Site Plan must be in general conformance with Map 1: Concept Plan A or Concept Plan B, dated January 7, 2012, (attached as Exhibits 1 and 2) particularly with regard to site design and circulation, with the goal of creating a mixed-use community. Flexibility should be allowed in achieving this mixed-use community goal by allowing for a redistribution of the proposed maximum gross floor area of commercial uses throughout the site in order to encourage each phase of the development to include a mix of commercial and residential uses, including consideration of residential uses west of 46<sup>th</sup> Street and limited supporting retail uses near the intersection of Van Buren Street and Rhode Island Avenue.
  - c. Detailed Site Plan approval shall not be required prior to the issuance of a permit when the proposed development or redevelopment does not increase the gross floor area by 15% or 7,500 square feet, whichever is less.
  - d. Except for those permits described in subparagraph c. above, the Detailed Site Plan requirement in subparagraphs a. and b. above supersede the Building Permit Application Process and Special Permit Process set forth on pages 65-66.
2. Revise the Mixed-Use Town Center Development Plan Design guidelines as set out in the attached Exhibit 3. In addition, include provisions for loading dock requirements such that they are screened from the street. The applicant's current plan has multi-family buildings looking directly on a loading dock; it would be more appropriate if the dock was gated and shielded via a courtyard or otherwise screened from view.
3. Surface parking lots shall be mitigated with buildings, monuments, a clock tower and landscaping in order to create a true gateway into the community and to provide an

inviting entrance to pedestrians and vehicles alike, including creation of a “pedestrian oasis” in the middle of the block to reduce the psychological barrier of the large amount of parking between the store and Baltimore Avenue consistent with the Riverdale Park Gateway Park concept dated January 7, 2012 (attached as Exhibit 4).

4. Construct the Rhode Island Avenue hiker/biker trail portion of the right-of-way during construction of the first three major buildings, and commit to keeping the trail open to the public during construction as much as possible.
5. A 30-40 yard deep buffer shall be provided along the entire length of the property frontage on Baltimore Avenue that incorporates retention of existing trees to the maximum extent practicable. This depth of buffer may be reduced north of Van Buren Street with approval by the Town of University Park and M-NCPPC staff by providing berms, retaining walls, landscaping, or other screening of the parking lot from the residences to the west consistent with the Parking Sections exhibit dated January 7, 2012 (attached as Exhibit 5). In no event shall the buffer be less than twenty (20) yards [sixty (60) feet] deep.
6. Prior to acceptance of any application for a preliminary plan of subdivision, the following information shall be provided:
  - a. A Phase 1 noise and vibration study to determine the location of the unmitigated 65 dBA Ldn noise contour for the adjacent CSX right-of-way, which includes at a minimum, the associated railroad noise and the whistle blower. The 65 dBA Ldn noise contour shall be shown on all future plans;
  - b. A revised Stormwater Management Concept Plan that designates the property as a new site and complies with CB-15-2011 to provide more Environmental Site Design to the Maximum Extent Practicable, with the goal of no new impact on the tributary drainage into the Northeast Branch of the Anacostia River. The proposed plan shall show the use of environmental site design technologies such as bio-retention, infiltration, and especially green roofs to the Maximum Extent Practicable. The concept shall be correctly reflected on the Type I Tree Conservation Plan. The developer will provide copies of all stormwater submittals to all municipalities 30 days prior to filing with DPWT and notification of and invitation to all meetings between the developer and DPWT.
  - c. A Revised Traffic Impact Study that:
    - i. Accurately reflects the development proposal and anticipated phasing;
    - ii. Eliminates corridor averaging for all intersections included in the Study;
    - iii. Analyzes midday and weekend traffic impacts;
    - iv. Analyzes all proposed connections, including all proposed CSX crossings and Maryland Avenue;
    - v. Analyzes the impact on the intersections included in the July 27, 2011 study, as well as Queensbury Road, existing Maryland Avenue, Rhode Island Avenue south of Town Center, Lafayette Avenue, and Natoli Place, River Road and other roads as appropriate;
    - vi. Provides for mitigation of traffic impacts through measures including but not limited to rideshare, Zipcar (or similar) programs, bikeshare, enhanced

- transit service such as a shuttle and/or circulator bus, and the CSX crossing
- vii. Considers all future development and its effects on the corridor for any projects that have an approved Detailed Site Plan or Preliminary Plan of Subdivision; and
  - viii. Does not take a discount by redirecting existing traffic on East-West Highway that would not otherwise travel up Baltimore Avenue to the Cafritz Property.
- d. A valid approved natural resources inventory under the current environmental regulations that addresses the required information as outlined in the current Environmental Technical Manual;
  - e. A draft report detailing the Phase II archeology investigations;
  - f. A proposed grading plan and construction phasing plan and timetable, including square footage of development by use for all proposed development tied to DSP submittals. . . ;
  - g. Upon completion of construction, roads are to be turned over to the Town of Riverdale Park as public rights-of-way; and
7. The Applicant shall submit an application to the U.S. Green Building Council (USGBC) under Leadership in Energy and Environmental Design for Neighborhood Development (LEED-ND) for a Smart Location and Linkage (SLL) prerequisite review at the time of Preliminary Plan submission and provide the results for review prior to approval of the Preliminary Plan. Upon GBCI/USGBC approval of SLL prerequisites, the Applicant agrees to pursue and employ commercially reasonable efforts to obtain conditional approval of the plan under LEED-ND 2009 Stage 1 (pre-entitlement) approval. If, based on pre-entitlement review, full certification through LEED-ND is not practicable, then Applicant shall at Detailed Site Plan provide a LEED score card that demonstrates a minimum of silver certification for all new construction and that will be enforced through DSP review. If the LEED score card requirements cannot be enforced through the DSP review or other third-party certification acceptable to both the developer and the municipalities (and pursued by the Applicant at its expense), at minimum the Applicant shall pursue silver certification under LEED-NC and LEED Homes, or if available, equivalent standards as determined at time of DSP by the Town of Riverdale Park and the Applicant
8. Submittal of a Transportation Management Plan ("TMP") for the entire development at Preliminary Plan of Subdivision. The TMP will include provisions to provide for the full funding of the TMP by the owners of the Property. The TMP and funding obligations shall run with the land until such time as a Transportation Demand Management District ("TDMD") is established and includes the property. Once a TDMD is established, the TMP would become part of the District and would be monitored by the Transit Management Authority ("TMA"). The TMP will establish a series of measures to achieve a maximally efficient use of the adjacent transportation facilities. As the project is developed and occupied, modifications and additions to the TDM shall be considered. The TMP shall establish trip reduction goals with reporting and monitoring provisions subject to independent verification. Specifics of TMP shall include elements referenced

in applicant's letter to Susan Lareuse dated November 15, 2011, pages 9-10, and car and bike share and residential and employee subsidies. TMP shall also provide for a private shuttle to be provided at applicant's expense. Establish a Transportation Demand Management program under the Prince George's County Transportation Demand Management District Ordinance, the timing for which shall be determined at Preliminary Plan. The Plan shall provide for traffic reduction goals and periodic independent verification of whether the goals have been met, including restricting the maximum allowable density to a level that will generate average net additional daily vehicle trips on Baltimore Avenue that are no more than 20% above current levels and net additional peak hour trips that are no more than 20% above current peak-hour vehicle trips at AM (06:00-09:00), mid-day (11:00-14:00), PM (16:00-19:00), and Saturday (08:00-20:00). These counts will be performed at fixed locations located between East-West Highway and the southern entrance, and between Queens Chapel Road and the northern entrance, to the project and will be based upon traffic estimates that have been reviewed and determined to be appropriate by the Transportation Planning Section of M-NCPPC. If not met, additional measures to resolve the problem will be required.

9. Applicant shall make provisions at Preliminary Plan of Subdivision that it will provide a private shuttle vehicle to and from the Prince George's Plaza Metro station and the College Park Metro station as necessary to achieve a 15-minute headway between 6:30 a.m. to 9:00 a.m. and 4:30 p.m. to 7:00 p.m., Monday through Friday. This requirement may be provided as part of the TMP and may be satisfied privately or by participating in one or a combination of existing or future adjacent public transportation services. Specifications and assurances for any shuttle service shall be provided prior to issuance of any use and occupancy permit. Service is to continue until there is a preferred alternative approved by the municipalities and the Applicant may substitute an equivalent to the private shuttle service.
10. Applicant shall make provision that at Preliminary Plan of Subdivision that it will participate with the establishment and maintenance of a TDMD and will provide financial support, details to be determined at Preliminary Plan. Boundaries of the TDMD will extend from Paint Branch Parkway to Queensbury Road.
11. Applicant shall make provision at Preliminary Plan of Subdivision that it will participate in a circulator bus program whether as part of a TDMD or other effort, and shall contribute funds for this purpose. Details to be set at Preliminary Plan of Subdivision.
12. Provision of a traffic signal at US Route 1 and Van Buren Street with channelization as shown on Sheet 4 of the Development Plan attached hereto as Exhibit 6. A condition of approval of the Preliminary Plan of Subdivision shall be that Applicant, prior to approval of any DSP for the project, shall submit a traffic signal warrant study following the accepted methodology of DPW&T or the Maryland State Highway Administration for the intersection of Baltimore Avenue and Van Buren Street. This analysis will examine both existing and total projected traffic volumes. If signals are deemed warranted by the appropriate agency, the Applicant shall initiate a bond to secure the entire cost prior to the release of any building permits within the subject property and shall agree to install

the signals directed by DPW&T or the State Highway Administration. Further, subject to SHA approval, Applicant shall install the traffic control devices as noted on the Development Plan (Pork Chops Island) to direct traffic so that no traffic may directly access or egress the property across Baltimore Avenue along Van Buren Street. Both entrances and exits at Woodberry and Wells Parkway, respectively north and south of the Van Buren “gateway,” must be right turn only in and out. If for any reason, including lack of warrants or SHA or other required governmental approval, the traffic signal and other traffic control devices described in this paragraph are not installed, or cannot be installed, at Van Buren and Baltimore Avenue, no permits may be issued.

13. Prior to approval of a special permit, special exception, detailed site plan, or grading permit, whichever is first, every effort shall be made to meet the ten percent tree canopy coverage requirement through the **preservation** of existing mature woodland, specimen trees and other large existing trees, and landscaping rather than through new plantings, fees in lieu or other mitigation measures.
14. The commercial anchor of the Proposed Project will be a Whole Foods specialty grocery store consisting of approximately 32,000 square feet gross floor area (the “grocery store”) or comparable specialty grocery store constructed and operating in the location labeled on the Development Plan as “BLOCK 6d RETAIL/COMMERCIAL/OFFICE” (“the Development Site”) on the Development Plan submitted with the application for the Zoning Reclassification.
  - a. Promptly after approval of the Zoning Reclassification Developer shall file an application with the appropriate government authorities, pursue diligently, and use commercially reasonable efforts to obtain all necessary permits and approvals for the development and operation of the grocery store on the Development Site including, but not limited to approvals of a Preliminary Plat of Subdivision, Detailed Site Plan, Final Subdivision Plat and development and construction permits.
  - b. Promptly after receipt of all necessary approvals and permits, Developer shall proceed diligently to construct the grocery store on the Development Site, with the expectation that the grocery store will be open for business not later than January 1, 2015 (the “Opening Date”). The Developer and Town understand that Developer’s construction schedule and opening date for the grocery store may be affected by acts of government authorities, acts of *force majeure*, and other acts beyond the control of Developer, but Developer shall use commercially reasonable efforts to achieve the Opening Date.
  - c. The Town recognizes that lease issues, Whole Foods or Developer business issues, or other factors may prevent Whole Foods from opening the grocery store or may result in Whole Foods closing the grocery store after it has opened. Town agrees that Developer may substitute for Whole Foods another brand name specialty grocery store of similar size and whose operation utilizes comparable product lines, product variety and quality, and service standards. As examples, and not by way of

limitation, for purposes of this Paragraph comparable brand name specialty grocery stores would include Trader Joe's and Fresh Market.

- d. For a period of five (5) years from the issuance of a use and occupancy permit for the grocery store, the Development Site may not be used for any purpose other than the grocery store.
15. At the time of preliminary plan, the Type I tree conservation plan shall demonstrate that the woodland conservation threshold has been met on-site to the fullest extent practicable. At a minimum, preservation shall be focused on the highest priority areas (Forest Stands 1 and 3).
  16. Submit a Detailed Site Plan for the Cafritz Property that:
    - a. Reduces the planned surface parking area and ensures that at least 80 percent of the parking for the development is in structured parking during all phases of construction after completion of construction of the first multi-family building in the project;
    - b. Precludes vehicular access to the Calvert Hills residential neighborhood to the north and Tuckerman Street to the south;
    - c. Includes Design Standards for sustainability that address environmental health, air and water quality, energy efficiency, and carbon neutrality; and
    - d. Terminates Van Buren Street at a building or enhanced park feature.
  17. Establish a trip cap of 548 AM new peak hour trips and 902 PM new peak hour trips for full build out of the development that may be amended, but not increased at the time of Preliminary Plan. The trip cap will not include purely internal trips.
  18. Prohibit clear-cutting or re-grading any portion of the development until a Detailed Site Plan for that portion of the site has been approved.
  19. Applicant shall make provisions at Preliminary Plan of Subdivision to construct, to at least a similar standard as the existing Maryland Avenue roadway to the immediate south of the Property, an extension of Maryland Avenue from the southern boundary of the Property to where the existing roadway ends north of Tuckerman Street as shown on Schedule 1 attached hereto. Provided right-of-way exists, construction of the Maryland Avenue extension must be completed before Prince George's County issues the first use and occupancy permit for any retail, office or hotel use on the Property. No portion of any building on the Property may be used or occupied for retail, office, or hotel use until construction of the Maryland Avenue extension has been completed and opened for travel by public safety and emergency service vehicles.
  20. Prior to the approval of a Preliminary Plan of Subdivision (the "Preliminary Plan"), the Applicant shall do the following, all in a manner acceptable to Prince George's County and the Town of Riverdale Park:

- i. On the Preliminary Plan show a crossing over the adjacent CSX railroad tracks (the "CSX Crossing"). The "CSX Crossing" shall mean a bridge, raised roadway, underpass or any other type of way, including on-site and off-site approaches, for vehicles, bicycles and pedestrians to pass across the railroad right-of-way to travel between the subject property and lands to the east of the property.
- ii. Establish a funding mechanism using a combination of public and private funds, subject to any required governmental approval, which must be obtained prior to the first detailed site plan; establish a system of financial assurances, performance bonds or other security to ensure completion of construction and establish a timetable for construction, of the CSX Crossing in accordance with the Preliminary Plan.
- iii. Provide a letter from the University of Maryland that recommends approval of the CSX Crossing as shown on the Preliminary Plan and identifies the land or right-of-way acquisition cost, if any, necessary for the construction of the CSX Crossing on land owned by the University.
- iv. Provide cost estimates for the design, permitting and construction of the CSX Crossing, including off-site land or right-of-way acquisition costs, if any.

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

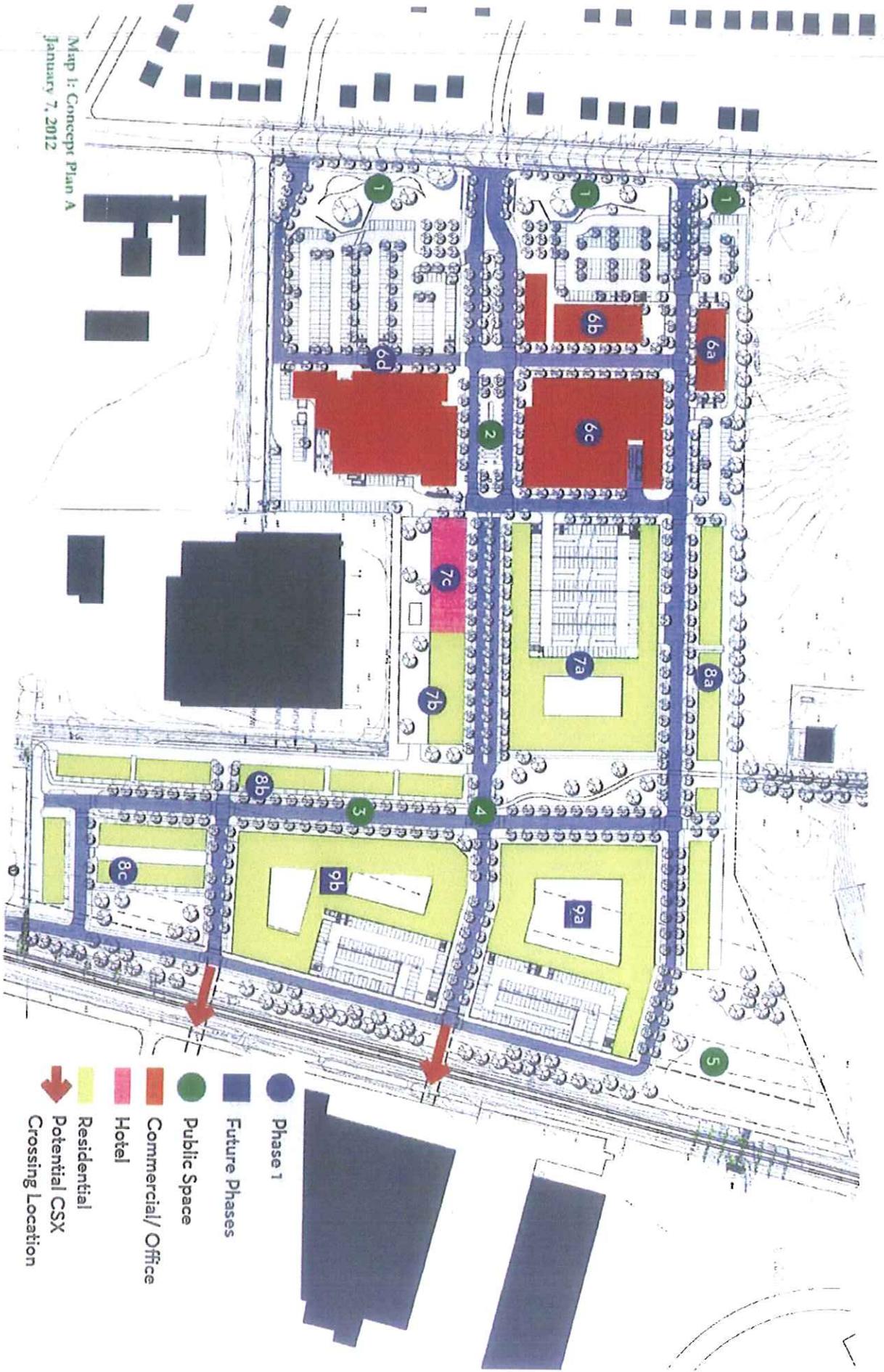
The implementation of the CSX Crossing shall be in accordance with the following:

- i. No permits may be issued for development on the property until the Applicant (a) has submitted a roadway plan for the location and design of the CSX Crossing to CSX, or to AECOM or other agent designated by CSX, and to the University of Maryland, and (b) has received letters from both of them that approve the construction of the CSX Crossing in accordance with the roadway plan, subject to approval and authorization of the final construction plan, and verification by the Department of Public Works and Transportation that the roadway plan is appropriate for

construction of the CSX Crossing and has been approved by CSX and the University of Maryland. .

- ii. No building permits may be issued for more than 100,000 square feet of retail, office and hotel space nor for more than 120 residential dwelling units until the Applicant (a) has received all necessary permits and approvals for construction of the CSX Crossing, (b) has provided the Prince George's County Department of Public Works and Transportation with all approved financial assurances and performance security to ensure completion of construction of the Crossing, and (c) has commenced construction of the CSX Crossing as verified by the Prince George's County Department of Public Works and Transportation.
  - iii. No use and occupancy permits may be issued for more than 100,000 square feet of retail, office and hotel space nor for more than 120 residential dwelling units until construction of the CSX Crossing is at least 50% complete as verified by the Prince George's County Department of Public Works and Transportation, and the Department of Public Works and Transportation has verified that all approved financial assurances and performance security to ensure completion of construction of the Crossing remain in full force and effect.
  - iv. No building permits may be issued for more than 382 residential dwelling units until the CSX Crossing is open for use by public vehicular traffic as verified by the Prince George's County Department of Public Works and Transportation.
  - v. Applicant shall timely provide the Towns of Riverdale Park and University Park, the City of College Park, and the Prince George's County Department of Public Works and Transportation with copies of all submittals, notices, approvals and determinations made pursuant to this condition.
21. Delete the following Technical Staff Report conditions:
- 2g. This condition is addressed in the Applicant's revised concept plans.
  - 12. Preferred language is contained in the Town's consensus conditions 4 and 13.
  - 4. Off-site parking should not be necessary.
  - 10d. Preferred language is contained in the Town's consensus condition 13.
  - 10f. Preferred language is contained in the Town's consensus condition 5b.
22. Revise the following Technical Staff Report conditions:
- 2f. Retain the requirement for a US 1 street and streetscape standard and eliminate the requirement for a US 1 build-to-line.

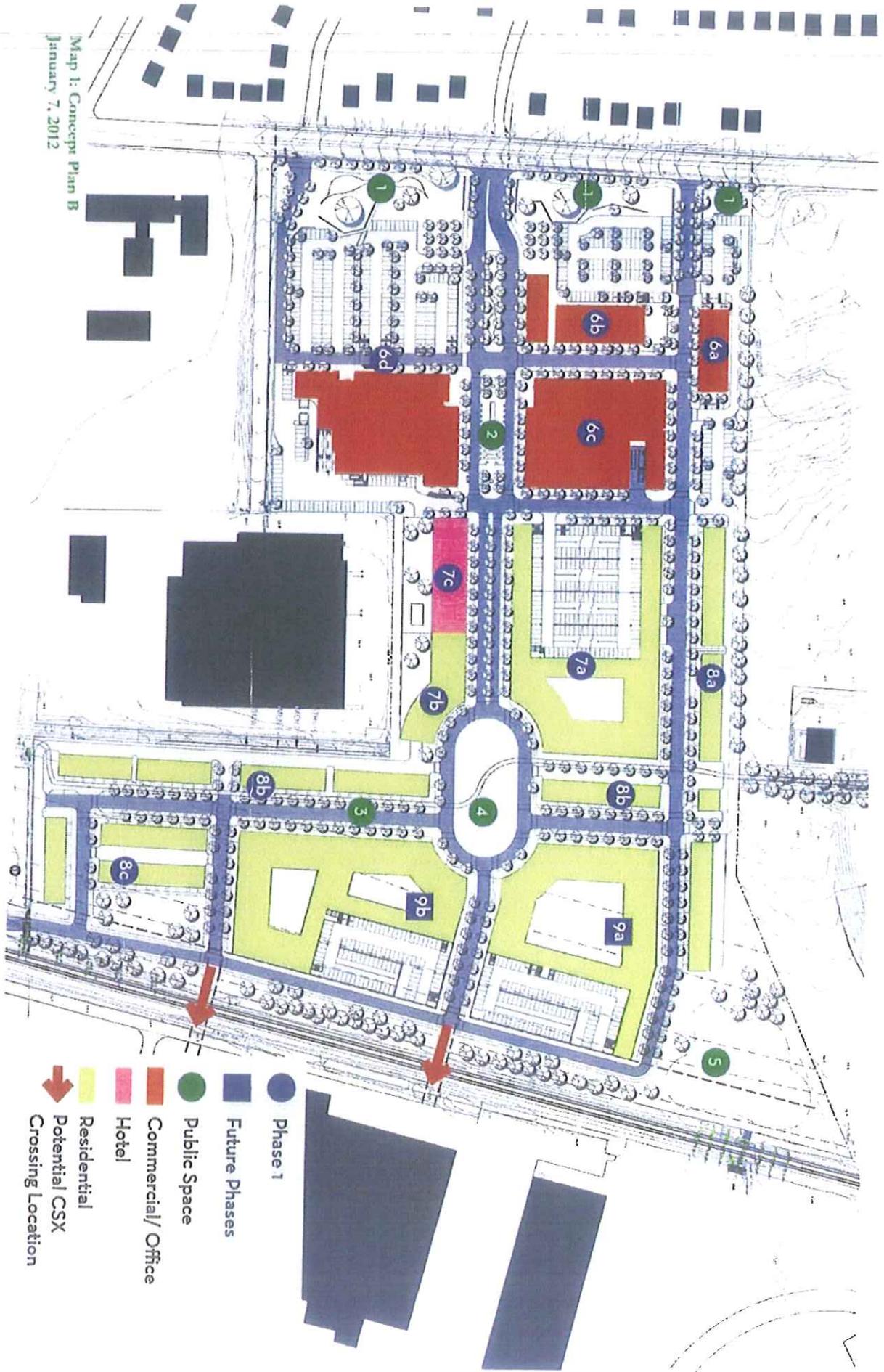
- 3d. Eliminate the consideration for combining the Rhode Island Avenue trolley trail and vehicular roadway and require that the the trolley trail be shown connecting to the terminus of the existing trail at Albion Street and south to Tuckerman Avenue.
7. Reword to state that the plans shall locate surface parking lots and parking structures to minimize their impacts on the pedestrian zone and streetscape environment.



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

Exhibit 1

Map 1: Concept Plan B  
January 7, 2012



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

Exhibit 2

### Consensus Conditions Exhibit 3

MUTC Design Committee recommended revisions to Cafritz Development Plan Design Standards:

1. To page iii, under Overall Design Principals, add the following bullet points to the list of bullet points:
  - The ideas embedded in low impact design principles shall be incorporated into overall community design.
  - Create a community that respects and supports equally all modes of transportation. The development will encourage pedestrian, bicycle, and transit modes of transportation.
2. On page ii, insert at the end of the section Public Spaces the following language: "Public spaces such as parks, plazas, and squares should promote activity, enfront buildings or public right-of-ways, and be focal points within the community."
3. Page iv, after 4<sup>th</sup> paragraph (that begins with "Streetscape") add the following paragraph:

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.
4. Page ii, in the first sentence of the second paragraph under Public Spaces, add "appropriate" between "all" and "intersecting".
5. All standards from the 2004 Approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan book relating to gas stations and auto repair should be reinserted into the standards.
6. On Page 5, remove Intent under Building Placement and Streetscape, and add the following language:

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

7. On page 5, under Building Placement and Streetscape, change #2 under Standards to read as follows:

The building façade shall occupy a minimum of 66 percent of the build-to-line.

8. On page 7, under Access and Circulation, replace #2 under Standards to read as follows:

Drive-through windows are inconsistent with the pedestrian orientation of the town center and are strongly discouraged. Drive-through windows may only be considered if accessed by alleys and located on the rear of the property.

9. On Page 7, under Services, Utilities, and Stormwater, replace #1 under Standards to read as follows:

All utility lines added during development shall be underground. All utility meters and access points shall be on the rear of the property. Utilities shall include, but are not limited to, electric, natural gas, fiber optic, cable television, telephone, water, and sewer service.

10. On Page 7, under Services, Utilities, and Stormwater, add the following to the last sentence of Intent: "sidewalks, open spaces, and MARC train."

11. Page 7, under Services, Utilities, and Stormwater, add to the beginning of #6 under Standards: "All lot-level development shall"

12. Strike Standard #11 from page 10, under Parking and Loading Design.

13. On Page 11, under Lighting, change Standard #5 to add "and design" after "intensity"

14. Page 11, under Landscaping, add "2004 Approved" before "Town" in the first sentence.

15. Page 11, under Landscaping, to Standard #6 after "Appendix B" add "of the 2004 Approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan"

16. Page 11, under Landscaping, Standard #2, after "green areas" add and where possible in parking areas"

17. Page 12, Building Height, add a new Standard #4, to read as follows:

Single-story buildings shall match or exceed the height of the adjacent buildings bases, and shall be not less than 20 feet in height. However, single-story buildings are discouraged.

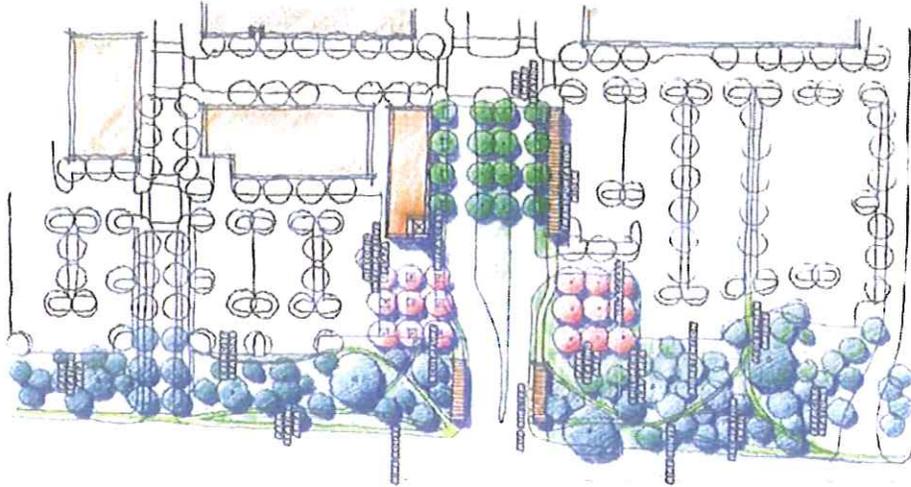
18. Page 14, Architecture, remove Standard #13.
19. Page 13, Architecture, amend Standard #9 to remove "Townhomes" and replace with "Residences"
20. Page 13, Architecture, Standard #5 add to the end of the first sentence the following language: "with exception of cementitious siding".
21. Page 13, Architecture, Standard #5, after the new amendment above, strike the remaining language in the standard and replace it with the following language: "Materials other than masonry, brick, wood, and clear glass may be approved if material samples are provided and examples of existing buildings that use such materials in the proposed way are submitted, and the committee finds that it meets the Intent of this section"
22. Page 13, Architecture, Standard #6, remove "all" in first sentence, strike "surrounding" in first paragraph, strike C and strike E.
23. Page 15, Building Openings, strike Standard #5 and replace with "Tinted and colored windows may not be used without the approval of MUTC design review committee showing that the windows meet the intent of this section."
24. Page 16, Signage, strike Standard #8
25. Page 16, Signage, Move all standards (except 8) to page 10.
26. Page 16, Signage, strike intent
27. Page 16, Signage, include all old standards #8 and #10-19 not specific to historical core
28. Page 18, Landscaping and Pedestrian Amenity Zone, Standard #5, strike "as irrigation" and replace with "or absorption."
29. Page 20, Parks and Plazas, strike Standard 12 and replace with "Where possible, add continuous lines of habitat through the use and linkages of street trees, landscaping, parks, and yards."
30. Page 7, Access and Circulation, Standard #4, and "The number of vehicle-oriented ATMs shall be less than the number of pedestrian-oriented ATMs on a

building-by-building basis, and vehicle-oriented ATMs shall not be visible from primary streets.

31. Page 7, Access and Circulation, Standard #2, change windows to services. Limit number of service lanes to two. Drive-through restaurants prohibited.
32. Page 8, Parking and Loading Provision, strike Standard #1 and replace with the following language:

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 27-569(a) if the Zoning Ordinance. If structured parking is provided, this maximum number may be increased.

In addition to the recommendations above, the MUTC Design Committee recommends that Detailed Site Plan (DSP) be required for all phases of development, and that the MUTC Committee should be authorized to review DSPs as advisory to the Planning Board.



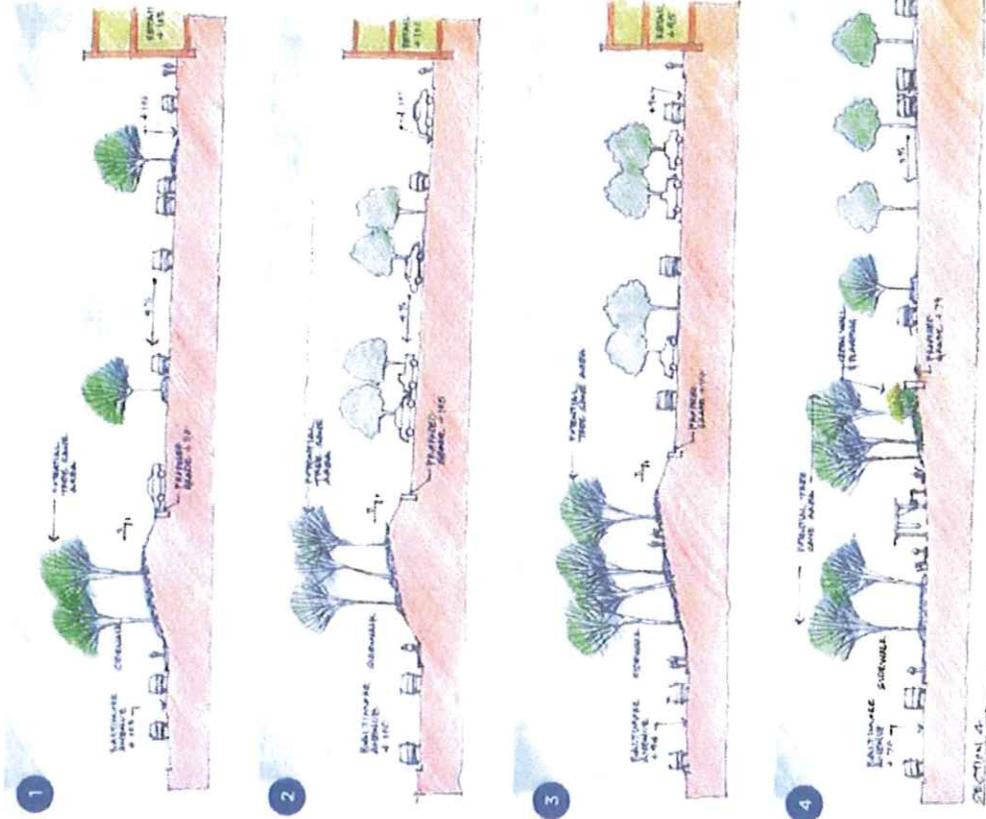
Prince George's County



CAFRTZ PROPERTY  
at Riverdale Park

Saltaway Park  
January 7, 2012

Exhibit 4



PARKER RODRIGUEZ, INC.

Prince George's County

CAFRTZ PROPERTY  
at Riverdale Park

Parking Sections  
January 11, 2019

CAFRITZ PROPERTY

Exhibit 5

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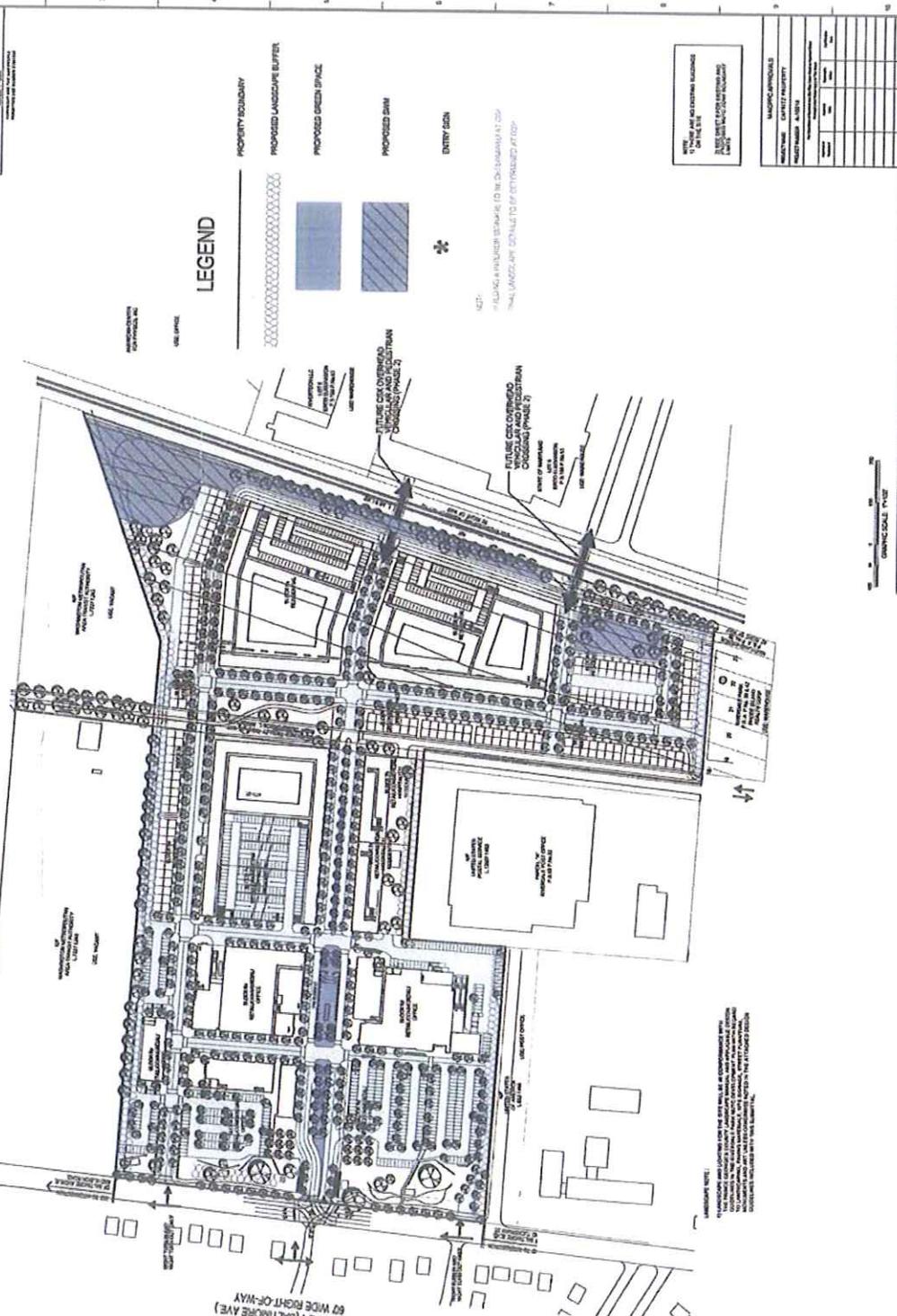
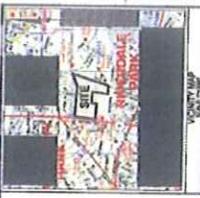
Landamer Sotasz Associates, Inc.  
4300 Forbes Boulevard, Suite 230  
Lanham, MD 20708  
301.794.7555 FAX.301.794.7656

DECLARATION OF CONVENANTS EXHIBIT, MARYLAND AVE.  
CAFRTZ RIVERDALE  
19TH ELECTION DISTRICT  
PRINCE GEORGE'S COUNTY, MARYLAND

DATE 2411-01-00 SCALE 1" = 110 DATE 12/9/2011

12/9/2012 7:55:13 AM

Schedule 1



**LEGEND**

- PROPERTY BOUNDARY
- PROPOSED LANDSCAPE BUFFER
- PROPOSED OPEN SPACE
- PROPOSED SIGN
- ENTRY SIGN

NOTES:  
 1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.  
 2. ALL LANDSCAPING SHALL BE DETAILLED AT 1/8"=1'-0".

DATE: 08/14/2018	PROJECT: CAPRITZ PROPERTY
DRAWN BY: [Name]	CHECKED BY: [Name]
SCALE: AS SHOWN	PROJECT NO: [Number]
DATE: 08/14/2018	PROJECT: CAPRITZ PROPERTY

**LANDSCAPE AND SIGN LOCATION PLAN**  
**DEVELOPMENTAL SITE PLAN**  
**CAPRITZ PROPERTY**  
**A-10018**

DATE: 08/14/2018	PROJECT: CAPRITZ PROPERTY
DRAWN BY: [Name]	CHECKED BY: [Name]
SCALE: AS SHOWN	PROJECT NO: [Number]
DATE: 08/14/2018	PROJECT: CAPRITZ PROPERTY

DATE: 08/14/2018	PROJECT: CAPRITZ PROPERTY
DRAWN BY: [Name]	CHECKED BY: [Name]
SCALE: AS SHOWN	PROJECT NO: [Number]
DATE: 08/14/2018	PROJECT: CAPRITZ PROPERTY

**DESIGNER'S RESPONSIBILITIES:**  
 THE DESIGNER HAS CONDUCTED VISUAL PRESENTATION AND SIGNAGE PLACEMENT STUDIES TO DETERMINE THE MOST APPROPRIATE PLACEMENT AND DESIGN OF SIGNS FOR THIS PROJECT. THE DESIGNER HAS CONDUCTED VISUAL PRESENTATION AND SIGNAGE PLACEMENT STUDIES TO DETERMINE THE MOST APPROPRIATE PLACEMENT AND DESIGN OF SIGNS FOR THIS PROJECT.

DATE: 08/14/2018	PROJECT: CAPRITZ PROPERTY
DRAWN BY: [Name]	CHECKED BY: [Name]
SCALE: AS SHOWN	PROJECT NO: [Number]
DATE: 08/14/2018	PROJECT: CAPRITZ PROPERTY

**DESIGNER'S NOTE:**  
 THIS PLAN IS A PRELIMINARY DESIGN AND IS SUBJECT TO CHANGE WITHOUT NOTICE. THE DESIGNER HAS CONDUCTED VISUAL PRESENTATION AND SIGNAGE PLACEMENT STUDIES TO DETERMINE THE MOST APPROPRIATE PLACEMENT AND DESIGN OF SIGNS FOR THIS PROJECT.

Exhibit 6