



CHAPTER 6

Transit District Overlay Zone and Transit District Standards



Transit District Overlay Zone | Introduction

A Transit District Development Plan (TDDP) controls the use and development of all land and structures within a Transit District Overlay (T-D-O) Zone and the issuance and validity of all permits within the transit district. This Transit District Overlay Zoning Map Amendment (TDOZMA) superimposes the T-D-O Zone over the Prince George's Plaza Transit District (Transit District) to ensure that the development of land meets the goals and objectives of the TDDP.

This TDDP creates the regulatory and policy framework to enable the creation of a walkable, mixed-use Regional Transit District that functions as a Downtown for Prince George's County and as a popular regional destination for visitors, workers, shoppers, and residents. An essential component of any downtown is the public realm—streets, sidewalks, squares and other open spaces—that creates the spine upon which a neighborhood grows, fosters community and economic activity, and provides a distinct sense of place and an identity.

The policies and regulations in this TDDP focus on the creation of the public realm. Much attention is paid to the form and function of spaces and structures, and less is paid to what uses go where. The intent is to provide maximum flexibility to property owners and developers to construct or attract the types of uses that meet the demands of the market while prescribing the relationship of structures to each other and the street.

In the Prince George's Plaza Transit District, the sidewalk is key. The sidewalk represents the place where human activity, both social and economic, occurs, and the desire is to create a sidewalk that is as attractive and enticing as possible—creating a place

where people want to be. Sidewalks are not just convenient connections between attractive and active public plazas, shopping, housing, and jobs, they are destinations in and of themselves.

Creation of the desired regional destination requires the thoughtful and context-sensitive replacement of antiquated, outdated, and unsustainable structures, buildings, and infrastructure of the twentieth century with the exciting, modern, profitable, and sustainable built environment of the twenty-first century, all while celebrating and preserving the heritage and culture of the community.

This TDDP uses the flexibility of the Transit District Overlay and Mixed-Use Infill Zones to create a hybrid form-based code that reflects nationwide best practices in land use regulation within the context of the complex, outdated, and suburban-focused Prince George's County Zoning Ordinance.

This TDDP includes Transit District Standards intended to regulate new development and redevelopment within the Transit District. The Transit District Standards establish a consistent design framework to ensure form, placemaking, and human-scale development. Property owners, residents, real estate professionals, and other interested parties should consult the Transit District Standards to gain an understanding of the form and type of development that is desired within the Transit District. These standards replace many of the development regulations of the underlying zones. The intent is to create a one-stop reference that clearly describes the process, standards, and guidelines governing the approval of development applications within the Transit District.

General Applicability and Administration | Applicability

All references within this document to the “Transit District” refer to the Prince George’s Plaza Transit District. All references within this document to properties in the T-D-O Zone refer to properties within the Prince George’s Plaza Transit District. (See Map 23 on page 167.)

Except as explicitly described under Exemptions, all development in the Transit District is subject to the policies, strategies, and Transit District Standards within this TDDP.

Pursuant to Section 27-548.07(f) of the Zoning Ordinance, the Transit District Standards consist of:

- a. Mandatory Standards
- b. Guidelines

These standards and guidelines regulate urban design, landscaping, parking, building placement and size, the form and function of sidewalks, and other aspects of the built environment.

Mandatory standards are requirements.

Guidelines are additional criteria for development that the Planning Board and staff use in evaluating a development application. While guidelines are not mandatory requirements, their consideration is required and their incorporation strongly encouraged, where appropriate, for the proposed development.

All new development and redevelopment within the Transit District shall be consistent with the general intent and goals of the TDDP and demonstrate strict

compliance with the Transit District Standards.

Section 27-107.01 of the Zoning Ordinance defines development as “any activity that materially affects the condition or use of dry land, land under water, or any structure.” Redevelopment, rehabilitation, and renovation of existing structures are all forms of development. The Transit District Standards apply to both principal and accessory structures and uses.

As set forth in Section 27-108.01(a)(15) of the Zoning Ordinance, “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.” As set forth in Section 27-108.01(a)(19) of the Zoning Ordinance, **“The words ‘shall,’ ‘must,’ ‘may only,’ or ‘may not’ are always mandatory and not discretionary.”**

The word “may” is permissive. The word “should” is also construed as a permissive term and provides guidance on the intended development character.

References within this TDDP to “Standards” refer specifically to mandatory requirements of the Transit District Standards.

General Applicability and Administration | Relationship to Zoning Ordinance and Other Requirements

Transit District Standards within this document replace comparable standards and regulations required by the Zoning Ordinance of Prince George's County. Wherever a conflict between the Prince George's Plaza TDDP and the Prince George's County Zoning Ordinance or Landscape Manual occurs, the TDDP shall prevail. For development standards not covered

by the Prince George's Plaza TDDP, the Zoning Ordinance, and the Landscape Manual shall serve as the requirement as stated in Section 27-548.04, unless explicitly stated otherwise in this TDDP. All development shall comply with all relevant federal, state, County, and local regulations and ordinances.

General Applicability and Administration | Uses

The Prince George's Plaza Transit District includes properties classified in the M-X-T, M-U-I, R-10, R-18, R-20, R-55, R-80, O-S, and R-O-S Zones.

This TDDP permits or prohibits certain uses in accordance with Sections 27-548.05(b) and 27-548.05(c) of the Zoning Ordinance to limit uses that are incompatible with, or detrimental to, the goals of the Transit District and purposes of the T-D-O Zone and to eliminate the need for special exceptions.

Over the years, the Zoning Ordinance has been repeatedly amended to permit incompatible or inconsistent uses within residential or commercial zones. This TDDP strives to regulate the use of property consistent with the intent of its underlying zone. In this Transit District, the Reserved Open Space and Open Space zones are reserved, generally, for open

space and public recreational uses. The single-family detached residential zone is reserved for single-family detached residential development. The single-family attached residential zone is reserved for attached residential development. Mixed-use development is permitted in the mixed-use zones, but not in the lower-density residential zones.

Uses that would normally require a special exception in the underlying zone are permitted uses if the permitted use tables in the TDDP so provide. The Transit District Standards may also restrict or prohibit such uses. Where a special exception use is not provided for in the TDDP, an amendment of the plan shall be required to permit the use. Section 27-548.05(b)(2) also authorizes a TDDP to permit the addition of uses that are otherwise prohibited for a lot in the underlying zone.

General Applicability and Administration | Properties Zoned T-D-O/M-X-T

MX1 The Mixed-Use Transportation-Oriented (M-X-T) Zone in the Transit District is intended for the development of a mix of uses on each property classified in that zone. The TDDP establishes regulations and permitted and prohibited uses within, or for, properties classified in the M-X-T Zone. The Transit District Standards replace any regulation concerning development in the M-X-T Zone, except as described in MX2.

MX2 All property in the Transit District is exempt from Conceptual Site Plan requirements.

MX3 Section 27-547(d) of the Zoning Ordinance does not apply in this Transit District; any Conceptual Site Plan or DSP approved after July 19, 2016 within the T-D-O/M-X-T Zone will include at least two unique uses permitted in the Table of Uses for this TDDP, and will ultimately be present in every development in the T-D-O/M-X-T Zone.

General Applicability and Administration | Public Improvements

Within the Transit District, the property owner is required to construct and may be required to maintain, all the streetscape improvements on the proposed development site. These improvements may include but are not limited to, the installation of sidewalks, curbs, and gutters; street trees; street furnishings; and the undergrounding of utilities in accordance with any comprehensive undergrounding program that may be established to implement the recommendations of the TDDP. Required public improvements may also involve the construction of

new streets and trails to meet the connectivity goals of the plan. The extent of the improvements shall be proportionate to the scope of the project.

The property owner may (a) perform construction and maintenance themselves, or (b) enter into an agreement with Prince George's County, a municipality, and/or a third party authorized to construct and maintain said improvements, or some combination of the two options.



General Applicability | Public Improvements | *Streets and Sidewalks* and Administration

The Transit District Standards establish mandatory requirements for construction of streets and sidewalks. Unless otherwise stated, references to “sidewalks” throughout this TDDP refer to all of the required and provided frontage zones collectively. The challenge of fiscal constraints demands flexibility and leeway in the construction and maintenance of these critical thoroughfares.

This TDDP anticipates that all new streets and sidewalks will either be owned and maintained by private property owners, owned by private property owners but maintained by a third party, or owned and maintained by the City of Hyattsville. The TDDP does not anticipate a role for the Department of Public Works and Transportation (DPW&T) in the maintenance of new streets.

As DPW&T will not maintain sidewalks within the Transit District, construction of frontage improvements as required by this TDDP shall not be required to conform to DPW&T’s Specifications and Standards for Roadways and Bridges.

Where the Transit District Standards for sidewalk construction between a street curb and a building face conflict with the street standards of Prince George’s County or the City of Hyattsville, the Transit District Standards shall apply.

Within the street curbs, new streets within the City of Hyattsville shall be constructed to the city’s street design standards. New streets outside of the City of Hyattsville shall be constructed to the Transit District Standards for street design.

General Applicability | Public Improvements | *Issuance of Permits* and Administration *in the Public Right-of-Way*

Section 27-259(g) of the Zoning Ordinance identifies the requirements for District Council approval of a permit application within a proposed right-of-way. Such permits may only be issued if the proposed project “does not compromise the integrity” of the TDDP.

RW1 This TDDP amends the 2009 *Approved Countywide Master Plan of Transportation* to add a new two-lane street with on-street parking and bicycle lanes extending Toledo Road west to Toledo Terrace. No building or use and occupancy permits shall be issued for any structures within this proposed right-of-way; the issuance of such permits will compromise the integrity of the TDDP.

General Applicability and Administration | Residential Development

RD1 The Transit District Standards replace all regulations in Part 5 of the Zoning Ordinance concerning residential development within the Transit District, except maximum density. **Where the Transit District Standards are silent on an element otherwise regulated by Part 5 of the**

Zoning Ordinance, that element is not regulated within the Transit District.

RD2 Single-family detached housing is only permitted in the T-D-O/R-80 zone.

General Applicability and Administration | Signs

SG1 The Transit District Standards control the type, form, size, and location of signs within the Transit District, except where specifically exempted in the Exemptions section. The intent of the Transit District Standards is not to regulate the content, color, or lighting of signs, how signs are attached to structures, or the materials used to construct signs.

SG2 This TDDP replaces the following sections of Part 12 of the Zoning Ordinance:

- 27-591: Sign Measurement
- 27-592: Illumination
- 27-593: Prohibited Signs
- 27-602: Signs Exempt from Sign Permit
- 27-604: Signs within Proposed Rights-of-Way
- Division 3: Design Standards

SG3 Signs not expressly identified in, or exempt from, the Transit District Standards are prohibited.

SG4 New signs in a development requiring a detailed site plan (DSP) will be reviewed in the DSP process for compliance with the Transit District Standards. New signs for development not otherwise requiring a DSP will be reviewed in the permit review process for compliance with the Transit District Standards.



General Applicability and Administration | Landscape

Except as modified or referenced by the Transit District Standards, the provisions of the Landscape Manual regarding alternative compliance and buffering incompatible uses do not apply within the Transit District.

LM1 Pursuant to Section 27-548.06(c)(1) of the Zoning Ordinance, the Transit District Standards include “additional or reduced landscaping, screening, and buffering measures to meet the goals of the Transit District and the purposes of the T-D-O Zone.”

LM2 If an application is exempt from the Transit District Standards, conformance to the Landscape Manual is required.

LM3 Table 41 describes the locations an applicant should consult to determine applicable landscaping standards. For the purposes of this table, N/A refers to elements that are not regulated in this Transit District by the Landscape Manual or the TDDP. Regulations contained in the Landscape Manual for sections marked “N/A” do not apply to development applications subject to the Transit District Standards.

Table 41. Landscape

Prince George's County Landscape Manual			
Section 1	General Information and Procedures	LM	TDDP
1.1	Applicability		N/A
1.2	Approval Process		N/A
1.3	Alternative Compliance		N/A
1.4	Plant Substitutions	x	
1.5	Certification of Installation of Plant Material	x	
1.6	Maintenance and Enforcement	x	
1.7	Certificate of Landscape Maintenance	x	
Section 2	Plan Preparation	LM	TDDP
2.1	Preparation of Landscape Plans	x	
2.2	Submittal Requirements	x	
Section 3	Landscape Elements and Design Criteria	LM	TDDP
3.1	Design Elements	x	
3.2	Design Criteria: Functional and Aesthetic Value Plants	x	
3.3	Landscape Functions	x	
3.4	Landscape Elements		x
3.5	Landscape Design Considerations		x
Section 4	Landscape Standards	LM	TDDP
4.1	Residential Requirements		x
4.2	Requirements for Landscape Strips Along Streets		x
4.3	Parking Lot Requirements		x
4.3-1	Parking Lot Interior Planting Requirements		x
4.4	Screening Requirements		x
4.5	Stormwater Management Facilities		N/A
4.6	Buffering Development from Streets		x
4.7	Buffering Incompatible Uses		N/A
4.8	Landscape Requirements in a Regional Urban Community		N/A
4.9	Sustainable Landscaping Requirements		x
4.10	Street Trees Along Private Streets		x
Section 5	Glossary of Terms	LM	TDDP
	Terms	x	

General Applicability and Administration | Site Plan Review

To encourage development pursuant to the TDDP, and to expedite approval of proposed development, the Prince George's Plaza TDDP establishes the site plan requirements governing development within the Transit District.

Section 27-548.08(a)(1) of the Zoning Ordinance states that the “applicability section of the Transit District Standards may exempt development projects from Conceptual and/or DSP review or limit the review of specific types of development or areas of the Transit District.”

Unless specifically exempted by this Applicability Section, all development is subject to the following site plan requirements:

SP1 Except as identified in the section titled Exemptions, all development in the Transit District requires an approval of a Detailed Site Plan (DSP).

SP1.1: Applicants in the Prince George's Plaza Transit District are required to demonstrate clear, strict compliance with the Standards and consideration of the Guidelines in their DSP application.

SP1.2: All property in the Transit District is exempt from the site plan requirements in Section 27-546, but subject to the DSP requirements of this TDDP and Section 27-548.08(c).

SP2 All property in the Transit District is exempt from Conceptual Site Plan requirements. Applicants may submit a Conceptual Site Plan for review and approval by the Planning Board should they so desire.

SP3 Pursuant to Section 27-548.08(c)(2), a Detailed Site Plan in a Transit District does not have to conform to a previously-approved Conceptual Site Plan. Accordingly, Conceptual Site Plans approved prior to July 19, 2016 have no bearing on the approval of a DSP for development in the Transit District. Regardless of previous Conceptual Site Plan approval, all DSPs shall strictly conform to the current Transit District Standards.

SP4 The Planning Director is authorized to approve the following amendments administratively pursuant to Section 27-548.08(a)(1) and Section 27-289(c)(1), (3), (4), (5), (6), (7), and (8) of the Zoning Ordinance:

SP4.1: An increase of no more than 50 percent in the gross floor area of a building.

SP4.2: The redesign of parking or loading areas, provided there is no net increase in the number of surface parking spaces.

SP4.3: The redesign of a landscape plan.

SP4.4: New or alternative architectural plans that are equal or superior to those originally approved, in terms of overall size and quality.

SP4.5: Changes to any other plan element determined by the Planning Director to have minimal effect on the overall design, layout, quality, or intent of the approved site plan.

SP5 The following information is required to be submitted as part of a DSP application:

SP5.1: All information required by Section 27-282, DSP Submittal Requirements.

SP5.2: The location of build-to lines and frontage zones.

SP5.3: Description of the physical appearance of proposed buildings, frontage zones, plazas, and other publicly accessible open space, through the use of full-color architectural elevations of façades (seen from public areas), or through other illustrative drawings, photographs, or renderings, including details about anticipated or proposed programming or events to be hosted at public open spaces.

SP5.4: A photometric plan, showing exterior lighting of all buildings, parking areas, driveways, and pedestrian ways, including the heights, number, size, and type of fixtures. The plan shall also show the amount of illumination (measured in foot-candles).

SP5.5: A graphic depiction of the location of all circulation elements, including bicycle, pedestrian, and vehicular rights-of-way, trails, sidewalks, alleys, and other paths of travel and connections within and between abutting properties, including the locations of master-planned rights-of-way and proposed improvements to existing County or state roadways, trails, or rights-of-way proposed to be constructed and/or maintained by applicant, including improvements required by an approved preliminary plan of subdivision or written agreement with County or state agencies.

SP5.6: The location, design, size, lighting, and all other features of signs (except signs within, and not generally visible from outside of, buildings).

SP5.7: A signed and dated justification statement listing each standard (but not guideline) in this TDDP, and how the proposed development complies with each standard. In addition, this statement shall include an explanation of instances when the proposed development cannot comply with particular standards or guidelines, and justification of any alternate standards or proposed amendments to the standards to meet the intent of the TDDP. This statement should include planning objectives to be achieved by the proposed development, a description of the character of the development and the rationale behind the assumptions and choices made by the applicant.

SP5.8: Any pertinent Memorandum of Understanding (MOU) between a car-sharing corporation or company and the applicant pursuant to Section 27-548.09.02.

SP5.9: Any pertinent MOU between a state or public agency and the applicant affecting development within the Transit District. These would include, but not be limited to, agreements with public agencies pursuant, or in addition, to this TDDP for infrastructure improvements or concerning height bonuses.

SP5.10: A development schedule indicating the sequence and phasing of development and the approximate dates when construction can be expected to begin and to be completed.

SP5.11: A vehicular and bicycle parking schedule and plan.

SP5.12: A separate statement of justification, including standard cross-sections and other pertinent graphics, for any proposed waivers or departures from DPW&Ts Specifications and Standards for Roadways and Bridges (within the curbs of County roads) or the City of Hyattsville's street design standards (within the curbs of city streets.)

SP5.13: For DSPs submitted after the creation of a Transportation Management Association pursuant to Subtitle 20A, membership agreements in the TMA, if applicable.

General Applicability and Administration | Site Plan Review | Mixed-Use Projects

In addition to the required information in SP5.1 through SP5.13,

SP5.14: The density and floor area ratios proposed for each use, and how they were calculated.

General Applicability and Administration | Modification of the Transit District Standards

Modification of the Transit District Standards is permitted through a process described in Sections 27-548.08 and 27-548.09.01 of the Zoning Ordinance.

Exemptions

The following section describes specific exemptions from part or all of the Transit District Standards and DSP review. Unless specifically described otherwise, additions, expansions, or extensions of buildings, structures, and uses not subject to an exemption identified in this section are subject to DSP review, and are only required to conform to the Transit

District Standards for the area of the addition, expansion, or extension of the building, structure, or use. Adding on, expanding, or extending a building or use to an extent that requires conformance to the Transit District Standards or DSP review only requires such conformance for the addition, expansion, or extension.

Exemptions | Legally Existing Development

E1 Until a Detailed Site Plan (DSP) is submitted, all buildings, structures, and uses, which were lawful or could have been certified as legal nonconforming uses pursuant to Section 27-244 of

the Zoning Ordinance on July 19, 2016, are exempt from the Transit District Standards and are not nonconforming.

Exemptions | Legally Existing Parking And Loading

E2 Until a DSP is submitted, all legally existing parking and loading spaces in the Transit District that were lawful on July 19, 2016 need not be reduced, are

exempt from the Transit District Standards and DSP review, and are not nonconforming.

Exemptions | Parking Facilities

E3 Resurfacing, adding landscaping to parking facilities, and the retrofit of parking facilities with Environmental Site Design stormwater management features pursuant to Section 32-175 of the Water Resources Protection and Grading Code, are exempt from the Transit District Standards and DSP review if the parking facilities were lawful, legally nonconforming, or were made not nonconforming on July 19, 2016, and remain in conformance with all previously applicable regulations. New parking areas that result in the addition of five or fewer parking spaces are exempt from the Transit District Standards and DSP review but shall comply with any applicable

parking and landscaping regulations of the Zoning Ordinance and the Landscape Manual.

E4 Restriping of parking facilities to accommodate parking for the disabled, expectant mothers, car-sharing services, or emergency vehicle access and parking is exempt from the Transit District Standards and DSP review only if such restriping results in no net addition in the number of general purpose surface parking spaces. Restriping of surface parking facilities that results in an addition of general purpose parking spaces is prohibited.

Exemptions | Single-Family Residential Dwellings

E5 On July 19, 2016, no single-family residential dwellings existed within the Transit District. Construction of single-family residential dwellings within the Transit District is subject to the Transit District Standards and DSP review. Subsequent additions or modifications to any single-family residential dwelling are exempt from the Transit

District Standards and DSP review if the residential use continues. A new single-family dwelling unit built to replace one destroyed by fire, flood, or other natural disaster shall also be exempt from the Transit District Standards for up to five years from the date of loss.

Exemptions | Multifamily Development

E6 An addition to a multifamily residential structure that was lawful or could have been certified as nonconforming pursuant to Section 27-244 of the Zoning Ordinance on July 19, 2016 is exempt from the Transit District Standards and DSP review if the

addition (and the accumulated sum of all additions since July 19, 2016) does not increase the gross floor area (GFA) by more than 15 percent or 5,000 square feet, whichever is less.

Exemptions | Nonresidential Development

E7 An addition to a nonresidential structure, other than an integrated shopping center, that was lawful or could have been certified as nonconforming pursuant to Section 27-244 of the Zoning Ordinance on July 19, 2016, is exempt from the Transit District

Standards and DSP review if the addition (and the cumulative sum of all additions since July 19, 2016) does not increase the GFA by more than 15 percent or 5,000 square feet, whichever is less.

Exemptions | Existing Shopping Centers

E8 An attached nonresidential addition to any existing building that is part of an integrated shopping center that was lawful or could have been certified as nonconforming pursuant to Section 27-244 of the Zoning Ordinance on July 19, 2016 is exempt from the Transit District Standards and DSP review if the addition (and the accumulated sum of all additions since July 19, 2016) does not increase the GFA by more than 15 percent of the total GFA of the integrated shopping center (excluding single-use pad sites) as it existed on July 19, 2016.

Any addition which causes an integrated shopping center to exceed this threshold, and all subsequent nonresidential additions, require the approval of a DSP pursuant to Exemption E1 and such additions are subject to the Transit District Standards.

E9 All other development on the site of an integrated shopping center not attached to an existing integrated shopping center, including, but not limited to, pad sites, shall require the approval of a DSP and conformance to the Transit District Standards.

Exemptions | Nonresidential Development

E10 Additions proposing any residential or residential mixed-use development at an existing integrated shopping center, whether it is a physical

addition to an existing integrated shopping center or not, shall be subject to the Transit District Standards and DSP review regardless of size.

Exemptions | Alteration and Rehabilitation

E11 Permits for alteration and rehabilitation, are exempt from the Transit District Standards and DSP review only if the existing or proposed use is permitted by this TDDP, and the alteration or

rehabilitation does not increase the GFA by more than 15 percent or 5,000 square feet, whichever is less.

Exemptions | Other

E12 The following are exempt from the Transit District Standards and DSP review if the existing or proposed use is permitted.

E12.1: Decks.

E12.2: Ordinary maintenance that does not require a permit.

E12.3: Changes in permitted use or occupancy.

E12.4: Changes in ownership.

E13 Fences are exempt from DSP review but subject to the Transit District Standards at the time of Building Permit, where required.

Exemptions | Signs

E14 Existing signs for an existing use, building, or structure that was lawful or could have been certified as a legal nonconforming use on July 19, 2016, are exempt from the Transit District Standards and are not nonconforming.

E15 New signs for an existing use, building, or structure that was lawful or could be certified as a legal nonconforming use on July 19, 2016, are subject to the Transit District Standards at the time of Sign Permit and are exempt from DSP review.

E16 Adding lighting to an existing sign is exempt from the Transit District Standards.

E17 Converting a lighted sign to an electronic sign represents a change in sign type and requires conformance to the Transit District Standards at the time of Sign Permit and is exempt from DSP review.

E18 Refacing of an existing sign, including repair or replacement of a pole or sign support, with no increase in sign area, or increase in the height of a freestanding sign, is exempt from the Transit District Standards and DSP review.

E19 Wayfinding, destination, and community signs, or signs directing drivers, bicyclists, or pedestrians to a public/shared parking facility, installed by a public agency, business improvement district, or other quasi public entity are exempt from the Transit District Standards.

E20 Temporary advertisements or public art displays in vacant or under construction ground-floor windows.

Transit District Standards | Purpose

The purpose of the Transit District Standards is to shape the character of the built environment and fulfill the recommendations of the Prince George's Plaza Transit District Development Plan to create a walkable, mixed-use downtown. An essential

component of any downtown is the public realm—streets, sidewalks, squares, and other open spaces—that creates the spine of a successful downtown, fosters community activity and provides a distinct sense of place (identity).

Transit District Standards | Organization

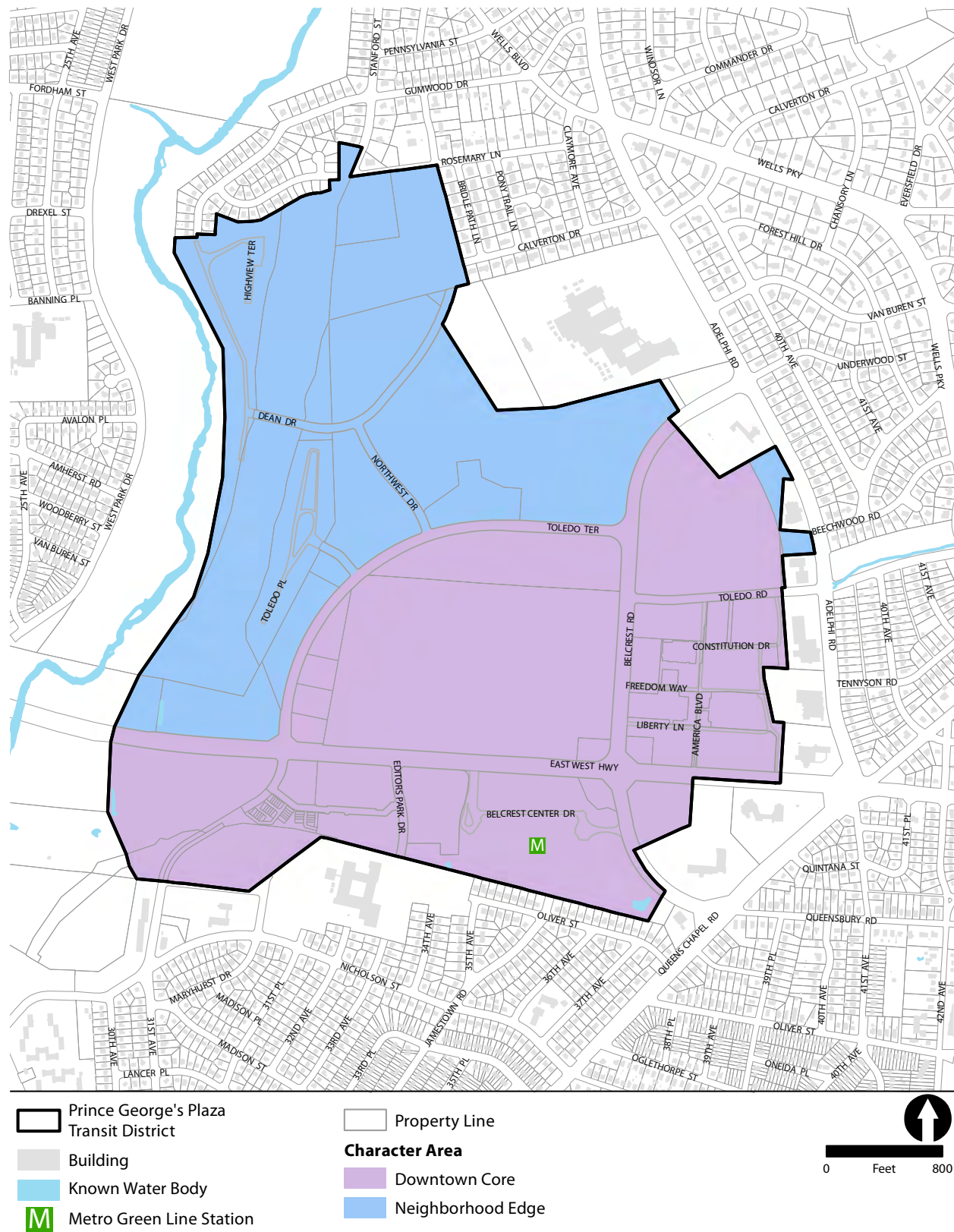
The Transit District Standards are organized into three sections. The General Standards cover the entirety of the Transit District and govern all new development, and redevelopment located within its boundaries. They regulate the creation of a public realm, including streets, frontage zones, block size, building form, parking, and architecture. The Transit District consists of two distinct character areas: the Downtown Core and the Neighborhood Edge. Unique standards are provided for each. The General Standards should be consulted first, followed by those for the Downtown Core or Neighborhood Edge.

NOTE

The Transit District Standards consist of tables, cross-sections, and text. Graphics and tables containing standards are clearly labeled as “Standards.” Information found within tables labeled “Standards” represent mandatory requirements.

Dimensions identified in cross-sections of private streets to be constructed outside of the City of Hyattsville represent mandatory requirements. Dimensions identified in cross-sections of existing and proposed state, County, and municipal streets are illustrative in nature.

Map 32. Character Area Map



Key Definitions | Streets

The street network is the backbone upon which the entire Transit District will be built and represents the most important public and civic space. Existing and

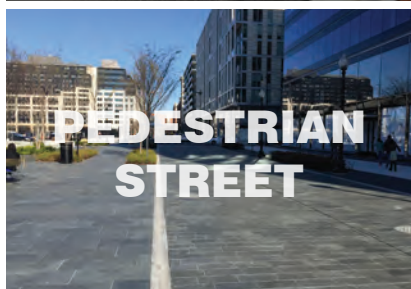
new streets within the Transit District are to be classified into five general categories:



"A" Streets are the main streets throughout the Transit District. These streets convey a significant portion of the vehicular and transit traffic and provide an excellent pedestrian experience. These streets have characteristics that promote and encourage safe, comfortable, and convenient walking such as buildings and entrances fronting the street, wide sidewalks, crosswalks, street trees, well-designed street lighting, narrow curb-to-curb dimensions, small curb radii, on-street parallel parking, and lower traffic speeds.



"B" Streets are thoroughfares intended for automobile-related functions, such as access to parking lots or garages and loading docks. They are less accommodating of pedestrians.



Pedestrian Streets are thoroughfares that can function as traditional vehicular streets but they may be closed to traffic or otherwise limited to pedestrian access during specified times, for events, etc. The focus of these streets are an attractive pedestrian experience; these streets often serve as gathering places, host events such as street festivals, and provide pedestrian access to buildings.

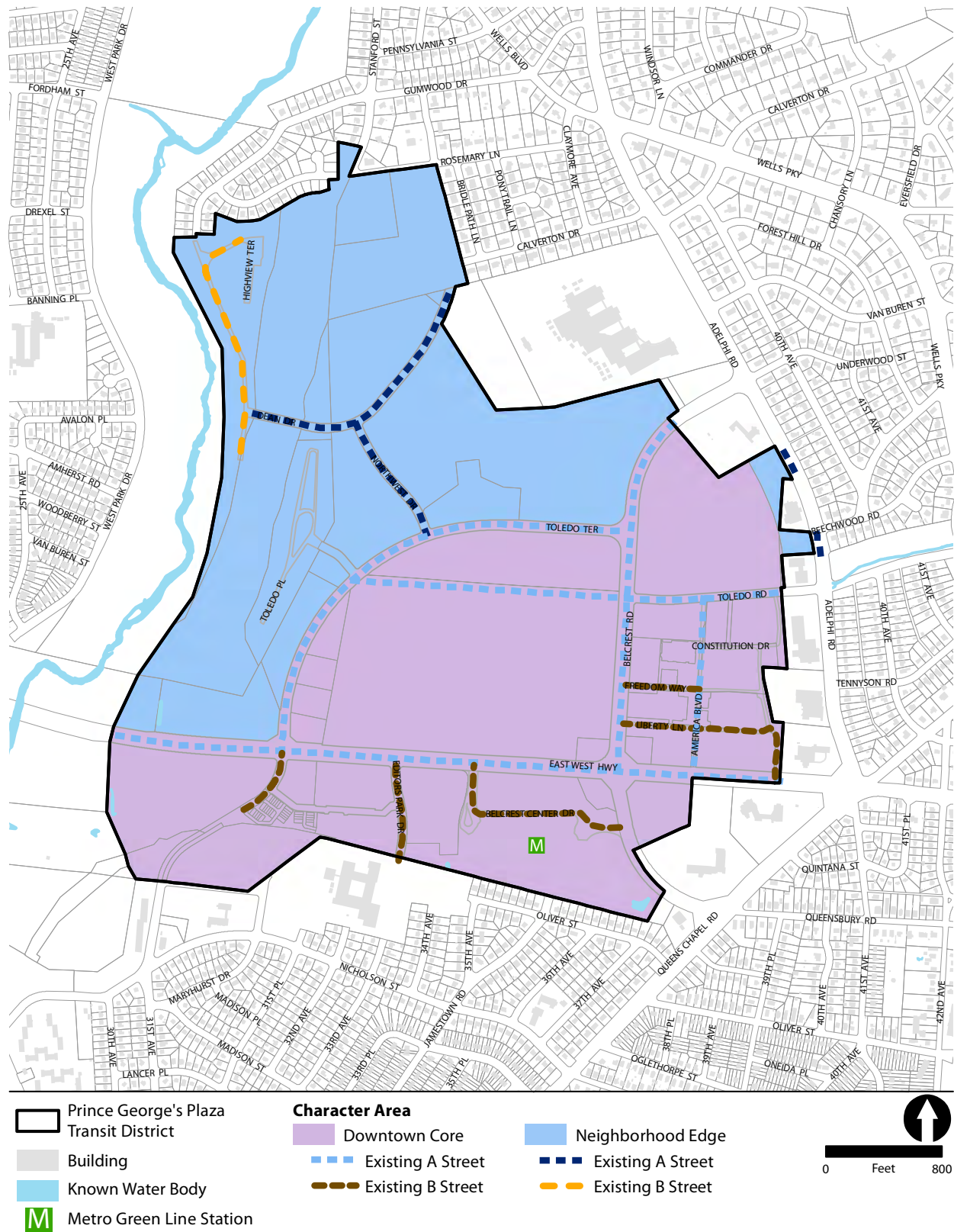


Promenades are attractive civic spaces that provide safe, shared-use connections between other streets. Promenades provide comfort and convenience for pedestrians and bicyclists. Through vehicular traffic is strictly prohibited on Promenades, except for emergency and service vehicles. They have characteristics that support walking and bicycling, such as buildings and entrances that may front the Promenade, wide sidewalks, street trees, and well-designed street lighting. They also serve as a connection from the front façade of the building to the rear of the building.



An Alley is a narrow service thoroughfare that permits access to the rear of a property. Alleys may provide access to off-street parking and typically are used for utility easements, service, and trash removal.

Map 33. Existing A and B Streets



Key Definitions | Frontage Zones

Frontage zones regulate the elements, configuration, and dimensions of the area between the street curb and the building façade. Frontage Zones begin at the face of the street curb and end at a Build-to Line.

The Transit District Standards establish the minimum depth of the Sidewalk Clear Zone and the Tree and Furnishing Zone. The remaining area of the Frontage Zone may vary in dimensions by adding Retail, Residential, and/or Buffer Zones, up to the total required amount of Frontage Zone.

Buffer Zone: The area between the face of the curb and the Tree and Furnishing Zone that provides the minimum necessary separation between objects and activities in the street and a buffer necessary for tree roots between road curb and gutter.

Tree and Furnishing Zone: This zone is immediately adjacent to the Buffer Zone and is defined primarily by a line of street trees contained either in tree pits or planting strips. This zone may

include furnishings such as lampposts, benches, trash receptacles, planters, innovative stormwater management features, and similar street furnishings.

Sidewalk Clear Zone: Intended to provide unobstructed passage for pedestrians along the path of a sidewalk.

Retail Zone: In addition to café seating in front of restaurants and cafés, this zone can be used for outdoor retail displays and other retail-related activities. In the absence of such uses, the zone can be furnished with benches, planters, and other items consistent with a retail environment.

Residential Zone: This zone only occurs in the Neighborhood Edge and is intended primarily as a landscaped buffer between the building face and the Sidewalk Clear Zone. Landscaping elements may include grass yards, raised integrated planters, continuous planting beds, and other items consistent with a residential frontage.

Key Definitions | Build-To Line/Zone

Build-to Line (BTL), Front: A line, running parallel to the street curb and measured from its face, to which a defined portion of the front of a building shall be built. Where the front of a lot abuts a street, the rear edge of the frontage zone serves as the minimum front BTL. Where the front of a lot does not abut a street, the front lot line shall serve as the minimum front BTL.

Build-to Line, Side: A line, to which a defined portion of the side of a building in the Downtown Core shall be built. Where the side of a lot abuts a street, the rear edge of the frontage zone serves as the side BTL. Where the side of a lot does not abut a street, at least one side lot line shall serve as the side BTL.

Minimum Front Build-To Line: The closest to the street curb a building may be built.

Maximum Front Build-To Line: The furthest from the street curb a building may be built.

Build-to Zone (BTZ): The area between a minimum and maximum front build-to line, within which a defined portion of the front of a building shall be built. This T-D-O Zone uses a BTZ to define an area where buildings shall front, rather than a uniform BTL throughout a block, to permit architectural articulation along a street.

The Transit District Standards do not regulate rear build-to lines or rear setbacks.

Figure 7. Downtown Core Frontage Zones



Figure 8. Neighborhood Edge Frontage Zones



Streets and Frontage | Intent

To create a network of walkable, safe, and attractive streets, interior-block pathways, and building frontages that are attractive, easy to navigate, and

accessible to all users regardless of age, physical condition, or travel mode.

Streets and Frontage | Streets

Standards

- A street hierarchy is established between primary and secondary streets. Building form, entries, and service functions are tailored to the specific role of each. All new and existing streets shall be classified as one of the following, in order of importance:
 - » A Streets
 - » B Streets
 - » Pedestrian Streets
 - » Promenades
 - » Alleys
- All new A and B Streets constructed within the City of Hyattsville shall be constructed to the City of Hyattsville's Street Design Standards.
- All other new streets shall be constructed to the Transit District Standards; travel lanes may be constructed to less than 11 feet in width only with the written permission of the Director of the Department of Permitting, Inspections and Enforcement.
- Except where natural resource conservation, parkland, or vertical changes in grade that exceed the maximum grade permitted for construction of
 - a road prevent connection to another street, forcing the creation of a dead-end, all streets shall terminate at other streets, forming a network.
- Alleys or service drives, where necessary, shall be included within blocks and shall not divide one block from another.
- Medians shall be prohibited on all new private streets and are discouraged on all new public streets, except as needed to accommodate the Central Plaza recommended by Strategies TM3.2 and HD4.3.
- Along private streets, crosswalks shall be provided at all intersections and shall use highly visible markings and/or decorative alternative paving material.
- Along private streets, all signalized intersections with bike lanes, cycle tracks, or any type of bicycle facility as part of the road design shall include bike boxes that allow bicyclists to proceed on green ahead of motorized vehicles.
- Each end of all crosswalks within the Transit District shall have a dedicated curb ramp.

The City of Hyattsville will, upon application by the owner of a street or proposed street, accept dedication or conveyance of streets and rights-of-way (including frontage zones and sidewalks), subject to all of the following conditions:

- The street is located within the City of Hyattsville.
- The street is designed to the City of Hyattsville's Street Design Standards.
- Sufficient right-of-way exists to accommodate the frontage zones required by this TDDP.
- Approval by the Hyattsville City Council.

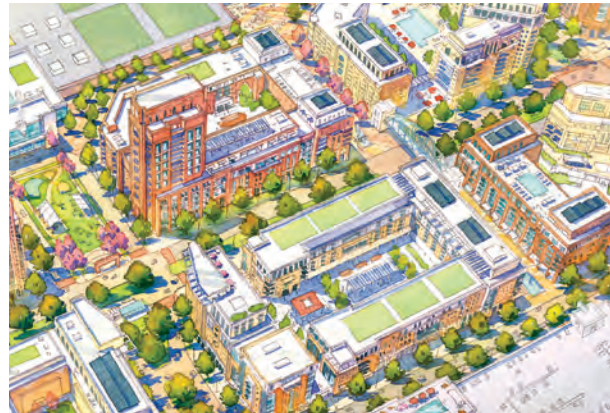
Guidelines

- Internal streets should provide access or connection, wherever possible, to adjacent properties within the Transit District.
- Along public streets, crosswalks should be provided at all signalized intersections and should use highly visible markings and/or decorative alternative paving material.
- Decorative paving that clearly defines an intersection of private streets is permitted.
- Promenades and Pedestrian Streets should only be constructed in the Downtown Core.

Streets and Frontage | Blocks

Standards

- The street network shall define blocks of up to 500 linear feet on each side. Each side of a block shall not be more than 500 linear feet from right-of-way to right-of-way.
- For all new redevelopment on existing block frontages of greater than 500 linear feet, a perpendicular A Street or B Street (or, in the Downtown Core, a Pedestrian Street) shall be constructed at no greater than a 500-foot interval from the nearest existing or proposed street.
- A block shall be divided by an A, B, or Pedestrian Street, or a Promenade, to allow a pedestrian or vehicular connection from the front of the block to the rear of the block.



Example of an illustration of a street network design with a maximum 500 feet block configuration.

- Alleys or service drives, where necessary, shall be included within blocks and shall not divide one block from another.

Streets and Frontage | Frontage Zones

- All existing and proposed A, B, and Pedestrian Streets shall have sidewalks on both sides constructed to the frontage standards prescribed in this plan. At a minimum, all sidewalks shall have a Sidewalk Clear Zone and a Tree and Furnishing Zone. Provision of Buffer Zones, Residential Frontage Zones, or Retail Zones is optional, as needed.
- Where Retail Zones are provided, they shall be located as follows:
 - » Retail Zone 1: Adjacent to the building.
 - » Retail Zone 2: If necessary to meet eating and drinking establishment seating needs, adjacent to, or integrated with, the Tree and Furnishing Zone.
- Tables 42 and 43 contain dimensional standards for frontage zones and new private streets. The Total Frontage Depth Requirements referenced in the text and identified in Table 44 and Figures 9-24 (see pages 213-230) reflect the minimum amount of frontage required for each street. The maximum amount of frontage permitted is equivalent to this minimum, plus 5 feet in the Downtown Core and the minimum plus 10 feet in the Neighborhood Edge.
- Individually, the Buffer Zone, Retail Zone, and Residential Zones have no dimensional requirements. Their dimensions will be governed by the amount of each zone needed to support the proposed development and the total amount of required frontage. (See Tables 42 and 43 on pages 211-212.)
- The Sidewalk Clear Zones and Tree and Furnishing Zones shall be consistent along a block.
- Primary building entrances or exits shall not open directly into a parking lot, onto a driveway (where permitted), side street, alley, loading dock, or other vehicle cartway.
- On A Streets, B Streets, Pedestrian Streets, or Promenades, no new public utilities, including, but not limited to, transmission or distribution lines and mechanical equipment, are permitted above-ground.



Example of a Downtown sidewalk.

Streets and Frontage | Build-To Lines and Zones

Standards

- The minimum BTL shall be established at the rear of the frontage zones (except for promenades).
- The total frontage depth requirement in Tables 42-43 and Figures 9-23 shall represent the distance between the street curb and BTL.
- The maximum BTL shall be 5 feet further from the curb in the Downtown Core, and 10 feet further from the curb in the Neighborhood Edge, than the minimum BTL.
- The area between the minimum and maximum BTL shall be the BTZ.

Streets and Frontage | Build-to Lines and Zones | *Building Entrances*

Standards

- Primary entrances shall be located at the front façade of the buildings. If a building fronts on both A and B Streets, Pedestrian Street, or Promenade, its primary entry shall be located on the A Street.
- Service entrances shall be at the rear of the building.

Streets and Frontage | Build-to Lines and Zones | *Articulation*

Standards

- Unless otherwise stated in the Transit District Standards, bays, balconies, cornices, and blade signs may only encroach across the build-to line for up to 25 percent of the building frontage.
- For multifamily residential buildings, bays, balconies, cornices, and shading devices shall not encroach across the build-to line beyond 10 feet.
- Porches and stoops may only encroach beyond the BTL within the Residential Frontage Zone for a maximum of nine feet.
- To provide visual interest and to reduce the perceived massing and scale of buildings, building architecture shall incorporate at least three of the following design elements:
 - » Colonnades
 - » Gables
 - » Hip roofs
 - » Towers
 - » Dormers
 - » Archways
 - » Covered entries
 - » Repetitive window openings
 - » Arched and corbelled parapets
 - » Cornices
 - » Transoms
 - » Other design elements deemed appropriate by the Planning Board.

Guidelines

- Architectural treatment is recommended at the expression line to provide a shadow line, pattern, or texture effect. The treatment may be molding, projection, material change, or architectural element that serves to separate the lower story from the upper stories of the building façade at that location.
- Roof lines, parapets, and building heights should be architecturally articulated, diverse in design form, and varied in height with adequately scaled and proportioned architectural cornices and applied treatments that complement the building's design.
- Upper-story wall treatment should be coordinated and complement the design of the lower-story façade.
- Along primary building façades facing streets, façade articulation should average a minimum of 50 feet.
- Blank walls should be avoided because they disrupt the street pattern and make an uninviting pedestrian experience; however, if necessary, blank walls should not be more than 10 to 20 feet wide.
- Building corners should be articulated.

Table 42. Downtown Core (DC) and Neighborhood Edge (NE) Frontage/Build-To Zone Standards: Existing Public Streets

CONTEXT	DOWNTOWN CORE				NEIGHBORHOOD EDGE			ALL
	MD 410 (East West Highway) (A)	Belcrest Road * (A)	Toledo Road (A)	Toledo Terrace (A)	Adelphi Road (A)	Northwest Drive (A)	Dean Drive (A)	All Existing (B)
Building Orientation (Entrance location)	Front	Front, side	Front, side	Front, side	Front	Front	Front	Front, side
Minimum Frontage Zone Depth/Build-To Line								
Tree and Furnishing Zone (Required)	6'	6'	6'	6'	7'	7'	7'	5'
Sidewalk Clear Zone (Required)	6'	6' East Side 5' West Side	6'	6'	8'	8'	8'	5'
Retail, Residential, and/or Buffer Zones (Total)	Varies as needed	Varies as needed	Varies as needed	Varies as needed	Varies as needed	Varies as needed	Varies as needed	Varies as needed***
Total Frontage Minimum Depth Requirement/ Minimum Build-To Line	20'	20' East Side 28' West Side*	20'	20'	18'	18'	18'	15'
Maximum Frontage Zone Depth/Build-To Line								
Total Frontage Maximum Depth Requirement/ Maximum Build-To Line	25'	5' East Side 33' West Side	25'	25' South/ East Side 30' North/ West Side	28'	28'	28'	20'
Off-Street Parking								
Off-Street Parking Type Permitted	Structured	Structured	Structured	Structured	Structured	Structured	Structured	Any
New Off-Street Parking Permitted on Side of Building	No	No	No	No	Yes	Yes	Yes	Yes
New Off-Street Parking Access	No	No	No	No	No	No	No	Yes
New Driveways Permitted	No	No	No	No	Yes	No	No	Yes
* West side Belcrest Road frontage zone integrates a 10' off-street cycle track (see Chapter 3). ***Small furniture or benches are encouraged in the retail zone.								

**Table 43. Downtown Core and Neighborhood Edge
Frontage/Build-To Zone Standards: New Streets**

CONTEXT	DOWNTOWN CORE				NEIGHBORHOOD EDGE	
	A Street	B Street	Pedestrian Street	Promenade	A Street	B Street
Building Orientation (Entrance location)	Front	Front, side	Front, side	Front, side	Front	Front
Minimum Frontage Zone Depth/Build-To Line						
Tree and Furnishing Zone	6'	5'	6'	n/a	7'	5'
Sidewalk Clear Zone	6'	5'	6'	n/a	8'	5'
Retail, Residential, and/or Buffer Zones (Total)	Varies as needed	Varies as needed***	Varies as needed	n/a	Varies as needed	Varies as needed
Total Frontage Minimum Depth Requirement/Minimum Build-To Line	20'	15'	18'	40'	18'	13'
Maximum Frontage Zone Depth/Build-To Line						
Total Frontage Maximum Depth Requirement/Maximum Build-To Line	25'	20'	23'	45'	28'	23'
Off-Street Parking						
Off-Street Parking Type Permitted	Structured	Any	None	None	Structured	Any
New Off-Street Parking Permitted on Side of Building	No	Yes	No	No	No	Yes
New Off-Street Parking Access	No	Yes	No	No	No	Yes
Driveways Permitted*	No	Yes			No	Yes

*New streets constructed within the City of Hyattsville are subject to the City's Street Design Standards.

***Small furniture or benches are encouraged in the retail zone.

**Table 44. Downtown Core and Neighborhood Edge
Street Design Standards: New Streets**

CONTEXT	DOWNTOWN CORE				NEIGHBORHOOD EDGE	
	A Street	B Street	Pedestrian Street	Promenade	A Street	B Street
Traveled Way*						
Number of Through Lanes**	2, 11-Foot	2, 11-Foot	2, 12-Foot	N/A	2, 11-Foot	2, 11-Foot
On-Street Parking Width	7' each side	7' each side	N/A	N/A	7' each side	7' one-side
Bicycle Accommodation	"Share Road" Signs	"Share Road" Signs	"Share Road" Signs	N/A	"Share Road" Signs	"Share Road" Signs
Curb to Curb	36'	36'	36'	N/A	36'	29'
Intersections*						
Curb Extensions Required (with on-street parking)	Yes	Yes	N/A	N/A	Yes	Yes
Minimum Curb Return Radii (if extensions not used)	10-15 ft.	10-15 ft.	10-15 ft.	5-10 ft.	10-15 ft.	10-15 ft.

*New streets constructed within the City of Hyattsville are subject to the City's Street Design Standards.

**Travel lanes may be constructed to less than 11 feet in width only with the written permission of the Director of the Department of Permitting, Inspections and Enforcement.

Figure 9. MD 410 (East West Highway) Illustrative Street Section

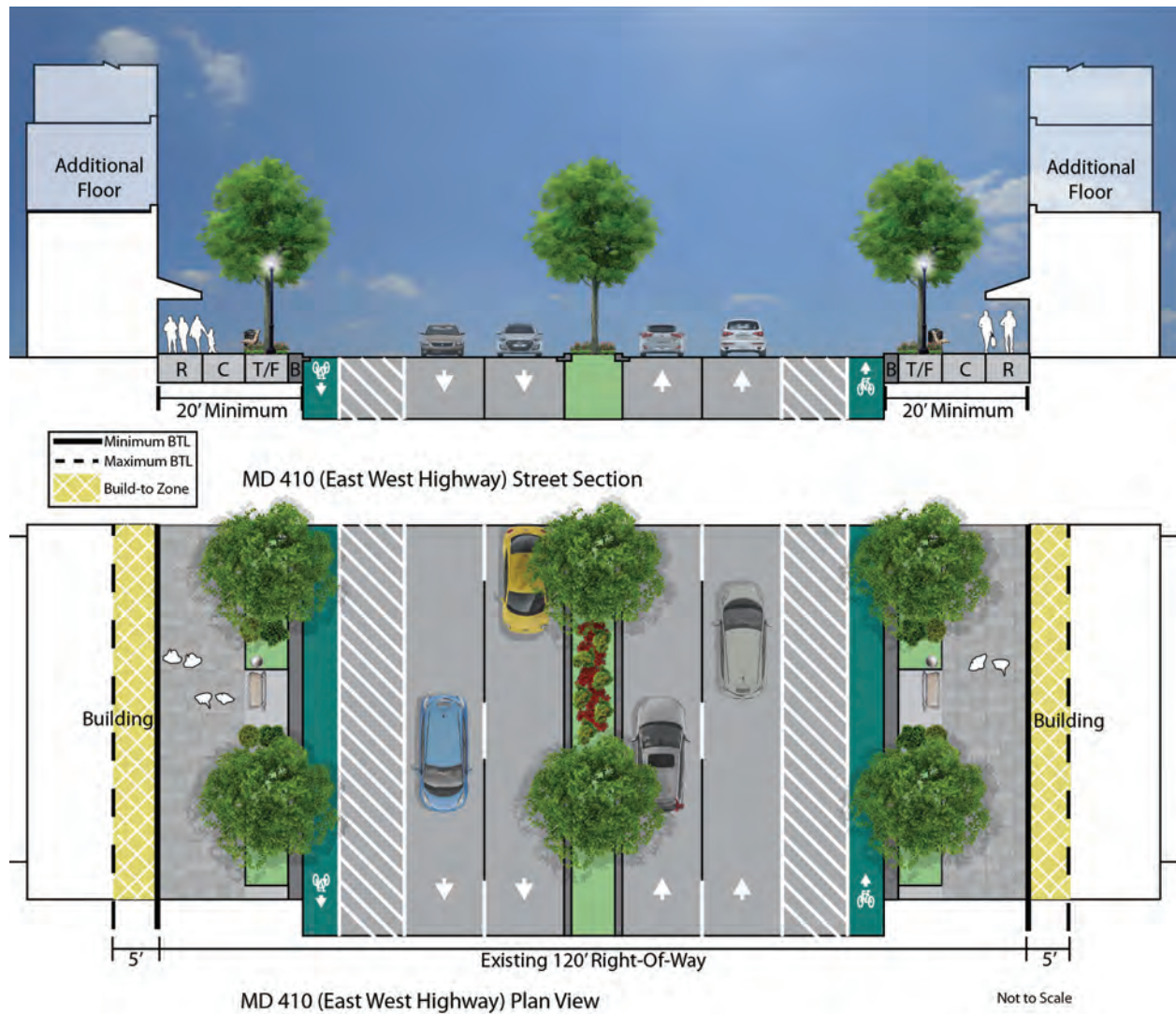


Figure 10. Belcrest Road (Toledo Terrace To Metro Entrance) Illustrative Street Section

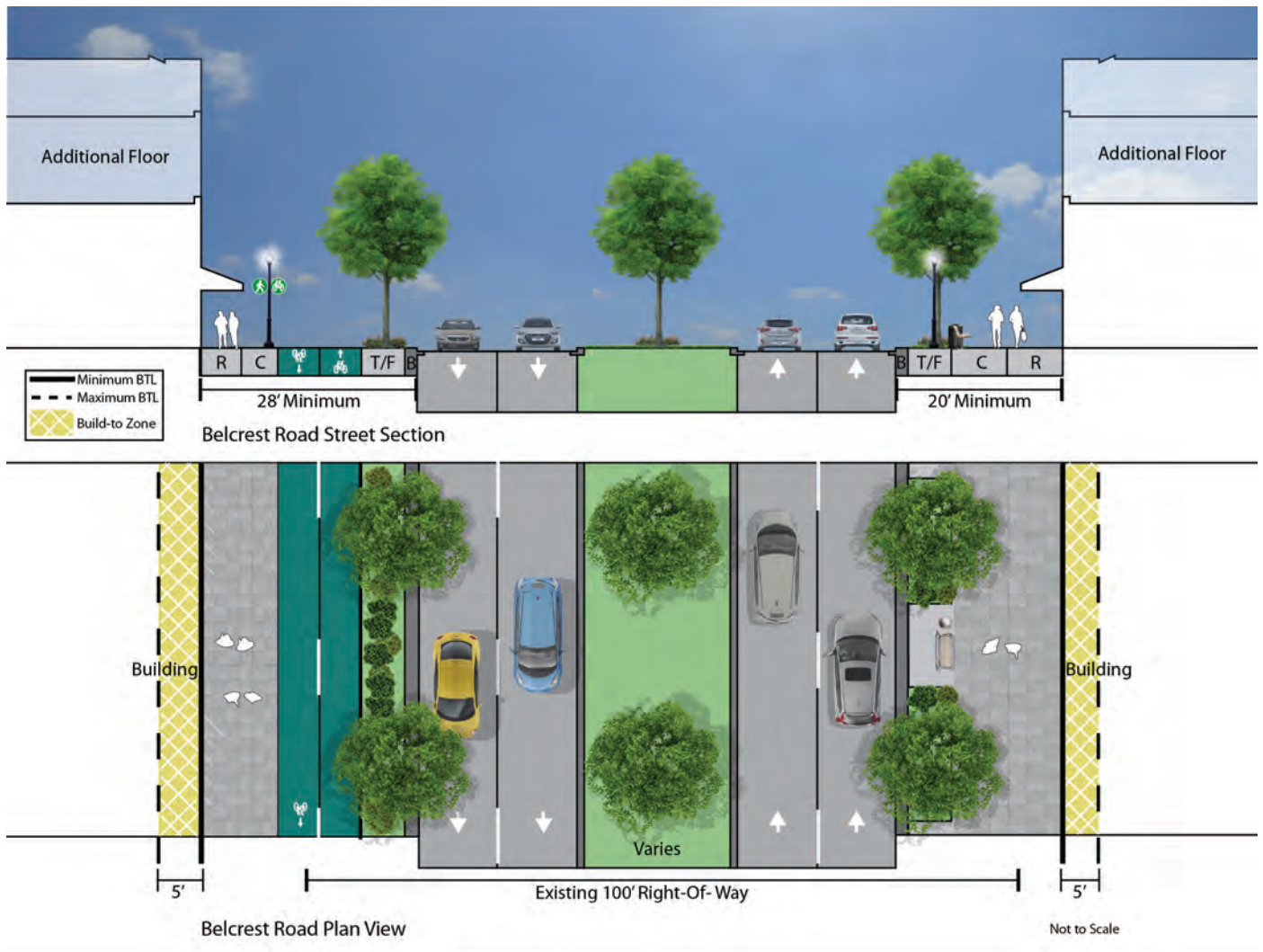


Figure 11. Toledo Terrace Illustrative Street Section

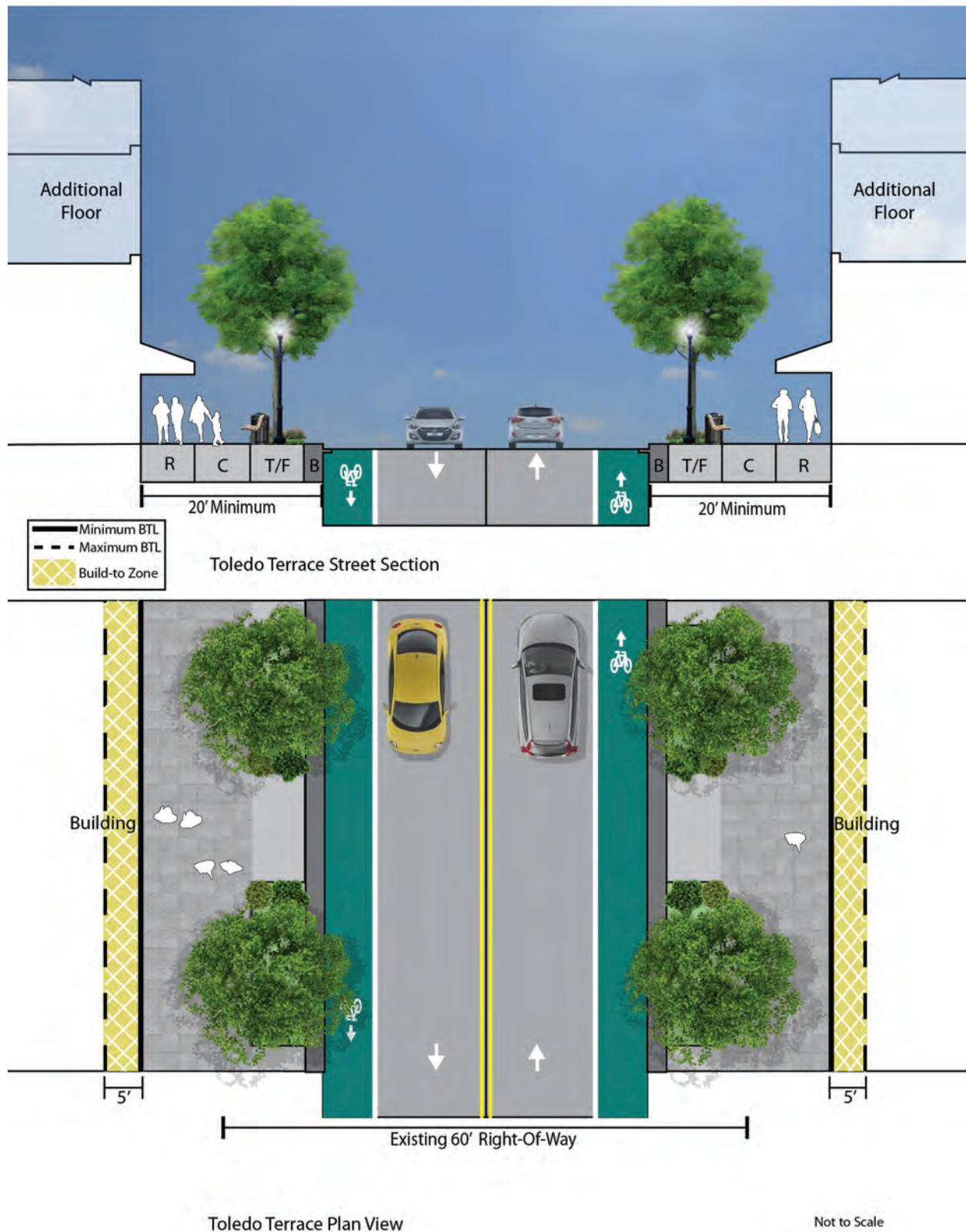


Figure 12. Toledo Road (Existing) Illustrative Street Section

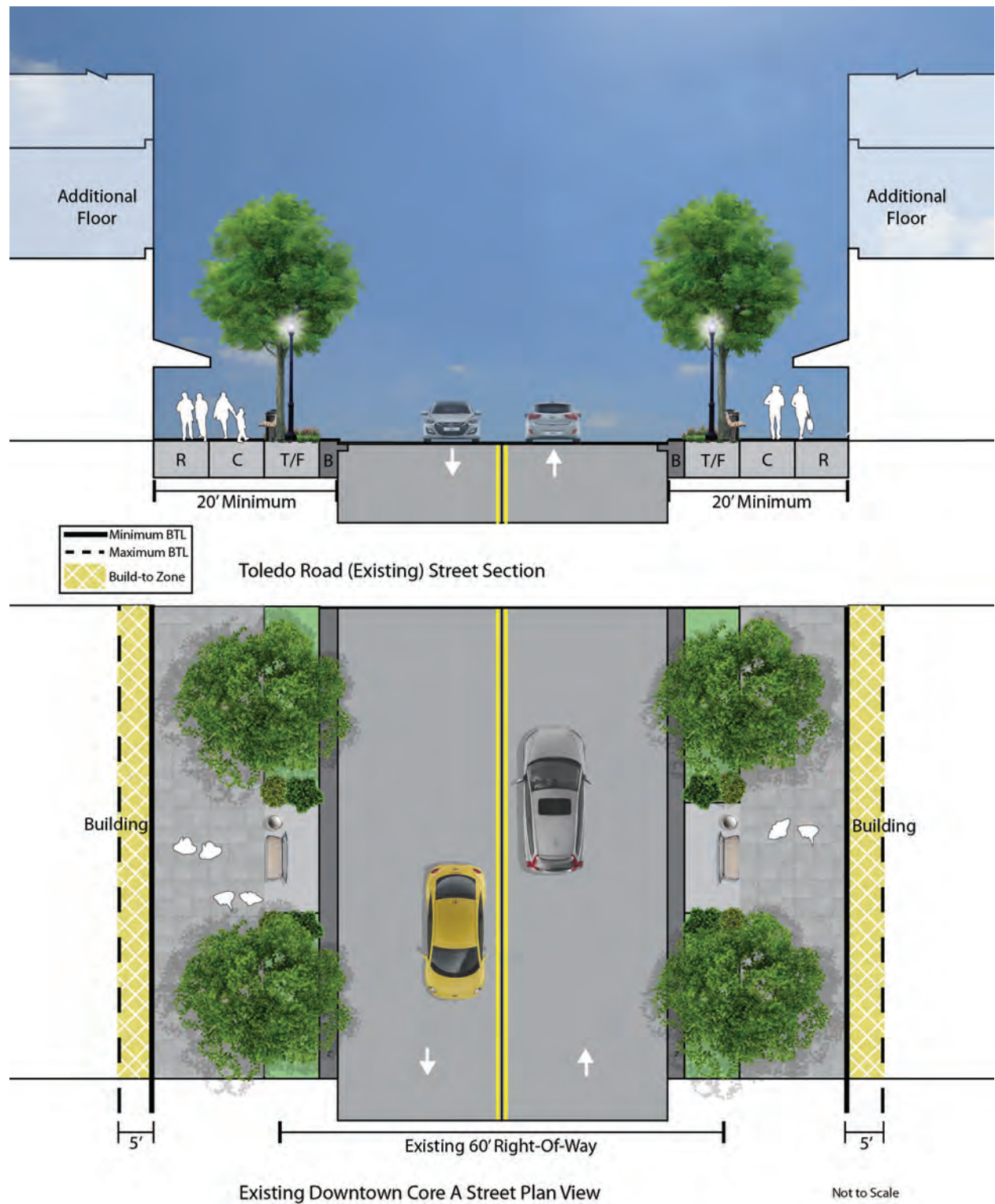


Figure 13. Toledo Road (Extended) Illustrative Street Section

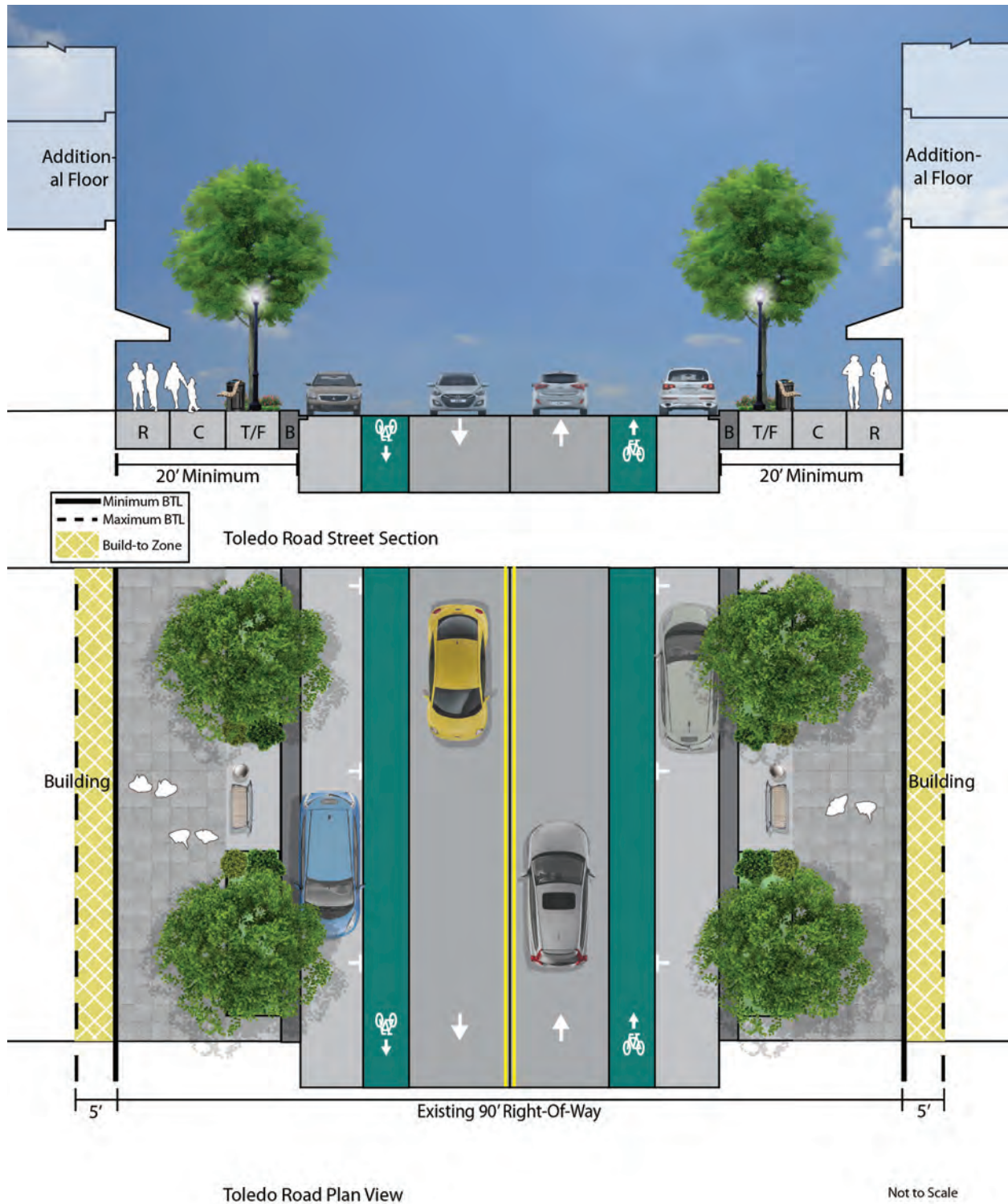


Figure 14. New Downtown Core A Street Illustrative Street Section

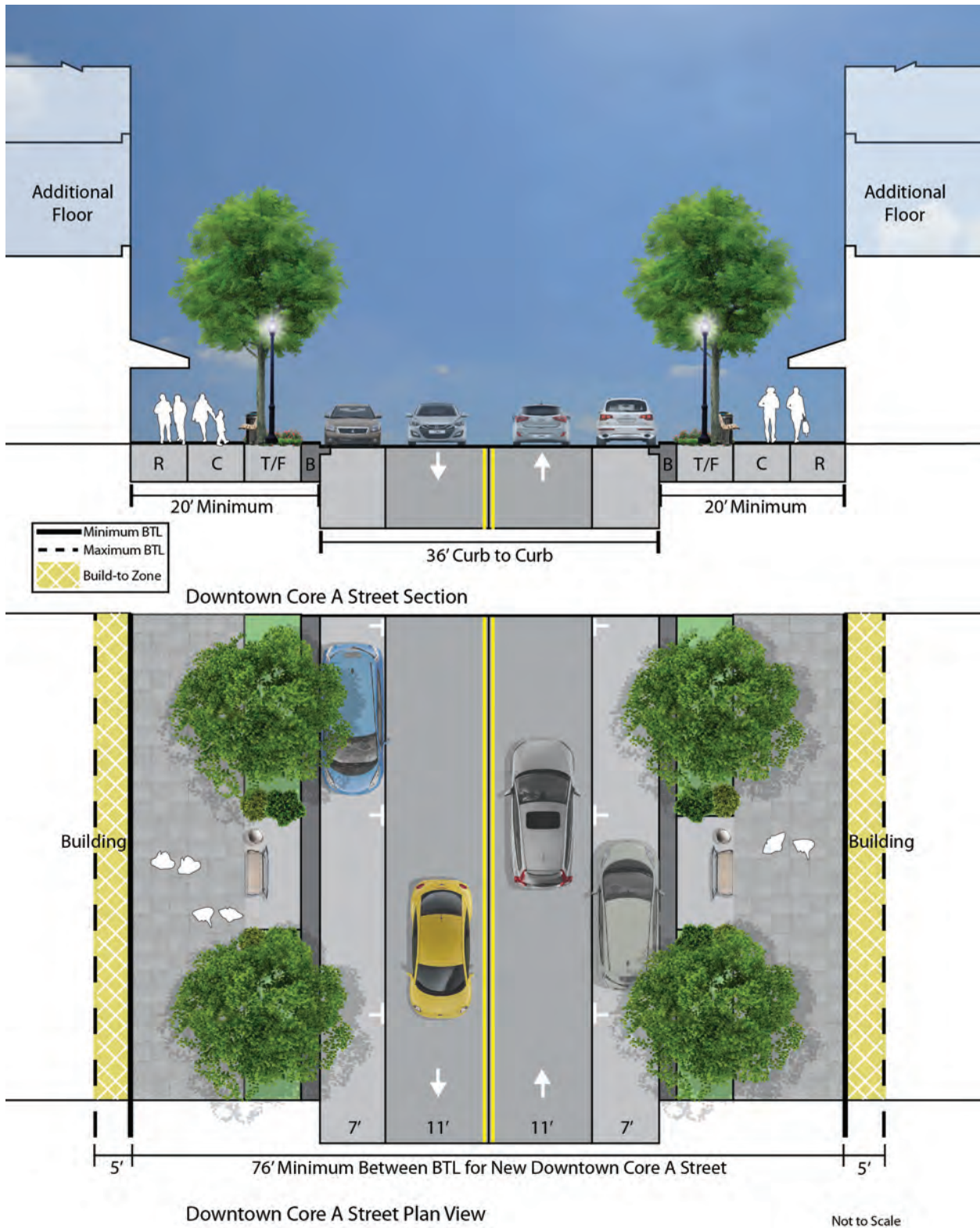
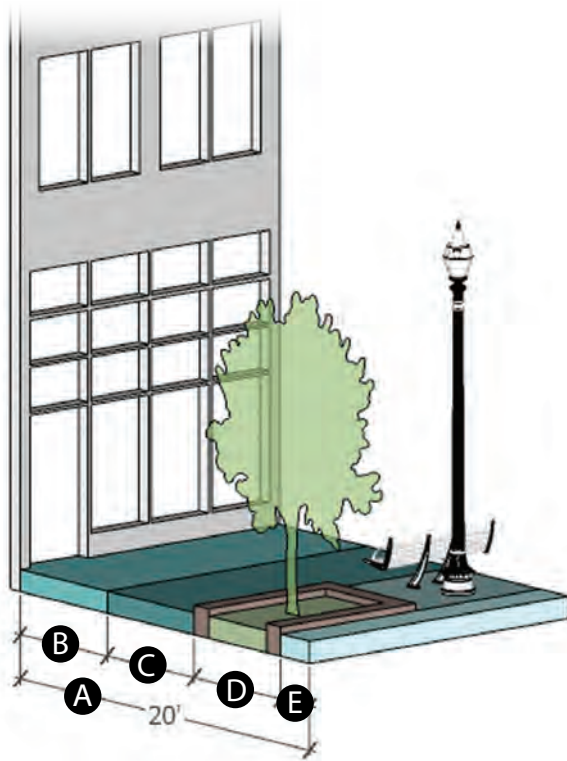


Figure 15. Downtown Core A Street Frontage Standards (Excluding Belcrest Road)



Frontage Element Required Depth		
Total Frontage Minimum (Maximum) Depth	20 (25) ft.	A
Residential/Retail/Buffer Zone (As Needed)	Varies	B
Sidewalk Clear Zone (Required)	6 ft. min.	C
Tree and Furnishing Zone (Required)	6 ft. min.	D
Buffer Zone (Optional)	Varies	E



Figure 16. New Downtown Core B Street Illustrative Street Section

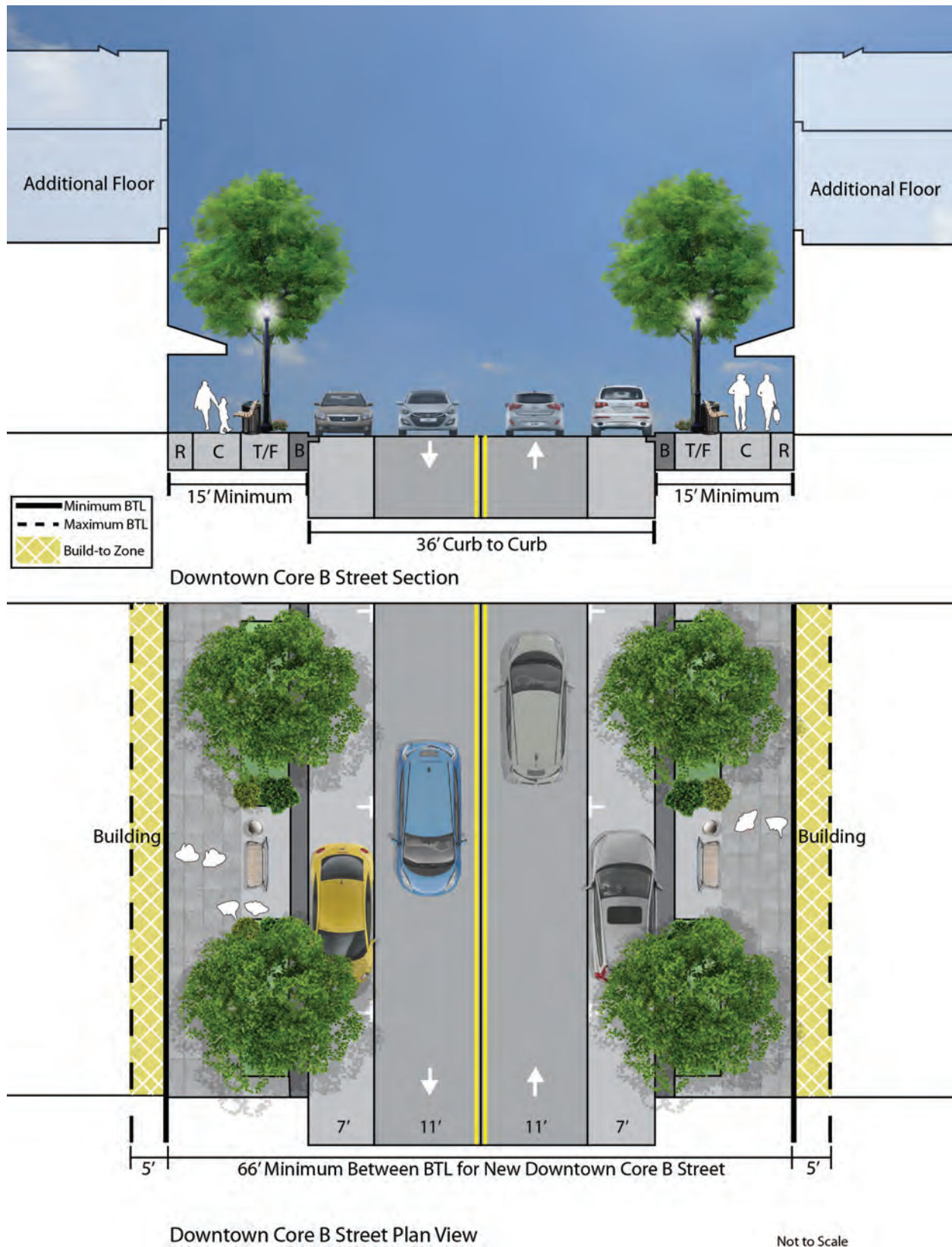
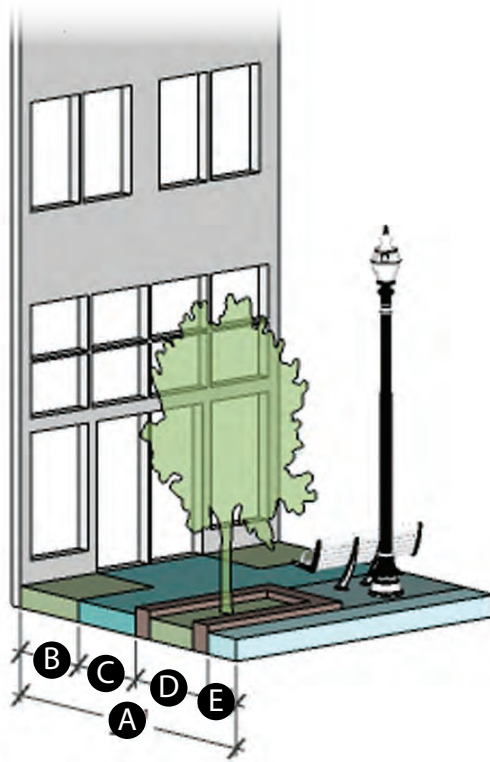


Figure 17. Downtown Core B Street Frontage Standards



Frontage Element Required Depth		
Total Frontage Minimum (Maximum) Depth	15 (20) ft.	A
Residential/Retail/Buffer Zone (As Needed)	Varies	B
Sidewalk Clear Zone (Required)	5 ft. min.	C
Tree and Furnishing Zone (Required)	5 ft. min.	D
Buffer Zone (Optional)	Varies	E



Figure 18. New Downtown Core Pedestrian Street Illustrative Street Section

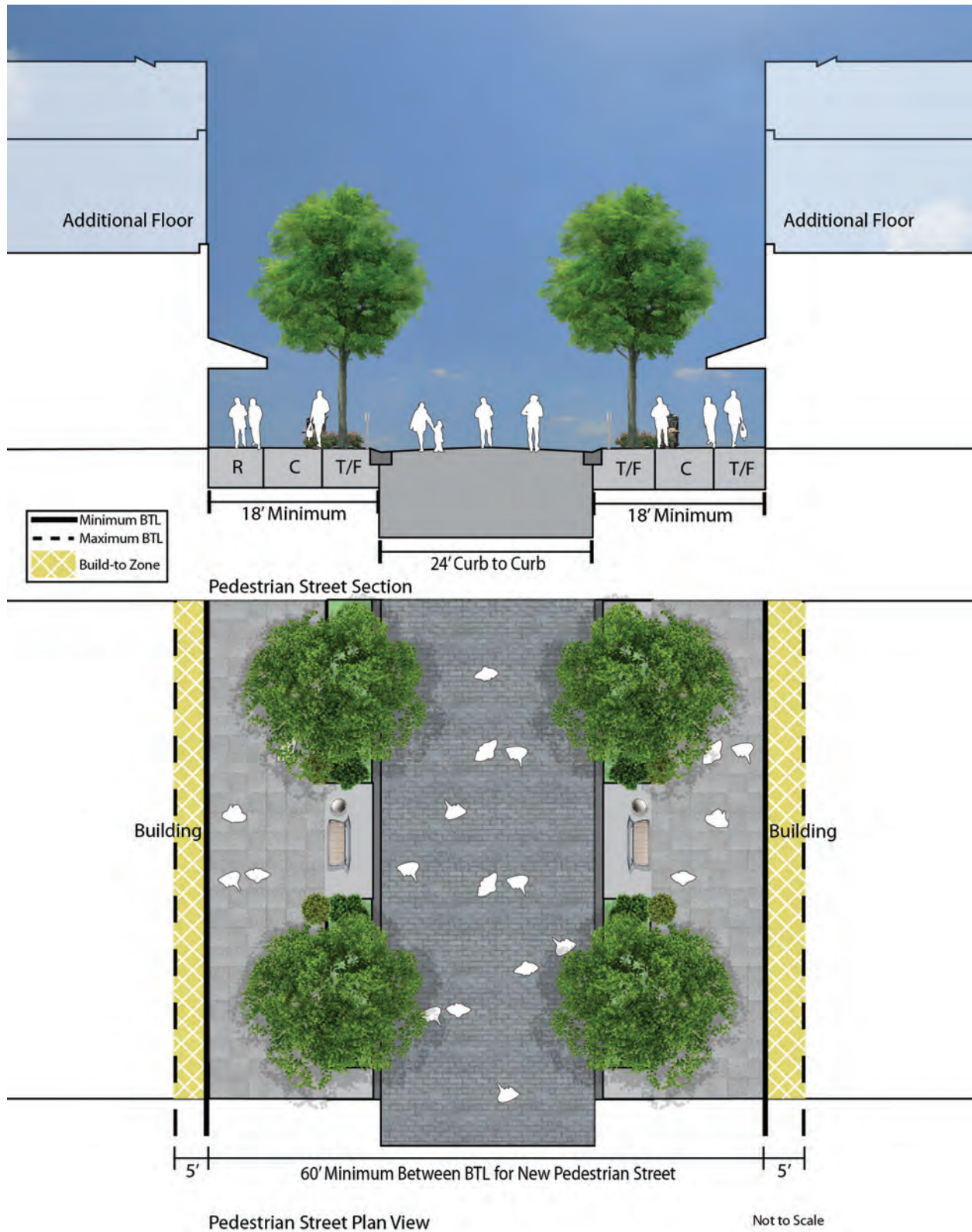
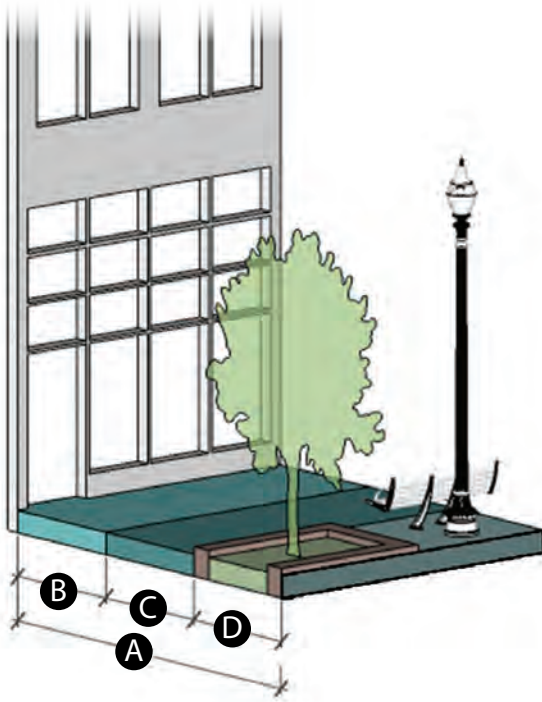


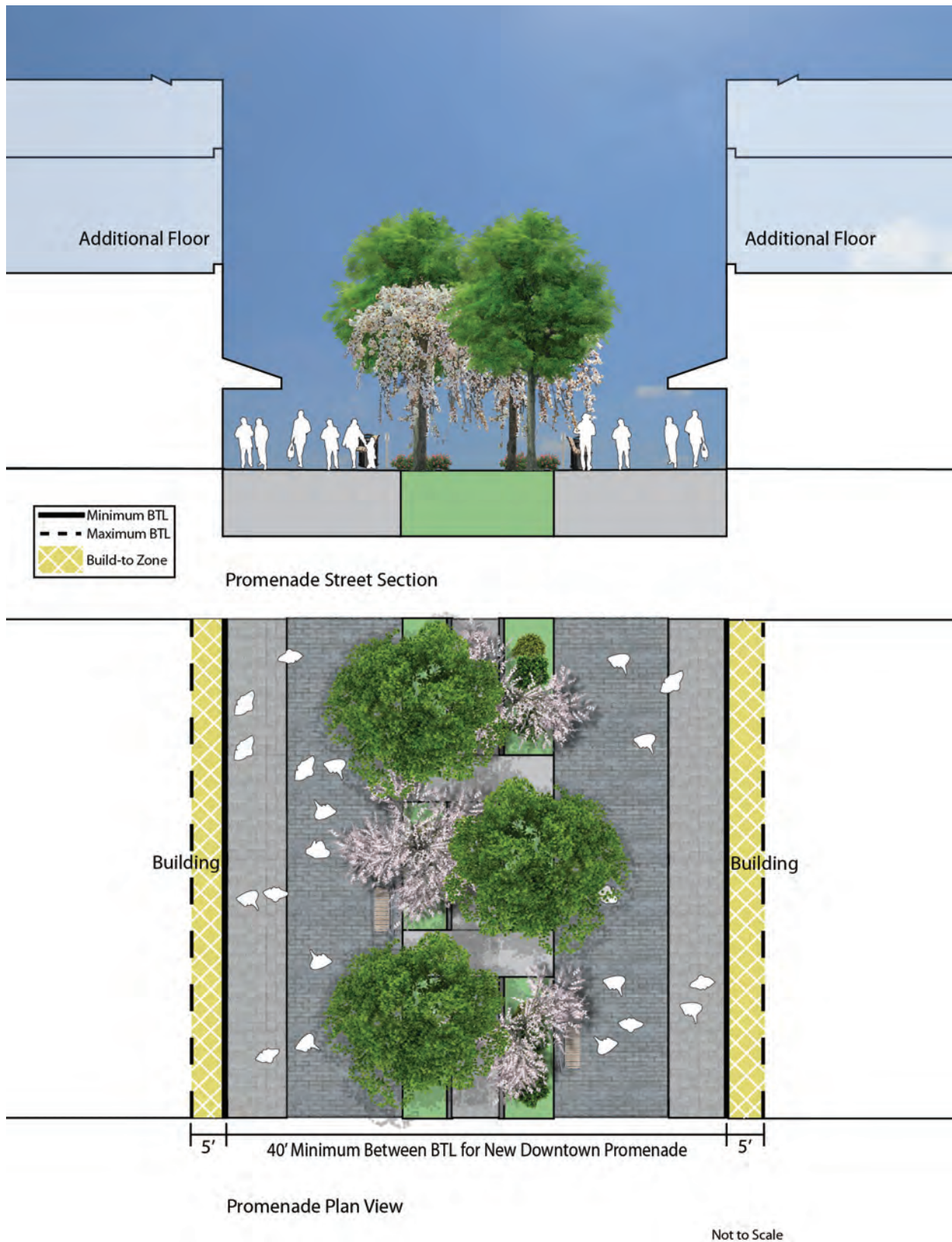
Figure 19. Pedestrian Street Frontage Standards



Frontage Element Required Depth		
Total Frontage Minimum (Maximum) Depth	18 (23) ft.	A
Residential/Retail/Buffer Zone (As Needed)	Varies	B
Sidewalk Clear Zone (Required)	6 ft. min.	C
Tree and Furniture Zone (Required)	6 ft. min.	D



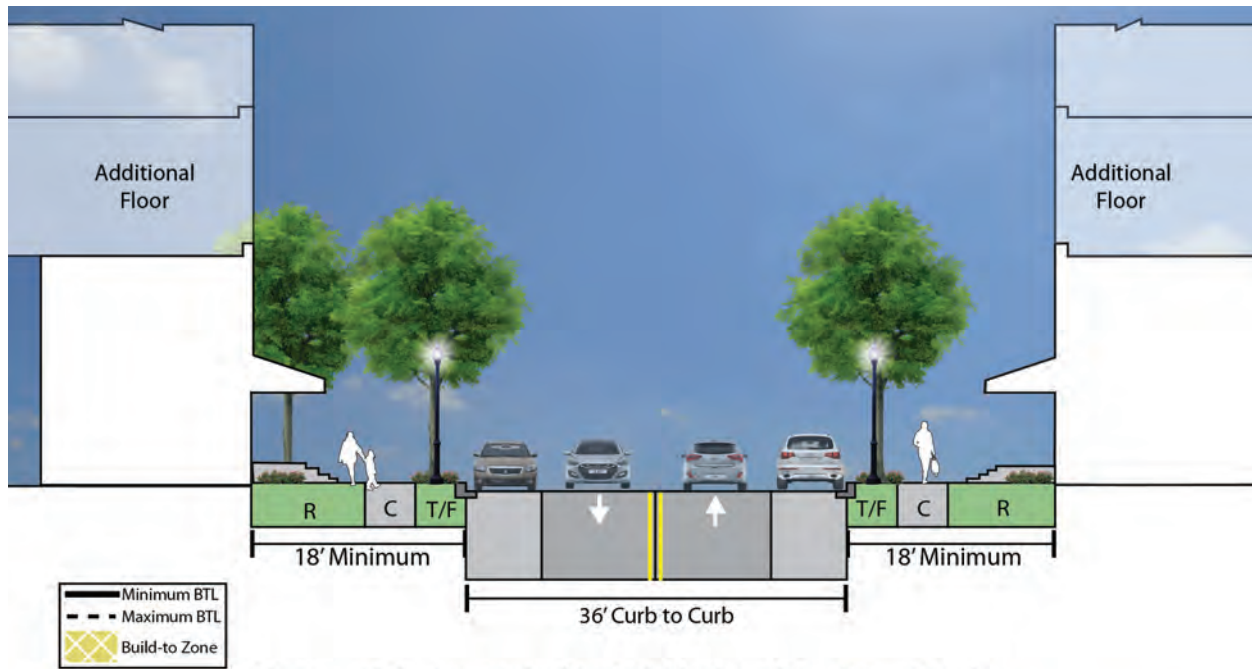
Figure 20. New Downtown Core Promenade Illustrative Street Section



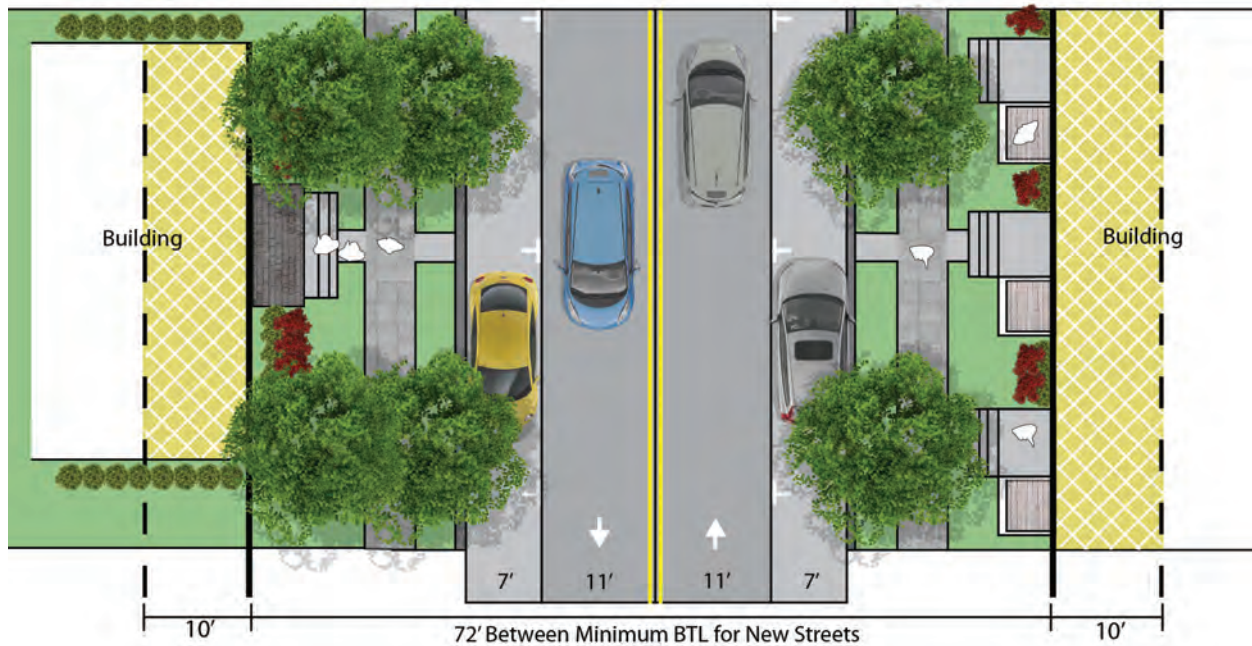


Example of a promenade with a courtyard.

Figure 21. Existing Northwest Drive, Dean Drive, New Neighborhood Edge A Street Illustrative Street Section



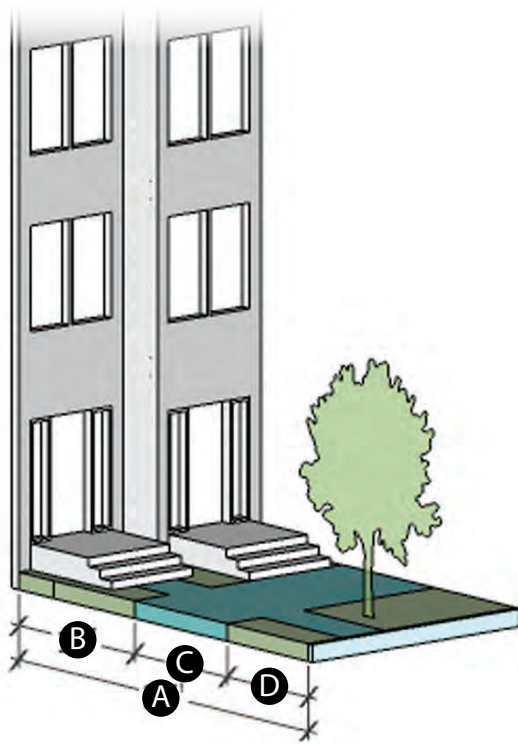
Northwest Drive/Dean Drive/New Neighborhood Edge A Street Section



Northwest Drive/Dean Drive/New Neighborhood Edge A Street Plan View

Not to Scale

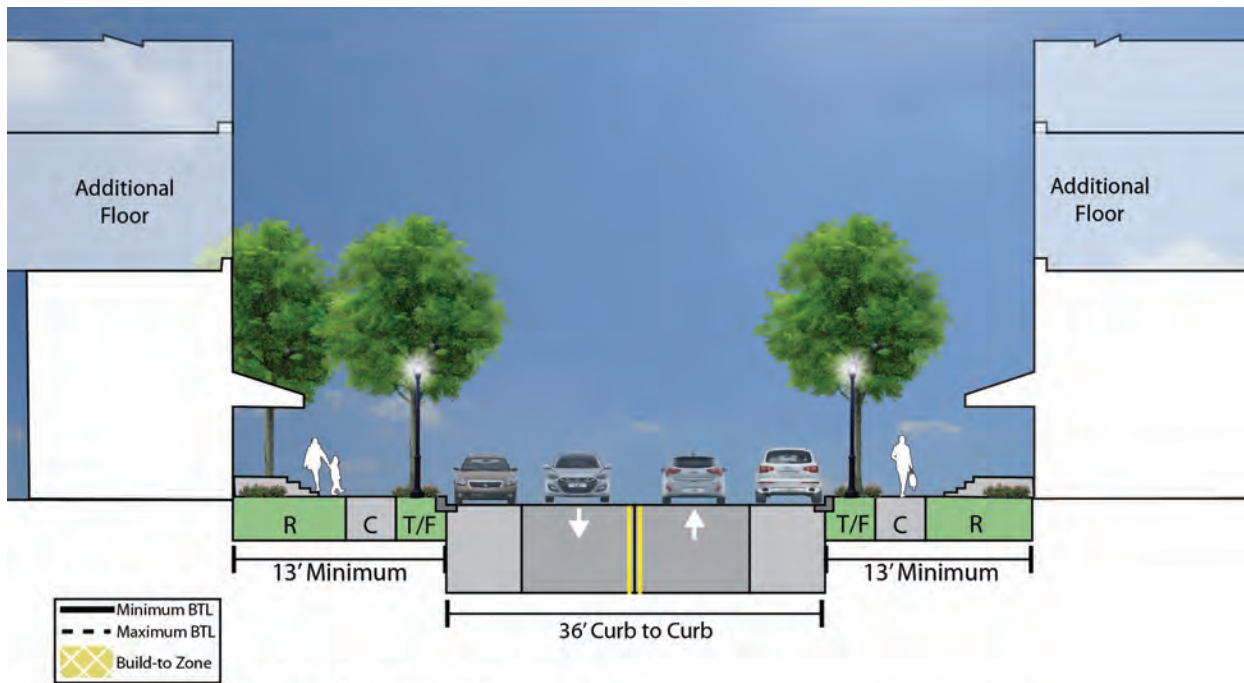
Figure 22. Northwest Drive, Dean Drive, Adelphi Road and New Neighborhood Edge A Streets Frontage Standards



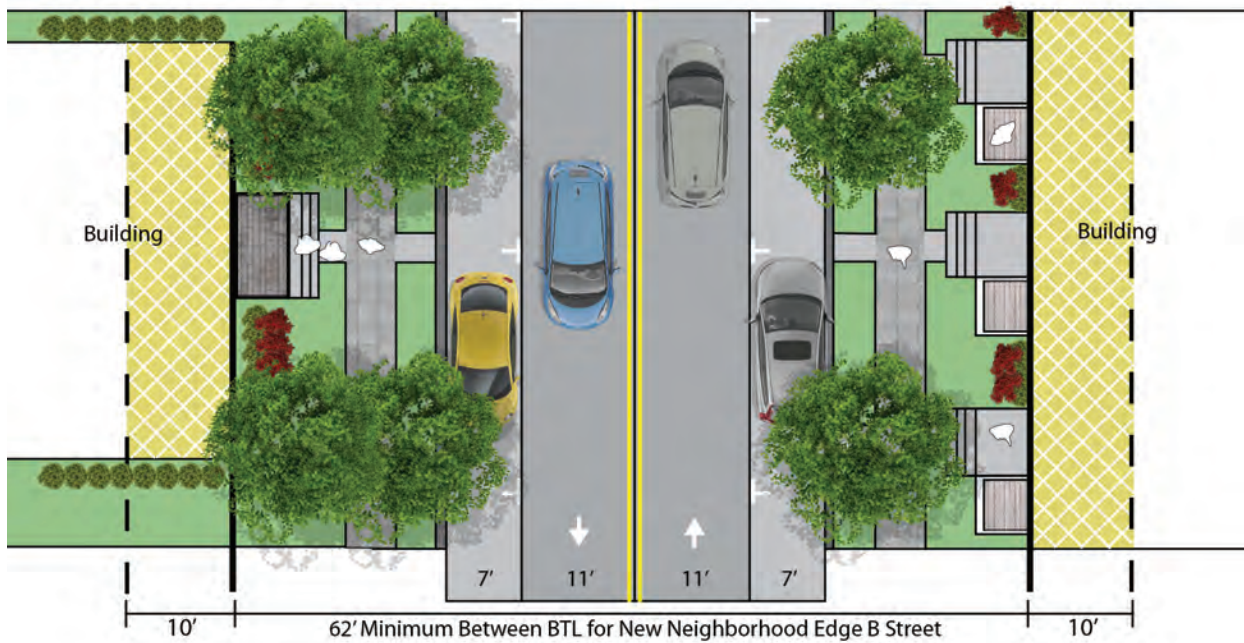
Frontage Element Required Depth		
Total Frontage Minimum (Maximum) Depth	18 (28) ft.	A
Retail/Residential Zone (As Needed)	Varies	B
Sidewalk Clear Zone (Required)	8 ft. min.	C
Tree and Furnishing Zone (Required)	7 ft. min.	D
Except where necessary to accommodate a public utility easement or residential driveway, no Residential Zone shall exceed 10 feet in width. Residential Zones may only be expanded beyond 10 feet to the extent necessary to accommodate a public utility easement or residential driveway.		



Figure 23. New Neighborhood Edge B Street Illustrative Street Section



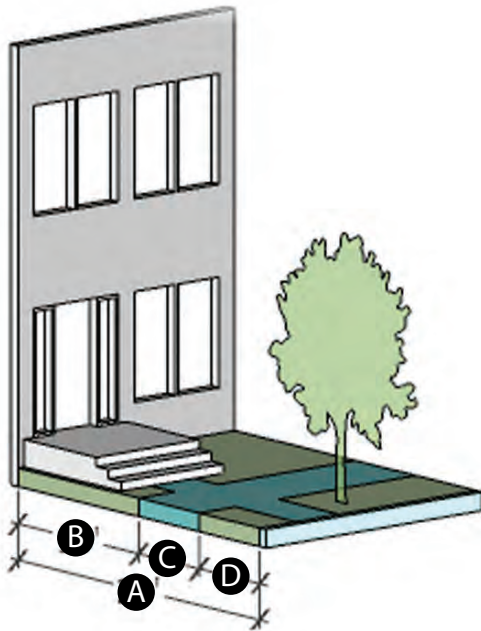
Neighborhood Edge B Street Section



Neighborhood Edge B Street Plan View

Not to Scale

Figure 24. Neighborhood Edge B Streets Frontage Standards

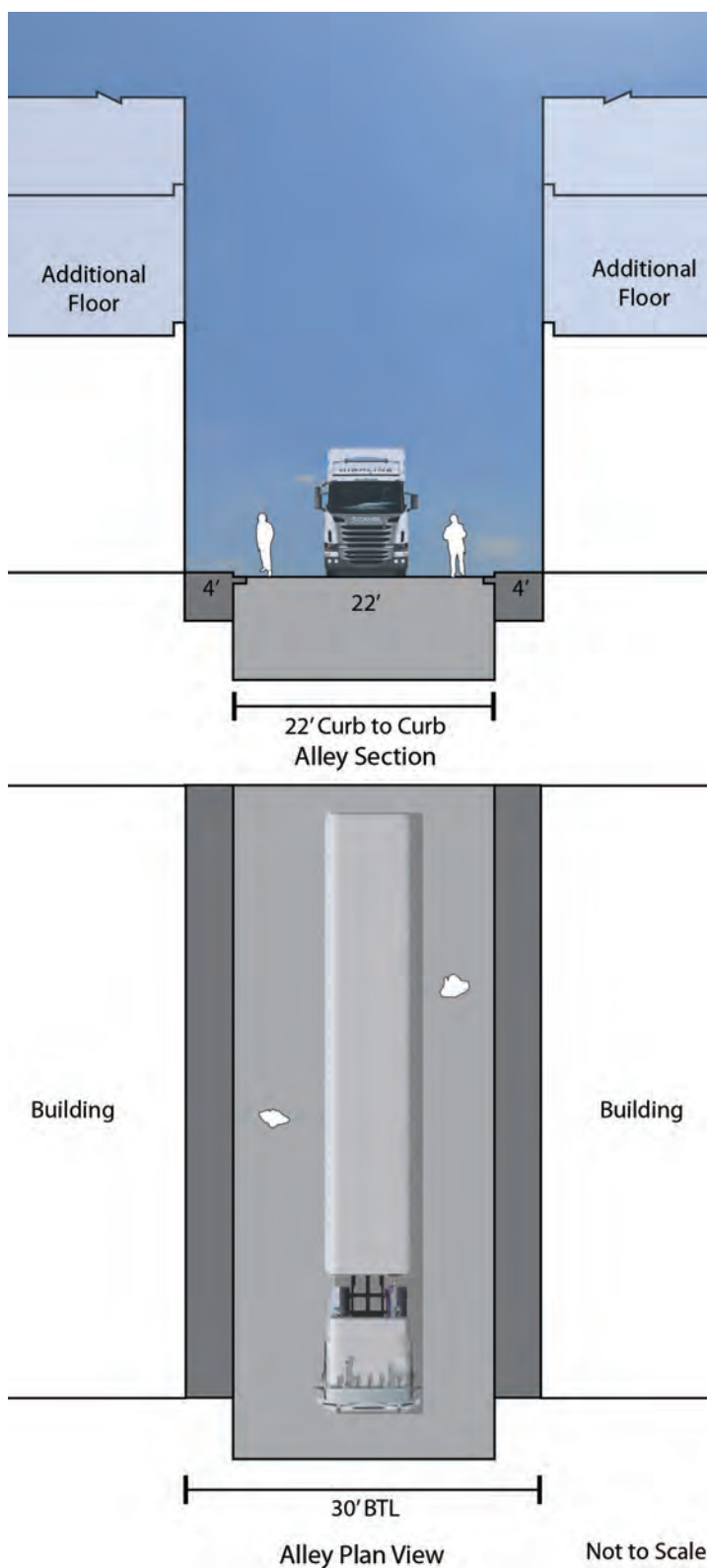


Frontage Element Required Depth		
Total Frontage Minimum (Maximum) Depth	13 (23) ft.	A
Residential Zone (As Needed)	Varies	B
Sidewalk Clear Zone	5 ft. min.	C
Tree and Furnishing Zone	5 ft. min.	D
Except where necessary to accommodate a public utility easement or residential driveway, no Residential Zone shall exceed 10 feet in width. Residential Zones may only be expanded beyond 10 feet to the extent necessary to accommodate a public utility easement or residential driveway.		

Streets and Frontage | Alleys

- Alleys in the Downtown Core shall have a Sidewalk Clear Zone; the Sidewalk Clear Zone shall be a minimum of four feet wide and a maximum of eight feet wide.
- In the Neighborhood Edge only, residential driveways are permitted on Alleys.

Figure 25. New Alley Section Illustrative Street Section



Streets and Frontage | Tree and Furnishing Zones

GENERAL

Guideline

All public or privately installed street furniture, including lights, benches, waste receptacles, mailboxes, newspaper boxes and bicycle racks, or

similar elements should be consistent within a project and be placed at regular intervals within the Tree and Furnishing Zone.

STREET TREES

Standards

- Street trees shall be located within the Tree and Furnishing Zone; additional trees may be provided within the Retail or Residential Zones, as appropriate.
- Shade trees two and one-half to three-inch caliper in size, shall be planted along each street with spacing of not greater than 40 feet on center, excluding driveway openings. Spacing allowances may be made, where necessary, to accommodate curb cuts, fire hydrants, and other infrastructure elements.
- Ornamental trees, seven to nine feet in height, may only be used to meet the requirements of this section where overhead wires prohibit the planting of shade trees.



Top: Tree box with an integrated urban bioswale. Bottom: Tree interval 40 feet center to center. Street lights 40 feet center to center.

Guidelines

- Each street should use a consistent species pallet that supports the long-term health of the trees.
- Street trees should be located a minimum 35 feet from the point of curvature of an intersection of two streets.
- Street trees should be located a minimum 10 feet from the point of curvature of residential driveway entrances.
- Street trees should be located a minimum 20 feet from the point of curvature of commercial driveway entrances.
- Street trees should be located a minimum 15 feet from the center of street light poles.
- Street trees should be located a minimum 10 feet from water meters.
- Street trees should be located a minimum 10 feet from storm drain inlets, hydrants, or manholes.



Example of a public area with removable street furniture.



Creative bike racks on sidewalk within the Tree and Furnishing Zone.

TREE BOXES

Tree boxes are openings in the sidewalks for street trees.

Standard

Tree grates are prohibited.

Guidelines

- If tree boxes are provided, all boxes along the length of a single block should be of the same type for a uniform appearance and the underground soil volumes should be connected. Uniform type around the entire length of a street within the Transit District, or around the entire perimeter of a plaza, square, or pocket park is preferable.
- Tree boxes or pits may include additional landscaping. In addition to the tree, the tree box or pit may include flowering plants and shrubs. However, no plants with thorns or other sharp protrusions should be used, and these plants should be maintained below a height of 42 inches.



Example of outdoor seating.



Example of creative waste receptacles.

- Tree box openings should be delineated from hard surfaces to prevent soil compaction.
- Tree boxes adjacent to on-street parking areas should be spaced to provide adequate pedestrian access to other frontage zones.

Streets and Frontage | Street Lights

Standards

- All pedestrian rights-of-way—including sidewalks, trails, paths, and pathways from building entrances and exits to the sidewalk—shall be continuously lit.
- Street lights shall either be pedestrian-scale fixtures or a combination of a street light and a pedestrian fixture. Pedestrian lights shall be no higher than 14 feet. Existing street lights shall not be counted toward this requirement unless they include pedestrian-scale fixtures that meet this standard.
- Street lights installed along MD 410 (East West Highway) and Belcrest Road shall use PEPCO's Teardrop or equivalent style from PEPCO's most recent Street Light Catalog.
- All other streets in the Transit District shall use PEPCO's Acorn or equivalent style from PEPCO's most recent Street Light Catalog.
- Cobra fixtures and high pressure sodium fixtures shall not be permitted.
- Street light fixtures shall be spaced a maximum of 40 feet apart in the Downtown Core.
- Street light fixtures shall be spaced a maximum of 50 feet apart in the Neighborhood Edge, and may be placed in a staggered arrangement.

Guidelines

- Street light fixtures should allow for the hanging of banners and other amenities, including artwork, hanging flower baskets, etc.
- Street light fixtures should include electric weather protectant receptacles.
- Energy-efficient lighting should be used to conserve energy and reduce long-term cost.



Tear drop street light.



Acorn street light.

Bulk and Height | Intent

To create opportunities for walkable, mixed-use development that support the transformation of Prince George's Plaza into a Regional Transit District

and reinforces the street and sidewalk as the focal points of activity.

Bulk and Height | Lots and Building Placement

Standards

- Each new lot shall abut an A, B, or Pedestrian Street to permit, at a minimum, emergency vehicle access.
- When a building abuts multiple classes of a street, it shall face and front onto the highest level of the street. For example, if a building abuts an A Street and a B Street, that building shall front onto the A Street.

Guidelines

- Buildings should occupy the perimeter of a block.
- Buildings constructed on corner lots should not extend beyond the façade of other buildings on the block, to minimize sight distance impact.

Bulk and Height | Density and Building Height

These standards establish building height limits which will permit the density of development appropriate to a Downtown, and a context-sensitive transition to a scale compatible with surrounding neighborhoods. In keeping with best practices in transit-oriented development, the greatest height is established in the Downtown Core, along Belcrest Road and MD 410 (East West Highway).

A story is defined as “an interior space measured from one finished floor to the next finished floor or roof above.”

Section 27-548.06(a)(1) establishes that development within a Transit District shall not exceed the specified maximum residential density and any floor area ratio (FAR) requirements of the underlying zones. For ease of reference, the relevant density maximums are listed in the following table.

Pursuant to Section 27-548.06(b), this TDDP establishes the height regulations for the Transit District. The height regulations for buildings consist of five features:

1. Single-story buildings.
2. Minimum first (ground) floor height.
3. Stepback and transition requirements (where applicable).
4. Height maximums.
5. Public amenity height bonuses.

Zone	Maximum Permitted Density
R-80	4.58 dwelling units per acre
R-20	16.33 dwelling units per acre
R-18	20 dwelling units per acre
R-10	48 dwelling units per acre
M-U-I (Residential/Commercial)	Established by DSP
M-U-I (Multifamily Residential-Only)	48 dwelling units per acre
M-X-T (Base)	0.4 floor area ratio
M-X-T (Optional Method of Development)	8.0 floor area ratio

Bulk and Height | Density and Building Height | *Maximum Building Heights*

As a new Regional Transit District, Prince George's Plaza will attract new residents, visitors, and workers and help sustain the existing population. This will, in turn, drive demand for new, modern, easily accessible public facilities. Much of the Transit District and surrounding community is built out, and construction

of new public facilities will require coordination with property owners and stakeholders; innovative approaches to design, function, and colocation of facilities; and incentives to encourage provision of public facilities within the Transit District.

GENERAL

Standards

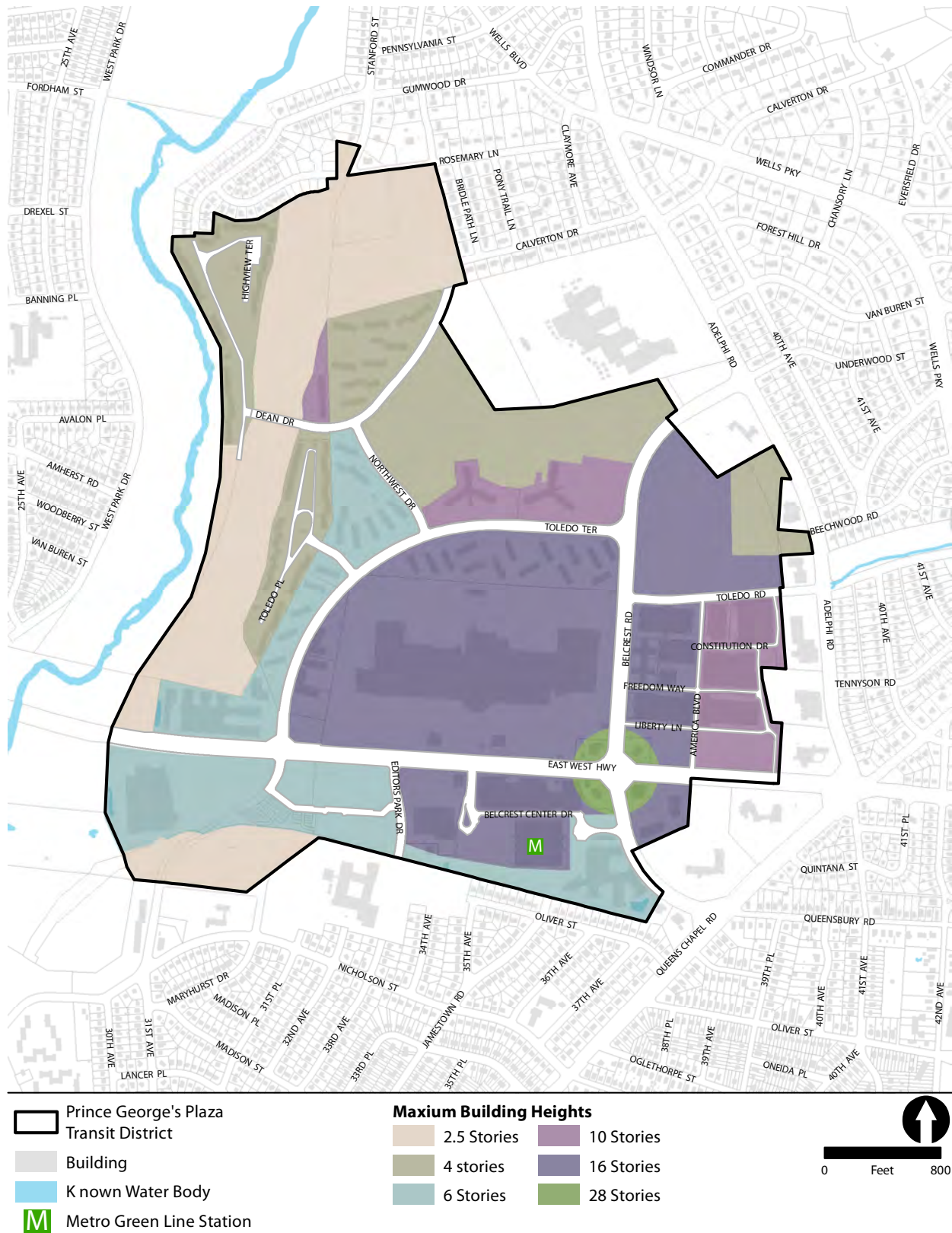
For the purposes of this TDDP, building height shall be measured in number of stories above the ground-level public entrance at the highest elevation. Differences in topography may permit ground-level entrances at lower elevations; these stories shall be considered basement or subgrade floors and shall not count against the story maximum. For example, a building may front on side A at street level; an entrance on side B may be two floors below the entrance on side A. The height of the building would be measured in stories from side A.

- When a mezzanine is present, the mezzanine shall be counted as an additional story.
- Habitable space in roof and attic areas with a sloping roof shall not be counted as a story.
- Any portion of the building below the ground level shall not count as a story.
- Raised basements shall not exceed one-half of a story in height above grade along the build-to line.

Guideline

Corner towers, vertical bays, and other features should be utilized to give the appearance of a taller building height.

Density within the Prince George's Plaza Transit District is regulated by the limitations of the underlying zone and the height limits in the Transit District Standards, which, on horizontally-constrained lots, may create a density limit on properties that would otherwise be greater if the property were not in a T-D-O zone. The bonuses described in this section would allow property owners to develop above the T-D-O zone height limit, up to the maximum density permitted by their underlying zone, subject to the limitations described in this section.

Map 34. Maximum Building Heights



2.5 STORIES

**Maximum Building Height:
2.5 Stories**

- All main buildings in the R-O-S, O-S, R-80 and R-55 zones.



4 STORIES

**Maximum Building Height:
4 Stories**

- All main buildings in the R-18 and R-20 zones.
- Portions of, or entire, buildings up to 500 feet west of Adelphi Road.



6 STORIES

**Maximum Building Height:
6 Stories**

- All buildings south of MD 410 (East West Highway) and west of Editors Park Drive.
- All buildings zoned M-U-I and M-X-T west of Northwest Drive and west of Toledo Terrace.
- All buildings that front on Toledo Terrace south of Toledo Road Extended.
- Portions of, or entire, buildings within 250 feet of the Oliver Street right-of-way.
- All buildings west of Belcrest Road south of the entrance to the Prince George's Plaza Metro Station.



10 STORIES

Maximum Building Height: 10 Stories

- All buildings in the R-10 zone.
- All buildings east of America Boulevard, south of Toledo Road.



16 STORIES

Maximum Building Height: 16 Stories

Except where located in the 28-story maximum height area:

- All buildings north of MD 410 (East West Highway) east and south of Toledo Terrace, and west of Belcrest Road.
- Portions of, or entire, buildings south of MD 410 (East West Highway) east of Editors Park Drive, greater than 250 feet north of Oliver Street, except the Mosaic development on Belcrest Road.
- All buildings west of, and fronting, Belcrest Road north of the Metro station entrance and south of Toledo Terrace.
- Portions of, or entire, buildings east of Belcrest Road and north of Toledo Road greater than 500 feet west of Adelphi Road.
- All buildings east of Belcrest Road, north of MD 410 (East West Highway), and west of America Boulevard.



28 STORIES

Maximum Building Height: 28 Stories

- All buildings in the M-X-T or M-U-I zones within 300 feet of the intersection of the centerlines of MD 410 (East West Highway) and Belcrest Road.

SINGLE-STORY BUILDING HEIGHT AND FRONTAGE

Standards

Single-story buildings and single-story portions of multistory buildings are prohibited on corner lots in the Downtown Core.

Single-story buildings in the Downtown Core, or portions of multistory buildings consisting of a single story, shall have a façade of at least 20 feet in height measured from the average mean building grade at

the front of the building to the top of the façade, with a minimum floor-to-ceiling height of 14 feet.

Commercial, institutional, mixed-use, or multifamily residential buildings: the first (ground) floor shall be at least 20 feet high, with a floor to ceiling height of at least 14 feet.

- No accessory building within the Neighborhood Edge shall be taller than two stories.
- The maximum height of all other buildings is regulated by the standards (on page 236).

STEPBACKS AND TRANSITIONS

Standards

- All buildings or portions of buildings, within 250 feet of the northern boundary of the Oliver Street right-of-way shall be a maximum of six stories.
- All buildings or portions of buildings, within 500 feet of the western boundary of the Adelphi Road right-of-way shall be a maximum of four stories.

Guidelines

- All buildings should have step back of at least 10 feet above the fourth story and may have subsequent stepbacks.
- On sites or lots with multiple buildings, buildings closer to MD 410 (East West Highway) should be tallest, with building heights stepping down as they are sited closer to the adjacent community outside the Transit District. Buildings adjacent to the Transit District border should be the shortest buildings on a particular site or lot.

Bulk and Height | Density and Building Heights | *Public Amenity Height Bonus Program*

One way in which this TDDP can incentivize the construction of public facilities is through the provision of height bonuses. These bonuses effectively

permit the construction of taller buildings in exchange for the provision of land, buildings, or building space for public facilities.

MAJOR AMENITY BONUSES

There are four major capital improvements recommended by this TDDP that qualify, due to their expense and scope, as “major amenities.” They are:

1. A regional stormwater management facility operated by the Department of Public Works and Transportation, or other entity.
2. An elementary school operated by Prince George’s County Public Schools.
3. A second, western entrance to the Metro station operated by the Washington Metropolitan Area Transit Authority (WMATA).
4. A regional multi-generational recreation facility operated by The Maryland-National Capital Park and Planning Commission.

The preferred building type in the Transit District is the vertical mixed-use building. In the T-D-O/M-U-I zone, the maximum permitted density of these types of buildings is established by the Planning Board at the time of DSP approval, subject to site limitations

and the height limits established by the Transit District Standards.

The major amenities are all recommended for properties in this zoning classification. Should these amenities be constructed in another underlying zone, bonuses for height are subject to the density maximums of the underlying zones, as described in Tables 45 and 46.

The Planning Board or District Council may grant major amenity bonuses in two categories: bonuses for the construction of major amenities, and bonuses for the conveyance of land for major amenities. Limits on major amenity bonuses are identified in Tables 45 and 46. Amenity bonuses assume conveyance of the full necessary structures or land. The Planning Board may grant height bonuses for partial conveyances at the recommendation of the operating agency, provided the height bonus is less than the applicable bonus for full conveyance.

OTHER AMENITY BONUSES

The Planning Board may grant a bonus of up to 20 percent, up to the maximum permitted density for the underlying zone, for the provision of certain publicly-accessible amenities. This bonus encourages the construction of amenities that enrich the public realm; add destinations for workers, residents, and visitors; and enhance property values and tax revenues. Bonuses may be granted for the following:

1. Conveyance of parkland recommended by the TDDP on properties not subject to Section 24-124 due to exemption from a Preliminary Plan of Subdivision.
2. Conveyance of parkland above and beyond that required by this TDDP.
3. Construction of plazas, promenades, parks, and other public open space beyond that required by the TDDP, especially public spaces designed for performances, events, vending, or recreation.
4. Other dedicated spaces open to the public such as museums, art galleries, cultural arts centers, community rooms, recreation areas.
5. Day care for children, senior adults, or persons with disabilities.
6. Public art.
7. Provision of moderately-priced dwelling units; at least 10 percent of total approved dwelling units shall be available for rent or sale at 80 percent of area median income.
8. Provision of solar or green roofs.
9. Certification of green building construction or neighborhood development at a LEED® Silver or equivalent level (equivalency to be determined by the Planning Board).

Requirements

No height bonus shall be granted in the T-D-O/R-O-S, T-D-O/O-S, T-D-O/R-80, T-D-O/R-20, or T-D-O/R-18 Zones.

No height bonus shall be granted for the construction of buildings, or portions of buildings, within 500 feet of the western boundary of the Adelphi Road right-of-way or 250 feet of the northern boundary of the Oliver Street right-of-way. However, height bonuses may be granted in other eligible areas of the Transit District for the construction of, or conveyance of land for, amenities to be constructed partially, or wholly, in those transition areas. All public agency capital improvements eligible for this program must be added, through action of the appropriate body following a duly-advertised public hearing, to the appropriate Capital Improvement Program.

For the purposes of this section, developable land is defined as the area of a parcel or property upon which development, as defined by the Zoning Ordinance, can reasonably be expected to be permitted pursuant to County, state, and federal law.

Determination of developable land should take into account existing structures, rights-of-way, easements, regulated environmental constraints, tree cover, the Transit District Standards and other considerations.

Height bonuses apply to developable land. Land dedicated or otherwise conveyed to a public agency must be developable. Land containing regulated environmental features may not be considered for conveyance to a public agency without that agency's prior written consent. The provision of constructed

buildings, structures, and/or space therein is greatly preferred over the provision of land. Buildings and parking facilities constructed pursuant to this section are subject to the Transit District Standards.

Written agreements to provide the needed land or building space shall be executed prior to, and contingent upon, an approved DSP, and shall be included in any DSP application package. Applicants should confer with the appropriate implementing agency to determine that agency's space, size, amenity, and building or site feature needs in determining how best to accommodate a public facility.

Permits shall not be issued for the construction of any structure subject to a height bonus for which a public amenity agreement as described herein for the provision of land and/or building space has either expired, is terminated, or otherwise becomes invalid. The execution and fulfillment of such agreements shall be a condition of approval of a DSP, and, pursuant to Section 27-288 of the Zoning Ordinance, "any departure from the [detailed site] plan shall be cause for revocation of a building permit or denial of a use and occupancy permit, unless the plan is amended in accordance with the procedure set forth in Section 27-289." DSPs for development subject to this section will be referred to the implementing public agency for their written comment.

Should a public amenity agreement pursuant to this TDDP become invalid, terminate, or otherwise expire, the applicant may be permitted to develop at up to the original height maximum and pursuant to other conditions of the approved DSP.

Table 45. Construction Bonuses

Underlying Zone	Type of Development	Height Area	Maximum Height Bonus	Maximum Density
M-U-I	Vertical Mixed-Use	All	Unlimited	Established at DSP
M-U-I	Institutional	All	Unlimited	Established at DSP
M-U-I	Horizontal Mixed-Use	All	Up to 100%	Established at DSP
M-U-I	Commercial	All	Up to 90%	Established at DSP
M-U-I	Residential	All	Unlimited	Up to 48 DU per acre
M-X-T	All	All	Unlimited	Up to 8.0 FAR*

*Provision of density above 0.4 F.A.R. requires use of the optional method of development pursuant to Section 27-545 of the Zoning Ordinance.

Table 46. Land Bonuses

Underlying Zone	Type of Development	Height Limit Area	Maximum Height Bonus	Maximum Density
M-U-I	Vertical Mixed Use	32,16	75%	Established at DSP
M-U-I	Vertical Mixed Use	All others	75%, up to 16 stories	Established at DSP
M-U-I	Institutional	All	Unlimited	Established at DSP
M-U-I	Horizontal Mixed Use	All	50%, up to 16 stories	Established at DSP
M-U-I	Commercial	32/16	45%	Established at DSP
M-U-I	Commercial	All others	45%, up to 16 stories	Established at DSP
M-U-I	Residential	32/16	45%	Up to 48 DU per acre
M-U-I	Residential	All others	45% up to 16 stories	Up to 48 DU per acre
M-X-T	Vertical Mixed Use	32,16	75%	Up to 8.0 FAR*
M-X-T	Vertical Mixed Use	All others	75%, up to 16 stories	Up to 8.0 FAR*
M-X-T	Horizontal Mixed Use	32/16	50%	Up to 8.0 FAR*
M-X-T	Horizontal Mixed Use	All others	50%, up to 16 stories	Up to 8.0 FAR*

*Provision of density above 0.4 FAR requires use of the optional method of development pursuant to Section 27-545 of the Zoning Ordinance.

Site Elements | Intent

To create an integrated system of safe environmentally-conscious and inviting spaces that encourage and facilitate active and passive uses, social interactions, and cultural events easily accessible via a short walk.

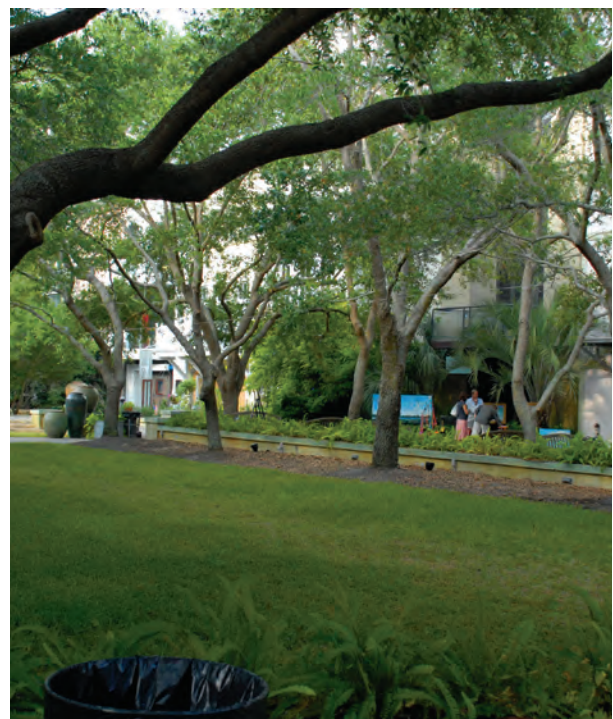
Site Elements | Placemaking and Open Spaces

Standard

Privately owned and/or operated open spaces within the Downtown Core that abut a street or frontage zone shall be accessible to the public through a public use easement or other mechanism.

Guidelines

- Other privately owned and operated open spaces should be accessible to the public whenever feasible through a public use easement or other mechanism.
- Open spaces should be designed in accordance with the Formula 2040 Park Typology and their associated characteristics.
- Consideration should be given to providing open spaces for important events or programming including, but not limited to, fitness activities; passive and active uses; toddler and child urban playground; neighborhood and community parks; dog parks; open greens; and picnic areas.
- Permeable materials are encouraged, wherever possible, to facilitate the growth of trees and vegetation, and the absorption and treatment of rainwater runoff.



Site Elements | Placemaking and Open Space

MURALS AND PUBLIC ART

Guidelines

- Murals or works of public art are encouraged in the Transit District. Wherever possible, such displays should reflect the aesthetic and cultural traditions of Hyattsville and Prince George's County, including their past, present, and future, and the environmental and geographic characteristics that make both the City and the County unique places.
- Works of art, architectural enhancements and special landscape treatments should be located in areas where residents and visitors live, work, or congregate and should be highly visible and accessible.

COLOR

Guideline

The use of bright colors for trim and accent elements is encouraged.

Site Elements | Lighting

Guidelines

- Exterior areas, rear entryways, public spaces, roads, crosswalks, sidewalks, pedestrian overpasses, and trails should be well-illuminated to ensure safety and improve visibility while minimizing light spillover to other properties.
- Light fixtures should be placed so as to avoid conflicts with trees or other obstructions and should direct light to specific locations and away from adjoining properties. Consideration of security and pedestrian comfort should be prioritized by increasing illumination low to the ground in public parking lots, at building entrances, in public plazas and open spaces, and transit stops.



Site Elements | Green Infrastructure

Guidelines

- To the maximum extent practicable, no private development should be permitted within the Primary Management Area.
- Environmentally sensitive stormwater management facilities customarily found in a city or urban area should be used where appropriate, including subsurface collection facilities under parking lots, to store and slowly infiltrate stormwater.
- Site and street designs should avoid the use of unshielded roof, side, and parking lot lights, and include the use of full cut-off optic lighting systems that provide consistent lighting levels.
- Pervious paving is encouraged throughout the Transit District. Examples include:
 - » Cast-pressed concrete paver block
 - » Grassed cellular plastic or concrete
 - » Stamped asphalt or concrete
 - » Pea gravel, washed stone, or paving blocks
 - » Wood or concrete paving block
- Stormwater management measures should be integrated with bioswales, naturalistic green fingers, rain gardens, waterscapes and other green and environmental site design practices that minimize stormwater runoff and increase the infiltration of rainwater into the ground.
- New development should be encouraged to adopt LEED-ND or similar sustainability standards, incorporating innovative solutions such as green buildings, reuse of gray water, reusable energy generation onsite, technologies that lower electricity consumption, as well as green and habitable roofs where appropriate (rooftops that building occupants can use for gardening, socializing, and sunning).

Site Elements | Tree Canopy Coverage

Standard

Section 25-127(b)(1)(I) of the County Code states that “properties subject to tree canopy coverage requirements contained in an approved Transit District Overlay (T-D-O) Zone or a Development District Overlay (D-D-O) Zone are exempt from the tree canopy coverage requirements contained in this

Division.” Pursuant to this section, the tree canopy coverage requirements for the Prince George’s Plaza Transit District Overlay Zone shall be met through the provision of street, on-site, and other trees preserved by a property owner or provided to comply with other Transit District Standards and guidelines.

Site Elements | Screening

Standards

- Screening materials shall consist of evergreen trees and shrubs, walls, or fences.
- Loading areas consisting of off-street loading spaces, loading docks, and service or maintenance areas shall be screened so as to not be visible from an A Street or single-family residential dwelling units.
- All mechanical equipment and meters shall be screened to prevent excessive noise and visual impacts on surrounding properties.

Guidelines

- Screening options may include:
 - » Six-foot-high, sight-tight, and/or green fences.
 - » Architecturally decorative or green walls.
 - » Evergreen screens (height, spacing, and variety to be determined at the time of Detailed Site Plan based upon the size and location of the area to be screened).
- All dumpsters; trash pads; trash and recycling collection; or storage areas should be carefully located and oriented on the site to be as inconspicuous as possible.*

*Blank walls should be avoided along pedestrian rights-of-way because they disrupt the street pattern and make an uninviting pedestrian experience; however, if necessary, blank walls should not be more than 10 to 20 feet wide.

Site Elements | Walls, Fences, and Gates

Standards

The following are permitted:

- » Fences and gates, up to a height of 40 inches, to delineate outdoor seating areas within the retail zone for eating and drinking establishments.
- » Walls, fences, and/or gates where expressly permitted by this TDDP for screening purposes.
- » Walls required for the retention of earth, support of a structure, or architectural façade of a structure.
- » Only in the R-20 and R-80 zones, fences enclosing all or a portion of a rear yard and garden walls; such walls shall not occur forward of the rear of a primary building.

The following are prohibited:

- » Chain link fencing, barbed wire, wire mesh, corrugated metal or fiberglass, split fencing, sheet metal, and paneled materials.
- » Except where expressly permitted by this TDDP, all other walls, fences, and gates abutting pedestrian or vehicular rights-of-way in the Neighborhood Edge or located anywhere in the Downtown Core.

Guideline

Fence type should be consistent along a block face.

Architectural Elements | Intent

To create attractive and visually interesting buildings that enliven and reinforce streetscapes and public spaces while respecting existing development, including neighboring single-family residential neighborhoods.

Architectural Elements | Signage | *General*

Standards

- | | |
|--|---|
| <ul style="list-style-type: none"> • All attached or projecting signs are permitted to be placed horizontally or vertically. • Attached signs shall consist of three types: wall signs, window signs, and digital signs, as defined in this section. • Projecting signs shall consist of four types: blade signs, awning signs, high-rise building identification signs, and vertical corner signs. | <p>The following signs are not permitted in the Transit District:</p> <ul style="list-style-type: none"> • Signs not expressly identified in this chapter. • Signs that obstruct any opening intended to provide ingress or egress for any building or structure. • Signs that obstruct the view of traffic control devices. • Signs that, because of their shape, color, or wording, may be confused with any traffic control device (placed by a public authority), or may mislead motorists. |
|--|---|

ATTACHED SIGNS

Standards

Wall Signs

- Signs shall be rectangular and oriented horizontally or vertically.
- Vertical wall signs may not exceed a maximum dimension of 36 inches by twice the business' frontage width.
- The bottom of a wall sign shall not be installed less than 10 feet above the sidewalk.
- A wall sign with digital or electronic content is a Digital Screen (see page 252).

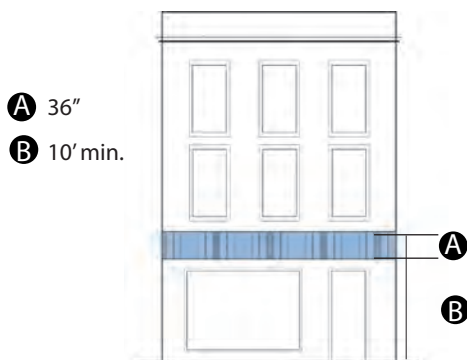


Diagram of minimum horizontal wall sign elevation and maximum sign height.

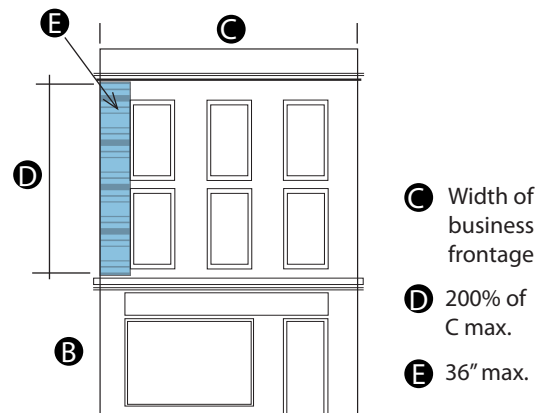


Diagram of maximum vertical wall sign dimension.

Illustrative Photos of Permitted Signs



Clockwise from top left: Painted wall sign, painted wall sign, wall sign, vertical corner sign.

Window Signs

- The window sign is comprised of paint, gold leaf, or vinyl applied directly to the glass.
- Window signs shall not be mounted on opaque signboards.
- The height of any window sign is limited to one-third the height of the glass in the sash where the sign is installed, excluding muntins.
- The width of any window sign is limited to 90 percent of the width of the glass in the sash where the sign is installed.
- Signs may not be affixed with tape or other temporary means to the exterior nor to the interior of the glass surfaces.

- Ⓖ Height of window
- Ⓗ 1/3 of G max.
- Ⓛ 90% of J max.
- Ⓜ Width of window

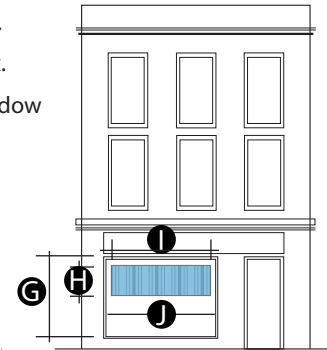


Diagram of window sign dimension.

Digital Screens

Digital screens are signs composed of a television-like screen that displays full-motion images and messages through the digital manipulation of light.

Digital screens are permitted in the Downtown Core, subject to the following regulations:

- Digital screens must be flush with the building façade, architecturally integrated into the building onto which it is affixed, and oriented toward the pedestrian and not passing motorists.
- Digital screens shall be oriented to publicly-accessible open space of at least 0.1 acre in area.
- Digital screens may not exceed 1,600 square feet per building.
- Digital screens are prohibited above 60 feet from the ground and may not be below 10 feet above the surface of the nearby sidewalk, plaza, or other walkway.

Guideline

The placement of digital screens should take into account the light impact on surrounding residential dwelling units, including those outside the Transit

District. Digital screens should be designed and located to minimize light impact, especially at night, on surrounding residential areas.

PROJECTING SIGNS

Standards

Blade Signs

- The top of the blade sign shall be between 10 feet and 12 feet above the sidewalk.
- The blade sign shall be 36 inches tall maximum.
- Blade signs shall be no more than 48 inches wide or project more than 60 inches from the wall. No blade sign shall exceed 6 square feet.
- Brackets or other suspension devices shall match the architectural style of the building and shall not be computed as part of the allowable size of the sign.

- Ⓐ 36" max.
- Ⓑ 60" max.
- Ⓒ 48" max.
- Ⓓ 10'–12'

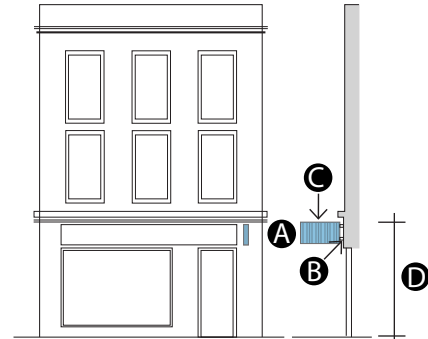


Diagram of blade sign dimension.

Vertical Corner Signs

- Vertical corner signs are permitted only at the corners of blocks. They may project perpendicularly from one side of the building or at a 45-degree angle to the corner.
- Vertical corner signs shall be mounted a minimum of 10 feet in height from the sidewalk, measured to the bottom of the sign. The height of the sign shall not exceed the first-story wall height.
- Vertical corner signs shall be mounted 12 inches maximum away from the exterior wall of the building and shall be a maximum of 3 feet wide.

- Ⓐ 12" max.
- Ⓑ 10' min.
- Ⓒ Height of first story wall
- Ⓓ C max.
- Ⓔ 36" max.

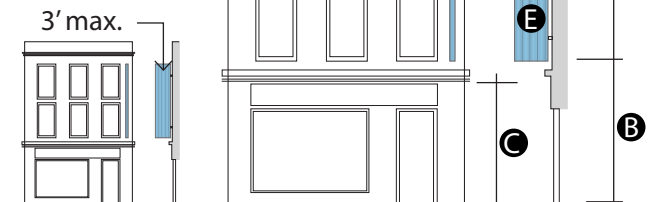


Diagram of vertical corner sign dimension.

Awning Signs

- Signage may only be painted either on the fringe of an awning or in the center of the body of the awning.
- Awning signs shall be painted directly on the canvas.
- Back lit awnings are prohibited.



Vertical corner sign precedent.



Wall sign precedent.



Wall sign precedent.



Window sign precedent.



Blade sign precedent.



Painted wall sign precedent.

AWNING SIGNS

Guideline

Signs that occupy the fringe of the awning may fill the entire height and width of the fringe up to a maximum fringe height of nine inches.

HIGH RISE BUILDING IDENTIFICATION SIGNS

Standards

- Up to two high-rise building identification signs are permitted per building. If two such signs are installed, they should be placed on two separate sides of the building structure.
- High-rise building identification signs shall only be permitted on buildings 16 stories tall or greater.
- The maximum area for high-rise building identification signs is five square feet for every 1,000 square feet of gross floor area of the building, provided, however, that in no event may the total sign area for high-rise building identification signs exceed 800 square feet per building.
- Such signs shall be placed upon the wall or parapet near the top of the tallest part of the building.
- Such signs may not extend above the roof line of any building except when placed upon a parapet, in which case the sign may not extend above the parapet wall.

MONUMENT SIGNS

Standards

Monument signs are permitted, subject to the following regulations:

- Monument signs are only permitted on sites with at least 150,000 square feet of building area and a public or private plaza at least 0.1 acres in area.
- Only one monument sign is permitted per building.
- Monument signs must be located in either the Tree and Furnishing Zone, the Retail Zone, or the Residential Zone and shall not be located within five feet of any public right-of-way.
- Monument signs shall not exceed 30 feet in height, shall not exceed 300 feet square in area, and shall not be obstructed by landscaping.
- Monument signs may only display on-site directory and identification material.

Guideline

A monument sign may contain an electronic directory screen of up to 50 inches diagonal, provided that it is not visible to motorists on nearby roads.

SINGLE-FAMILY DETACHED HOME AND TOWNHOME DEVELOPMENT IDENTIFICATION

Standards

- Maximum sign area per sign face shall be 24 square feet, not exceeding 4 feet in height.
- Entranceway signs shall be separated from signs at other entranceways by at least 200 feet and from

other on-site signs by at least 100 feet, such distance to be measured along the build-to line.

Guidelines

Signs should be located within 30 feet of an entranceway as follows:

- Wall-mounted: one face may be provided on each side of the entranceway, mounted flat against the entranceway wall.
- Ground-mounted development identification signs may be one of the following:
 - » A single-faced sign
 - » A double-sided sign back-to-back
 - » A double-sided sign in a “V” configuration with a maximum 45-degree angle.



Example of a development identification.

OTHER

Standards

Sculptural and A-frame sign boards placed on the sidewalk are permitted if they are temporary, removed during non-operating hours, and do not obstruct the Sidewalk Clear Zone.

OTHER FREESTANDING SIGNS

Standard

Freestanding signs, other than monument signs, single-family detached home and townhome development identification signs, sculptural signs, and A-frame sign boards, shall be located only in the

Tree and Furnishing Zone or retail zone within the Downtown Core. Such freestanding signs shall not exceed eight feet in height nor three feet in width.

Architectural Elements | Awnings

Standard

Metal, plastic, and backlit awnings shall not be permitted.

Guidelines

- Awnings should be designed to be in proportion with other building elements and the overall width of the sidewalk adjacent to the building.
- Awnings should not cover the expression line (a horizontal linear element extending across a façade evidenced as a noticeable difference of projection or recess, change of color or material, or identified as a clear architectural feature of ornamentation such as a cornice) area of the façade, but work with the structural bays or opening arrangement of the building.
- The awning frame should project from the building at least six feet in order to provide shade and shelter for pedestrians.
- The awning frame should be a minimum of eight feet above the sidewalk.
- The awning, canopy, or umbrellas of unenclosed restaurants should be adequately secured, retractable, or removable.
- Awnings should create a visual break between storefronts.
- Awnings should be attached above the display windows and below the cornice or sign panel. Individual awnings should be installed over each separate opening.

Architectural Elements | Balconies

Standard

All balconies, including the addition of balconies to an existing structure, are permitted in the Transit District.

Architectural Elements | Sustainable Building Materials

Guideline

Buildings should be built with “green” building materials. Green materials should meet the following criteria: produced locally or salvaged; recycled and/or recyclable; rapidly renewable; durable; containing a low embodied energy; manufactured in a less environmentally hazardous or toxic manner; for wood, certified in accordance with the Forest

Stewardship Guidelines for environmentally responsible forest management; for refrigerants and fire suppression devices, not containing CFCs or Halon gas. Common green materials include cement and wood fiber composite siding, cellulose insulation, glue-lam beams, and concrete with fly ash content.



Parking and Loading | Intent

To promote a “park once” environment that enables people to conveniently park and access a variety of uses in a pedestrian-friendly environment where streetscapes are vibrant and active and not dominated

by parking lots or garages and to encourage nonmotorized modes of travel to and within the Transit District.

Standards

- There is no minimum number or ratio of off-street parking spaces for any development within the Transit District.
 - The maximum number of off-street parking spaces permitted for nonresidential and residential development is specified in the table of maximum parking ratios on the following page. For the purposes of this table, the type of development refers to its description in the table of uses.
 - On-street parking shall be required on all new private A and B Streets constructed pursuant to this TDDP and is encouraged on all County and municipal A and B Streets.
 - On-street parking in Alleys shall be prohibited.
- Development may only be permitted to exceed the maximum parking ratios if all of the following criteria are met:
- » Additional parking spaces may only be provided in the form of structured parking.
 - » The amount of additional structured parking spaces permitted beyond the maximum parking ratios established above shall not exceed the minimum number of off-street parking spaces ordinarily required for the specified use or mix of uses by Section 27-568(a) of the Zoning Ordinance.
 - » All parking spaces built in excess of the allowed maximum parking ratios shall be provided as shared and/or public parking and shall be offered at the same cost as to any other project occupants or tenants.
- » Applicants desiring to exceed the maximum parking ratios shall provide a comprehensive transportation demand management strategy and program including incentives for nonautomobile travel, the proposed design of any parking structure to meet additional parking demand, implementation timing and phasing, and financial assurances.
 - The maximum number of off-street parking spaces permitted for each nonresidential, noncommercial, nonindustrial land use type that is otherwise not specified or covered by the maximum parking ratios shall be equal to 60 percent of the minimum number of off-street parking spaces ordinarily required for the specified use or mix of uses by Section 27-568(a) of the Zoning Ordinance.
 - At no point shall the total number of off-street surface parking spaces within the Transit District exceed 10,500. For the purposes of this standard, the following shall apply:
 1. The total number of off-street parking spaces in the Transit District on July 19, 2016, pursuant to the inventory developed for this TDDP is 10,332.
 2. The total number of parking spaces subsequently approved for construction or elimination will be recorded by the Planning Department as development applications are approved.
 3. Permitted parking spaces on recorded single-family residential lots shall not count toward this total.

Character Area	Residential Development	Commercial/ Industrial Development
Downtown Core	1.25 spaces per dwelling unit	2.5 spaces per 1,000 square feet of gross leasable area
Neighborhood Edge (multifamily)	1.5 spaces per dwelling unit	N/A
Neighborhood Edge (single-family)	2.0 spaces per dwelling unit	N/A

- All applicants, other than those proposing solely single-family dwelling units, shall demonstrate the extent to which their proposed development reduces the total number of surface parking spaces within the Transit District.
- All new structured parking facilities shall include secure bicycle parking. One bicycle parking space shall be provided for every 10,000 square feet of building area for office, retail, hospitality, and other commercial, public, and institutional uses. One bicycle parking space shall be required for every 20 units for multifamily residential development. These bicycle parking requirements are cumulative for mixed-use development, and both open and covered bicycle parking areas may be provided, as appropriate.
- Parking may be located on- or off-site within one-quarter mile walk of the development site. When off-site parking is used to meet any parking needs, the applicant shall provide a site plan and narrative statement demonstrating that parking is provided off-site and that pedestrian facilities necessary to serve the walk from the parking facility to the building will be constructed prior to the opening of the parking facility.
- Carpool and vanpool parking spaces shall be required at a minimum ratio of one reserved high occupancy vehicle space per every 100 regular parking spaces for any development including in excess of 50,000 square feet of office use. Free or reduced parking costs for authorized carpools and vanpools are encouraged.
- Restriping of surface parking facilities that result in an addition of general purpose parking spaces is prohibited.
- On-street parking shall be required on all new private A and B Streets constructed pursuant to this TDDP and is encouraged on all County and municipal A and B Streets.
- On-street parking in Alleys shall be prohibited.
- On-street parking spaces on private streets shall not count toward off-street parking requirements.
- All parking for buildings that front on Adelphi Road shall not be visible from Adelphi Road.

Guidelines

- Commercial parking facilities should leave at least 25 percent of their spaces available for hourly and daily rental by the general public.
- All parking spaces that are provided should be unbundled from the leasing and/or rental rates of associated development.

Parking and Loading | Surface Parking

GENERAL

Standards

- Off-street surface parking is prohibited except where at least one of the following conditions apply:
 - » The surface parking was legally existing on July 19, 2016.
 - » The surface parking is permitted subject to a valid DSP approved prior to July 19, 2016.
 - » The surface parking will be located on land that was in legal use as a surface off-street parking lot or a building on July 19, 2016.
 - » The off-street surface parking will be provided through alteration or reconstruction of a surface parking lot legally existing on July 19, 2016.
 - » The surface parking lot will be constructed by a public or quasi-public agency to provide access to a public facility.
- » The Planning Board may permit reconstruction of a surface parking lot where the applicant will remove an equivalent square footage of existing impervious surface and create an equivalent or greater square footage of unpaved or pervious space.

Notwithstanding the above, construction of a surface parking lot shall not expand the area of impervious surface on any property in the Transit District as it existed on July 19, 2016.

SURFACE PARKING FACILITIES

Standards

- Surface parking lots not legally existing on July 19, 2016 shall not front on any street.
- Surface parking lots not legally existing on July 19, 2016 shall not have entrances from or exits onto existing or proposed A Streets.
- Parking facilities and entrances shall be located on B Streets or Alleys.
- New surface parking lots may enter from or exit into existing surface parking lots, such as at The Mall at Prince Georges.
- A minimum of one pedestrian walkway shall be provided for every four head-to-head parking rows.
- All new surface parking lots shall be screened from streets by buildings, landscaping, or any other cover that mitigates the view of the parking lot from the street.
- On B Streets or Alleys, up to two surface parking entrances shall be permitted per block, however entrances shall be separated by 100 linear feet.
- A curb or wheel stop shall be provided for all parking spaces abutting planting or pedestrian areas to protect those areas from overhanging by parked vehicles.
- Surface parking lots shall be landscaped with a minimum of one tree per 24 spaces and a minimum of one landscape island for every 12 spaces.
- Every other row of parking shall include a landscaped median for the entire length of a parking bay.
- The median shall be planted with large shade trees approximately every 40 feet.

Guidelines

- Planting islands should be used to define circulation patterns, break up rows of parking, and soften the visual impact of large expanses of pavement.
- Planting islands should incorporate urban green design methods to capture water runoff in order to allow water percolation into the soil.
- Parking facilities should incorporate pervious material and other green infrastructure design methodologies that will diminish storm water runoff.
- Parking facilities should provide areas for car-sharing vehicles, electric chargers, bicycle parking, or any new sustainable practice that may be introduced into the market in the future.
- Good visibility in the parking lot is important, both for neighborhood security and traffic safety. The use of landscaping elements and plants that restrict visibility—such as tall shrubs, evergreen trees, and low-branching trees—should be avoided.
- Existing shade trees (except invasive species) may be retained and credited toward fulfilling parking lot interior planting requirements if appropriate measures are taken to provide long-term viability based on the species, condition, and size of the tree; the limits of disturbance, allowing a minimum area of 70 percent critical root zone retention protection during construction; and specialized tree management practices, as approved by the Planning Director (or designee).

Parking and Loading | Structured Parking

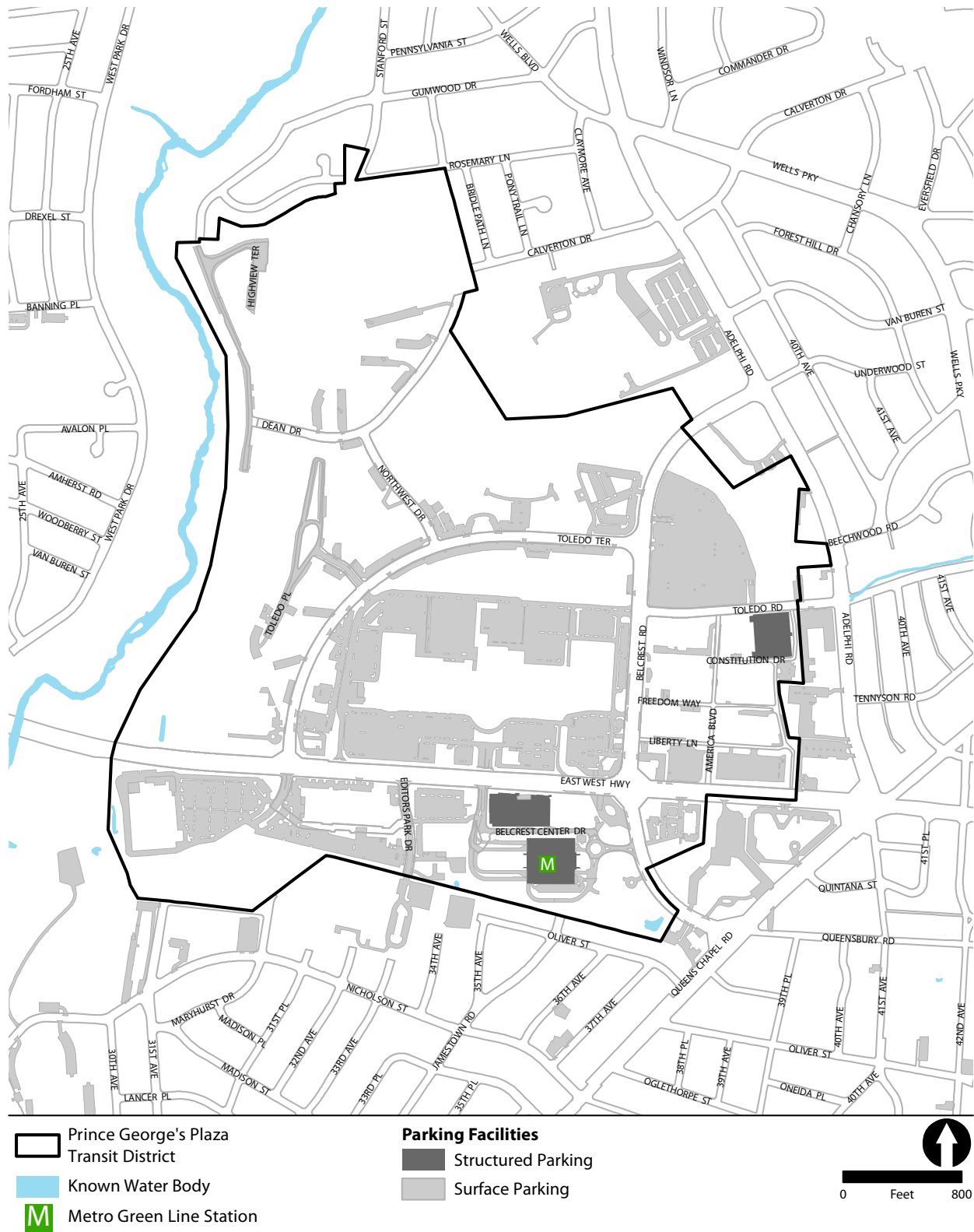
Standards

- A structured parking garage shall not front onto MD 410 (East West Highway) or Belcrest Road at ground level.
- On-site, off-street parking for buildings located along MD 410 (East West Highway) or Belcrest Road shall be located behind, below, or above those buildings.
- Vehicular entrances to, and exits from, parking structures shall not be located on A Streets.
- Where otherwise permitted, parking garages that front directly on a street shall be provided with architectural treatment, liner uses and buildings, murals, landscape or any other screening techniques in order to screen the garage from the street.
- Internal elements such as pipes, fans, and lighting shall be concealed from public view. Where possible, ramping should be internalized.

Guidelines

- Parking structures should be designed as an integral component of the coordinated site plan and architectural theme.
- Garages should use articulation or fenestration treatments that break up the massing of the garage and/or add visual interest.
- When designing and constructing above-ground parking structures, consideration should be given to the installation of renewable energy systems (such as solar photovoltaic panels or wind generators) or green roofs on or above their top deck.

Map 35. Existing Parking Facilities



Parking and Loading | Underground Parking

Standard

Vehicular entrances to, and exits from, underground parking structures shall not be located on A Streets. A maximum of two garage entrances shall be permitted per block on B Streets or Alleys.

Parking and Loading | Loading

Standards

- There is no required minimum number of off-street loading spaces in the Transit District.
- The required number of off-street loading spaces shall be determined at the time of DSP.
- Off-street loading spaces may only be located in the rear of buildings.

Guidelines

- The provision of on-street loading zones is encouraged; such zones should be strategically located to serve multiple businesses and time-limited to ensure turnover.
- The required number of off-street loading spaces should not exceed the minimum required by Section 27-582 of the Zoning Ordinance.

Transportation Adequacy | General

Standard

Within the Prince George's Plaza Transit District, properties are required to demonstrate that the transportation facilities (limited to only signalized and/or unsignalized intersections) will be adequate to serve the proposed development for any preliminary plan, and any DSP if prior adequacy findings are more than six years old.

The adequate public facilities (APF) finding must follow and conform to the procedures and methodologies outlined in the most recent edition of the Planning Board's Transportation Review Guidelines, Part 1, unless as specified in this section. Within the Prince George's Plaza Transit District, the transportation facilities adequacy standard shall be LOS E for individual critical intersections.

Determination of Intersections to Be Studied

The number of intersections that shall be included in the required adequacy analysis will be based on the total projected total weekday vehicle trips generated by the proposed development under consideration. Table 48 on page 295 shows the number of signalized and/or unsignalized intersections within the Transit District required to be included in the adequacy analysis. The Planning Director, in consultation with the County and/or appropriate municipality, may adjust the number of intersections required for analysis if he/she finds that special circumstances warrant a different number of intersections to be scoped for adequacy determination.

Proposed Vehicle Trips	Maximum Number of Intersections*
51–499	1
500–999	2
1,000–1,999	3
2,000–4,999	4
5,000–9,999	5
10,000 or more	6

*Not including the proposed or existing site access intersections.

Required Improvements

For all the required intersections, the applicant shall demonstrate one of the following:

1. There will be adequate intersection level of service, as defined by Section 24-124(a), provided that the intersection(s) are fully built to the plan's ultimate configuration.
2. Applicant is willing to fully fund and implement trip reduction program(s), deemed appropriate by the County DPW&T for a period of at least six years after the issuance of first occupancy permit that would alleviate any reported inadequacy as defined by the Transportation Review Guidelines.

3. The applicant agrees to make a one-time Prince George's TDDP Transportation Mitigation Payment to the County and for each signalized intersection that is projected to operate above the acceptable LOS, provided the intersection(s) are fully built to the plan's recommended configurations.

Site access adequacy and needs shall be determined by the appropriate operating agency having jurisdiction over the roadway where the access point(s) are to be located.

Calculation of TDDP Transportation Mitigation Payment

The required one-time transportation mitigation fee for each required signalized intersection that is operating above the minimum acceptable clear lane volume (CLV) of 1,600 vehicles per hour, or as modified by the Guidelines, to be paid to the County prior to issuance of any building permit shall be the smaller of one of the following:

- a. \$10,000 per unit of CLV over the Acceptable Value of 1,600 critical vehicle volume.
- b. \$100 per projected daily weekday vehicle trip for the proposed development.

Allocation of the Collected TDDP Transportation Mitigation Fees

On an annual basis, the Prince George's County Planning Board and/or the City of Hyattsville, can request that the County appropriate any portion or all of the collected funds to any transportation

enhancement projects, excluding capacity enhancements to existing roads, within, and projected to serve, the Transit District.

Downtown Core Standards | Intent

To create a compact, walkable, mixed-use regional destination whose built environment promotes a sense of place and includes multimodal transportation access, lively streetscapes, and active public spaces.

DOWNTOWN CORE GENERAL

Standards

- Accessory buildings are not permitted within the Downtown Core. Accessory, subordinate, and service uses should be housed within the main building or attached parking structure.
- There are no lot coverage or minimum green area requirements for development within the Downtown Core.

Guideline

- On private streets in the Downtown Core, all pedestrian crosswalks should be a minimum of 12 feet wide.
- All public utilities should be placed underground, above-ground in alleys, or otherwise behind structures.

DOWNTOWN CORE BLOCKS

Standard

Primary façades shall face A Streets, Pedestrian Streets, or Promenades.

Guidelines

- Buildings should occupy the perimeter of a block.
- Blocks should range in size from 200 to 400 linear feet on each side.

DOWNTOWN CORE A STREET

Standards

- The following streets existing in the Downtown Core on July 19, 2016, are to be considered A Streets:
 - » MD 410 (East West Highway)
 - » Belcrest Road
 - » Toledo Terrace
 - » America Boulevard
 - » Toledo Road
- Primary entrances to new buildings shall be located on A Streets.
- No service area or loading dock shall be permitted adjacent to any street unless enclosed such that all sides appear as a primary façade similar to the primary façade of the main building, including design, detail, finished material, and landscaping.

DOWNTOWN CORE B STREET

Standard

Streets existing in the Downtown Core on July 19, 2016 not identified as A Streets are to be considered B Streets.

- Delivery services, loading, dumpsters, parking facility (surface and structured) entrances, and above-ground utilities servicing buildings fronting on A Streets or Pedestrian Streets shall be located on B Streets or Alleys.

Guideline

Secondary building entrances may be located on these streets.

DOWNTOWN CORE PEDESTRIAN STREETS AND PROMENADE

Standards

- Access to a Promenade shall be limited to bicycles and pedestrians. Vehicular access is prohibited on promenades, except emergency and service vehicles, and other temporary access as permitted by DPW&T or the City of Hyattsville, as applicable.
- Service and loading entrances are not permitted on Pedestrian Streets or Promenades.

DOWNTOWN CORE FENESTRATION

Standards

- Façades at the ground level facing A Streets, Pedestrian, Promenade, or fronting an open space shall be visually permeable (clear glass windows, doors, etc.); at a minimum, 50 percent of the ground floor façade shall consist of transparent materials (glass).
- Tinted or mirrored glass, or glass blocks are not permitted.

Guideline

- Fenestration should be a minimum of 70 percent of first-floor façades along A Streets. On B Streets where retail is the first floor use, the minimum percentage should be 60 percent of the ground floor façade.

DOWNTOWN CORE MIXED-USE AND NONRESIDENTIAL BUILDINGS

Standards

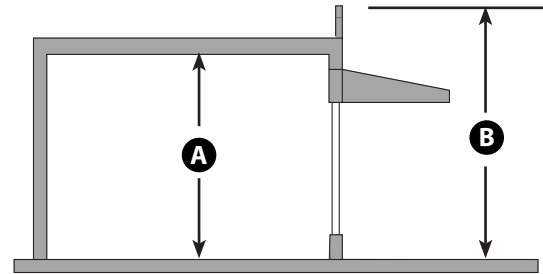
- All buildings on abutting lots within the Downtown Core shall be attached at the sides, except where separated by a street (as defined by this TDDP), plaza, or public open space.
- The minimum clear height of retail space and of storefront fenestration is 14 feet.
- Retail awnings may encroach across the BTL for a maximum of six feet. Marquees, fixed canopies, and all other permitted overhead entry features may encroach beyond the BTL for more than six feet maximum but may not project beyond the Tree and Furnishing Zone.

Guidelines

- Components of ground floor frontage for commercial or other nonresidential uses should support an active streetscape.
- All buildings located at the intersections should incorporate landmark or/and architectural elements (sculptures, unique building shapes, interesting façade articulations, etc.) to highlight intersections as the entry points to the Transit District.
- All street-defining buildings on corners should orient main entrances toward the corner.
- First floor balconies should be recessed from the main building façade, or three feet higher than ground elevation.
- Overhead features such as awnings and fixed-canopies should maintain a clear height of at least eight feet.
- Retail entries should be spaced along a frontage at 75-foot intervals maximum to encourage active streetscape. Tighter spacing is encouraged.

Figure 26. Downtown Core: One-Story Commercial-Institutional Standards

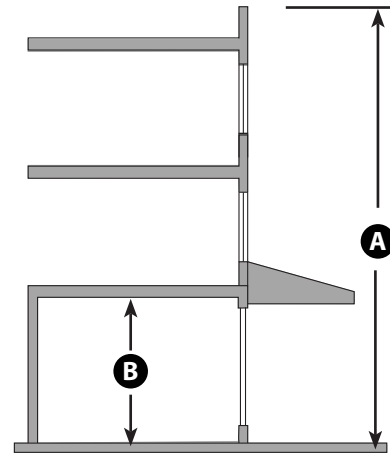
Building Placement	
Build-to Line (BTL) Regulated by Street Section	
BTL Defined by a Building	
Front (Primary Street)	100% minimum A Street, Pedestrian Street, or Promenade
	80% minimum B Street
Side	80% minimum
Side (Side Street)	100% minimum A Street, Pedestrian Street, or Promenade
	80% minimum B Street
Zones Permitted	M-U-I/M-X-T
Miscellaneous	
1. No planting strips allowed between sidewalk and building unless specified on street sections.	
2. In front and side yards where buildings do not meet the build-to line, only public open spaces, plazas, or seating for eating and drinking establishments are permitted.	



Building Form		
Height	See Density and Building Height section.	
Ground Floor Ceiling	14' minimum clearance	A
Building Façade Height	20' minimum	B
Miscellaneous		
5. Primary entrance shall be located along the front façade.		
6. Loading docks, overhead doors, and other service entries shall not be located on A Streets, Pedestrian Streets, or Promenades.		
7. Any buildings wider than 50' shall be designed to read as a series of building fronts no wider than 50' each.		

Figure 27. Downtown Core Multistory: Commercial, Residential, Institutional Standards

Building Placement	
Build-to Line Regulated by Street Section	
BTL Defined by a Building	
Front (Primary Street)	80% minimum A Street, Pedestrian Street, or Promenade
	60% minimum B Street
Side	80% minimum
Side (Side Street)	100% minimum A Street, Pedestrian Street, or Promenade
	60% minimum B Street
Zones Permitted	M-U-I/M-X-T
Miscellaneous	
1. A building form with a chamfered corner is allowed only on corner lots and only if a corner entry is provided.	
2. No planting strips allowed between sidewalk and building unless specified on proposed street sections.	
3. In front and side yards where buildings do not meet the build-to-line, only public open spaces, plazas, or seating for eating and drinking establishments are permitted.	



Building Form		
Height	See Density and Building Height section.	A
Ground Floor Ceiling	14' minimum clearance.	B
Miscellaneous		
4. Any buildings wider than 50' shall be designed to be seen as a series of building fronts no wider than 50' each.		
5. Loading docks, overhead doors, and other service entries shall not be located on A Streets, Pedestrian Streets, or Promenades.		

Figure 28. Downtown Core: Townhomes and Two-Family Attached Standards

Building Placement	
Build-to Line Regulated by Roadway Section	
BTL Defined by a Building	
Front	80% minimum
Side Street	40% minimum
M-X-T*	R-18, R-20

*Pursuant to Footnote "d" on page 273.

Building Form	
Height	See Density and Building Height section.
Miscellaneous	
1. Primary entrance shall be located along the front façade.	



Example of mixed-use development framing the street.

Neighborhood Edge Standards | Intent

To create a walkable, moderate-density residential environment that serves to buffer nearby existing residential communities and open spaces from the more intense mix of uses in the Downtown Core.

Neighborhood Edge | General

Standards

- There are no lot coverage requirements for development within the Neighborhood Edge.
- Except in the T-D-O/R-80 Zone, where dwelling units must be detached, there are no side or rear setbacks within the Neighborhood Edge. Structures may be built to the side or rear property line.
- Residential driveways are permitted in Alleys and B Streets shall not exceed 18 feet in length. Front-loaded garages are permitted only for dwelling units 22 feet wide or greater.

Guidelines

- All single-family dwelling units should front onto an A or B Street.
- Primary entrances to single-family dwelling units should be located along the front façade.
- On private streets in the Neighborhood Edge, all pedestrian crosswalks should be a minimum of eight feet wide.
- All public utilities should be placed underground, above-ground in alleys, or otherwise behind structures.



Example of Neighborhood Edge A Street with townhouses.



Residences fronting a street creating a sense of enclosure.

Neighborhood Edge | A Street

The following streets existing on July 19, 2016 are considered Neighborhood A Streets:

- Northwest Drive
- Dean Drive
- Highview Terrace
- Adelphi Road

Standards

- Entrances into private off-street parking facilities are not permitted, except along Adelphi Road.
- New surface parking lots are not permitted.
- Residential driveways are not permitted.

Guideline

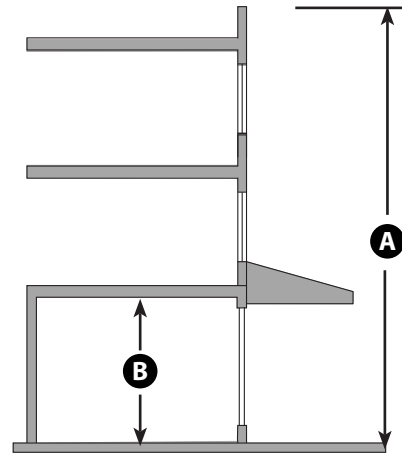
- Primary building entrances should be located on these streets.

Figure 29. Neighborhood Edge: Multifamily Standards

Building Placement		
Build-to-Line Regulated by Street Section		
BTL Defined by a Building		
Front	80% minimum	
Side Street	40% minimum	
Zones Permitted	R-18	

Building Form		
Height	See Density and Building Height section.	A
Ground Floor Ceiling	If lobby provided, 14' minimum clearance.	B

Miscellaneous	
1. Primary entrance shall be located along the front façade.	
2. Loading docks, overhead doors, and other service entries shall not be located on Northwest Drive, Dean Drive or Neighborhood A Streets.	


Figure 30. Neighborhood Edge: Townhomes and Two-Family Attached Standards

Building Placement		
Build-to Line Regulated by Street Section		
BTL Defined by a Building		
Front	80% minimum	
Side Street	40% minimum	
Zones Permitted	R-18, R-20	

Building Form		
Height	See Density and Building Height section.	

Miscellaneous	
1. Primary entrance shall be located along the front façade.	

Figure 31. Neighborhood Edge: Single-Family Detached Residential

Building Placement		
Build-to Line Regulated by Street Section		
BTL Defined by a Building		
Front	50% minimum	
Side Street	30% minimum	
Zone Permitted	R-80	

Minimum Lot Dimensions		
Lot Width	26' minimum	
Lot Depth	100' minimum	

Building Form		
Height	See Density and Building Height section.	

Miscellaneous	
1. Primary entrance shall be located along the front façade.	

Neighborhood Edge | B Street

Standards

- Streets existing in the Neighborhood Edge on July 19, 2016, not identified as A Streets are to be considered B Streets.
- Private off-street parking facilities shall front onto B Streets, provided there is appropriate screening consisting of an architectural façade composed of concrete, masonry, screening materials, or sustainable features such as green walls.

Guideline

- Primary building entrances may be located on these streets.
- Alley, service, and loading entrances should be located along these streets.
- Structured parking facility entrances are permitted.

Neighborhood Edge | Landscape Standards

All residential development in the Neighborhood Edge shall comply with the following standards.

Single-Family Detached Dwellings

Standards

- All one-family detached lots that are 9,500 square feet or larger shall be planted as follows:
 - » Plant a minimum of three major shade trees and two ornamental or evergreen trees per lot.
 - » At least one of the required major shade, ornamental, or evergreen trees shall be located in the front yard or, in the case of a corner lot, in the front or side yard facing the street.
- All one-family detached lots that are smaller than 9,500 square feet shall be planted as follows:
 - » Plant a minimum of two major shade trees and two ornamental or evergreen trees per lot.
 - » At least one of the required major shade, ornamental, or evergreen trees shall be located in the front yard or, in the case of a corner lot, in the front or side yard facing the street.
- An existing shade tree, except for an invasive species, exceeding two and one-half inches diameter at breast height (dbh) located on an individual lot within 75 feet of a dwelling unit may be counted toward fulfillment of the requirement for a tree on that lot, provided that the size (dbh), genus, condition, and location of each tree to be counted toward the fulfillment of this requirement is shown on the landscape plan. The site and landscape plan must also demonstrate that a minimum of 70 percent of the critical root zone of such tree will remain undisturbed.

Townhouses, One-Family Semi-Detached, Two-Family, and Three-Family Dwellings Arranged Horizontally

Standards

- Plant a minimum of one and one-half major shade trees and one ornamental or evergreen tree every two dwelling units located on individual lots and/or common open space. Trees planted in the Street Tree and Furnishing Zone shall count toward this requirement.
- An existing shade tree, except for an invasive species, exceeding two and one-half inches diameter at breast height (dbh) located in the common area or open space within 75 feet of a dwelling unit may be counted toward fulfillment of the requirement for a tree, provided that the size (dbh), genus, condition, and location of each tree to be counted toward the fulfillment of this requirement is shown on the landscape plan. The site and landscape plan must also demonstrate that a minimum of 70 percent of the critical root zone of such tree will remain undisturbed.

Two-Family and Three-Family Dwellings Arranged Vertically

Standard

Plant a minimum of two major shade trees and one and one-half ornamental or evergreen trees per building located in common open space.

Multifamily Dwellings

Standards

- Multifamily projects shall plant a minimum of one major shade tree per 1,600 square feet.
- An existing shade tree, except for invasive species, exceeding two and one-half inches diameter at breast height (dbh) located anywhere on the site, except in the floodplain, may be counted on a one-to-one basis for up to 100 percent of the shade tree requirement on that site, provided that the size (dbh), genus, condition, and location of each tree to be counted toward the fulfillment of this requirement is shown on the landscape plan. The landscape plan must also demonstrate that a minimum of 70 percent of the critical root zone of such trees will remain undisturbed.

Guidelines

- Planting schemes for subdivisions should be comprehensively designed for an entire project rather than sample model plantings repeated many times over.
- The quantity of trees allocated to common open space should not have the effect of eliminating the landscaping devoted to individual lots.
- Up to one-quarter of the number of required shade trees may be substituted on a two-to-one basis by the use of ornamental or evergreen trees.