

Chapter 3: Development Pattern Elements



Overall Sector Plan Area

This chapter describes the sector plan vision for land use, development, and community character in the Landover Gateway area. Following the goals of the 2002 General Plan, the Development Pattern Element seeks to promote economic vitality, promote a sustainable pattern of development that encourages a balanced use of existing and proposed public facilities, enhances the quality and character of communities and neighborhoods, and protects environmentally sensitive lands.

Areawide Development

Background

The Landover Gateway sector area falls within both the Developed and Developing Tiers, with the Capital Beltway serving as the dividing line between the two tiers. The 2002 General Plan currently designates the former Landover Mall site and its vicinity as a community center in the Developed Tier. As the goals for the sector plan evolved during the planning process, it became clear that upgrading the sector area to a regional center designation would better accommodate the emerging downtown vision for the area. As such, this sector plan recommends changing the area's 2002 General Plan designation to regional center, and the recommendations of the sector plan are based on the assumption that such a change will occur.

According to the 2002 General Plan, regional centers are locations for regionally marketed commercial and retail centers, office and employment areas, some higher educational facilities, and possibly sports and recreation complexes primarily serving Prince George's County. High-density residential development may be an option at these centers if needed public facilities and services, particularly schools and transit, can be provided. Regional centers should be served by rail or bus mass transit systems. The 2002 General Plan goals for centers call for capitalizing on public investment in the existing transportation system, promoting compact mixed-use development at moderate

to high densities, ensuring transit-supportive and transit-serviceable development, requiring pedestrian-oriented and transit-oriented design, and ensuring compatibility with surrounding neighborhoods.

Land uses in the sector plan area include vacant land (the former Landover Mall site); residential, commercial, and religious/institutional uses; a Prince George's County public school property; public parkland; and undeveloped parcels. Although the majority of the former mall structures have been demolished, remaining uses on the former Landover Mall site include the Sears department store and auto center and an auto maintenance business fronting on Brightseat Road. Surrounding the former mall site, land uses are primarily residential with the exception of a liquor store on Brightseat Road and M-NCPPC's Henry P. Johnson Park north of the mall site. Residential uses consist of apartment complexes along the west side of Brightseat Road and single-family homes just outside the study area boundaries to the north and west (south of Barlowe Road). Current uses east of Brightseat Road and north of MD 202 include a church and the Bonnie F. Johns Educational Media Center, a Prince George's County public school building that is now used primarily for administrative and training functions. South of MD 202, land uses include the partially vacant Landover Crossing Shopping Center, vacant or undeveloped properties to the southwest of the Brightseat Road/MD 202 intersection, and a 50-acre undeveloped parcel owned by WFI Stadium, Inc. and located at the southernmost tip of the sector plan area.

The Woodmore Towne Centre development is located to the east of the former mall site, across the Capital Beltway. When fully developed, this 245-acre, mixed-use development will include a total of 684,617 square feet of retail (including Costco and Wegmans as anchors), 1,000,000 square feet of office uses, two hotels and a conference center, and residential consisting of 191 single-family homes and 731 townhomes.

The majority of land in the sector plan area is privately owned, including several large properties under single ownership. The only publicly owned parcels are existing

M-NCPPC open space, north of the mall site, and the educational center property located southwest of MD 202. The former Landover Mall site consists of nine parcels, with the majority of the site (all but three parcels) now owned by a single entity.

Goals

- Encourage a high concentration of land uses and economic activities that attract employers, workers, and customers.
- Encourage high- and moderate-density residential development.
- Ensure that Landover Gateway can be effectively served by mass transit and that future development is transit-supportive.
- Capitalize on public investment in the existing transportation system.
- Promote compact, mixed-use development at moderate to high densities.
- Ensure transit-supportive and transit serviceable development.
- Require pedestrian-oriented and transit-oriented design.
- Ensure compatibility with surrounding neighborhoods.
- Provide a variety of housing types for a range of incomes, including affordable and workforce housing.

Policy 1. Create a vibrant new downtown for Prince George’s County in the area on and around the former Landover Mall site.

Strategies

- Develop a mix of uses and activities that will foster a vibrant, 24-hour downtown environment.
- Encourage densities high enough to foster economic vitality and support transit service.
- Ensure a compact, walkable design with key destinations within walking distance.

- Design a downtown core that is both centrally located and accessible.
- Provide a range of amenities and services that cater to a variety of consumers, including local residents and recreational, service, and business-related visitors and workers.
- Encourage a vertical mix of uses in the downtown core.
- Incorporate a wide variety of neighborhoods in the downtown area.

Policy 2: Improve connectivity in the sector area by creating a compact network of pedestrian-friendly streets.

Strategies

- Create a network of connecting streets that open up large parcels of land to innovative development patterns in the sector plan area.
- Encourage a walkable, connected pattern of streets throughout the area.
- Create a range of block sizes with many small blocks that foster an urban, walkable environment.
- Pursue opportunities to enhance road connectivity by providing alternate routes that bypass major thoroughfares, such as Brightseat Road and MD 202.
- Upgrade Brightseat Road and MD 202 as pedestrian-friendly thoroughfares, employing traffic-calming measures and improving the safety and comfort of pedestrian crossings on Brightseat Road and MD 202.

Policy 3: Establish new transit connections to the area and encourage transit-oriented development and design.

Strategies

- Work with federal, state, and county officials to deliver light rail connections into Landover Gateway.

- Establish frequent bus circulatory service as an interim measure to provide regular connections to nearby Metro stations.
- Locate light rail and bus stops to provide direct, safe, and efficient access to proposed mixed-use areas.

Policy 4: Integrate open spaces, green connections, and public focal places into Landover Gateway's neighborhoods.

Strategies

- Ensure that all public open space and neighborhood focal places are fully integrated with and connected to the street system.
- Create a distinct public focal place for each neighborhood.
- Ensure that all focal places remain in the public domain.
- Collaborate with the private sector to build and maintain these focal places.
- Ensure that all open spaces and focal places are bounded by streets on at least two sides.

Policy 5: Establish a complementary relationship between Landover Gateway and the Woodmore Towne Centre development.

Strategies

- Approve and construct new pedestrian and vehicular connections between Landover Gateway and Woodmore Towne Centre, including a heavily landscaped promenade along the Everts/Campus Way over the Capital Beltway (I-95/I-495) connection.
- Ensure that future uses west of the Capital Beltway and the Woodmore Towne Centre development are complementary to each.
- Identify and develop potential market niches that could be a focus for Landover Gateway.
- Link Landover Gateway and Woodmore Towne Centre through future transit connections, including interim

circulatory bus shuttle service and future light rail transit service.

Policy 6: Encourage a variety of housing options at varying densities for a range of income levels.

Strategies

- Vary the residential densities and building types allowed by the sector plan and its development standards.
- Encourage private housing development that incorporates affordable workforce housing.
- Seek opportunities for the Department of Housing and Community Development to invest in and partner in new housing by providing financial incentives for inclusion of affordable units.
- Fund the Housing Trust Fund to support private provision of affordable housing.
- Require developments that receive major county financial support to include affordable units.
- Partner with nonprofit housing developers to increase affordable housing opportunities.
- Provide for both owner-occupied and rental housing to accommodate young households starting out.
- Encourage development of preretirement and retirement housing suited to the needs of active adults; units with low maintenance burdens and universal design so that units can be modified to accommodate future mobility limits and other disabilities.

Policy 7: Identify policies and mechanisms that give existing residents the option of remaining in Landover Gateway as the area redevelops.

Strategies

- Provide home ownership training and counseling for area renters wishing to buy homes, both before and after the purchase.
- Provide financial incentives to support first-time homeowners.

- Work with residents who might be displaced by future development.
- Provide foreclosure prevention counseling and assistance.
- Fund the single-family rehabilitation program to assist moderate-income homeowners to maintain and upgrade their homes.

Policy 8: Encourage the application of environmentally sensitive and sustainable site design techniques to all future development.

Strategies

- Ensure that stormwater has an opportunity to be filtered back into the local water table prior to its collection into the regional stormwater management system.
- Incorporate stormwater management functions as part of attractive and accessible public amenities.
- Create a public-private partnership for maintaining all biofilters in public open space.
- Filter street runoff in streetscape features, street medians and planted open spaces. (See photos starting on page 34.)

- Employ the techniques for environmentally sensitive design and green infrastructure preservation and enhancement, as described in the Environmental Infrastructure section in Chapter 5.

Policy 9: Improve public safety by encouraging development that helps reduce the perception and reality of crime in the area.

Strategies

- Incorporate defensible space and Crime Prevention through Environmental Design (CPTED) principles into all new developments.
- Develop a pedestrian-friendly environment with a multiplicity of uses to ensure continuous activity and “eyes on the street.”
- Maintain properties, pick up litter, and remove graffiti to enhance individuals’ sense of personal security.
- Enhance the pedestrian environment with good street lighting, clear sight lines, and strategic orientation of buildings for views into parks and other public spaces, such as outdoor restaurant seating

Urban Design

Vision

Landover Gateway is envisioned as a vibrant and walkable downtown for Prince George’s County with a distinctive sense of place. The downtown area is organized around distinct neighborhoods and a network of corresponding thoroughfare and public places. Unique architectural and streetscape elements further contribute to the area’s sense of place (see Map 11: Illustrative North, Core, and South Neighborhoods and Primary Thoroughfares on page 32, Map 12: Illustrative Streetscapes on page 37, Figure 2: Illustrative Main Street and Connecting Street Sections on page 38, and Figure 3: Illustrative Boulevards in Park Slope and Commercial Core on page 39).

Background

Three fundamental design principles provide the basis for the policies and strategies described below. These principles include:

Pedestrian-Oriented Design

Pedestrian-oriented design addresses the design details that are essential to creating places where people can and will walk safely and pleasurably. Key principles of pedestrian-oriented design include compact neighborhoods; the proximity of residential and civic/commercial uses; a consistent street wall, influenced by the placement of buildings on the lot in relation to the street; complete and interconnected sidewalks, trails, and transportation facilities; human-scale architecture; and the provision of consistent eye-level details and amenities (i.e., lighting, benches, signage, decorative paving and railings, windows that engage the street, street trees, water fountains, etc.) that make sidewalks inviting and comfortable for pedestrians and encourage people to explore local businesses and public places on foot. (See new design guidelines.)

Place-making

Place-making entails the creation of a setting that imparts a sense of place to an area. This process is achieved by establishing identifiable neighborhoods, unique architecture, aesthetically pleasing views and public places, identifiable landmarks and focal points, and a human element established

by compatible scales of development and ongoing public stewardship. Other key elements of place-making include lively commercial centers, mixed-use development with ground-level retail uses, human-scale and context-sensitive design, safe and attractive public areas, and image-making (i.e., decorative) elements in the public realm.

Crime Prevention Through Environmental Design (CPTED)

CPTED was developed out of the realization that the built environment influences both the reality and perception of crime. CPTED is defined as the proper design and effective use of the built environment in ways that reduce the incidence and fear of crime and improve overall quality of life. CPTED is not just for architects and planners but involves the participation of everyone: police, employees, neighbors, business owners, service organizations, professional groups, students, and residents.

Implementation of CPTED focuses on the core principles of territorial reinforcement, natural surveillance, activity support, access control, and maintenance, while emphasizing the physical environment, people’s behavior, the productive use of space, and crime/loss prevention.

- Territoriality is based on the principle that people protect territories that they identify as their own and respect the territory of others. Territoriality can be established through design elements, such as the clear delineation of public and private areas (through low walls, fences, sidewalks, private yards, etc.) and consistent maintenance of both public and private spaces.
- Natural surveillance draws on the principle of “eyes on the street” and the idea that public spaces are safer—and criminal activity is riskier—when others can view them. Natural surveillance can be achieved by design elements (windows, balconies, porches, outdoor activity areas) that increase visibility of the street, as well as by preserving sightlines through appropriate maintenance of trees and shrubbery and by ensuring the provision of adequate lighting.
- Activity programming involves locating uses and amenities so that they foster natural surveillance, creating opportunities that will increase the legitimate use of spaces (i.e., festivals, farmers markets, recreation activities

in parks, and other activities) in order to discourage or displace illegitimate uses in these places.

- Access control means creating limitations that discourage illegitimate access to public or private areas. Access control measures include ensuring the visibility of commercial and residential entrances and exits; controlling access through use of manned or otherwise controlled access points or through limiting the number of units per entrance to reduce anonymity; and installing traffic-calming measures that minimize speeding and easy getaways.
- Maintenance involves efforts to create a sense of order and attentiveness to the condition of the physical environment. It involves reinforcing territoriality through attention to the upkeep of properties and public spaces, while also ensuring regular, scheduled maintenance of amenities, such as lighting and landscaping, that could create an environment more hospitable to crime if not attended to at regular intervals.

Goals

- Promote high-quality design.
- Establish a sense of place.
- Protect, enhance, and physically integrate existing residential neighborhoods.
- Create pedestrian-friendly thoroughfares.
- Establish a cohesive network of connected trails and open spaces.
- Create public focal places.
- Provide safe neighborhoods through design that deters criminal activity.
- Promote “green” design and conservation of natural resources.

Policy 1: Ensure high-quality design for all new construction by implementing design guidelines for building form and design character.

Strategies

- Encourage a consistent build-to line for each neighborhood character area and thoroughfare type to ensure a coherent street wall, appropriate scale, and proper relationship to the street.
- Ensure appropriate form, massing, use, height, siting, fenestration, and relationship to the street for all new buildings.
- Establish well-defined public space through the incorporation of a continuous street wall of building façades, as well as through fences, walls, and landscaping that define public spaces.
- Ensure appropriate use of design elements, such as entrances, porches, stoops, canopies, and roof profiles, to discourage the negative appearance of monotonous structures.
- Encourage adjacent stores to share ramps and stairs.
- Encourage flexible and creative individuality rather than monotonous uniformity.
- Establish a Landover Gateway architectural review board or committee to evaluate and advise on all architectural and landscape design proposals.
- Encourage all buildings to utilize high-quality building materials, including brick, stone, cast stone, or pre-cast concrete, as the primary materials.

Policy 2: Enhance Landover Gateway’s sense of place through the creation of unique neighborhoods and thoroughfares with high-quality pedestrian environments, thematic architectural elements, and consistent street walls.

Strategies

- Establish six conceptual neighborhoods—Landover Civic Center, Main Street Commercial Core, Downtown Neighborhood, Park Slope Neighborhood, Gateway

North, and Gateway South—as illustrated on Map 11. Establish four urban design districts to guide the implementation of the desired building form within these neighborhoods.

- Create a hierarchy of character areas and corresponding thoroughfare types, each with its own unique form, architectural character, and streetscape.
- Establish well-defined and welcoming gateways to the downtown area that announce entry to Landover Gateway and introduce a discernable downtown character.
- Implement streetscape enhancements to improve the pedestrian environment and establish a sense of place along each thoroughfare.
- Incorporate distinctive architecture that contributes to Landover Gateway’s sense of place, especially in highly visible locations and at important destination areas.

Policy 3: Design an efficient, safe, and interconnected thoroughfare system.

Strategies

- Use street grid systems to create compact blocks and easy connectivity to all downtown destinations.
- Provide rear access to lots via service drives or alleys.
- Establish alternate routes that bypass major thoroughfares through development of a connected street system.

Policy 4: Incorporate traffic-calming techniques to promote a pedestrian-friendly character.

Strategies

- Promote on-street parking along residential and retail streets.
- Provide bump-outs at residential intersections to shorten street crossings.
- Incorporate raised or flush crosswalks into paving programs to encourage crossing at designated intersections or crossing areas, to alert drivers to pedestrian activity.

- Break up continuous lines of on-street parked vehicles with island projections, if appropriate.

Policy 5: Encourage parking that is multiuse and does not interfere with streetscape aesthetics.

Strategies

- Screen free-standing parking structures from public walks and streets by locating them behind or below primary structures.
- Provide ground-floor retail in parking structures located adjacent to the street.
- Disguise or screen any structured parking that is visible from the street.
- Encourage shared parking that enables convenient parking and the ability to access a variety of commercial and civic destinations.
- Minimize single-purpose, reserved parking that is fragmented, uncoordinated, and inefficient.
- Avoid adverse parking impacts on neighborhoods adjacent to the downtown area.
- Maximize on-street parallel parking.
- Ensure the visibility and accessibility of public parking and provide bike racks.
- Incorporate convenient bicycle parking.
- Encourage legislation, where appropriate, to establish maximum parking levels for development or redevelopment within the sector plan area, in lieu of the current minimums in Section 27, Part 11.

Policy 6: Create a network of trails and open spaces with clearly delineated connections, safe pedestrian and bicycle routes, and places for public gatherings.

Strategies

- Ensure that each neighborhood includes appropriate urban spaces, including a central public focal place.



Map 11: Illustrative North, Core, and South Neighborhoods and Primary Thoroughfares

- Consider other smaller public spaces within residential and commercial areas.
- Ensure that public spaces are well-defined by surrounding buildings and streets.
- Integrate open spaces with other amenities and attractions, including sidewalks, seating, landscaping, and lighting.
- Construct inviting public amenities (such as fountains, gazebos, public art, bandstands, and ornamental landscaping) in all civic and public places.
- Clearly define pedestrian routes with identifiable landmarks to ensure that they are visible and accessible.
- Ensure that all improvements conform to accessibility standards established by the Americans with Disabilities Act.

Policy 7: Create signage for marketing services, and ensure that all signage does not compromise aesthetics or safety.

Strategies

- Provide signs only to advertise a service, product, or business on the site where the sign is located or to provide, as a public service, directional guidance to nearby public destinations.
- Design signs to be compatible in style or character with the primary structure.
- Discourage large wall signs.
- Encourage appropriately scaled monument signs.
- Prohibit pole signs, except as directional signs.
- Discourage fluorescent, reflective, neon, blinking, animated, and flashing rotating signs that may compromise motorists' safety.
- Prohibit roof signs.
- Encourage appropriate blade and awning signs, and use windows to display merchandise.

- Encourage distinct lettering styles, artwork, and logos in legible type fonts and colors.
- Ensure that signs are mounted no more than one story above the sidewalk level within internal streets and higher in the Landover civic area.

Neighborhood Character

The urban design framework for Landover Gateway is developed around the creation of six distinctive neighborhoods. Each neighborhood contains a significant diversity of building types and thoroughfares, achieved in part through the application of the Mixed-Use-Transportation Oriented (M-X-T) guidelines. These principles guide the key place-making features in ways that ensure the creation of vibrant and humane public spaces.

The sector plan also identifies primary neighborhood thoroughfares and focus areas, which include a range of plazas, greens, and urban gardens. Neighborhoods transition into one another along the thoroughfares through a shift in building and/or streetscape type. Many neighborhood edges are defined by drives (with their adjacent linear parks) and the larger parks. The sector plan discusses each neighborhood in terms of the character of its focal thoroughfares, focal places, transitions, and edges.

The designated neighborhoods of Landover Gateway are:

- Landover Civic Center
- Main Street Commercial Core
- Downtown Neighborhood
- Park Slope Neighborhood
- Gateway North
- Gateway South

(See Map 11: Illustrative North, Core, and South Neighborhoods and Primary Thoroughfares on page 32.)

Landover Civic Center-Capital Beltway Area



Proposed



Existing

Landover Civic Center-Capital Beltway Area

The Civic Center is envisioned as a new downtown icon for Prince George’s County. This neighborhood is planned to be a premier institutional, business, cultural, and residential neighborhood located at the county’s epicenter and adjacent to the Capital Beltway.

The conceptual vision includes a focal north–south street (see Center Street on Map 11: Illustrative North, Core, and South Neighborhoods and Primary Thoroughfares on page 32) running through the Civic Center and an east–west boulevard (see Central Boulevard on Map 11: Illustrative North, Core, and South Neighborhoods and Primary Thoroughfares) that connects the Civic Center to the western neighborhoods. The buildings on the east side of Center Street may rise up to 20 stories adjacent to the Capital Beltway and contain mainly commercial uses directly adjacent to the Beltway. Along Center Street, at the heart of the neighborhood, the buildings step down to between 4 and 12 stories and have commerce on the ground level and residential or office above. Several thoroughfares intersect with Center Street, including Central Boulevard.

Main Street Commercial Core



Proposed



Existing

There will be a well-placed open space or plaza centrally located to provide a multipurpose community gathering space. Buildings will face this space on all sides. Adjoining sidewalks will be wide enough to allow for outdoor dining. This place should be the most intensely urban part of Landover Gateway.

Streetscapes throughout the neighborhood should promote pedestrian activity through a mix of hardscapes and softscapes (see Map 12: Illustrative Streetscapes on page 37).

Main Street Commercial Core

The main street commercial core is the busiest neighborhood of Landover Gateway. The neighborhood’s focal thoroughfare is bounded by the general center building form with continuous retail store fronts facing the street. The buildings range in height from 4–10 stories. The upper floors contain residential and office uses. Sidewalks should allow for outdoor dining in a variety of settings. Some buildings may be up to 12 stories along main thoroughfares. A variety of sustainable paving materials and pedestrian-scaled lighting should be used.

Downtown Neighborhood



Proposed



Existing

Downtown Neighborhood

The downtown neighborhood provides a calmer place to live, next to the hustle and bustle of the Civic Center and the main street commercial core. An east–west residential street serves as the focal of the downtown neighborhood. The residential street crosses Brightseat Road, extending the downtown neighborhood east to the Park Slope neighborhood and west to the Civic Center neighborhood.

The downtown neighborhood includes the General Center, General Edge, and Local Frontages building forms, as detailed in the guidelines. The building heights range from 2–8 stories. The civic open space is the central gathering space in the community and is open to the public. Residential buildings and their entrances form the major walls of the civic open space. Pedestrian promenades connect through the neighborhood to provide a link to the Evarts Street linear park, provide a way through to Brightseat Road, and directly connect to a hierarchy of neighborhood parks. All pedestrian promenades are front door public space with residential unit entrances facing directly onto them.

The streetscapes of the downtown neighborhood range from mostly paved, at the residential street intersections, to mostly planted, along the middle of the blocks with front door gardens and long, planted tree wells. The streetscapes feature a variety of plantings, fences, and sidewalk pavings. In the vicinity of the urban garden, streetscapes focus on it to create a residential mixed-use garden district next to the commercial and institutional mixed-use districts.

Park Slope Neighborhood

Park Slope is a high-density residential neighborhood that overlooks Cattail Creek Drive, the Cattail Branch linear park, and the adjacent stream-related natural resource area. Although the neighborhood is predominantly residential in character, limited amounts of neighborhood-oriented commercial development are allowed on ground floors. This residential neighborhood is located directly adjacent to both the main street commercial core and the downtown neighborhood to the east. The Park Slope neighborhood is built on land that slopes down to Cattail Branch from Brightseat Road. The tallest buildings face the creek and park and are centered on the Central Boulevard connection to Cattail Creek Drive. The Central Boulevard widens in this neighborhood to include space for a large internal public green. The 4–8 story buildings that face Cattail Creek Drive turn the corner and face the public green. The green is bounded by the Central Boulevard roadway and Cattail Creek Drive. Stormwater is funneled into a series of stormwater management gardens that step down the slope to absorb and filter water before it enters the creek.

The streetscape in this area includes a combination of boulevard character, mostly paved areas, and mostly green areas with 8-foot-wide sidewalks between a curb edge planting strip and front-door gardens that border the residential buildings. At the northern end of the neighborhood, an east–west pedestrian promenade connects to a Brightseat Road streetscape that is mostly green with paved corners. A park overlook streetscape frames the western edge of the neighborhood.

Gateway North

Gateway North includes both single-family attached townhomes and neighborhood mixed-use development on the west side of Brightseat Road. The townhome neighborhood is a community of 2–3 story, attached, single-

family homes that face the public streets and feature auto access and service via rear alleys. At a new entrance to Brightseat Road, just north of the Evarts Street intersection, a small neighborhood mixed-use area serves this community. Here at the location of a regional transit stop, taller (4–8 stories) buildings cluster on both sides of the new entrance road located to the west of Brightseat Road. Retail uses occupy the ground floor of these buildings, and office or residential uses occupy the upper floors. The upper floors overlook Brightseat Road and the Henry P. Johnson Park, an existing M-NCPPC facility that is upgraded and expanded as part of the sector plan to include all land to the west between Brightseat Road and the existing western boundaries of the park.

The residential thoroughfares in Gateway North are characterized by attached residential structures. All lots should back up to an alley that provides access for surface parking or enclosed garages that are located directly off of the alley. All streets allow for parallel parking on both sides and two-way traffic.

Gateway North should feature public greens as neighborhood entry features at the core of the neighborhood. A series of pedestrian promenades connect the adjacent Cattail Creek Drive to the center of the neighborhood. Townhomes with a wall facing the promenade should have entrances off of the promenade. Cattail Creek Drive and its adjacent and contiguous linear park define the western and northern edges of the Gateway North neighborhood.

Streetscape character in this neighborhood is mostly green with interspersed pedestrian promenades and a park overlook along the western edge of the area.

Gateway South

Gateway South is situated between Landover Road to the north, Sheriff Road to the south, and Brightseat Road to the south. The neighborhood is bounded by Cattail Branch and Palmer Park to the west and by the Capital Beltway to the east. The scale of this neighborhood ranges from 2–3-story, single-family attached residences in the western areas to a high-density residential and mixed-use street that straddles Brightseat Road, east of its intersection with Sheriff Road.

Streets in Gateway South, south of Landover Road (MD 202), are primarily mixed-use in character. To the east of its intersection with Sheriff Road, Brightseat Road serves as the

focal thoroughfare for this area. This segment of Brightseat Road is defined by mixed-use development with commercial activities planned on the ground floor and residential or office uses located on the upper floors. To the south of Brightseat Road is a mixed business and residential area. To the north of Brightseat Road, a public green is envisioned that serves as a focal area and calm interior for the primarily residential mixed-use area surrounding it.

Streetscape character is mostly green with areas of paved corners. A mostly paved area runs along Sheriff Road, and pedestrian promenades provide key connections south of Sheriff Road and south of the western portion of MD 202.

Focus Areas

For the purpose of providing more detailed recommendations that further distinguish Landover Gateway’s proposed neighborhoods, the sector plan defines distinct focus areas within specific neighborhoods that have the potential to establish their own unique character. These focus areas include a variety of diverse building, street and streetscape characteristics that are described by the accompanying visions, goals, and strategies and illustrated by Figure 4: Focal Plaza on page 41, Figure 5: Public Garden Plan Detail on page 41, Figure 6: Boulevard Green Detail on page 42, and Figure 7: Public Green Plan Detail on page 42.

Core Areas

Core Focal Office—Landover Civic Center (Capital Beltway)

Vision

This focus area contains an imaginative mix of government, educational, cultural, hotel, commercial office, and residential uses. This area serves as a regional draw and economic magnet that brings employers, visitors, workers, and residents to Landover Gateway. The building structures envisioned for Landover Gateway have distinctive designs, are prominently visible from the Capital Beltway, and function as identifiable visual icons. Ground-floor retail and high-density residential, office, and hotel uses on the upper floors should ensure round-the-clock activity and create a safe and dynamic urban icon at the Civic Center.



Figure 2: Illustrative Main Street and Connecting Street Sections

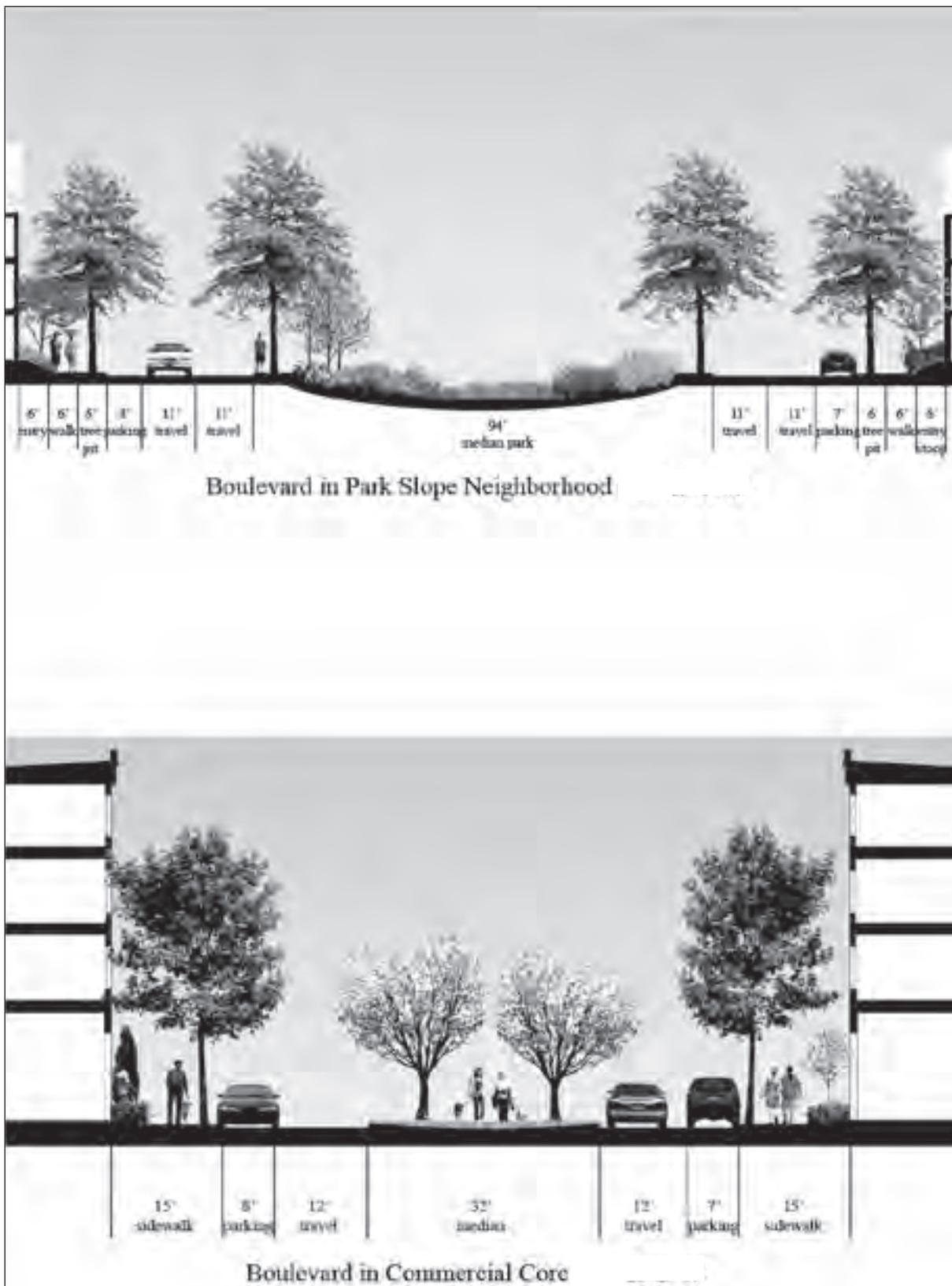


Figure 3: Illustrative Boulevards in Park Slope and Commercial Core

Background

This focus area includes the parcels that line the eastern edge of the former Landover Mall property, all of which contain no structures at this time. A significant challenge related to the development of these parcels is the noise generated by the adjacent Capital Beltway, a factor which makes this location most appropriate for commercial and institutional uses and tall structures that can raise high above the Beltway traffic. The Beltway also serves as a barrier between these parcels and the future location of Woodmore Towne Centre, thus making it necessary to seriously consider future pedestrian and vehicular connections. Unique development opportunities for the Civic Center area include the potential for tall structures that are visible from the Beltway, an advantage that would appeal especially to commercial office tenants. Moreover,



Core Focal Office

Photo by Payton Chung, as licensed under Creative Commons

the eastern edge of the former mall property is especially appropriate for tall structures due to the lack of properties immediately adjacent to the east. These structures can also serve as a buffer between Beltway traffic and the rest of Landover Gateway.

Goals

- Design a signature complex of governmental, educational, cultural, hotel, and commercial office uses.
- Create an identifiable icon for Landover Gateway, such as tall, architecturally distinctive structures.
- Seek high-profile anchor tenants to establish a regional presence and significance for Landover Gateway.
- Design a vibrant and attractive public realm focused on a significant urban plaza and major street.

Policy 1: Develop Civic Center as a visible and iconic core for Landover Gateway.

Strategies

- Maximize visibility from the Capital Beltway and surrounding roadways.
- Ensure that new development is architecturally distinctive.
- Locate the tallest structures in the Landover Gateway along the easternmost parcels of the sector plan area.
- Recruit high-profile tenants that seek visibility, which would help increase the potential of making Landover Gateway a regionally recognizable destination.
- Provide tenant and public parking in structured or underground facilities incorporated into the surrounding development.

Policy 2: Identify and recruit potential anchors.

Strategies

- Pursue opportunities to bring some government offices to Landover Gateway area.
- Explore the relocation of some of Prince George's County gateway offices to Landover Gateway, possibly as part of a new "government center" that consolidates key county offices in one location.
- Explore opportunities to locate federal or state offices at Landover Gateway.

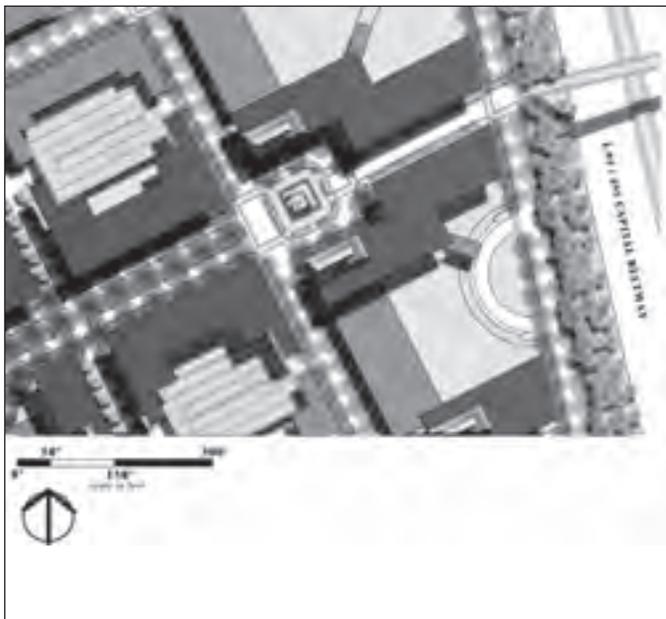


Figure 4: Focal Plaza

- Comprehensively and aggressively plan for interim shuttle bus service and future light rail transit services in order to meet transit needs and requirements for government offices.
- Identify and pursue opportunities to locate higher education or adult education facilities at Landover Civic Center.
- Engage in discussions with regional higher education institutions, such as University of Maryland, Johns Hopkins University, and Prince George’s Community College regarding the possibility of locating satellite campuses at the Landover Civic Center.
- Explore opportunities to locate technical and vocational schools or for-profit educational institutions (e.g., Strayer University or University of Phoenix) at Landover Civic Center.
- Identify opportunities to locate community-oriented adult education facilities at Landover Gateway, possibly as part of a share-use arrangement with another institution.
- Collaborate with local cultural organizations to identify and recruit the county’s significant and diverse cultural uses and facilities to the Civic Center.

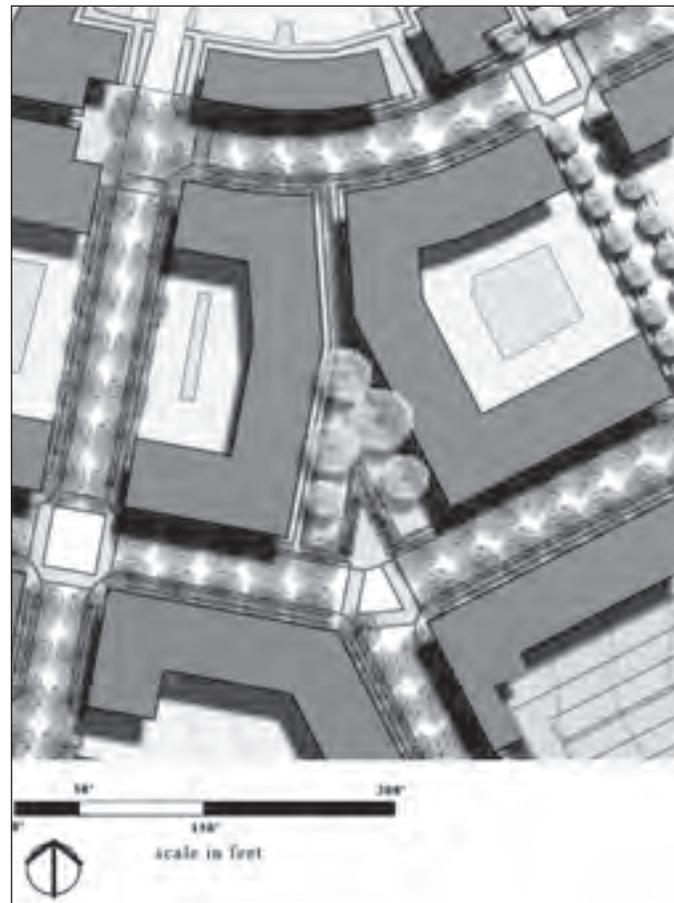


Figure 5: Public Garden Plan Detail

- Market hotel and/or commercial office uses in the southeastern corner of the Civic Center area.

Policy 3: Develop a visually attractive and welcoming public plaza to serve as a venue for public gatherings and passive recreation and as the symbolic core of Civic Center.

Strategies

- Create a centrally located, focused urban plaza or open space defined by adjacent buildings.
- The plaza may be bounded on all sides by public streets.
- Incorporate wide sidewalks at the surrounding building edges.

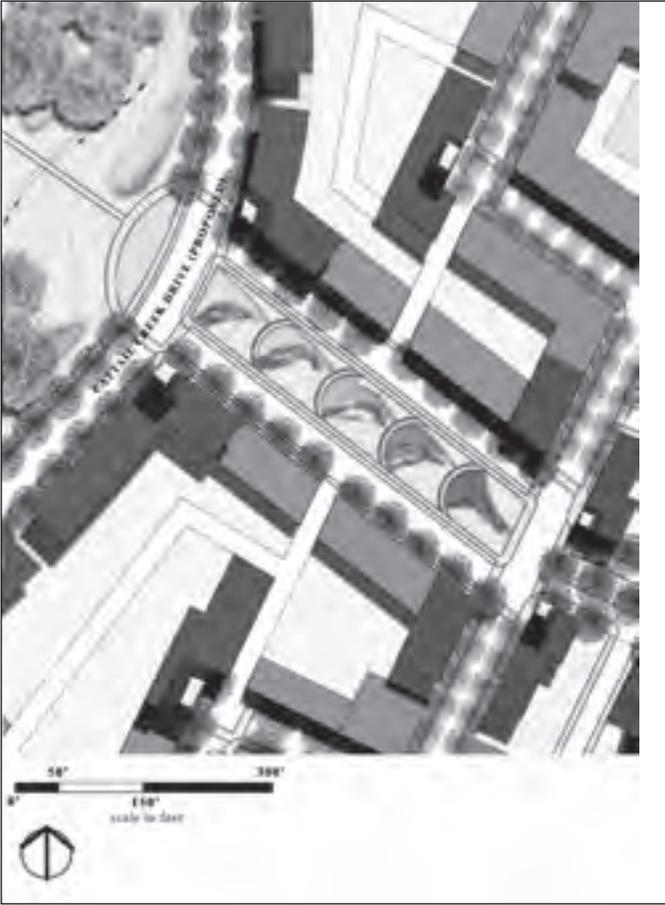


Figure 6: Boulevard Green Detail



Figure 7: Public Green Plan Detail

- Create a central design feature, surrounded by a mostly paved space, as a focal point at the plaza’s center.

Policy 4: Ensure direct pedestrian and vehicular access to Civic Center from Woodmore Towne Centre and from other parts of Landover Gateway.

Strategies

- Extend Evarts Street, providing a new pedestrian and vehicular bridge connection across the Capital Beltway.
- If pedestrian access cannot be achieved across the Evarts bridge extension, construct a pedestrian bridge across the Capital Beltway that connects Woodmore Towne Centre at Glenarden to the Civic Center development and to Landover Gateway as a whole.

- Incorporate on-road bicycle facilities on Evarts Street and on Landover Gateway’s Central Boulevard, and extend these routes across the proposed Evarts Street bridge and proposed pedestrian bridge respectively.

Core Main Street—Main Street Commercial Core

Vision

This focus area serves as the primary commercial corridor of Landover Gateway. Commercial activity is organized around a walkable, economically vital main street that forms the central commercial spine of Landover Gateway. Main Street buildings and uses are oriented to the street to create a continuous street wall. An attractive and comfortable streetscape with wide sidewalks, distinctive street furniture, street trees, and other amenities make the main street a

pleasant, comfortable, and engaging place to stroll. The upper floors of main street buildings include both residential and commercial uses to help create a dynamic urban main street.

Background

Although much of this focus area consists of vacant parcels, once occupied by the former Landover Mall, it also includes the parcels owned and occupied by the Sears department store. It is assumed that this site will continue to be occupied by Sears as the plan reaches implementation. A central planning challenge for this area is identifying a way to incorporate the Sears store, a vestige of the area’s suburban and automobile-oriented past, into a downtown concept that is more urban and pedestrian-oriented. The area also includes parcels along Brightseat Road—the current locations of an apartment complex on the west side and an automobile mechanic business on the east side—that are envisioned as potential redevelopment sites as the real estate development market matures.

Goals

- Establish a vibrant and walkable Main Street.
- Encourage mixed-use development at high densities.
- Design attractive open-space areas activated by surrounding uses.
- Maintain 24-hour activity that caters to a variety of users.
- Incorporate Sears as a fully integrated retail anchor.

Policy 1: Create a mixed-use pedestrian-oriented east-west Main Street that serves as the commercial heart of Landover Gateway.

Strategies

- Ensure a continuous retail edge on the ground floors along a main street with office and residential uses located on the upper floors.
- Design buildings to form a consistent street wall with all building entrances leading directly to the sidewalk.



Example of a Mixed-Use Pedestrian-Oriented Core Street

- Include wide sidewalks and distinctive, visually appealing streetscape elements, including landscaping, street trees, benches, lighting, and other visually appealing street furniture.
- Provide outdoor dining areas along the main street.
- Ensure a high degree of fenestration at the sidewalk level.
- Retain and improve the existing Sears store, integrating the structure into future development on the south side of Main Street.
- Identify themes and market potential tenants for retail space.
- Surround Main Street buildings with mixed-use office and residential uses to the north and south.
- Encourage the location of residential and office lobbies on the side streets off Main Street.

Policy 2: Extend the commercial core along Brightseat Road and to the west along a continuation of Main Street.

Strategies

- Extend Main Street environment onto Brightseat Road by encouraging mixed-use development with ground floor retail uses on both sides of Brightseat Road between MD 202 and the downtown neighborhood.
- Extend Main Street commercial activity across to the west of Brightseat Road, parallel to MD 202.
- Ensure that ground floors are occupied by retail uses that engage the street and sidewalk.
- Consider retail space near transit stations as locations for neighborhood- and transit-serving retail, such as sidewalk cafes, newsstands, dry cleaners, small groceries, etc.
- Enliven transit station areas and bus stops with development that is transit-oriented and pedestrian-accessible.
- Create a walkable, visually appealing streetscape on Brightseat Road that mirrors that of Main Street with its retail frontage (see Figure 2: Illustrative Main Street and Connecting Street Sections on page 38).

Policy 3: Create a mixed-use, pedestrian boulevard running parallel to Main Street.

Strategies

- Design a central urban boulevard intersecting Brightseat Road with wide sidewalks and visually appealing streetscape elements as illustrated in Figure 3.
- Encourage the location of residential and office lobbies facing the central boulevard.
- Design buildings that engage the sidewalk and form a consistent street wall with all building entrances on the sidewalk.
- Design a central planted median with multiple opportunities for pedestrian access.

Policy 4: Plan for a possible light rail transit stop in the vicinity of Brightseat Road.

Strategies

- Assess alternatives for accommodating light rail transit on Brightseat Road, including potential alignments and whether transit would occupy dedicated or shared lanes.
- Identify locations for one or more transit stops along Brightseat Road.
- Design pedestrian-accessible, attractive, and well-lighted transit stops.
- Study the potential impact of proposed light rail alignments on neighborhoods located to the north of the study area.

Policy 5: Ensure that all intersections with Brightseat Road are pedestrian oriented and “calm” traffic.

Strategies

- Provide appropriate pedestrian access, marked intersections, and refuge areas around transit stops.
- Employ appropriate traffic-calming measures to slow traffic on Brightseat Road.
- Create safe and comfortable pedestrian crossings at the intersection of Main Street and Brightseat Road.

Policy 6: Create a public gathering place and focal point adjacent to Main Street.

Strategies

- Design a flexible public green near the center of the Main Street neighborhood.
- Create a public market building at the Main Street edge of the public green to ensure retail continuity along Main Street.
- Create a focal point (i.e., public monument or sculpture) at the center of the public green.



Example of a Commercial Streetscape

Core General Center and Core General Edge Focus Areas—Downtown Neighborhood

Vision

Create a prime, residential focus area to the north of the main street commercial core neighborhood. The neighborhood straddles Brightseat Road and ranges from 4–10-story, mixed-use buildings next to the Main Street commercial core and the Civic Center, with some buildings up to 12 stories along Brightseat Road. This neighborhood provides a quieter place to live adjacent to the activity of the commercial core. The neighborhood is defined by a variety of streetscape types, ranging from the commercial streetscape along Brightseat Road to more intimate internal streets. There should be a centrally located open space and a linear park along the northern edge of this neighborhood.

Background

The downtown focus area includes the northwestern portion of the former mall site and a portion of Brightseat Road south of Evarts Street. The area is currently occupied by undeveloped land on the former mall site, the northern section of the existing Maple Ridge Apartments property, and the site currently occupied by a liquor store.

Goals

- Provide a neighborhood with opportunities to live and work in an urban environment.
- Provide a neighborhood composed of a variety of housing types.

Policy 1: Develop high- and moderate-density residential areas to the north and west of the commercial core.

Strategies

- Develop the land west of Brightseat Road into a high-density residential neighborhood.
- Allow the flexibility to include either residential use or neighborhood-oriented commercial uses on ground floors within the higher density residential areas, as market conditions permit.
- Frame the intersection of Brightseat Road and Evarts Street with moderate-density housing on the southeast and southwest corners.
- Encourage development that decreases in height as it approaches lower-density neighborhoods to the north and west.

Policy 2: Develop a network of open spaces and streetscapes that is integrated into the neighborhood and provides connections to nearby open space areas and destinations.

Strategies

- Develop a public urban garden at the core of the downtown neighborhood.
- Provide a linear park along Evarts Street that connects the Cattail Branch stream valley trail network with the Evarts Street bridge connection to the Woodmore Towne Centre.
- Develop a network of streetscapes that incorporate plantings along the middle section of each block.

- Provide pedestrian promenades that provide connections to the urban garden, as well as to Brightseat Road and surrounding open spaces.



Example of an Urban Residential Neighborhood

Core Park Slope Focus Area—Park Slope Neighborhood

Vision

Develop a signature, high-density residential neighborhood to the west of the downtown core that serves as the premiere residential-only neighborhood in the Landover Gateway core. The neighborhood faces the new drive along the Cattail Branch linear park with views of the stream valley possible from upper floors. A large public green that incorporates innovative stormwater management facilities serves as the terminus of the Central Boulevard.

Background

This area slopes upward from the Cattail Branch stream valley and connects with the western portion of the existing Maple Ridge Apartments property. The existing Cattail Branch stream valley and associated steep slopes constitute both assets and challenges from a planning perspective.

Although the environmentally sensitive stream valley and existing floodplain areas limit the area that is suitable for future development, these areas also offer the potential to enhance nearby neighborhoods by providing easily accessible natural and recreational amenities.

Goals

- Create a signature, high-density residential neighborhood.
- Provide an alternative north–south vehicular route that bypasses the intersection of Brightseat Road and MD 202 to provide a secondary means of access.
- Develop a neighborhood that maximizes the recreational and quality-of-life benefits of the adjacent Cattail Branch stream valley and linear park.
- Design a vibrant and attractive public realm focused on a public green and linear park.

Policy 1: Develop Park Slope as a signature, high-density residential neighborhood.

Strategies

- Maximize building heights along the Cattail Branch linear park and new north–south drive.
- Ensure that new development is architecturally distinctive.
- Consider the construction of a small number of high-rise “point” towers overlooking the Cattail Branch stream valley that serve to frame the western extension of the Central Boulevard.

Policy 2: Create a new north–south drive along the edge of the Cattail Branch open space and linear park to link MD 202, Everts Street, and the northern segment of Brightseat Road; and enable traffic to bypass the intersection of Brightseat Road and MD 202.

Strategies

- Study potential alignments for a new drive located outside of and to the east of the existing floodplain area.

- Design and landscape the drive to emphasize its residential parkway character.
- Include amenities such as wide sidewalks, improved lighting, an on-road bicycle trail, and pedestrian crosswalks at all intersecting streets.
- Provide clear connections to the adjacent linear park.

Policy 3: Create a large public green at the western end of the Central Boulevard.

Strategies

- Create a wide (95 feet at a minimum, curb to curb) central median to house the public space.
- Include plantings, lawn areas, walkways, seating, and other amenities into this area.
- Incorporate public gardens that serve as stormwater management in facilities within the public park.

Policy 4: Create a new linear park adjacent to the new drive, parallel to the Cattail Branch stream valley.

Strategies

- Incorporate plantings, walkways, benches, and playgrounds in the area between the drive and the regulated environmental protection areas along Cattail Branch.
- Provide pedestrian access across Cattail Branch to connect with the Glenarden neighborhoods to the north and west.

Core North Focus Area—Gateway North Neighborhood

Vision

A moderate-density neighborhood of townhomes surrounds a mixed-use neighborhood area on the west side of Brightseat Road that includes office, residential, and neighborhood-serving retail uses. Development in this area incorporates a variety of attractive open space areas. The existing Henry P. Johnson Park is upgraded and expanded westward to the east side of Brightseat Road.



Photo by Payton Chung, as licensed under Creative Commons

Background

This focus area encompasses the land currently occupied by the Glenarden Apartments, as well as the undeveloped northernmost edge of the former Landover Mall site. Planning challenges in this area include defining strategies for the redevelopment of the existing housing stock, as well as protecting and enhancing the residential areas to the north of the study area with an appropriate scale and mix of development that will complement and fit within the new Landover Gateway downtown area.

Goals

- Plan to redevelop a moderate-density residential neighborhood.
- Design a mixed-use core with amenities and services for the surrounding neighborhood.
- Establish a pedestrian-oriented street network.
- Establish an enhanced, expanded, and accessible open space network.

Policy 1: Develop a neighborhood of moderate-density housing surrounding a mixed-use core at Brightseat Road.

Strategies

- Redevelop the site currently occupied by Glenarden Apartments with a neighborhood of moderate-density townhomes.
- Upgrade and expand the existing Henry P. Johnson Park such that the parkland extends westward to Brightseat Road.
- Support and enhance residential uses with mixed-use development on Brightseat Road, north of Evarts Street.
- Include neighborhood-serving retail at the ground floor of the mixed-use development.
- Establish a pedestrian-oriented network of streets that enhances connectivity.
- Establish a relocation policy that encourages existing residents to remain in the area when existing housing is redeveloped.

Policy 2: Create a network of diverse, attractive and accessible open spaces.

Strategies

- Develop a gateway park to serve as a transition between neighborhood commercial mixed-use and residential areas.
- Develop a hilltop public green to serve as the central public space for the surrounding neighborhood.
- Connect the neighborhood to the drive and linear park along the Cattail Branch stream valley with pedestrian walkways and public streets.
- Provide a linear park along Evarts Street that connects the Cattail Branch stream valley trail network with the Evarts Street bridge connection to the Woodmore Towne Centre.



Example of a Public Green Space

Core South Focus Area—Gateway South Neighborhood

Vision

The area south of MD 202 is transformed into a neighborhood of mixed-use, residential and educational uses that support and complement the downtown. Mixed residential, office, and other uses, surrounding a new public space, extend commercial activity to the south across MD 202 from the downtown. Further south, mixed office and residential uses wrap a shared parking structure. Moderate-density residential development and a new school are recommended in the southwestern corner of the study area.

Background

This focus area includes the existing Landover Crossing Shopping Center site, a 50-acre undeveloped parcel owned by WFI Stadium, Inc.; vacant and/or transitional commercial properties; and additional privately-owned, undeveloped land. The area also includes the existing Bonnie F. Johns Educational Media Center, a former school that is now used for administrative and training purposes by Prince George’s County Public Schools. Planning challenges include encouraging development that protects

and enhances the adjacent Palmer Park neighborhood with compatible development and identifying uses in the southern end of the study area that can be compatible with FedEx Field events.

Goals

- Establish a mixed-use and residential neighborhood that supports and complements the Landover Gateway downtown.
- Encourage commercial activity to the south of MD 202.
- Build a new school to accommodate future residential growth.
- Create a network of passive and active open space areas.

Policy 1: Develop a moderate- to high-density mixed-use neighborhood in the area south of MD 202.

Strategies

- Redevelop the existing Landover Crossing Shopping Center site as a mixed-use development with office, residential, and retail uses.
- Redevelop the east side of Redskins Road with mixed office, residential and retail uses.
- Locate retail uses on the ground floors of all mixed-use development that includes retail uses.
- Establish a pedestrian-oriented network of streets that enhances connectivity.

Policy 2: Maximize the redevelopment potential of the publicly owned Bonnie F. Johns Educational Media Center.

Strategies

- Engage in discussions with Prince George’s County Public Schools regarding potential future uses of the Bonnie F. Johns Educational Media Center.

- Explore opportunities to build a new urban model school on the site of the existing Bonnie F. Johns Educational Media Center.
- Encourage the inclusion of an active recreational open space as part of any school development.

Policy 3: Develop moderate-density housing south of MD 202.

Strategies

- Construct moderate-density housing along the south side of MD 202, between the intersection of Barlowe Road and MD 202 and the proposed school site.
- Ensure that future development provides an appropriate transition to the lower-density Palmer Park neighborhood.

Policy 4: Develop continuous pedestrian linkages and ensure that the pedestrian network fosters safe routes to school.

Strategies

- Expand the street network to establish a pedestrian-oriented network of streets that enhances connectivity.
- Prioritize pedestrian safety and traffic calming in the vicinity of the proposed school site.
- Consider a potential pedestrian bridge across MD 202 in the area west of Brightseat Road.

Policy 5: Develop mixed office and residential uses, wrapped around structured parking at the southern end of the study area.

Strategies

- Ensure that parking is hidden from view by the office and residential uses wrapped around it.
- Explore parking management strategies that enable the shared use of the new garage to accommodate office and residential, as well as FedEx Field event parking.

Policy 6: Integrate a variety of open space areas as part of the larger open space and environmental network.

Strategies

- Protect and enhance the Cattail Branch stream valley, while providing linkages to the proposed resource-based greenway.
- Create linear parks at the edges of resource-based greenways and outside of environmentally regulated areas.
- Incorporate stormwater facilities as attractive and accessible planted amenities.

Design Guidelines

In order to achieve the goals of the sector plan and create a coherent street space throughout the sector plan area, the following design guidelines have been formulated to guide development in the approved M-X-T Zone (see Map 4: Approved Zoning on page 15), which encompasses the entire sector planning area. Four distinct design districts (see Map 13: Design District Boundaries on page 51) are established based on the sector plan’s vision, neighborhoods, and focus areas. Each district includes design principles and building envelope guidelines. The build-to line (BTL) is referenced to ensure building siting at the street throughout the plan. For each district, the BTL should be the inside edge of the sidewalk, no matter the sidewalk width. Fenestration is understood as the transparent or translucent elements of a building’s façade. The building’s façade is all of the building’s faces except those that directly adjoin an adjacent building.

Development applications in the Landover Gateway sector should respond to and be in harmony with the design guidelines. The sector plan area is divided into four different districts, each of which is envisioned to contain a different density and building form. Development applications should propose a street network that is similar to the illustrative street network in the size and regular orientation of blocks. Alleys should be utilized for access to parking

and service areas. All streets should provide for a range of transportation modes.

Land that is rezoned to the M-X-T Zone is subject to the regulations of Section 27-544(a) and 27-548, and uses are limited to those permitted in the M-X-T Zone. However, existing uses may remain where new development is not proposed, and general maintenance of existing building and surface parking is allowed. New development, including expansion of existing buildings and major changes to existing parking lots, requires approval of a conceptual site plan and detailed site plan in accordance with Section 27-546.

Policy 1: Establish four mixed-use design districts, each with appropriate density and height recommendations for a downtown environment. Each should have a logical distribution of density, while respecting existing lower density neighborhoods. Each district’s density is transit supportive. (See Map 13: Design District Boundaries on page 51.)

Strategy 1: Beltway Focus Design District

Develop a core area that contains an imaginative mix of government, education, cultural, hospitality, commercial office, and residential uses. This area serves as a regional draw and economic magnet that brings employers, visitors, workers, and residents to the Landover Gateway area. The buildings envisioned for the area of the Beltway Focus District have distinctive designs, are prominently visible from the Capital Beltway, and function as identifiable visual icons.

- Range of Land Use Mix:
 - Office/Educational/Cultural: 80–85 percent
 - Retail: 7–20 percent
 - Residential: 1–10 percent
 - Hospitality: 7–10 percent
- Building Height Ranges: 6–20 stories with most buildings a minimum of eight stories



Map 13: Design District Boundaries

*See Appendix D: Buildout Scenario Assumptions on page 165 for description of blocks

Design Principles

- Locate the tallest structures in the Landover Gateway area, up to 20 stories tall, along the Capital Beltway.
- Develop major north–south and east–west axis streets for the development.
- Construct buildings to a minimum of six stories.
- Recruit high profile tenants that seek visibility, which would help increase the potential of making the Landover Gateway area a regionally-recognizable destination.
- Design buildings to form a consistent street wall with all building entrances leading directly to the sidewalk.
- Include wide sidewalks and distinctive, visually appealing streetscape elements, such as benches, planters, and ornamental lighting.
- Maximize visibility from the Capital Beltway and surrounding roadways.
 - Provide building-mounted signage opportunities for iconic buildings along the Beltway where appropriate.
 - Identify locations for high-intensity office/ educational/cultural and mixed-use buildings visible from the Capital Beltway.
- Ensure buildings are not set back to provide a continuous street wall for pedestrians.
 - Prohibit drive-through commercial services
 - Hide from public view the service and garbage elements of buildings in parking structures or alleyways.
- Ensure that new development is architecturally distinctive.
 - Encourage distinctive iconic architecture.
 - Encourage the use of high-quality, sustainable building materials.
 - Provide architectural variation.
- Use street grid pattern to create compact blocks of development.
 - Develop a pedestrian-oriented street grid of regularly sized and spaced blocks that creates a block range of 250–650 feet to encourage alternative modes of transportation.
 - Prohibit culs-de-sac.
- Create a pedestrian-oriented environment that encourages walking and biking rather than driving.
 - Design complete streets to support bicyclists, pedestrians, and automobiles.
 - Line all streets with sidewalks.
 - Ensure that all sidewalks on main streets are a minimum of 15 feet wide.
 - Provide a minimum of 18-foot-wide sidewalks to accommodate outdoor dining on major axial streets.
 - Provide a maximum of six-foot-wide sidewalks on all alleys.
 - Design at least one main street to support fixed guideway transit.
 - Provide the necessary right-of-way for transit and transit stops.
 - Provide direct access to all buildings from the public sidewalk.
 - Promote on-street, parallel parking to decrease vehicle speed and increase pedestrian safety.
- Feature extensive vertical mixing of uses to include ground-level retail and upper-level office/educational/ cultural, residential, or hospitality uses.
- Build structured parking that does not break up or impose on the consistent street wall.
 - Screen above-grade parking structures from view of streets with primary buildings and architectural screen walls.

- Include on-street parallel parking on all streets except alleys.
- Encourage shared parking services where appropriate.
- Charge a parking fee.
- Create an effective wayfinding system to help visitors safely navigate from parking to their destination.
- Discourage surface parking.
- Incorporate sustainable building technologies, building management, and construction techniques to promote low energy use, minimize construction waste, minimize water usage, and utilize advanced stormwater management.
 - Promote innovative water management systems for indoor water usage.
 - Incorporate new stormwater management technologies, such as collection systems, rain gardens, green roofs, and graywater reuse.
 - Investigate site opportunities for geothermal systems.
 - Encourage the use of district power generation for larger tenants or buildings.
- Develop well-placed open space throughout the district to serve for formal and informal gatherings.
 - Allocate open space within approximately a five-minute walk from all points in the district.
 - Ensure all hardscape plaza space has pervious paving and utilize sustainable stormwater management principles.
 - Line open space with sidewalks.
 - Allow retail uses to engage open space where appropriate.
- Create accessible public transit stations.
 - Encourage walking connections throughout the sector plan area with transit stop locations.

- Encourage retail space near transit stations to be neighborhood and transit serving, such as sidewalk cafes, newsstands, dry cleaners, etc.
- Design development to support and take advantage of mass transit (fixed guideway transit).

Building Envelope Guidelines

Height:

- **Building Height:** The height of the building is measured in stories. Each principal building should be at least six stories but no more than 20 stories in height. Most buildings should range between 8–20 stories.

The minimum floor-to-floor story height should be ten feet.

An attic story should not count against the story height.

- **Parking Structure Height:** Where a parking structure is within 40 feet of any principal building (built after 2008), that portion of the structure should not exceed the building’s ridge or parapet height.
- **Mezzanines:** Mezzanines having a floor area greater than one-third of the floor area of the story in which situated should count as full stories.
- **Street Wall Height:** A street wall not less than four feet or greater than 18 feet in height should be constructed along any BTL frontage that is not otherwise occupied by a building on the lot.

Siting:

- **Street Façade:** On each lot, the building façade should be built to the BTL for at least 70 percent of the BTL length.

The building façade should be built along the BTL to within 30 feet of a block corner. The ground floor façade, within seven feet of the block corner, may be chamfered to form a corner entry.

- **Buildable Area:** Buildings may occupy the portion of the lot specified by these standards.

A contiguous open area equal to at least ten percent of the total buildable area should be preserved on every lot.

Except overhanging eaves, awnings, blade signage, light fixtures, or balconies, no part of any building should be located outside the buildable area.

- **Alleys:** There is no required setback from alleys. On lots having no alley access, there should be a minimum setback of 25 feet from the rear lot line.
- **Site Lot Setbacks:** There are no required site lot setbacks.

Where a Beltway Focus District site has a common lot line with a single-family residential property, there should be a 40-foot setback on the Beltway Focus District property.

- **Garage and Parking:** Curb cuts or driveways should be located at least 75 feet away from any block corner or another garage entry on the same block face. These requirements are not applicable along alleys. Off-street parking should be structured and should not be located along the street frontage.

Elements:

- **Fenestration:** There should be no more than 20 continuous linear feet of blank wall on the BTL.
- **Fenestration–Ground Story:** Fenestration on façades should comprise 40–90 percent of the façade.
- **Fenestration—Upper Stories:** Fenestration on the upper story façades should comprise 20–75 percent of the façade area per story.

No window may face or have direct views toward a common lot line within 30 feet unless that view is contained within the lot (e.g., by a privacy fence/garden wall) or the sill is at least six feet above its finished floor level.

- **Building Projections:** Balconies and stoops should not project closer than five feet to a common lot line.

No part of any building, except overhanging eaves, awnings, balconies, bay windows, and stoops, should encroach beyond the BTL.

Awnings that project over the sidewalk portion of the street space should maintain a clear height of at least ten feet.

Awnings may have supporting posts at their outer edge, provided that they have a minimum of eight feet clear width between the façade and the support posts or columns of the awnings, and provide for a continuous public access easement that is at least four feet wide running adjacent and parallel to awning columns/posts.

- **Doors/Entries:** At least one functioning entry door should be provided along each ground story façade at intervals not greater than 100 feet.
- **Street Walls:** A vehicle entry gate no wider than 20 feet or a pedestrian entry gate no wider than five feet should be permitted within any required street wall.

Use:

- **Ground Story:** The ground story should house commercial uses.
- **Upper Stories:** The upper stories should house residential or commercial uses.
- **Neighborhood Compatibility:** Where a Beltway Focus District site has a common lot line with a single-family residential property, a garden wall/street wall, four to six feet in height, should be constructed within one foot of the single-family residential property.

Where a Beltway Focus District site is located within 50 feet of an existing single-family residential zoning district, the maximum eave or parapet height for that edge of the site should be 32 feet. This requirement should supersede the minimum story height requirement.

Strategy 2: General Center Design District

Create a mixed-use, pedestrian-oriented district focused on a main street that serves as the retail-commercial heart of the district. This district should serve as the primary retail main street core organized around a walkable, economically vital main street that forms a central spine for the Landover Gateway. Attractive and comfortable streetscapes with wide sidewalks, distinctive street furniture, street trees, and other amenities make this district a pleasant, comfortable, and

engaging place to stroll. Upper floors of the main street buildings include both residential and commercial uses to create a dynamic urban residential and commercial district.

- Range of Land Use Mix:
 - Office/Educational/Cultural: 25–40 percent
 - Retail: 20–35 percent
 - Residential: 35–55 percent
- Building Height Ranges: 4–10 stories, up to 12 stories along major east–west and north–south streets.

Design Principles

- Design buildings that provide a transition from the higher density Beltway Focus District and range from 4–12 stories tall.
- Design buildings to form a consistent street wall along the BLT with all building entrances leading directly to the sidewalk.
- Include wide sidewalks and distinctive, visually appealing streetscape elements.
- Provide outdoor dining areas along the main street.
- Surround main street buildings with mixed-use office/educational/cultural and residential uses.
- Extend the main street environment onto Brightseat Road by encouraging mixed-use development with ground floor retail uses on both sides of Brightseat Road.
- Enliven transit station areas and bus stops with development that is transit oriented and pedestrian accessible.
- Ensure a continuous retail edge in the ground floors along a main street with office, educational, cultural, and residential uses located on the upper floors.
- Ensure buildings are not set back to provide a continuous street wall for pedestrians
 - Prohibit drive-through commercial services.

- Hide from public view the service and garbage elements of buildings in parking structures or alleyways.
- Ensure that new development is architecturally distinctive.
 - Encourage distinctive iconic architecture.
 - Encourage the use of high-quality, sustainable building materials.
 - Provide architectural variation.
- Use street grid patterns to create compact blocks of development.
 - Develop a pedestrian-oriented street grid with regularly-sized, oriented blocks with a range of 250–400 feet to encourage alternative modes of transportation.
 - Prohibit culs-de-sac.
- Create a pedestrian-oriented environment that encourages walking and biking rather than driving.
 - Design complete streets to support bicyclists, pedestrians, and automobiles.
 - Line all streets with sidewalks.
 - All sidewalks on main streets should be a minimum of 15 feet wide.
 - Provide a minimum of 18-foot-wide sidewalks to accommodate outdoor dining on main commercial streets.
 - Line alleys with a maximum of six-foot-wide sidewalks.
 - Design at least one main street to support fixed guideway transit.
 - Provide the necessary right-of-way for transit and transit stops.
 - Provide direct access to all buildings from the public sidewalk.

- Promote on-street, parallel parking to decrease vehicle speed and increase pedestrian safety.
- Feature extensive vertical mixing of uses to include ground-level retail and upper-level office/educational/cultural or residential uses.
- Build structured parking that does not intrude on or break up the consistent street wall.
 - Screen above-grade parking structures with primary buildings and architectural screen walls.
 - Encourage on-street parallel parking on all streets except alleys.
 - Encourage shared parking services where appropriate.
 - Charge a parking fee.
 - Create an effective wayfinding system to help visitors safely navigate from parking to their destination.
 - Discourage surface parking.
- Incorporate sustainable building technologies, building management, and construction techniques to promote low-energy use, minimize construction waste, minimize water usage, and utilize advanced stormwater management.
 - Promote innovative water management systems for indoor water usage.
 - Incorporate new stormwater management technologies, such as collection systems, rain gardens, green roofs, and graywater reuse.
 - Investigate site opportunities for geothermal systems.
 - Encourage the use of district power generation for larger tenants or buildings.
- Develop well-placed open space throughout the district to serve for formal and informal gatherings.
 - Allocate open space within approximately a five-minute walk from all points in the district.

- Ensure all hardscape plaza space has pervious paving, and utilize sustainable stormwater management principles.
- Line open space with sidewalks.
- Allow retail uses to engage open space where appropriate.
- Create accessible public transit stations.
 - Encourage walking connections throughout the sector plan area with transit stop locations.
 - Encourage retail space near transit stations to be neighborhood- and transit-serving, such as sidewalk cafes, newsstands, dry cleaners, etc.

Building Envelope Guidelines

Height:

- **Building Height:** The height of the building is measured in stories.

Each principal building should be at least four stories but no greater than 10 stories in height. Buildings may rise up to 12 stories, framing the public open space.

An attic story should not count against the story height.

The minimum floor-to-floor story height should be ten feet.

- **Parking Structure Height:** Where a parking structure is within 40 feet of any principal building (built after 2008), that portion of the structure should not exceed the building’s ridge or parapet height.
- **Ground Story Height:** The average finished floor elevation for residential units should be no less than three feet and no more than seven feet above the exterior sidewalk elevation at the BTL.

The first story should be a minimum floor-to-floor height of 12 feet as measured from the sidewalk.

- **Mezzanines:** Mezzanines having a floor area greater than one-third of the floor area of the story in which situated should count as full stories.

- **Street Wall Height:** A street wall not less than four feet or greater than 18 feet in height should be constructed along any BTL frontage that is not otherwise occupied by a building on the lot.

Siting:

- **Street Façade:** On each lot, the building façade should be built to the BTL for at least 80 percent of the BTL length.

The building façade should be built along the BTL to within 30 feet of a block corner. The ground floor façade, within seven feet of the block corner, may be chamfered to form a corner entry.

- **Buildable Area:** Building may occupy the portion of the lot specified by these standards.

A contiguous open area equal to at least ten percent of the total buildable area should be preserved on every lot.

Except overhanging eaves, awnings, blade signage, light fixtures, or balconies, no part of any building should be located outside the buildable area.

- **Alleys:** There is no required setback from alleys. On lots having no alley access, there should be a minimum setback of 25 feet from the rear lot line.
- **Site Lot Setbacks:** There are no required site lot setbacks.

Where a General Center District site has a common lot line with a single-family residential property, there should be a 40-foot setback.

- **Garage and Parking:** Curb cuts or driveways should be located at least 75 feet away from any block corner or another garage entry on the same block face. These requirements are not applicable along alleys. Off-street parking should be structured and should not be located along the street frontage.

Elements:

- **Fenestration:** There should be no more than 20 continuous linear feet of lank length of wall on the BTL.
- **Fenestration—Ground Story:** Fenestration on façades should comprise 40–90 percent of the façade.

- **Fenestration—Upper Stories:** Fenestration on the upper story façades should comprise 20–75 percent of the façade area per story.

No window should face or have direct views toward a common lot line within 30 feet unless that view is contained within the lot (e.g., by a privacy fence/garden wall) or the sill is at least six feet above its finished floor level.

- **Building Projections:** Balconies and stoops should not project closer than five feet to a common lot line.

No part of any building, except overhanging eaves, awnings, balconies, bay windows, stoops, and shop fronts, should encroach beyond the BTL.

Awnings should project a minimum of six feet and a maximum of within one foot of the back of curb (where there are no street trees) or one foot into the tree lawn (where there are street trees).

Awnings that project over the sidewalk portion of the street space should maintain a clear height of at least ten feet.

Awnings may have supporting posts at their outer edge provided that they have a minimum of eight feet clear width between the façade and the support posts or columns of the awnings and provide for a continuous public access easement that is at least four feet wide running adjacent and parallel to awning columns/posts.

- **Doors/Entries:** At least one functioning entry door should be provided along each ground story façade at intervals not greater than 100 feet.
- **Street Walls:** A vehicle entry gate no wider than 20 feet or a pedestrian entry gate no wider than five feet should be permitted within any required street wall.

Use:

- **Ground Story:** The ground story should house commercial uses. See height specifications above for specific requirements unique to each use.
- **Upper Stories:** The upper stories should house residential or commercial uses.

Additional habitable space is permitted within the roof where the roof is configured as an attic story.

- **Neighborhood Compatibility:** Where a General Center District site has a common lot line with a single-family residential property, there should be a 40-foot setback.

Where a General Center District site abuts a single-family residential property, a garden wall/street wall, four to six feet in height, should be constructed within one foot of the single-family residential property.

Where a General Center District site is located within 50 feet of an existing single-family residential zoning district, the maximum eave or parapet height for that edge of the site should be 32 feet.

Strategy 3: General Edge Design District

Develop a medium- to high- density urban, largely residential neighborhood. This neighborhood is defined by a variety of streetscape types ranging from commercial streetscapes, along the shared edges of the Beltway Focus District and the General Edge District, to more intimate internal streets. This district includes some retail and provides opportunities to live and work in an urban environment.

- Range of Land Use Mix:
 - Office/Educational/Cultural: 2–5 percent
 - Retail: 7–10 percent
 - Residential: 80–90 percent
- Building Height Ranges: 4–8 stories

Design Principles

- Buildings should range from four–eight stories tall.
- Allow the flexibility to include either residential use or neighborhood-oriented commercial use on ground floors within the higher density residential areas, as market conditions permit.
- Encourage development that decreases in height as it moves from the shared border of the General Edge and Beltway Focus Districts.

- Design buildings to form a consistent street wall along the BTL with all building entrances leading directly to the sidewalk.
- Include wide sidewalks and distinctive, visually appealing streetscape elements.
- Ensure buildings are not set back to provide a continuous street wall for pedestrians.
 - Prohibit drive-through commercial services.
 - Hide from public view the service and garbage elements of buildings in parking structures or alleyways.
- Ensure that new development is architecturally distinctive.
 - Encourage distinctive iconic architecture.
 - Encourage the use of high-quality, sustainable building materials.
 - Provide architectural variation.
- Use street grid pattern to create compact blocks of development.
 - Develop a pedestrian-oriented street grid with regularly-sized, oriented blocks with a range of 250–400 feet to encourage alternative modes of transportation.
 - Prohibit culs-de-sac.
- Create a pedestrian-oriented environment that encourages walking and biking rather than driving.
 - Design complete streets to support bicyclists, pedestrians, and automobiles.
 - Sidewalks should line all streets.
 - Design all sidewalks to be a minimum of ten feet wide.
 - Provide a minimum of 18-foot-wide sidewalks to accommodate outdoor dining on main commercial streets.

- Line alleys with a maximum of 6-foot-wide sidewalks.
- Provide the necessary right-of-way for transit and transit stops.
- Provide direct access to all buildings from the public sidewalk.
- Promote on-street parallel parking to decrease vehicle speed and increase pedestrian safety.
- Feature vertical mixing of uses to include ground-level retail and upper level office/educational/cultural or residential uses.
- Build structured parking that does not intrude on or disrupt the consistent street wall.
 - Screen above-grade parking structures with primary buildings and architectural screen walls.
 - Include on-street parallel parking on all streets except alleys.
 - Encourage shared parking services where appropriate.
 - Charge a parking fee.
 - Create an effective wayfinding system to help visitors safely navigate from parking to their destination.
 - Discourage surface parking.
- Encourage sustainable building technologies, building management, and construction techniques to promote low energy use, minimize construction waste, minimize water usage, and utilize advanced stormwater management.
- Develop well-placed open space throughout the district to serve for formal and informal gatherings.
 - Allocate open space to be within approximately a five-minute walk from all points in the district.
 - Ensure all hardscape plaza space has pervious paving, and utilize sustainable stormwater management principles.
 - Line open space with sidewalks.

- Allow retail uses to engage open space where appropriate.
- Create accessible public transit stations.
 - Encourage walking connections throughout the sector plan area with transit stop locations.
 - Encourage retail space near transit stations to be neighborhood and transit serving, such as sidewalk cafes, newsstands, dry cleaners, etc.

Building Envelope Guidelines

Height:

- **Building Height:** The height of the building is measured in stories.
 - Each principal building should be at least four stories but no greater than eight stories in height.
 - An attic story should not be against the maximum story height.
 - The minimum floor-to-floor story height should be ten feet.
- **Parking Structure Height:** Where a parking structure is within 40 feet of any principal building (built after 2008), that portion of the structure should not exceed the building's eave or parapet height.
- **Mezzanines:** Mezzanines having a floor area greater than one-third of the floor area of the story in which situated should count as full stories.
- **Street Wall Height:** A street wall not less than five feet in height or greater than 18 feet in height should be constructed along any BTL frontage that is not otherwise occupied by a building on the lot.

Siting:

- **Street Façade:** On each lot the building façade should be built to the BTL for at least 75 percent of the BTL length.

The building façade should be built along the BTL to within 30 feet of a block corner. The ground floor façade,

within seven feet of the block corner, may be chamfered to form a corner entry.

- **Buildable Area:** Building may occupy the portion of the lot specified by these standards.

A contiguous open area equal to at least 15 percent of the total buildable area should be preserved on every lot.

Except overhanging eaves, awnings, blade signage, light fixtures, or balconies, no part of any building should be located outside the buildable area.

- **Alleys:** There is no required setback from alleys. On lots having no alley access, there should be a minimum setback of 25 feet from the rear lot line.
- **Site Lot Setbacks:** There are no required site lot setbacks.

Where a General Edge District site has a common lot line with a single-family residential property, there should be a 40-foot setback.

- **Garage and Parking:** Curb cuts or driveways should be located at least 75 feet away from any block corner or another garage entry on the same block face. These requirements are not applicable along alleys. Off-street parking should be structured and should not be located along the street frontage.

Elements:

- **Fenestration:** There should be no more than 20 continuous linear feet of blank length of wall on the BTL.
- **Fenestration Ground Story–Commercial Uses:** Fenestration on façades should comprise between 40–90 percent of the façade.
- **Fenestration Ground Story–Residential Uses:** Fenestration on façades should comprise between 30–75 percent of the façade.
- **Fenestration: Upper Stories:** Fenestration on the upper story façades should comprise between 20–75 percent of the façade area per story.

No window should face or have direct views toward a common lot line within 30 feet unless that view is

contained within the lot (e.g., by a privacy fence/garden wall) or the sill is at least six feet above its finished floor level.

- **Building Projections:** Balconies and stoops should not project closer than five feet to a common lot line.

No part of any building, except overhanging eaves, awnings, balconies, bay windows, stoops, and shop fronts should encroach beyond the BTL.

Awnings should project a minimum of six feet and a maximum of within one foot of the back of curb (where there are no street trees) or one foot into the tree lawn (where there are street trees).

Awnings that project over the sidewalk portion of the street space should maintain a clear height of at least ten feet.

Awnings may have supporting posts at their outer edge provided that they have a minimum of eight feet clear width between the façade and the support posts or columns of the awnings and provide for a continuous public access easement that is at least four feet wide running adjacent and parallel to awning columns/posts.

- **Doors/Entries:** At least one functioning entry door should be provided along each ground story façade at intervals not greater than 100 feet.
- **Street Walls:** A vehicle entry gate no wider than 20 feet or a pedestrian entry gate no wider than 5 feet should be permitted within any required street wall.

Use:

- **Ground Story:** The ground story should house commercial or residential uses.
- **Upper Stories:** The upper stories should house residential or commercial uses.

Additional habitable space is permitted within the roof where the roof is configured as an attic story.

- **Neighborhood Compatibility:** Where a General Edge District site has a common lot line with a single-family residential property, there should be a 40-foot setback.

Where a General Edge District site abuts a single-family residential property, a garden wall/street wall, four to six feet in height, should be constructed within one foot of the single-family residential property.

Where a General Edge District site is located within 50 feet of an existing single-family residential zoning district, the maximum eave or parapet height for that edge of the site should be 32 feet. This requirement should supersede the minimum story height requirement.

Strategy 4: Local Frontage Design District

This district is a medium-density residential district that serves as a transition from the higher density General Edge, General Center, and Beltway Focus Districts. This district provides a quieter place to live adjacent to the activity of the commercial core. It is defined by intimate, walkable streets and includes neighborhood parks.

- Range of Land Use Mix:
 - Retail: 2–5 percent
 - Residential: 95–98 percent
- Building Height Ranges: 2–4 stories

Design Principles

This is a medium-density residential neighborhood with mostly four-story buildings.

- Ensure that circulation through the district well connects residents to the mixed-use amenities of the General Edge, General Center, and Beltway Focus Districts.
- Design buildings to form a consistent street wall with all building entrances leading directly to the sidewalk.
- Ensure buildings are not set back to provide a continuous street wall for pedestrians.
 - Prohibit drive-through commercial services
 - Hide from public view the service and garbage elements of buildings in parking structures or alleyways.

- Ensure that new development is architecturally distinctive.
 - Encourage distinctive iconic architecture.
 - Encourage the use of high-quality, sustainable building materials.
 - Provide architectural variation.
- Use street grid pattern to create compact blocks of development.
 - Develop a pedestrian-oriented street grid with regularly-sized, oriented blocks with a range of 250–400 feet to encourage alternative modes of transportation.
 - Prohibit culs-de-sac.
- Create a pedestrian-oriented environment that encourages walking and biking rather than driving.
 - Design complete streets to support bicyclists, pedestrians, and automobiles.
 - Line all streets with sidewalks at a minimum of five feet wide.
 - Line alleys with a maximum of six-foot-wide sidewalks.
 - Provide direct access to all buildings from the public sidewalk.
 - Promote on-street parallel parking to decrease vehicle speed and increase pedestrian safety.
- Build structured parking that does not intrude on or break up the consistent street wall where appropriate.
 - Screen above-grade parking structures with primary buildings and architectural screen walls.
 - Include on-street parallel parking on all streets except alleys.
 - Discourage surface parking.

- Develop well-placed open space throughout the district to serve for formal and informal gatherings
 - Allocate open space within approximately a five-minute walk from all points in the district.
 - Ensure all hardscape plaza space has pervious paving, and utilize sustainable stormwater management principles.
 - Line open space with sidewalks.
 - Allow retail uses to engage open space where appropriate.
- Create accessible public transit stations.
 - Encourage walking connections throughout the sector plan area with transit stop locations.

Building Envelope Guidelines:

Height:

- **Building Height:** The height of the building is measured in stories.

Each principal building should be at least two stories or 25 feet to the eaves or the parapet but no greater than four stories in height.

An attic story should not be counted against the maximum story height.

The minimum floor-to-floor story height should be ten feet.

- **Parking Structure Height:** Where a parking structure is within 40 feet of any principal building (built after 2008), that portion of the structure should not exceed the building’s eave or parapet height.
- **Street Wall Height:** A street wall not less than four feet in height or greater than 18 feet in height should be constructed along any BTL frontage that is not otherwise occupied by a building on the lot.

Siting:

- **Street Façade:** On each lot, the building façade should be built to the BTL for at least 70 percent of the BTL length. For buildings with front porches, the main façade should be set four feet behind the BTL.

The building façade should be built along the BTL to within 20 feet of a block corner.

The building façade may include jogs to allow bay windows, shop fronts, and balconies.

- **Buildable Area:** Buildings may occupy the portion of the lot specified by these standards.

A contiguous open area equal to at least 20 percent of the total buildable area should be preserved on every lot.

Except overhanging eaves, awnings, blade signage, light fixtures, or balconies, no part of any building should be located outside the buildable area.

- **Site Lot Setbacks:** There are no required site lot setbacks.
- **Garage and Parking:** Curb cuts or driveways should be located at least 75 feet away from any block corner or another garage entry on the same block face. These requirements are not applicable along alleys. Off-street parking should be located at the rear of the lots and should be provided in garages.
- **Alleys:** There is no required setback from alleys. On lots having no alley access, there should be a minimum set back of 25 feet from the rear lot line.

Where a local frontage site has a common lot line with a single-family residential property, there should be a 40-foot setback.

Elements:

- **Fenestration:** There should be no more than 20 continuous linear feet of blank wall on the BTL.

Fenestration on all façades should comprise at least 25 percent but not more than 75 percent of the façade.

No window may face or have direct views toward a common lot line within 30 feet unless that view is

contained within the lot (e.g., by a privacy fence/garden wall) or the sill is at least six feet above its finished floor level.

- **Building Projections:** Balconies and stoops should not project closer than five feet to a common lot line.

No part of any building, except overhanging eaves, awnings, balconies, bay windows, stoops, and shop fronts should encroach beyond the BTL .

- **Doors/Entries:** At least one functioning entry door should be provided along each ground story façade of each building at intervals not greater than 100 linear feet.

- **Street Walls:** A vehicle entry gate no wider than 18 feet or a pedestrian entry gate no wider than 5 feet should be permitted within any required street wall.

Use:

- **Ground Story:** The ground story should house residential uses.
- **Upper Stories:** The upper stories should house residential uses.

Additional habitable space is permitted within the roof where the roof is configured as an attic story.

