

Implementation



Short- and Long-Term Recommended Actions

Implementation of the plan can be viewed in two general phases, a short-term and a long-term. It is likely, however, that with the short-term framework in place, the pace of positive change in the area will accelerate as improvements start to occur. For this reason, it is important to identify those early actions that will need to happen in order to establish a strong foundation and incentive for significant changes to take place. Figure 7 shows illustrative sections of short-and long-range development concepts.

However, if joint development of the WMATA site occurs first, it will be a catalyst for the redevelopment of the Arbor Street area (Subarea B).

The implementation of public sector improvement actions requires a collaborative effort between businesses, the Town of Cheverly, Prince George’s County, and the State of Maryland to set priorities and develop strategies for funding, planning, design, and construction.

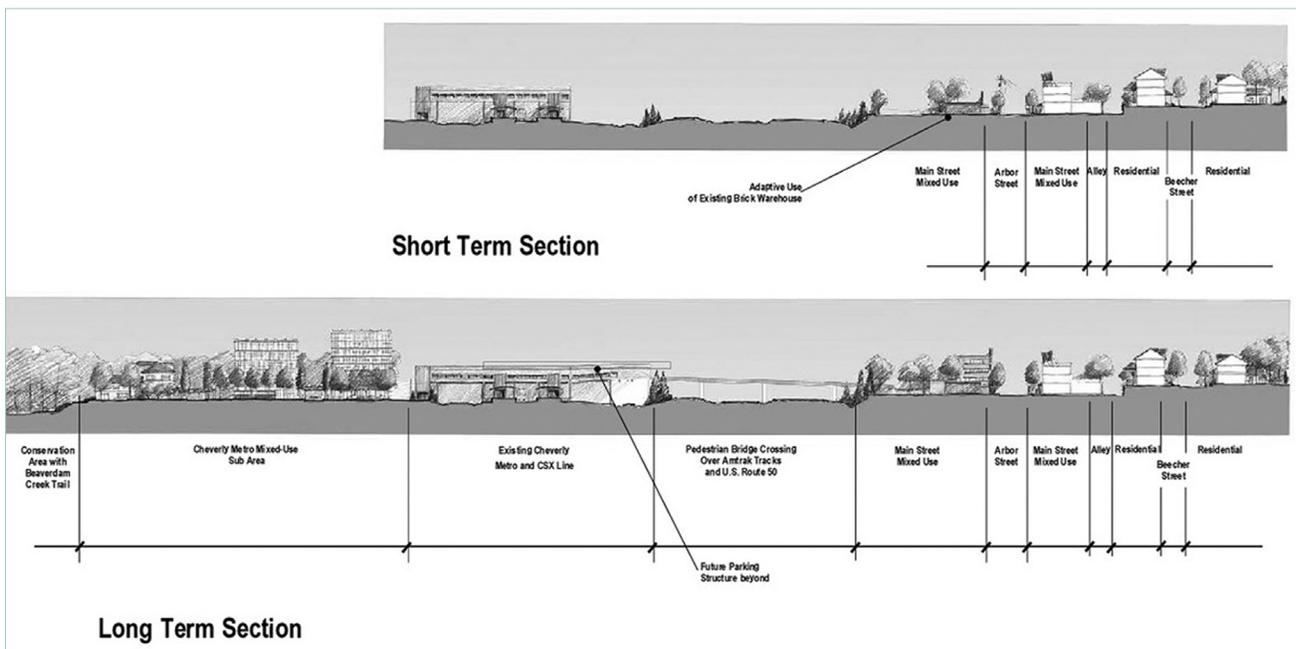


Figure 7 Short- and Long-Term Development Concepts

Short-Term Recommended Actions (0-6 years)

1. Strengthen streetscape/pedestrian linkages by accomplishing the following:
 - a. Develop all on-street pedestrian routes to Metro as defined in the urban design plan, including pedestrian improvements along both Arbor Street and Columbia Park Road. Note that this does not include the proposed pedestrian bridge, which is recommended for longer-term development given the realities of cost and the need for greater economic development demand in the area to provide this facility. However, within the short-term timeframe, commitments for the bridge can be put in place.
 - b. Pursue the completion and implementation of the SHA neighborhood conservation plan for Kenilworth Avenue, Tuxedo Road, and Arbor Street. These plans should follow the street characteristics recommended in this plan to provide the area with the short-term streetscape improvements that are critically needed.
2. Develop realistic plans to improve traffic access and circulation. The sector plan recommends several changes to improve traffic flow, safety, visibility, and access into and out of the area that include:
 - a. Improve the operation and appearance of gateways into the area.
 - b. Study the feasibility of each of the three roundabouts proposed on Map 7: Thoroughfare Plan.
 - c. Complete a careful transportation study that will identify ways to improve access into the area from US 50 and I-295 and from Kenilworth Avenue, as well as access from the area to the surrounding road networks.
3. Develop strategies for solving infrastructure problems in the area.
 - a. Undertake a floodplain study for the US 50 and Tuxedo Road area that would include existing conditions analysis, identification of system-wide stormwater management problems, recommended solutions, and related costs.
 - b. Develop and implement a cable/electrical wiring and telecommunications plan.
4. Establish a regulatory framework that will allow plan implementation to occur.
 - a. Implement zoning changes as proposed to allow for mixed-use development.
 - b. Begin implementing development district standards as change occurs.
 - c. Work with appropriate county agencies to establish a realistic strategy for code enforcement.
5. Study the internal streets in the industrial area (Subarea A) in order to identify ways to improve traffic flow, safety, parking, and pedestrian circulation. Determine the best internal circulation option as shown in the Transportation section of this plan.
6. Complete installation of the noise barriers between MD 202 and the Columbia Park/Arbor Street Bridge, which are needed due to the recent construction of the eastbound ramp on US 50.

- d. Work with county police to increase police presence and explore the possibility of a police satellite station in the area.
5. Use the existing building framework, the proposed build-to line, and streetscape enhancements to improve the overall appearance/image of the area.
 6. Develop a coordinated economic development/marketing strategy for the area. In addition, identify strategies for funding long-term improvements.
 - a. Establish an economic development strategy and begin marketing the area to attract interest in land assembly, development and redevelopment opportunities, and new business.
 - b. Establish a business association in the area and provide technical assistance to existing businesses for property improvements (e.g., identifying funding sources, assisting in implementing design guidelines, etc.)
 - c. Explore the feasibility of establishing a Business Improvement District (BID) in the area. The BID would be organized by the local business community as a way to make improvements to the area, raise revenue to fund such improvements, and provide additional leverage for better code enforcement.
 - d. Coordinate with WMATA to explore joint development opportunities at the Cheverly Metro Station site.
 - e. Request a Revitalization Overlay Zone designation as established in the General Plan. This will provide the area with funding opportunities and other incentives for implementation of the sector plan.
 7. Develop an environmental conservation and restoration strategy.
 - a. Work with SHA to find a more environmentally and aesthetically suitable location for the salt dome.
 - b. Initiate a stream restoration study that will identify specific actions that will need to be accomplished in order to meet environmental requirements for this watershed.
 - c. Implement the trails recommendations that will connect to existing and planned trail systems.

Long-Term Recommended Actions (6+ years)

Over the long-term, public actions should include finalizing the infrastructure improvements needed to attract significant development interest in the sector plan area.

1. Design and construct the pedestrian bridge from Arbor Street to the Cheverly Metro Station site. The funding commitments for this facility would have been established earlier.-
2. Establish incentives to developers for providing some of the public sector amenities proposed in the plan (e.g., public greens, parks, linear parks, etc.).
3. Begin the planning, design and construction process for the civic site in Subarea B.
4. Complete the public area improvements recommended in the plan, including:
 - a. Thoroughfare design improvements.
 - b. Roundabouts (based on the results of the feasibility study carried out earlier).

- c. Islands and medians in the locations specified in the plan.
 - d. Buffers along the perimeter of the industrial area, along US 50, between residential and commercial areas, and along the Metro tracks as specified in the plan.
 - e. Open spaces, including the proposed civic square and greens, public walks, parks, and public gardens.
 - f. Trails and linear park.
5. Establish a watershed conservation area in Subarea D, complete with trails and interpretive facilities should the properties become available for sale at a future date.
 6. Continue to market the area's economic opportunities and provide incentives to developers in order to encourage projects in this area.
 7. Work with WMATA to coordinate implementation of the plan for Subarea C.

Figure 8: Arbor Street Perspective: One View of the Future provides a potential main street character image of Arbor Street looking west. As envisioned in the urban design plan, the long-range prospect for this area is of an active, exciting Community Center that encourages easy pedestrian access to living, shopping, and working opportunities and provides strong transit linkages to the broader region.



Figure 8 Arbor Street Perspective: One View of the Future

Sectional Map Amendment

Introduction

The comprehensive rezoning process, also known as the sectional map amendment (SMA) process, allows for rezoning a section of the County Zoning Map in order to bring zoning into conformance with approved county land use plans and development policies. This chapter contains the SMA for the Tuxedo Road/Arbor Street and Cheverly Metro area sector plan.

The SMA is intended to implement the land use recommendations and development policies of the approved sector plan. Existing zoning that hinders implementation of the sector plan were changed and piecemeal rezoning (rezoning of individual lots and parcels) reduced. The Development District Overlay Zone (DDOZ) will regulate the types of land uses permitted and the area's design character and development pattern. The sector plan and SMA will thereby enhance the health, safety, and general welfare of all county residents and citizens.

The District Council initiated the concurrent preparation of the sector plan and SMA in July 2002 via Council Resolution CR-41-2002. The procedure followed is in accordance with Council Bill CB-33-1992 that establishes criteria for the District Council to approve the plan and SMA simultaneously. The procedural sequence for this concurrent process is illustrated in Appendix A.

The county's Six-Year Capital Improvement Program and Ten-Year Water and Sewerage Plan, as well as existing land use and zoning were examined and evaluated in the preparation of both the sector plan and this SMA. Consideration has also been given to the environmental and economic impact of land use and zoning. The approval of the SMA will result in the revision of the official 1"=200' zoning maps for this sector area. Future SMAs in this area will occur in accordance with established procedures.

The last SMA for the portion of the sector area north of US 50 occurred in May 1994 as part of the 1994 Bladensburg, New Carrollton and vicinity master plan via CR-53-1994. For the portion south of US 50, the last SMA occurred as part of the 1993 Landover and vicinity master plan via CR-57-1993.

Comprehensive Rezoning Implementation Policies

A number of established comprehensive rezoning policies are utilized as guidelines in developing the SMA.

Public Land Policy

This policy states that all public land should be placed in the most restrictive and/or dominant adjacent zone; whichever bears the closest relationship

to the intended character of the area. Therefore, the zoning of public land, just as private land, should be compatible with surrounding zones. This policy helps eliminate any “islands” of inharmonious zoning, while still providing for the public use. It also ensures compatibility of any future development or uses if the property is returned to private ownership.

Zoning In Public Rights-Of-Way

Policies governing the zoning of public street and railroad rights-of-way (both existing and proposed) are contained in Section 27-111 of the County Zoning Ordinance. This SMA has been prepared in accordance with this section.

Limitations on the Use of Zones

Zoning classifications in the SMA are limited only by the range of zones within the Ordinance available at the time of final action by the District Council. Reclassification of an existing zone to a less intense zone is prohibited in specific cases. In this sector plan, the following Zoning Ordinance prohibition applies:

Section 27-223(g)(2) states: “Based on existing physical development at the time of adoption of the Sectional Map Amendment, the rezoning would create a nonconforming use. This rezoning may be approved, however, if there is a significant public benefit to be served by the rezoning based on facts peculiar to the subject property and the immediate neighborhood. In recommending the rezoning, the Planning Board shall identify these properties and provide written justification supporting the rezoning at the time of transmittal. The failure of either the Planning Board or property owner to identify these properties, or a failure of the Planning Board to provide the written justification, shall not invalidate any Council action in the approval of the Sectional Map Amendment.”

Guidelines for Commercial Zoning

The SMA will utilize the most appropriate “use-oriented” commercial zones listed in the Zoning Ordinance. The choice of zone is determined by the commercial needs of the area, the sector plan recommendations, and the type of use and status of the development on the property and surrounding area. The sector plan recommends mixed-use development and the Mixed-Use Infill (M-U-I) Zone is considered the most appropriate commercial use-oriented zone.

Comprehensive Rezoning Changes

To implement the sector plan’s land use and development policy recommendations contained in the preceding chapters, many parcels of land are rezoned to bring the zoning into conformance with the sector plan. The comprehensive rezoning process (via the SMA) provides the most appropriate mechanism for the public sector to achieve this. As such, the SMA is approved as an amendment to the official zoning map(s) concurrently with sector plan approval. The proposed zoning is shown on Map 13: Approved Zoning and Table 9: Approved Zoning Inventory.

The SMA is organized using the sector plan’s subareas identified as shown. The SMA includes 12 property specific zoning changes as shown on Map 14: Approved Zoning Changes (Subarea B) and Map 15: Approved Zoning Changes (Subarea C) and are discussed in Table 10a (Changes B1-B10) and 10b (Changes C1-C2). These changes will result in a new zoning inventory for the area (Table 9). The 1”=200’ scale zoning maps will represent the official zoning boundaries.

A Development District Overlay Zone (DDOZ) is superimposed over Subarea A, and Subarea B (excluding Tuxedo Industrial Park), to ensure that development meets the land use goals established in the sector plan. (See Map 16: Approved Zoning Changes in Subareas A and B within the DDOZ and Table 10c). The DDOZ superimposed over Subareas A and

D is intended to regulate land uses only. The development standards and guidelines for the underlying zones still apply. The DDOZ development district standards are only applied to the portion of Subarea B in the DDOZ. These standards are described in the Development District Standards chapter.

The Table of Uses for this DDOZ area amends the types of land uses permitted in the sector plan's underlying zones. (See Table 12.) The DDOZ applicability section exempts legally existing buildings, structures, and uses from the development district standards and recognizes legally existing uses at the time of SMA approval as not nonconforming.

Application of the Mixed-Use Infill Zone

The primary purpose of the Mixed-Use Infill (MU-I) Zone is to encourage residential, commercial and mixed-residential, and commercial development in established communities. Property in a DDOZ area may be reclassified from its underlying zone to the M-U-I Zone as part of the SMA or through

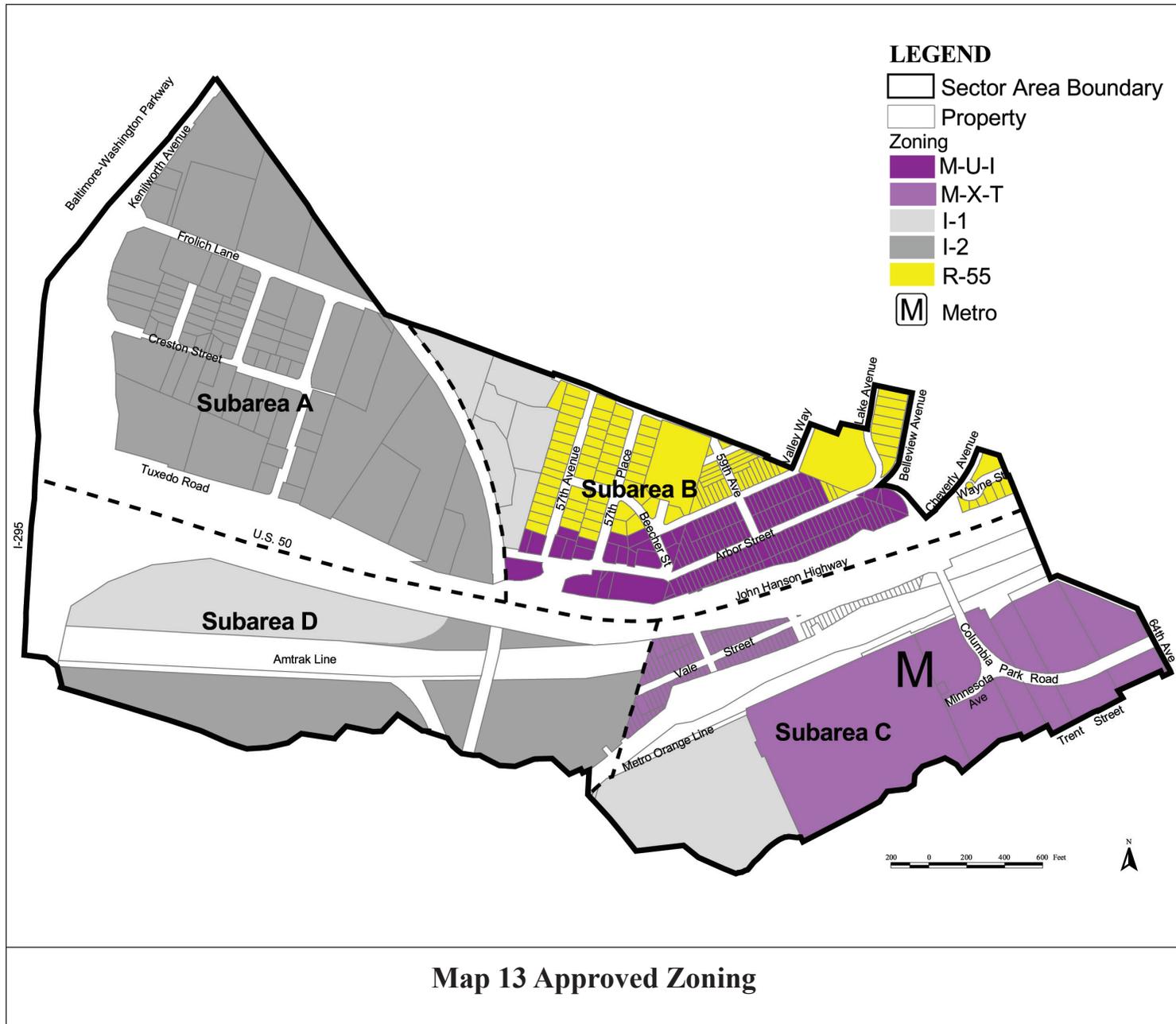
the property owner application process (Section 27-548.26(b)) of the Zoning Ordinance. The uses permitted in the M-U-I Zone are the same as those permitted by right or by special exception in the Commercial Shopping Center (C-S-C) Zone, except as modified by the sector plan's DDOZ. However, for use category (3) Miscellaneous and use category (6) Residential/Lodging, the uses allowed are those permitted in the medium-residential density R-18 Zone, except that hotel/motel uses are permitted in the C-S-C Zone.

When the M-U-I Zone is approved on a property as part of an SMA, permitted uses in existence at the time of SMA approval shall not be deemed nonconforming.

Copies of the Guide to Zoning Categories are available at M-NCPPC, County Administration Building, Planning Information Services Office, Lower Level, and at www.mncppc.org/pgco.

Table 9: Approved Zoning Inventory (in acres)			
Zone	Prior Zoning	Approved Zoning	Net Change
R-55	48.73	14.22	- 34.51
C-S-C	1.28	0.0	-1.28
C-M	9.89	0.0	-9.89
I-1	33.18	32.86	-.32
I-2	85.34	80.67	-4.67
M-U-I	0.0	12.87	+12.87
M-X-T	0.0	37.8	+37.8
Subtotal	178.42	178.42	0.0
Right-of-Way	106.69	106.69	0.0
Total	285.11	285.11	0.0

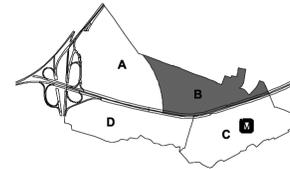
Source: M-NCPPC, October 2003



Map 13 Approved Zoning

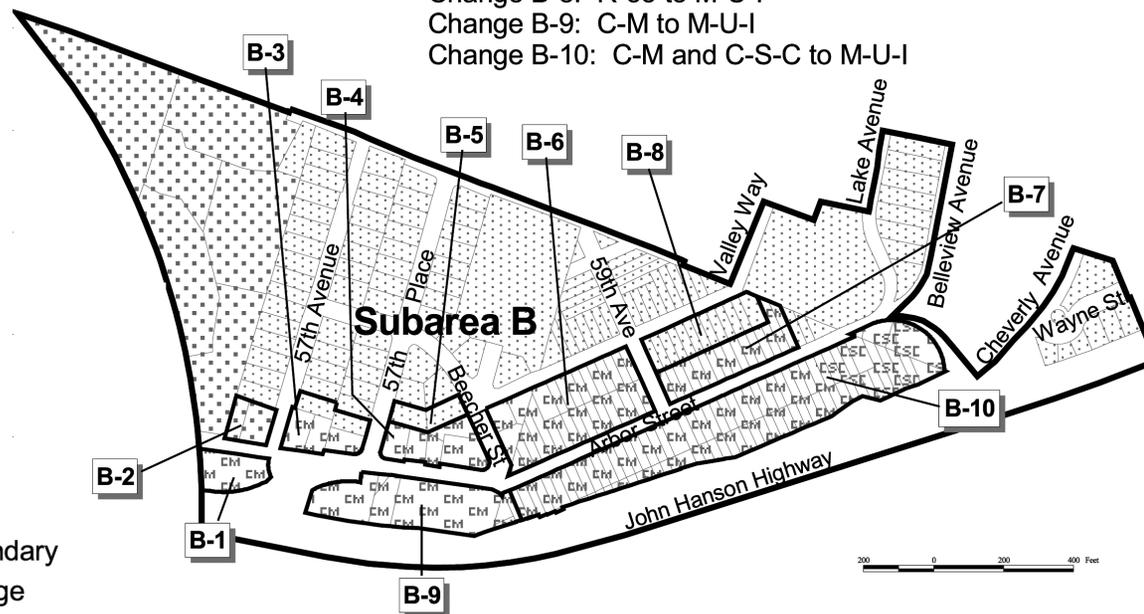
Subarea B

- Change B-1: C-M to M-U-I
- Change B-2: I-1 to M-U-I
- Change B-3: C-M and R-55 to M-U-I
- Change B-4: C-M to M-U-I
- Change B-5: R-55 to M-U-I
- Change B-6: C-M to M-U-I
- Change B-7: C-M to M-U-I
- Change B-8: R-55 to M-U-I
- Change B-9: C-M to M-U-I
- Change B-10: C-M and C-S-C to M-U-I



LEGEND

- Subarea Boundary
- Area of Change
- Property
- Existing Zoning
 - C-M
 - C-S-C
 - I-1
 - R-55



Map 14 Approved Zoning Changes in Subarea B

**Table 10a Approved Zoning Changes
Subarea B**

<u>Change Number</u>	<u>Zone Change</u>	<u>Area of Change</u>	<u>Approved SMA/ZAPS/SE Number</u>	<u>Date</u>	<u>200' Scale Index Map</u>
B-1	C-M to M-U-I	.34	SMA SE-1700	1994 3/20/68	203 NE05
			(Wholly enclosed warehouse in the C-2 Zone)		

Use and Location:

Printing business located at 5600 Tuxedo Road. Tax Map 58, Grid E-3, Parcel 97.

Discussion:

This property is in the core area of a Metrorail-oriented Community Center and is appropriate for mixed-use development in accordance with the sector plan's land use recommendation and General Plan recommendations for Community Centers.

<u>Change Number</u>	<u>Zone Change</u>	<u>Area of Change</u>	<u>Approved SMA/ZAPS/SE Number</u>	<u>Date</u>	<u>200' Scale Index Map</u>
B-2	I-1 to M-U-I	.32	SMA	1994	203 NE05

Use and Location:

Construction office in converted dwelling and outside storage located at 5606 Tuxedo Road. Tax Map 58, Grid E-3, Pryors Addition Tuxedo Subdivision, Plat A02-0240, Lots 1 and 2.

Discussion:

These properties are in the core area of a Metrorail-oriented Community Center and are appropriate for mixed-use development in accordance with the sector plan's land use recommendation and General Plan recommendations for Community Centers.

<u>Change Number</u>	<u>Zone Change</u>	<u>Area of Change</u>	<u>Approved SMA/ZAPS/SE Number</u>	<u>Date</u>	<u>200' Scale Index Map</u>
B-3	R-55 to M-U-I	.25 ac.	SMA	1994	203 NE05
	C-M to M-U-I	.45 ac.	SE-2398	10/21/70	
Total	.	70 ac.	(Wholly enclosed warehouse in auto parking lot and in the C-2 Zone)		

Use and Location:

Three commercial businesses consisting of outside storage of automobiles, construction materials, business offices, and a towing and auto body use at 5700, 5702 and 5706 Arbor Street, including an auto storage lot (Lot 5) and shed fronting 57th Avenue in the R-55 Zone with a special exception. Lot 2 contains a single-family dwelling at 2300 57th Place. Tax Map 58, Grids E3 and F3, Tuxedo Subdivision, Plat A02-0240, Lots 3, 4 and 5; Plat A02-0231, Block A, Lots 1 and 2.

Discussion:

These properties are in the core area of a Metrorail-oriented Community Center and are appropriate for mixed-use development in accordance with the sector plan's land use recommendation and General Plan recommendations for Community Centers.

**Table 10a Approved Zoning Changes
Subarea B (continued)**

Change Number	Zone Change	Area of Change	Approved Number	SMA/ZAPS/SE Date	200' Scale Index Map
B-4	C-M to M-U-I	.72 ac.	SMA	1994	203 NE05

Use and Location:

Service businesses consisting of outside truck storage, converted dwelling, motor bike shop, printing shop, and auto repair/service shop located on the north side of Arbor Street between 57th Place and 58th Avenue and on the west side of 58th Avenue. Tax Map 58, Grid F3, Tuxedo Subdivision, Plat A02-0231, Block D, Lot 1 (nonconforming use), Lot 9 and part of Lots 7 and 8; Tax Map 58, Grid F3, Tuxedo Resubdivision of Lot 10, Block D, Section 2, Plat 02164058, Block D, Lot 12; Plat A02-2894, Block D, Lot 11.

Discussion:

These properties are in the core area of a Metrorail-oriented Community Center and are appropriate for mixed-use development in accordance with the sector plan's land use recommendation and General Plan recommendations for Community Centers.

Change Number	Zone Change	Area of Change	Approved Number	SMA/ZAPS/SE Date	200' Scale Index Map
B-5	R-55 to M-U-I	.30 ac.	SMA	1994	203 NE05

Use and Location:

One single-family dwelling (2305 57th Place) along the east side of 57th Place and an undeveloped residential lot, located along the west side of Beecher Street (5707). Tax Map 58, Grid F3, Plat A02-0231, Tuxedo Subdivision, Block D, Lots 2 and 6.

Discussion:

These properties are in the core area of a Metrorail-oriented Community Center and are appropriate for mixed-use development in accordance with the sector plan's land use recommendation and General Plan recommendations for Community Centers.

Change Number	Zone Change	Area of Change	Approved Number	SMA/ZAPS/SE Date	200' Scale Index Map
B-6	C-M to M-U-I	2.03 ac.	SMA	1994	203 NE05

Use and Location:

Full subdivision block containing outdoor bus and auto storage lots, converted single-family dwellings at 5804 and 5806 Arbor Street, service station contracting business (2300 59th Avenue), and an abandoned dwelling on 59th Avenue; all located within the entire block bounded by 58th Avenue (west), 59th Avenue (east), Arbor Street (south), and the Beecher Street right-of-way (north).

Discussion:

These properties are in the core area of a Metrorail-oriented Community Center and are appropriate for mixed-use development in accordance with the sector plan's land use recommendation and General Plan recommendations for Community Centers.

**Table 10a Approved Zoning Changes
Subarea B (continued)**

<u>Change Number</u>	<u>Zone Change</u>	<u>Area of Change</u>	<u>Approved Number</u>	<u>SMA/ZAPS/SE Date</u>	<u>200' Scale Index Map</u>
B-7	C-M to M-U-I	.97 ac.	SMA	1994	203 NE05

Use and Location:

Outdoor bus storage lots, auto storage lots, parking and lawn equipment storage, television repair, and converted single-family dwelling located along the north side of Arbor Street between 59th Avenue and the Judith P. Hoyer Early Childhood Center. Tax Map 58, Grid F3, Plat A02-0264, Tuxedo Subdivision, Block 4, Lots 14 to 29.

Discussion:

These properties are in the core area of a Metrorail-oriented Community Center and are appropriate for mixed-use development in accordance with the sector plan's land use recommendation and the General Plan recommendations for Community Centers.

<u>Change Number</u>	<u>Zone Change</u>	<u>Area of Change</u>	<u>Approved Number</u>	<u>SMA/ZAPS/SE Date</u>	<u>200' Scale Index Map</u>
B-8	R-55 to M-U-I	.83 ac.	SMA	1994	203 NE05

Use and Location:

Two single-family detached dwellings on the east side of 59th Avenue (2303 and 2305 59th Avenue) and two single-family detached dwellings (5903 and 5905) located on the south side of Beecher Street. Tax Map 58, Grid F3, Plat A02-0264, Tuxedo Subdivision, Block 4, Lots 1-13.

Discussion:

These properties are in the core area of a Metrorail-oriented Community Center and are appropriate for mixed-use development in accordance with the sector plan's land use recommendation and General Plan recommendations for Community Centers.

<u>Change Number</u>	<u>Zone Change</u>	<u>Area of Change</u>	<u>Approved Number</u>	<u>SMA/ZAPS/SE Date</u>	<u>200' Scale Index Map</u>
B-9	C-M to M-U-I	1.70 ac.	SMA	1994	203 NE05

Use and Location:

Cheverly-Tuxedo Fire Station (5711); restaurant (5723); commercial building containing a towing and auto storage business and other uses (5731–5737); truck and bus service with outside storage of vehicles (5745) located on the south side of Arbor Street between its intersection with 57th Avenue and the abandoned right-of-way for 58th Avenue. Tax Map 58, Grid F3, Parcels 64, 65, 101, 108, Plat A02-0264, Tuxedo Subdivision, Block 5, Lots 6 and 7 and part of the abandoned right-of-way for 58th Avenue.

Discussion:

These properties are in the core area of a Metrorail-oriented Community Center and are appropriate for mixed-use development in accordance with the sector plan's land use recommendation and General Plan recommendations for Community Centers.

**Table 10a Approved Zoning Changes
Subarea B (continued)**

Change Number	Zone Change	Area of Change	Approved SMA/ZAPS/SE Number	Date	200' Scale Index Map
B-10	C-M to M-U-I	3.26 ac.	SMA	1994	203 NE05
	C-S-C to M-U-I	<u>1.28 ac.</u>	SE-1412	8/19/66	
	Total	4.54 ac.	(Wholly enclosed warehouse)		

Use and Location:

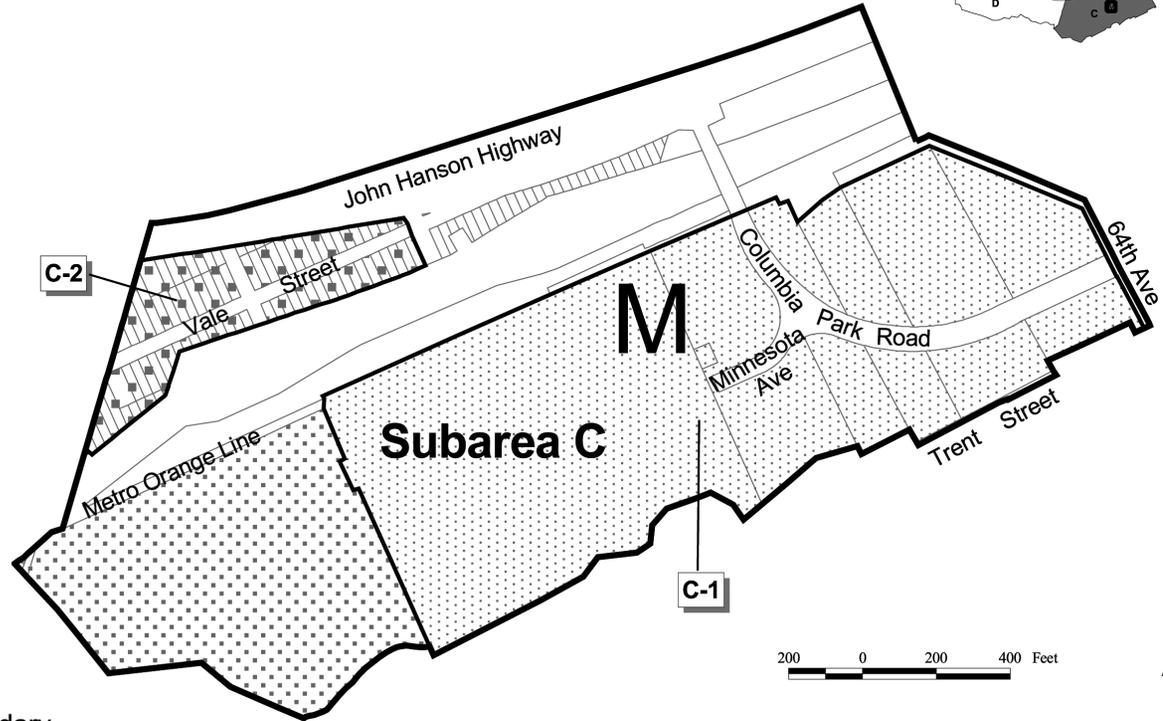
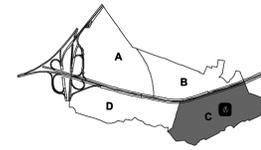
Church and parking lot (5801); air compressor building and storage (5815); saw sharpening (5901); single-family dwelling (5903); plaster service (5905); car care and towing (5907); auto body (5919); auto repair (5921) with outside storage and repair in the abandoned right-of-way for 59th Avenue; electric service (5951); convenience store (6001); all located on the south side of Arbor Street between the abandoned right-of way for 58th Avenue and the intersection of Arbor Street with the westbound ramp to US 50. Tax Map 58, Grid F3, Plat A02-0264, Tuxedo Subdivision, Block 6, Lots 1–18 and 20–36; Block 7, Lots 1–50; Parcels 103, 104, 150 and 179.

Discussion:

These properties are in the core area of a Metrorail-oriented Community Center and are appropriate for mixed-use development in accordance with the sector plan’s land use recommendation and General Plan recommendations for Community Centers.

Subarea C

Change C-1: R-55 to M-X-T
Change C-2: I-2 to M-X-T



LEGEND

- Subarea Boundary
- Area of Change
- Property
- Existing Zoning
 - I-1
 - I-2
 - R-55



Map 15 Approved Zoning Changes in Subarea C

**Table 10b Approved Zoning Changes
Subarea C**

<u>Change Number</u>	<u>Zone Change</u>	<u>Area of Change</u>	<u>Approved Number</u>	<u>SMA/ZAPS/SE Date</u>	<u>200" Scale Index Map</u>
C-1	R-55 to M-X-T	33.13 ac.	SMA	1994	203 NE05

Use and Location:

Developed Washington Metropolitan Transit Authority's (WMATA) Cheverly Metro Station, parking and storage area west of Columbia Park Road and south of the Metro Orange Line tracks, including WMATA property located northeast and south of Columbia Park Road. Tax Map 58, Grid F-3, part of Parcels 5, 40, 41 and Metro and railroad right-of-way; Tax Map 58, Grid F-4, Parcel 139; Tax Map 59, Grid A-3, Parcel 18 (located west of Columbia Park Road) and Parcels 19, 20, 21 and 22, located northeast and south of Columbia Park Road.

Discussion:

These properties form the core of a Metrorail-oriented Community Center and are appropriate for mixed-use transportation-oriented development in accordance with the sector plan's land use recommendation and General Plan recommendations for Community Centers.

<u>Change Number</u>	<u>Zone Change</u>	<u>Area of Change</u>	<u>Approved Number</u>	<u>SMA/ZAPS/SE Date</u>	<u>200" Scale Index Map</u>
C-2	I-2 to M-X-T	4.67 ac.	SMA	1994	203 NE05

Use and Location:

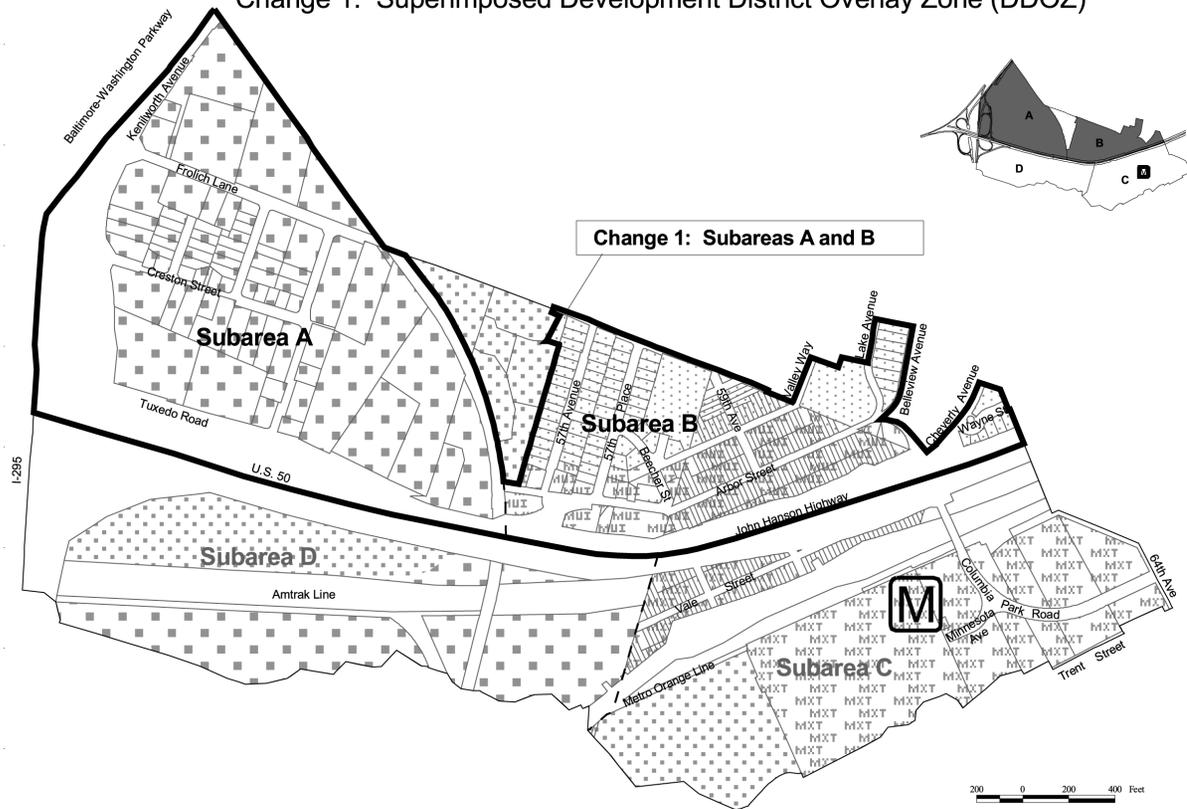
WMATA and private, undeveloped I-2-zoned property north of the Metro Orange Line tracks and south of US 50, used for what appears to be railroad-related equipment storage, and undeveloped (wooded stream valley and floodplain). Tax Map 58, Grid F3, Plat A02-0264, Tuxedo Subdivision, Block 8, Lots 1-21; Block 9, part of Lots 1-5 and Lots 19-36; Block 11, Lots 1-5 and part of Lots 6-16 and 17-27; Block 12, part of Lots 1-18; and Block 13, part of Lots 1-28.

Discussion:

These properties form the core of a Metrorail-oriented Community Center and are appropriate for mixed-use transportation-oriented development in accordance with the sector plan's land use recommendation and General Plan recommendations for Community Centers.

Subareas A and B

Change 1: Superimposed Development District Overlay Zone (DDOZ)



LEGEND

DDOZ Boundary	M-U-I
Sector Area Boundary	M-X-T
Subarea Boundary	I-1
Property	I-2
Metro	R-55

Map 16 Approved Zoning Changes in Subareas A and B within the DDOZ

**Table 10c Approved Zoning Changes
Subareas A and B Within the DDOZ**

Change Zone Change Number	Area of Change	Approved SMA/ZAPS/SE Number	200' Scale Date	Index Map
Superimposed	SMA	1994	203NE05	
	DDOZ			
	Subarea A	90.61 ac.		
	Subarea B	46.37 ac.		
	Total	136.98 ac.		

Use and Location:

All property within Subarea A and Subarea B (excluding the Tuxedo Industrial Park) have the Development District Overlay Zone (DDOZ) imposed over the underlying base zone. (See Map 16.)

Discussion:

Properties within Subarea A and Subarea B (excluding the Tuxedo Industrial Park) are placed under the Development District Overlay Zone (DDOZ) to ensure that the redevelopment of land in these subareas meets the land use and/or urban design goals contained in the sector plan. The DDOZ will facilitate implementation of General Plan policies intended to encourage transit-oriented design and development. The DDOZ placed over the I-2-zoned Subarea A is only intended to apply to the range of uses permitted and prohibited in these subareas. The DDOZ will not apply development district standards to the industrial subarea. However, any redevelopment in the area is encouraged to follow design enhancements and other improvements recommended elsewhere in the sector plan.

The DDOZ placed over part of Subarea B (excluding the I-1 zoned Tuxedo Industrial Park) is intended to regulate(1) the range of permitted and prohibited uses in this main street neighborhood and (2) the design of buildings, sites, parking areas, and public areas. Existing single-family dwellings in the R-55-zoned Tuxedo subdivision are exempt from the DDOZ's development district standards except for infill development or redevelopment of properties.

The DDOZ's development district standards and guidelines are intended to achieve General Plan goals to provide a pedestrian-oriented, human-scale environment that will enliven the sector area, provide a community-oriented town center, and offer flexible, easy-to-accommodate opportunities for future economic growth and development. Subarea C will be regulated in accordance with provisions of the M-X-T Zone (Mixed Use-Transportation Oriented).

Development District Overlay Zone

Introduction

The Development District Overlay Zone (DDOZ) applies to Subarea A and Subarea B (except the Tuxedo Industrial Park). The overlay zone on Subarea A regulates uses only. The overlay zone on Subarea B regulates uses and has development district standards that establish a consistent design framework to ensure quality in future development.

The development district standards are organized to address site design, building design, and public areas. Property owners and citizens consulting the standards must also review the sector plan, the Zoning Ordinance, and the Landscape Manual to have a full understanding of the regulations for property within the district. The regulatory framework for the development district in Subarea B is summarized in the Regulating Matrix (Table 11.)

Sector Plan Summary

The sector plan establishes goals for future development of the sector plan area. The sector plan area is divided into four subareas. Each subarea has specific land use, circulation, natural features, and urban design recommendations that guide future growth and development.

The sector plan has four primary goals:

1. To create attractive, vibrant, mixed-use development or redevelopment within a one-quarter mile radius of the Cheverly Metro Station.

2. To promote a transit-oriented, pedestrian- and bicycle-friendly environment within and near the Metro station for nearby residents to use Metrorail and reduce automobile dependency.
3. To provide the framework for compact vertical and horizontal mixed-use development consistent with the General Plan designation of the area as a “Community Center.”
4. To unify the entire area as a gateway to Prince George’s County, the State of Maryland, and the Town of Cheverly and promote a sense of place by addressing physical, functional, and visual deficiencies.

Applicability of Site Plan Requirements

Under the Zoning Ordinance, and for the purposes of this Development District Overlay Zone, development is any activity that materially affects the condition or use of land or a structure. Redevelopment, rehabilitation, and renovation of existing structures are all forms of development.

Subarea A is exempt from the detailed site plan process and from development district standards but shall comply with the Development District Standards Modified Table Of Uses (Table 12) and regulations set forth in the Zoning Ordinance for the underlying zone.

1. **Legally existing development.** Until a site plan is submitted, all buildings, structures and uses that were lawful or could be certified as a legal nonconforming use on the date of SMA approval are exempt from the development district standards and from site plan review and are not nonconforming. However, if a permit application is submitted and it is determined that a legal use has been discontinued for more than 180 days in accordance with Section 27-241(c), the uses and structures on the lot shall comply with all applicable development district standards and with the requirement for site plan review.
 2. **Legally existing parking and loading.** Until a site plan is submitted, all legally existing parking and loading spaces in the development district that were lawful and not nonconforming on the date of SMA approval are exempt from the development district standards and site plan review, need not be reduced, and are not nonconforming.
 3. **Single-family residential dwellings.** All existing single-family residential dwellings and new single-family dwellings in R-55 Zone are exempt from site plan review. New infill housing and additions to an existing front facade shall comply with the Regulating Plan during permit application.
 4. **Nonresidential development.** An addition to a nonresidential structure that was lawful and not nonconforming on the date of SMA approval is exempt from the development district standards and site plan review if the addition (and the accumulated sum of all additions since approval of the SMA) does not increase the gross floor area (GFA) by more than 20 percent.
 5. **Parking facilities.** Resurfacing, restriping, or adding landscaping to parking facilities not required by the standards are exempt from the development district standards and site plan review if the facilities were lawful and not nonconforming on the date of SMA approval and remain in conformance with all previously applicable regulations.
6. **Nonconforming buildings, structures, and uses.**
 - a. Restoration or reconstruction of a nonconforming building or structure, or a certified nonconforming use is exempt from the development district standards and from site plan review if it meets the requirements of Section 27-243(a)(1) of the Zoning Ordinance.
 - b. Except for improvements listed in number 7, a property owner may not expand a certified nonconforming use, or a use or structure that was lawful on the date of SMA approval but does not conform to the development district standards, unless a detailed site plan is approved with findings that the expansion is compatible with adjacent uses and meets the goals of the sector plan.
 7. **General.** The following are exempt from the development district standards and site plan review if the existing or proposed use is permitted:
 - a. Permits for alteration or rehabilitation with no increase of the existing gross floor area
 - b. Canopies
 - c. Fences
 - d. Decks
 - e. Ordinary maintenance
 - f. Changes in occupancy
 - g. Changes in ownership

8. **Signs.**

- a. Signs in a development requiring a detailed site plan will be reviewed in the site plan process. Signs for development that does not otherwise require a detailed site plan will be reviewed in the permit review process for compliance with development district standards.
- b. New and replacement signs are subject to the development district standards.
- c. Refacing of an existing sign is exempt from the development district standards.

Site Plan Submittal Requirements

The detailed site plan submittal requirements for the Subarea B development district are the same as those required by Part 3, Division 9, of the Zoning Ordinance. All site plan applications must include

architectural elevations that demonstrate compliance with building design standards. In addition, all site plan applications shall be designed in accordance with the subarea land use and urban design recommendations of this plan. Applicants shall provide a list of all applicable standards from this document that have been used in the design, as well as a list of standards that have not been fulfilled and explanations as to why they have not been fulfilled.

Uses

The uses allowed in Subareas A and B are the same as those allowed in the underlying zone in which the properties are classified, except as modified by the Table of Uses contained in the development district standards. The Table of Uses (Table 12) replaces the Zoning Ordinance use tables by restricting uses, normally by prohibiting a use the Zoning Ordinance permits and by eliminating the need for special exceptions.

Development District Standards

The standards are organized into three main categories (Site Design, Building Design, and Public and Private Open Space) and related topics, which are described with text and Table 11: Regulating Matrix. Each category has a defined intent followed by the standards. Corresponding illustrations are provided to demonstrate the intent of the standards. These regulatory standards are quantitative and modify existing regulations generally contained in the Zoning Ordinance and Landscape Manual. These standards define the character of new development and redevelopment for Subarea B.

Modification of the development district standards is permitted through the process described in Section 27-548.25(c) of the Zoning Ordinance. “If the applicant so requests, the Planning Board may apply development standards which differ from the approved Development District Standards, unless the Sectional Map Amendment provides otherwise. The Planning Board shall find that the alternative Development District Standards will benefit the development and the development district and will not substantially impair implementation of the sector plan.” There are three types of amendments that are required to be heard by the District Council: changes to the boundary of the D-D-O Zone; changes to the underlying zones and to the list of permitted uses; and changes to any other specifically designated standard. These amendments may be in the form of a detailed site plan.

As set forth in Section 27-108.01 of the Zoning Ordinance, “The words ‘shall,’ ‘must,’ ‘may only’ or ‘may not’ are always mandatory and not

discretionary. The word ‘may’ is permissive.” “The words ‘including’ and ‘such as’ do not limit a term to the specified examples, but are intended to extend its meaning to all other instances or circumstances of like kind or character.” The word “should” is a directive but not necessarily mandatory

Unless stated otherwise, these design standards replace the standards and regulations required by the *Landscape Manual* and the Zoning Ordinance of Prince George’s County.

Streetscape standards and improvements affect private and public properties. An applicant who is proposing a development that is subject to a detailed site plan review is also responsible for construction of all improvements along that development’s frontage, subject to approval by the governmental agency(ies) with legal jurisdiction.

Design Standards for Subarea B in the DDOZ

Three different street categories define the character of the streetscape envisioned in this subarea as shown on Table 11: Area B Regulating Matrix and Map 17: Area B Regulating Plan).

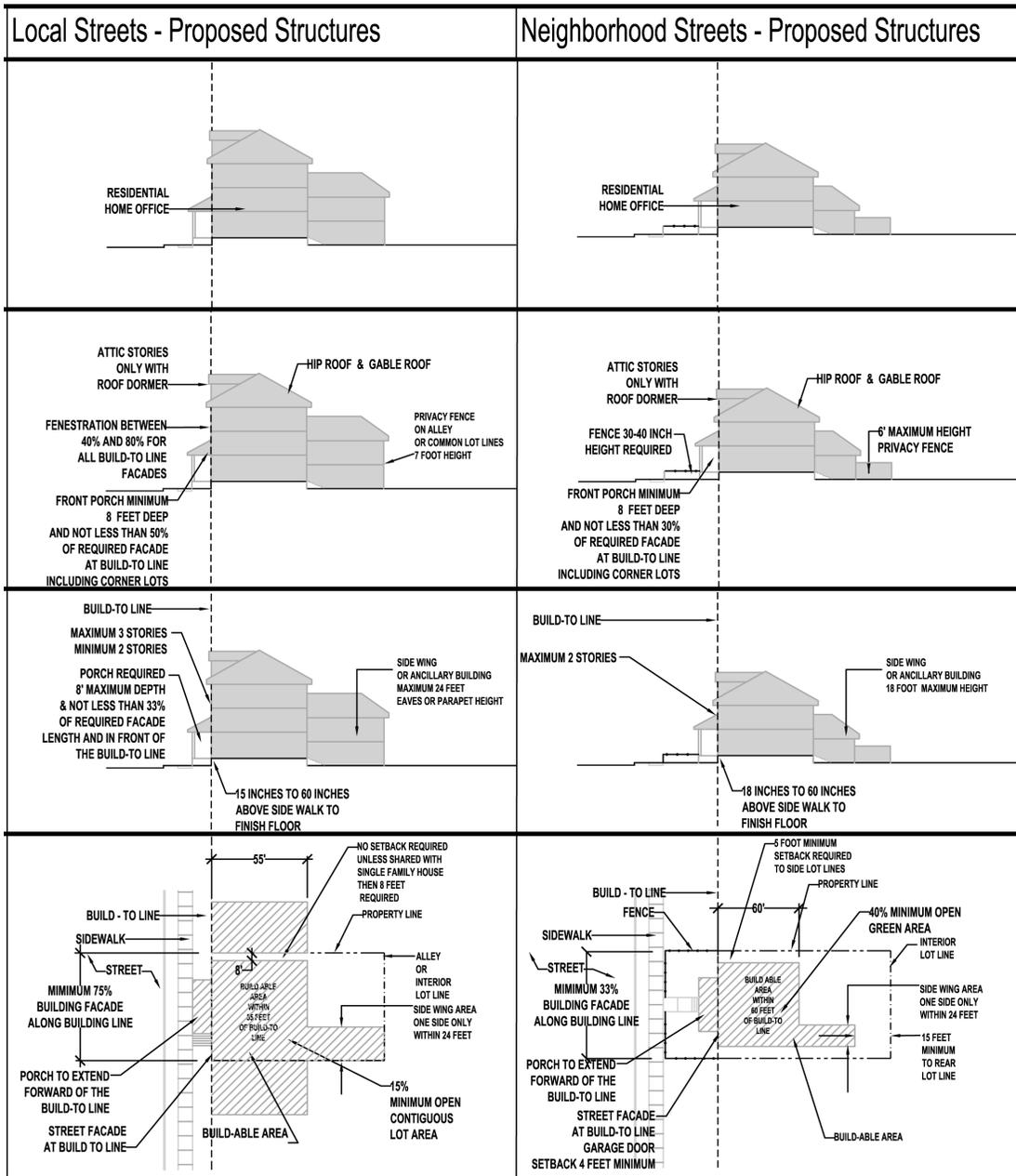
1. Main Streets, primarily Arbor Street and part of 59th. Avenue, create an active pedestrian environment with wide sidewalks that encourage outdoor cafes, socialization, and window-shopping. Street walls with vertical mixed-use buildings incorporating retail on the street level and residential above frame the streetscape. Pedestrian space is defined by on-street parking, street trees, and paved walkways.

	Main Street - Existing Structures	Main Street - Proposed Structures
Use	<p>RESIDENTIAL OR OFFICE RETAIL OR OFFICE USES</p>	<p>RESIDENTIAL OR OFFICE RETAIL OR OFFICE</p> <p>NO SECOND FLOOR RETAIL USES EXCEPT THOSE 900 SQUARE FEET OR LESS AS EXTENSIONS OF GROUND STORY USE</p>
Elements & Fenestration	<p>FENESTRATION AT INFILL AT BUILD-TO LINE BETWEEN 75% AND 90 %</p> <p>NO CHANGE REQUIRED FOR FENESTRATION AT EXISTING STRUCTURE</p>	<p>FLAT OR HIP ROOF</p> <p>UPPER FACADES FENESTRATION 40-80%</p> <p>STREET FACADE FENESTRATION 75-90%</p> <p>PROVIDE FUNCTIONING DOORS ALONG STREET FACADE AT INTERVALS NOT GREATER THAN 60 FEET WITHIN ANY SITE</p>
Height	<p>BUILD-TO LINE</p> <p>18 INCHES MAX ABOVE SIDEWALK TO FINISH FLOOR</p> <p>FUTURE POSSIBLE BUILDING HEIGHT</p> <p>EXISTING STRUCTURE</p> <p>INFILL TO BUILD-TO LINE ENCOURAGED AT EXISTING STRUCTURE</p>	<p>BUILD-TO LINE</p> <p>MAXIMUM 4 STORIES MINIMUM 2 STORIES</p> <p>AWNING ALLOWED 6' MAXIMUM FROM BUILD-TO LINE & 10 FOOT MINIMUM CLEAR HEIGHT</p> <p>18 INCHES MAX ABOVE SIDEWALK TO FINISH FLOOR</p> <p>15 FEET CLEAR FLOOR TO CEILING HEIGHT FOR AT LEAST 2/3 OF BUILD-TO LINE</p> <p>WITHIN 40 FEET OF SINGLE FAMILY DETACHED MAXIMUM 32 FEET EAVES OR PARAPET HEIGHT</p>
Siting	<p>BUILD-TO LINE</p> <p>STREET</p> <p>MINIMUM 75% BUILDING ALONG REQUIRED BUILDING LINE</p> <p>SIDEWALK</p> <p>EXISTING STRUCTURE</p> <p>INFILL TO BUILD-TO LINE ENCOURAGED</p> <p>PROPERTY LINE</p> <p>ALLEY OR INTERIOR LOT LINE</p> <p>PARKING ACCESS CROSS EASEMENT WHERE INDICATED ON REGULATING PLAN</p> <p>BUILD-ABLE AREA</p>	<p>BUILD-TO LINE</p> <p>STREET</p> <p>MINIMUM 75% BUILDING ALONG REQUIRED BUILDING LINE</p> <p>SIDEWALK</p> <p>STREET FACADE AT BUILD-TO LINE</p> <p>BUILD-ABLE AREA</p> <p>PROPERTY LINE</p> <p>ALLEY OR INTERIOR LOT LINE</p> <p>25 FEET MIN. WHERE NO ALLEY EXISTS</p>

Figure 11 Area B Regulating Matrix

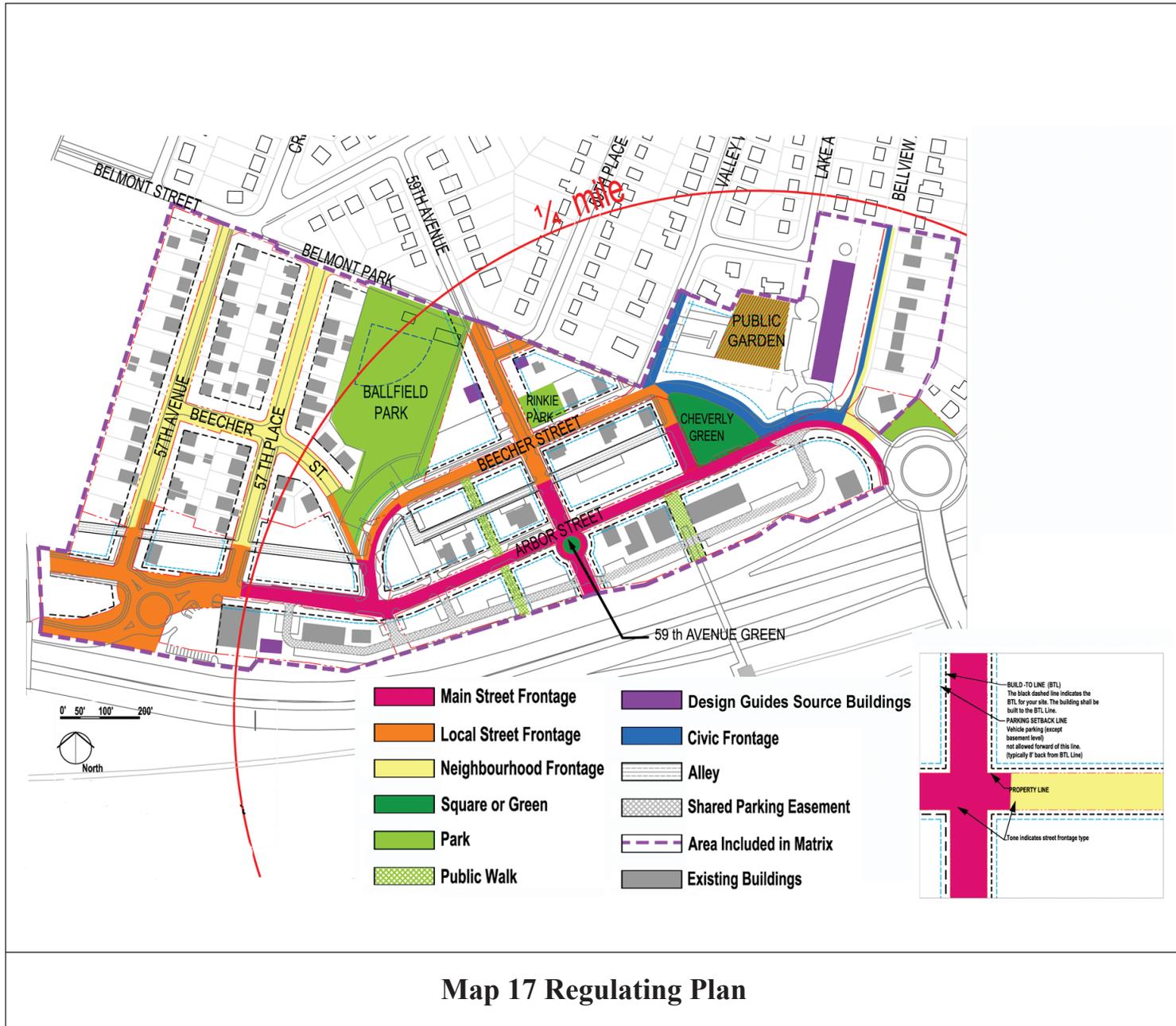
2. Local Streets, primarily Beecher and part of 59th Avenue, provide a transition between the active main street and the existing residential neighborhood. Streetscape is framed by

street walls of limited office and residential development, wide sidewalks, street trees and on-street parking as shown on the Regulating Plan.



3. Neighborhood Streets, primarily 57th Avenue and 57th Place, strengthen the existing single-family residential character and provide streetscape

amenities that complement the vision of the sector plan area.



SITE DESIGN

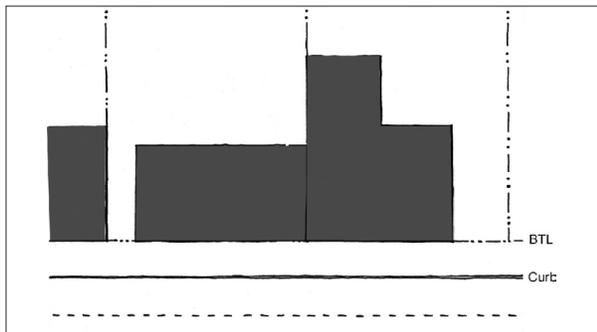
Building Siting and Setback

Intent

To create a street wall, a pleasant, inviting streetscape, a cohesive visual appearance throughout the area, and a walkable environment with contiguous linkages that support residential sociability, commercial activities, and the use of alternative modes of transportation.

Standards

1. All buildings shall front the street and shall be set back along the established build-to line measured from the centerline of the existing roadway as follows:
 - a. The build-to line on designated Main Streets shall be 38 feet, except 30 feet on 59th Avenue (south of Beecher Street).
 - b. The build-to line on designated Local Streets shall be 35 feet, except 30 feet on 59th Avenue (south of Beecher Street). The build-to line on Beecher Street shall be 42 feet in the north where parallel parking is designated and 35 feet in the south.
 - c. The build-to line on designated Neighborhood Streets and 59th Avenue (north of Beecher) shall be 47 feet.



Build-to line creates a consistent street wall.

2. No parts of any building with the exception of overhanging eaves, balconies, awnings, and stoops shall extend beyond the build-to line.
3. Building facades shall occupy a minimum of:
 - a. 75 percent of the build-to line on lots with a build-to line of 80 feet or greater within the designated Main and Local Streets
 - b. 33 percent of the build-to line on designated Neighborhood Streets
4. Corner lots shall be addressed and treated as having street frontage on both the front and side streets and shall meet the standards for the street types the lots are fronting



Corner lot located as having street frontage on both sides.

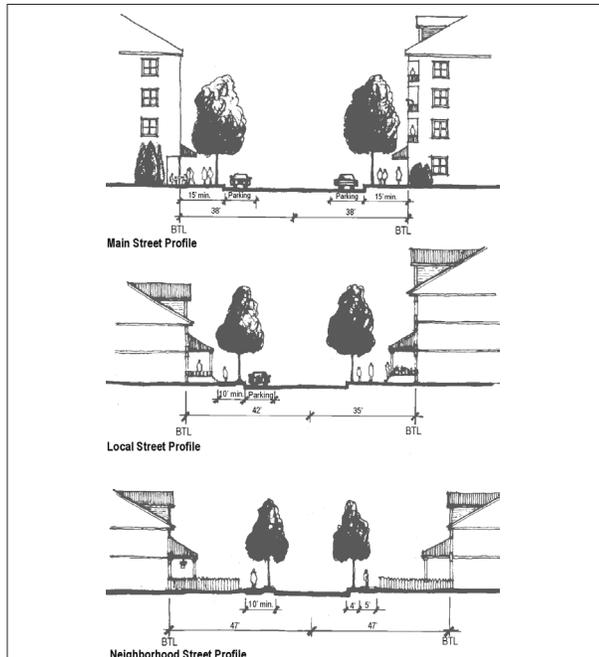
Vehicular Access and Circulation

Intent

To provide a circulation system that encourages consolidation of access points, use of alleyways, and cross easements to allow through traffic with minimum conflict with pedestrian movement.

Standards

1. Vehicular access within the area shall be framed by the streetscape characteristics of the three street types with the approval of the State Highway Administration (SHA) and the Prince George’s County Department of Public Works and Transportation (DPW&T).



Street profile.

2. Alleys and parking cross easements shall be provided as shown on the Area B Regulating Plan (Map 17) to provide through traffic along Arbor Street.
3. Where an alley is not constructed at the time of property redevelopment, the developer shall dedicate alley rights-of-way within the rear setback and shall be responsible for maintenance.
4. Alleys shall be 20 feet in width.
5. On-site parking shall include cross easements to allow for site-to-site parking and shared access.

6. Lots with a build-to line of 80 feet or greater shall have an 18-foot-wide driveway, and shared parking is encouraged to reduce the number of curb cuts along the street.
7. Lots with a build-to line less than 80 feet shall provide adequate auto access as determined at the time of site plan review.

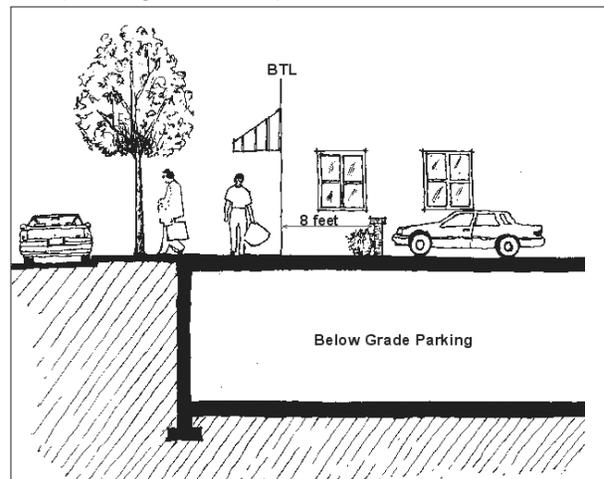
Parking Design and Requirement

Intent

To provide shared parking arrangements and reductions in parking requirements that encourage walking, biking, and the use of transit.

Standards

1. On-street parking shall be provided along Arbor and Beecher Streets with approval of SHA, or DPW&T, or the Town of Cheverly. Curb bump-outs or neckdowns shall be provided along Arbor and Beecher Streets and at intersections in zones of parallel parking as indicated on the Area B Regulating Plan (Map 17).
2. Parking shall be located a minimum of eight feet from the build-to line except to a basement level. (See Figure below)



Parking setback.



Screened parking lot softens the view of automobiles and asphalt pavement.

3. Parking shall be screened from public view using a three-foot wall and plant materials. The screen wall shall be of the same material as the adjacent building it serves.
4. Parking garages, if any, shall be sited to reduce the visual impact from public streets and shall incorporate architectural design or landscaped features to screen parked vehicles from pedestrians and motorists.
5. Shared parking cross easements shall be provided as specified on the Regulating Plan.
6. The maximum number of on-site parking spaces permitted for each land use shall be equal to the minimum number of required off-street spaces in accordance with Section 27-568(a) of the Zoning Ordinance
7. The minimum number of on-site parking spaces permitted for each land use shall be reduced 25 percent from the minimum number of the required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance.

Landscaping, Buffering and Screening

Intent

To provide an attractive streetscape, accent special features, screen unsightly views, provide shade, and create a pleasant and comfortable environment.



Landscaping along the street provides visual relief and helps define pedestrian and vehicular spaces.

Standards

1. Landscaping shall be provided along the streets consistent with the street tree planting standards of the Public and Private Open Space section with the approval of SHA and DPW&T, or the Town of Cheverly.
2. Landscaping should be provided on public plazas and civic gardens, roundabouts, and other places of interest with the approval of SHA and the Prince George's DPW&T or the Town of Cheverly.
3. All landscape buffers shall be composed of 70 percent minimum evergreen plant materials.
4. Vegetated buffers shall be provided to screen the visibility of US 50 from the community and behind the proposed civic area site to screen the parking lot from the adjacent residential community.
5. Bufferyard between uses in the mixed-use area shall not be required.
6. Appropriate bufferyards shall be required when a use is incompatible with adjacent uses. Bufferyard dimensions and materials shall be determined during site plan review process.

7. Dumpsters, storage, service, loading and delivery areas, HVAC equipment, and telecommunication and satellite dish antennas shall be hidden from public view and properly landscaped by utilizing buffer walls or other quality screen devices that enhance the aesthetic value of the area.

Freestanding/Monumental Signs

Intent

To provide attractive signage that is compatible with the area character in terms of size, material, and design and creates a positive identity for the community.

Standards

1. Private gateway signs shall be monumental, constructed with quality materials such as brick, stone, or any material of comparable quality and sized to the scale and proportion compatible with the development goals, scale, and design elements for the area.



Monument sign highlights an important place.

2. Private monumental signs shall not be located closer than ten feet behind the ultimate right-of-way.
3. Freestanding pole-mounted signs and signs that are portable, movable, or have flashing components are prohibited

Stormwater Management

Intent

To use micromanagement techniques that minimize the consumption of land and improve the quality of stormwater run-off as approved by the Prince George's County Department of Environmental Resources.

Standards

1. New development and major renovation of existing structures shall use the most feasible and practical micromanagement technique to control stormwater run-off. Bioretention areas, infiltration trenches, and storage and reuse of stormwater shall be considered on all developments.
2. The use of bioengineering techniques shall be a first option; the use of hardscape techniques will only be used where bioengineering is not feasible and practical.
3. The use of stormwater management ponds shall be negotiated with the Prince Georges County Department of Environmental Resources.

Building Design

Height Scale and Massing

Intent

To provide building height and mass appropriate for a town center that responds to human scale and is compatible with the surrounding residential community.

Standards

1. Building height for development on a Main Street shall be a minimum of two stories and a maximum of four.
2. Building height for development on a Local Street shall be a minimum of two stories and a maximum of three.
3. Building height for infill development on a Neighborhood Street shall not exceed two stories.

4. The height of parking structures shall not exceed the eave of adjacent buildings built after 2005.
5. The ground floor of buildings on a Main Street shall have a floor-to-floor height of at least 15 feet for at least two-thirds of the build-to line.

6. Reflective and tinted glass shall not be permitted on the ground floor of commercial and mixed-use buildings.
7. Bands of glass and architectural precast panels shall not be used on visible building facades.

Materials and Architectural Details

Intent

To ensure quality construction, craftsmanship, and appearance through the use of high-quality materials and details appropriate to the type, style, use, and location and to create a strong sense of place and community identity.

Standards

1. High-quality materials such as brick, stone, pre-cast concrete or any comparable quality materials shall be used on the facades of all proposed buildings within the Main Street area.
2. Low-quality materials such as standard-faced concrete masonry units, prefabricated metal panels, and exterior insulation and finish systems (EIFS) shall not be used. Imitation or synthetic exterior building materials that simulate the appearance of natural materials should be avoided.
3. The materials and details for buildings fronting Local or Neighborhood Streets shall find design cues as shown on the source buildings.
4. Trademark buildings with typical franchise architecture shall not be permitted. Trademark buildings shall be modified and integrated with other uses, as appropriate, to maintain compatibility with the overall appearance of the built environment.
5. The first story and primary entrances of non-residential and mixed-use buildings shall be articulated with pedestrian-scaled architectural elements and detailing.



Source buildings in the area from which important design elements could be taken.

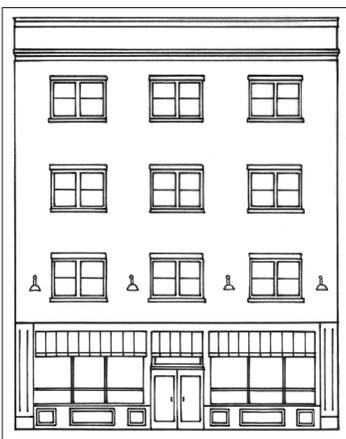
Windows and Door Openings

Intent

To provide a properly articulated pedestrian-scaled facade with openings that enhance the pedestrian environment. The openings establish scale, proportion, and rhythm and are appropriate in size and style for the building's intended use and location.

Standards

1. Major entrances shall be oriented to the street or public plazas.
2. The street level facade on a Main Street building shall have between 60 and 90 percent fenestration.
3. The upper story facade on a Main Street building shall have between 30 and 70 percent fenestration, measured for each story.
4. Facades along build-to lines on a Local Street shall have fenestration between 40 and 80 percent, including roof dormer opening, and be measured as a percentage of the entire facade.
5. Fenestration on facades along a Neighborhood Street building shall be compatible with existing residential structures.
6. Main Street buildings with retail uses shall use large display windows divided by multiple panes of glass and articulated to add interest to building facades.



Architectural detailing and articulation of openings give building a sense of human scale and purpose.

Projections And Recesses

Intent

To provide visual interest and variation through proper articulation and craftsmanship and highlight special building features such as entrances, display windows, porches, and various outdoor spaces.

Standards

1. First story and primary entrances shall be articulated with pedestrian-scaled architectural features such as overhangs, awnings, canopies, and recessed walls.



Example of first-story articulation to create visual interest and purpose.

2. Overhangs, awnings or canopies should be incorporated into the architectural design of new buildings or shall be designed to complement the architectural style and character of existing structures.
3. Overhangs, awnings, and canopies along a Main Street shall not exceed six feet beyond the build-to line.
4. Front porches on Local and Neighbor Streets shall not exceed eight feet beyond the build-to line.



Porches provide semioutdoor experience and opportunity for keeping an eye on the street.

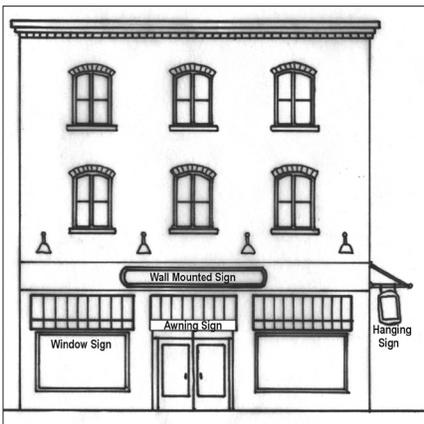
Building and Canopy Signs

Intent

To use signs that are clear, informative, proportional in scale and typography, and help create a unique and lively visual image for the area.

Standards

1. Signs shall primarily serve to identify the name and/or type of residential or business establishment.



Signs identify the name and/or type of businesses and should be located appropriately.

2. Building signs shall be constructed of durable, high-quality materials with simple lettering.
3. Attached signs on Main Street buildings shall not exceed 18 square feet in area. Variation can be requested with compelling justification.
4. Attached signs on Local or Neighborhood Street buildings shall not exceed eight square feet in area and shall be proportional to the building where it is placed.
5. Signs for individual tenants and businesses of multi-tenant buildings shall be consistent and coordinated in terms of placement, size, materials, and color.



Sign locations for multi-tenant buildings shall be consistent in placement, size, material, and color.

6. Signs shall not extend above building parapets unless they are integral to the building design.
7. Awning and canopy signs shall be on a sign field located on the front face.
8. Signs shall project no more than 48 inches from the vertical plane of the wall to which they are attached, as modified from Section 27-613(d) of the Zoning Ordinance.

Public And Private Open Spaces Streetscape and Street Configuration

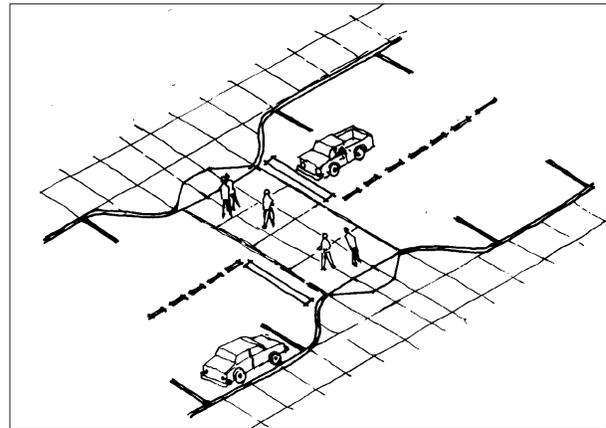
Intent

To upgrade existing rights-of-way into a series of streets and their edges categorized to control the building envelope and provide a multimodal road system that encourages pedestrian and automobile mobility. Improvements in public rights-of-way are subject to State Highway Administration (SHA) and/or the Prince George's County Department of Public Works and Transportation (DPW&T) and/or Town of Cheverly approval.

Standards

1. All streets shall have two-way traffic and curbs and gutters.
2. Main Streets shall have the following streetscape and street configuration characteristics:
 - a. Crosswalks at intersections that are six feet wide (minimum)
 - b. Contrasting and high-quality uniform paving between the back of the curb and the build-to line to accommodate both four-foot by eight-foot tree wells and a six-foot-deep awning
 - c. Sidewalks that are 15 feet wide
 - d. Signature Main Street lighting on both sides of the street
3. Local Streets shall have the following characteristics:
 - a. Crosswalks at intersections that are five feet wide (minimum)
 - b. Planting strip at back of curb that is four feet wide

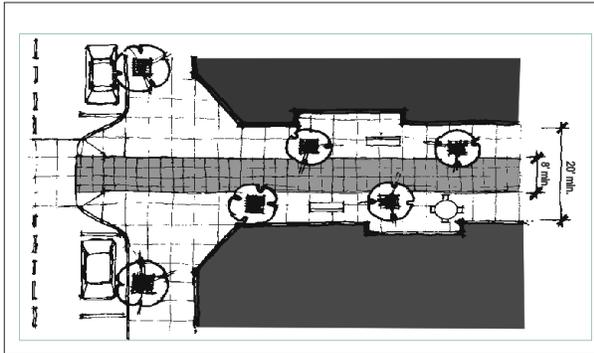
- c. Parallel parking on the north side of Beecher Street only
 - d. Sidewalks that are six feet wide
4. Neighborhood Streets shall have the following characteristics:
 - a. Planting strip at back of curb that is four feet wide
 - b. Sidewalks that are five feet wide
5. Sidewalks and crosswalks shall be constructed of high-quality materials, such as colored concrete, brick paving or other appropriate high-quality comparable materials, and comply with the Americans with Disabilities Act (ADA).



Consistent treatment of sidewalks and crosswalks clearly defines pedestrian space.

- a. Crosswalks shall be safe crosses configured with speed humps or any other traffic-calming measures approved by SHA and DPW&T, or other appropriate agencies.

- Designated public walks shall be a minimum of 20 feet in width, offering direct, unbroken views along the length of the walk from the public thoroughfare.



Unobstructed walkways aid visual security.

- Walkways within the designated public walk shall be a minimum of eight feet wide to aid visual security.
- Designated public walks shall be paved and equipped with amenities, such as plantings, benches, bicycle racks, booths, sculpture, and trash receptacles and shall not be placed to obstruct the pedestrian walkways.

Greens, Squares and Parks

Intent

To provide a system of open space facilities that softens the visual impact of the built environment in which the community can gather and recreate.

Standards

- A choice of one or a combination of public art, such as statues, decorative fountains, and sculpture, should be constructed or installed on the green at the intersection of Arbor Street and 59th Avenue and coordinated by appropriate agencies.



Water fountains in public spaces with other pedestrian amenities provide opportunities for gathering and relaxation.

- Street furniture and amenities, such as benches, gazebos, trash receptacles, and water fountains, should be provided in parks, public gardens, and any public square/green.
- Parks, greens, and squares should be well lighted to provide security. Lighting shall be compatible with the overall lighting scheme and shall avoid spillover on adjoining uses.

Street Trees and Planting

Intent

To enhance the visual character of the streetscape with trees and plantings along the streets to define edges, direct views, and strengthen vistas.



Trees define the street edge, provide shade, and soften the view of the streetscape.

Standards

1. Street trees shall be used along both sides of the streets subject to the approval of DPW&T and SHA.
2. Medium- to large-deciduous shade trees shall be used for street trees and shall be planted between 25 and 30 feet on center.

Street and Site Furniture

Intent

To provide high-quality and durable street furnishings that withstand adverse weather conditions, enhance the visual and functional character of the streetscape, and promote pedestrian mobility.

Standards

1. Bus shelters shall be provided as determined by appropriate agencies. The design and construction of the bus shelters shall be consistent with the style, quality, and character of the area.



This bus shelter is designed to fit the materials and character of the area.

2. Street furniture shall be weather resistant and maintenance free and shall include, but shall not be limited to, metal bicycle racks, bus shelters, metal benches, metal trash receptacles, metal bollards and optional chains, light fixtures, and fountains. Street furniture design, numerical

requirements, and placement shall be coordinated with appropriate agencies for consistency throughout public areas.



3. Street light fixtures shall be pedestrian-scaled ornamental poles compatible with the development character and shall be coordinated with appropriate public agencies to be consistent throughout the designated Main and Local Streets.

Street furniture shall be weather resistant.

Utilities

Intent

To enhance the visual appeal of the area by locating unsightly elements away from public view.

Standards

1. All future development shall locate utilities underground, whenever possible.
2. Rooftop equipment shall not be visible from the street. Existing ground-level utility equipment shall be relocated to the rear or shall be screened with appropriate landscaping or architectural material.