



SECTIONAL MAP AMENDMENT

INTRODUCTION

The zoning map amendment process is followed when an individual property owner submits an application to change the zoning on his/her property. Unlike the zoning map amendment process, comprehensive rezoning is not undertaken for individual properties. Instead, all of the zoning within a geographic area, such as a sector planning area, is examined. The result of the comprehensive rezoning process is a new zoning map for the subject area, which is called a sectional map amendment (SMA). This SMA would implement the recommendations of the Ports Town Sector Plan.

The Zoning Ordinance stipulates three options that may be followed in preparing sectional map amendments. The procedure being used here is the preparation of a SMA concurrent with the preparation of the Port Towns Sector Plan. In this instance, a zoning proposal is prepared as one of the sector plan elements and is subject to a public hearing along with the sector plan. At the conclusion of the process, the District Council approves both the sector plan and the SMA, simultaneously.

This sector plan area was placed into the Maryland-Washington Regional District on November 29, 1949. The last comprehensive rezonings of this sector plan area took place on May 4, 1994, with the approval of the SMA for Planning Area 69 by Council Resolution CR-53-1994; on May 17, 1994, with the approval of the SMA for Planning Area 68 by Council Resolution CR-45-1994; and on June 12, 2007, with the approval of the Bladensburg Town Center Sectional Map Amendment by Council Resolution CR-39-2007.

COMPREHENSIVE REZONING IMPLEMENTATION POLICIES

The following are comprehensive rezoning implementation policies established by the Planning Board and District Council for preparation of the rezoning proposal.

Public Land Policy

The established public land 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 both public and private land should be compatible with surrounding zones to eliminate any islands of inharmonious zoning and still provide for appropriate and preferred public uses. It should further assure compatibility of any future development or uses if the property returns to private ownership.

A distinction is made where large parcels of land are set aside specifically as public open space. In these cases the O-S Zone is applied as the most appropriate zone.

Although federal and state government property is not subject to the requirements of the Zoning Ordinance, the comprehensive rezoning process is meant to apply a zoning category to all land, including government property, without regard to its unique ownership. The R-O-S Zone is generally applied to federal and state properties, unless specific uses or intended character of the property or area should warrant another zoning category.

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 Prince George's County Zoning Ordinance. This SMA has been prepared in accordance with this section of the ordinance.

Limitations on the Use of Zones

Zoning classifications proposed in a SMA are limited only by the range of zones within the ordinance available at the time of final action by the District Council. However, there are certain restrictions on when these may be applied to properties (Section 27-223 of the Zoning Ordinance).

Reclassification of an existing zone to a less intense zone is prohibited where:

(g)(1) "The property has been rezoned by Zoning Map Amendment within five (5) years prior to the initiation of the Sectional Map Amendment or during the period between initiation and transmittal to the District Council, and the property owner has not consented in writing to such rezoning;" or

(g)(2) "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."

Finally, in order to clarify the extent to which a given parcel of land is protected from less intensive rezoning by virtue of physical development, the Zoning Ordinance states in Section 27-223(h) that:

"The area of the "property," as the word is used in Subsection (g)(2), above, is the minimum required by the Zoning Ordinance which makes the use legally existing when the Sectional Map Amendment is approved."

Conditional Zoning

The inclusion of safeguards, requirements, and conditions beyond the normal provisions of the Zoning Ordinance that can be attached to individual zoning map amendments via "conditional zoning" cannot be utilized in SMAs. In the piecemeal rezoning process, conditions are used to: (1) protect surrounding properties from potential adverse effects that might accrue from a specific zoning map amendment; and/or (2) to enhance coordinated, harmonious, and systematic development of the regional district. When approved by the District Council, and accepted by the zoning applicant, "conditions" become part of the county zoning map requirements applicable to a specific property and are as binding as any provision of the County Zoning Ordinance (see Conditional Zoning Procedures, Section 27-157(b)). In theory, zoning actions taken as part of the comprehensive rezoning (SMA) process should be compatible with other land uses without the use of conditions. However, it is not the intent of an SMA to repeal the additional requirements determined via conditional zoning cases that have been approved prior to the initiation of a sectional map amendment. As such, it is appropriate that, when special conditions to development of specific properties have been publicly agreed upon and have become part of the existing zoning map applicable to the site, those same conditions shall be brought forward in the SMA. This is accomplished by continuing the approved zoning with conditions and showing the zoning application number on the newly adopted zoning map. This would take place only when it is found that the existing zoning is compatible with the intended zoning pattern or when ordinance limitations preclude a rezoning.

Similarly, findings contained in previously approved SMAs shall be brought forward in the SMA where the previous zoning category has been maintained.

Comprehensive Design Zones

Comprehensive design zones may be included in a sectional map amendment. However, the flexible nature of these zones requires a basic plan of development to be submitted through the zoning application process (zoning map amendment) in order to evaluate the comprehensive design proposal. It is only through approval of a basic plan, which identifies land use types, quantities, and relationships, that a comprehensive design zone can be recognized. Therefore, an application must be filed, including a basic plan; and the Planning Board must have considered and made a recommendation on the zoning application in order for the comprehensive design zone to be included within the SMA.

During the comprehensive rezoning, prior to the submission of such proposals, property must be classified in a conventional zone that provides an appropriate base density for development. In theory, the base density zone allows for an acceptable level of alternative development should the owner choose not to pursue the full development potential indicated by the sector plan. (See Section 27-223(b); Section 27-225(b)(1); Section 27-226(a)(2); and Section 27-226(f)(4).)

Existing Zoning

The sector plan area consists of 16 different zoning categories. A summary of these zoning categories is in the Guide to Zoning Categories. An inventory of existing and approved zoning is shown in Table 17: Cumulative Zoning Inventory.

Comprehensive Rezoning Changes

The proposed zoning for the sector plan area is shown on Map 26. The SMA recommends that a Development District Overlay Zone (DDOZ) be applied to six framework character areas of the Port Towns to achieve the plan's goal to create a regional destination focus and sense of place celebrating the historic and environmental features of the area. The DDOZ is a mapped zone that is superimposed by an SMA over other zones in a designated development district and may modify development requirements and/or standards within the underlying zones.

To implement the plan's concept, the SMA recommends six character areas: (1) Port Towns Waterfront, (2) Bladensburg Road Gateway/Main Street, (3) Bladensburg Town Center (4) Edmonston Road Main Street, (5) Edmonston North Workshop and (6) Annapolis Road Gateway. Each character area offers its unique functions and opportunities as described in the Development Pattern Elements Chapter of this plan.

In the Port Towns DDOZ, new development plans and/or redevelopment plans are reviewed for compliance with development standards approved in the sector plan and the SMA. There will be no walk-through permits in the framework character areas. For developments of four acres or more and view terminus sites (see Map 5: Proposed Land Use, for view terminus sites), detailed site plans are reviewed and approved by the Planning Board.

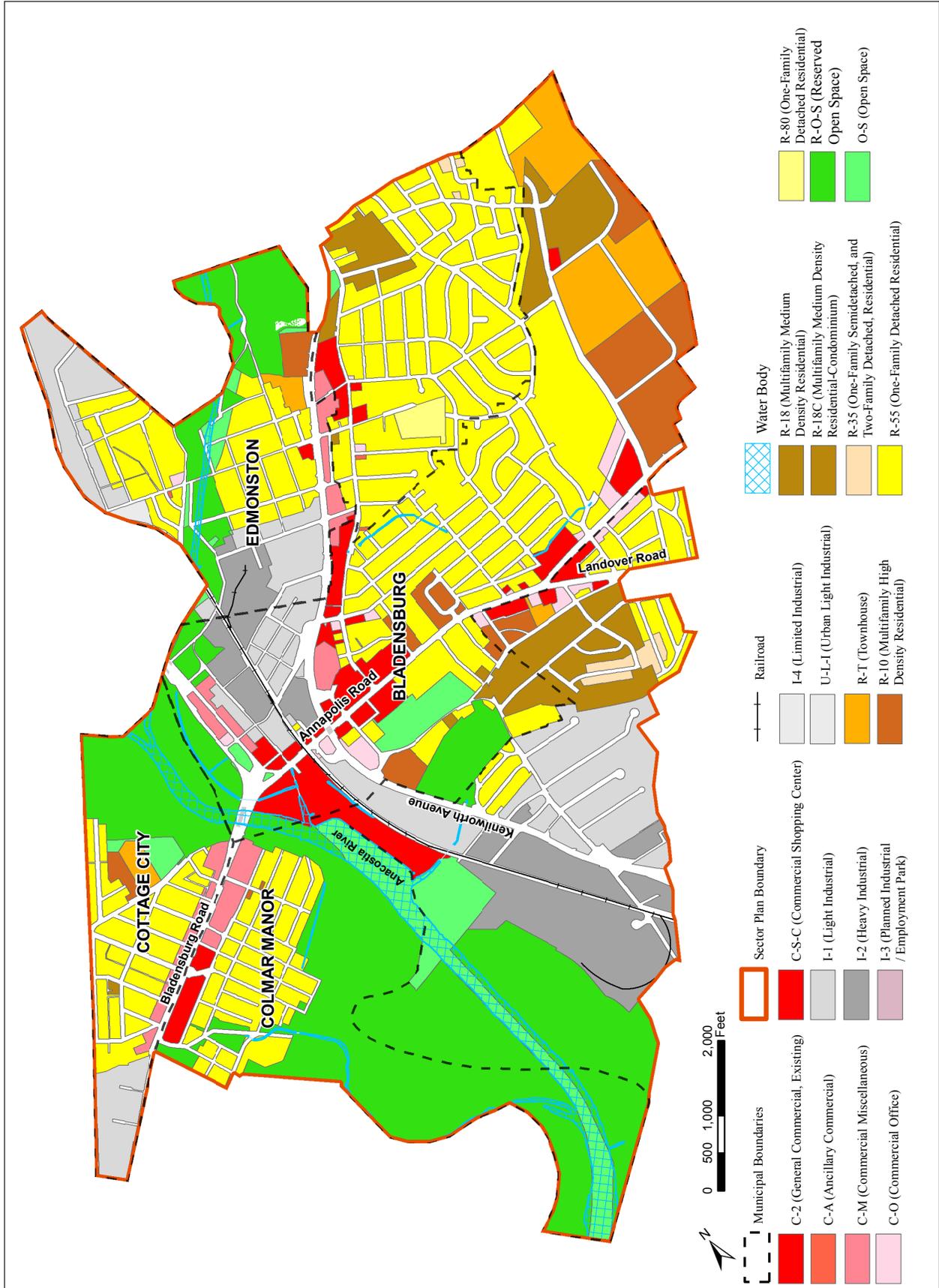
General SMA Applicability

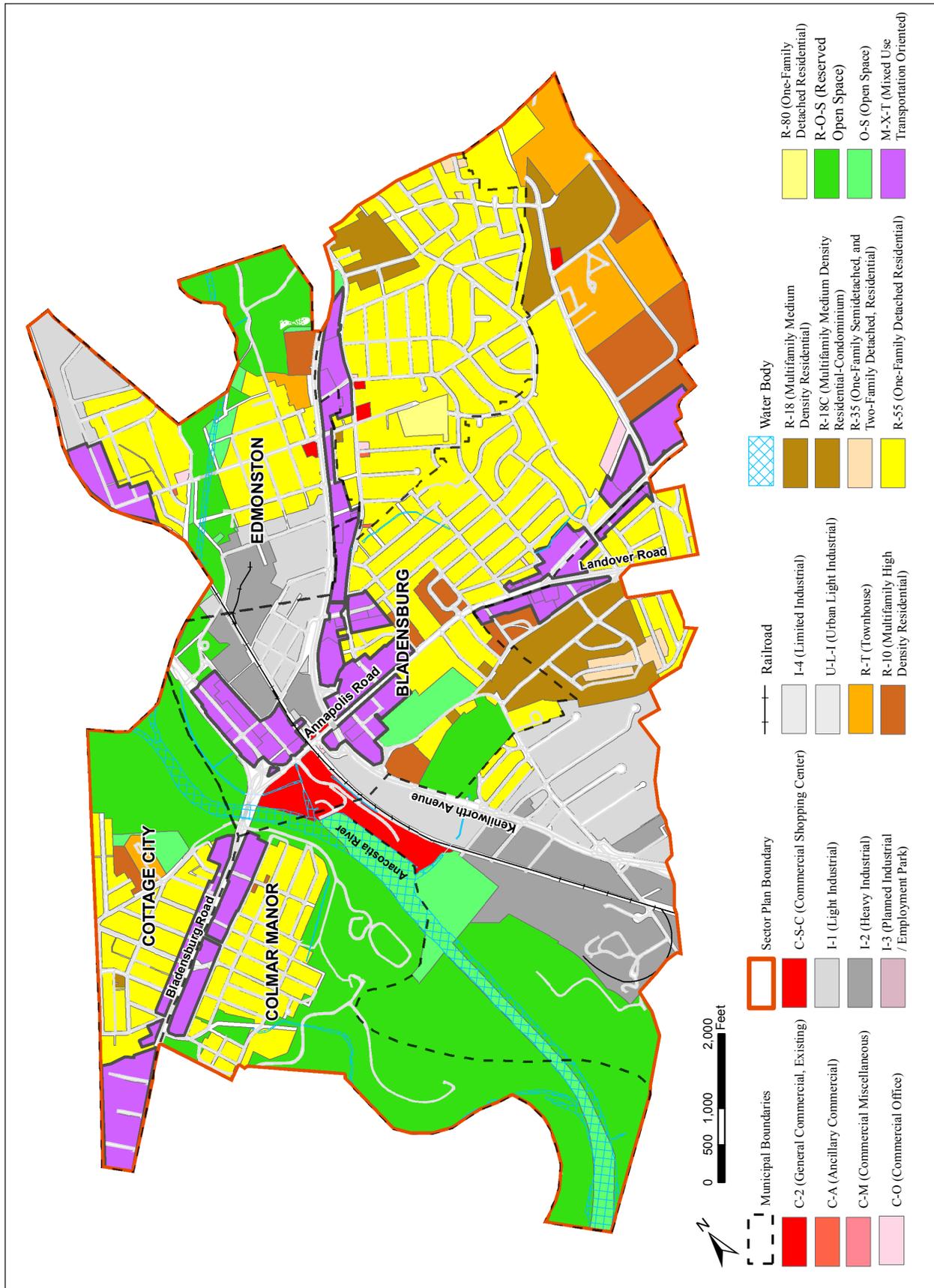
Within the six framework character areas of the Port Towns DDOZ, notwithstanding any other provision of the Zoning Ordinance, any existing multifamily use on land zoned for multifamily development (R-18, R-10, R-30 Zones) with valid apartment licenses issued by Prince George's County or the applicable municipality prior to the adoption of this plan shall be deemed permitted and not nonconforming (certified or noncertified).

Table 17: Cumulative Zoning Inventory

Zone	Land Area			
	Existing Acres	Proposed Acres	Difference (+/-)	Percent Difference
O-S (Open Space)	86.11	84.56	-1.55	-2.0
R-O-S (Reserved Open Space)	455.94	455.94	0	0
R-80 (SFD)	6.78	6.78	0	0
R-55 (One-Family Detached Residential)	528.23	523.28	-5.05	-1.0
R-35 (Triplex)	7.52	7.52	0	0
R-T (Townhouse)	87.72	67.72	-20	-17.25
R-10 (Multifamily High-Rise Residential)	75.39	65.99	-9.4	-12.5
C-A (Commercial Ancillary)	.40	.40	0	0
C-O (Commercial Office)	13.12	7.38	-5.34	-44.0
C-S-C (Commercial Shopping Center)	85.76	41.43	-44.33	48.3
C-M (Commercial Miscellaneous)	31.81	1.53	-30.28	-96.0
U-L-I (Urban Light Industrial)	2.37	.41	-1.96	-92.8
I-1 (Light Industrial)	173.11	146.77	-26.34	-15.3
I-2 (Heavy Industrial)	117.59	117.59	0	0
M-X-T (Mixed Use)	0	126.95	+126.95	100
Subtotal	1743.05	1743.05	0	0
Right-of-Way	340.07	340.07	0	0
Total	2083.52	2083.52	0	0

Source: M-NCPPC, December 2008





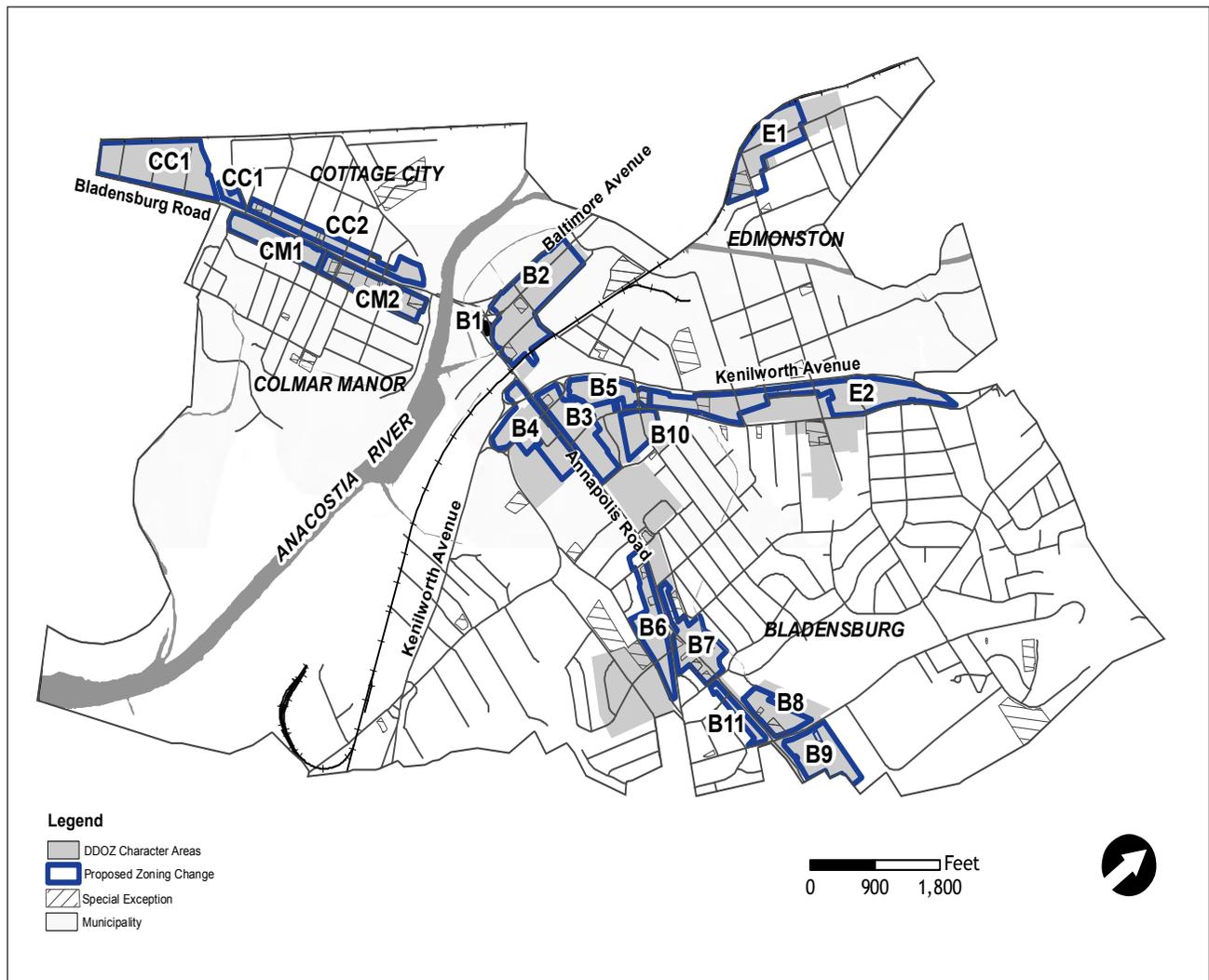
Map 26: Proposed Zoning

DDOZ REZONING

Change Number	Zoning Change	Area of Change	Approved SMA/ ZAPS/SE		200' Scale Index Map
			Number	Date	
1	Superimposes DDOZ on O-S, C-S-C, C-O, C-M, I-1, R-55, R-T, R-10, U-L-I and R-18 Zones	189.08+ Ac.	SMA		204NE03 205NE03 205NE04 205NE05 206NE04 206NE05

Use and Location: All properties within the Port Towns Sector Plan/SMA that were rezoned to M-X-T.

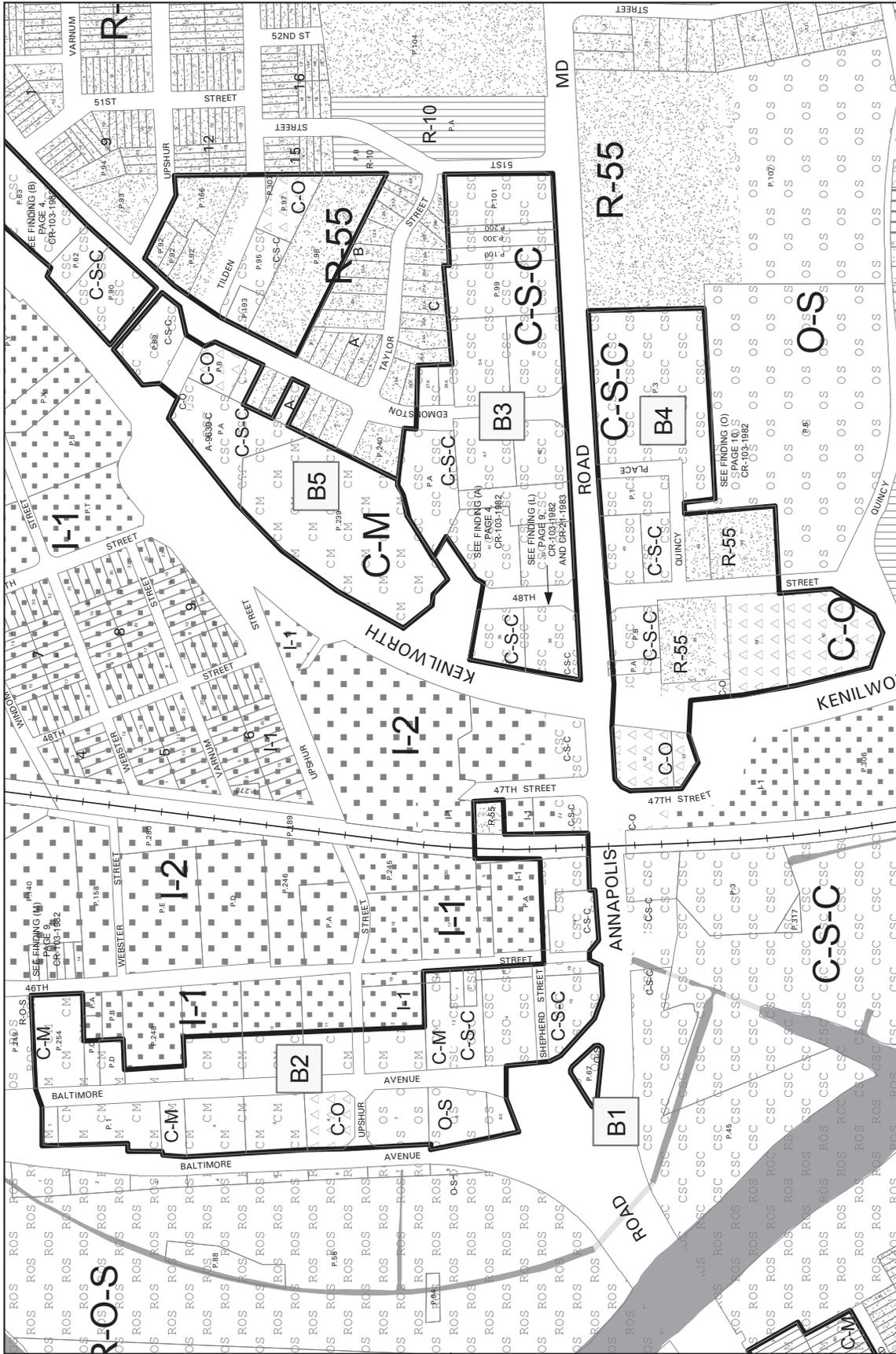
Discussion: The proposed rezoning will implement the vision for the Port Towns to achieve green, healthy, and pedestrian-friendly communities and destinations that celebrate and build upon the area's cultural diversity, strategic location, industrial base, and historic, recreational and environmental assets through targeted vertical mixed use development in accordance with form-based development standards.



SECTOR PLAN BOUNDARY—APPROVED ZONING CHANGES

PROPOSED REZONING

Change Number	Zoning Change	Area of Change	Approved SMA/ ZAPS/SE		200' Scale Index Map
			Number	Date	
B1	O-S to M-X-T	0.198289 Ac.	SMA	2007	205NE04
Use and Location: Peace Cross War Memorial at intersection of Bladensburg Road and Baltimore Avenue (Tax Map Grid: 050C3, Parcel 67)					
B2	O-S to M-X-T R-55 to M-X-T C-O to M-X-T C-S-C to M-X-T C-M to M-X-T Total	1.365982 Ac 0.177066 Ac.. 0.478206 Ac. 2.441371 Ac. 5.639884 Ac. 10.968734 Ac.	SMA SE-1974 SE-1022	1994 & 2007	205NE04
Use and Location: Assorted commercial- and industrial-oriented uses at 4500, 4508 Annapolis Road; 4102-46 th Street; 4100, 4103, 4107-47 th Street, 4110, 4116, 4302, 4315, 4317, 4318, 4319, 4321, 4400, 4404, 4412, 4418, 4501, 4503, 4505, 4513, 4519 Baltimore Avenue; 4401, 4501 Upshur Street (Tax Map Grid: 050C3, Bladensburg, Lots 1, 3, 4-8, 9-19, Parcel 248, 249, 254; Frank Mace Sub, Lot 1, 2; Bladensburg-Scanlon Fleet Service Addition To, Parcel 1; Bladensburg-Maskes Addn, Parcel C, D)					
B3	C-S-C to M-X-T	10.142084 Ac.	SMA SE-4400	2007	205NE04
Use and Location: Assorted commercial- and industrial-oriented uses at 4728, 4800, 4808, 4810, 4826, 4918 Annapolis Road, Port of Bladensburg Shopping Center at 4930, 4940, 4950, 4960 Annapolis Road; 4102, 4103-48th Street; 4000 Edmonston Road (Tax Map Grid: 050D3, Bladensburg- Gross Addn, Lot 1; Bladensburg Lots 35, 36, 41, 42, 47, 48; Bladensburg, Town of, Pt Lt 41; Bladensburg Acreage, Parcel 101; Parcel 99, 100, 200, 300)					
B4	C-S-C to M-X-T	5.326223 Ac.	SMA SE-2983	2007	205NE04
Use and Location: Assorted commercial- and industrial-oriented uses at 4719, 4801, 4805, 4807; Bladensburg Shopping Center at 4815-4905 Annapolis Road; 4007-48th Street (Tax Map Grid: 050D3, Pepco Property, Parcel A; Marriott Corp. Property, Parcel B; Parthenon Sub, Parcel 1; Bladensburg Lot 43; Parthenon Sub-Resub Pt Par 2, Parcel 3.					
B5	C-M to M-X-T C-O to M-X-T C-S-C to M-X-T Total	3.921331 Ac. 0.37686 Ac. 1.468623 Ac. 5.766814_Ac.	SMA A-9639-C	2007	205NE04
Use and Location: Self-storage and assorted commercial at 4147-67, 4199 Kenilworth Avenue; 4851 Tilden Road; 4206, 4212 Edmonston Road (Tax Map Grid: 050D3, Decatur Heights, Block A, Lot 4, 7; Parcel A, B; Parcel 239)					
Discussion: The proposed rezoning will implement the vision for the Port Towns to achieve green, healthy, and pedestrian-friendly communities and destinations that celebrate and build upon the area's cultural diversity, strategic location, industrial base, and historic, recreational and environmental assets through targeted vertical mixed use development in accordance with form-based development standards.					



- B1: O-S to M-X-T
- B2: O-S, R-55, C-O, C-S-C, C-M to M-X-T
- B3: C-S-C to M-X-T
- B4: C-S-C, C-O, R-55 to M-X-T
- B5: C-S-C, C-O, C-M to M-X-T



Change Number	Zoning Change	Area of Change	Approved SMA/ ZAPS/SE		200' Scale Index Map
			Number	Date	
B6	R-T to M-X-T C-O to M-X-T C-S-C to M-X-T R-55 to M-X-T Total	1.700882 Ac. 3.159365 Ac. 3.42918 Ac. 0.351041 Ac. 8.640468 Ac.	SMA SE-36 SE-3439	1994 & 2007	205NE04 205NE05

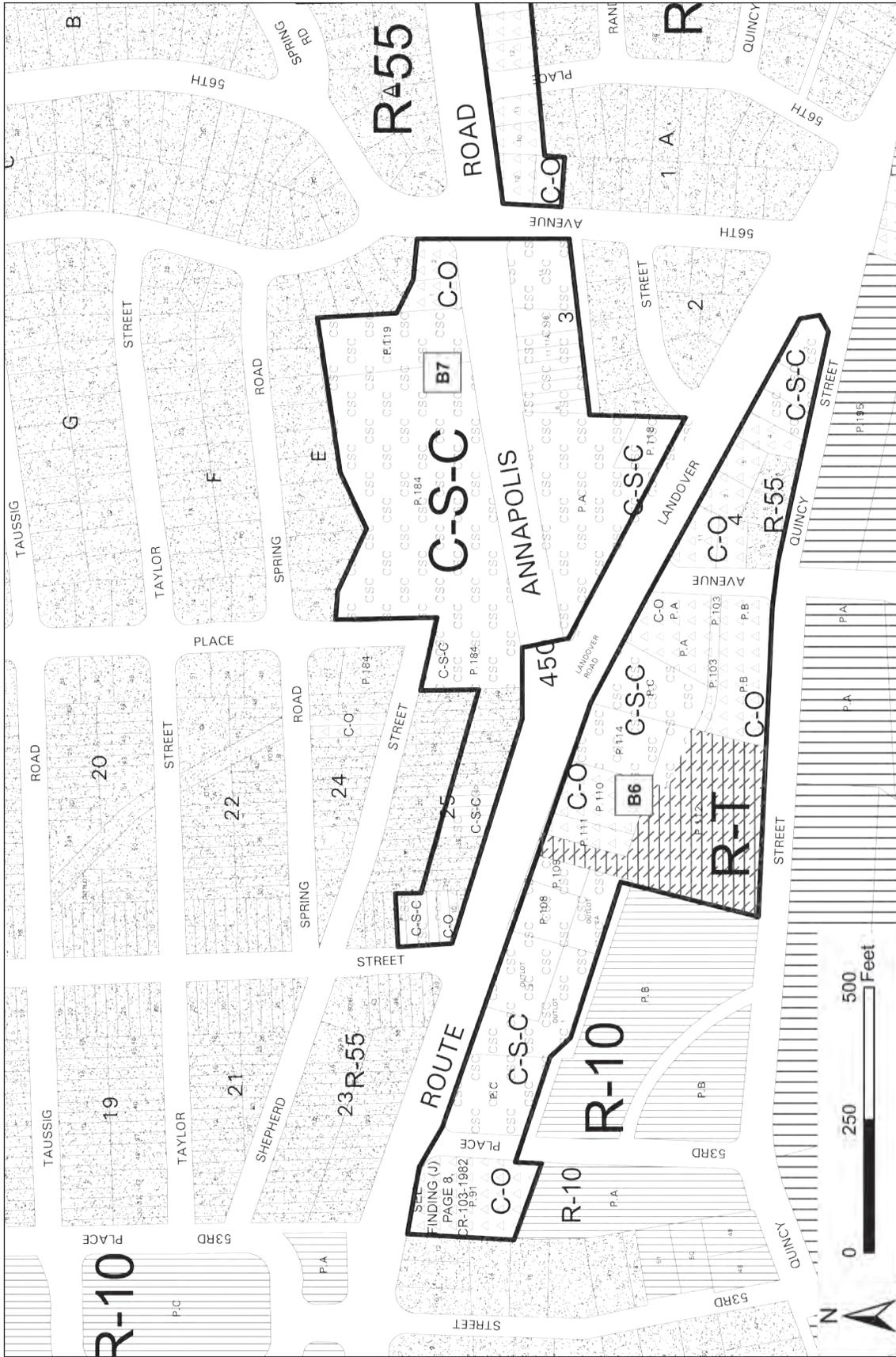
Use and Location: Single-family detached at 5500, 5502, 5504 Quincy Street, 5309, 5423 Annapolis Road; assorted commercial at 5315, 5397-5405 (odd), 5415, 5419-21 (odd), 5427-31 (odd), 5435 Annapolis Road, 5401, 5505, 5507, 5509, 5511 Landover Road; Prince George's Publick Playhouse at 5445 Landover Road; parking lot at 5503 Landover Road (Tax Map Grid: 050E3, Rope Walk, Parcel C, Outlot 1, Outlot 2 A Parcel A & B, Outlot 3; Cheverly Theater Co Inc, Parcel A, B, C; Villa Heights- Powells Addn, Block 4, Lot 1-11; Parcel 91, 103, 108, 109, 110, 111, 112, 114)

Discussion: The proposed rezoning will implement the vision for the Port Towns to achieve green, healthy, and pedestrian-friendly communities and destinations that celebrate and build upon the area's cultural diversity, strategic location, industrial base, and historic, recreational and environmental assets through targeted vertical mixed use development in accordance with form-based development standards.

Change Number	Zoning Change	Area of Change	Approved SMA/ ZAPS/SE		200' Scale Index Map
			Number	Date	
B7	C-O to M-X-T C-S-C to M-X-T Total	0.272163 Ac. 6.986012 Ac. 7.258175 Ac.	SMA SE-1343 SE-769 SE-1007 SE-3932 SE-3375 SE-234	1994 & 2007	205NE04 205NE05

Use and Location: Bladen Plaza Shopping Center and assorted commercial at 5416, 5439, 5455, 5457, 5458, 5459, 5462, 5463, 5464, 5465 Annapolis Road; 5500, 5502 Landover Road (Tax Map Grid: 050E3, Nam Commercial, Parcel A; Villa Heights- Powells Addn, Block 3, Lot 6, 7, 8, 9, 10, 11a, 11b; Washington Suburban Homes, Lot 1, 2; Parcel 118, 119, 184)

Discussion: The proposed rezoning will implement the vision for the Port Towns to achieve green, healthy, and pedestrian-friendly communities and destinations that celebrate and build upon the area's cultural diversity, strategic location, industrial base, and historic, recreational and environmental assets through targeted vertical mixed use development in accordance with form-based development standards.

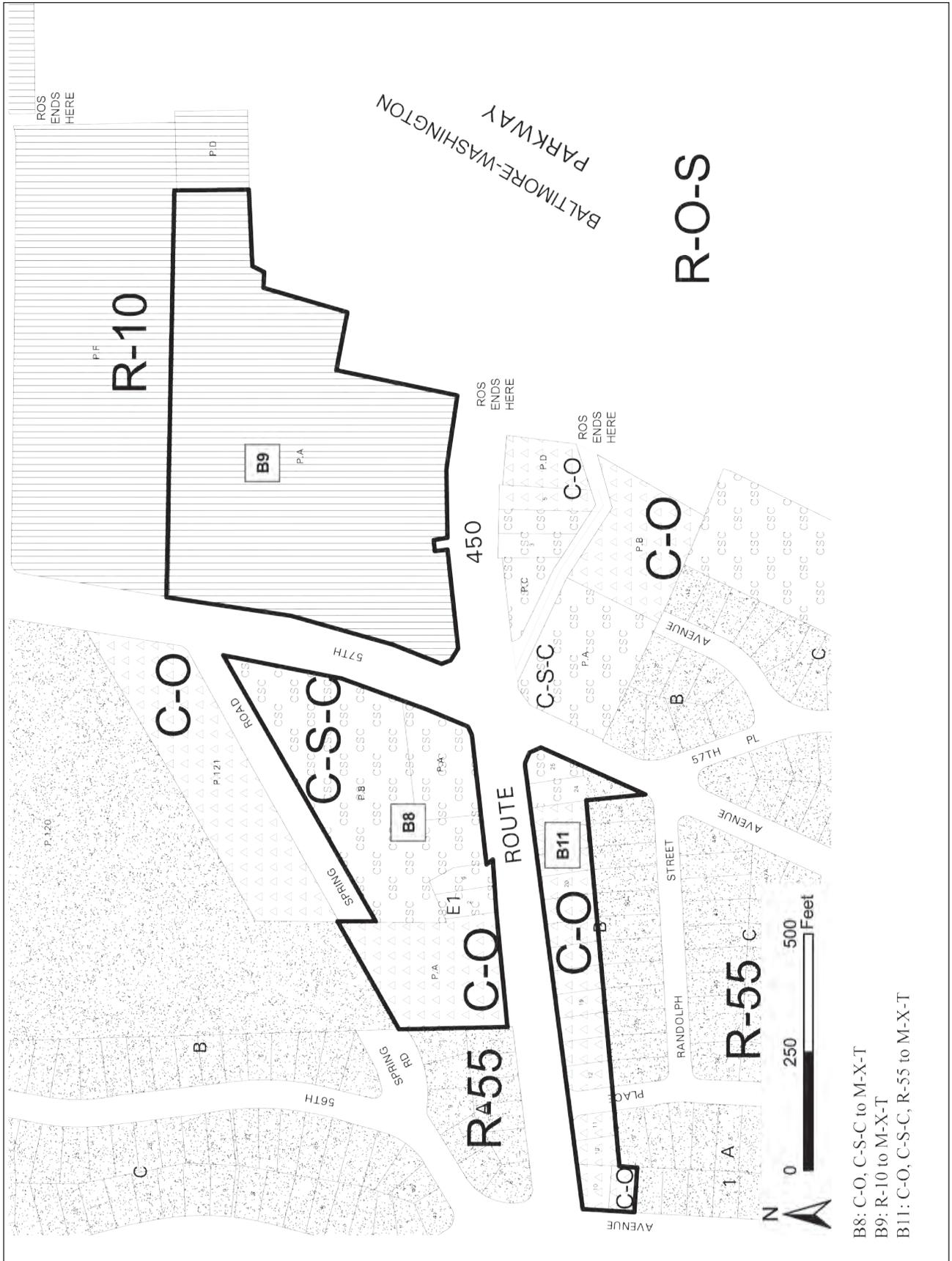


B6: R-T, C-O, C-S-C to M-X-T
 B7: C-O, C-S-C, R-55 to M-X-T

Change Number	Zoning Change	Area of Change	Approved SMA/ ZAPS/SE		200' Scale Index Map
			Number	Date	
B8	C-O to M-X-T C-S-C to M-X-T Total	1.475702 Ac. 4.169094 Ac. 5.644797 Ac.	SMA SE-428 SE-3822 SE-1371	1994 & 2007	205NE05
Use and Location: Office commercial at 5632, 5634, 5636, 5650 Annapolis Road; Parkway Shopping Center at 5640-5660 (even) Annapolis Road (Tax Map Grid: 050F3, Blenheim, Block E1, Lot 2, 9, Parcel A, B; Annapolis Road Medical Center Condo, Unit 1-14)					
Discussion: The proposed rezoning will implement the vision for the Port Towns to achieve green, healthy, and pedestrian-friendly communities and destinations that celebrate and build upon the area's cultural diversity, strategic location, industrial base, and historic, recreational and environmental assets through targeted vertical mixed use development in accordance with form-based development standards.					

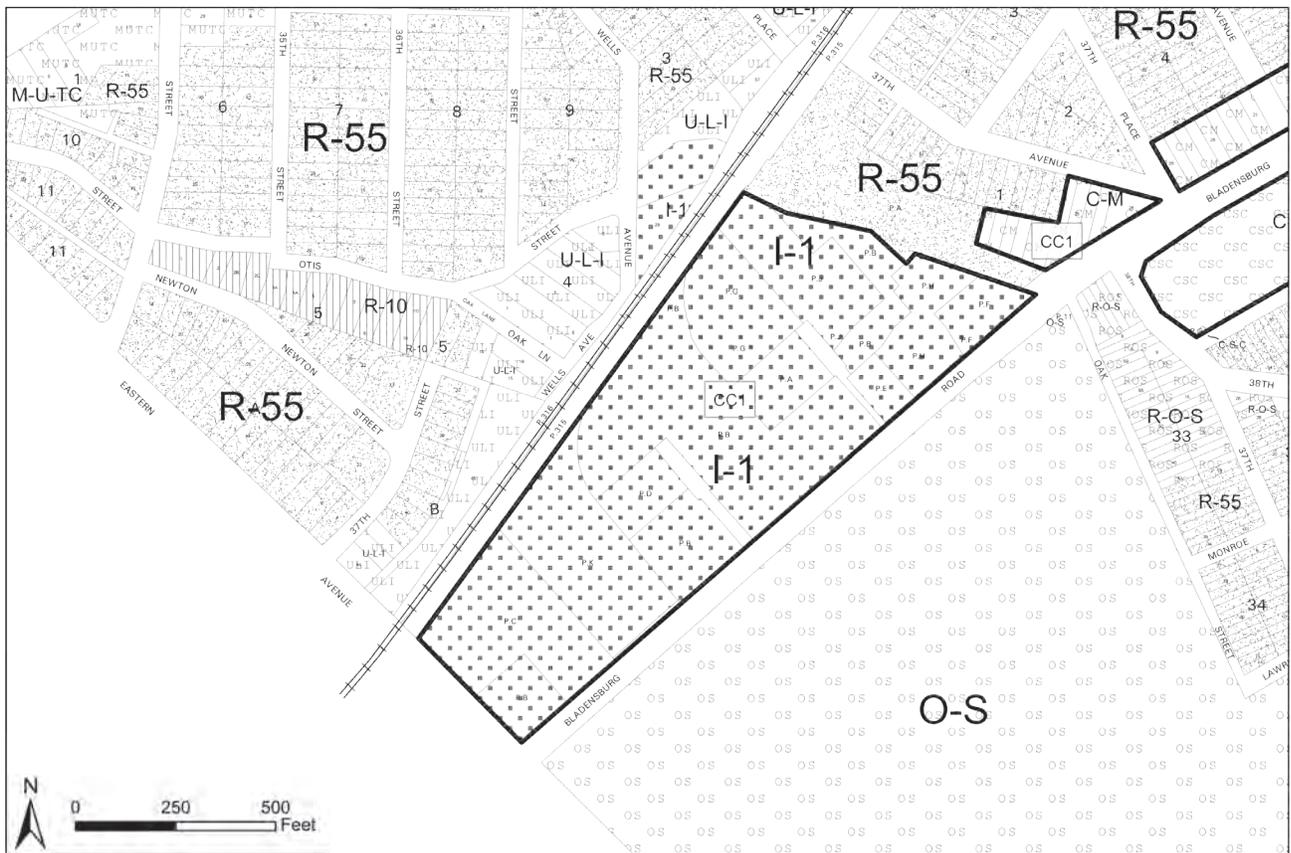
Change Number	Zoning Change	Area of Change	Approved SMA/ ZAPS/SE		200' Scale Index Map
			Number	Date	
B9	R-10 to M-X-T	9.400632 Ac.	SMA SE-1948 SE-2436	1994 & 2007	205NE05
Use and Location: The Phoenix 447 high-rise multifamily apartments at 5800, 5802, 5804, 5806 Annapolis Road (Tax Map Grid: 050F3, Parkway Center, Parcel A)					
Discussion: The proposed rezoning will implement the vision for the Port Towns to achieve green, healthy, and pedestrian-friendly communities and destinations that celebrate and build upon the area's cultural diversity, strategic location, industrial base, and historic, recreational and environmental assets through targeted vertical mixed use development in accordance with form-based development standards.					

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			Number	Date	
B11	R-55 to M-X-T C-O to M-X-T C-S-C to M-X-T Total	0.1389 Ac. 1.927072 Ac. 0.286153 Ac. 2.352125 Ac.	SMA	1994	205NE05
Use and Location: Assorted commercial uses at 5601, 5615, 5617, 5619, 5623, 5629, 5631, 5635, 5639, 5641, 5643, 5645 Annapolis Road (Tax Map Grid: 050F3, Villa Heights, Lot 10-25; Villa Heights-Powells Addn, Lot 10)					
Discussion: The proposed rezoning will implement the vision for the Port Towns to achieve green, healthy, and pedestrian-friendly communities and destinations that celebrate and build upon the area's cultural diversity, strategic location, industrial base, and historic, recreational and environmental assets through targeted vertical mixed use development in accordance with form-based development standards.					



B8: C-O, C-S-C to M-X-T
 B9: R-10 to M-X-T
 B11: C-O, C-S-C, R-55 to M-X-T

Change Number	Zoning Change	Area of Change	Approved SMA/ ZAPS/SE		200' Scale Index Map
			Number	Date	
CC1	C-M to M-X-T I-1 to M-X-T Total	1.159543 Ac. 18.122643 Ac. 19.282186 Ac.	SMA	1994	204NE03 205NE03
<p>Use and Location: Assorted commercial- and industrial-oriented uses at 3308, 3320, 3342, 3434, 3450, 3500, 3512, 3520, 3550, 3554, 3556, 3570, 3600, 3640 Bladensburg Road; 3702, 3708, 3702, 3704, 3706, 3708, 3710, 3712-37th Avenue (Tax Map Grid: 050A4, Cottage City, Block 1, Lot 18-27; Eastgate Industrial Center, Parcel A, B, C, D, E, F, G, H, J, K, Lot 6)</p> <p>Discussion: The proposed rezoning will implement the vision for the Port Towns to achieve green, healthy, and pedestrian-friendly communities and destinations that celebrate and build upon the area's cultural diversity, strategic location, industrial base, and historic, recreational and environmental assets through targeted vertical mixed use development in accordance with form-based development standards.</p>					

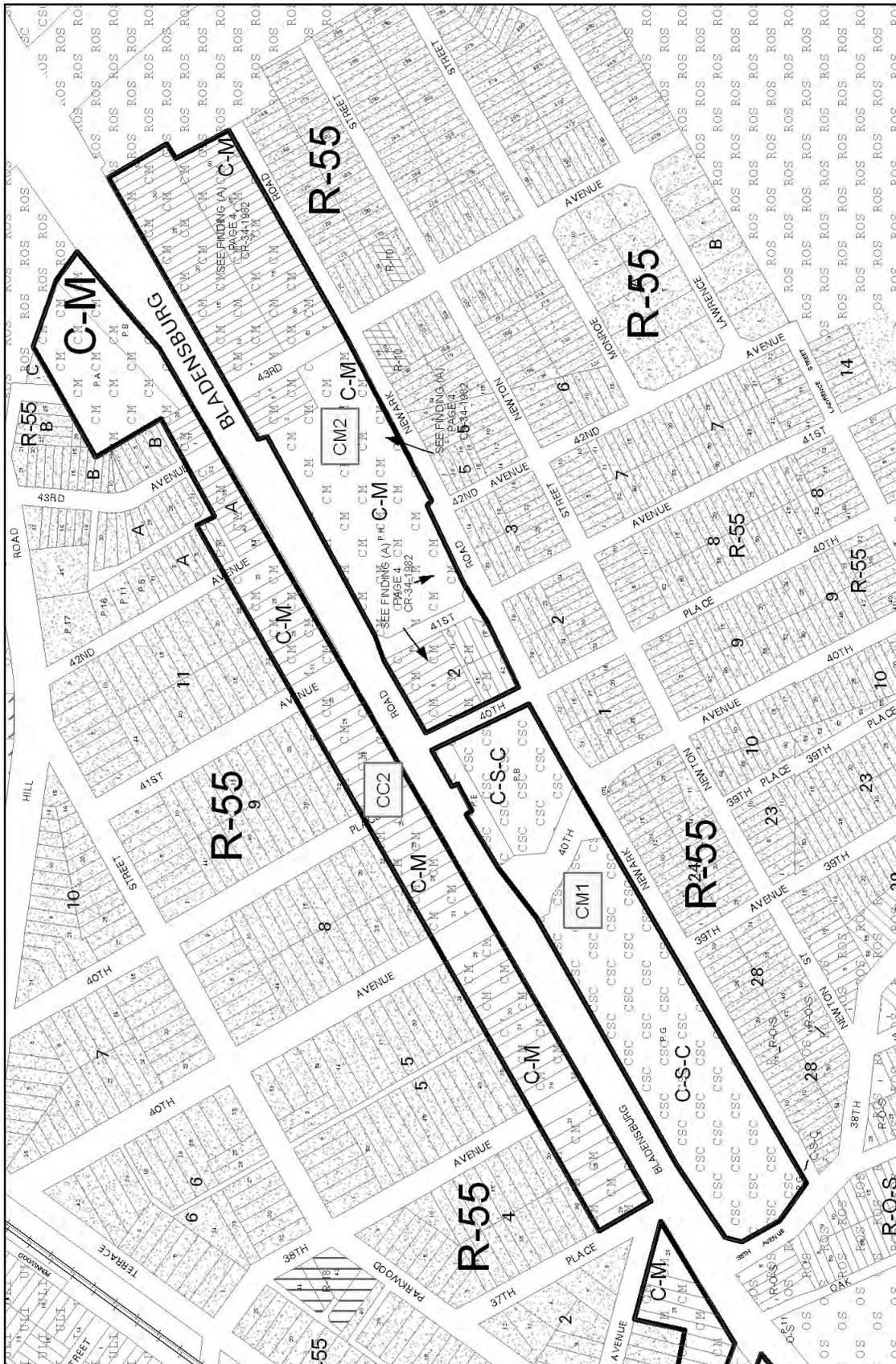


CC1: CM, I-1 to M-X-T

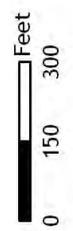
Change Number	Zoning Change	Area of Change	Approved SMA/ ZAPS/SE		200' Scale Index Map
			Number	Date	
CM1	C-S-C to M-X-T	6.743273 Ac.	SMA	1994	204NE03 205NE03
Use and Location: The Port Towns Shopping Center at Colmar Manor at 3601 Bladensburg Road, 3933 Bladensburg Road (Tax Map Grid: 050B4, Colmar Manor-Resub, Parcel B, E, G)					
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Change Number	Zoning Change	Area of Change	Approved SMA/ ZAPS/SE		200' Scale Index Map
			Number	Date	
CM2	C-M to M-X-T	8.914459 Ac.	SMA SE-4072 SE-3765 SE-1995 SE-3716 SE-3699 SE-1619 SE-1715	1994	205NE03 205NE04
Use and Location: Assorted commercial uses along the entire odd side addresses of Bladensburg Road from 4103-4333; 3609, 3611, 3613-40 th Place; 4001 Newark Road; 3612, 3614-41st Avenue; (Tax Map Grid: 050B4, Colmar Manor, Block 5, Parcel H; Tax Map Grid: 050B3, Lenox, Lot 2-34, 58-83)					
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Change Number	Zoning Change	Area of Change	Approved SMA/ ZAPS/SE		200' Scale Index Map
			Number	Date	
CC2	C-M to M-X-T	7.712442 Ac.	SMA SE-1278 SE-2614 SE-495 SE-3147 SE-3237	1994	205NE03 205NE04
Use and Location: Assorted commercial uses along the entire even side addresses of Bladensburg Road from 3700-4320; 3700-40th Avenue; 3703-42 nd Avenue (Tax Map Grid: 050A4, Cottage City, Parcel A, B, Block 4, Lots 21-29, Block 5, Lots 25-36, Block 8, Lots 23-31, Block 9, Lots 23-31, Block 11, Lots 23-31; Cottage City-Brunks Addn, Block A, Lots 2, 3, 32-42, Block B, Lots 1, 28-31)					
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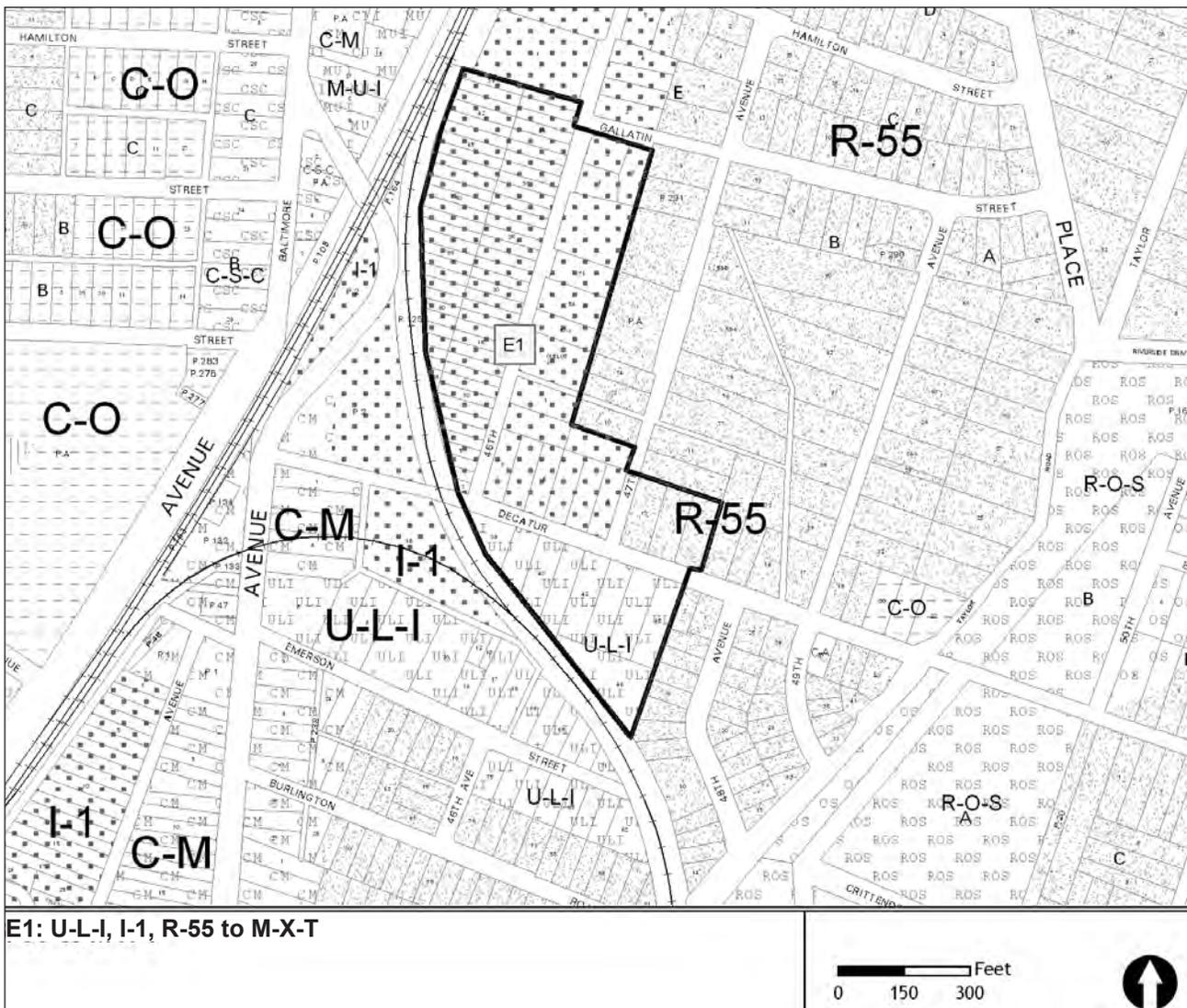
CM1: C-S-C to M-X-T
CM2: C-M to M-X-T
CC2: C-M to M-X-T



Change Number	Zoning Change	Area of Change	Approved SMA/ ZAPS/SE		200' Scale Index Map
			Number	Date	
E1	U-L-I to M-X-T	1.959200 Ac.	SMA SE-3880	1994	206NE04
	I-1 to M-X-T	8.220653 Ac.			
	R-55 to M-X-T	1.03 Ac.			
	Total	11.479853 Ac.			

Use and Location: Assorted industrial uses at 4600, 4606, 4607, 4608, 4610, 4703 Decatur Street; 4902-47th Avenue; 4902-06, 4908, 4909, 5000, 5010, 5012, 5014, 5016, 5024-30, 5001, 5005, 5011-13-46th Avenue (Tax Map Grid: 050C1, Home Sub, Lot 2-66; Palestine, Lot 1-9, 40-46, P/O Lot 55, 56, 57a; Hartmans Addn To Edmonston, Lot 1-3; Palestine Farm-Wells & Wells Sub, Outlot A; Palestine Farm-Resub, Lot 71)

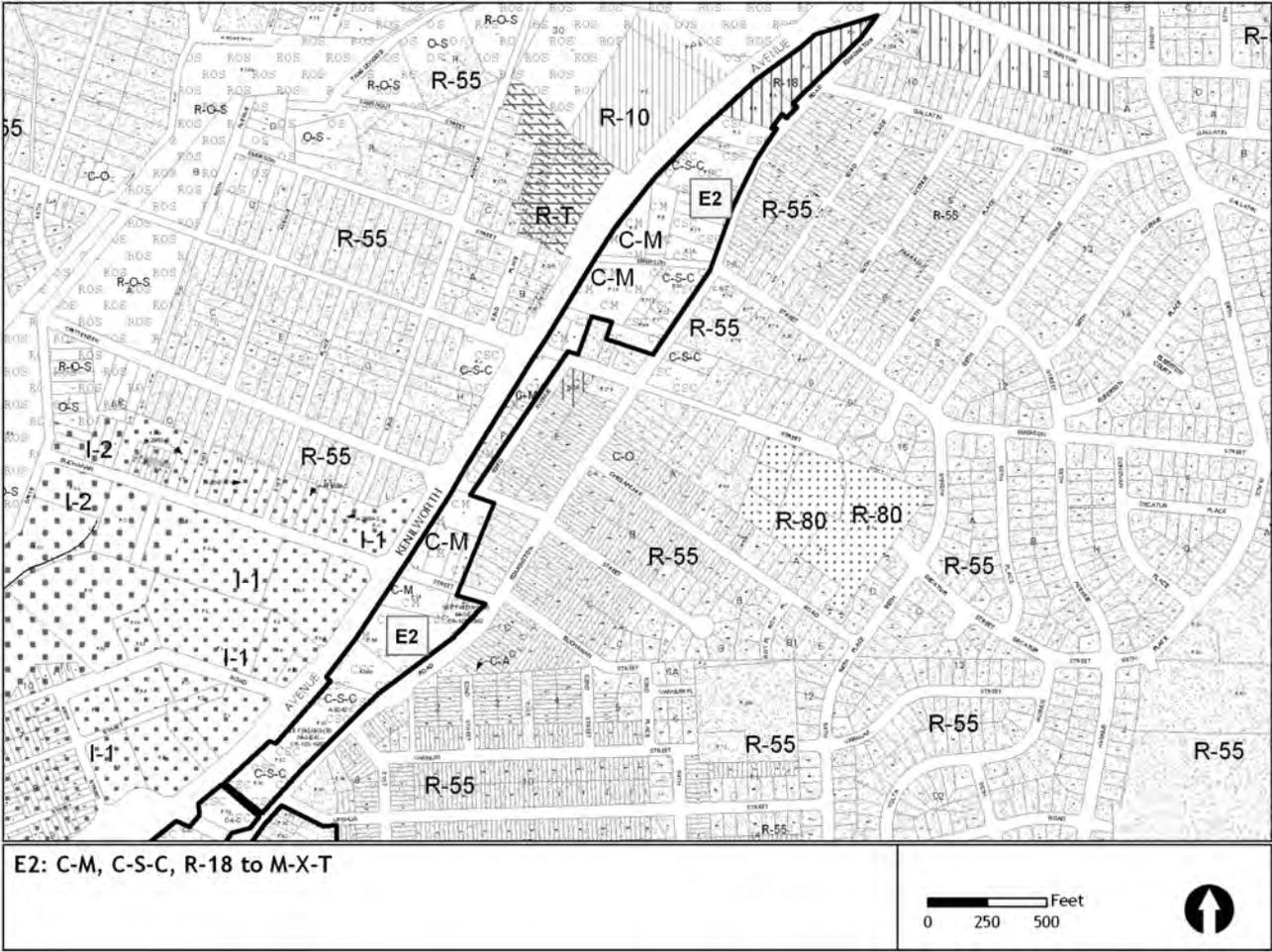
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Change Number	Zoning Change	Area of Change	Approved SMA/ ZAPS/SE		200' Scale Index Map
			Number	Date	
E2	C-M to M-X-T	8.306339 Ac.	SMA SE-2209	1994	205NE04 206NE04 206NE05
	C-S-C to M-X-T	6.742041 Ac.			
	R-18 to M-X-T	2.313763 Ac.			
	Total	17.362143 Ac.			

Use and Location: Multifamily residential Edmonston Road and Park Gardens Apartments at 5020-5118 (even) Edmonston Road; single-family detached residential at 4608, 4610, 4908, 4910, 4912, 5012, 5014, 5030 Edmonston Road, 5214 Buchanan Street, 5208 Crittenden Street; assorted commercial uses at 4202, 4204, 4206, 5000, 5016, 5020-26 Edmonston Road, 4711, 4811, 4835, 4901, 4919, 5001 Kenilworth Avenue (Tax Map Grid: 050D2, Brocks Addn To Edmonston, Lot 10, 11, 12, 13; East Hyattsville, Block L, Lot 4-9, 15; Whiteley, Block F, Lot 2, 3, 4, 5, 8, 9, 10; Prince George's Industrial Development Resub, Parcel M-M; Parcel 35; Tax Map Grid: 050E1, Hyattsville Bldg Assn Sub, Parcel A; Chamberlain Property Inc, Parcel A, B; Bresnahan Tract, Parcel B; Parcel 8, 9, 10, 12, 13, 14, 15, 18, 19, 21, 22, 312; Tax Map Grid: 050E2, East Hyattsville, Lot 13, 16; Whiteley, Block F, Lot 1, 2, 3, 4, 5, 6, 7, 8, 9; Hyattsville Bldg Assn Sub, Lot 5-7; Jules Jacquet Sub of East Hyattsville, Lot 2; Parcel 36, 37)

Discussion: The proposed rezoning will implement the vision for the Port Towns to achieve green, healthy, and pedestrian-friendly communities and destinations that celebrate and build upon the area's cultural diversity, strategic location, industrial base, and historic, recreational and environmental assets through targeted vertical mixed use development in accordance with form-based development standards.





DEVELOPMENT DISTRICT STANDARDS

INTRODUCTION

The Development District Overlay Zone (DDOZ) is superimposed over the Port Towns Development District to ensure that the development of land meets the sector plan goals and objectives. The Port Towns Development District development standards replace the underlying zoning regulations. The Port Towns Development District is subdivided into six character areas. Each character area has its own set of development district standards. These standards implement the concepts and recommendations for the six character areas. The standards for each character area are organized into urban streetscape standards that define the public realm based on street types. The street types are identified on the character area urban design plans. Building envelope standards for height, siting and façade elements such as fenestration, balconies, stoops, etc., are also categorized around five general building use categories—general, storefront, townhouse/small apartment building, workshop, and single-detached dwelling. Property owners and citizens consulting the standards should review the sector plan discussions of goals and recommendations for each character area.

CHARACTER AREA SUMMARY

The sector plan envisions a Port Towns Development District that is a destination place for entertainment, recreation, dining, shopping and living. The sector plan sets goals, objectives, and urban design concepts based on this vision. The sector plan identifies six character areas: (1) Port Towns Waterfront, (2) Bladensburg Road Gateway/Main Street, (3) Bladensburg Town Center (4) Edmonston Road Main Street, (5) Edmonston North Workshop and, (6) Annapolis Road Gateway. The summary of goals and land use characteristics for the six character areas where the standards apply is provided below.

Port Towns Waterfront Character Area

Goal: To enhance the walkability of the Port Towns Waterfront by creating a framework for high-quality, mixed-use, pedestrian-oriented development incorporating human-scale buildings, and an attractive streetscape that emphasizes the Anacostia River.

Land Use Characteristics: The Port Towns Waterfront Character Area overlays commercial uses in the vicinity of Peace Cross and the Bladensburg Waterfront Park. Development district standards emphasize the creation of a pedestrian-oriented streetscape that will welcome residents and visitors, establish a build-to-line to ensure a common street wall that creates a comfortable sense of enclosure, and minimize total parking requirements while encouraging shared parking. The development character supports both a horizontal and vertical mix of uses (commercial, residential, civic, and entertainment).

Bladensburg Road Gateway/ Main Street Character Area

Goal: To promote a mixed-use, pedestrian-friendly boulevard that serves as a gateway to Prince George's County and the Port Towns while also serving as the main street of Colmar Manor and Cottage City.

Land Use Characteristics: The Bladensburg Road Gateway/Main Street Character Area overlays a horizontal mix of strip and highway commercial uses. Development district standards emphasize the creation of a pedestrian-oriented streetscape that highlights the area's history and provides easy linkages to existing park land that has been improved with facilities making it a destination. The development character supports both a horizontal and vertical mix of uses

(commercial, residential, civic, and entertainment) and public transit in the form of a MARC transit station and fixed guided transit (FGT).

Bladensburg Town Center Character Area

Goal: To promote a mixed-use, pedestrian-friendly boulevard that serves as a vibrant and walkable civic core featuring restored and fully integrated historic resources.

Land Use Characteristics: The Bladensburg Town Center Character Area overlays land for commercial retail uses located on the edge of single-family and multifamily residential neighborhoods within the Town of Bladensburg. This development character supports both a horizontal and vertical mix of uses (commercial, residential, civic, institutional, and historic points of interest) that underscores the town center as a destination.

Edmonston Road Main Street Character Area

Goal: To promote a mixed-use, pedestrian-friendly main street that serves as a vibrant and walkable newly developed civic core for the Town of Edmonston and connects it across Kenilworth Avenue, which is enhanced as a landscaped parkway with safe and accessible pedestrian-activated crosswalks.

Land Use Characteristics: The area is a horizontal mix of commercial, single-family, and multifamily residential uses that unfortunately lack accommodation for the level of pedestrianism that is common in the area. The development character of this area supports a vertical and horizontal mix of uses including commercial; single-family detached, attached, and multifamily residential; and civic uses.

Edmonston North Workshop Character Area

Goal: To establish an identity for Decatur Street that promotes a mix of housing, commercial and employment uses that are compatible with the Town of Edmonston and its emphasis on green design and low-impact development.

Land Use Characteristics: Traditional single-family residential uses, auto-related businesses, and light industrial uses are contained in close proximity to each other underscoring compatibility issues. The development character of this area supports a vertical and horizontal mix of uses for infill development and

redevelopment that preserve viable industrial uses, while providing a transition to other uses such as urban light industrial workshop uses.

Addressing compatibility issues and promoting sustainable design practices supports the Town of Edmonston's emphasis on green design and low-impact development.

Annapolis Road Gateway

Goal: To promote a mixed-use, pedestrian-friendly eastern gateway to the Port Towns that emphasizes a cultural entertainment district focused around the Publick Playhouse.

Land Use Characteristics: The Annapolis Road Gateway Character Area overlays a large concentration of strip-commercial development, small-scale retail, carry-outs, service-oriented businesses such as gas stations and auto-related businesses as well as scattered single-family and multifamily residential uses and churches. The development character of this area supports a vertical and horizontal mix of uses for infill development and redevelopment that promotes a cultural entertainment district focused on the Publick Playhouse and provides mixed-use redevelopment opportunities for underutilized properties in the area.

APPLICABILITY OF STANDARDS AND THE PERMIT AND SITE PLAN REVIEW PROCESS

Development in the Port Towns DDOZ is subject to the development district standards of the character area within which it is located. To determine the framework character area of a site, refer to Map 2: Illustrative Framework Vision Plan. Identify the specific character area and then refer to the urban design plan for the specific character area.

All new development, redevelopment, rehabilitation, and renovation of existing structures within the DDOZ shall comply with the general intent and goals of the development district standards. All applications for subdivision, permits for the construction of façade or building additions, renovations including signage, parking and loading, and fencing beyond routine maintenance and repair on these sites shall comply with the standards. A change from a lower intensity to a higher intensity use for new development, where specified in the Landscape Manual, shall also comply with the development district standards of this plan.

Site Plan Review Processes

New development or development that increases the gross floor of an existing building beyond ten percent must show compliance with the pertinent character area development standards. Applicants with sites that are unable to meet the development district standards require a detailed site plan review process. Since the detailed site plan process requires a public hearing, it offers more flexibility in meeting the standards to bring developments into conformance with applicable goals, objectives, and recommendations within the plan. The Planning Board may approve modifications of the standards per Part 10A, Division 3, due to unique circumstances.

Development subject to detailed site plan review will be evaluated for compliance with all the development district standards. Detailed site plan review shall be required for the following:

1. Sites over four acres in size.
2. Gateway and view terminus sites
3. Special permit uses per the use tables.
4. Unless otherwise modified by this DDOZ, special exception uses shall be considered permitted uses and are subject to a detailed site plan review process. The Planning Board shall find in its approval of the site plan that the use complies with all applicable development standards, meets the general special exception standards in Section 27-317(a) 1, 4, 5, 6 and conforms to the recommendations in the sector plan. The Planning Board may approve a detailed site plan with a condition that would regulate business hours of operation for certain businesses.

The following are exemptions from the development district standards:

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 of the Port Towns Area Development District are exempt from the development district standards and from site plan review and are not nonconforming. If expansion of the use on the existing site is proposed, a site plan would be required and all expansion would need to conform in order to meet the development standards.

2. Legally Existing Parking and Loading—Until a development proposal 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 of the Port Towns Area Development District are exempt from the development district standards and are not nonconforming and need not be reduced.
3. Multifamily Development—An addition to a multifamily residential structure that was lawful and not nonconforming on the date of the SMA approval is exempt from the development district standards and detailed site plan review if the addition does not increase the gross floor area (GFA) by more than ten percent or 1,000 square feet, whichever is less.
4. Nonresidential Development—An addition to a nonresidential structure that was lawful and not nonconforming on the date of the SMA approval is exempt from the development district standards and DSP review if the addition does not increase the GFA by more than ten percent.
5. Parking Facilities—Resurfacing, restriping, or adding landscaping to parking facilities not required by the standards are exempt from the standards and detailed 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 standards and site plan review, if it meets the requirements of Section 27-243(a)(1) of the Zoning Ordinance.
 - b. Except for improvements listed in the following paragraph, “Miscellaneous,” a property owner may not expand a certified nonconforming use, or a use or structure that was lawful on the date of the SMA approval but does not conform to the 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. Miscellaneous—The following are exempt from the development district standards and DSP review, if the existing or proposed use is permitted:
 - a. Permits for alteration or rehabilitation, with no increase of the existing GFA, including existing porches or decks.
 - b. Canopies.
 - c. Fences for rear and side yards six feet or under and made of wood or masonry (not concrete block) are exempt. Fences and walls in the front yard that are four feet or under and made of wood or masonry (not concrete block) are exempt.
 - d. Decks and/or porches.
 - e. Ordinary maintenance and repair, including that on existing porches or decks.
 - f. Changes in occupancy.
 - g. Changes in ownership.
8. Signs.
 - a. Signs for development that do not otherwise require a detailed site plan will be reviewed in the permit review process for compliance with the development district standards.
 - b. New and replacement signs are subject to the development district standards.
 - c. Refacing of an existing sign is subject to the development district standards.

The development district standards replace all those contained in the Zoning Ordinance and Landscape Manual. The DDOZ and the Development District Standards meet the purposes of and requirements for a conceptual site plan as set forth in Sections 27-272 and 27-273, thereby serving as the conceptual site plan for properties zoned M-X-T within the development district and satisfying the requirements of Section 27-254(d). If an aspect of the physical development of a project is not included in the development district standards, the character area goals and the intent statement of these standards most closely relating to that aspect shall apply.

Submittal Requirements

Applicants are encouraged to meet with Planning Department staff while developing the project concept

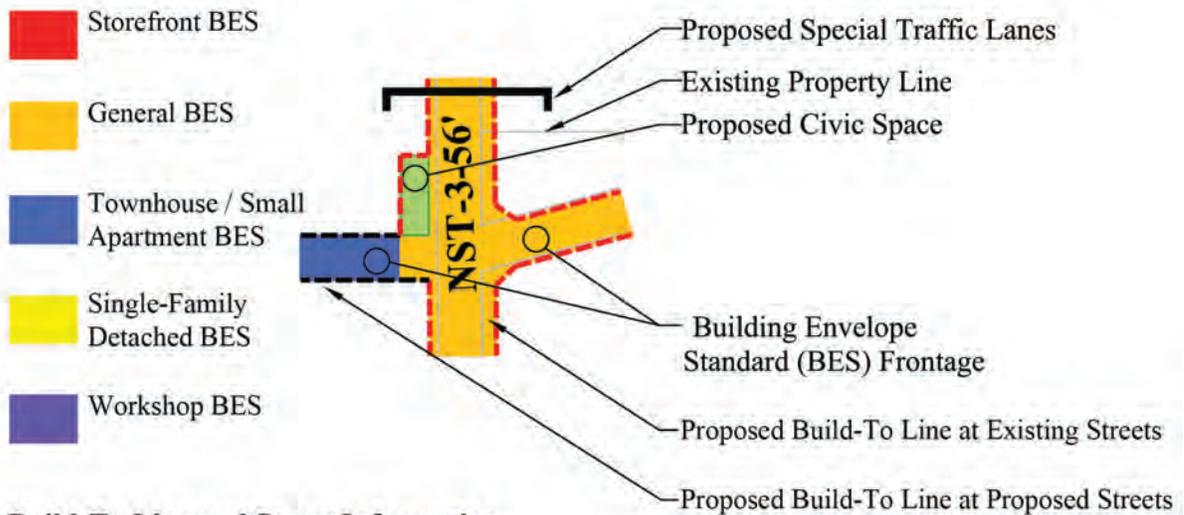
(well in advance of final plans) to review applicable standards, obtain a preliminary evaluation of foreseeable conformance issues, and to identify review documentation required. All submittals will be reviewed for conformance with the development district standards. The recommendations of the Urban Design Section will be considered in reviewing detailed site plans.

Applicants shall submit, as relevant, the following:

1. An aerial photograph of the site and a general location map.
2. A narrative and graphic description of the proposed development including a site plan that clearly identifies:
 - a. Location of all improvements.
 - b. Build-to lines.
 - c. Overall site dimensions.
 - d. Location of utilities.
 - e. Existing trees (caliper and type).
 - f. Landscaping.
 - g. Paved surfaces and type of paving material.
 - h. Zoning, existing improvements, streets, alleys, sidewalks, and curb lines within 150 feet of the site.
 - i. Existing and proposed rights-of-way and existing street centerline.
3. Detailed architectural plans for all elevations, a detailed landscape and circulation plan, and a detailed lighting plan.
4. Building sections and floor plans that show floor-to-ceiling heights and GFA.
5. If adjacent to a single-family residential neighborhood, submit photographs and locations of properties within 150 feet that show massing, scale, materials, and roof pitches of single-family homes.
6. Sign permit applications shall submit both sign details and a graphic representation of the location of the proposed sign on the building.
7. A parking schedule and plan.
8. Supporting documentation where requested in the development district standards (e.g., streetscape or parking provisions).

CHARACTER AREA URBAN DESIGN PLAN

Key:



Build-To Line and Street Information

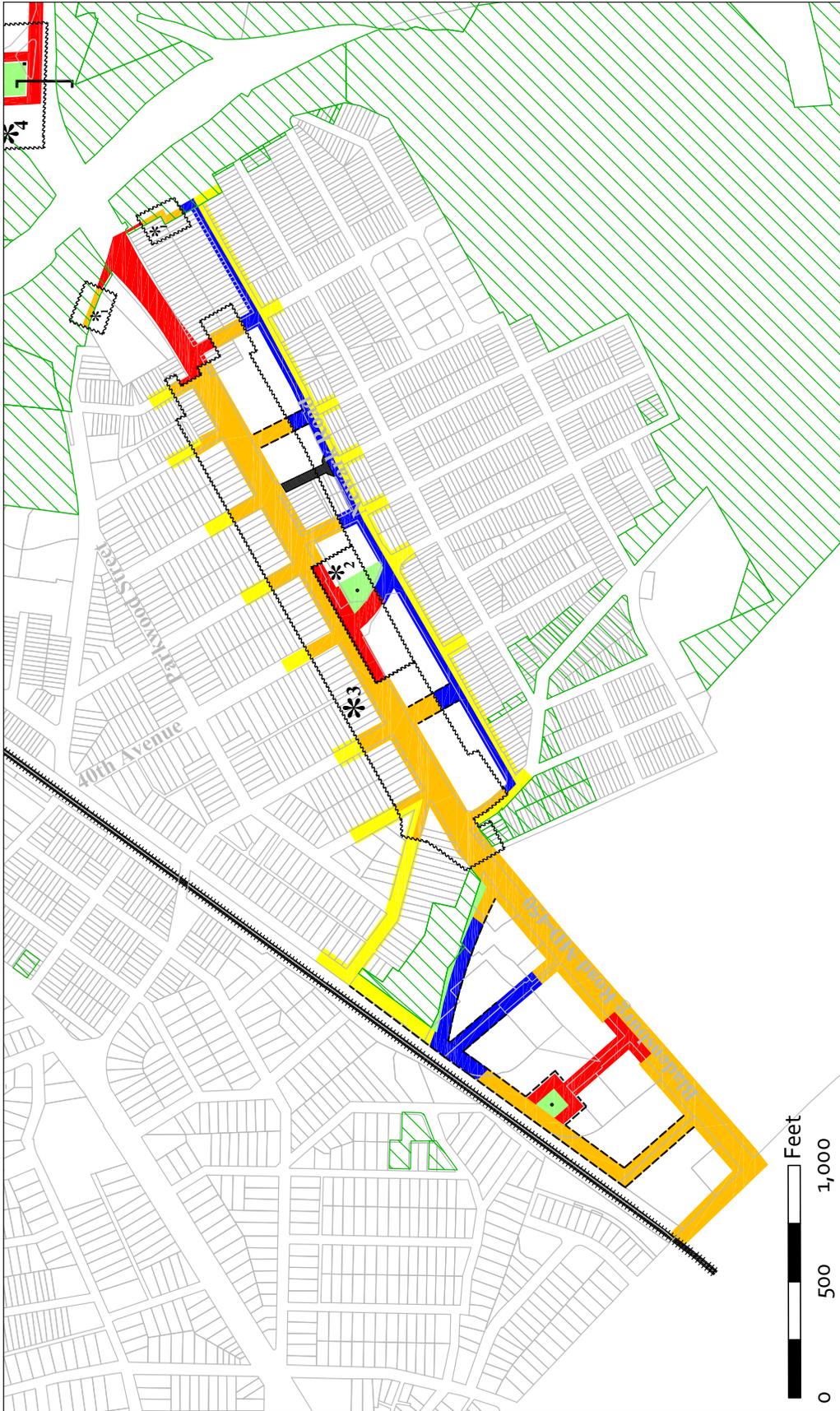
-  Proposed Build-To Line at Existing Streets
-  Proposed Build-To Line at Proposed Streets
-  Street Centerline
-  Property Line
-  Alleys

Open Space Types

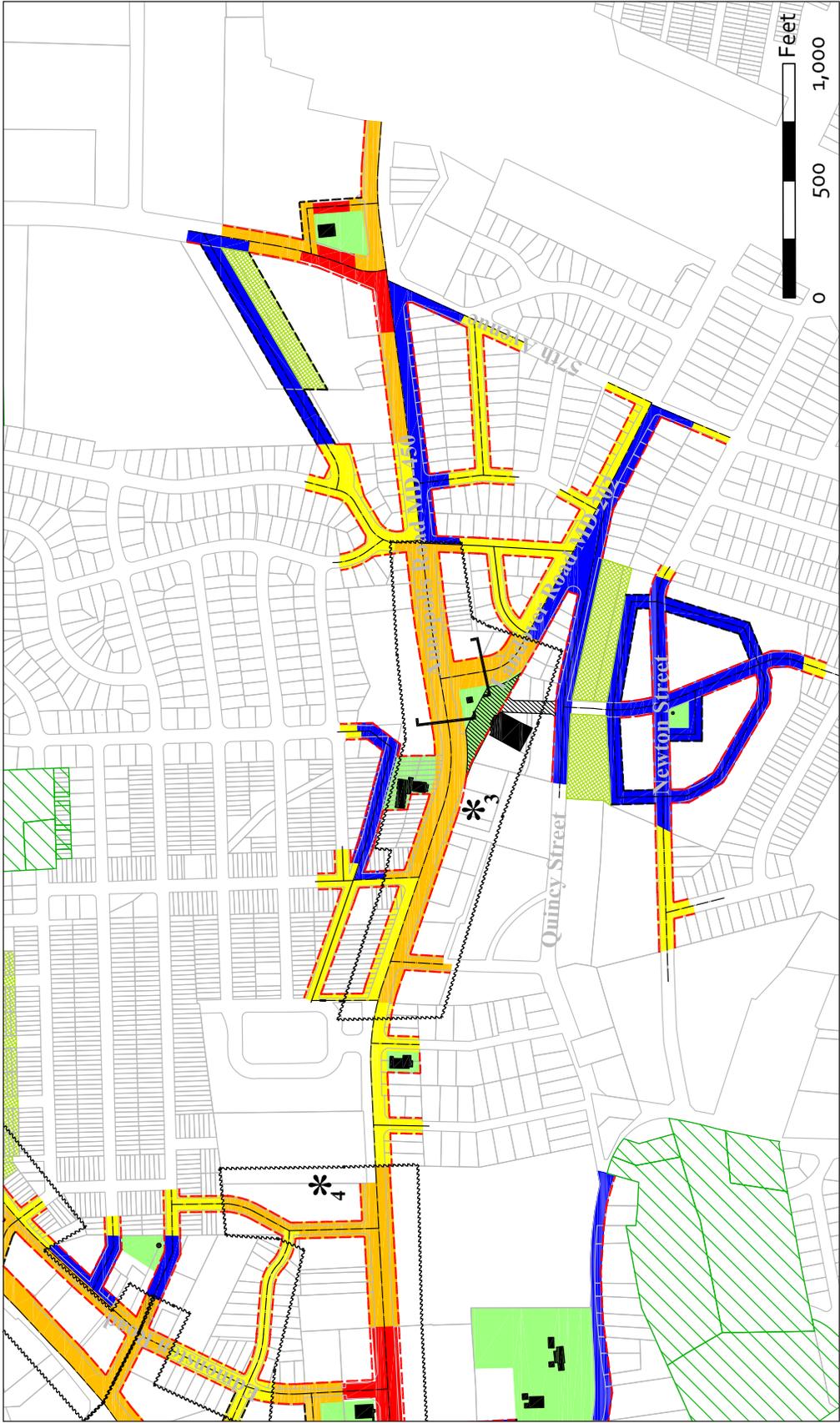
-  Civic Space
-  Civic Buildings and Monuments
-  Natural Park
-  Environmental Regulation Areas
-  Existing Street Closed

Deviation from BES Standards

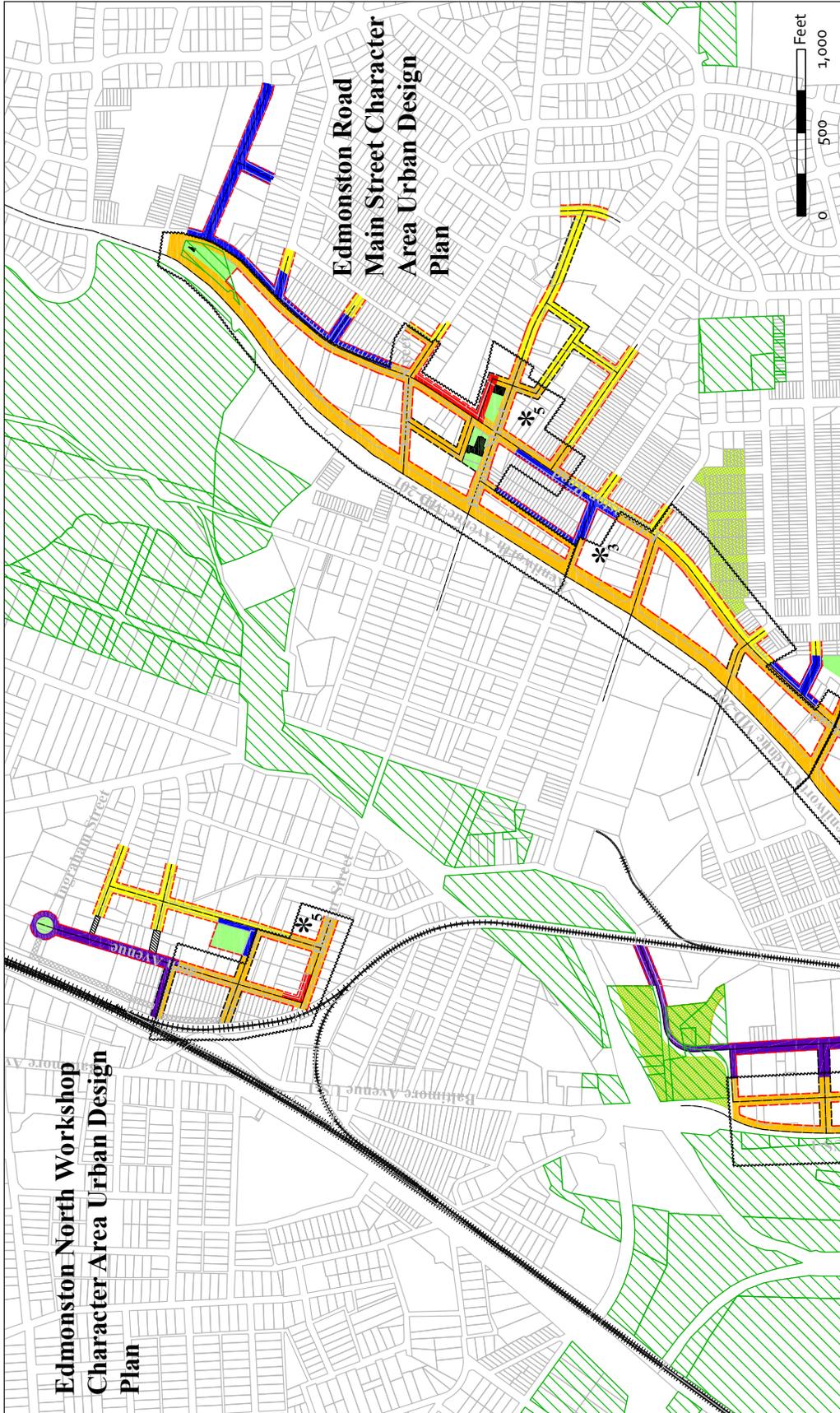
-  Location of Deviation
- 1** * 10 Floor Maximum Building Height for General BES
- 2** * 8 Floor Maximum Building Height for Storefront BES
- 3** * 5 Floor Maximum Building Height for General BES
- 4** * 5 Floor Maximum Building Height for Shopfront and General BES
- 5** * 4 Floor Maximum Building Height for Storefront and General BES



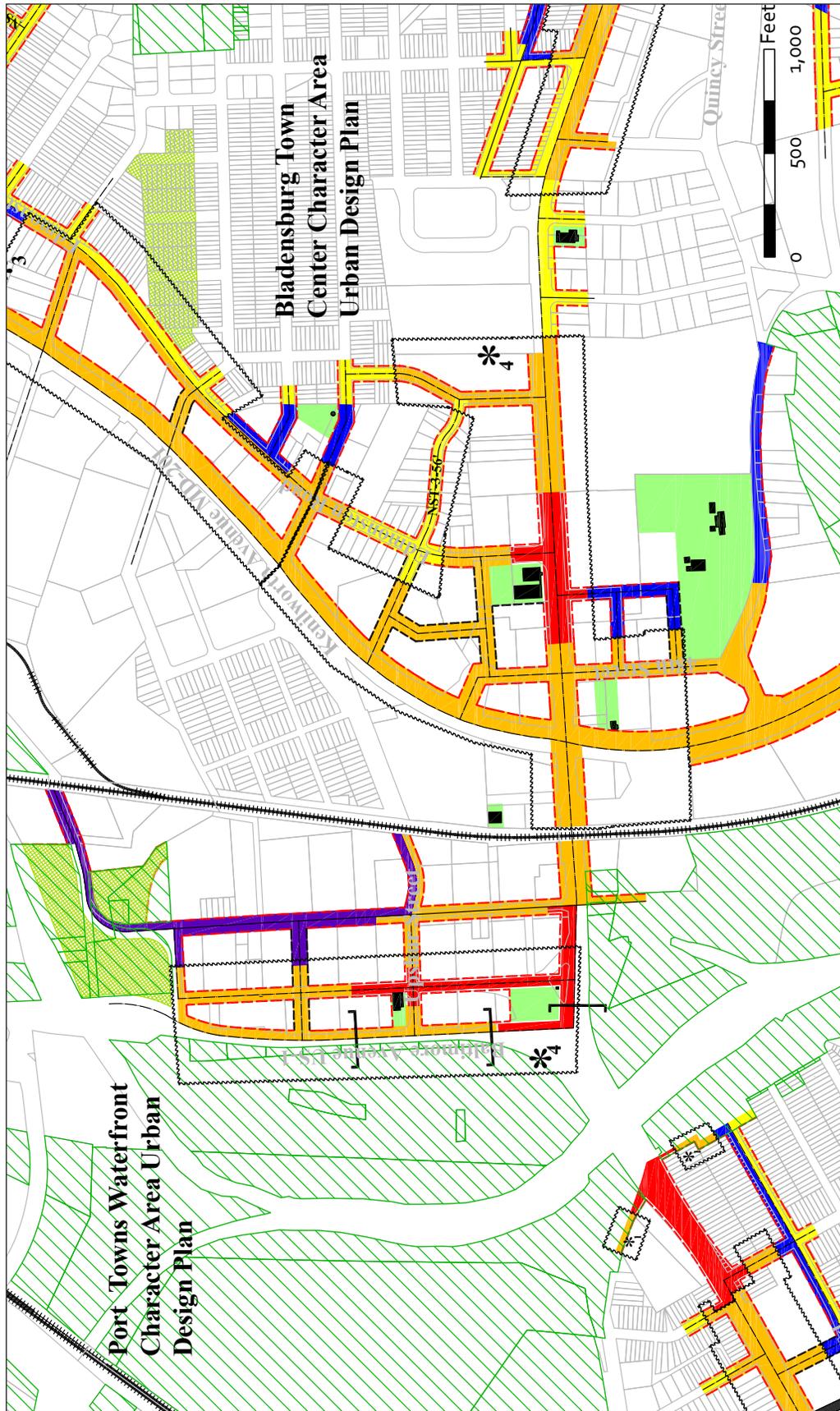
Map 27: Bladensburg Road Gateway/Main Street Character Area Urban Design Plan



Map 28: Annapolis Road Gateway Character Area Urban Design Plan



Map 29: Edmonston North Workshop Character Area Urban Design Plan and Edmonston Road Main Street Character Area Urban Design Plan



Map 30: Port Towns Waterfront Character Area Urban Design Plan and Bladensburg Town Center Character Area Urban Design Plan



BUILDING AND SITE STANDARDS

INTRODUCTION

The accompanying standards establish design parameters to fulfill the vision of the Port Towns Sector Plan and SMA. These standards build on the sector plan recommendations and provide a greater level of specificity and detail in order to guide the implementation of the sector plan. These standards are based on the following guiding principles:

1. Buildings shall be aligned and close to the street. Buildings form the space of the street.
2. The street is a coherent space, with consistent building forms on both sides. Buildings facing across the street-space contribute to a clear public space and street-space identity.
3. Buildings oversee the street-space with active fronts. This overview of the street-space contributes to safe and vital public spaces.
4. Property lines are physically defined by buildings, walls or fences. Land should be clearly public or private—in public view and under surveillance or private and protected.
5. Buildings are designed for towns and cities. Rather than being simply pushed closer together, buildings must be designed for the urban situation within towns and cities. Views are directed to the street-space and interior gardens or courtyards, not into neighboring lots.
6. Vehicle storage and parking (excluding on-street parking), garbage and recycling storage, and mechanical equipment are kept away from the street-space.

These standards address various design elements of the built environment, including:

Building Envelope Standards: The goal of these standards is the creation of a vital and coherent public realm through the creation of good street-space. The standards specify the placement and form of buildings, which frame the street-space, while allowing greater latitude behind their façades. These standards set the basic parameters governing building construction (height, siting, elements, and use), as well as certain required functional elements (colonnades, stoops, balconies, front porches, and street walls). The building envelope standards also establish the rules for development and redevelopment on private lots, unless otherwise indicated. The urban design plans identify the building envelope standards for all building sites within the six character areas.

Urban Space Standards: These standards address the design of the public realm, which includes public spaces (squares, greens, plazas, parks) and the public domain between building façades, which includes the travel lanes between the curbs as well as the sidewalks and the building façades themselves. These standards contribute to pedestrian-oriented streets and the design of environments that facilitate pedestrian activity and contribute to environmental sustainability. These standards include parameters for street types, streetscapes, squares and civic greens, and trees.

Architectural Standards: The architectural standards include specifications for signage to ensure that signs are clear, informative, durable, appropriately scaled and respectful of their context.

URBAN SPACE STANDARDS

Applicability

1. The urban space standards apply to new development as well as the reconstruction of existing streets and other public (and publicly accessible) spaces.
2. The urban space standards establish the rules and standards for the public realm (including streets and sidewalks).

Intent

1. Although commonly thought of as just squares, greens, plazas, or parks, the urban space (or public realm) is much more; it includes the complete street-space—the public domain between the building façades; the travel lanes between the curbs as well as the sidewalks; and the public plazas as well as urban parks and greens.
2. The 2002 General Plan clearly encourages pedestrian-oriented development as a high priority for the Developed and Developing Tiers and goes further to actually require pedestrian-oriented design as a goal for the designated centers and corridors. The urban space standards are directly related to that goal. Specifically:
 - a. They establish an environment that encourages and facilitates pedestrian activity by providing streets that are comfortable, efficient, safe, and interesting.
 - b. They ensure the coherence of the street-space, serving to assist residents, building owners, and managers with understanding the relationship between the street-space and their own lots.
 - c. They contribute to ultimate sustainability. Native trees and plants contribute to privacy, the reduction of noise and air pollution, maintenance of the natural habitat, conservation of water, and rainwater management.
3. Frontages/façades are part of the public realm, literally the walls of the public street-space, and are, therefore, subject to more regulation than the other portions of the private property.

4. The private, interior portions of the lots (toward the alley or rear lot lines) allow commercial operators to utilize these spaces as efficient working environments unseen by the public and allow residents to have private (semiprivate for apartment and condominium dwellers) gardens and courtyards.

STREET TYPE SPECIFICATIONS

The street type specifications illustrate typical configurations for street-spaces within the Port Towns Development District. The plans and sections specify vehicular travel lane widths, curb radii, sidewalks, tree planting areas, and on-street parking configurations. They also provide a comparative pedestrian crossing measure as a gauge of relative pedestrian crossing comfort between the various street types.

Intent

1. Streets are a community's first and foremost public spaces and should be just as carefully designed and planned as any park or public building. The character of the street-space—both its scale and its details—plays a critical role in determining the pedestrian quality of a given location.
2. Streets must balance the needs of all forms of traffic—auto, transit, bicycle and pedestrian—to maximize mobility and convenience for all county residents and all users of an urban center district. Their character will vary depending on their location: Some streets will carry a large volume of traffic and provide a more active and intense urban pedestrian experience while others will provide a less active and more intimately scaled street-space.
3. Transportation corridors within the Port Towns Development District are streets—not highways, arterials, or collectors—and must be developed as such to create the type of pedestrian-oriented places described in the General Plan. All neighborhood street types are designed primarily for walkability and pedestrian comfort, with automobile movement as a secondary focus.

Principles

1. The appropriate design of streets is one of the most important design elements.
2. To design for continuous free-flowing traffic creates situations where vehicles will travel at speeds greater than desirable for pedestrians.
3. With appropriate design techniques, drivers will choose slower speeds and less aggressive behavior, a feat typically not achieved through basic speed limit signage/postings.
4. Scale is a threshold design consideration for street elements (from signage to crossing distances); In an urban center or corridor it should be that of the pedestrian.
5. An interconnected street network allows traffic capacity to be diffused and maintained across numerous streets.
6. Larger vehicular corridors can be maintained/located at the edges of the district between urban neighborhoods.
7. Emergency vehicle access must be maintained, but with an interconnected street network, there will always be at least two routes of access to any parcel.
8. Differences between “requirements” and “preferences” can be significant—increased lane width and the accompanying increased vehicle speed more often than not decrease the overall safety for pedestrians.
9. On-street parking slows passing vehicular traffic and acts as a buffer between moving vehicles and pedestrians.
10. Overall function, comfort, safety, and aesthetics of a street are more important than efficiency alone.
11. In a pedestrian-oriented area, nonvehicular traffic should be provided with every practical advantage so long as safety is not adversely affected.
12. Street design should take into consideration what is reasonably foreseeable, not every situation that is conceivably possible.

13. Designing a street to facilitate (rather than accommodate) infrequent users may actually be the wrong design for the frequent users of the space.
14. When the street design creates a conflict between the vehicular and nonvehicular user, it should be resolved in favor of the non-vehicular user unless public safety will be truly jeopardized by the resolution.

Neighborhood Street Types

These types and configurations are permitted within the boundaries of the Port Towns character area urban design plans:

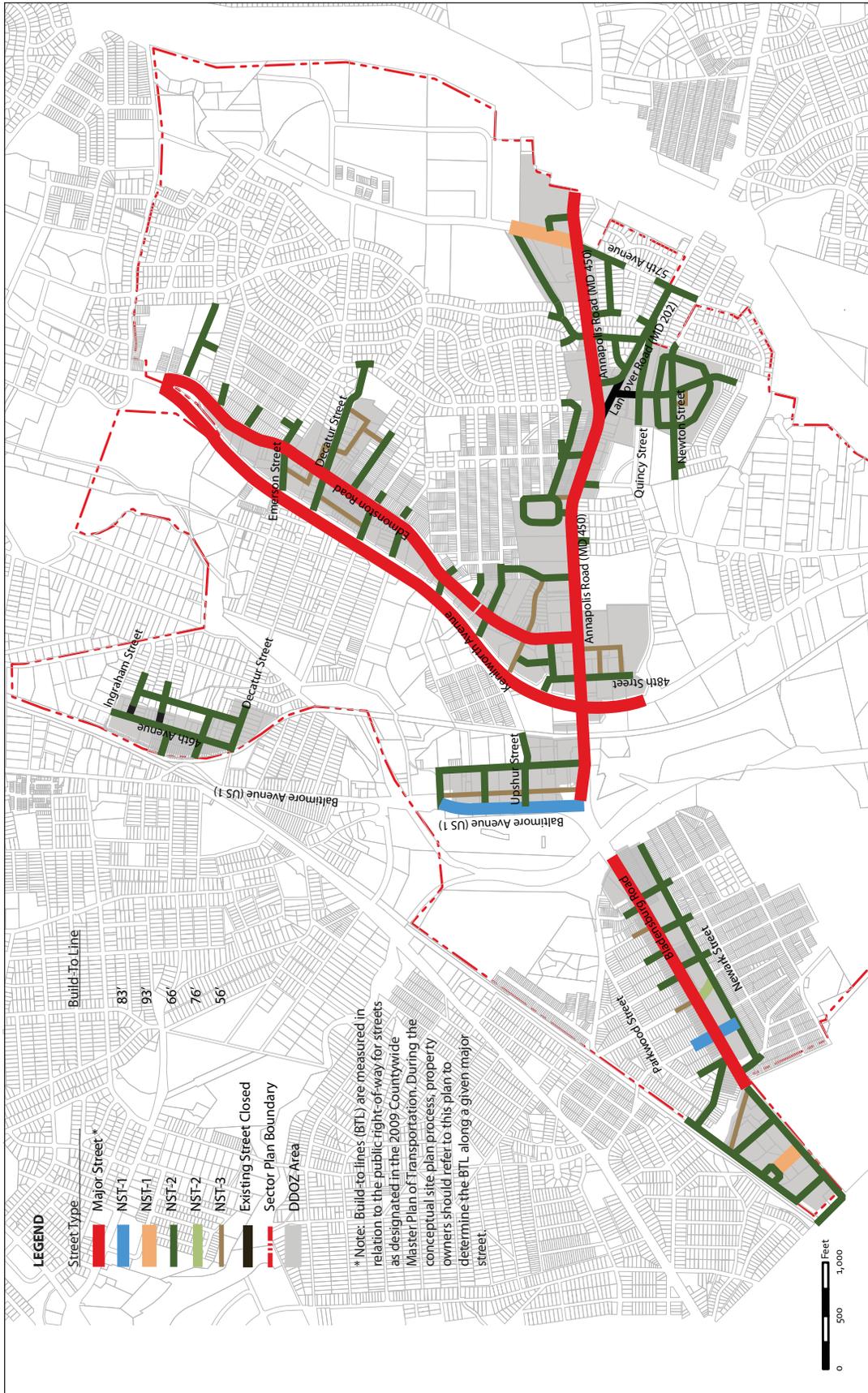
- NST-1
- NST-2
- NST-3
- Mid-Block Emergency Staging Area Configuration
- Alley-24
- Alley-30

Urban neighborhoods are designed to be the ideal complement to good transit service. The neighborhood street types are not configured to provide free-flow bus service as they are not intended for through routes. That is the role of the major street types. Bus and rail transit routes should generally be between and along the urban neighborhoods. If the master planning process determines that a transit route should pass through an urban neighborhood, the prescribed curb radii for the given street may be modified at the point of entry and exit for the urban neighborhood.

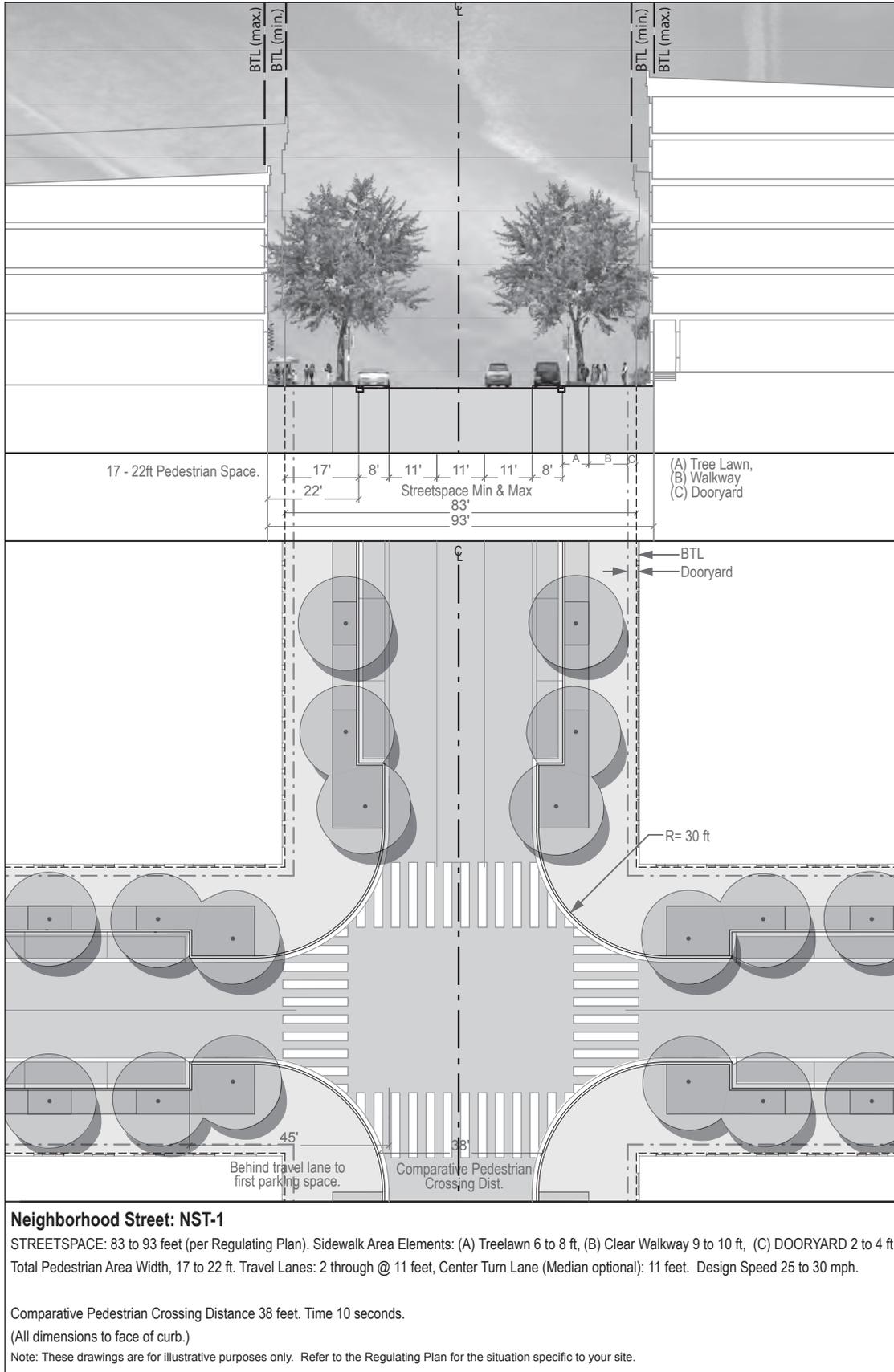
Within the urban neighborhoods, intersections configured as roundabouts are discouraged; however, they are encouraged at the edges and between multiple urban neighborhoods.

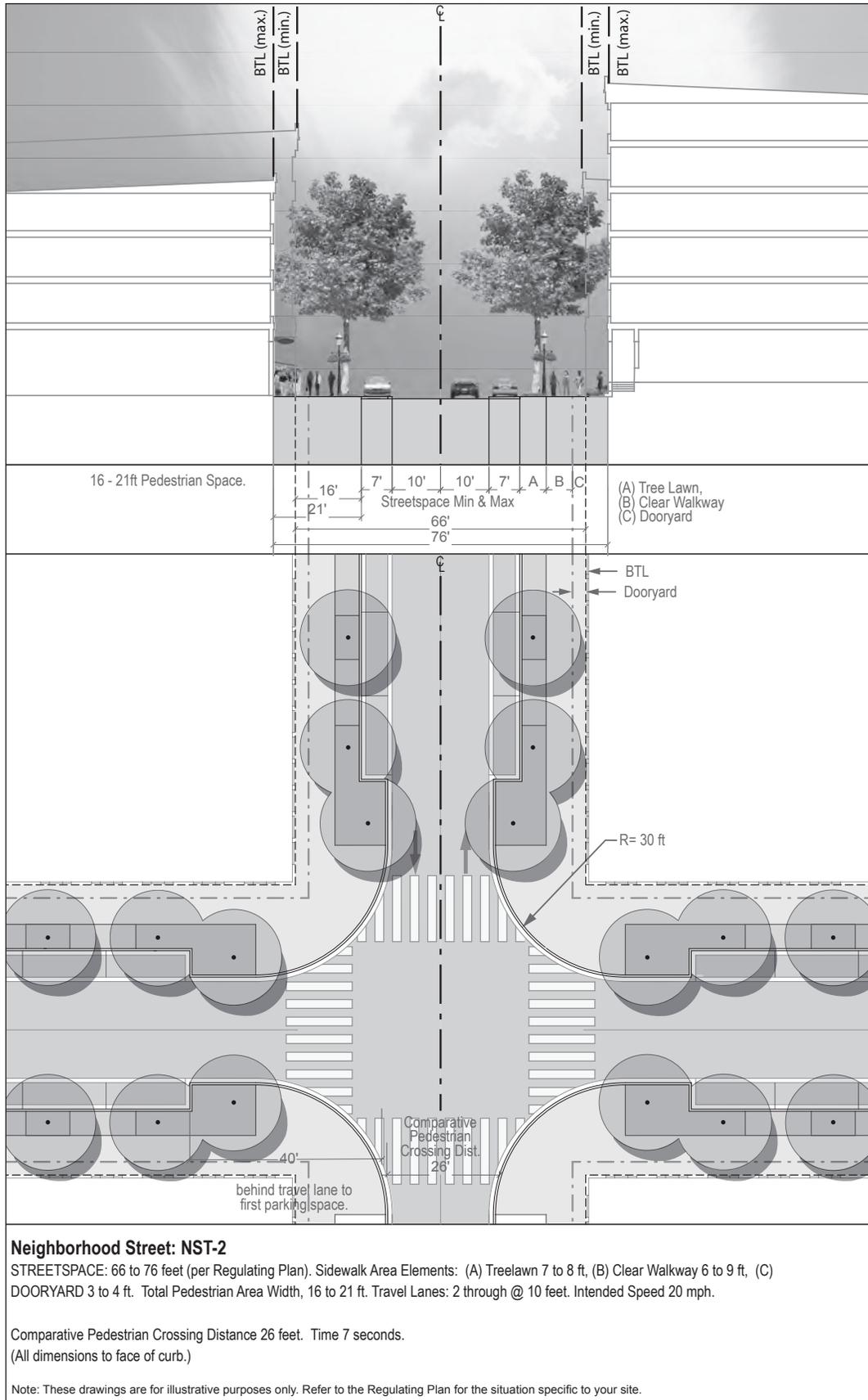
Maintenance

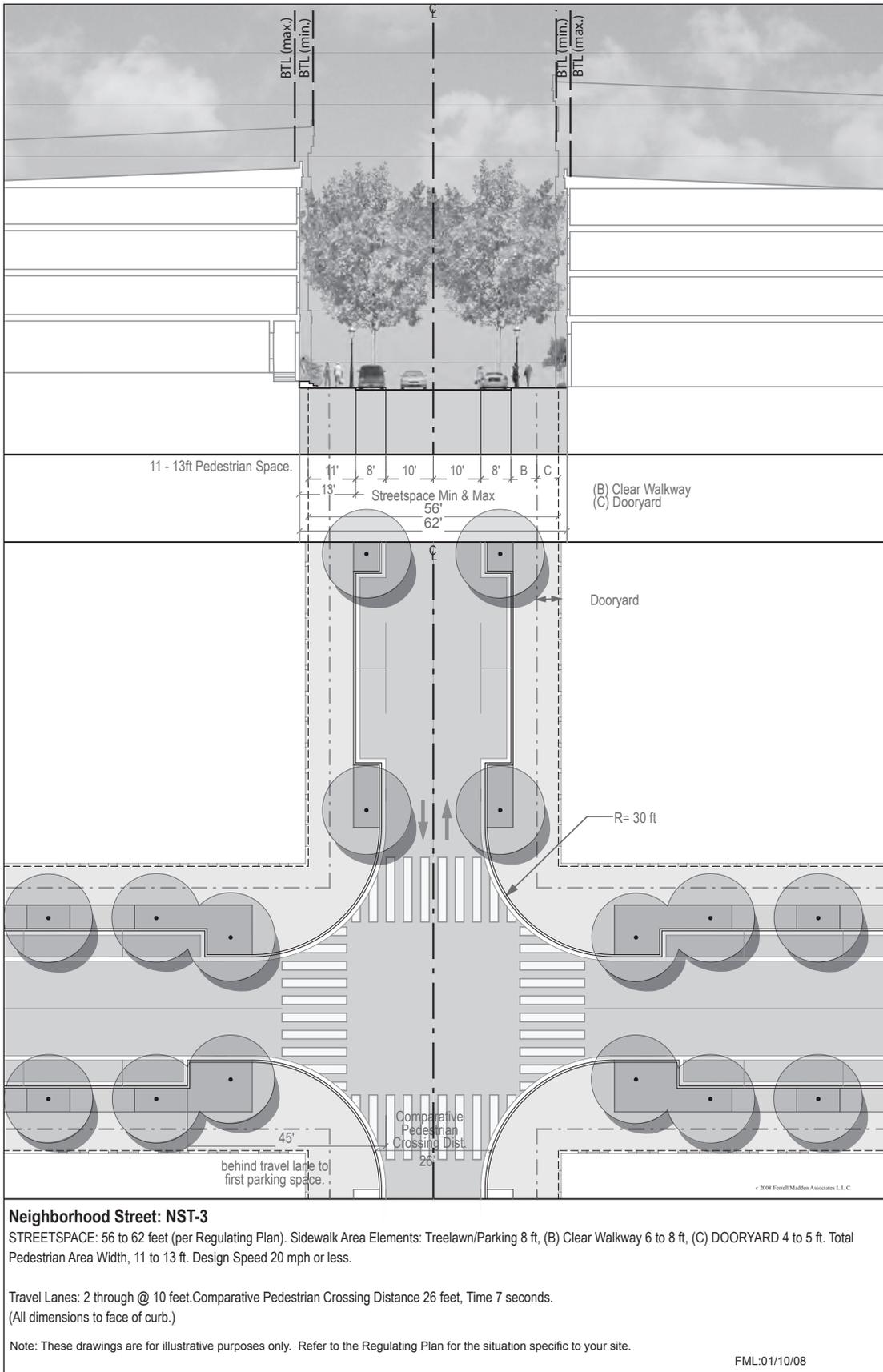
The county will not maintain any areas or materials beyond the back-of-curb or beyond the travel lanes of these street types.

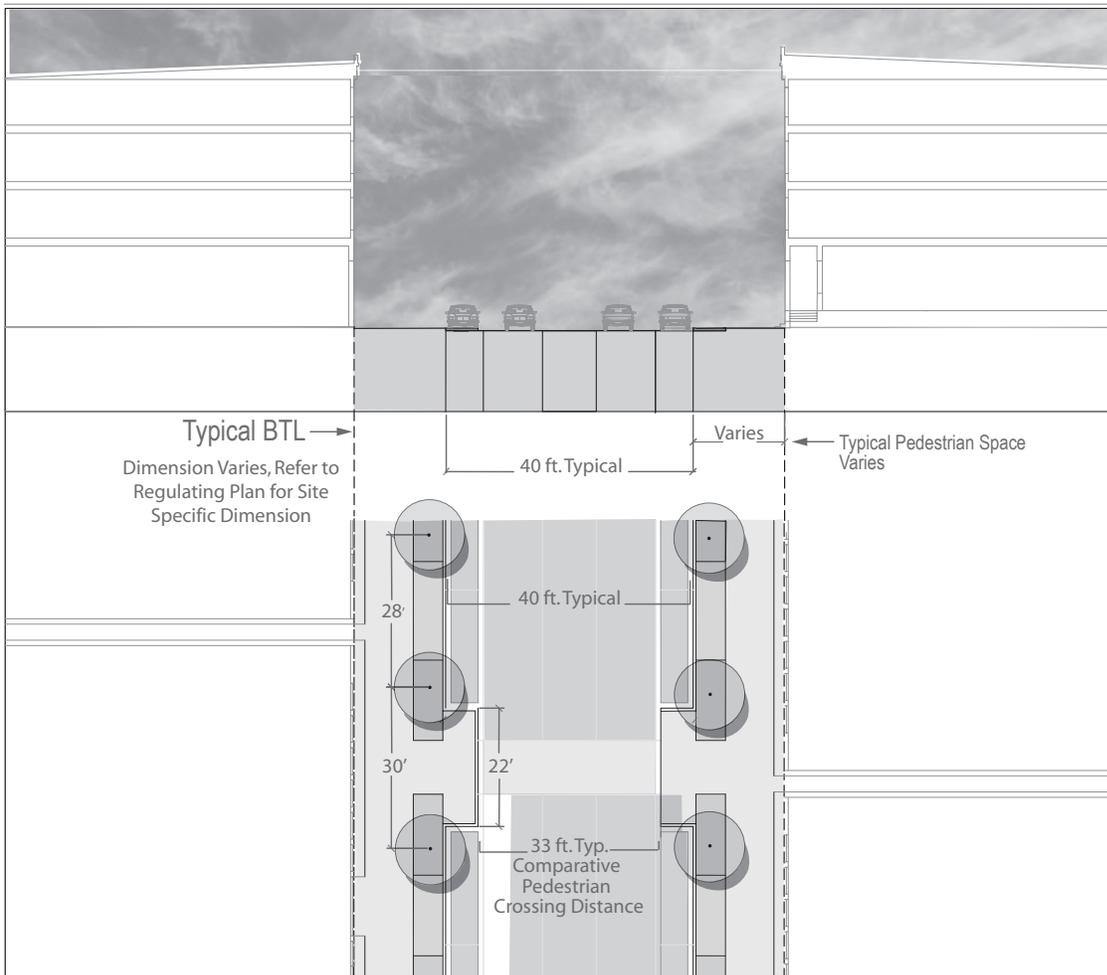


Map 31: Street Types/Build-to Lines



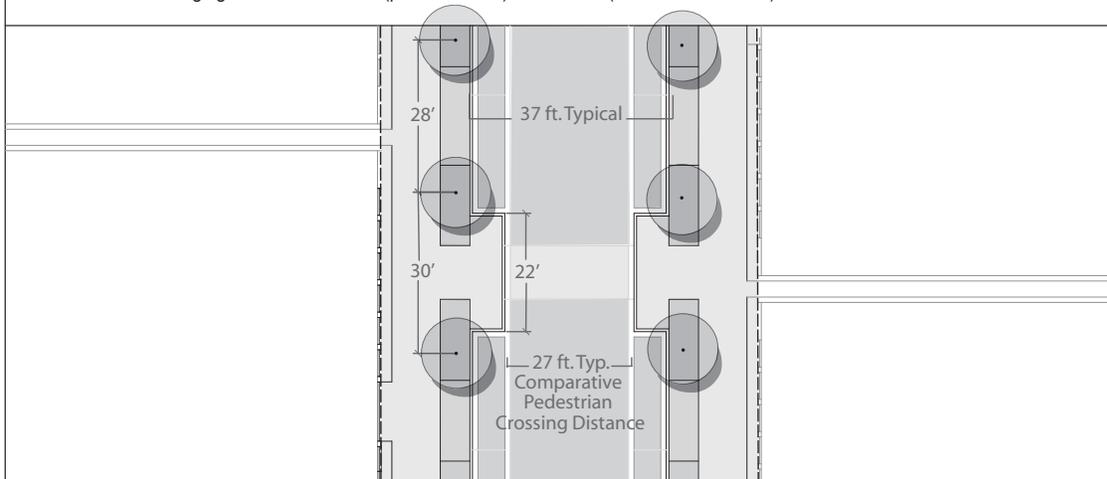






Mid-Block Emergency Staging Area (Required for any block face more than 250 feet in length)
 Three Lane and Dedicated Parking Lane Configurations.

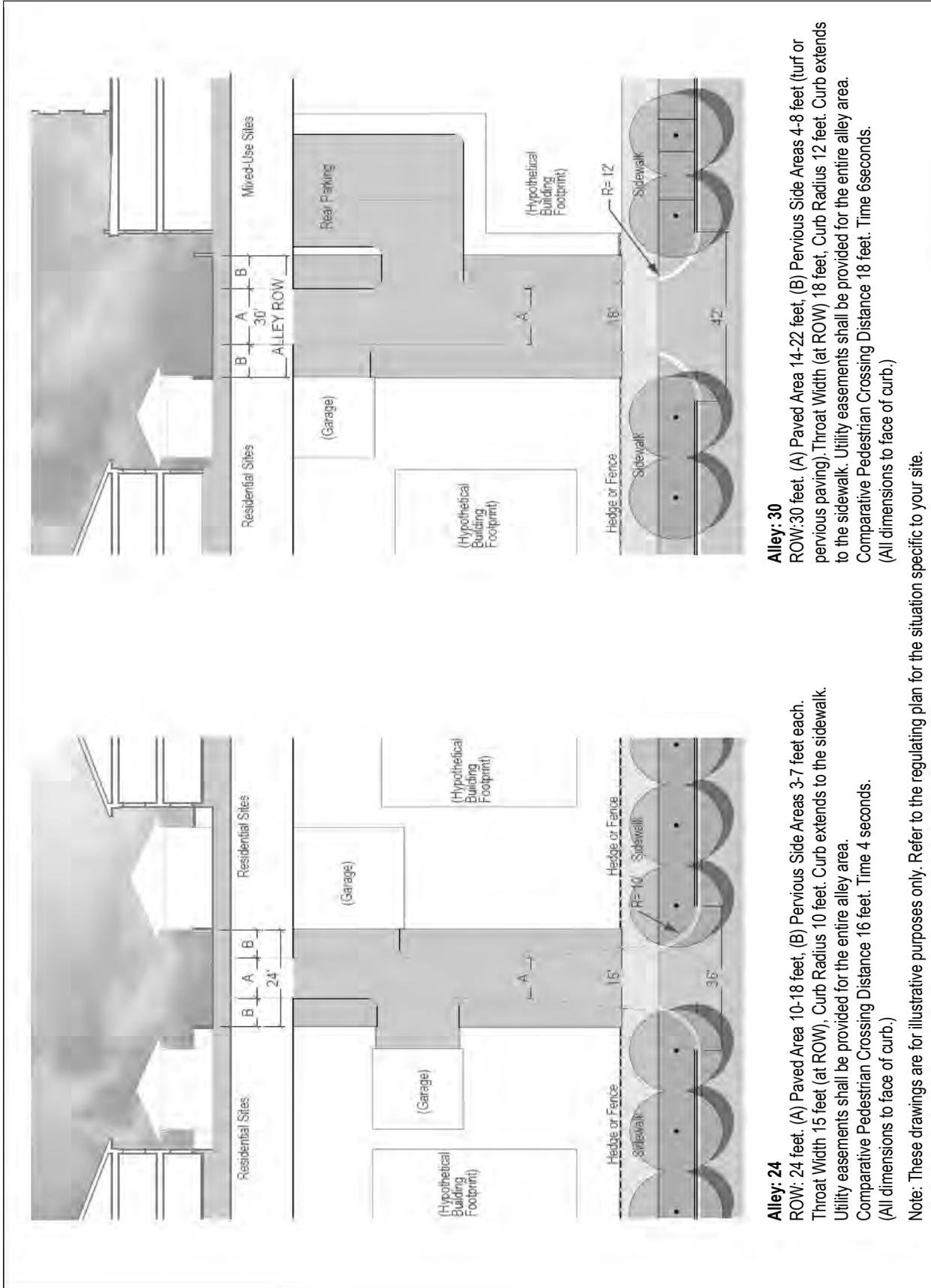
Fire and Rescue Staging Area Width 46 feet (paved surface) and 33 feet (between curb faces).



Mid-Block Emergency Staging Area (Required for any block face more than 250 feet in length)
 Two (2) Lanes and Dedicated Parking Lane Configurations.

Fire and Rescue Staging Area Width 35-37 feet (paved surface) and 20-22 feet (between curb faces).

Note: These drawings are for illustrative purposes only. Refer to the Regulating Plan for the situation specific to your site.



STREETSCAPE STANDARDS

General Provisions

1. All plant material (including trees) shall pass any inspections required under state regulations.
2. All plant material within the street-space shall be irrigated and maintained by the adjoining property owner.
3. All turf grass shall be solidly sodded at installation—not seeded, sprigged, or plugged. Vegetative groundcovers may be used in place of turf grass.
4. In addition to the lot, the owner must maintain the following areas:
 - a. The portion of the street-space between their lot line and the back of the curb.
 - b. The portion of the alley between the lot line and the edge of the alley pavement.

Mechanical and electrical equipment including, but not limited to, air compressors, pumps, exterior water heaters, water softeners, private garbage cans (not including public sidewalk waste bins), and storage tanks may not be stored or located within any street-space. (Water pumps not visible are not included in this prohibition. Temporary placement of private garbage cans within the street-space may be allowed to accommodate scheduled pick-up.)

Street Trees

1. Each street-space must have street trees planted along the street tree alignment line (generally 3 to 3½ feet from the back of the curb unless otherwise specified in the urban design concept plan) at an average spacing not greater than 30 feet on center (calculated per block face). Where necessary, spacing allowances may be made to accommodate curb cuts, fire hydrants, and other infrastructure elements; however, at no location may spacing exceed 45 feet on center. Required tree planting area configurations are specified in the Street Type Specifications Section and below.
2. Required tree planting area minimum specifications are as follows:

- a. Soil surface area shall not be less than 90 square feet per isolated tree or 60 square feet per tree for connected (tree lawn) situations.
 - b. No dimension of the soil surface area may be less than 5 1/2 feet.
 - c. These requirements may be met through the use of bridged slab, structural soil, or other techniques that clearly exceed these standards in the fostering of vital and long-lived street trees.
3. Street tree planting areas shall be at grade or not greater than six inches in height above or below the sidewalk.
 4. At planting, street trees shall be at least three inches in diameter (at six feet above grade) and at least ten feet in overall height. Species must be selected from the street tree list (see Tree Lists). Any unpaved ground area shall be planted with groundcover, flowering vegetation, or climbing vines, not to exceed 12 inches in height. Street trees must be “limbed up” as they gain appropriate maturity so as to not interfere with pedestrian or truck travel (minimum seven feet clear over the sidewalk and 14 feet over the travel lanes of the street) and to maintain visibility.

Streetscape Elements

1. Street lights shall be installed on both sides of streets along the street tree alignment line and unless otherwise designated on the urban design concept plan, at intervals of not more than 80 feet, measured parallel to the street.
2. Street lights shall be between 9 and 16 feet above ground in height. At the time of development, the developer is responsible for the installation of street lights on each side of the street-space being developed.
3. At the time of development, the developer is required to install sidewalks as illustrated in the Street Type Specifications Section.
4. Sidewalks not otherwise designated in the urban design concept plan or Street Type Specifications Section shall be a minimum of six feet wide and be constructed to meet all county (and ADA) specifications.

5. Street furniture is an element of the overall streetscape design—not an afterthought. Street furnishings should be simple, functional, and durable.

On-Street Parking

1. On-street parking spaces shall count toward parking requirements
2. The parking space/tree planting pattern may be interrupted by existing or new driveways, streets, alleys, and transit stops designated in the urban design concept plans, but at no time may the spacing exceed 45 feet on center.
3. Parking spaces must be constructed in a manner that allows proper drainage (generally a “W” profile, having a gutter pan between the travel and parking lanes).
4. If on-street bicycle parking is provided forward of the dooryard area, the racks shall be located along the street tree alignment line. (The “U” rack is recommended as the standard rack.)

SQUARES AND CIVIC GREENS

Intent

1. Squares, civic greens and plazas should be situated at prominent locations within each urban neighborhood and should be dedicated to important events or citizens. The green plants and trees of squares and civic greens provide a landscape and civic architecture that complement the surrounding private building architecture.
2. Squares are active pedestrian centers. Civic greens are spaces intended for less intensive foot traffic. Surface treatment is regulated accordingly.
3. Pervious paving materials (to allow oxygen for tree roots and absorb stormwater run-off) are encouraged in both squares and civic greens, and the percentage of impervious paving material is limited (see Materials and Configurations).
4. Parks are not permitted within a urban neighborhood. Parks are generally natural areas or active recreation areas such as ball fields and courts. They are encouraged at the periphery of an urban center district or between urban neighborhoods.

5. These standards apply to those spaces that are either publicly owned or publicly accessible, if such spaces are being used to meet the minimum public space requirements of this code (see Part 3. Districts and Urban Design Concept Plans)

Standards

Squares and civic green must be designed, planted and maintained according to the following requirements:

1. Squares and civic greens shall have at least 60 percent of their perimeter fronting rights-of-way and both types of spaces should be surrounded by street trees. Their dimensions may be no narrower than a 1:5 ratio and no square or civic green width or breadth dimension may be less than 25 feet.
2. Appropriate to their high (pedestrian) traffic level they must be designed with a higher percentage of paved surface area.
3. A clear view through the square or civic green (from two to eight feet in height) is required, both for safety and urban design purposes.
4. Squares and civic greens may not include active recreation structures such as ball fields and courts.

Materials and Configurations

GENERAL

1. Street trees shall be planted along the street tree alignment line in accordance with Sec. 27A-504.B. Street Trees. They may be of a different species than the connecting street.
2. The ground surface level elevation must be between 0 and 18 inches above the top of the adjacent curb.
3. The maximum slope across any square or civic green may not exceed ten percent.
4. Except for tree trunks, street lights, civic buildings, public art, or monuments, there must be a clear view between two and eight feet above grade. The foliage of newly planted trees may intrude into this area until the tree has sufficient growth to allow such a clear trunk height.
5. Trees within a square or civic green may also be selected from the public space tree lists (see Tree List).

6. Asphalt is prohibited within a square or civic green.

SQUARES

Appropriate to their high (pedestrian) traffic level, squares shall be designed with a higher percentage of paved surface area. Surface treatment and materials (within the area back-of-curb to back-of-curb, excluding any civic building, public art or monument footprint) shall be a minimum 20 percent and a maximum 35 percent unpaved pervious surface (turf, groundcover, gravel, soil or mulch).

CIVIC GREENS

Appropriate to their less intensive character, greens shall be designed with a lower percentage of paved surface area. Surface treatment and materials (within the area back-of-curb to back-of-curb excluding any civic building, public art, or monument footprint) shall be a minimum 50 percent unpaved pervious surface area (turf, groundcover, gravel, soil or mulch).

PEDESTRIAN PATHWAY

The area within a pedestrian pathway must be a public access easement or public right-of-way. The easement width for these pathways must not be less than 20 feet with a paved walkway not less than ten feet wide and must provide an unobstructed view straight through its entire length, except where otherwise specified on the urban design concept plan.

TREE LISTS

General

1. The following lists contain all approved tree species for use in an urban center district. The lists include native and acceptable adapted species. Other species may be used for planting within a private lot.
2. Invasive exotic species may not be used anywhere on private lots or other areas within an urban center district.

Street Trees

1. Species in the street tree list are for placement as shown in the Street Type Specifications, or as specified in the urban design concept plan for placement along the street tree alignment line. The use of alternate species may be permitted, but only if approved at staff level review
2. Street trees are part of an overall street-space plan designed to provide both canopy and shade and to give special character and coherence to each street-space. The desired aesthetic must be achieved through the use of native and/or proven hardy adapted species. Appropriate street tree list species may expand and change over time. Inclusion in this list must be based on the following criteria:
 - a. Structural—Street trees shape and subdivide the street-space, increasing pedestrian comfort and adding (literal) value to the street/community. “Canopy shade tree” species grow to heights in excess of 60 feet and have a broad canopy—enabling them to clear auto traffic and pedestrians, form a ceiling-like enclosure, and open a clear view of the street-space and shopfronts at eye-level.
 - b. Pragmatic—Life as a street tree is nasty, brutish, and typically short. Few species are tough enough to survive to an appropriate height. Appropriate species have special tolerance to salt and soil compaction. Street tree planting techniques and configurations provide a healthy environment in which the tree can thrive; This will ensure that the trees increase the community value as they grow.
 - c. Design—Species are planted consistently along a given street-space to provide form and character. Provide species diversity by planting different streets with different trees.

Street Tree List

(Large Canopy Trees— Mature height above 70 feet)

Acer platanoides ‘Columnare’ (Norway Maple)
Acer platanoides ‘Summershade’ (Norway Maple)
Acer rubrum (Red Maple)
Betula nigra (River Birch)
Celtis occidentalis (Common Hackberry)
Cercidiphyllum japonicum (Katsura Tree)
Fraxinus americana ‘Autumn Purple’ (White Ash)
Fraxinus excelsior (Blue Ash)
Fraxinus pennsylvanica ‘Marshall’s Seedless’ (Green Ash)
Ginkgo biloba Ginkgo (male only)
Gleditsia triacanthos var. inermis Thornless (Honey Locust)
Koelreutaria paniculata (Golden Raintree)
Liquidambar styracifolia (Sweetgum)
Platanus acerifolia ‘Bloodgood’ (London Plane tree)
Platanus occidentalis (Sycamore)
Quercus acutissima (Sawtooth Oak)
Quercus coccinea (Scarlet Oak)
Quercus falcata (Southern Red Oak)
Quercus muhlenbergii (Chinquapin Oak)
Quercus palustris (Pin Oak)
Quercus phellos (Willow Oak)
Quercus rubra (Red Oak)
Quercus velutina (Black Oak)
Sophora japonica ‘Regent’ (Japanese Pagoda Tree)
Tilia Americana (Basswood/American Linden)

Tilia cordata ‘Greenspire’ (Greenspire Littleleaf Linden)

Tilia euchlora (Crimean Linden)

Tilia tomentosa (Silver Linden)

Ulmus hollandica ‘Groenveldt’ (Groenveldt Elm)

Ulmus parvifolia (Chinese/Lacebark/Drake Elm)

Public Space Trees

In addition to the preceding trees, the following trees may be placed within a squares or civic greens:

Acer palmatum cultivars (Japanese Maple)

Cerus canadensis (Redbud)

Cornus florida cultivars (Dogwood)

Cornus kousa (Kousa Dogwood)

Lagerstroemia indica (Crepe Myrtle)

Magnolia spp. (Magnolia)

Malus spp. (improved varieties) (Crabapple)

Prunus spp. (Flowering Cherry and Plum)

Taxodium distichum (Bald Cypress)

Acer nigrum (Black Maple)

Carya illinoensis (Pecan)

Carya laciniosa (Shellbark Hickory)

Carya ovata (Shagbark Hickory)

Ilex vomitoria (Yaupon Holly)

Juglans nigra (Black Walnut)

Liriodendron tulipifera (Tulip Poplar)

Pistacia chinensis (Chinese Pistache)

Taxodium ascendens (Pond Cypress)

BUILDING ENVELOPE STANDARDS

Intent

1. The goal of the building envelope standards (BES) is the creation of a vital, and coherent public realm through the creation of good street-space. The intent of these form standards is to shape the street-space—the specific physical and functional character—of the Port Towns Development District Plan (PTDDP). The placement and form controls on building frontages work together to frame the street-space while allowing greater latitude behind the building façades. The building envelope standards aim for the minimum level of control necessary to meet this intent.
2. The BES set the basic parameters governing building construction, including the building envelope (in three dimensions) and certain required or permitted functional elements, such as colonnades, stoops, balconies, front porches, and street walls.
3. The BES establish the rules for development and redevelopment on private lots, unless otherwise indicated on the Character Area Urban Design Plan.
4. The Character Area Urban Design Plan identifies the building envelope standards for all building sites within a specific character area.

General Provisions

The following apply to all BES, unless expressly stated otherwise within an individual BES or otherwise designated on PTDDP character area urban design plans.

TRANSITIONS

When the BES designation shown on the PTDDP character area urban design plans changes along a property's build-to line (BTL), that property owner has the option, for his property's street frontage only, of applying either BES for a maximum additional distance of 50 feet in either direction.

FAÇADE COMPOSITION

1. For each block face within the urban neighborhood, façades along the BTL shall present a complete and discrete vertical façade composition (i.e., integral architectural articulation to maintain and protect a human-scale for the street-space) at an average street frontage length of no greater than 60 feet for

storefront frontage sites; 75 feet for general and small apartment/townhouse frontage sites; and 100 feet for workshop and detached frontage.

2. Each façade composition shall include a functioning street entry door. This requirement may be satisfied through the use of liner shops for large floor-plate buildings. Individual infill projects on lots with frontage of less than 100 feet are exempted from the overall façade composition requirement, but shall still include a functioning street entry.
3. "Façade composition" is the arrangement and proportion of façade materials and elements (windows, doors, columns, pilasters, and bays). "Complete and discrete" is like a new façade, much as for new buildings. To achieve Paragraph 2, above, within a building frontage, a minimum of one of the items listed below and two additional items are required:
 - a. Clearly different ground story façade composition (both framing materials and fenestration proportions).
 - b. Window proportions (minimum difference 20 percent).
 - c. Façade composition (clearly different 'bay' rhythm, e.g. "ABA"—"ABBA"—"BAAB"—"ABCBA").
 - d. Wall Material (clearly different external wall material—color changes do not suffice).
 - e. Change in fenestration percentage (minimum difference 12 percent; ground floor façades are not included).

BUILDING SIZE

The maximum building floor-plate (footprint) for a building is 25,000 square feet; beyond that limit a departure from design standards is required in accordance with Subtitle 27, Part 3, Division 5, Subdivision 4, Departures from Design Standards. Grocery use sites designated on the PTDDP character area preferred urban design plans are exempted from this standard.

NEIGHBORHOOD MANNERS

For any BES frontage except detached and small apartment/townhouse, the following rules apply:

1. Where a site has a common lot line with a single-family residential property, there shall be a 40-foot setback for any structure.

2. Where a site abuts a single-family residential property, a garden wall/street wall, 4 to 6 feet in height, shall be constructed within one foot of the common lot line or alley.
3. Where a site is located within 50 feet of an existing single-family residential zoning district, the maximum eave or parapet height for that portion of the site shall be 32 feet. This requirement supersedes the minimum story height requirement.
5. No part of any building may be located outside of the buildable area except overhanging eaves, awnings, or balconies.
6. There is no required setback from alleys. On lots without alley access, there shall be a minimum 25-foot setback from the rear lot line.
7. There are no side yard setbacks, except as specified in “Neighborhood Manners” (above) or in the BES.
8. The parking setback line is 30 feet behind the BTL unless otherwise indicated on the character area urban design plan. Vehicle parking shall be located behind the parking setback line, except where parking is provided below grade, on-street, or otherwise indicated on PTDDP character area preferred urban design plans.

HEIGHT

1. The height of all buildings is measured in stories, unless otherwise designated herein.
2. An attic story is not included as a story in the height measurement.
3. If an individual story exceeds the maximum floor-to-floor height, it shall be counted against another story, so that no individual building height may exceed the sum of all stories at their maximum height in feet per story.
4. Where a parking structure is within 40 feet of any building (constructed after approval of the PTDDP character area preferred urban design plan) that portion of the structure shall not exceed the building’s primary ridge or parapet height.
5. Mezzanines that have a floor area greater than one-third of the floor area of the story in which they are located shall count as an additional full story in the story height measurement.

SITING

1. The building façade shall be built to the BTL within 30 feet of a block corner.
2. A street wall shall be required along any BTL frontage that is not otherwise occupied by a building. The street wall shall be located not more than eight inches behind the BTL.
3. The BTL designated on PTDDP character area urban design plans is an absolute line that incorporates an offset area (or depth) of 18 inches beyond that line (into the buildable area) allowing for jogs, façade articulation, etc. ,unless otherwise designated herein.
4. Buildings may only occupy that portion of the lot specified as the buildable area—the area behind the BTL as designated by the BES.

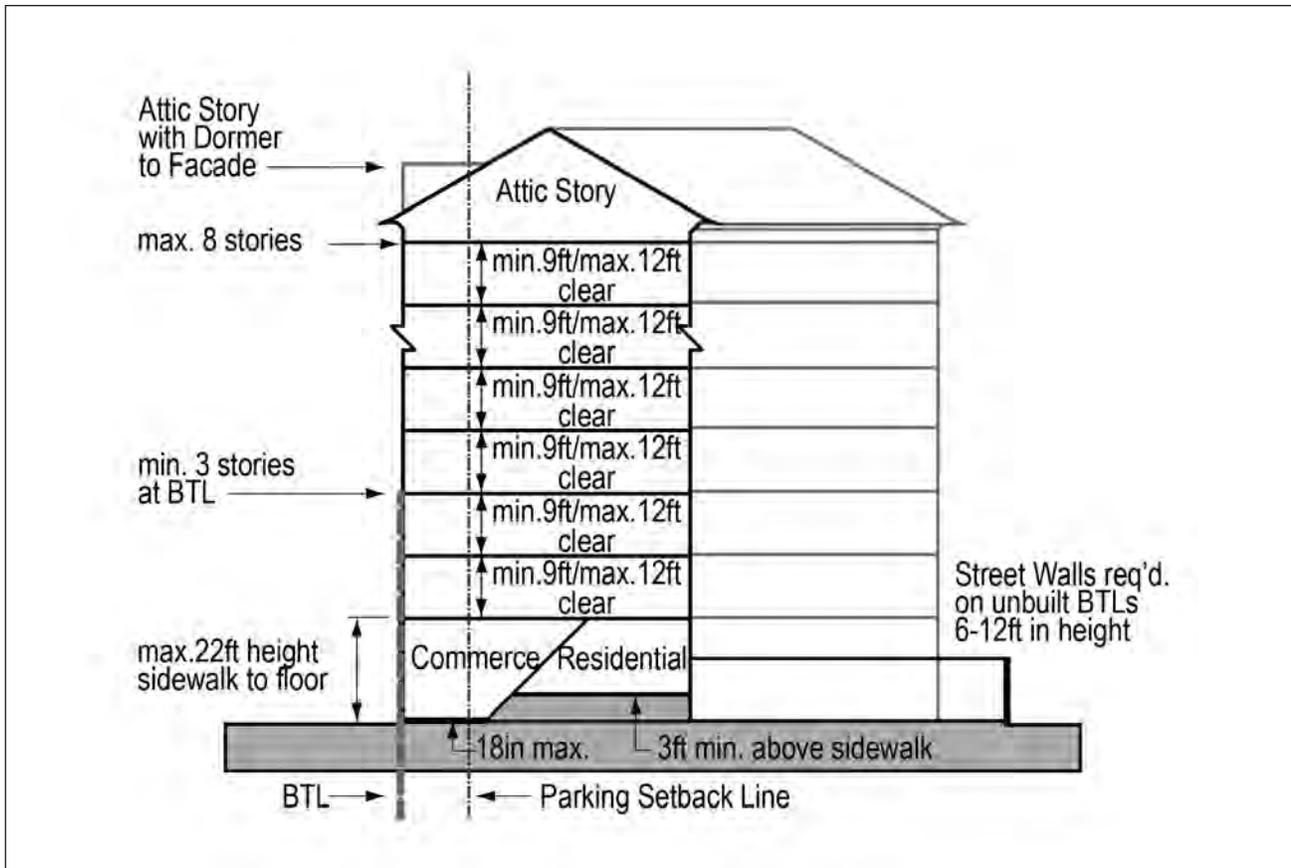
9. Corner lots and through lots shall satisfy the requirements of these standards in accordance with the character area urban design plans for all their designated frontages, unless otherwise specified.

ELEMENTS

1. Fenestration is measured as a percentage of the façade between floor levels.
2. No window may face or direct views toward a common lot line within 25 feet unless:
 - a. That view is contained within the lot (e.g., by a privacy fence or garden wall), or
 - b. The sill is at least six feet above its finished floor level.
3. Balconies and stoops shall not project within five feet of a common lot line.
4. No part of any building except overhanging eaves, awnings, balconies, bay windows, stoops, and shopfronts as specified by the code may project beyond the BTL.
5. Privacy fences may be constructed along that portion of a common lot line not otherwise occupied by a building.

CIVIC USE BUILDINGS

When designated on the PTDDP character area preferred urban design plans, civic use buildings are exempt from the BES standards, excepting any provisions that concern adjacent single-family detached uses residential areas.



GENERAL BUILDING ENVELOPE STANDARDS FOR HEIGHT

Buildings shall be at least four stories in height, but no greater than ten stories in height.

Ground Story Height: Commerce Uses

1. The average ground story finished floor elevation shall be equal to the exterior sidewalk elevation in front of the building to a maximum finished floor elevation of 18 inches above the sidewalk.
2. The ground story shall have at least 15 feet of clear interior height (floor to ceiling) contiguous to the BTL frontage for a minimum depth of 25 feet.
3. The maximum ground story height is 22 feet, measured from the sidewalk to second story floor.

Ground Story Height: Residential Units

1. The average finished floor elevation shall be no less than three feet above the exterior sidewalk elevation at the BTL.

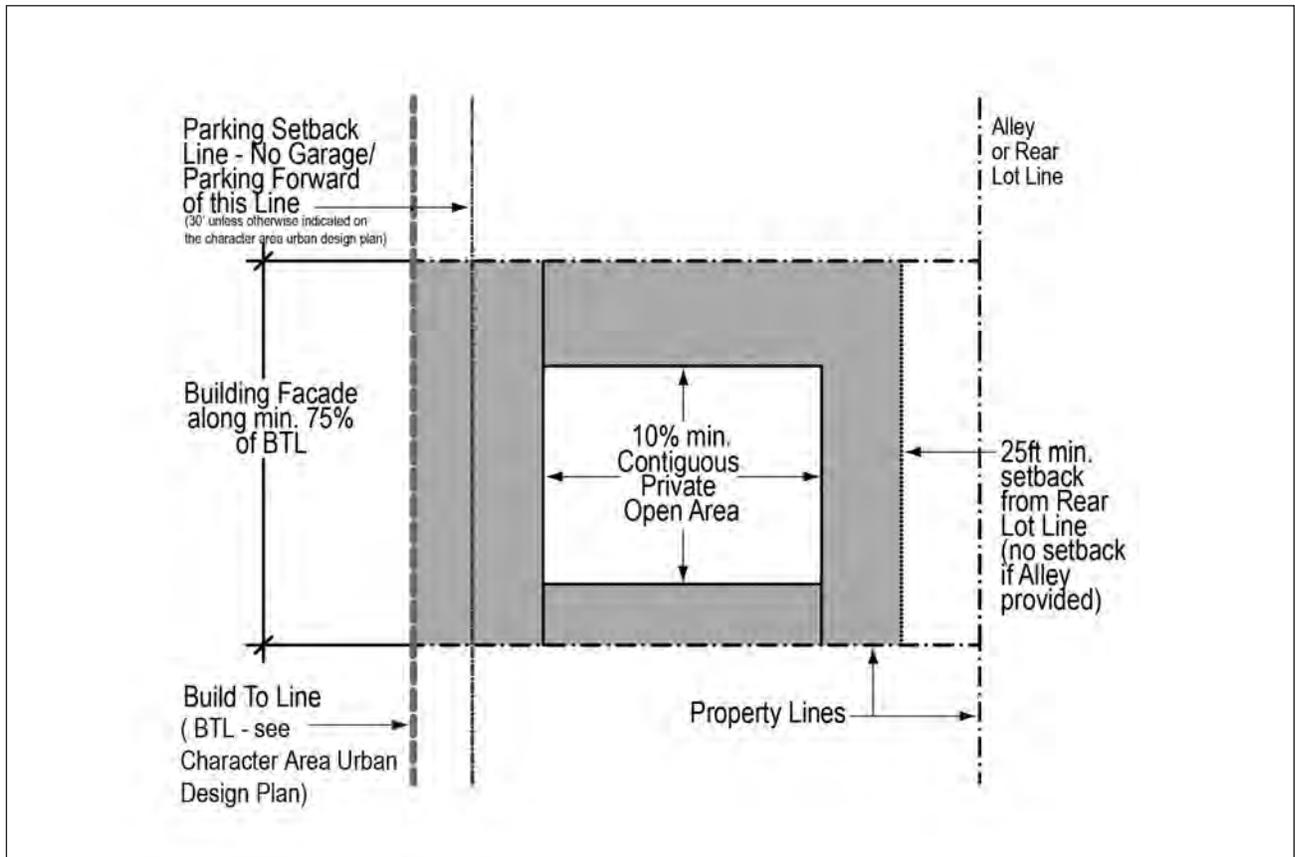
2. The ground story shall have an interior clear height (floor to ceiling) of at least nine feet and a maximum sidewalk to a second story floor height of 22 feet.

Upper Story Height

1. The maximum clear height (floor to ceiling) for stories other than the ground story is 12 feet.
2. At least 80 percent of each upper story shall have an interior clear height (floor to ceiling) of at least nine feet.

Street Wall Height

A street wall not less than six feet in height or greater than 12 feet in height shall be required along any BTL frontage that is not otherwise occupied by a building on the lot.



GENERAL BUILDING ENVELOPE STANDARDS FOR SITING

Street Façade

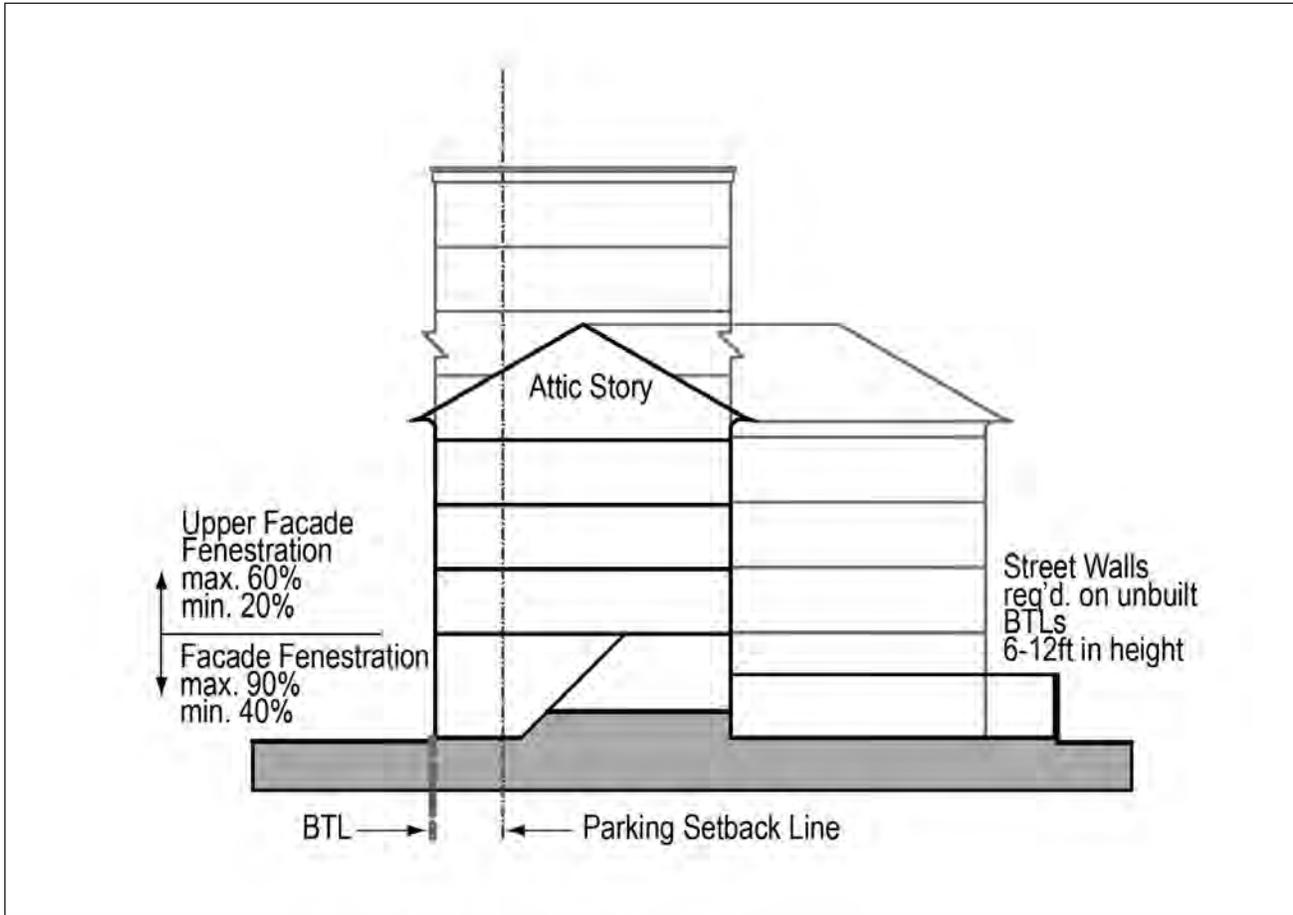
1. On each lot the building façade shall be built to the BTL for at least 75 percent of the BTL length.
2. The ground floor façade, within seven feet of the block corner, may be chamfered to form a corner entry.

Buildable Area

A contiguous private open area equal to at least ten percent of the total buildable area shall be preserved on every lot. Such contiguous open area may be located anywhere behind the parking setback, at or above grade.

Garage and Parking

1. Curb cuts or driveways shall 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.
2. Openings in the BTL for parking garage entries shall have a maximum clear height no greater than 16 feet and a clear width no greater than 22 feet.



GENERAL BUILDING ENVELOPE STANDARDS FOR ELEMENTS

Fenestration

1. Blank lengths of wall exceeding 20 linear feet are prohibited on all BTLs.
2. Ground story façade fenestration shall comprise between 40 and 90 percent of the façade.
3. Upper story façade fenestration shall comprise between 20 and 60 percent of the façade area per story.

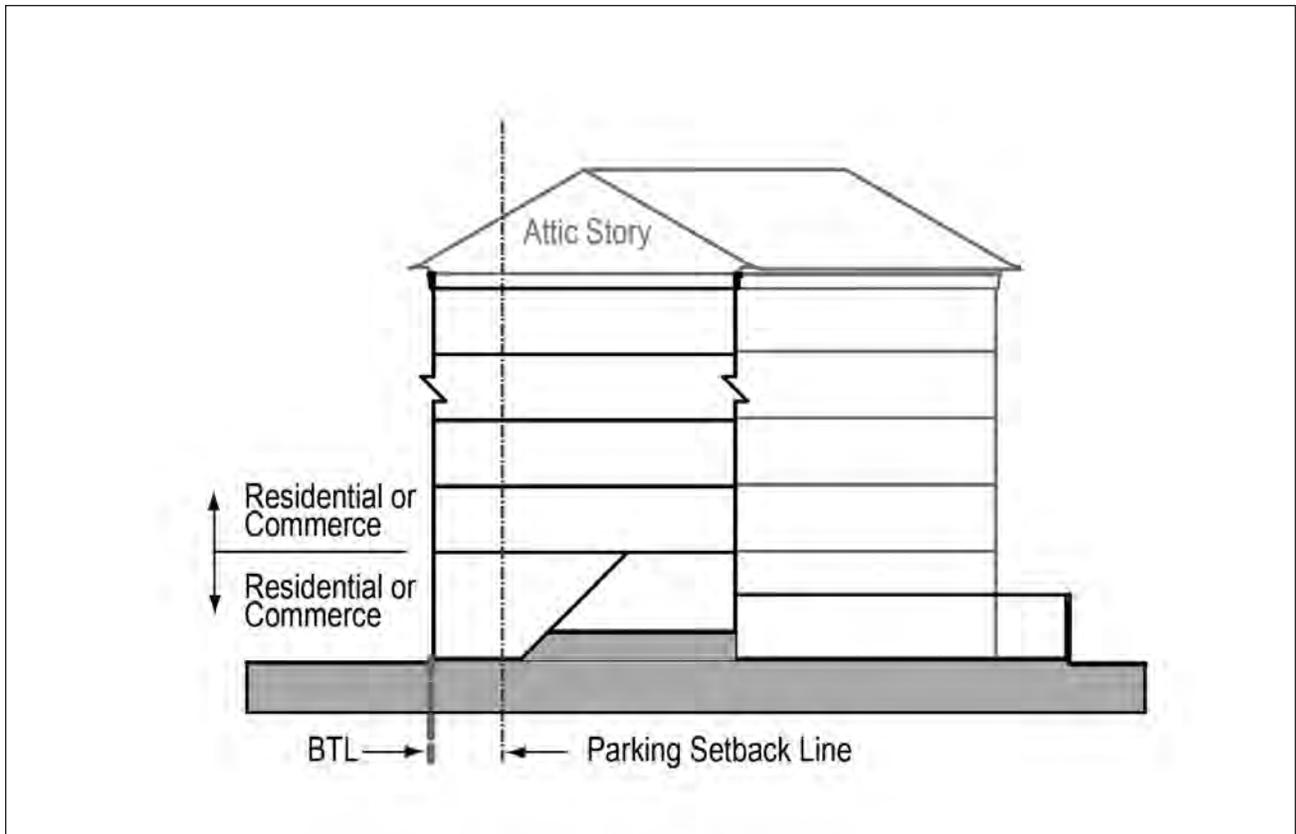
Building Projections

1. Awnings shall project a minimum of six feet to a maximum of:
 - a. Within one foot of back of curb where there are no street trees, or
 - b. One foot into the tree lawn (where there are street trees).

2. Awnings that project over the sidewalk portion of a street-space shall maintain a clear height of at least ten feet.
3. Awnings may have supporting posts at their outer edge provided they:
 - a. Have a minimum of eight feet clear width between the façade and the support posts or columns of the awnings, and
 - b. Provide a continuous clear walkway at least four feet wide running adjacent and parallel to the awning columns/posts.

Street Walls

One vehicle entry gate no wider than 20 feet and one pedestrian entry gate no wider than five feet shall be permitted within any required street wall.



GENERAL BUILDING ENVELOPE STANDARDS FOR USE

Ground Story

The ground story may only house commerce or residential uses. See height specifications above for specific requirements unique to each use.

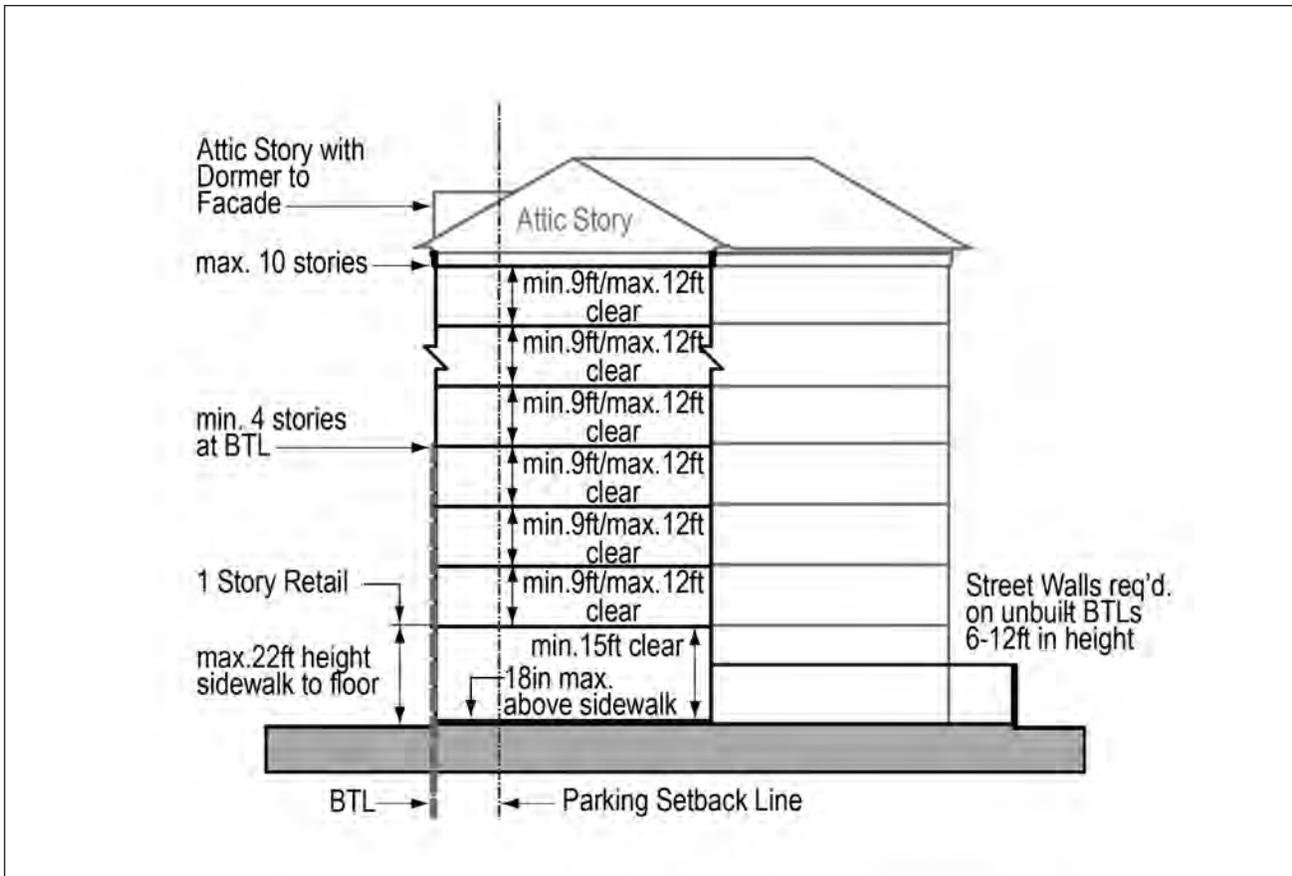
Upper Stories

1. The upper stories may only house residential or commerce uses. No restaurant or retail sales uses shall be allowed in upper stories except restaurant uses may be permitted in a view terminus site within the PTWF or BBRD character areas to maximize views of the Anacostia stream valley and river, or unless they are second story extensions equal to or less than the area of the ground story use.

2. No commerce use is permitted above a residential use.
3. Additional habitable space is permitted within the roof where the roof is configured as an attic story.

Specific Use Requirements

Refer to Use Table for specific use requirements.



STOREFRONT BUILDING ENVELOPE STANDARDS FOR HEIGHT

Building Height

1. The building shall be at least four stories in height, but no greater than ten stories in height.

Ground Story Height

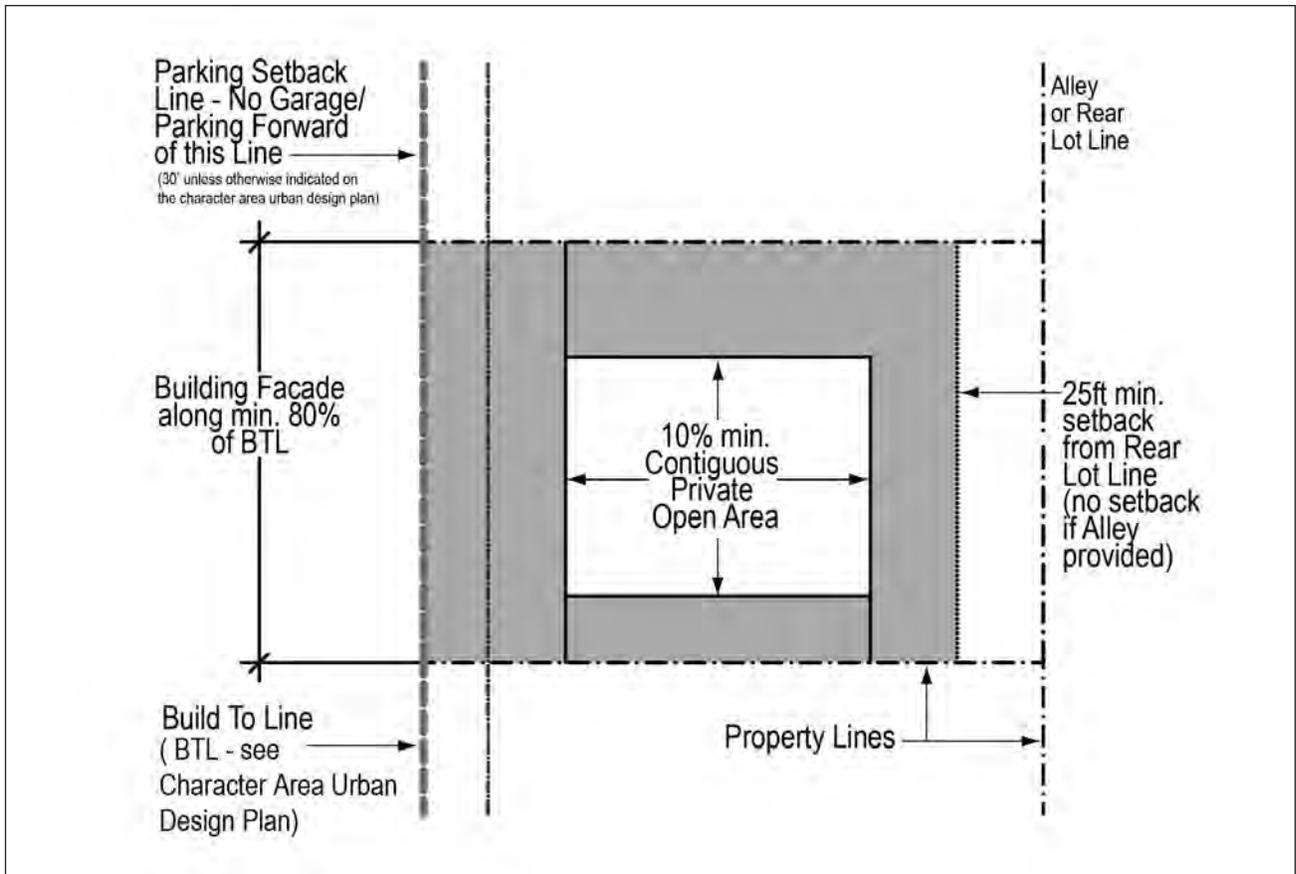
1. The average ground story finished floor elevation shall be equal to the exterior sidewalk elevation in front of the building to a maximum finished floor elevation of 18 inches above the sidewalk.
2. The ground story shall have at least 15 feet of clear interior height (floor to ceiling) contiguous to the BTL frontage for a minimum depth of 25 feet.
3. The maximum ground story height is 22 feet, measured from the sidewalk to second story floor.

Upper Story Height

1. The maximum clear height (floor to ceiling) for stories other than the ground story is 12 feet.
2. At least 80 percent of each upper story shall have an interior clear height (floor to ceiling) of at least nine feet.

Street Wall Height

A street wall not less than six feet in height or greater than 12 feet in height shall be required along any BTL frontage that is not otherwise occupied by a building on the lot.



STOREFRONT BUILDING ENVELOPE STANDARDS FOR SITING

Street Façade

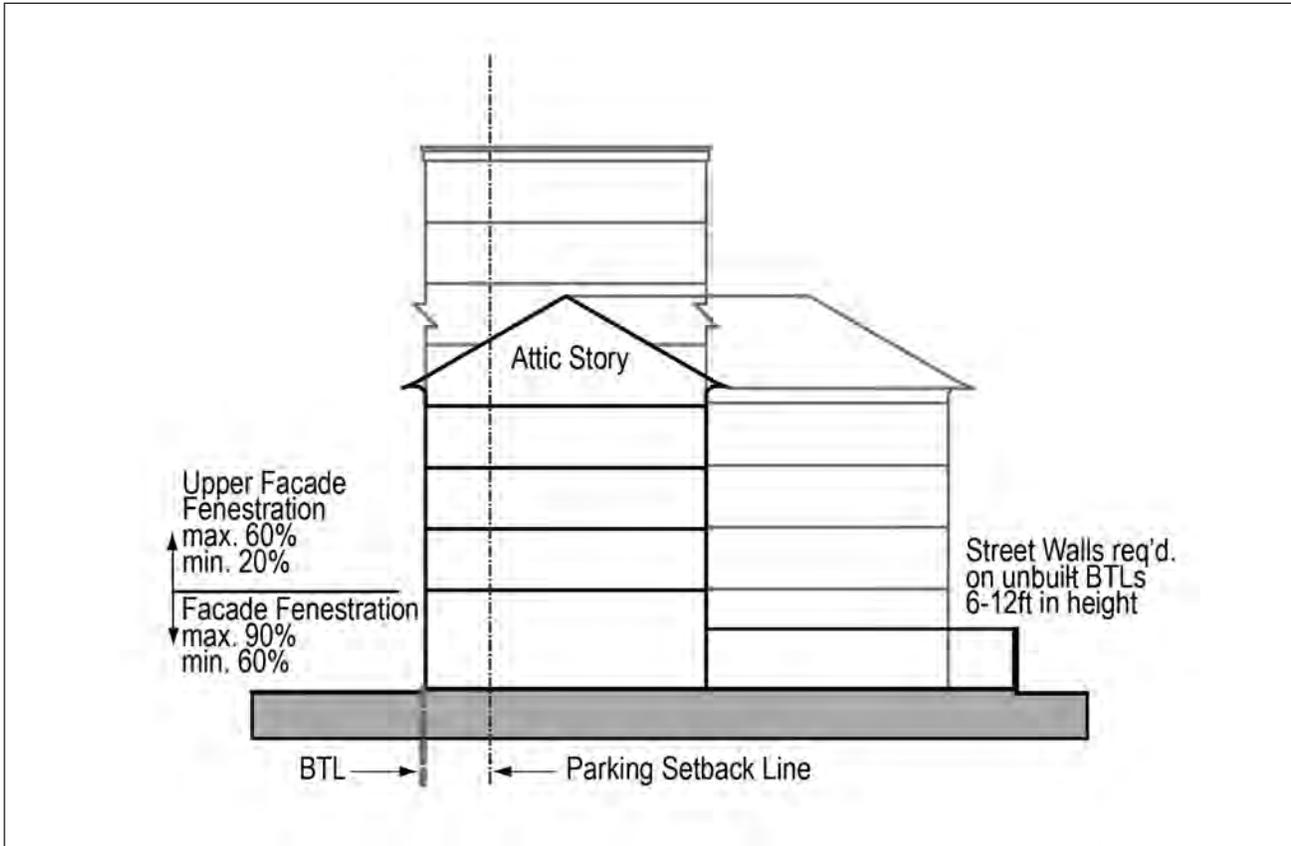
1. On each lot the building façade shall be built to the BTL for at least 80 percent of the BTL length.
2. The ground floor façade may, within seven feet of the block corner, be chamfered to form a corner entry.

Buildable Area

A contiguous private open area equal to at least ten percent of the total buildable area shall be preserved on every lot. Such contiguous open area may be located anywhere behind the parking setback, at or above grade.

Garage and Parking

1. Curb cuts or driveways shall 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.
2. Openings in the BTL for parking garage entries shall have a maximum clear height no greater than 16 feet and a clear width no greater than 22 feet.



STOREFRONT BUILDING ENVELOPE STANDARDS FOR ELEMENTS

Fenestration

1. Blank lengths of wall exceeding 20 linear feet are prohibited on all BTLs.
2. Ground story façade fenestration shall comprise between 60 and 90 percent of the façade.
3. Upper story façade fenestration shall comprise between 20 and 60 percent of the façade area per story.

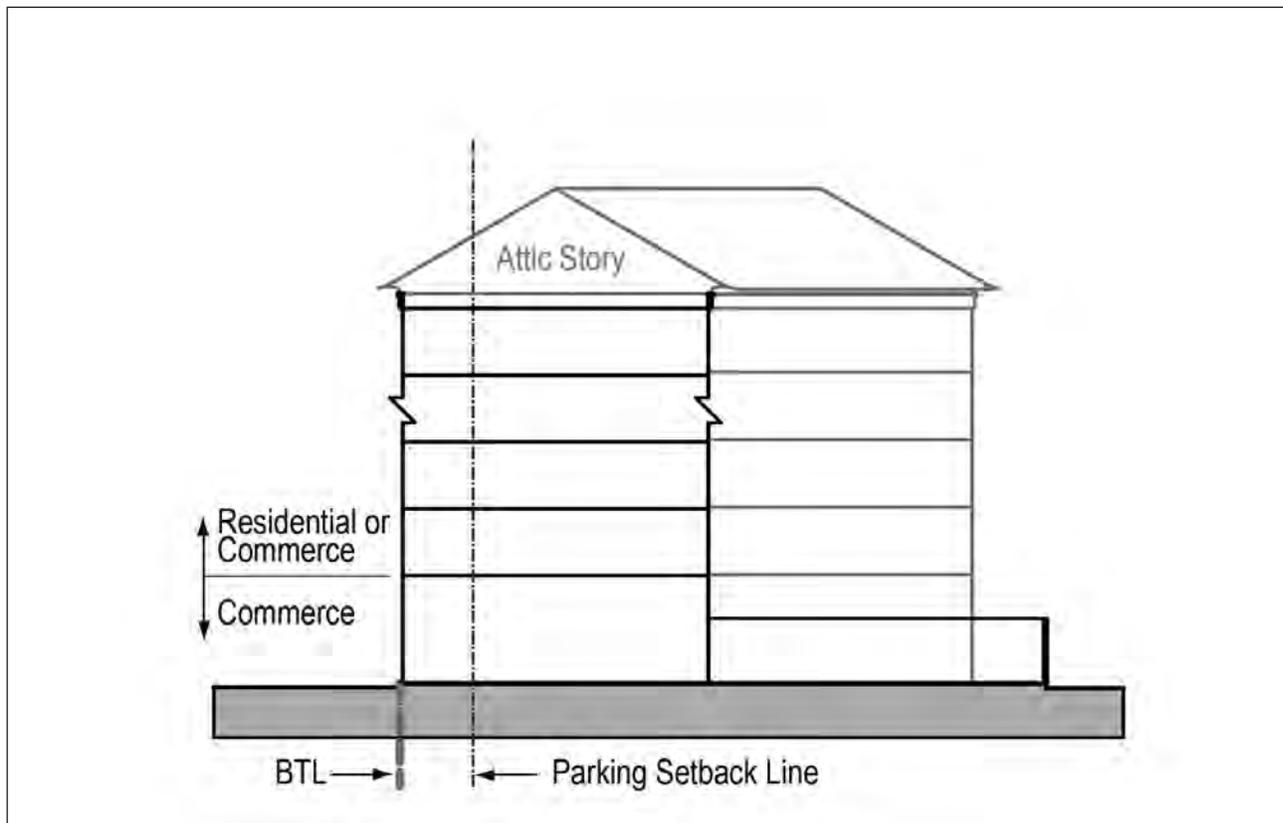
Building Projections

1. Awnings shall project a minimum of six feet to a maximum of:
 - a. Within one foot of back of curb where there are no street trees, or
 - b. One foot into the tree planting area (where there are street trees).

2. Awnings that project over the sidewalk portion of a street-space shall maintain a clear height of at least ten feet.
3. Awnings may have supporting posts at their outer edge provided that they:
 - a. Have a minimum of eight feet clear width between the façade and the support posts or columns of the awnings, and
 - b. Provide a continuous clear walkway at least four feet wide running adjacent and parallel to the awning columns/posts.

Street Walls

One vehicle entry gate no wider than 20 feet and one pedestrian entry gate no wider than five feet shall be permitted within any required street wall.



STOREFRONT BUILDING ENVELOPE STANDARDS FOR USE

Ground Story

The ground story may only house commerce uses.

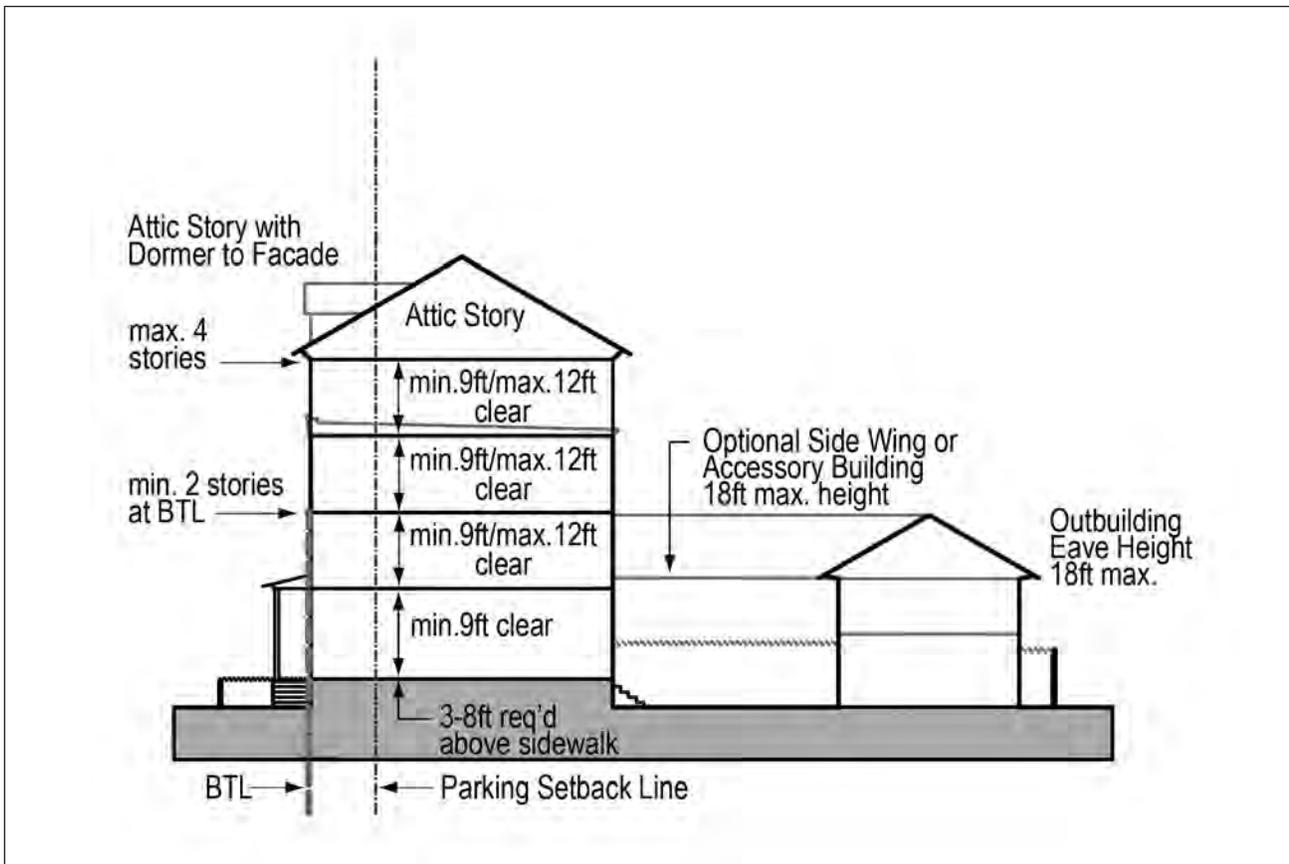
Upper Stories

1. The upper stories may only house residential or commerce uses. No restaurant or retail sales uses shall be allowed in upper stories except restaurant uses may be permitted in a view terminus site within the PTWF or BBRD character areas to maximize views of the Anacostia stream valley and river, or unless they are second story extensions equal to or less than the area of the ground story use.

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

Specific Use Requirements

See Use Table for specific use requirements.



TOWNHOUSE/SMALL APARTMENT BUILDING ENVELOPE STANDARDS FOR HEIGHT

Building Height

1. Each building shall be at least two stories in height, but no greater than four stories in height.
2. A side wing or ancillary structure shall be no higher than 18 feet, measured to its eaves or parapet.

Ground Story Height

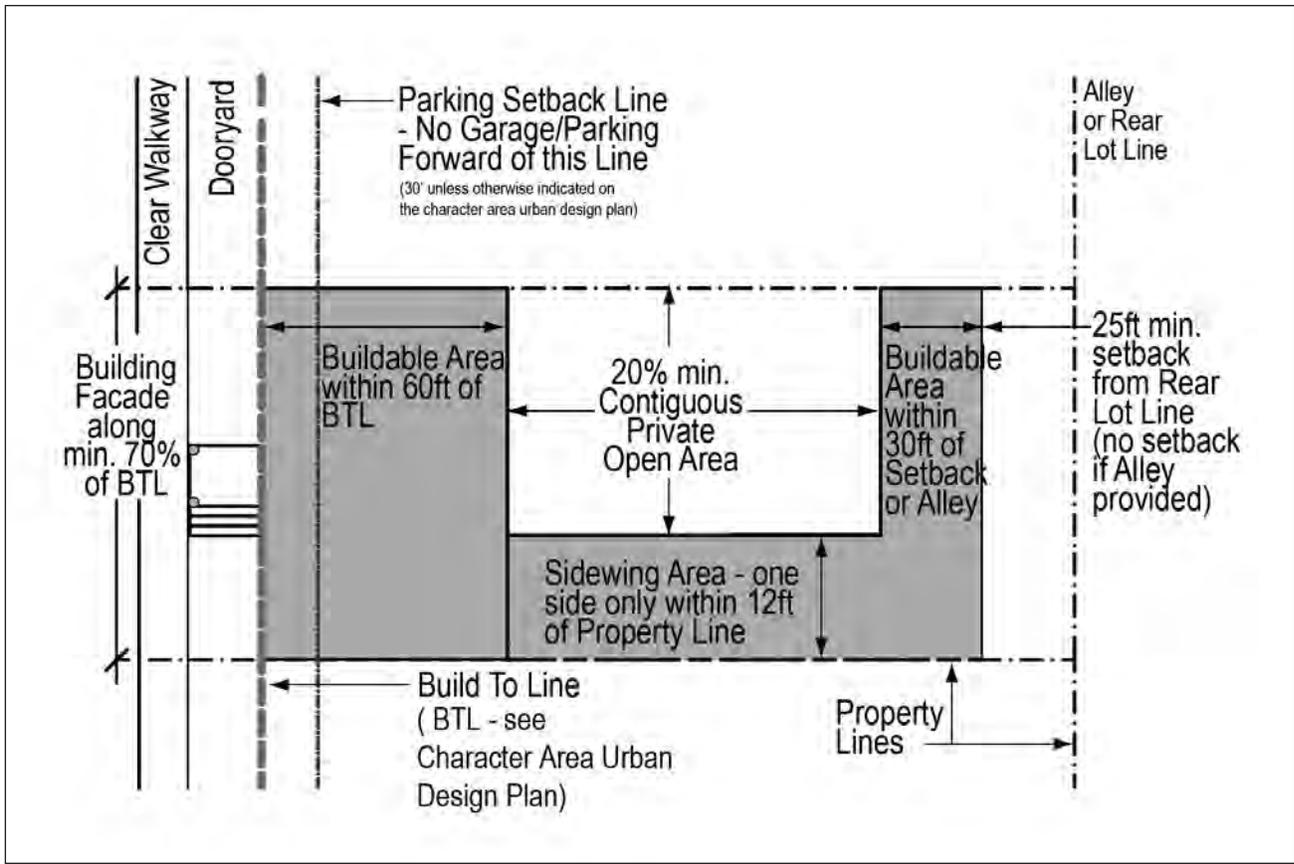
1. The average finished floor elevation shall be no less than three feet and no more than eight feet above the exterior sidewalk elevation at the BTL.
2. At least 80 percent of the ground story shall have an interior clear height (floor to ceiling) of at least nine feet.
3. The maximum ground story floor to ceiling story height is 16 feet.

Upper Story Height

1. The maximum clear height (floor to ceiling) for stories other than the ground story is 12 feet.
2. At least 80 percent of each upper story shall have an interior clear height (floor to ceiling) of at least nine feet.

Street Wall Height

A street wall not less than four feet in height or greater than eight feet in height shall be required along any BTL frontage that is not otherwise occupied by a building on the lot.



TOWNHOUSE/SMALL APARTMENT BUILDING ENVELOPE STANDARDS FOR SITING

Street Façade

1. On each lot the building façade shall be built to the BTL for at least 70 percent of the BTL length.
2. For buildings with front porches, the dooryard/clear walkway line shall serve as the BTL and the front porch shall be built to the dooryard line. For this situation only, the façade will sit behind the BTL, as determined by the required front porch depth.
3. The building façade (or as per 2 above) shall be built to the BTL within 20 feet of a block corner.

Buildable Area

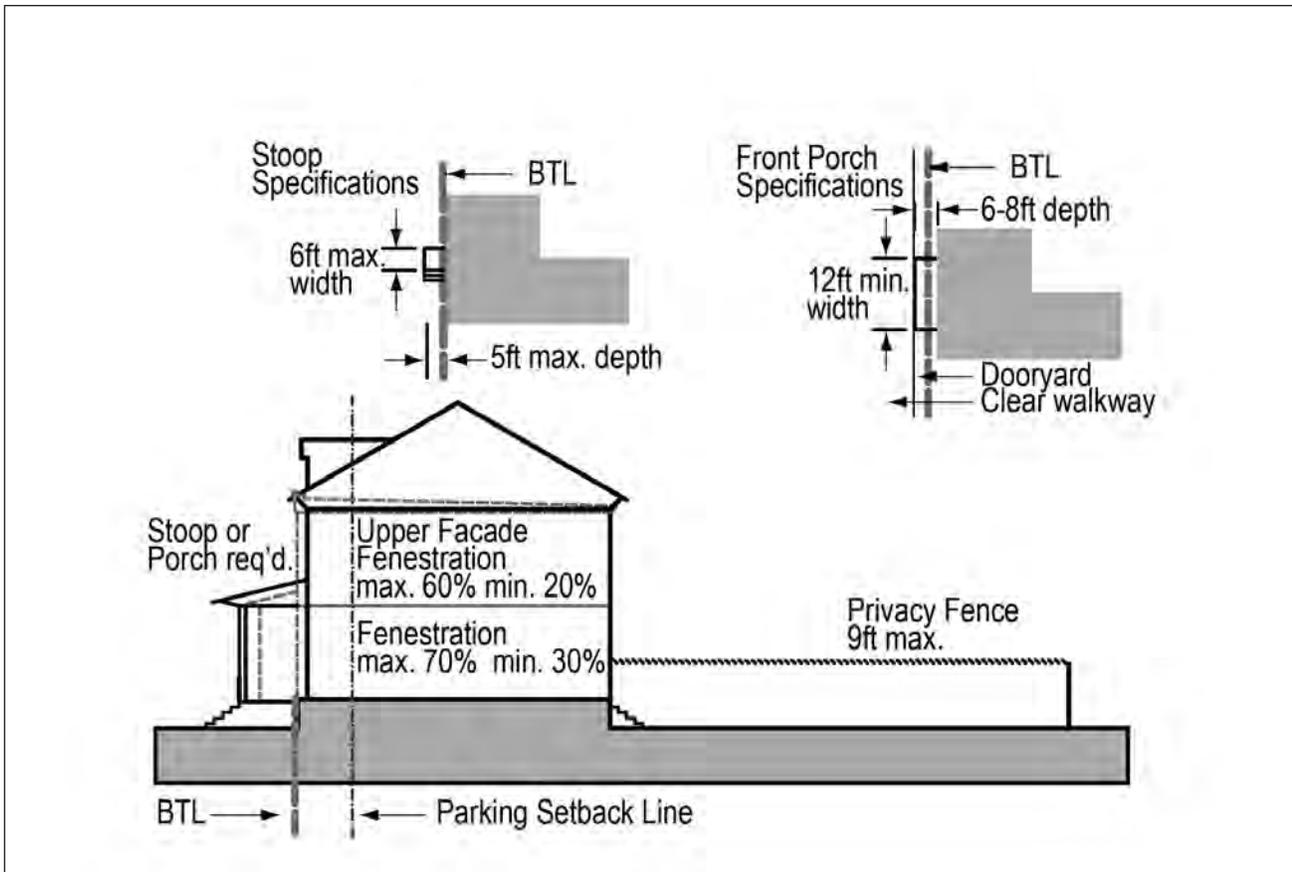
A contiguous private open area equal to at least 20 percent of the total buildable area shall be preserved on every lot. Such contiguous open area may be located anywhere behind the parking setback, at grade.

Garage and Parking

1. Curb cuts or driveways shall 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.
2. Garage doors/entries shall not be permitted on the BTL/façade.

Frontage Widths

1. The minimum lot width is 18 feet.
2. Although there are no individual side lot setbacks, no building façade may exceed 120 feet of continuous building frontage. A gap of 10 to 20 feet is required between each such structure.



TOWNHOUSE/SMALL APARTMENT BUILDING ENVELOPE STANDARDS FOR ELEMENTS

Fenestration

1. Blank lengths of wall exceeding 15 linear feet are prohibited on all BTLs.
2. Ground story façade fenestration shall comprise between 30 and 70 percent of the façade.
3. Upper story façade fenestration shall comprise between 20 and 60 percent of the façade.
4. No window may face or direct views toward a common lot line within 20 feet unless:
 - a. That view is contained within the lot (e.g., by a privacy fence/garden wall) or,
 - b. The sill is at least six feet above the finished floor level.

Building Projections

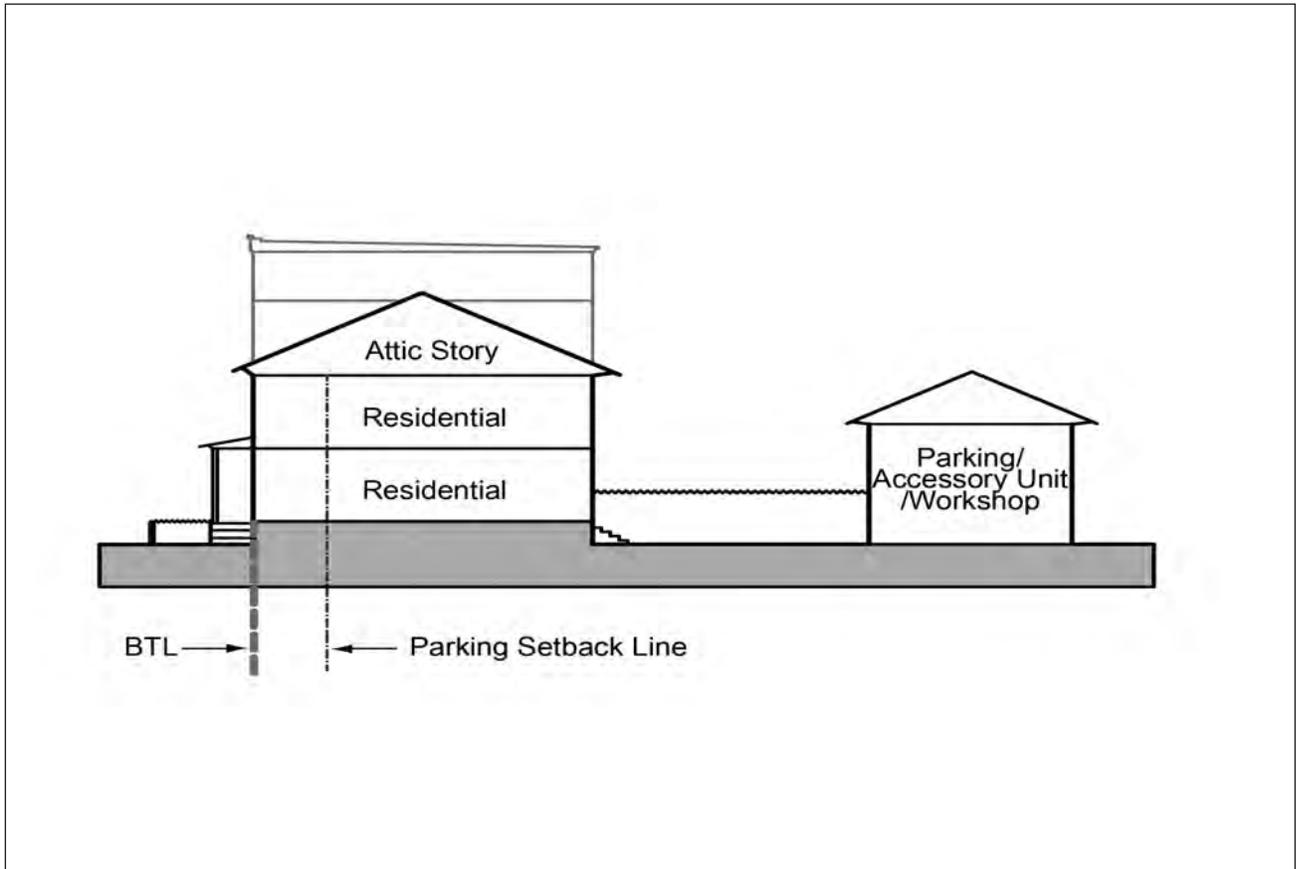
1. Each lot/ground story unit shall include:
 - a. A stoop of not more than five feet deep and six feet wide (not including steps), or
 - b. A front porch, between eight feet and ten feet deep with a width not less than 12 feet, at the dooryard/clear walkway line behind the BTL.

Doors/Entries

Each BTL/façade ground story unit shall provide a functioning entry door with direct street access.

Street Walls

One vehicle entry gate no wider than 18 feet and one pedestrian entry gate no wider than five feet shall be permitted within any required street wall.



TOWNHOUSE/SMALL APARTMENT BUILDING ENVELOPE STANDARDS FOR USE

Ground Story

The ground story may only house residential uses except restaurant uses may be permitted in a view terminus site within the PTWF or BBRD character areas to maximize views of the Anacostia stream valley and river.

Upper Stories

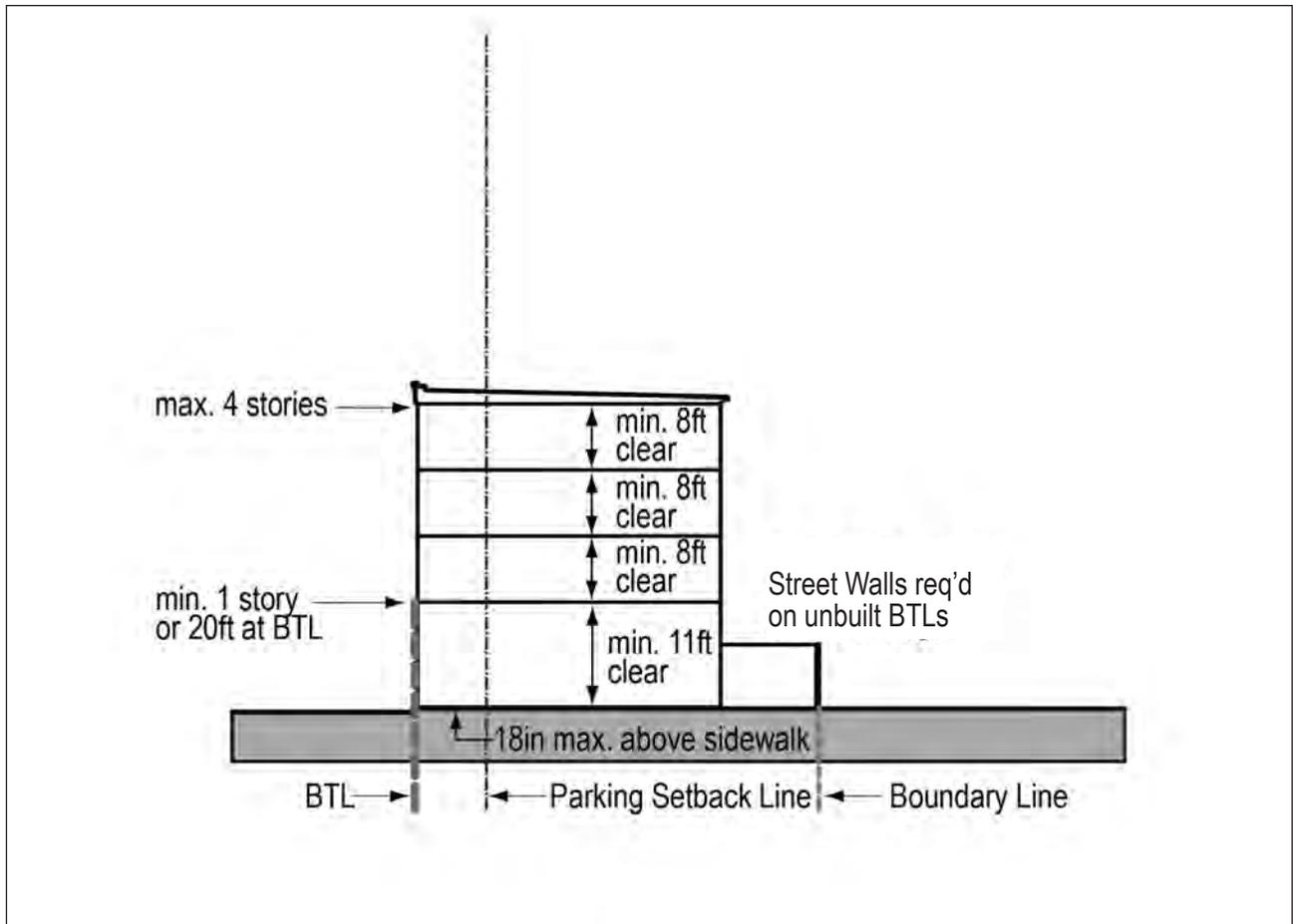
1. The upper stories may only house residential uses.
2. Additional habitable space is permitted within the roof where the roof is configured as an attic story.

Accessory Unit

1. One English basement unit or one accessory unit is permitted per lot.
2. Parking and accessory unit (maximum 650 square feet) uses are permitted in the buildable area at the rear of the lot.

Specific Use Requirements

See Use Table for specific use requirements.



WORKSHOP BUILDING ENVELOPE STANDARDS FOR HEIGHT

Building Height

The building shall be at least one story or 20 feet to the eaves or parapet in height, but no greater than four stories in height.

Ground Story Height

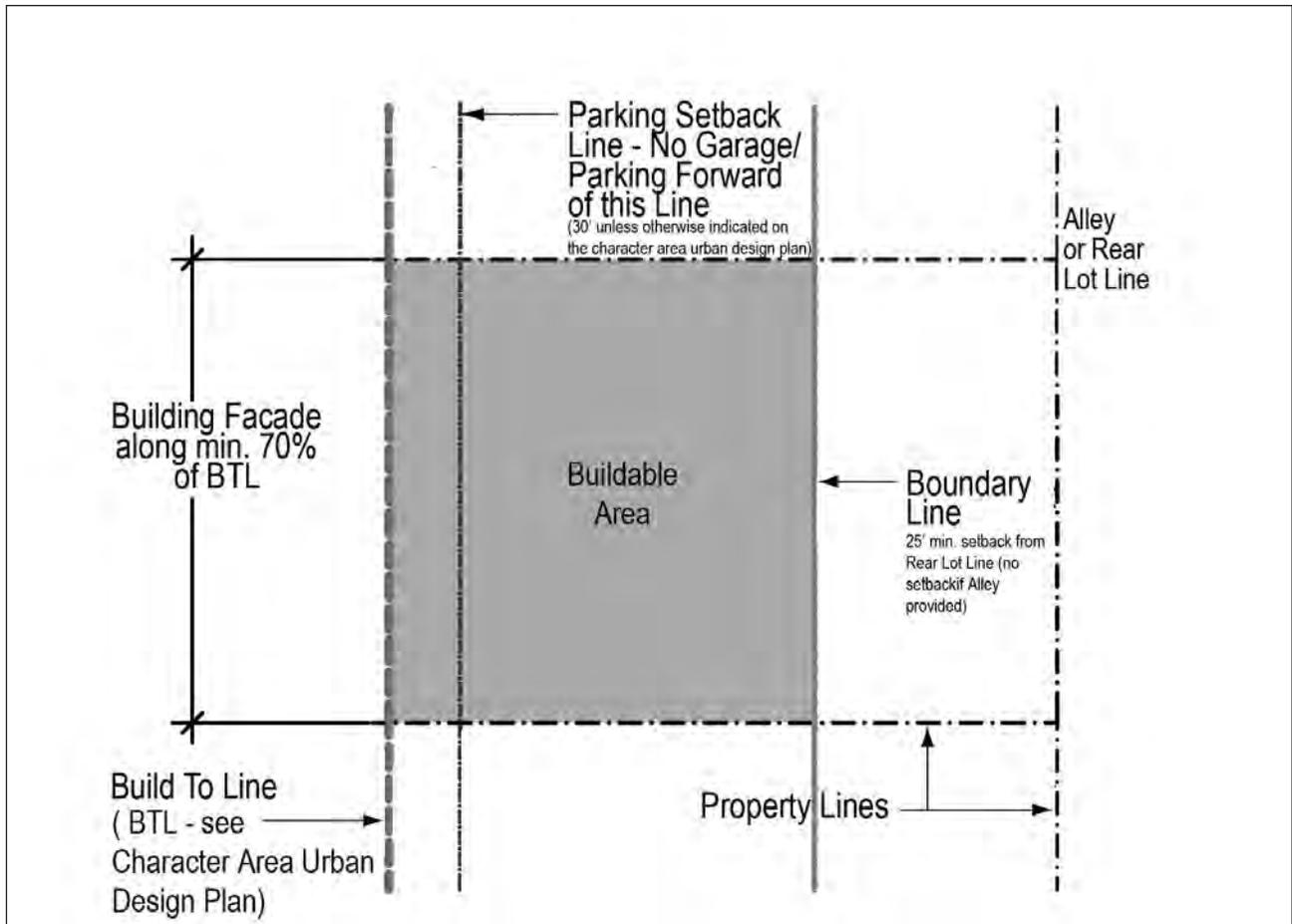
1. The average ground story finished floor elevation shall be equal to the exterior sidewalk elevation in front of the building to a maximum finished floor elevation of 18 inches above the sidewalk.
2. The ground story shall have at least 11 feet of clear interior height (floor to ceiling) contiguous to the BTL frontage for a minimum depth of at least 25 feet.
3. The maximum story height for the ground story is 25 feet.

Upper Story Height

1. The maximum floor-to-floor story height for stories other than the ground story is 12 feet.
2. At least 80 percent of each upper story shall have an interior clear height (floor to ceiling) of at least eight feet.

Street Wall Height

A street wall not less than six feet in height or greater than 12 feet in height shall be required along any BTL frontage that is not otherwise occupied by a building on the lot.



WORKSHOP BUILDING ENVELOPE STANDARDS FOR SITING

Street Façade

1. On each lot the building façade shall be built to the BTL for at least 70 percent of the BTL length.
2. The ground floor façade, within seven feet of the block corner, may be chamfered to form a corner entry.

Buildable Area

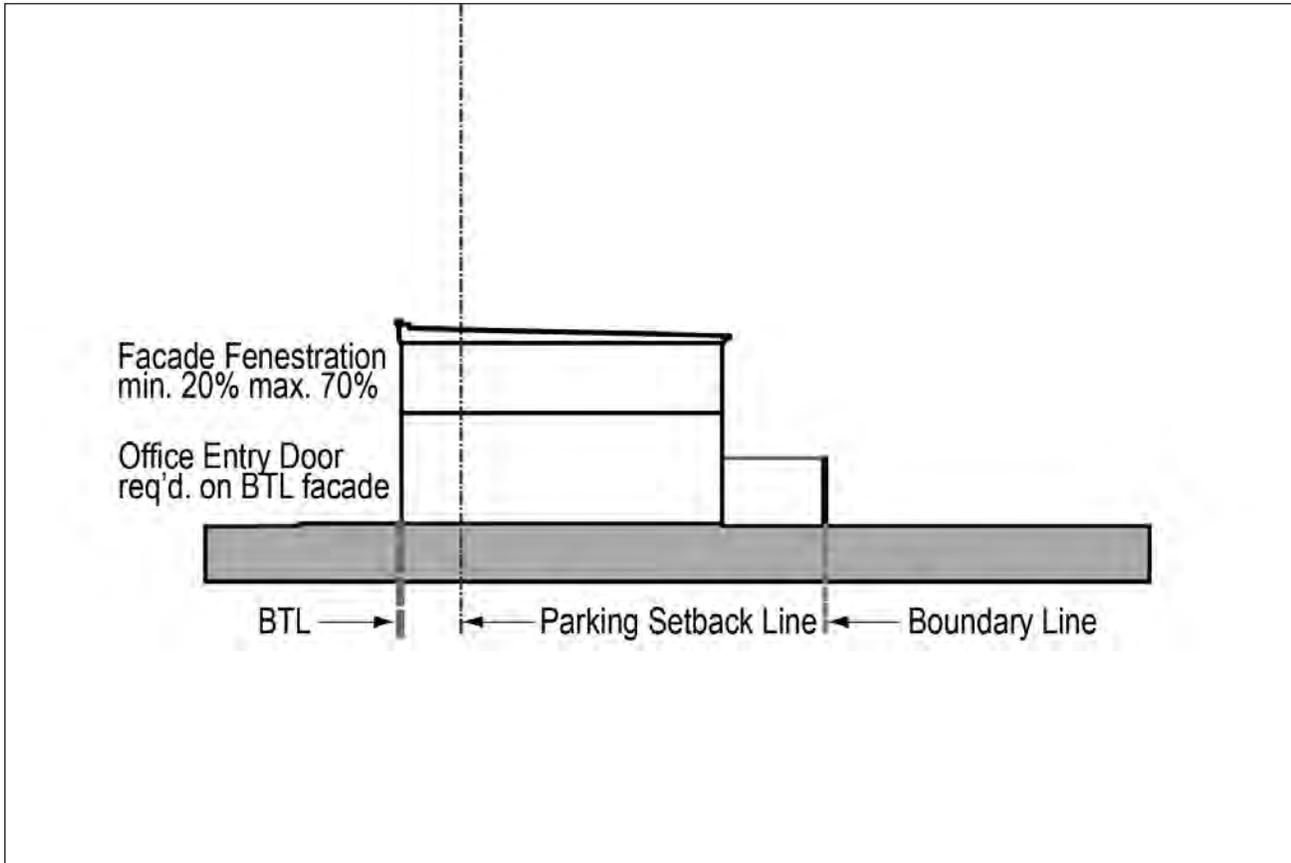
1. No part of any building, except overhanging eaves, or awnings shall occupy the area behind the boundary line. The area may be used for loading, circulation and/or as a work yard.
2. A garden/street wall or privacy fence is allowed behind the boundary line.

Alleys

There is no required setback from alleys, except as provided by the boundary line.

Garage and Parking

Driveways shall be located at least 75 feet away from any block corner or another driveway or garage entry on the same block. This requirement does not apply along alleys.



WORKSHOP BUILDING ENVELOPE STANDARDS FOR ELEMENTS

Fenestration

1. Blank lengths of wall exceeding 35 linear feet are prohibited on all BTLs.
2. Fenestration on façades shall comprise between 20 and 70 percent of the façade.

Building Projections

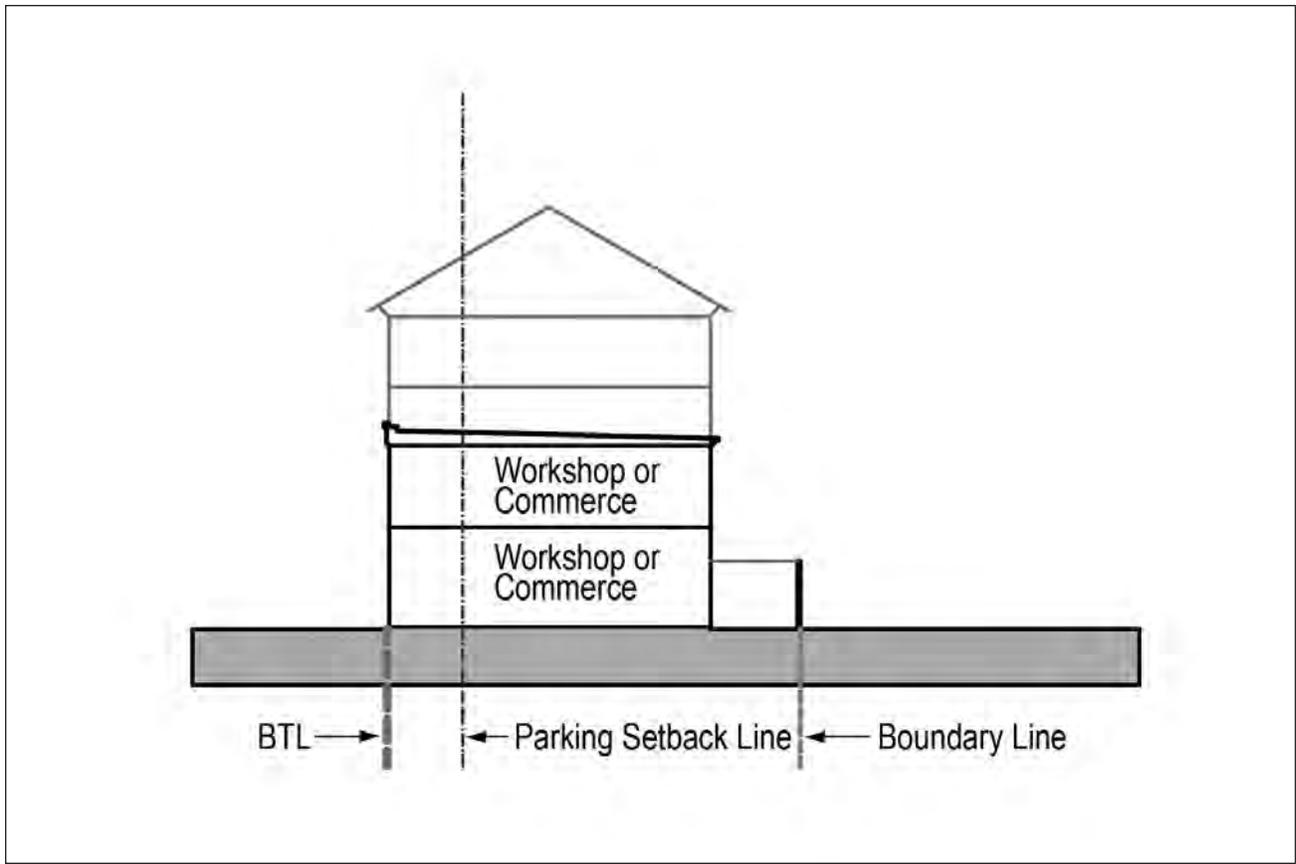
1. Awnings shall project a minimum of six feet and a maximum of:
 - a. Within one foot of back of curb where there are no street trees, or
 - b. One foot into the tree lawn (where there are street trees).
2. Awnings that project over the sidewalk portion of a street-space shall maintain a clear height of at least ten feet.

Doors/Entries

At least one functioning pedestrian entry door shall be provided along each ground story BTL façade at intervals not greater than 80 linear feet.

Street Walls

One vehicle entry gate no wider than 25 feet and one pedestrian entry gate no wider than five feet shall be permitted within any required street wall.



WORKSHOP BUILDING ENVELOPE STANDARDS FOR USE

Ground Story

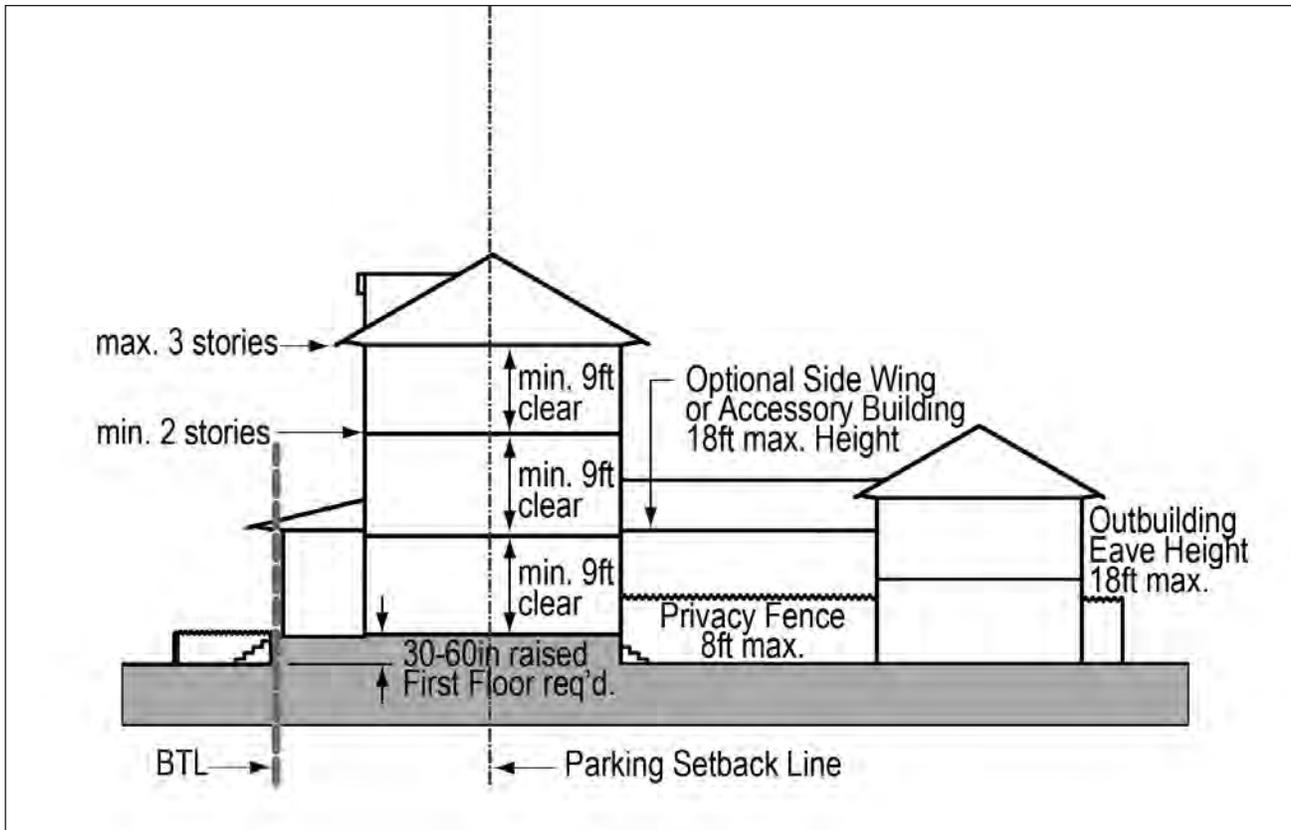
The ground story may only house workshop or commerce uses.

Upper Stories

The upper stories may only house workshop or commerce uses. No restaurant or retail uses shall be allowed in upper stories.

Specific Use Requirements

See Use Table for specific use requirements.



DETACHED DWELLING BUILDING ENVELOPE STANDARDS FOR HEIGHT

Building Height

1. Each building shall be at least two stories in height, but no greater than three stories in height.
2. A side wing or ancillary structure shall be no higher than 18 feet, measured to its eaves.

Ground Story Height

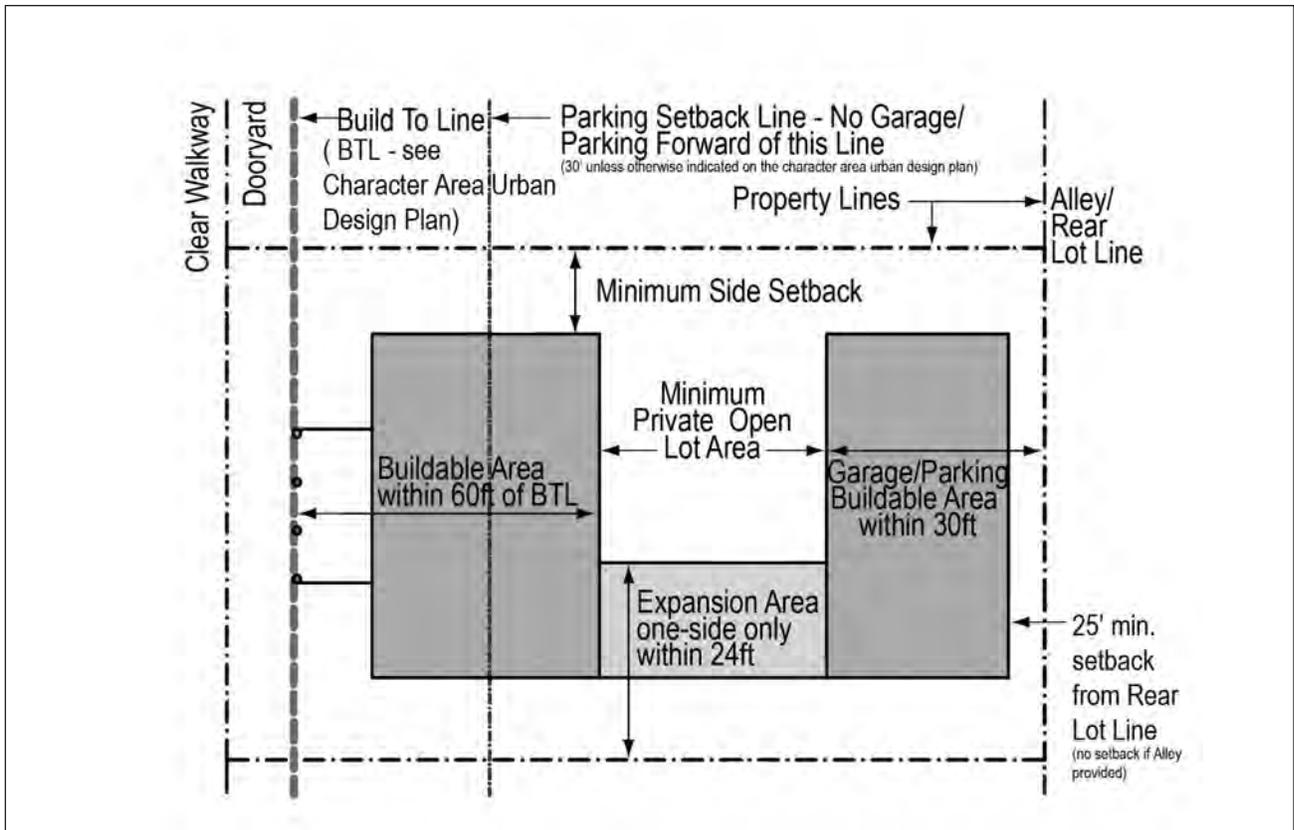
1. The average finished floor elevation shall be no less than 30 inches and no more than 60 inches above the exterior sidewalk elevation at the BTL.
2. At least 80 percent of the first story shall have an interior clear height (floor to ceiling) of at least nine feet.
3. The maximum ground story floor to floor height is 16 feet.

Upper Story Height

1. The maximum floor-to-floor story height for stories other than the ground story is 12 feet.
2. At least 80 percent of each upper story shall have an interior clear height (floor to ceiling) of at least nine feet.

Front Yard Fence

A front yard fence is required with a minimum height of 30 inches and a maximum height of 40 inches.



DETACHED DWELLING BUILDING ENVELOPE STANDARDS FOR SITING

Street Façade

1. On each lot the front porch shall be built to the BTL for at least 33 percent of the building width.
2. Within 20 feet of a block corner the building façade shall be eight to ten feet behind the BTL.

Buildable Area

A contiguous open area equal to at least 25 percent of the total buildable area shall be preserved on every lot. Such contiguous open area may be located anywhere behind the parking setback, at grade.

Lot Size

1. Each lot has a minimum width at the BTL of 24 feet and a minimum depth of 90 feet.
2. Each lot has a maximum width of 75 feet or two-thirds of the width of the existing fronting lots, whichever is greater. The maximum depth is 120 feet.

Front Yard

The front yard/dooryard shall not be paved.

Side Lot Setbacks

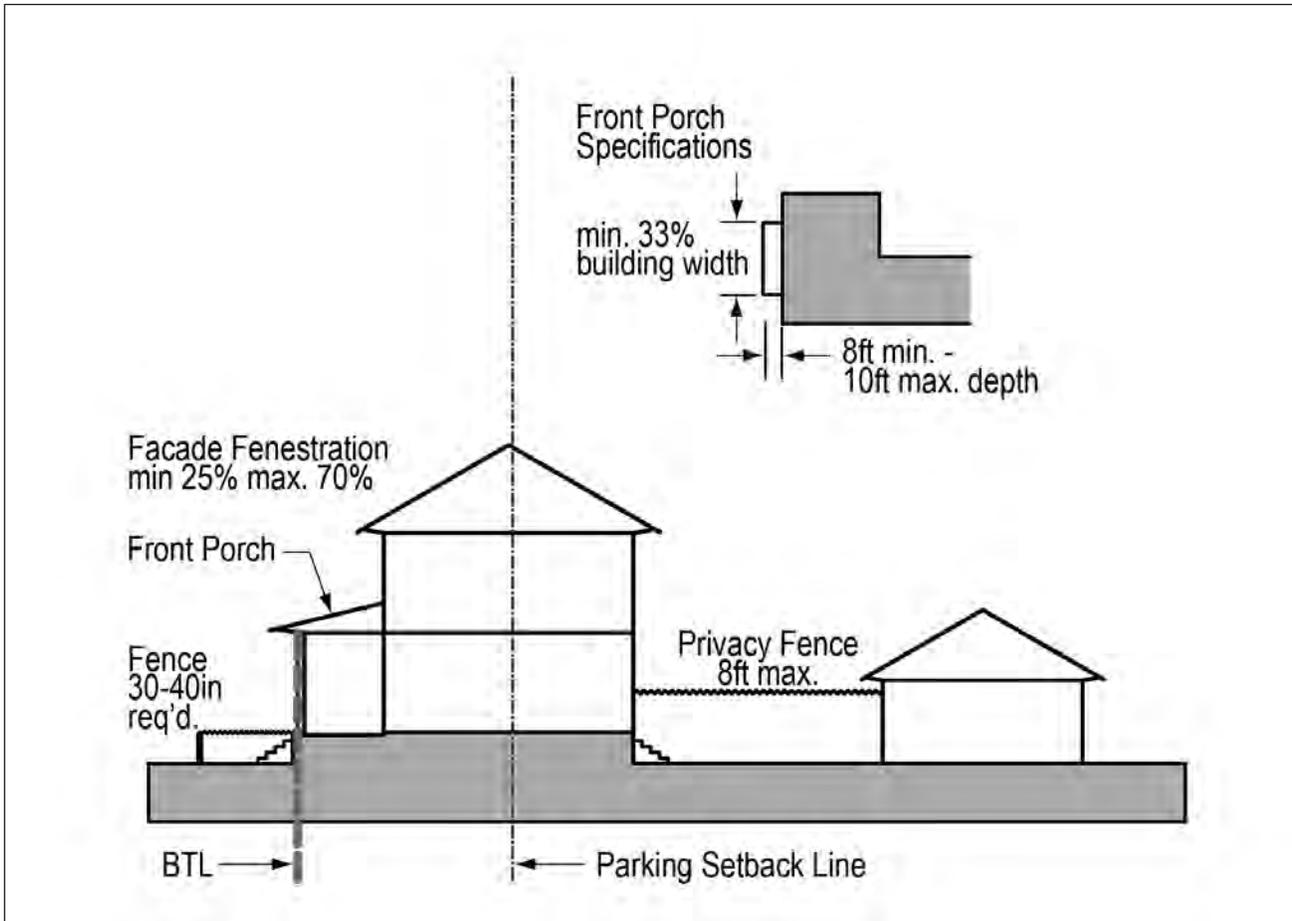
The minimum side lot setback is five feet or as otherwise designated on the character area urban design plan.

Garage and Parking

1. Curb cuts or driveways shall 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.
2. Garage doors shall not be located on the BTL/building façade.

Alleys

There is a three-foot required setback from alleys.



DETACHED DWELLING BUILDING ENVELOPE STANDARDS FOR ELEMENTS

Fenestration

1. Blank lengths of wall exceeding 15 linear feet are prohibited on all BTLs.
2. Fenestration on all façades shall comprise at least 25 percent, but not more than 70 percent, of the façade.
3. No window may face or direct views toward a common lot line within 20 feet unless:
 - a. That view is contained within the lot (e.g., by a privacy fence/garden wall), or
 - b. The sill is at least six feet above the finished floor level.

Building Projections

1. Each lot shall include a front porch at the BTL, between eight and ten feet deep with a width not less than 33 percent of the building width.

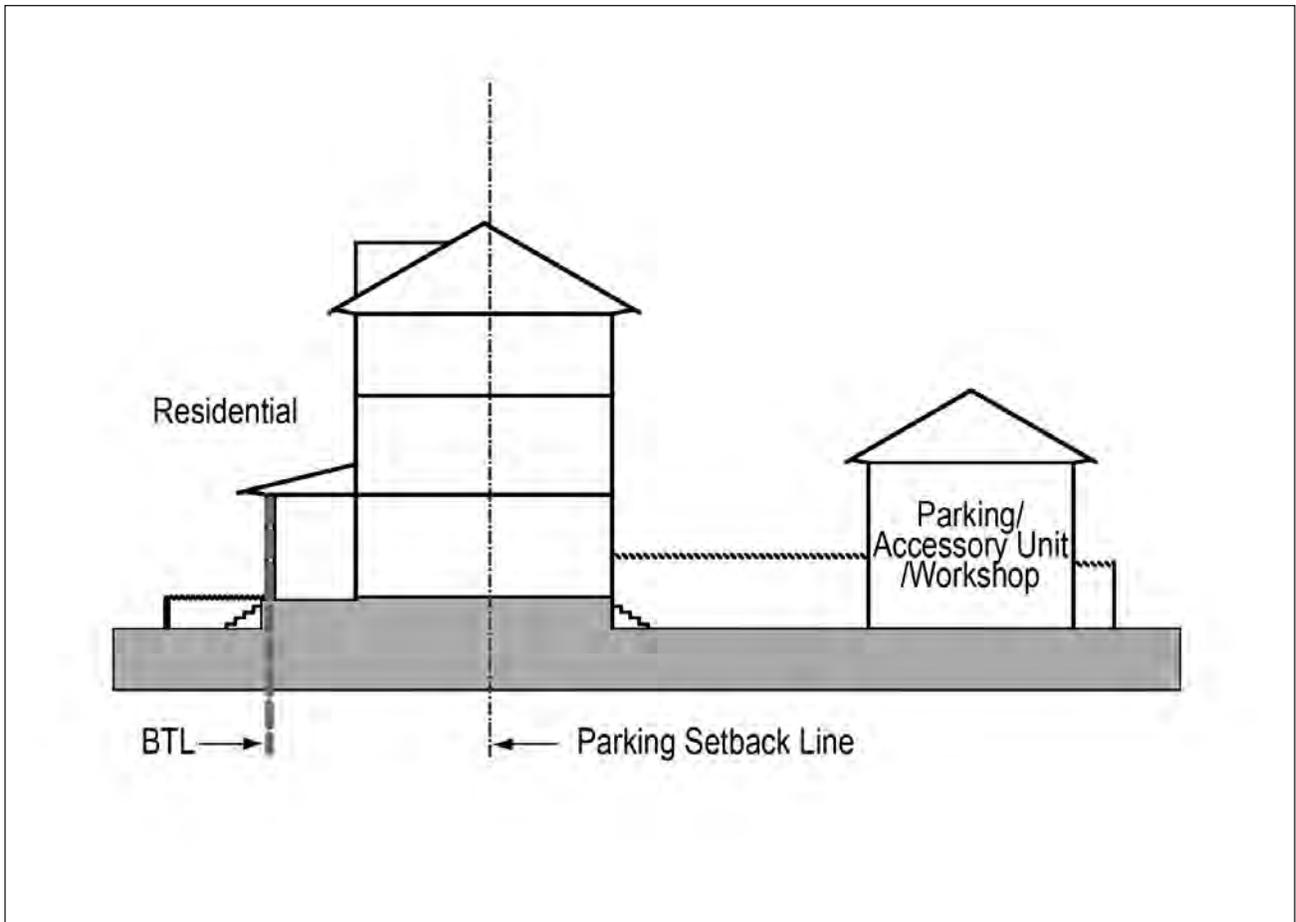
2. No part of any building except porch roof (overhanging eaves) and steps may encroach beyond the BTL.

Doors/Entries

At least one functioning entry door shall be provided along the ground story façade of each building.

Street Walls and Fences

1. There is no street wall requirement.
2. A front yard fence is required within one foot of the clear walkway/dooryard line parallel to the BTL.
3. A privacy fence may be constructed along a common lot line behind the BTL.



DETACHED DWELLING BUILDING ENVELOPE STANDARDS FOR USE

Ground Story

The ground story may only house residential uses.

Upper Stories

1. The upper stories may only house residential uses.
2. Additional habitable space is permitted within the roof where the roof is configured as an attic story.

Accessory Uses

Parking and accessory unit (maximum 650 square feet) uses are permitted in the buildable area at the rear of the lot.

Specific Use Requirements

See Use Table for specific use requirements.

KENILWORTH AVENUE (LIMITED ACCESS HIGHWAY)

General Intent

1. This section provides for the unique circumstance of the street frontage along a limited access highway where, if designated on the character area urban sign design plan, certain relaxations and exceptions to elements of this code may be granted.
2. The exemptions allow building façades that face limited access highway frontages to respond to the roadway at an appropriate scale. They provide more leeway for signage and allow non-‘street-wall’ buildings above the ground story level (including curved and/or open courtyard/‘alphabet’ configurations).
3. Frontages on streets intersecting with the limited access highway frontage are subject to the full standards for those street frontages.

Building Envelope Standards

HEIGHT

The height limit may be increased by 33 percent.

SITING

The minimum build-to may be reduced to 50 percent (street wall requirements still apply).

ELEMENTS

1. The requirements for upper story fenestration do not apply.
2. The ground story minimum fenestration requirement may be reduced to 20 percent.

BLOCKS/ALLEYS

1. There are no requirements to provide through-access along block faces via an alley, access easement, or pedestrian pathway.
2. There are no limits on curb cuts on the frontage road.

ARCHITECTURAL STANDARDS

WINDOWS AND DOORS

1. Materials: The requirements for upper story window light transmission do not apply.
2. Configurations and Techniques: The requirements for upper story windows do not apply.

SIGNAGE

1. For upper stories:
 - a. Wall signs are allowed anywhere above the second story floor level.
 - b. There is no limit on lettering size.
 - c. There is no limit on the size and location of blade signs.
 - d. Marquee signs are permitted.

ARCHITECTURAL STANDARDS

Signage

APPLICABILITY

Where clearly visible from the street-space.

INTENT

1. Signs along commercial frontages should be clear, informative to the public and should be durable.
2. Signs should be scaled for mixed-use, pedestrian-oriented areas with slow-moving automobile traffic.
3. Signage that is glaring or too large creates distraction, intrudes into or lessens the urban center experience, and creates visual clutter should be prohibited.

These are provided as illustrations of intent. The illustrations and statements on this page are advisory only and do not have the power of law. Refer to the standards on the following pages for the specific prescriptions and restrictions of the building envelope standards.



General Design And Materials

1. Wall signs are permitted within the area between the second story floor line and the first floor ceiling, within a horizontal band not to exceed two feet in height. In no case may this band be higher than 18 feet or lower than 12 feet above the adjacent sidewalk.
2. Letters may not exceed 18 inches in height or width and three inches in relief. Signs may not come closer than two feet to an adjacent common lot line.
3. Company logos or names may be placed within the horizontal sign band or placed or painted within ground floor or second story office windows. Company logos or names may not be larger than a rectangle of eight square feet in size.
4. A masonry or bronze plaque bearing an owner's or building's name may be placed in the building's cornice/parapet wall or under the eaves and above the upper story windows. Any such plaque may be no larger than a rectangle of 18 square feet in size.
5. Blade signs (not more than 18 inches vertical by three feet horizontal with a minimum nine feet clear height above the sidewalk) may be hung below the second story level, perpendicular to the build-to line or from an overhang or awning.
6. Prohibited Signs: Billboards, free-standing pole signs, monument signs, marquees, any kind of animation, roof signs, and signs painted on the exterior walls of buildings are prohibited. No internally lit, flashing, traveling, animated, or intermittent lighting may be on the exterior of any building whether such lighting is of temporary or long-term duration. Portable or wheeled signs and advertising devices located outside any building shall not be permitted, pursuant to county regulations.
7. Limited access highway frontage sites, as designated on the urban design concept plan, are exempted from some of the standards above (see Kenilworth Avenue [Limited Access Highway]).



Awnings/Overhangs

1. Any overhangs shall have a minimum of ten feet clear height above the sidewalk and be a minimum of six feet deep from the building façade (maximum to curb or tree lawn, whichever is closer).
2. Only the following materials are permitted: canvas or equivalent (no shiny or reflective materials), metal, or glass.
3. Internal illumination through the awning/overhang shall not be permitted.
4. Lettering on awnings shall be limited to six inches in height on the vertical face of the curb side of the awning.
5. One-quarter cylinder configurations are not permitted.

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PARKING AND LOADING STANDARDS

Intent

1. Promote a “park once” environment that shall enable people to conveniently park and access a variety of commercial and civic enterprises in pedestrian-friendly environments by encouraging shared parking and providing street and parking connectivity between ownership parcels.
2. Reduce fragmented, uncoordinated, inefficient, reserved single-purpose parking.
3. Avoid adverse parking impacts on neighborhoods adjacent to urban centers and corridor nodes.
4. Maximize on-street parking.
5. Provide flexibility for redevelopment of small sites.

Other Applicable Regulations

1. The requirements of Sec. 27-551, Permitted Use of Parking Lots and Loading Areas, apply to all parking and loading areas under this code.
2. The requirements of Subtitle 27, Part 11 B, Division 3, Subdivision 2, Design Standards, apply to all parking areas under this code, except that:
 - ▣ Compact parking spaces shall not be permitted in surface parking lots;
 - ▣ Speed bumps shall not be permitted; and
 - ▣ Pervious surfaces approved by the Planning Director or designee are encouraged for surface parking lots.

Required Parking Spaces

The minimum surface parking spaces shall be 80 percent of the minimum required parking and loading as stated by Section 27-568(a) of Part 11 of the Zoning Ordinance.

The maximum number of surface parking spaces shall be equal to the minimum required by required parking and loading as stated by Section 27-568(a) of Part 11 of the Zoning Ordinance.

The maximum number of structured parking shall be equal to 115 percent of the minimum required parking and loading per 27-568(a) of the Zoning Ordinance.

Bus or Trolley Transit

The Planning Director or designee may approve a ten percent reduction in the number of required parking spaces for uses with a main entrance within a 600-foot walking distance of an improved bus or trolley transit stop providing both shade and seating. This reduction shall be granted only where a rail transit station is not available.

Measurement of Walking Distance

Walking distance is measured from the primary entrance of the use to the rail platform (or in the case of an underground station, the top of the nearest elevator, stair or escalator leading to the rail platform), entrance to a public parking facility, or the nearest bus boarding location.

Shared Parking

Applicants wishing to use shared parking as a means of reducing the total number of required spaces shall submit a shared parking analysis using the Urban Land Institute (ULI) Shared Parking Model (2005 edition).

The study shall be provided in a form established by the Planning Director or designee.

Reductions in the total number of required spaces for shared parking shall not be permitted unless the Planning Director or designee determines a reduction is appropriate on a case-by-case basis through the use of the ULI Shared Parking Model (2005 edition).

Uses providing shared parking shall have either mutually exclusive or compatibly overlapping normal hours of operation. The Planning Director or designee shall determine whether hours of operation are compatibly overlapping on a case-by-case basis through the use of the ULI Shared Parking Model (2005 edition).

Car-Sharing Program

The Planning Director or designee may approve a reduction in the number of spaces for a residential project or a mixed-use project with a residential component.

The total number of required parking spaces for residential units may be reduced where an active car-sharing program is made available to residents and

where cars for the program are available on the site or within a 700-foot walking distance of the site and within the same urban neighborhood.

The Planning Director or designee may reduce parking requirements by up to five spaces for each car-share vehicle available.

Employer Transportation Demand Management

The Planning Director or designee may approve up to a 25 percent reduction in the number of spaces for uses that institute and commit to maintain a transportation demand management (TDM) program, considering information the applicant submits that clearly indicates the types of TDM activities and measures proposed.

There is no limitation on the types of TDM activities for which reductions may be granted. The following measures serve as a guide to potential transportation management activities that may be used in combination to reduce parking demand. The applicant shall demonstrate to the satisfaction of the Planning Director or designee that a specific reduction shall occur.

Appropriate TMD measures by the occupant/s of the use may include: (1) appointment of an employee to act as transportation coordinator with responsibility for disseminating information on ride-sharing and other transportation options for which documentation of reduced parking needs is maintained; (2) documentation of employees that telecommute, job share, ride transit, car pool, or van pool; (3) documentation of the availability of an emergency ride home for those with family, medical, or other similar emergencies may be cause for a reduction in otherwise applicable parking requirements. The applicant shall demonstrate to the satisfaction of the Planning Director or designee that a specific reduction shall occur.

Special Parking Standards

JOINT PARKING

Uses abutting one another shall physically connect their surface parking areas at the lot line to create connecting drive aisles where such surface parking areas lie within 50 feet of one another, provided a mutual access easement acceptable to the Planning Director or designee has been executed.

The agreement shall ensure that maneuvering space for required parking spaces in both parking areas is preserved.

The use of joint parking does not by itself authorize a reduction in the number of required spaces.

ON-STREET PARKING

A parking space located on a public street may be included in the calculation of parking requirements for every 22 feet of linear space along the street edge adjacent to the building site where the use is located.

Each on-street parking space may only be counted for one use, except that an on-street parking space may be used to reduce the combined total parking requirement of a mixed-use project.

OFF-SITE PARKING

Off-site parking shall be located within a walking distance of 700 feet from the use served by the off-site parking.

The off-site parking shall be located within a Port Towns urban design character area.

TANDEM PARKING

Tandem parking is allowed for single-family projects and multifamily projects and the residential component of mixed-use projects.

- Two parking spaces in tandem shall have a combined minimum dimension of 9 feet in width by 36 feet in length.
- Up to 85 percent of the total off-street parking spaces provided for residential projects may incorporate tandem parking. For residential projects, both tandem spaces shall be assigned to the same dwelling unit. Tandem parking may not be used to provide guest parking.

BICYCLE PARKING

All new nonresidential development shall provide a minimum of four bicycle parking spaces (installed as two high-quality inverted “U” racks).

Nonresidential development providing more than 20 vehicle parking spaces shall be required to install six bicycle parking spaces per 100 vehicle parking spaces. A maximum of 24 bicycle parking spaces shall be required under this standard.

Surface Parking Lot Plantings

NEW DEVELOPMENT

The edge of any surface parking lot adjacent to a single family (detached or attached) zoning district shall be planted with canopy shade trees per Sec. 27A-507, Tree Lists, planted at an average distance not to exceed 40 feet on center and aligned three to seven feet behind the common lot line.

Surface parking lot edges along a common lot line shall have a street wall or garden wall or be planted with shrubs at least two feet high at time of planting with a maximum spacing of 2½ feet on center.

Landscaping shall be hardy and able to withstand salt, soot and gas fumes.

Loading facilities are not required in any Port Towns urban design character area.

Where loading facilities are provided, they shall meet the design standards in Subtitle 27, Part 11, Division 3, Loading Facilities, except that loading facilities shall only be located to the rear and side of buildings. Loading facilities shall in no case be visible from the street space.



DEFINITIONS

The following terms are defined for the purpose of this code. Terms not defined here may be defined elsewhere in the Prince George's County Zoning Ordinance. In such case, the definition contained in the Zoning Ordinance shall be used. Certain terms in this code are used in very specific ways, often excluding some of the meanings of common usage. Where there is an apparent conflict or contradiction, the definition herein shall prevail.

Accessory Unit. A building (maximum footprint of 650 square feet—or the footprint of the main structure for English basement-type accessory units) that is not the primary structure on a lot, that can be used as additional residential or home occupation space.

Accessory Use. Uses that are incidental or found in association with a principal use that it serves, does not change the character of the principal use, and conforms to the development standards of the urban design concept plan.

Alley/Alley Access Easement. The public right-of-way or easement for vehicles and pedestrians within a block that provides access to the rear of buildings, vehicle parking (e.g., garages), utility meters, and recycling and garbage bins.

Arcade. See Colonnade.

Awning. A cantilevered, projected, or suspended cover over the sidewalk portion of the street-space. Also a roof-like coverings, usually of canvas or metal, and often adjustable, placed over the sidewalk, windows, or doors to provide protection from sun and rain. Awnings shall have a minimum clear height of ten feet.

Balcony. An exterior platform attached to the upper floors of the building façade (forward of the build-to line).

Bay or Bay Window. Generally, a U-shaped enclosure extending the interior space of the building outward of the exterior building wall/build-to line (along its street-space side). The minimum interior clear width at the main wall shall be four feet. Bay windows shall not project more than 36 inches beyond the build-to line; and walls and windows shall be between 90 degrees (perpendicular) and 0 degrees (parallel) relative to the primary wall from which they project.

Block. An increment of land comprising lots, alleys, and tracts circumscribed and not traversed by streets (pedestrian pathways excepted). Blocks shall be measured at the frontage lot lines (in most cases this is the build-to line).

Block Corner. The outside corner of a block at the intersection of any two streets. Inside corners, where the resulting angle formed by the block face is less than 180 degrees (concave) are not considered block corners for the purposes of this code.

Boundary Line. A line delineating the outer edge of the buildable area, generally to the rear of a lot away from the build-to line. Where designated on the urban design concept plan, this shall supersede the building envelope standards' minimum setbacks.

Buildable Area. The area of the lot that building(s) may occupy, which includes the area of the lot behind the build-to line as designated by the building envelope standard. The buildable area sets the limits of the building footprint now and in the future—additions shall be within the specified buildable area.

Building Corner. The outside corner of a building where the primary building mass is within an angle less than 180 degrees. Inside corners, where the exterior space of the building mass forms an angle of more than 180 degrees are not considered building corners for the purposes of this code.

Building Envelope Standards (BES). The part of this code that establishes basic parameters regulating building form, including the envelope (in three dimensions), placement and certain permitted/required building elements, such as storefronts, balconies, and street walls. The building envelope standards establish both the boundaries within which things may be done and specific things that must be done. The applicable building envelope standards for a site is determined by its street frontage as per the urban design concept plan. This produces a coherent street-space and allows the building greater latitude behind its street façade.

Building Face. See Façade.

Build-To Line (BTL). A line or plane indicated on the urban design concept plan, defining the street frontage that extends vertically and generally parallel to the street, at which the building shall be placed. The façade shall occur on the build-to line—this is a requirement, not a permissive minimum. The minimum length and height of frontage that is required at the build-to line is shown on the appropriate building envelope standard.

Center, Community. The smallest of the designated urban centers. Its businesses are intended to be predominantly smaller-scale businesses that complement and serve the surrounding neighborhoods. As described in the General Plan, these centers are concentrations of activities, services, and land uses that serve the immediate community near these centers. This may include mixed-use and higher intensity redevelopment in some communities. These centers should also be served by mass transit.

Center, Metropolitan. A large-scale, mixed-use area, comprising multiple urban neighborhoods and a primary target for employment in the county. As described in the General Plan, these centers have a high concentration of land uses and economic activities that attract employers, workers, and customers from other parts of the metropolitan Washington area. High-density residential development may also be located in or very near these centers and they can effectively be served by mass transit.

Center, Regional. A moderately-scaled, mixed-use area, comprising one or more urban neighborhoods. As described in the General Plan, these centers are locations for regionally marketed commercial and retail centers and office and employment areas. Educational and recreational complexes that primarily

serve Prince George’s County and high-density residential development may also be possible. These centers should be served by rail or bus mass transit.

Center, Urban. See Urban Centers and Corridors.

Civic Green or Square. A public open space designated on the urban design concept plan. The term square is generally used to describe spaces that have more paved surface area. The term civic green is generally used to describe a formally configured small public lawn or park that is primarily unpaved. Civic greens and squares do not include active recreation structures such as ball fields and courts. See the urban space standards for the specific controls on squares and civic greens.

Civic Use Buildings. Those buildings that house strictly civic uses located on sites designated on the urban design concept plan. Civic use buildings and publicly owned public art are not subject to the building envelope standard prescriptions of this code.

Clear Walkway. An area within the sidewalk that must allow public passage and remain clear of obstructions. The clear walkway width is designated in the street type specifications.

Colonnade (Arcade). A roofed or built structure, extending beyond the build-to line and over the sidewalk or square, open to the street-space except for supporting columns, piers, or arches. Residential or office units may occupy the space over the colonnade. Where a colonnade is built the requirement for street trees is waived for that street frontage. (See also Covered Sidewalk.)

Common Lot Lines. Lot lines shared by adjacent private lots.

Comparative Pedestrian Crossing. The measured distance, shown on the street type specifications, that a pedestrian would be within an automobile travel lane while crossing a street. A crossing time is calculated based on a pedestrian speed of 3.7 feet per second (a generally accepted average). This distance/time is calculated in order to provide a relative gauge of the pedestrian crossing comfort level.

Conservation Line. A line established to guarantee the preservation of the designated urban center’s natural areas. Land beyond the conservation line shall not be built upon paved, driven on, regraded or otherwise disturbed, except as specified in an urban center sector plan.

Corner Lot. A lot in which one side lot line is adjacent to a street. Special building placement, fencing and landscape requirements may apply.

Corridor Node. A concentrated urban mixed-use location along a specified corridor, to be developed in a mixed-use, pedestrian-oriented form. As described in the General Plan, these areas contain a higher intensity of residential and nonresidential land uses. The development at these nodes should be planned as transit-oriented development.

Covered Sidewalk. A roofed or built structure attached to the façade and extending beyond the build-to line and over the sidewalk or square, open to the street-space except for supporting columns, piers, or arches. Covered sidewalks shall have a minimum clear height of 13 feet (signage or lighting may encroach) and a minimum clear width (from façade frontage or build-to line) to inside column face of ten feet. The area within a covered sidewalk shall include a clear walkway. (See building envelope standards for complete specifications.)

Dooryard. The area within the street-space between the façade of the building (generally the build-to line) and the clear walkway area of the sidewalk. Stoops, balconies, and for appropriate commerce uses, café seating, and other encroachments as specified during staff level review may be placed within the dooryard area. The dooryard area is designated in the street type specifications.

Dormers. Roofed ancillary structures with windows providing light and air to habitable space within the roof. Dormers are permitted and do not constitute a story (for height measurement purposes) so long as: they do not break the primary eave line, are individually less than 15 feet wide, and are collectively not more than 60 percent of their build-to line façade length.

Eave Height. Eave height shall be measured at the bottom of the top layer of roofing material at its outermost point from the building wall.

English Basement. A habitable floor level below the first floor that is partially above and below grade. The ceiling of an English basement is at least three feet above grade with windows and an entry with direct street space access.

Equivalent or Better. A building material or construction technique that has been determined to be

equivalent or better (in appearance, durability, etc.) than those expressly permitted herein.

Façade (Building Face). The building elevation facing the street-space or build-to line. Building walls facing private interior courts, common lot lines, and alleys are not façades.

Fenestration. Openings in the building wall, including windows and doors, allowing light and views between interior and exterior. Fenestration is measured as glass area (excluding mullions and similar window frame elements with a dimension greater than one inch) for conditioned space and as open area for parking structures or other unconditioned, enclosed space.

First Floor. See Ground Story.

Front Porch. The ground floor platform attached to the front or build-to line side of the main building. Required front porches, where specified in the building envelope standards, must be roofed and enclosed by balustrades (railings) and posts that extend up to the roof and shall not be otherwise enclosed, above a height of 42 inches, except with insect screening. A front porch may have a single ground floor platform or two platforms stacked at the ground and second story levels.

Front Yard. An open space required by certain building envelope standard types extending across the entire width of the lot between the façade and the sidewalk. Where double frontage or corner lots exist, any required front yard shall be provided on both streets. This area is contiguous with the street, and includes any front porch.

Front Yard Fence. The wood (picket) or wrought iron fence or masonry wall, between 30 and 40 inches in height, located along and surrounding the front yard (generally one foot behind and parallel to the dooryard/sidewalk area of private lots and also along common lot lines to a point at least ten feet back from the build-to line.

Garden Wall. A masonry wall defining a property line or delineating a private area. Shall be set back (or forward) not more than eight inches from the specified build-to line in the urban design concept plan or building envelope standards. (For height and gate specifications, see the building envelope standards.) A garden wall may serve as a front yard fence.

Ground Story. The first habitable level of a building at or above grade. For commerce uses, at least two-thirds of the finished floor elevation within 30 feet of the build-to line shall be within 18 inches of the adjacent fronting sidewalk level. When a residential use occupies the ground floor, the finished floor elevation shall be at least three feet above the fronting sidewalk elevation, unless otherwise specified in the building envelope standards. The next story above the ground story is the second floor.

Minimum Employment Threshold. A threshold established in order to provide for or reserve space for a significant employment base in each urban center district, now and in the future, as recommended by the General Plan. The threshold is expressed as a net lot area or demonstrated gross floor area of employment uses.

Open Area See Private Open Area.

Parapet Height. Where used to limit building height in this code, parapet height shall be measured at the top of the parapet, including any coping. An additional three feet in height by 12 feet in width or 15 percent of the façade, whichever is greater, is permitted for a section of the parapet to emphasize the building's primary street entry or a block corner.

Parking Setback Line. A line or plane indicated on the urban design concept plan that extends vertically and is generally parallel to the build-to line. The parking setback is typically 30 feet behind the build-to line unless otherwise designated on the urban design concept plan. All parking shall be set-back behind this line, excepting where it is below grade. The parking setback line is a permissive minimum distance from the build-to line and parking may be placed anywhere within the lot behind this line, except where otherwise specified in this code.

Pedestrian Pathway. An interconnecting paved way that provides pedestrian and bicycle passage through blocks running from a street-space to another street-space, an alley, or an interior block parking area. The area within a pedestrian pathway shall be a public access easement or public right-of-way. The easement width for these pathways shall not be less than 20 feet with a paved walkway not less than ten feet wide, except where otherwise specified on the urban design concept plan, and shall provide an unobstructed view straight through its entire length.

Principal Use. Sec. 27A-804, Use Categories.

Privacy Fence. An opaque fence made of wood or masonry (not chain link or any other type of rolled fence) along alleys and common lot lines (where more than ten feet behind the build-to line). See the building envelope standards for height specifications.

Private Open Area. The area within the buildable area and behind the parking setback line, accessible only to occupants of the particular building or site, and (primarily) open to the sky. Additional specifications for the open area may be included in each building envelope standard. Private open area shall not be built upon, parked or driven upon (except for emergency access).

Sidewing. The portion of a building extending along a side lot line toward the alley or rear of the lot.

Stoop. An entry platform on the build-to line frontage of a building. Stoops may be roofed, but they shall not be enclosed. (See the individual building envelope standards for specifications.)

Story (Story Height). That space within a building and above grade that is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above. Story height parameters are as specified by the appropriate building envelope standard.

Street Frontage. That portion of the lot or building that is coincident with the build-to line as required by this code.

Street Light. A luminaire installed on both sides of streets, along the street tree alignment line, unless otherwise designated on the urban design concept plan. Street lights shall be between 9 and 16 feet above ground in height. Lighting standards for street-spaces and alleys should be developed to meet the minimum standards of the Illumination Engineering Society, with the design criteria giving equal weight to the lighting of the pedestrian areas and the automobile areas.

Street-Space. All space between fronting build-to lines (streets, squares, plazas, pedestrian pathways, civic greens, sidewalks, and parks)—including any transit service operator passenger platform—but not garage entries or alleys.

Street Tree. A tree required per this code and listed in the Street Tree List located in the urban-space standards that is of a proven hardy and drought-tolerant species and large enough to form a canopy with sufficient clear trunk to allow traffic to pass under unimpeded. Street trees shall be planted at an average no greater than 30 feet on center (measured per block face). Where necessary, spacing allowances may be made to accommodate curb cuts, fire hydrants, and other infrastructure elements; however, at no location shall spacing exceed 45 feet on center.

Street Tree Alignment Line. A line along which street trees are to be planted and street lights and other such infrastructure are to be placed. The street tree alignment line generally identified in the street type specifications as “A.” It is parallel with the street right-of-way and, unless otherwise specified in the urban design concept plan, is: for tree lawns of seven feet or less, three feet from the back-of-curb and for tree lawns greater than seven feet, four feet from the back-of-curb or the tree lawn centerline, whichever is closer to the street-space centerline. The street tree alignment line for center medians is their centerline.

Street Wall. A masonry wall set back not more than eight inches from the build-to line that assists in the definition of the street-space in the absence of a building. See the building envelope standards for height and gate specifications.

Tree Lawn. A continuous strip of soil area—typically covered with grass, other vegetation, bridging pavement, or sometimes porous pavers—located between the back of curb and the sidewalk, and used for planting street trees and configured to foster healthy street tree root systems.

Urban Centers and Corridors. Those areas designated as centers and corridors in the Prince George’s County General Plan for development as mixed-use, pedestrian- and transit-oriented districts of moderate to high density and intensity. Urban centers comprise of one or more urban neighborhoods. Corridors have specified corridor-nodes targeted for mixed-use development.

Urban Design Concept Plan. The implementing plans for the development of urban centers and corridors under this code. Urban design concept plans allocate the building envelope standards and street types within each urban neighborhood/center and provide specific information for the disposition of each building site. The urban design concept plan also shows how each site relates to adjacent street-spaces, the overall urban neighborhood, and the surrounding neighborhoods.

Urban Neighborhood. A defined area of buildings around a framework of interconnected blocks, streets, squares, and civic greens within a designated urban center. They are mixed-use neighborhoods of 20 to 100 contiguous acres with an urban intensity and character, bounded and physically defined by large-scale streets or conservation areas. Smaller urban neighborhoods may exist due to unique topographical conditions.

Where Clearly Visible from the Street-Space. Many requirements of this code apply only where the subject is “clearly visible from the street-space.” (Note that the definition of street-space includes squares, civic greens, parks, and all public space except alleys and common drives.) A building element more than 35 feet from the build-to line or street-space is by definition not clearly visible from the street-space (such as elements facing a common lot line more than 35 feet away from a build-to line or street). Also, common or party walls are by definition *not* clearly visible from the street-space. This does not exempt vehicle parking lots or parking structures from any building envelope standards requirements.



PERMITTED USES

The letter P indicates that the use is permitted in the character area. The letters DSP indicate that the use is permitted through a detailed site plan process. The letter X indicates that the use is prohibited. If the use is not listed in the table, it is prohibited.

It should be noted that this table controls the underlying uses listed in the Zoning Ordinance. Uses that have an adverse impact upon the character area due to scale, traffic, noise or other elements while permitted in the underlying zones are listed in the table, as prohibited (X) or requiring a detailed site plan (DSP) by the Port Towns Development District Overlay Zone (DDOZ). Uses that are prohibited in the underlying zone remain prohibited in the Port Towns DDOZ since the DDOZ does not permit that uses can be added in an underlying zone where they are prohibited in that zone. This limitation of the DDOZ to add uses to the underlying zone has resulted in recommended zoning changes to the M-X-T Zone since it allows a broad range of uses that carry out the vision for the Port Towns DDOZ.

In general, the six character areas: Port Towns Waterfront (PTWF), Bladensburg Road (BBRD) Gateway/Main Street, Bladensburg Town Center (BBTC), Annapolis Road Gateway (ARG), Edmonston Road Main Street (ERMS), and Edmonston North, (EDNW) contain a number of commercial, residential, and industrial zones that support a mix of uses of varying scale and intensity. Certain uses have been limited as disruptive and out of scale with the character area. Uses incompatible with either pedestrian-orientation or vertical mix use aspects of character areas have been similarly limited.

Legend:

- PTWF Port Towns Waterfront
- BBRD Bladensburg Road Gateway/Main Street
- BBTC Bladensburg Town Center
- ARG Annapolis Road Gateway
- ERMS Edmonston Road Main Street
- EDNW Edmonston North-Workshop

Use	Character Areas						
	PTWF	BBRD	BBTC	ARG	ERMS	EDNW	
(1) COMMERCIAL:							
All Types Offices and Research	P	P	P	P	P	P	P
Bank, savings and loan association, or other savings or lending institution	P	P	P	P	P	P	P
Bulk Retailing (CB-83-2006)	X	X	X	X	X	X	X
Data processing facilities	P	P	P	P	P	P	P
Eating or Drinking Establishments ¹	P	P	P	P	P	P	P
Offices (may include a private spa in a medical practitioner's office or medical clinic)	P	P	P	P	P	P	P
Research, development, and testing laboratory (may include testing facilities and equipment), medical or dental laboratory	P	P	P	P	P	P	P
Services and Trade (Generally Retail) ² :							
Barber or beauty shop	P	P	P	P	P	P	P
Blue printing, photostating, or other photocopying establishment	P	P	P	P	P	P	P
Book (except adult book store), camera, gift, jewelry, music, souvenir, or other specialty store not specifically listed (CB-63-1992)	P	P	P	P	P	P	P
Buying of items within guest rooms or vehicles, pursuant to Section 27-115(a)(2)	X	X	X	X	X	X	X
Department store	P	P	P	P	P	P	x
Pet grooming establishment (CB-63-1992) ³	DSP	DSP	DSP	DSP	DSP	DSP	DSP
Dry cleaning or laundry establishment ⁴	P	P	P	P	P	P	P
Drug paraphernalia display or sales, pursuant to Section 27-115(a)	X	X	X	X	X	X	X
Drug store	P	P	P	P	P	P	P
Food or beverage store (CB-63-1992)	P	P	P	P	P	P	P
Gas station:							
(A) With or without a service center for minor repairs (placed underground or in a wholly enclosed structure)	P	P	P	P	P	P	P ⁵
							X

¹ Since the Port Towns Sector Plan is a targeted wellness zone, fast food establishments with drive-through windows are not allowed.

² Auto sales and maintenance uses are not permitted except in the EDNW character area north of Gallatin Street.

³ This category of use less than 2,500 square feet is permitted by right; those greater than 2,500 square feet require a detailed site plan review.

⁴ Dry cleaning pick-up/drop-off is permitted but laundromats are only permitted in the ERMS character area.

⁵ May include the sale and installation of tires with no outside storage of new or old tires in the ERMS character area.

Use	Character Areas						
	PTWF	BBRD	BBTC	ARG	ERMS	EDNW	
(B) With or without a service center, and may include a car wash (CB-63-1992)	X	X	X	X	X	X	
Hardware store (CB-63-1992)	P	P	P	P	P	P	
Hobby shop	P	P	P	P	P	P	
Pet (sales) shop, provided all animals are confined to the interior of the building and adequate measures are taken to control noise and odor (CB-63-1992)	DSP	DSP	DSP	DSP	DSP	DSP	
Photographic supply store	P	P	P	P	P	P	
Seafood market (CB-49-1987)	P	P	P	P	P	P	
Seasonal decorations display and sales as a temporary use, in accordance with Sections 27-260 and 27-261	P	P	P	P	P	P	
Studio for artistic practice	P	P	P	P	P	P	
Repair shops for small items (such as bicycles, watches, clothing, and shoes) (CB-63-1992)	P	P	P	P	P	P	
Valet shop	P	P	P	P	P	P	
Variety or dry goods store	P	P	P	P	P	P	
Veterinary clinic (CB-63-1992)	DSP	DSP	DSP	DSP	DSP	DSP	
Waterfront Entertainment/Retail Complex (CB-44-1997)	P	P	P	P	P	P	
(2) INDUSTRIAL:							
Manufacturing, fabrication, assembly or repair of the following, from materials or parts previously produced elsewhere:	P	P	P	P	P	P	
Artist's supplies and equipment	P	P	P	P	P	P	
Business machines	P	P	P	P	P	P	
Drafting supplies and equipment	P	P	P	P	P	P	
Electrical and electronic equipment and component parts for radio, television, telephone, computer, and similar equipment	P	P	P	P	P	P	
Jewelry and silverware	P	P	P	P	P	P	
Musical instruments	P	P	P	P	P	P	
Optical equipment and supplies	P	P	P	P	P	P	
Photographic developing and processing establishment	P	P	P	P	P	P	
Photographic equipment and supplies	P	P	P	P	P	P	
Scientific and precision instruments, devices, and supplies	P	P	P	P	P	P	
Small electrical household appliances (including televisions, but excluding refrigerators and the like)	P	P	P	P	P	P	
Surgical, medical, and dental instruments, devices, and supplies	P	P	P	P	P	P	

Use	Character Areas						
	PTWF	BBRD	BBTC	ARG	ERMS	EDNW	
Toys, sporting and athletic equipment (excluding ammunition, firearms, and fireworks)	P	P	P	P	P	P	
Watches, clocks, and similar timing devices	P	P	P	P	P	P	
Wearing apparel	P	P	P	P	P	P	
Where not otherwise specifically permitted, any use allowed in the I-1 Zone (excluding those permitted by special exception) (CB-6-2007)	X	P ⁶	X	X	X	DSP	
(3) INSTITUTIONAL/EDUCATIONAL:							
Adult day care facility (CB-63-1992)	DSP	P	P	P	P	X	
Assisted Living Facility, subject to the requirements of Section 27-464.04 (CB-26-2002)	DSP	P	P	P	P	X	
Church or similar place of worship, convent, or monastery (CB-23-1988)	DSP	DSP	DSP	DSP	DSP	DSP	
Day care center for children (CB-23-1988)	DSP	DSP	DSP	DSP	DSP	DSP	
Eleemosynary or philanthropic institution (excluding hospital)	P	P	P	P	P	P	
Family day care	P	P	P	P	P	DSP	
Modular classroom as a temporary use, in accordance with Sections 27-260 and 27-261 (CB-106-1989)	P	P	P	P	P	DSP	
Nursing or Care Home (CB-26-2002)	X	X	X	X	X	X	
School, private or public, all types (which may include private spas)	DSP	DSP	DSP	DSP	DSP	DSP	
Small group child care center (CB-131-1993)	DSP	DSP	DSP	DSP	DSP	X	
(4) MISCELLANEOUS:							
Accessory structures and uses	P	P	P	P	P	P	
Cemetery, accessory to a church, convent, or monastery (CB-11-1991)	X	X	X	X	X	X	
Home occupations (except in multifamily dwellings)	P	P	P	P	P	P	
Metro Planned Community (CB-35-1998)	P	P	P	P	P	P	
Mixed Use Planned Community; list of permitted uses is the same as in the M-X-T Zone (CB-13-2002)	P	P	P	P	P	P	
Mobile home, with use for which amusement taxes collected	X	X	X	X	X	X	
Other uses of appropriate size, which can be justified as similar to one of the uses listed in this section	P	P	P	P	P	P	
Real estate subdivision sales office as a temporary use, in accordance with Sections 27-260 and 27-261	P	P	P	P	P	P	
Regional Urban Community (CB-29-2008)	P	P	P	P	P	X	
Signs, in accordance with Port Towns DDOZ standards	P	P	P	P	P	P	

⁶ Permitted in the Eastgate industrial areas located west of Dueling Creek, east of Eastern Avenue, north of Bladensburg Park, and south of the railroad tracks.

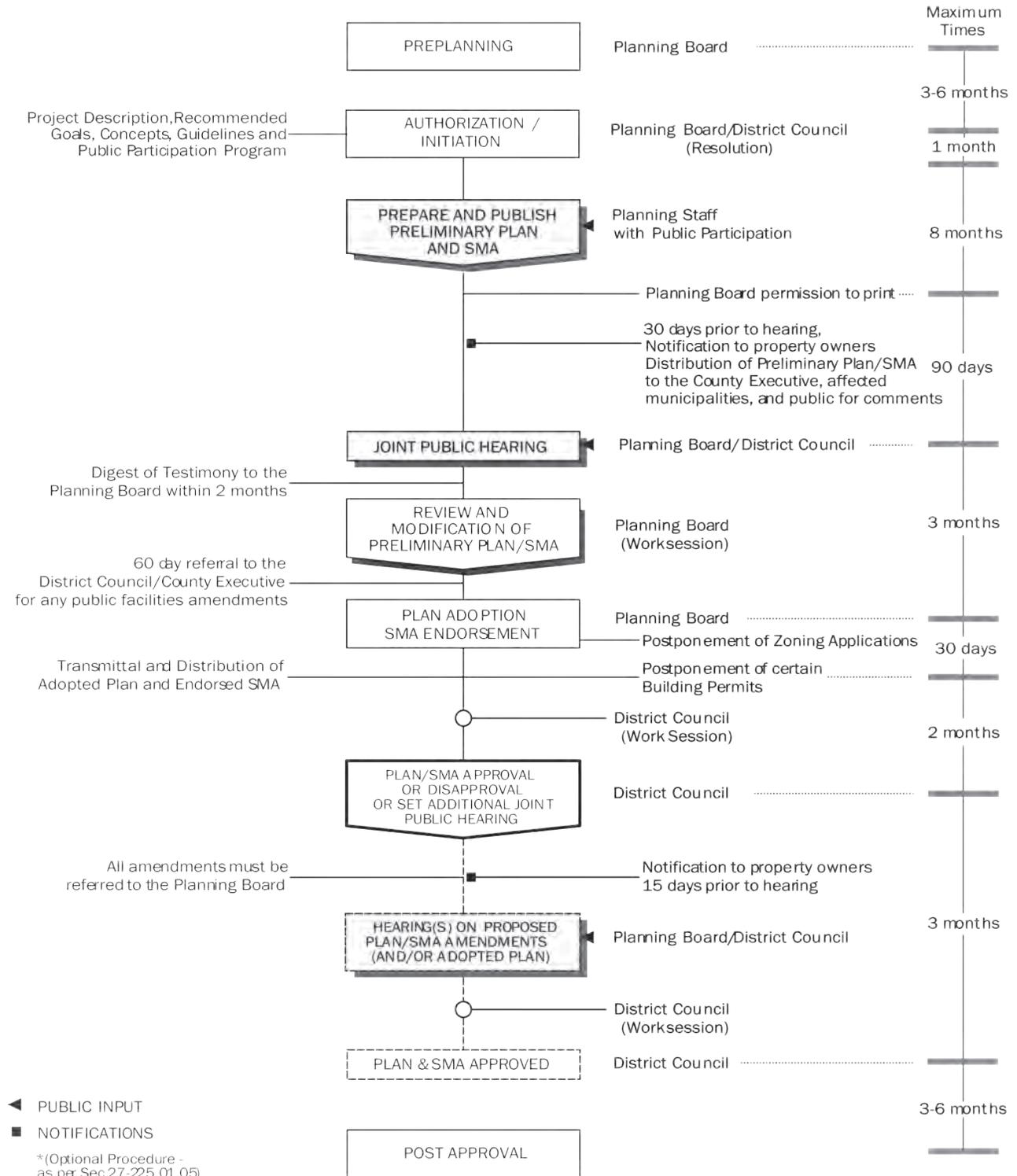
Use	Character Areas						
	PTWF	BBRD	BBTC	ARG	ERMS	EDNW	
Temporary contractor's office (must include sanitary facilities), construction yard, construction shed, or storage building, in connection with a construction project on the same property; provided no item stored or assembled there is offered for sale at the location, and in accordance with Sections 27-260 and 27-261	P	P	P	P	P	P	P
(5) PUBLIC/QUASI PUBLIC:							
Library	P	P	P	P	P	P	P
Post office	P	P	P	P	P	P	P
Public building and use, if not otherwise specified (CB-63-1992)	X	X	X	X	X	X	X
Sanitary Landfill or rubble fill (CB-63-1992)	X	X	X	X	X	X	X
Volunteer fire, ambulance, or rescue station	P	P	P	P	P	P	P
(6) RECREATIONAL/ENTERTAINMENT/SOCIAL/CULTURAL:							
Community building	P	P	P	P	P	P	X
Convention center	P	P	P	P	P	P	X
Exhibition halls and facilities	P	P	P	P	P	P	X
Golf course or country club (CB-63-1992)	X	X	X	X	X	X	X
Indoor theater or recital hall	P	P	P	P	P	P	X
Marina:							
(A) In accordance with Sections 27-371.01(a) and 27-548.01.01	P	P	P	P	P	P	X
(B) All others (CB-72-1987; CB-34-1989)	DSP	X	X	X	X	X	X
Museum, art gallery, aquarium, cultural center, or similar facility (noncommercial)	P	P	P	P	P	P	X
Outdoor exhibition, displays, entertainment, or performance	P	P	P	P	P	P	X
Park, playground, or other outdoor recreational area	P	P	P	P	P	P	X
Private club or service organization	P	P	P	P	P	P	X
Recreational or entertainment establishment (commercial or noncommercial)	P	P	P	P	P	P	X
Reducing/exercise salon or health club	P	P	P	P	P	P	X
Skating facility (CB-89-1994)	P	P	P	P	P	P	X
Spa, community	P	P	P	P	P	P	DSP
Spa, private	P	P	P	P	P	P	DSP
Spa, public, accessory to hotel, motel, reducing/exercise salon, health club, or swimming pool	P	P	P	P	P	P	DSP
Swimming pool (indoor or outdoor) commercial or noncommercial (CB-63-1992)	P	P	P	P	P	P	DSP
Tennis, basketball, handball, or similar court (indoor or outdoor) commercial or noncommercial (CB-63-1992)	P	P	P	P	P	P	DSP
Tourist home (CB-63-1992)	DSP	DSP	DSP	DSP	DSP	DSP	DSP

Use	Character Areas						
	PTWF	BBRD	BBTC	ARG	ERMS	EDNW	
(7) RESIDENTIAL/LODGING:							
Country inn (CB-63-1992)	DSP	DSP	DSP	DSP	DSP	DSP	DSP
Dwellings, all types (except mobile homes) (CB-56-1996)	P	P	P	P	P	P	DSP
Flag lot development, subject to the provisions of Section 24-138.01 of Subtitle 24 (CB-25-2002)	X	X	X	X	X	X	X
Group residential facility for up to 8 mentally handicapped dependent persons	DSP	DSP	DSP	DSP	DSP	DSP	DSP
Hotel or motel	P	P	P	P	P	P	DSP
(8) TRANSPORTATION/PARKING/COMMUNICATIONS/UTILITIES:							
Heliport	DSP	DSP	DSP	DSP	DSP	DSP	DSP
Helistop (CB-63-1992)	DSP	DSP	DSP	DSP	DSP	DSP	DSP
Parking lot or garage, or loading area, in accordance with Part 11	DSP	DSP	DSP	DSP	DSP	DSP	DSP
Parking of mobile home in public rights-of-way	X	X	X	X	X	X	X
Parking of mobile home not otherwise provided for	X	X	X	X	X	X	X
Passenger transportation station or depot (such as rapid transit station, bus stop, taxi or auto rental stand)	P	P	P	P	P	P	P
Public utility use or structure:							
(A) Railroad yard, round house, car barn, and freight station	X	X	X	X	X	X	X
(B) All others	P	P	P	P	P	P	P
Radio or television broadcasting studio	P	P	P	P	P	P	P
Satellite dish antenna, in accordance with Section 27-541.02:							
(A) Up to 10 feet in diameter, to serve only 1 dwelling unit	P	P	P	P	P	P	P
(B) Over 10 feet in diameter, to serve only 1 dwelling unit	DSP	DSP	DSP	DSP	DSP	DSP	DSP
(C) All others (CB-19-1985)	DSP	DSP	DSP	DSP	DSP	DSP	DSP
Storage of any motor vehicle which is wrecked, dismantled, or not currently licensed, except where specifically authorized (CB-4-1987)	X	X	X	X	X	X	X
Telegraph or messenger service	P	P	P	P	P	P	P
Tower, pole, or antenna (electronic, radio, or television, transmitting or receiving), except a public utility structure or a satellite dish antenna:							
(A) Maximum of 150 feet	P	P	P	P	P	P	P
(B) Exceeding 150 feet (CB-123-1994; CB-103-1997)	DSP	DSP	DSP	DSP	DSP	DSP	DSP

APPENDIX I

PROCEDURAL SEQUENCE CHART

For the Concurrent Preparation of
Comprehensive Master Plans, Sector Plans and Sectional Map Amendments*



APPENDIX II: GUIDE TO ZONING CATEGORIES

RESIDENTIAL ZONES ¹

R-O-S: Reserved Open Space—Provides for permanent maintenance of certain areas of land in an undeveloped state, with the consent of the property owners; encourages preservation of large areas of trees and open space; designed to protect scenic and environmentally sensitive areas and ensure retention of land for nonintensive active or passive recreational uses; provides for very low density residential development and a limited range of public, recreational, and agricultural uses.

Minimum lot size	20 acres*
Maximum dwelling units per net acre	0.05

*Except for public recreational uses, for which no minimum area is required.

O-S: Open Space—Provides for areas of low-intensity residential (5 acre) development; promotes the economic use and conservation of land for agriculture, natural resource use, large-lot residential estates, nonintensive recreational use.

Standard lot size	5 acres
Maximum dwelling units per net acre	0.20

R-A: Residential-Agricultural—Provides for large-lot (2 acre) residential uses while encouraging the retention of agriculture as a primary land use.

Standard lot size	2 acres
Maximum dwelling units per net acre	0.50

R-E: Residential-Estate—Permits large-lot estate subdivisions containing lots approximately one acre or larger.

Standard lot size	40,000 sq. ft.
Maximum dwelling units per net acre	1.08
Estimated average dwelling units per acre	0.85

R-R: Rural Residential—Permits approximately one-half-acre residential lots; subdivision lot sizes depend on date of recordation; allows a number of nonresidential special exception uses.

Standard lot size	20,000 sq. ft. 15,000 sq. ft. if recorded prior to February 1, 1970 10,000 sq. ft. if recorded prior to July 1, 1967
Maximum dwelling units per net acre	2.17
Estimated average dwelling units per acre	1.85

¹ Definitions:

Minimum or Standard lot size: The current minimum net contiguous land area required for a lot.

Average dwelling units per acre: The number of dwelling units which may be built on a tract—including the typical mix of streets, public facility sites and areas within the 100-year floodplain--expressed as a per-acre average.

Maximum dwelling units per net acre: The number of dwelling units which may be built on the total tract--excluding streets and public facility sites, and generally excluding land within the 100-year floodplain--expressed as a per-acre average.

R-80: One-Family Detached Residential—Provides for variation in the size, shape, and width of subdivision lots to better utilize the natural terrain and to facilitate planning of single-family developments with lots and dwellings of various sizes and styles.

Standard lot size	9,500 sq. ft.
Maximum dwelling units per net acre	4.5
Estimated average dwelling units per acre	3.4

R-55: One-Family Detached Residential—Permits small-lot residential subdivisions; promotes high density, single-family detached dwellings.

Standard lot sizes	6,500 sq. ft.
Maximum dwelling units per net acre	6.70
Estimated average dwelling units per acre	4.2

R-35: One-Family Semidetached, and Two-Family Detached, Residential—Provides generally for single-family attached development; allows two-family detached; detailed site plan approval required for lots served by private rights-of-way.

Standard lot sizes	3,500 sq. ft. for one-family, semi-detached 7,000 sq. ft. for two-family, detached
Maximum dwelling units per net acre	12.44
Estimated average dwelling units per acre	8.5

R-T: Townhouse—Permits one-family detached and attached, two-family, and three-family dwellings; promotes the maximum amount of freedom in the design of attached dwellings and their grouping and layout; detailed site plan approval required for attached dwellings.

Standard lot size per attached dwelling	1,800 sq. ft.
Maximum dwelling units per net acre	Three-family dwellings—9 Two-family dwellings—8 Other attached dwellings—6
Minimum area for development	2 acres

R-20: One-Family Triple-Attached Residential—Permits single-family detached, semidetached and triple-attached and townhouse development. Detailed site plan approval required for townhouses.

Standard lot sizes	3,200 sq. ft. for end lots 2,000 sq. ft. for interior townhouse lots
Maximum triple-attached dwellings per net acre	16.33
Maximum townhouses per net acre	6.0 (same as R-T)
Estimated average triple-attached dwelling units per net acre	11

R-30: Multifamily Low Density Residential—Provides for low density garden apartments; single-family detached; single-family attached, two-family and three-family dwellings in accordance with R-T Zone provisions; Detailed site plan approval required for multifamily and attached dwellings.

Standard lot size	Garden apartments—14,000 sq. ft.
Two-family dwellings	1,500 sq. ft.
Other attached dwellings	1,800 sq. ft.

Maximum dwelling units per net acre	Garden apartments—10 Three-family dwellings—9 Two-family dwellings—8 Other attached dwellings—6
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R-30C: Multifamily Low Density Residential-Condominium—Same as R-30 above except ownership must be condominium, or development in accordance with the R-T Zone; detailed site plan approval required for multifamily and attached dwellings.

Standard lot size	Garden apartments—14,000 sq. ft. Two-family dwellings—1,500 sq. ft. Other attached dwellings—1,800 sq. ft.
Maximum dwelling units per net acre	Garden apartments—12 Three-family dwellings—9 Two-family dwellings—8 Other attached dwellings—6

R-18: Multifamily Medium Density Residential—Provides for multiple family (apartment) development of moderate density; single-family detached; single-family attached, two-family and three-family dwellings in accordance with R-T Zone provisions; detailed site plan approval required for multifamily and attached dwellings.

Standard lot size	Apartments—16,000 sq. ft. Two-family dwellings—1,500 sq. ft. Other attached dwellings—1,800 sq. ft.
Maximum dwelling units per net acre	Garden apartments and 3-family dwellings—12 Mid-rise apartments (4 or more stories with elevator)—20 Three-family dwellings—9 Two-family dwellings—8 Other attached dwellings—6

R-18C: Multifamily Medium Density Residential-Condominium—Same as above except ownership must be condominium, or development in accordance with the R-T Zone; detailed site plan approval required for multifamily and attached dwellings.

Standard lot size	Apartments—1 acre Two-family dwellings—1,500 sq. ft. Other attached dwellings—1,800 sq. ft.
Maximum dwelling units per net acre	Garden apartments—14 Mid rise apartments (4 or more stories with elevator)—20 Three-family dwellings—9 Two-family dwellings—8 Other attached dwellings—6

R-H: Multifamily High-Rise Residential—Provides for suitable sites for high density, vertical residential development; also permits single-family detached dwellings; detailed site plan approval required for multifamily dwellings.

Minimum lot size	5 acres
Maximum dwelling units per net acre	48.4

R-10: Multifamily High Density Residential—Provides for suitable sites for high density residential in proximity to commercial and cultural centers; also permits single-family detached dwellings. Detailed site plan approval required for buildings 110 feet in height or less; special exception required for buildings over 110 feet in height.

Minimum lot size	20,000 sq. ft.
Maximum dwelling units per net acre	48

R-10A: Multifamily, High Density Residential-Efficiency—Provides for a multifamily zone designed for the elderly, singles, and small family groups. Detailed site plan approval required for buildings 110 feet in height or less; special exception required for buildings over 110 feet in height.

Minimum lot size	2 acres
Maximum dwelling units per net acre	48 plus one for each 1,000 sq. ft. of indoor common area for social, recreational, or educational purposes.

MIXED USE/PLANNED COMMUNITY ZONES

M-X-T: Mixed Use-Transportation Oriented—Provides for a variety of residential, commercial, and employment uses; mandates at least two out of the following three use categories: (1) Retail businesses; (2) Office/ Research/Industrial; (3) Dwellings, hotel/motel; encourages a 24-hour functional environment; must be located near a major intersection or a major transit stop or station and will provide adequate transportation facilities for the anticipated traffic or at a location for which the applicable master plan recommends mixed uses similar to those permitted in the M-X-T Zone.

Lot size and dwelling types	No restrictions
Maximum floor area ratio	0.4 without optional method; 8.0 with optional method (provision of amenities)

M-X-C: Mixed Use Community—Provides for a comprehensively planned community with a balanced mix of residential, commercial, light manufacturing, recreational and public uses; includes a multistep review process to assure compatibility of proposed land uses with existing and proposed surrounding land uses, public facilities and public services; mandates that each development include residential uses, community use areas, neighborhood centers and an integrated public street system with a variety of street standards.

Minimum tract size	750 gross acres
Lot size and dwelling types	No restrictions
Maximum dwelling units per gross acre	2
Maximum floor area ratio for commercial uses	0.4

M-U-TC: Mixed-Use Town Center—Provides for a mix of commercial and limited residential uses which establish a safe, vibrant, 24-hour environment; designed to promote appropriate redevelopment of, and the preservation and adaptive reuse of selected buildings in, older commercial areas; establishes a flexible regulatory framework, based on community input, to encourage compatible development and redevelopment; mandates approval of a development plan at the time of zoning approval, that includes minimum and maximum development standards and guidelines, in both written and graphic form, to guide and promote local revitalization efforts; provides for legally existing buildings to be expanded or altered, and existing uses for which valid permits have been issued to be considered permitted uses, and eliminating nonconforming building and use regulations for same.

M-U-I: Mixed-Use Infill—Promotes Smart Growth principles by encouraging the efficient use of land, public facilities and services in areas that are substantially developed. These regulations are intended to create community environments enhanced by a mix of residential, commercial, recreational, open space, employment and institutional uses in accordance with approved plans. The infill zone may only be approved for property located in a transit district overlay zone or a development district overlay zone.

R-P-C: Planned Community—Provides for a combination of uses permitted in all zones, to promote a large-scale community development with a full range of dwellings providing living space for a minimum of 500 families; encourages recreational, commercial, institutional, and employment facilities within the planned community; requires conformance with an official plan identifying zoning subcategories, that has been adopted by the Planning Board following approval of a final plan by the District Council at the time of rezoning, and for certain R-P-C Zones, approval of a detailed site plan prior to development.

Lot size and dwelling types	Varied
Maximum dwelling units per gross acre	8

R-M-H: Planned Mobile Home Community—Provides for suitable sites for planned mobile home communities, including residences and related recreational, commercial, and service facilities, subject to detailed site plan approval.

Minimum lot size	4,000 sq. ft.
Maximum mobile homes per acre	7

COMPREHENSIVE DESIGN ZONES

(These zones require three-phase development plan review, the first of which is basic plan approval at the time of rezoning that establishes general land use types, land use relationships, and minimum land use quantities. In zones providing for density and intensity ranges, increases in base density and intensity within the limits prescribed are allowed in return for public benefit features provided by the developer.)

R-L: Residential Low Development—Provides for low-density residential development in areas recommended by a master plan for alternative low-density development techniques. The zone allows a mixture of residential types and lot sizes generally corresponding to single-family development; provides for limited commercial uses necessary to serve the dominant residential uses.

Minimum tract size	Generally 100 adjoining gross acres
Low .5	Base density (dwelling units per gross acre)—.5 Maximum density—.9 Maximum mixed retirement development density - 8 du/gross acre
Low 1.0	Base Density (dwelling units per gross acre)—1.0 Maximum density—1.5 Maximum mixed retirement development density—8 du/gross acre

R-S: Residential Suburban Development—A mixture of residential types within the suburban density range generally corresponding to low-density single-family development; provides for limited commercial uses necessary to serve the dominant residential uses.

Minimum tract size	Generally 25 adjoining gross acres
Suburban 1.6	Base density (dwelling units per gross acre)—1.6 Maximum density—2.6 Maximum mixed retirement development density—8 du/gross acre

Suburban 2.7 Base density (dwelling units per gross acre)—2.7
 Maximum density—3.5
 Maximum mixed retirement development density—8 du/gross acre

R-M: Residential Medium Development—A mixture of residential types with a medium-density range; provides for limited commercial uses necessary to serve the dominant residential uses.

Minimum tract size Generally 10 adjoining gross acres
 Medium 3.6 Base density (dwelling units per gross acre)—3.6
 Maximum density—5.7
 Maximum mixed retirement development density—8 du/gross acre
 Medium 5.8 Base density (dwelling units per gross acre)—5.8
 Maximum density—7.9
 Maximum mixed retirement development density—8 du/gross acre

R-U: Residential Urban Development—A mixture of residential types generally associated with an urban environment; provides for limited commercial uses necessary to serve the dominant residential uses.

Minimum tract size Generally 5 adjoining gross acres
 Urban 8.0 Base density (dwelling units per gross acre)—8.0
 Maximum density—11.9
 Maximum mixed retirement development density—8 du/gross acre
 Urban 12.0 Base density (dwelling units per gross acre)—12.0
 Maximum density—16.9
 Maximum mixed retirement development density—8 du/gross acre

L-A-C: Local Activity Center—A mixture of commercial retail and service uses along with complementary residential densities within a hierarchy of centers servicing three distinct service areas: neighborhood, village, and community.

Neighborhood

Minimum tract size 4 adjoining gross ac.
 Base resid. density 8 du/gross resid. ac.
 Max. resid. density 12.1 du/gross resid. ac.
 Base comm. intensity 0.16 FAR
 Max. comm. intensity 0.31 FAR
 Max. mixed retirement development density 8 du/gross ac.

Village

Minimum tract size 10 adjoining gross ac.
 Base resid. density 10 du/gross resid. ac.
 Max. resid. density 15 du/gross resid. ac.
 Base comm. intensity 0.2 FAR
 Max. comm. intensity 0.64 FAR
 Max. mixed retirement development density 8 du/gross ac.

Community

Minimum tract size 20 adjoining gross ac.
 Base resid. density 10 du/gross resid. ac.
 Max. resid. density 20 du/gross resid. ac.
 Base comm. intensity 0.2 FAR
 Max. comm. intensity 0.68 FAR
 Max. mixed retirement development density 8 du/gross ac.

M-A-C: Major Activity Center—A mixture of uses which serve a regional residential market or provide concentrated employment, arranged to allow easy pedestrian access between uses; two types of functional centers are described: major metro and new town or corridor city.

Minimum tract size	Generally 40 adjoining gross acres
<i>Metro Center</i>	
Base residential density	48 du/gross resid. ac.
Max. residential density	125 du/gross resid. ac.
Base commercial intensity	1.0 FAR/gross commercial ac.
Max. commercial intensity	2.7 FAR/gross commercial ac.
Min. residential floor area	20% of total at time of full development
Max. mixed retirement	8 du/gross ac. development density
<i>New Town or City Corridor Center</i>	
Base residential density	10 du/gross resid. ac.
Max. residential density	47.9 du/gross resid. ac.
Base commercial intensity	0.2 FAR/gross commercial ac.
Max. commercial intensity	0.88 FAR/gross commercial ac.
Min. residential floor area	20% of total at time of full development
Max. mixed retirement	8 du/gros ac. development density

E-I-A: Employment and Institutional Area—A concentration of nonretail employment and institutional uses and services such as medical, manufacturing, office, religious, educational, recreational, and governmental.

Minimum tract size	Generally 5 adjoining gross acres
Minimum open space improved by landscaping	20% of net lot area

V-L: Village-Low—Provides for a variety of residential, commercial, recreational, and employment uses within a traditional village setting surrounded by open space; mandates the following land use area categories: (1) Village Proper; (2) Village Fringe; (3) Residential Areas; (4) Village Buffer; and (5) Recreational Areas. Land use areas are arranged to allow a sense of community with linkage via a pedestrian network to a core which contains commercial, civic, community, and residential uses; also mandates a mixture of residential types and lot sizes, including affordable housing units; includes detailed design standards and building materials requirements. This zone may be utilized in areas recommended for permanent low density by a master plan.

Minimum tract size	150 contiguous gross acres
Maximum density	1.3 dwelling units per gross acre

V-M: Village-Medium—Provides for a variety of residential, commercial, recreational, and employment uses within a traditional village setting surrounded by open space; mandates the following land use area categories: (1) Village Proper; (2) Village Fringe; (3) Residential Areas; (4) Village Buffer; and (5) Recreational Areas. Land use areas are arranged to allow a sense of community with linkage via a pedestrian network to a core which contains commercial, civic, community, and residential uses; also mandates a mixture of residential types and lot sizes, including affordable housing units; includes detailed design standards and building materials requirements. This zone may be utilized in areas recommended for permanent low density by a master plan.

Minimum tract size	300 contiguous gross acres
Maximum density	2.0 dwelling units per gross acre

COMMERCIAL ZONES

C-O: Commercial Office—Uses of a predominantly nonretail commercial nature, such as business, professional and medical offices, or related administrative services.

C-A: Ancillary Commercial—Certain small retail commercial uses, physician and dental offices, and similar professional offices that are strictly related to and supply necessities in frequent demand and daily needs of an area with a minimum of consumer travel; maximum size of zone: 3 net acres.

C-1: Local Commercial, Existing—All of the uses permitted in the C-S-C Zone.

C-2: General Commercial, Existing—All of the uses permitted in the C-S-C Zone, with additions and modifications.

C-C: Community Commercial, Existing—All of the uses permitted in the C-S-C Zone.

C-G: General Commercial, Existing—All of the uses permitted in the C-S-C Zone.

C-S-C: Commercial Shopping Center—Retail and service commercial activities generally located within shopping center facilities; size will vary according to trade area.

C-H: Highway Commercial, Existing—All of the uses permitted in the C-M Zone.

C-M: Commercial Miscellaneous—Varied commercial uses, including office and highway-oriented uses, which may be disruptive to the compactness and homogeneity of retail shopping centers.

C-W: Commercial Waterfront—Marine activities related to tourism, vacationing, boating and sports, water-oriented recreation, together with limited employment areas which cater to marine activities along a waterfront.

C-R-C: Commercial Regional Center—Provides locations for major regional shopping malls and related uses that are consistent with the concept of an upscale mall. Minimum area for development— one hundred (100) gross continuous acres; maximum FAR— .75; maximum building height—75 ft.; maximum building coverage, excluding parking—50%; detailed site plan approval required.

INDUSTRIAL ZONES

I-1: Light Industrial—Light intensity manufacturing, warehousing, and distribution uses; 10% green area required.

I-2: Heavy Industrial—Highly intensive industrial and manufacturing uses; 10% green area required.

I-3: Planned Industrial/Employment Park—Uses that will minimize detrimental effects on residential and other adjacent areas; a mixture of industrial, research, and office uses with compatible institutional, recreational, and service uses in a manner that will retain the dominant industrial/employment character of the zone; standard minimum tract size of 25 adjoining gross acres; standard minimum lot size of two acres; conceptual and detailed site plan approval required; 25% green area required; outdoor uses restricted; warehousing and wholesaling uses limited.

I-4: Limited Intensity Industrial—Limited intensity (0.3 FAR) commercial, manufacturing, warehousing, and distribution uses; development standards extended to assure limited intensity industrial and commercial development, and compatibility with surrounding zoning and uses; 25% green area required.

U-L-I: Urban Light Industrial—Designed to attract and retain a variety of small-scale light industrial uses in older, mostly developed industrial areas located close to established residential communities; establishes a flexible regulatory process with appropriate standards to promote reinvestment in, and redevelopment of, older urban industrial areas as employment centers, in a manner compatible with adjacent residential areas.

OVERLAY ZONES²

T-D-O: Transit District Overlay—Intended to ensure that development in a designated district meets the goals established in a transit district development plan. Transit districts may be designated in the vicinity of Metro stations to maximize transit ridership, serve the economic and social goals of the area, and take advantage of the unique development opportunities which mass transit provides.

D-D-O: Development District Overlay—Intended to ensure that development in a designated district meets the goals established in a master plan, master plan amendment or sector plan. Development Districts may be designated for town centers, Metro areas, commercial corridors, employment centers, revitalization areas, historic areas and other special areas as identified in approved plans.

Chesapeake Bay Critical Area Overlay Zones³

I-D-O: Intense Development Overlay—To conserve and enhance fish, wildlife, and plant habitats and improve the quality of runoff that enters the Chesapeake Bay, while accommodating existing residential, commercial, or industrial land uses. To promote new residential, commercial and industrial land uses with development intensity limits. Maximum residential density is the same as the underlying zone.

L-D-O: Limited Development Overlay—To maintain and/or improve the quality of runoff entering the tributaries of the Chesapeake Bay and to maintain existing areas of natural habitat, while accommodating additional low-or moderate-intensity development. Maximum residential density is the same as the underlying zone, up to 4.0 du/net acre maximum.

R-C-O: Resource Conservation Overlay—To provide adequate breeding, feeding and wintering habitats for wildlife, to protect the land and water resources base necessary to support resource-oriented land uses, and to conserve existing woodland and forests for water quality benefits along the tributaries of the Chesapeake Bay. Maximum residential density—.05 du/ gross acre.

² These overlay zones are superimposed over other zones, and they may modify provisions of the underlying zones concerning uses allowed and standards for development. In addition, new development is generally subject to approval of a detailed site plan by the Planning Board.

³ These overlay zones are superimposed over other zones, and they may modify provisions of the underlying zones concerning uses allowed and standards for development. In addition, new development is generally subject to approval of a conservation plan and conservation agreement by the Planning Board.

Revitalization Overlay Districts⁴

R-O-D: Revitalization Overlay District—Intended to ensure the orderly development or redevelopment of land within a designated district. Revitalization Districts provide a mechanism for the county to delegate full authority to local municipalities to approve departures from parking, landscaping and sign standards. In addition, limited authority is also delegated for the approval of variances from building setbacks, lot coverage, yards and other dimensional requirements of existing zoning.

Architectural Overlay Districts⁵

A-C-O: Architectural Conservation Overlay—Intended to ensure that development and redevelopment efforts preserve and protect the architectural or design character of neighborhoods in accordance with an approved architectural conservation plan. Conservation districts may be designated in areas where the majority of properties have been developed and they exhibit distinct, unifying elements, characteristics, design or other physical features.

⁴ These overlay districts are superimposed over other zones. However, they do not modify provisions of the underlying zones concerning uses allowed and standards for development.

⁵ These overlay zones are superimposed over other zones, and they may modify provisions of the underlying zones concerning design regulations. However, they do not modify provisions of the underlying zones concerning allowed uses. In addition, a detailed site plan for architectural conservation shall be approved by the Planning Board prior to the issuance of a building or grading permit.

CERTIFICATE OF ADOPTION AND APPROVAL

This sector plan and sectional map amendment for Port Towns (portions of Planning Areas 68 and 69) amends portions of the 1994 *Approved Bladensburg-New Carrollton and Vicinity Master Plan and Sectional Map Amendment (Planning Area 69)*; the 1994 *Approved Master Plan and Sectional Map Amendment for Planning Area 68*; the 2007 *Approved Bladensburg Town Center Sector Plan and Sectional Map Amendment*; the 2008 *Public Safety Master Plan*; the 2005 *Countywide Green Infrastructure Plan*; the 2002 *Prince George's County Approved General Plan* for the physical development of the Maryland-Washington Regional District within Prince George's County, Maryland; the 1992 *Prince George's County Historic Sites and Districts Plan*; the 1983 *Functional Master Plan for Public School Sites*; the 1982 *Master Plan of Transportation*; and the 1975 *Countywide Trails Plan*, including the 1985 *Equestrian Addendum*; the 2001 *Approved Anacostia Trails Heritage Area Management Plan: A Functional Master Plan for Heritage Tourism*. The Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted this sector plan and sectional map amendment by Resolution No. 09-99 on June 25, 2009, after a duly advertised joint public hearing held on April 14, 2009 in conjunction with the Prince George's County Council, sitting as the District Council, pursuant to the provisions of Section 27-645 of the County Code of Prince George's County, Maryland. The Prince George's County Council, sitting as the District Council, approved this sector plan and sectional map amendment by Resolution No. CR-72-2009 on October 6, 2009.

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION


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