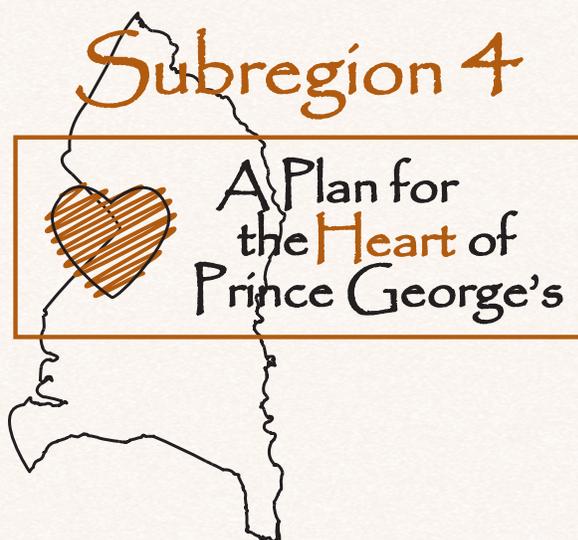


Part VI: Appendices



Appendix **A**

Design Guidelines for the Subregion 4 Centers

Intent

In order to implement the conceptual regulating plans (Chapter 6), the following guidelines are presented. The *Prince George's Approved County General Plan* identifies centers and corridor nodes in the county as existing or possible future priorities for concentrations of medium- to high-intensity, mixed-use, pedestrian- and transit-oriented development.

These design guidelines are only for centers that are not subject to existing development district overlay zones (DDOZs) or transit district overlay zones (TDOZs). Existing DDOZs and TDOZs still control standards for the centers.

Appendix A is intended to provide development and design guidelines for implementing the following specific goals for the centers and corridor nodes in the Subregion 4 area:



APPENDIX A

- Promote compact, mixed-use development at moderate to high densities.
- Ensure transit-supportive and transit-serviceable development.
- Require pedestrian-oriented and transit-oriented design.
- Ensure compatibility with surrounding neighborhoods.
- Preserve, protect, and restore regulated environmental features in a natural state to the fullest extent possible.
- Preserve and protect historic and archeological resources.
- Apply principles of design, density, diversity, and destination in each urban neighborhood in order to fully capitalize on public and private transportation investments and minimize vehicular travel within the urban centers and corridor nodes, the county, and the surrounding region.

Definitions

Where there is a conflict between these definitions and those of Subtitle 27A (where applicable), the definition of Subtitle 27A shall prevail.

Abutting: Touching and sharing a common point or line; adjoining.

Accessory Unit: A building (maximum footprint of 650 square feet) that is not the primary structure on a lot, that can be used as additional residential or home occupation space.

Accessory Use: A use subordinate to, customarily incidental to, and ordinarily found in association with, a principal use that it serves.

Adjacent: Nearby, but not necessarily abutting or adjoining.

Adjoining: See Abutting.

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 (i.e., garages), utility meters, and recycling and garbage bins.

Attic Story: A habitable space within a building situated within the structure of a pitched roof and above the uppermost regular story.

Awning: A cantilevered, projected or suspended cover over the sidewalk portion of the street-space. Also a roof-like covering, usually of canvas or metal, and often adjustable, placed over the sidewalk, windows, or doors to provide protection from sun and rain.

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).

Block: An increment of land comprising lots, alleys, and tracts circumscribed and not traversed by streets (pedestrian pathways are excepted). Blocks should 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 document.

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 any additions should 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 document.

Building Face: See Façade.

Build-To Line (BTL): A line or plane indicated on the conceptual regulating plan, defining the street frontage that extends vertically and generally parallel to the street, at which the building should be placed. The façade should occur on the BTL. This is a requirement, not a permissive minimum. The minimum length and height of frontage that is

required at the BTL is shown on the appropriate building envelope standard.

Civic Green or Square: A public open space designated on the conceptual regulating 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 guidelines 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 conceptual regulating plan. Civic use buildings and publicly owned art are not subject to the building envelope standard prescriptions of this document.

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.

Common Access Easement: A shared easement for vehicles and pedestrians within a block that provides access to the rear of buildings or to vehicle parking (e.g., garages).

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.

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 than corridors and other areas within a

General Plan tier. 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. The area within a covered sidewalk should include a clear walkway. (See building envelope guidelines 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, temporary displays, café seating, and other encroachments 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.

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

Encroachment: An element of a building or structure that extends into a setback or yard area. It also includes an element that extends beyond the private property over an adjacent right-of-way.

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 considered façades for the purposes of this document.

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.

Front Yard: An open space required by certain building envelope guideline 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 should be provided on both streets. This area is contiguous with the street and includes any front porch.

Front Yard Fence: The fence or wall located along and surrounding the front yard.

Garden Wall: A masonry wall defining a property line or delineating a private area. A garden wall may satisfy a building envelope guideline front yard fence requirement.

Ground Story: The first habitable level of a building at or above grade. The next story above the ground story is the second floor.

Net Lot Area: The total contiguous area included within the lot lines of a lot excluding:

- Alleys, streets, and other public ways.
- Land lying within a 100-year floodplain or other environmentally regulated area.

Open Area: See Private Open Area.

Parking Setback Line: A line or plane indicated on the conceptual regulating plan that extends vertically and is generally parallel to the build-to line. All parking should be setback behind this line, excepting where it is below grade.

Pedestrian Pathway: An interconnecting paved way providing 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 should be a public access easement or public right-of-way.

Principal Use: A use not considered an accessory use.

Privacy Fence: An opaque fence along alleys and common lot lines. See the building envelope guidelines 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 should not be built upon, parked, or driven upon (except for emergency access).

Regulated Environmental Features: Regulated stream, nontidal wetlands, and their associated buffers.

Side wing: 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 should not be enclosed. (See the individual building envelope guidelines 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: A “street” is a public or dedicated right-of-way at least 24 feet in width; or a private road, right-of-way, or easement; or a proposed street right-of-way or widening shown on the applicable General Plan, functional master plan, master plan, or sector plan, or in the current Capital Improvement Program or Maryland State Consolidated Transportation Program; or on a record plat. Streets should be designated on the conceptual regulating plan and are intended to be open to public use regardless of ownership.

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

Street Light: A luminaire installed on both sides of streets, along the street tree alignment line, unless otherwise designated on the conceptual regulating plan. Lighting guidelines for street-spaces and alleys should be developed to meet the minimum guidelines of the Illumination Engineering Society of North America (IESNA), 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, parks) including any transit service operator passenger platform but not garage entries or alleys.

Street Tree: A tree required per this document and listed in the *Prince George's County Landscape Manual* 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 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 falls within the tree lawn area identified in the street type specifications as "A." It is parallel with the street right-of-way. The street tree alignment line for center medians is their centerline.

Street Wall: A masonry wall set back from the build-to line, which assists in the definition of the street-space in the absence of a building. See the building envelope guidelines 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 Center: Those areas designated as centers 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 one or more urban 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 regulated environmental

features. Smaller urban neighborhoods may exist due to environmental constraints.

Where Clearly Visible from the Street-Space:

Many requirements of this document 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 30 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 30 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 guidelines requirements.

Conceptual Regulating Plan

Intent—The conceptual regulating plan should be used for implementing the development of urban centers and corridors under this document.

Conceptual regulating plans allocate the building envelope guidelines, public spaces, and street types within each urban neighborhood or center and provide specific information for the disposition of each building site. The conceptual regulating plan also shows how each site relates to adjacent street-spaces, the overall urban neighborhood, and the surrounding neighborhoods.

Conceptual regulating plans organize urban neighborhoods into five distinctive street frontage types. They are as follows:

General—This is the basic urban street frontage, common in cities across the United States until the recent past. The uses are not specific, ranging from commercial to residential, retail to civic, or some combination of all of the above. The primary form is that of multistory buildings placed directly at the sidewalk, with windows across the façade, with the buildings lined up shoulder to shoulder. The building elements (e.g., shopfronts, stoops, balconies, etc.) vary, depending on the uses. These are sometimes called "background" buildings. They are the primary building blocks of an urban center.

Storefront—The storefront frontage is a variation on the general frontage type. The uses for storefront

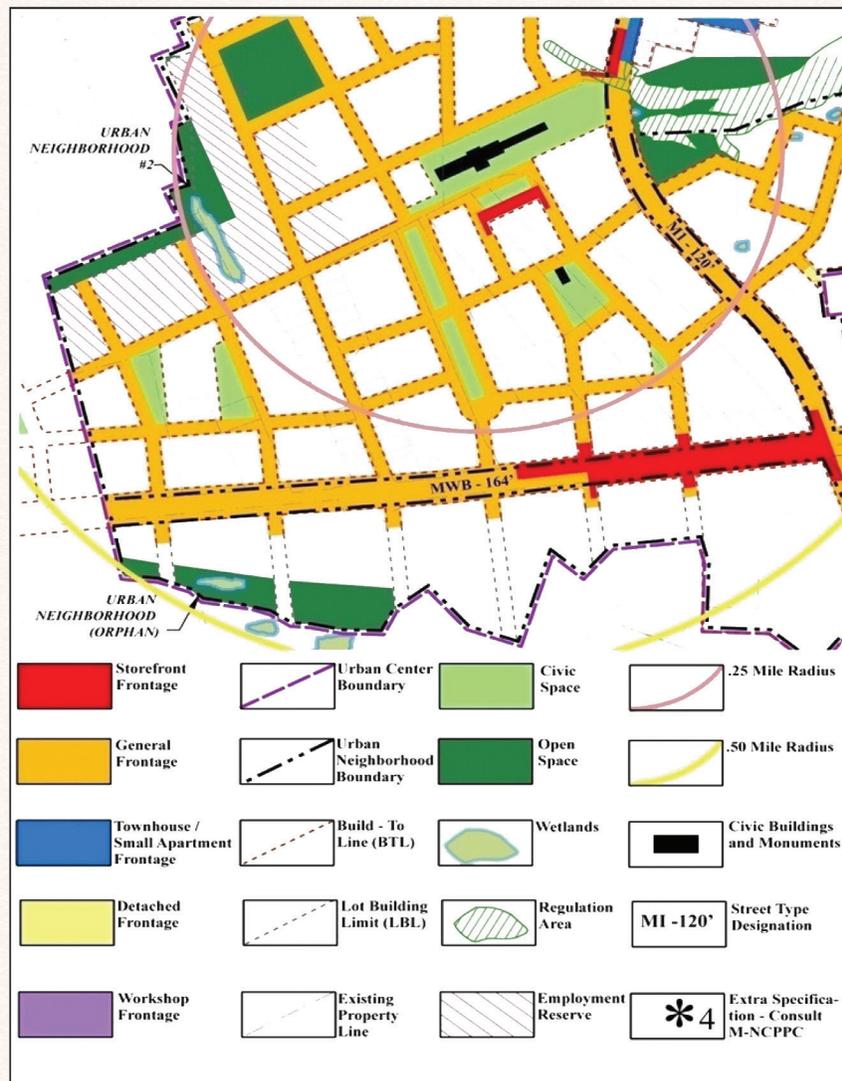
are highly skewed toward retail. Storefronts are primarily placed at the back edge of the sidewalk. This frontage type is ideal for lining large footprint buildings, such as an office building, big-box retail, or a parking garage. The façades of storefronts are broken into smaller pedestrian-scaled sections and can activate an entire block length through multiple smaller retail uses (and entrances).

Townhouse/Small Apartment—The small apartment frontage is a less-intensive neighborhood building block, typically three to four stories with regular entrances every 50-75 feet along the build-to line. It is predominantly residential in character. Although a significant percentage of the building façade will sit at the build-to line, the entire block frontage/street wall may be more irregular, with projecting bays, balconies, or similar

elements. This frontage is commonly used to transition between the more intense core of an urban center and adjacent residential neighborhoods.

Workshop—The workshop frontage accommodates small-scale service, manufacturing and repair uses, including artisan spaces, within an urban form. These structures are of limited height and are built to align the front edge of the sidewalk. Exterior work and loading areas are confined to rear yards at the center of the block.

Detached—The detached frontage generally consists of single-family houses with small front, side and rear yards along a tree-lined street. Structures are typically two to three stories in height with pitched roofs and porches. This frontage is not common in an urban center. It is intended



*Exhibit A-1:
Sample
Conceptual
Regulating
Plan and Key*

exclusively for the edges of centers that abut existing residential neighborhoods.

The application of these frontages varies according to the type of urban center designation in the 2002 General Plan. The following table shows the four urban center designations and their corresponding guidelines that are found in this document:

Urban Center Designation	Guideline
Metropolitan Center	UC-1
Regional Center	UC-2
Community Center	UC-3
Urban Node Center	UC-4

Sample Conceptual Regulating Plan. Shown below is a sample conceptual regulating plan and key.

Building Envelope Guidelines

Intent—The goal of the building envelope guidelines is the creation of a vital and coherent public realm through the creation of good street-space. The intent of these form guidelines is to shape the street-space including the specific physical and functional character of the area. The placement and form controls on building frontages work together to frame the street-space while allowing the buildings greater latitude behind their façades. The building envelope guidelines aim for the minimum level of control necessary to meet this intent.

The building envelope guidelines 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.

The building envelope guidelines establish the rules for development and redevelopment on private lots, unless otherwise indicated on the conceptual regulating plan.

The conceptual regulating plan identifies the building envelope guidelines for all private building sites within the area.

General Provisions—The following apply to all building envelope guidelines, unless expressly stated otherwise within individual building envelope guidelines or as designated on the conceptual regulating plan.

Transitions—When the building envelope guidelines' designation shown on the conceptual regulating plan changes along a property's BTL, that property owner has the option, for his property's street frontage only, of applying either of the building envelope guidelines for a maximum additional distance of 50 feet in either direction along the BTL.

Façade Composition—Façade composition is the arrangement and proportion of façade materials and elements (windows, doors, columns, pilasters, bays).

1. Façades along the BTL should 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. This standard should be measured for each block face.
2. Each façade composition should 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 frontages of less than 100 feet are exempted from the overall façade composition requirement but should still include a functioning street entry.
3. To achieve a complete and discrete composition within a single building frontage requires, at a minimum, Item A below and two additional items:
 - A Clearly different ground story façade composition (both materials and fenestration proportions).
 - B Clearly different window proportions (minimum difference 20 percent).

- C. Clearly different façade composition (clearly different ‘bay’ rhythm, e.g. ‘ABA’—‘ABBA’—‘BAAB’—‘ABCBA’).
- D. Clearly different wall material (color changes should not be considered as different wall materials).
- E. Clearly different fenestration percentage, with a minimum difference of 12 percent. Ground floor façades are exempt from this provision.

Neighborhood Manners—For any building envelope guidelines 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 should be a 40-foot setback for any structures.
2. Where a site abuts or is adjacent to (having only an alley between) a single-family residential property, a garden wall four to six feet in height should be constructed on that site 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 should be 32 feet. This requirement supersedes the minimum story height requirement.

Height

The height of all buildings is measured in stories, with an ultimate limit in feet, measured relative to the fronting sidewalk elevation, unless otherwise designated in this document.

Attic stories are permitted for all sites and do not count against the maximum story limit. Attic stories may have only dormer windows on the BTL façade.

If an individual story exceeds the maximum floor-to-floor height, it should be counted against another story, and no individual building height may exceed the building envelope guidelines’ prescribed ultimate height.

Where a parking structure is within 40 feet of any building constructed after approval of the

conceptual regulating plan, that portion of the structure should not exceed the building’s primary ridge or parapet height.

The prescribed minimum story clear height should be met for at least 80 percent of the area of the specified story.

Siting

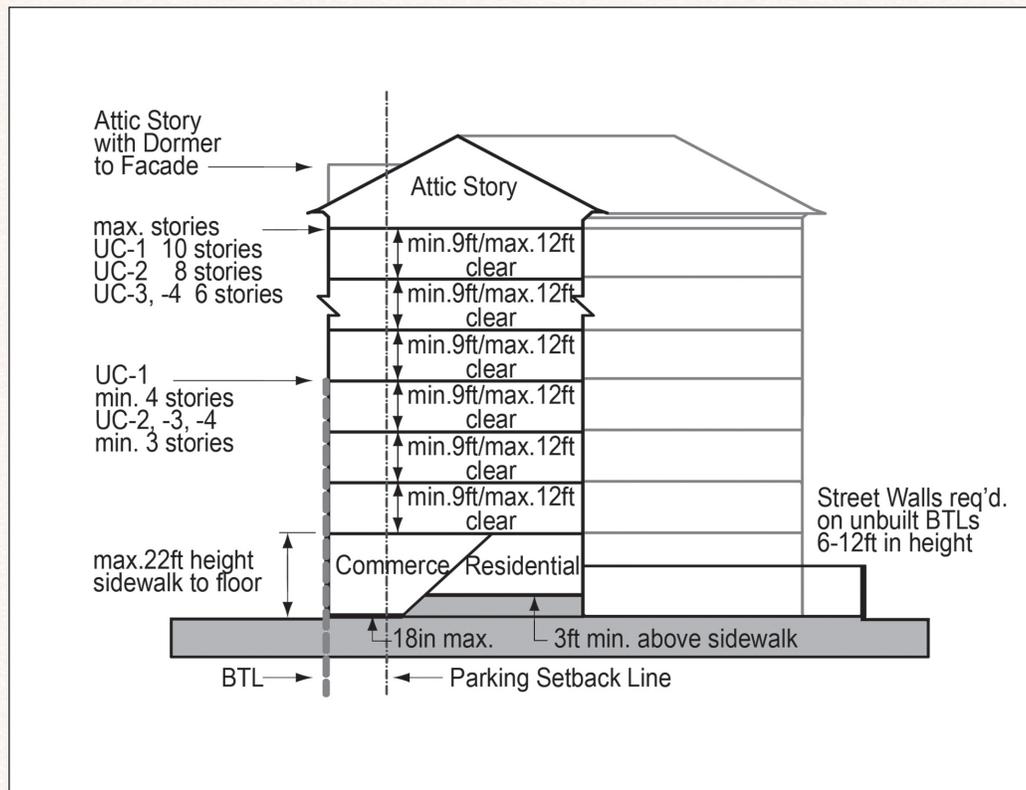
1. The building façade should be built to the BTL within 30 feet of a block corner.
2. A street wall should be required along any BTL frontage that is not otherwise occupied by a building, except for detached frontages. The street wall should be located not more than eight inches behind the BTL.
3. The BTL designated on the conceptual regulating plan should be considered an area spanning an additional 18 inches into the lot, as allowance for jogs, façade articulation, etc. unless otherwise designated herein.
4. Buildings may only occupy that portion of the lot specified as the buildable area behind the BTL as designated by the building envelope guidelines.
5. No part of any building may be located outside of the buildable area except overhanging eaves, awnings, shopfronts, bay windows, or balconies. No part of any building may contain overhanging eaves within a regulated environmental feature.
6. No part of any building may be located outside of any designated boundary line except steps, overhanging eaves, or awnings.
7. There is no required setback from alleys. On lots without alley access, there should be a minimum 25-foot setback from the rear lot line.
8. There are no side lot setbacks, except as specified in the Neighborhood Manners section (above) or in the building envelope guidelines.
9. The parking setback line is 30 feet behind the BTL and extends vertically as a plane unless otherwise indicated on the conceptual regulating plan or building envelope guidelines. Vehicle parking should be located behind the parking

setback line, except where parking is provided below grade, on-street, or otherwise indicated on the conceptual regulating plan.

Corner lots and through lots should satisfy the build-to and frontage requirements for all their designated frontages, unless otherwise specified in this document.

Civic Use Buildings—When designated on the conceptual regulating plan, civic use buildings are exempt from the building envelope guidelines, excepting any provisions that concern adjacent single-family detached districts.

General Frontage



Height

Building Height

The building should be:

- UC-1: 4 stories minimum, 10 stories and 160 feet maximum.
- UC-2: 3 stories minimum, 8 stories and 130 feet maximum.
- UC-3: 3 stories minimum, 6 stories and 97 feet maximum.
- UC-4: 2 stories minimum, 5 stories and 85 feet maximum.

Ground Story Height: Commerce Uses

The average ground story finished floor elevation should be equal to the exterior sidewalk elevation in front of the building, to a maximum finished floor elevation of 18 inches above the sidewalk.

The ground story should have at least 18 feet of clear interior height (floor to ceiling) in the area and 15 feet in all other UC districts contiguous to the BTL frontage for a minimum depth of 25 feet.

The maximum ground story height is 22 feet, measured from the sidewalk to second-story floor.

Ground Story Height: Residential Units

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

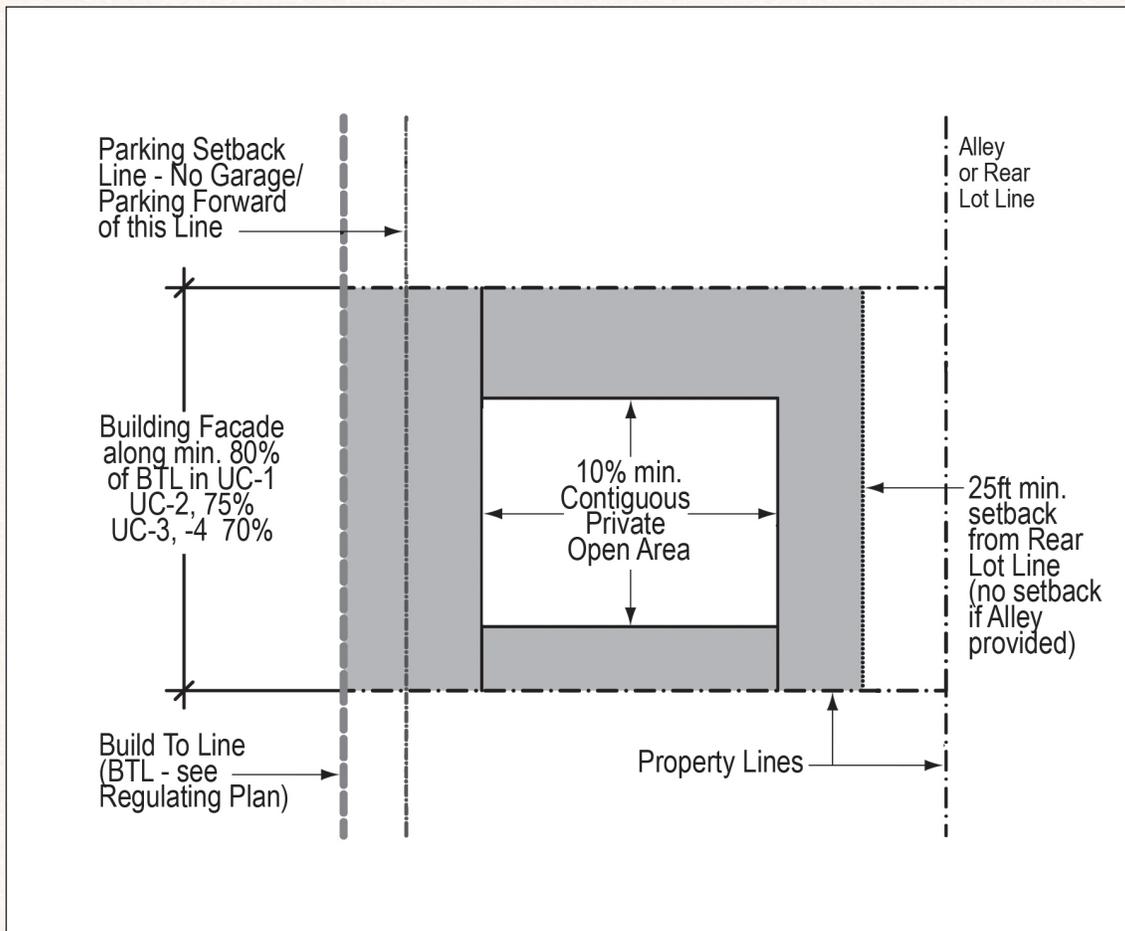
The ground story should have an interior clear height (floor to ceiling) of at least nine feet and a maximum sidewalk to second-story floor height of 22 feet.

Upper Story Height

The maximum clear height (floor to ceiling) for stories other than the ground story is 12 feet.

Each upper story should have an interior clear height (floor to ceiling) of at least nine feet.

Street Wall Height. A street wall between six and 12 feet in height should be required along any BTL frontage that is not otherwise occupied by a building on the lot.



Siting

Street Façade

On each lot the building façade should be built to the BTL for at least:

- UC-1: 80 percent of the BTL length.
- UC-2: 75 percent of the BTL length.
- UC-3: 70 percent of the BTL length.
- UC-4: 70 percent of the BTL length.

Within seven feet of the block corner, the ground floor façade may be chamfered to form a corner entry.

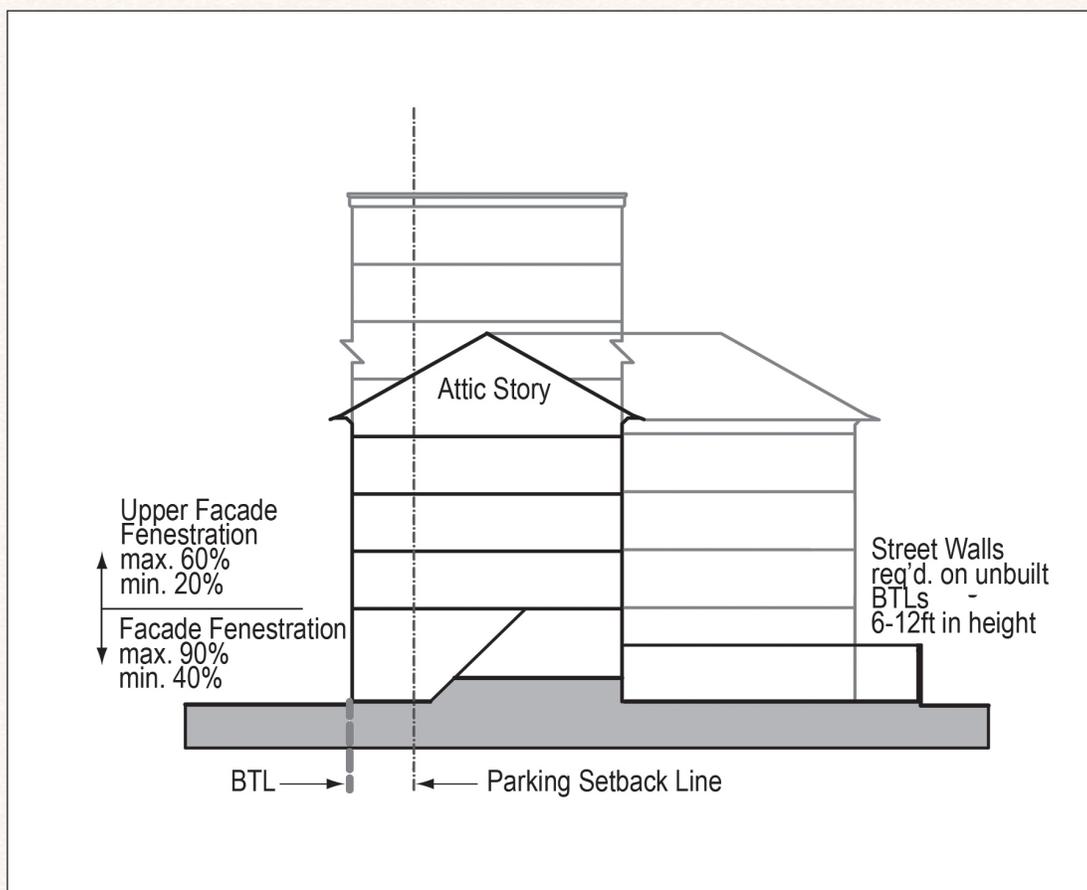
Buildable Area

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

Garage and Parking

Curb cuts or driveways should be located at least 75 feet away from any block corner, curb cut, or another garage entry on the same block face. These requirements are not applicable along alleys.

Openings in the BTL for parking garage entries should have a maximum clear height no greater than 16 feet and a clear width no greater than 22 feet.



Elements

Fenestration

Blank lengths of wall exceeding 20 linear feet are prohibited on all BTLs.

Ground story façade fenestration should comprise between 40 and 90 percent of the façade.

Upper story façade fenestration should comprise between 20 and 60 percent of the façade area per story.

Building Projections

Awnings should project a minimum of five feet to a maximum of:

Within one foot of the back of curb where there are no street trees,

Or one foot into the tree planting area where there are street trees.

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

Awnings may have supporting posts at their outer edge provided that they:

Have a minimum of eight feet clear width between the façade and the support posts or columns of the awnings, and

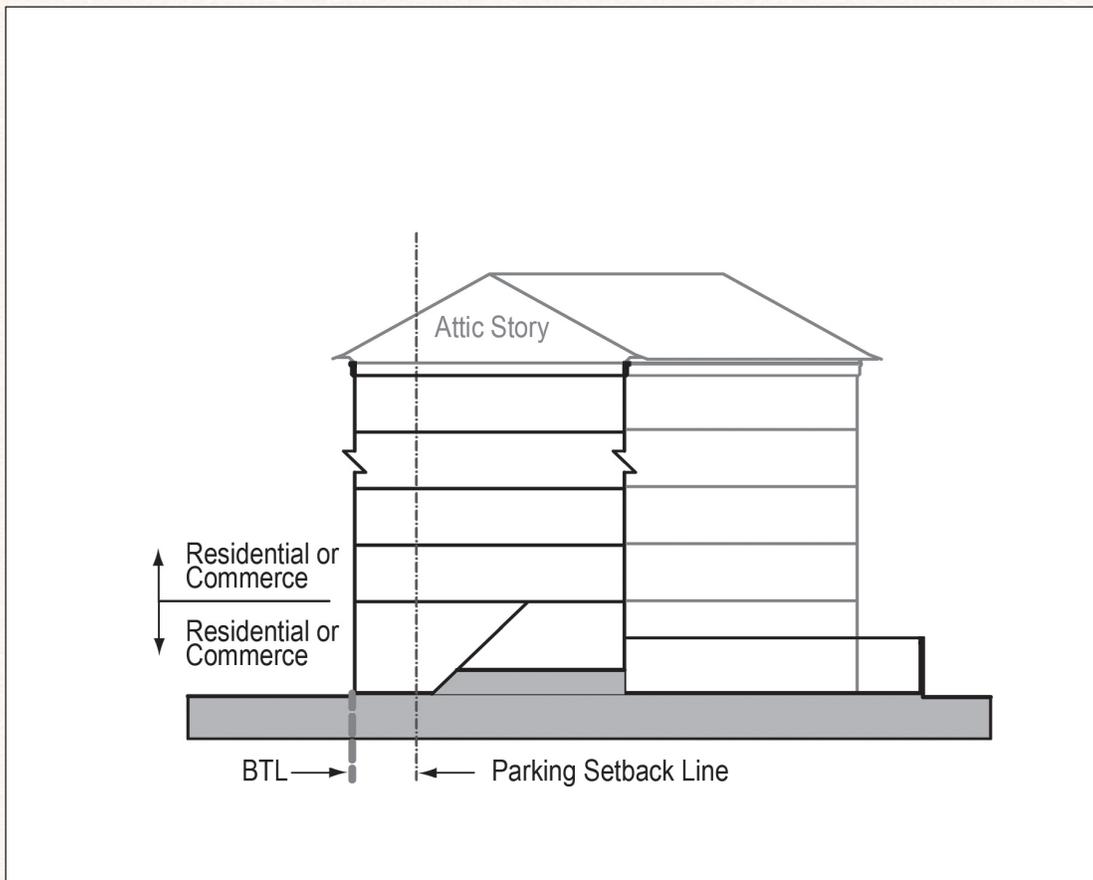
Provide a continuous clear walkway at least four feet wide running adjacent and parallel to the awning columns/posts.

Doors/Entries

At least one functioning entry door should be provided along each ground story façade at intervals not greater than 75 linear feet.

Street Walls

One vehicle entry gate no wider than 20 feet and one pedestrian entry gate no wider than five feet should be permitted within any required street wall, to a maximum of one vehicle entry gate per 120 feet of frontage per block face.



Use

Ground Story

The ground story may only house commerce or residential uses. See the height specifications for specific requirements unique to each use. Overnight lodging guest rooms should meet the requirements for residential use.

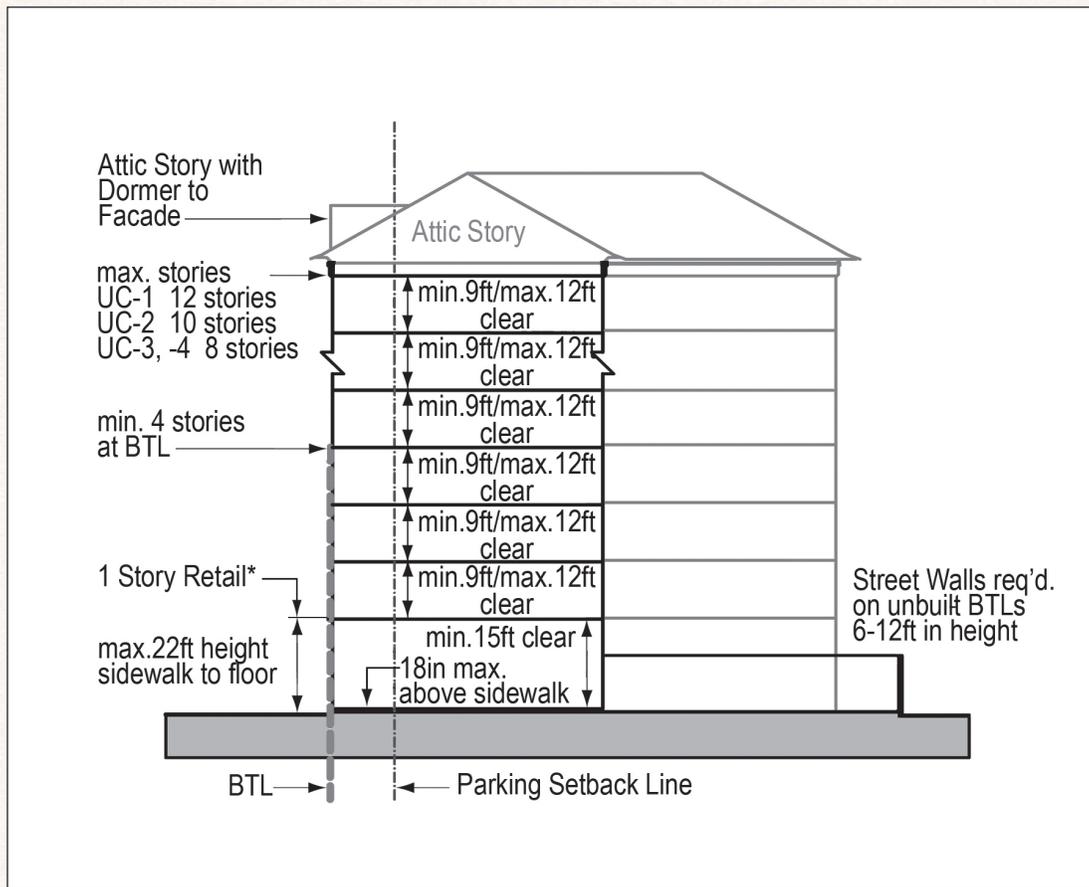
Upper Stories

The upper stories may only house residential or commerce uses. No restaurant or retail sale uses should be provided in upper stories unless they are second-story extensions equal to or less than the area of the ground story use.

No retail use may be provided above a residential use.

Additional habitable space may be provided within the roof where the roof is configured as an attic story.

Storefront Frontage



Height

Building Height

The building should be:

UC-1: 4 stories minimum, 12 stories and 187 feet maximum.

UC-2: 3 stories minimum, 10 stories and 157 feet maximum.

UC-3: 3 stories minimum, 8 stories and 127 feet maximum.

UC-4: 2 stories minimum, 6 stories and 103 feet maximum.

Ground Story Height: Commerce Uses

The average ground story finished floor elevation should be equal to the exterior sidewalk elevation in front of the building, to a maximum finished floor elevation of 18 inches above the sidewalk.

The ground story should have at least 18 feet of clear interior height (floor to ceiling) in the UC-1 District and 15 feet in all other UC districts contiguous to the BTL frontage for a minimum depth of 25 feet.

The maximum ground story height is 22 feet, measured from the sidewalk to second-story floor.

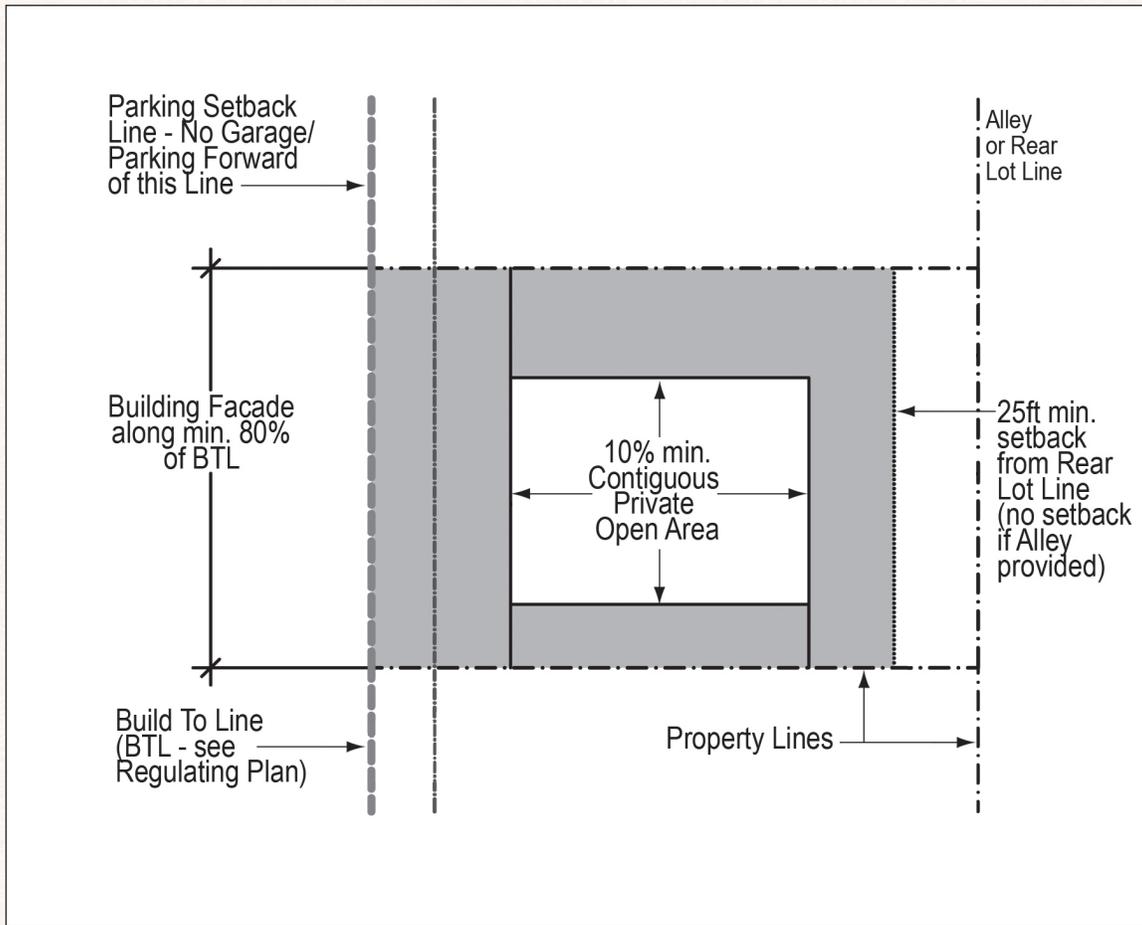
Upper Story Height

The maximum clear height (floor to ceiling) for stories other than the ground story is 12 feet.

Each upper story should have an interior clear height (floor to ceiling) of at least nine feet.

Street Wall Height.

A street wall between six and 12 feet in height should be required along any BTL frontage that is not otherwise occupied by a building on the lot.



Siting

Street Façade

On each lot the building façade should be built to the BTL for at least 80 percent of the BTL length, regardless of building envelope guidelines.

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

Buildable Area

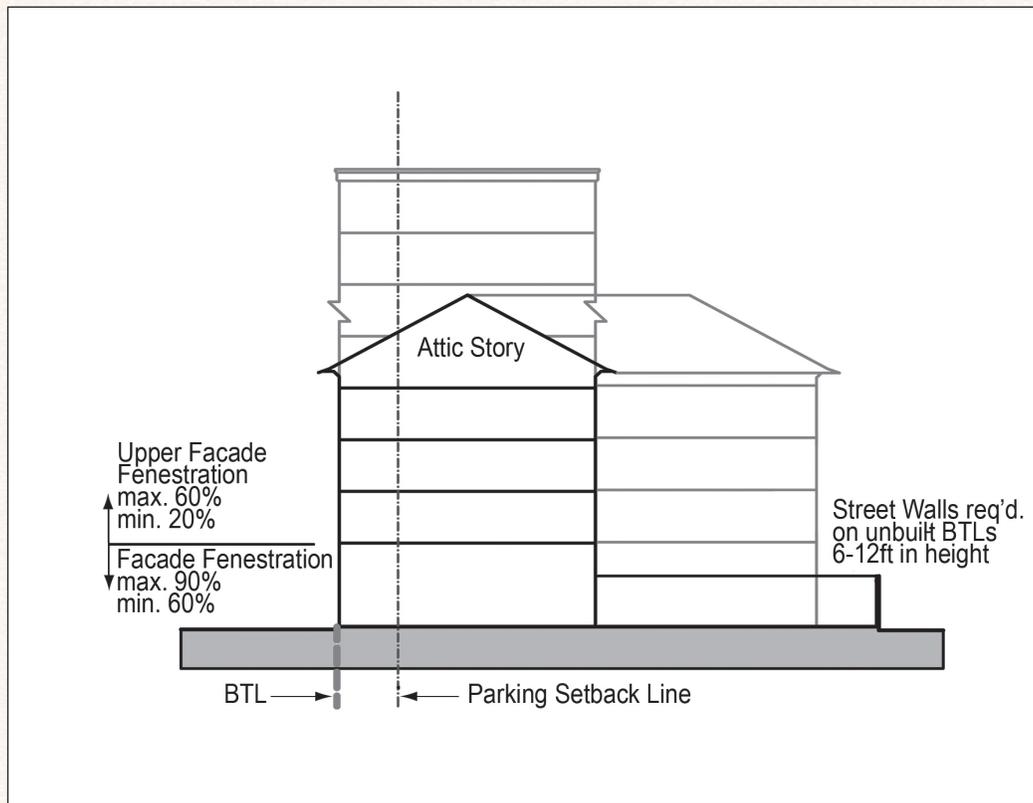
A contiguous private open area equal to at least ten percent of the total buildable area should be preserved on every lot. Such contiguous open area may be located anywhere behind the parking setback at or above grade.

Garage and Parking

Curb cuts or driveways should be located at least 75 feet away from any block corner, curb cut, or

another garage entry on the same block face. These requirements are not applicable along alleys.

Openings in the BTL for parking garage entries should have a maximum clear height no greater than 16 feet and a clear width no greater than 22 feet.



Elements

Fenestration

Blank lengths of wall exceeding 20 linear feet are prohibited on all BTLs.

Ground story façade fenestration should comprise between 60 and 90 percent of the façade.

Upper story façade fenestration should comprise between 20 and 60 percent of the façade area per story.

Building Projections

Awnings should project a minimum of five feet to a maximum of:

Within one foot of the back of curb where there are no street trees,

Or one foot into the tree planting area where there are street trees.

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

Awnings may have supporting posts at their outer edge provided that they:

Have a minimum of eight feet clear width between the façade and the support posts or columns of the awnings, and

Provide a continuous clear walkway at least four feet wide running adjacent and parallel to the awning columns/posts.

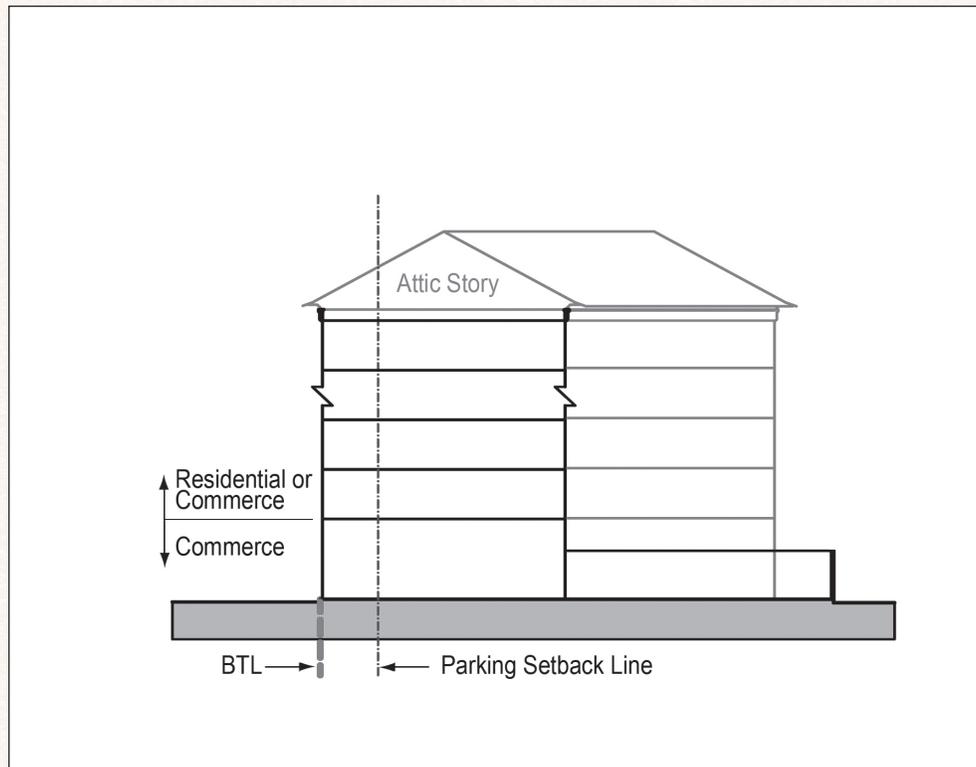
Shopfronts should not project more than two feet beyond the BTL.

Doors/Entries

At least one functioning entry door should be provided along each ground story façade at intervals not greater than 60 linear feet.

Street Walls

One vehicle entry gate no wider than 20 feet and one pedestrian entry gate no wider than five feet should be permitted within any required street wall, to a maximum of one vehicle entry gate per 120 feet of frontage per block face.



Use

Ground Story

The ground story may only house commerce.

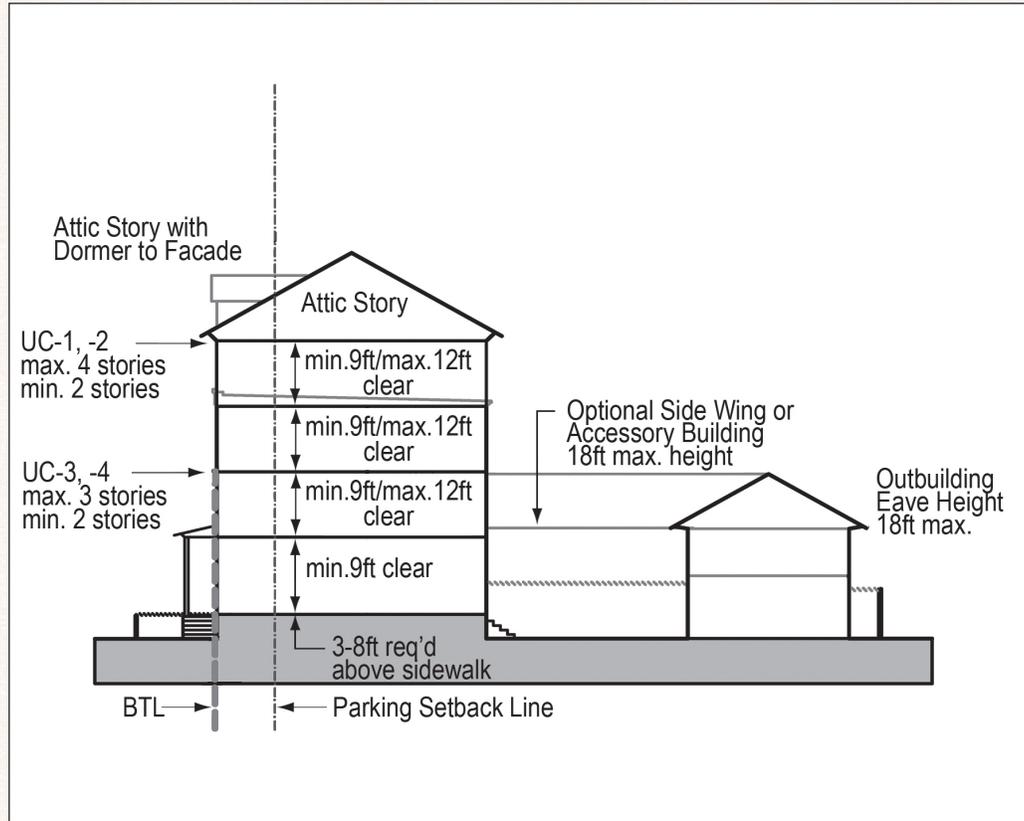
Upper Stories

The upper stories may only house residential or commerce uses. No restaurant or retail sales uses should be provided in upper stories unless they are second-story extensions equal to or less than the area of the ground story use.

No commerce use may be provided above a residential use.

Additional habitable space may be provided within the roof where the roof is configured as an attic story.

Townhouse/Small Apartment Frontage



Height

Building Height

The building should be:

UC-1: 4 stories minimum, 4 stories and 65 feet maximum.

UC-2: 3 stories minimum, 4 stories and 58 feet maximum.

UC-3: 3 stories minimum, 3 stories and 47 feet maximum.

UC-4: 2 stories minimum, 3 stories and 47 feet maximum.

A side or ancillary structure should be no higher than 18 feet, measured to its eaves or parapet.

Ground Story Height

The average finished floor elevation should be no less than three feet and no more than eight feet above the exterior sidewalk elevation at the BTL.

The ground story should have an interior clear height (floor to ceiling) of at least nine feet.

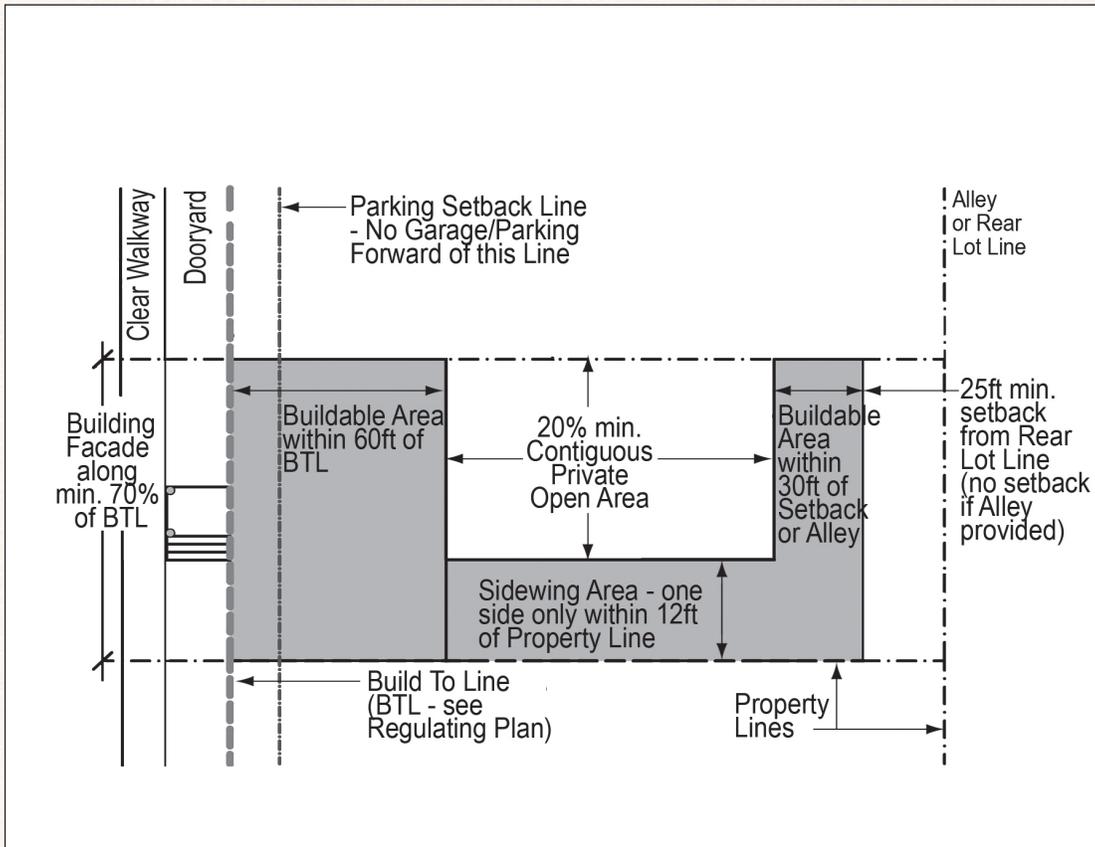
The maximum ground story floor to ceiling height is 16 feet.

Upper Story Height

The maximum clear height (floor to ceiling) for stories other than the ground story is 12 feet.

Each upper story should have an interior clear height (floor to ceiling) of at least nine feet.

Street Wall Height. A street wall between four and eight feet in height should be required along any BTL frontage that is not otherwise occupied by a building on the lot.



Siting

Street Façade

On each lot the building façade should be built to the BTL for at least 70 percent of the BTL length, regardless of the building envelope guidelines.

For buildings with front porches, the dooryard/clear walkway line should serve as the BTL and the front porch should be built to the dooryard line. For this situation only, the façade may sit behind the BTL, as determined by the required front porch depth.

The building façade should 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 should be preserved on every lot. Such contiguous open area may be located anywhere behind the parking setback, at or above grade.

Garage and Parking

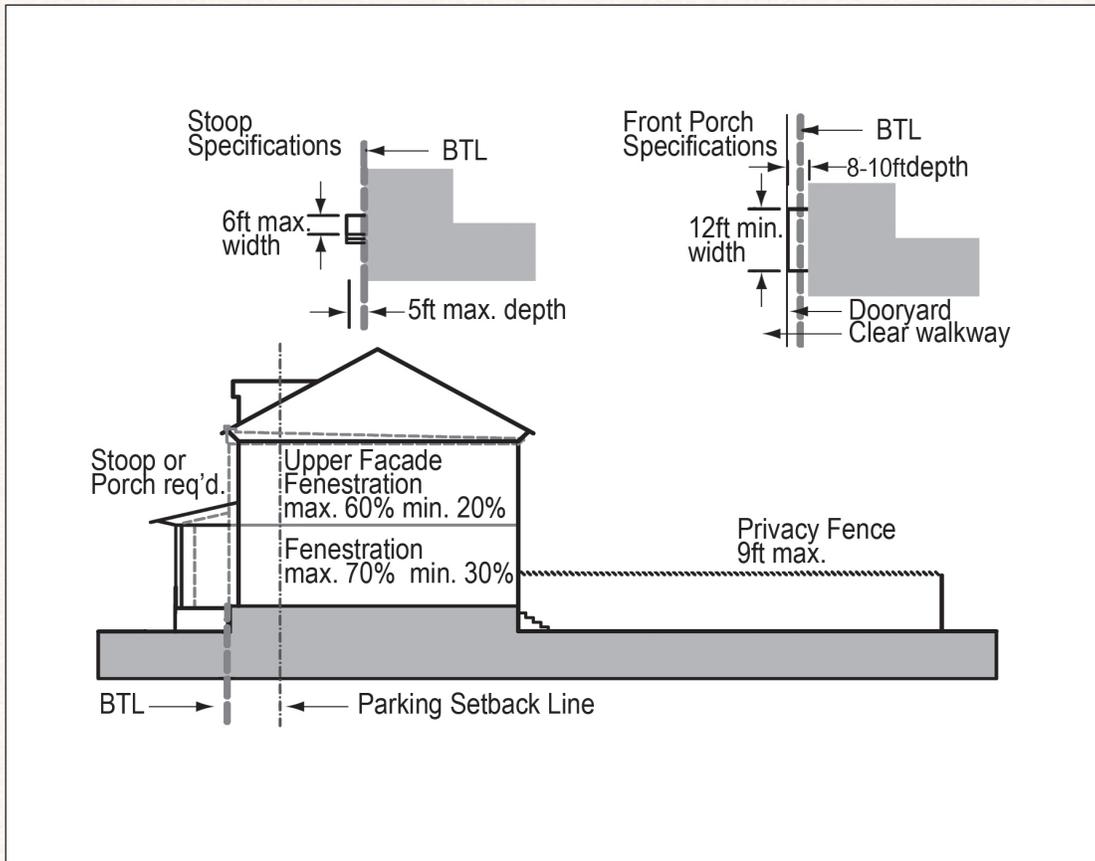
Curb cuts or driveways should be located at least 75 feet away from any block corner, curb cut, or another garage entry on the same block face. These requirements are not applicable along alleys.

Garage doors/entries should not be provided on the BTL/façade.

Frontage Widths

The minimum lot width is 18 feet, the minimum depth is 80 feet.

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.



Elements

Fenestration

Blank lengths of wall exceeding 15 linear feet are prohibited on all BTLs.

Ground story façade fenestration should comprise between 30 and 70 percent of the façade.

Upper story façade fenestration should comprise between 20 and 60 percent of the façade area per story.

No window may face or have direct views toward a common lot line within 20 feet unless:

- That view is contained within the lot (i.e., by a privacy fence/garden wall, or

- The sill is at least six feet above the finished floor level.

Building Projections

Each lot or ground story unit should include:

- A stoop of not more than five feet deep and six feet wide (not including steps), or

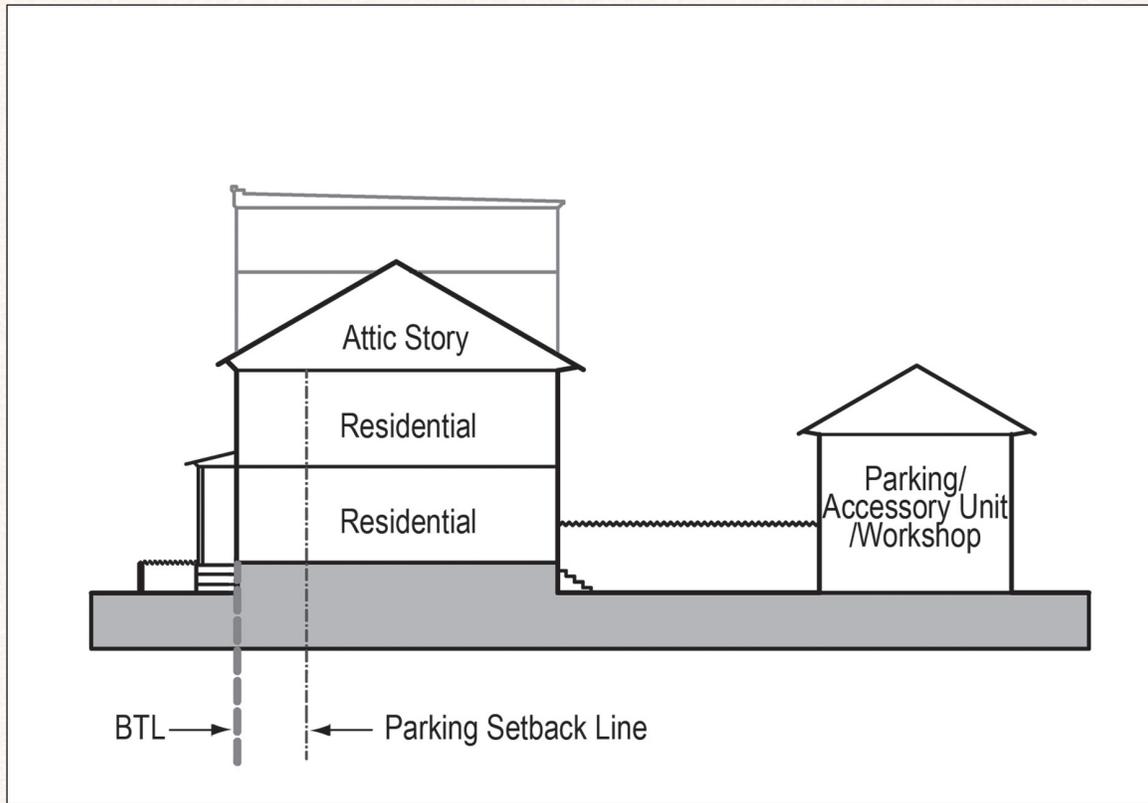
- A front porch, between 8 and 10 feet deep with a width not less than 12 feet, at the dooryard/clear walkway line.

Doors/Entries

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

One vehicle entry gate no wider than 18 feet and one pedestrian entry gate no wider than five feet should be permitted within any required street wall, to a maximum of one vehicle entry gate per 120 feet of frontage per block face.

A privacy fence may be constructed along any common lot line or alley, behind the BTL façade.



Use

Ground Story

The ground story may only house residential uses.

Upper Stories

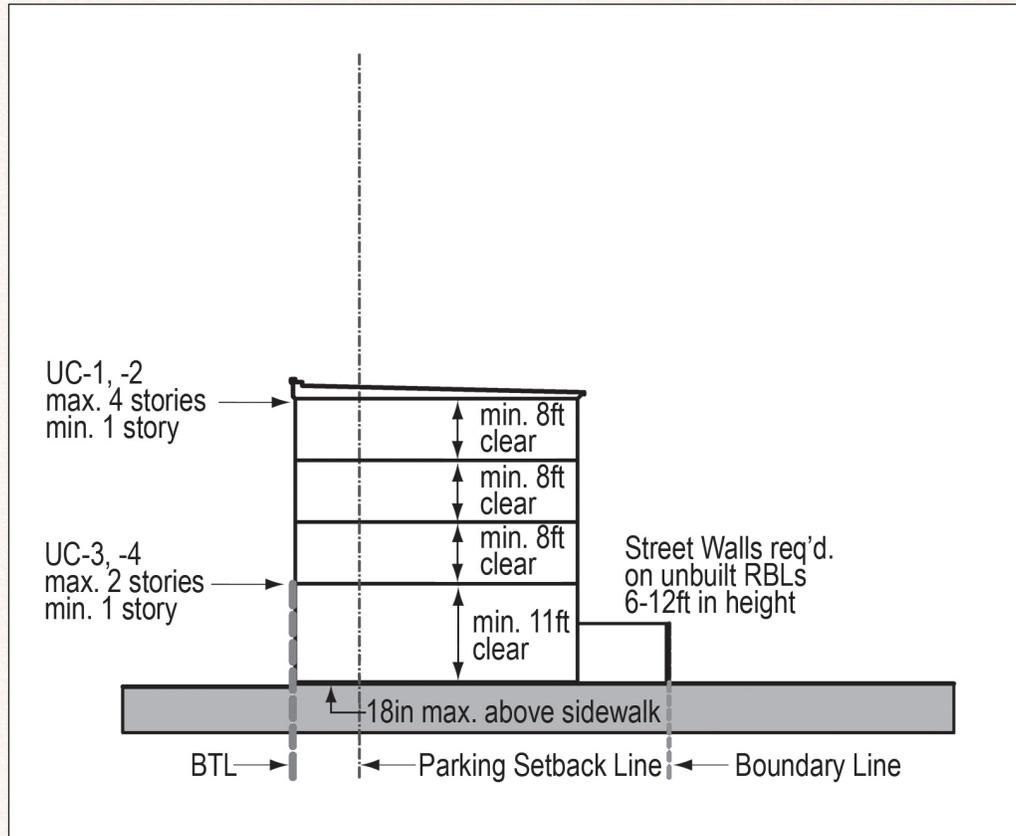
The upper stories may only house residential uses.

Additional habitable space may be provided within the roof where the roof is configured as an attic story.

Accessory Unit

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

Workshop Frontage



Height

Building Height

The building should be:

UC-1: 1 stories minimum, 4 stories and 70 feet maximum.

UC-2: 1 stories minimum, 4 stories and 64 feet maximum.

UC-3: 1 stories minimum, 2 stories and 39 feet maximum.

UC-4: 1 stories minimum, 2 stories and 39 feet maximum.

Ground Story Height

The average ground story finished floor elevation should be equal to the exterior sidewalk elevation in front of the building to a maximum finished floor elevation of 18 inches above the sidewalk.

The ground story should 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.

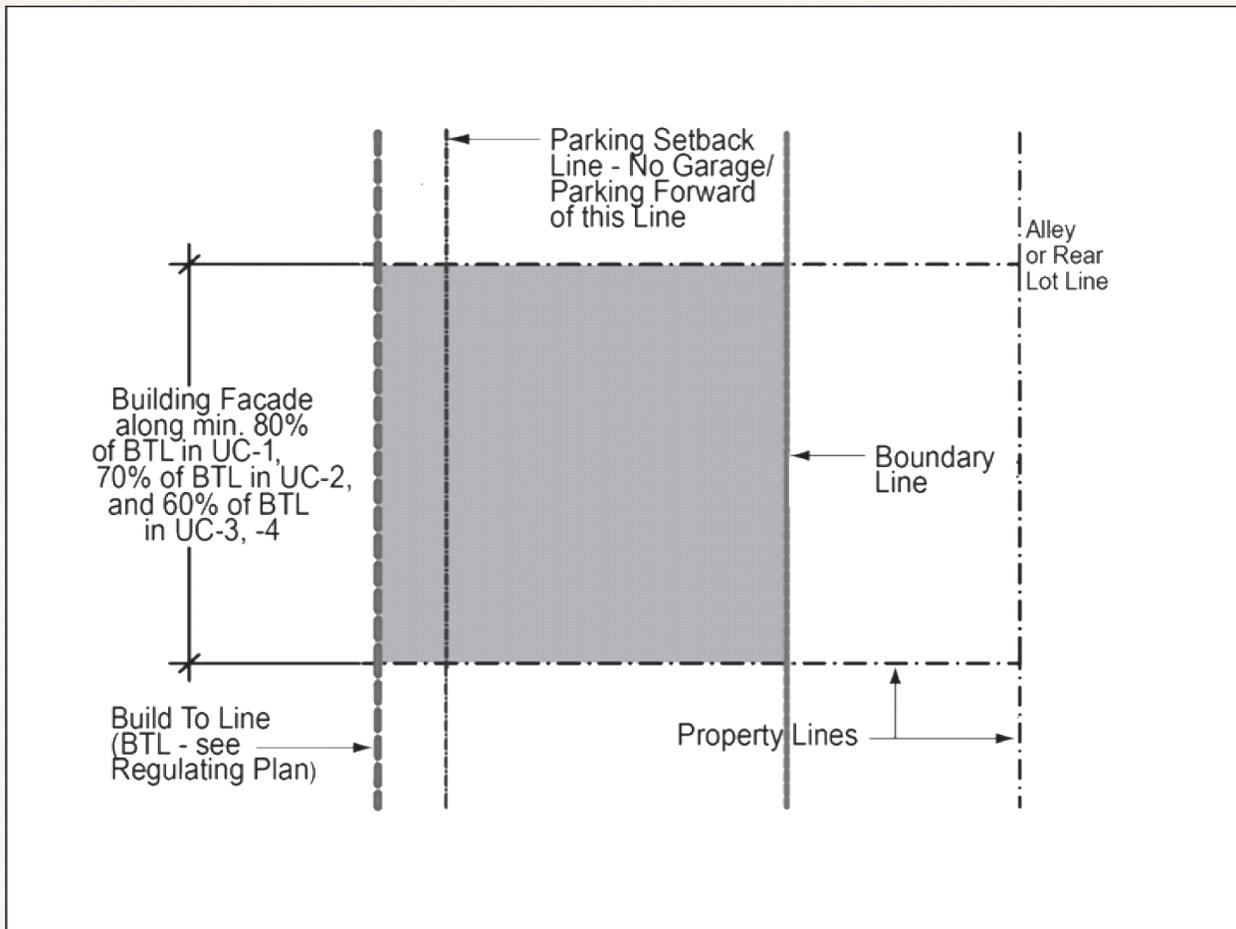
The maximum floor to floor height for the ground story is 25 feet.

Upper Story Height

The maximum clear height (floor to ceiling) for stories other than the ground story is 12 feet.

Each upper story should have an interior clear height (floor to ceiling) of at least eight feet.

Street Wall Height. A street wall between 6 and 12 feet in height should be required along any BTL frontage that is not otherwise occupied by a building on the lot.



Siting

Street Façade

On each lot the building façade should be built to the BTL for at least:

- UC-1: 80 percent of the BTL length
- UC-2: 70 percent of the BTL length.
- UC-3: 60 percent of the BTL length.
- UC-4: 60 percent of the BTL length

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

Buildable Area

No part of any building, except overhanging eaves or awnings may occupy the area behind the boundary line. The area may be used for loading, circulation, and/or as a work yard.

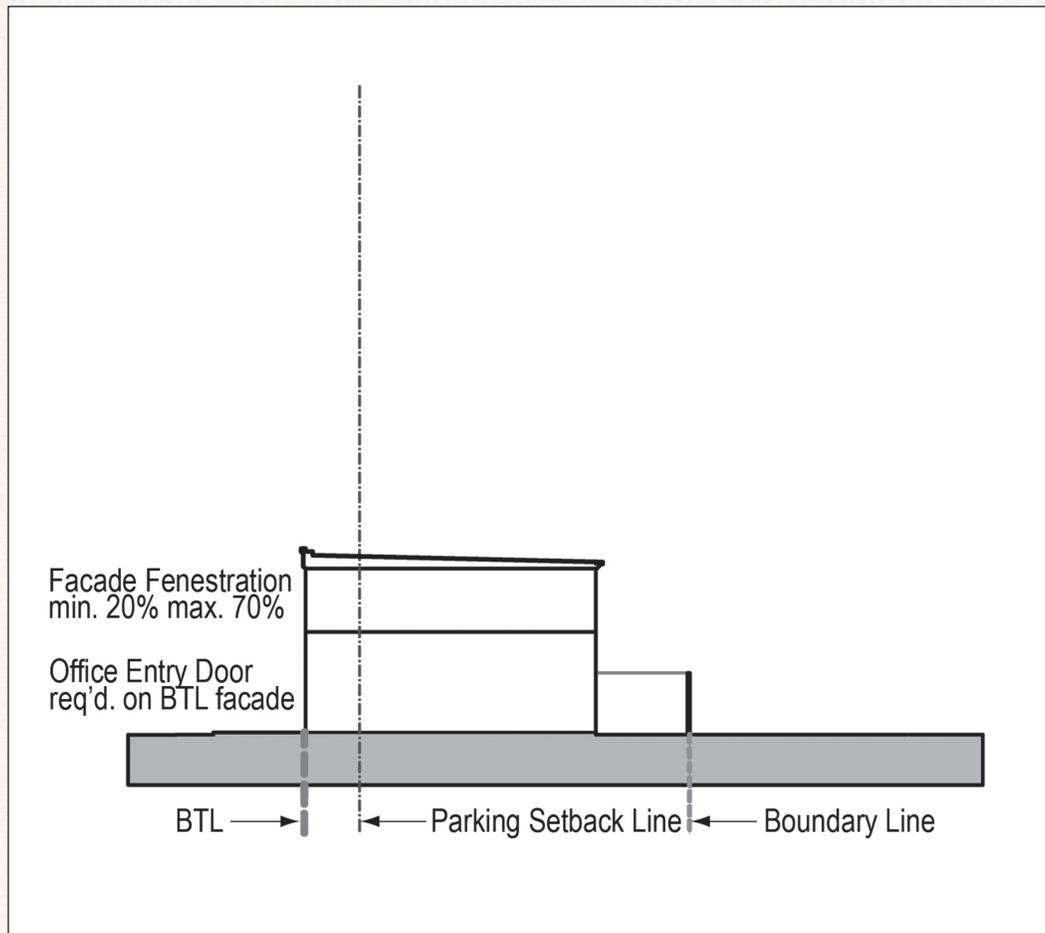
A garden/street wall or privacy fence is allowed behind a boundary line on the conceptual regulating plan.

Alley

There is no required setback from the alleys, except as may be provided by boundary line on the conceptual regulating plan.

Garage and Parking

Driveways should be located at least 75 feet away from any block or another driveway or garage entry on the same block. These requirements are not applicable along alleys.



Elements

Fenestration

Blank lengths of wall exceeding 35 linear feet are prohibited on all BTLs.

Fenestration should comprise between 20 and 70 percent of the façade.

Building Projections

Awnings should project a minimum of five feet to a maximum of:

- Within one foot of back of curb where there are no street trees, or

- One foot into the tree lawn (where there are street trees).

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

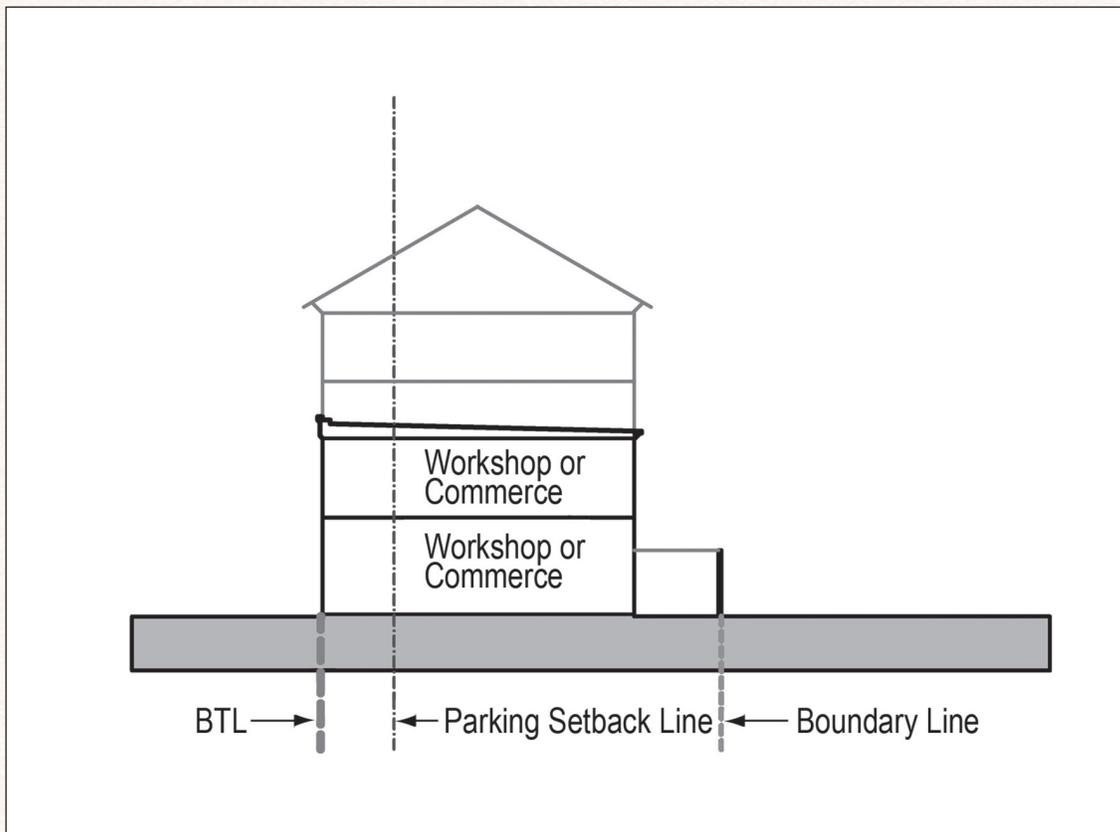
Doors/Entries

At least one functioning pedestrian entry door should be provided along each ground story façade at intervals not greater than 100 linear feet.

Street Walls and Privacy Fences

One vehicle entry gate no wider than 25 feet and one pedestrian entry gate no wider than five feet should be permitted within any required street wall, to a maximum of one vehicle entry gate per 100 feet of frontage.

Privacy fences may be constructed along any portion of a common lot line or boundary line not otherwise occupied by a building.



Use

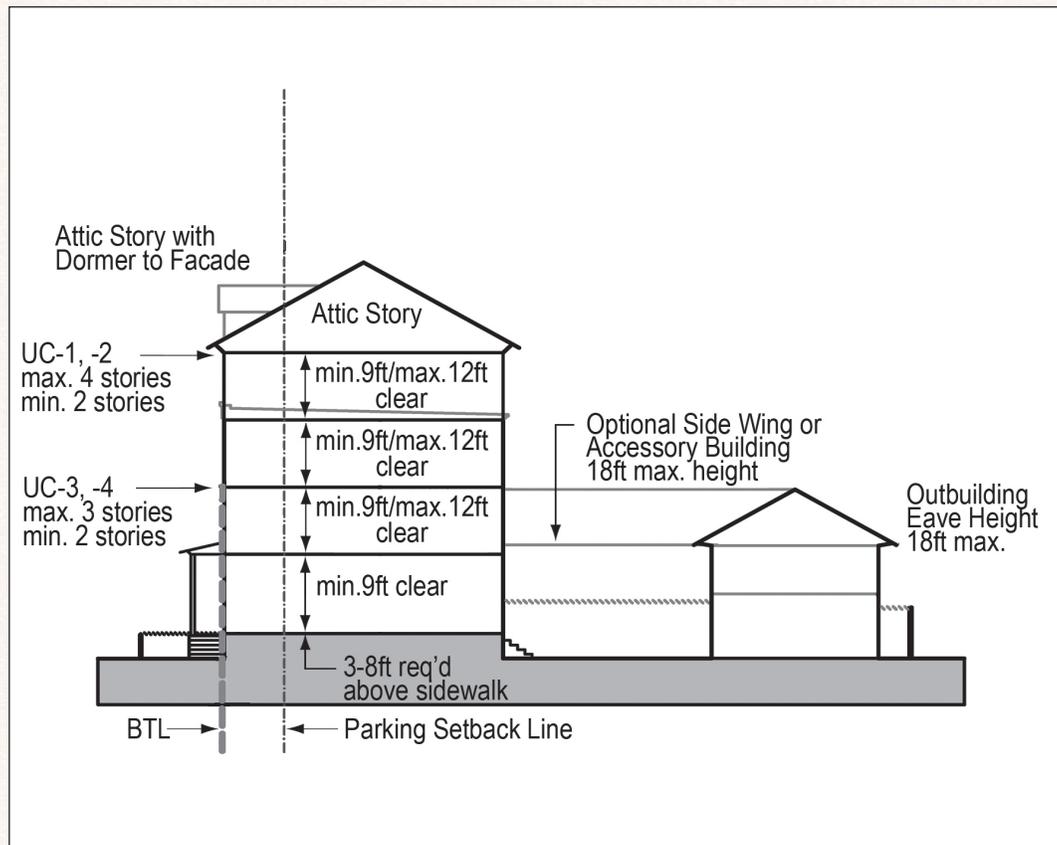
Ground Story

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 should be allowed in upper stories.

Detached Frontage



Height

Building Height

The building should be:

UC-1: 2 stories minimum, 3 stories and 45 feet maximum.

UC-2: 2 stories minimum, 3 stories and 45 feet maximum.

UC-3: 1 stories minimum, 2 stories and 30 feet maximum.

UC-4: 1 stories minimum, 2 stories and 30 feet maximum.

A side or ancillary structure should be no higher than 18 feet, measured to its eaves.

Ground Story Height

The average finished floor elevation should be no less than 30 inches and no more than 60 inches above the exterior sidewalk elevation at the BTL.

At least 80 percent of the first story should have an interior clear height (floor to ceiling) of at least nine feet.

The maximum ground story floor to ceiling height is 16 feet.

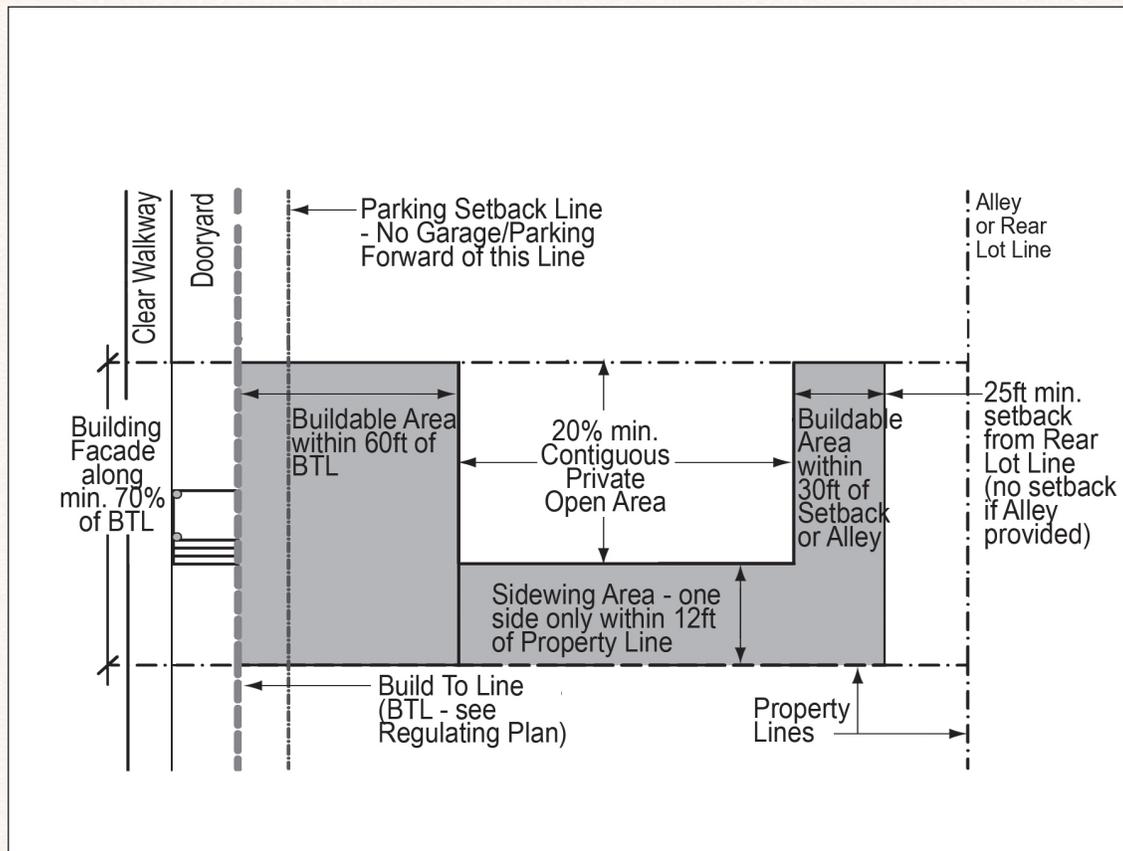
Upper Story Height

The maximum clear height (floor to ceiling) for stories other than the ground story is 12 feet.

Each upper story should have an interior clear height (floor to ceiling) of at least nine feet.

Front Yard Fence

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



Siting

Street Façade

On each lot the front porch should be built to the BTL for at least 33 percent of the building width.

Within 20 feet of a block corner, the building façade should be 8 to 10 feet behind the BTL.

Buildable Area.

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

Lot Size

Each lot has a minimum width of 24 feet and a minimum depth of 90 feet.

Each lot has a maximum width of 75 feet or two-thirds of the existing fronting lots, whichever is greater. The maximum depth is 120 feet.

Front Yard

The front yard should not be paved.

Side Lot Setbacks

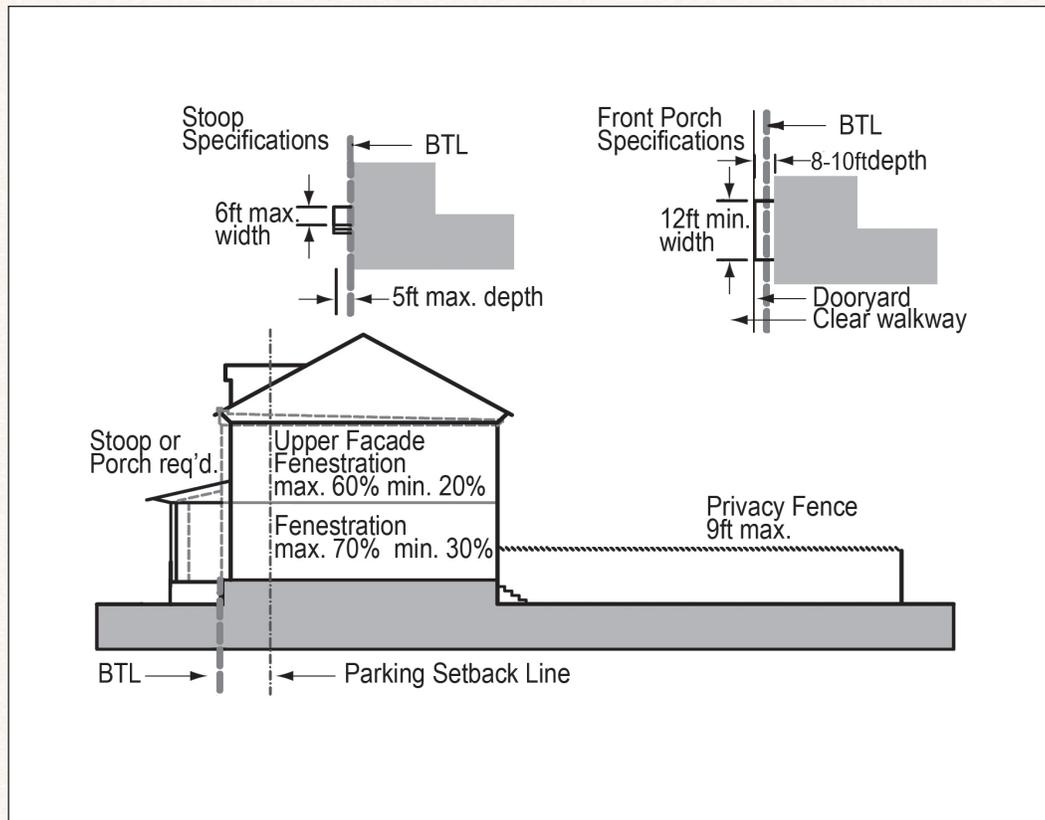
The minimum side lot setbacks should be five feet or as otherwise designated in the conceptual regulating plan.

Garage and Parking

Curb cuts or driveways should be located at least 75 feet away from any block corner, curb cut, or another garage entry on the same block face. These requirements are not applicable along alleys.

Garage doors/entries should not be permitted on the BTL/façade.

There should be a three-foot setback from alleys.



Elements

Fenestration

Blank lengths of wall exceeding 20 linear feet are prohibited on all BTLs.

Fenestration on all façades should comprise between 25 and 70 percent of the façade.

Upper story façade fenestration should comprise between 20 and 60 percent of the façade area per story.

No window may face or have direct views toward a common lot line within 20 feet unless:

- That view is contained within the lot (i.e., by a privacy fence/garden wall, or

- The sill is at least six feet above the finished floor level.

Building Projections

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

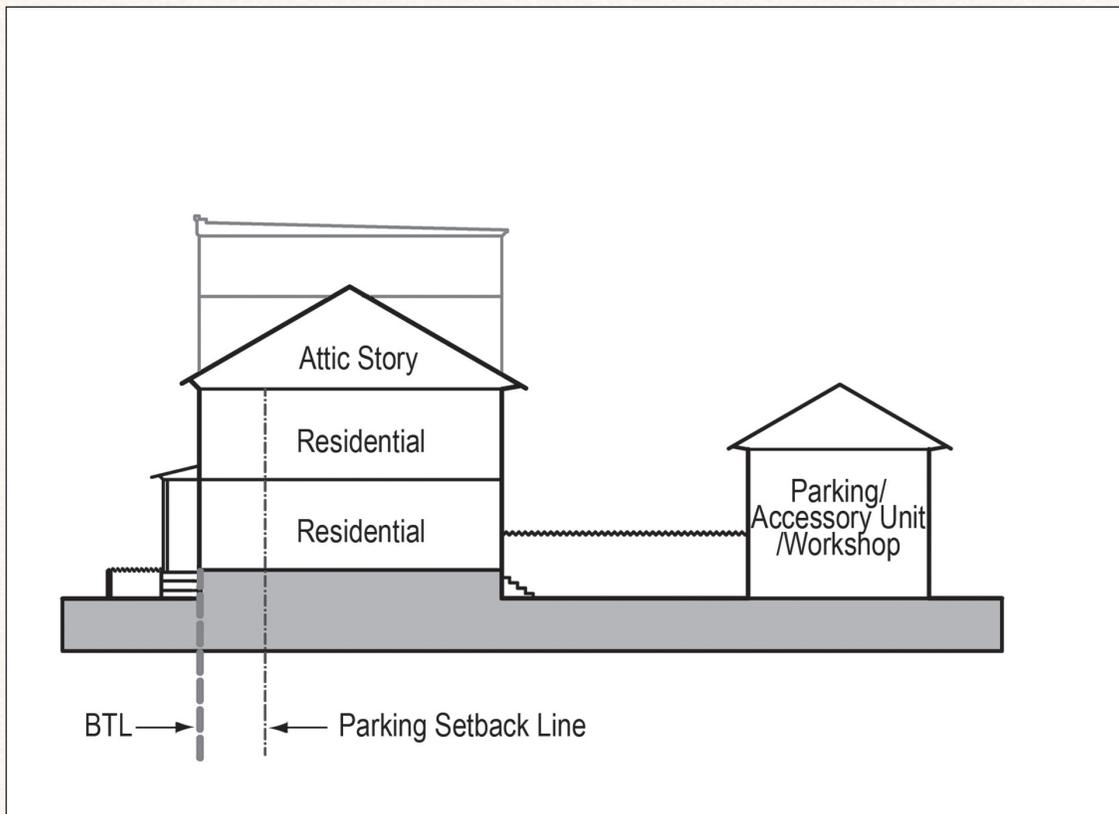
No part of any building except porch roof (overhang eaves) and steps should encroach beyond the BTL.

Street Walls

There is no street wall .

A front yard fence may be placed within one foot of the clear walkway/dooryard line parallel to the BTL.

Privacy fences may be constructed along any portion of a common lot line or alley behind the façade.



Use

Ground Story

The ground story may only house residential uses.

Upper Stories

The upper stories may only house residential uses.

Additional habitable space may be provided within the roof where the roof is configured as an attic story.

Accessory Unit

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

Architectural Guidelines

Intent

These architectural guidelines establish basic parameters regarding functional building element configuration and palettes for building materials.

The architectural guidelines serve to establish a coherent character and encourage a high caliber, lasting quality of development.

In order to establish and maintain a sense of place, these guidelines specify an architectural aesthetic of load-bearing walls and regional materials. The guidelines also specify details, such as window proportions, roof or cornice configurations, store-fronts, and overhangs.

General Principles

Material Expression. All building materials to be used should express their specific properties. For example, stronger and heavier materials (masonry) support lighter materials (wood).

Equivalent or Better. Although only materials, techniques, and product types prescribed here are allowed; equivalent or better practices and products are encouraged.

Where Clearly Visible from the Street-Space.

The following guidelines apply in conditions where development is clearly visible from the street-space. Note that the definition of street-space includes parks, plazas, civic squares, and civic greens, but not alleys.

These controls, therefore, concentrate on the public space/views from the public space and minimize interference in the private realm.





Examples of materials used in an appropriate manner.

Building Walls

Intent—Building walls should define the public realm and the street-space. All walls should express the construction techniques and structural constraints of traditional, long-lasting building materials. Simple configurations and solid craftsmanship are favored over complexity and ostentation in building form and the articulation of details.

Primary Materials—The following materials should be used (for not less than 75 percent of the building wall surface area on each façade):

- Brick and tile masonry.
- Native stone (or synthetic equivalent).
- Wood clapboard or shingles.
- Hardie-Plank™ equivalent or better siding.
- Stucco (cementitious finish).

Under no circumstances should vinyl siding be permitted as a building material.

Secondary Materials—Only the following materials are permitted (no greater than ten percent of the building wall):

- Precast masonry (for trim and cornice elements only).
- Gypsum reinforced fiber concrete (for trim elements only).
- Metal (for beams, lintels, trim elements, and ornamentation only).
- Split-faced block (only for piers, foundation walls, and chimneys).
- Glass block (no closer than 30 inches to building corners).

Configurations and Techniques—The following configurations and techniques are permitted:

- Wall openings: The horizontal dimension of the opening may not exceed the vertical dimension except where otherwise prescribed in this document.
- Wall openings should not span vertically more than one story.
- Wall openings should correspond to interior space and may not span across building structure such as floor structural and mechanical thickness.

- Material changes should be made with appropriate construction details for each abutting material—as where an addition (of a different material) is built onto the original building.

Wood Siding and Wood Simulation Materials

- Siding should be in a lap (horizontal) configuration.
- Siding should be smooth or rough-sawn finish (no faux wood grain).

Brick, Block and Stone

- All masonry should be appropriately detailed and in load-bearing configurations commensurate with local building traditions.

Stucco (cementitious finish)

- Finish coat should be smooth or sand finish only, with no roughly textured finish.



Building walls help to define the public realm through use of materials.



Roofs and Parapets

Intent—Roofs and parapets should demonstrate recognition of the climate and utilize appropriate pitch, drainage, and materials in order to provide visual coherence to each urban center.

Green roofs (vegetated) are encouraged as a mechanism to manage stormwater run-off and reduce the heat generated by typical roofing materials.

Materials—The following materials should be used:

- Clay or concrete (faux clay).
- Tile (barrel, beavertail or flat roman).
- Slate (equivalent synthetic or better).
- Metal (standing seam, equivalent or better).
- Dimensional asphalt shingles.

Cornices and soffits may be a combination of wood, vinyl, and/or metal.

Configurations and Techniques—The following configurations and techniques are permitted:

Parapet Roofs—Allowed for storefront, general, workshop, small apartment, and townhouse frontage sites where the roof material is not visible from any adjacent street-space. Where used to limit building height in this document, parapet height should 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.

Pitched Roofs—Pitch (exclusive of roofs behind parapet walls):

Simple hip and gable roofs should be symmetrically pitched with a slope between 5:12 and 10:12.

Shed roofs, attached to the main structure, should be pitched with a slope between 3:12 and 8:12.

Overhang

Eaves should overhang 18 to 30 inches on the primary structure for the initial four stories. For each additional story, four inches should be added to the minimum and 12 inches should be added to the maximum, up to a maximum projection of seven feet.

Eaves and rakes on accessory buildings, dormers, and other smaller structures should overhang at least eight inches.

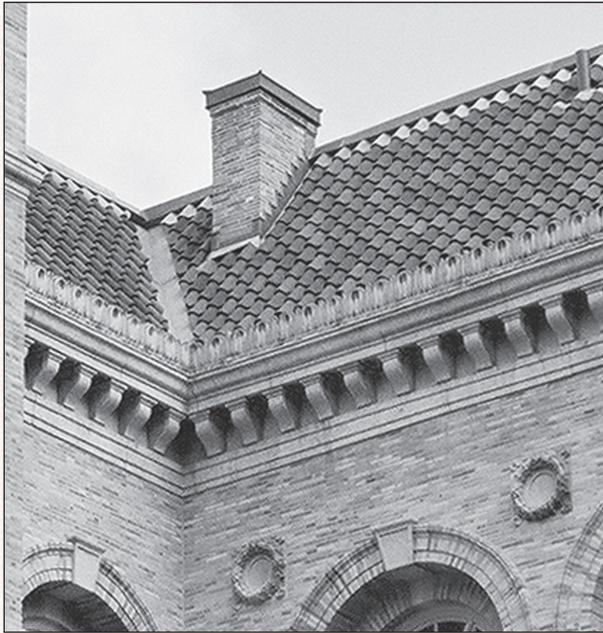
Timber eaves and balcony brackets should be a minimum of four inches by four inches in dimension.

Buildings without visible roof surfaces and overhanging eaves are required to include a cornice.

Cornices and Other Features

Buildings without visible roof surfaces and overhanging eaves may satisfy the overhang requirement with a cornice projecting horizontally between 6 and 12 inches beyond the building walls on the primary structure for the initial four stories. For each additional story, three inches should be added to the minimum and 12 inches should be added to the maximum, up to a maximum projection of six feet.

Skylights and roof vents are permitted only on the roof plane opposite the street (or build-to line) or when shielded from street-space view by the building's parapet wall.



Roof types with different materials and textures give an indication of the type of use and add variety to streetscapes.

Street and Garden Walls

Intent—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.

Street and garden walls establish a clear edge to the street-space where the buildings do not. These requirements include masonry walls that define outdoor spaces and separate the street-space from the private realm (e.g. parking lots, trash cans, gardens, and equipment). All street and garden wall façades should be as carefully designed as the building façade, with the finished side facing the street-space.

A street wall is a masonry wall set back not more than eight inches from the build-to line or adjacent building façade and built to the height specified in the building envelope guidelines.

Materials—The following materials are recommended:

- Native/regional stone and equivalent imitation stone.
- Metal (wrought iron, welded steel and/or electrostatically plated black aluminum) may be used for gates.
- Brick.
- Stucco on concrete block or poured concrete (only when a brick or stone coping is provided).
- A combination of materials (e.g. stone piers with brick infill panels).
- Wood—may be used for gates only.

Configurations and Techniques—The following configurations and techniques are permitted:

- Street walls along any unbuilt build-to line should be built to the height and length specified in the building envelope standard.
- Metal work may additionally be treated to imitate a copper patina.
- Copings should project between one-inch and four inches from the face of the wall.
- Street and garden walls taller than four feet should be subject to the fenestration requirements of their building envelope guidelines.



Street walls, in a manner similar to buildings, help to define the public realm.

Windows and Doors

Intent—The placement, type, and size of windows and doors help to establish the scale and vitality of the street-space. For commercial façades, they allow interplay between the shop interiors and the street-space. Commercial uses (especially restaurants and retail establishments) benefit from exposure to the passersby and the street-space benefits from the visual activity.

For residential façades, they form the “eyes on the street” surveillance that provides for the security and safety for the area, in keeping with the best practices of crime prevention through environmental design (CPTED).

Windows should be divided by multiple panes of glass. This helps the window hold the surface of the façade, rather than appearing like a “hole” in the wall (an effect produced by a large single sheet of glass).

Materials—Only the following materials are permitted:

- Window frames should be of anodized aluminum, wood, clad wood, vinyl, or steel.
- Window glass should be clear, with light transmission at the ground story at least 90 percent and for the upper stories 60 percent. Specialty windows, to a maximum of one per façade, may utilize stained or opalescent glass or glass block.
- Window screens should be black or gray.
- Screen frames should match the window frame material or be dark anodized.
- Doors should be of wood, clad wood, or steel, and may include glass panes.
- Shutter materials may only be painted wood or clad wood.

Configurations and Techniques—The following configurations and techniques are permitted:

All Windows—The following requirements apply to all windows:

- The horizontal dimension of the opening may not exceed the vertical dimension except where otherwise prescribed in this document.

- Windows may be ganged horizontally if each grouping (maximum five per group) is separated by a mullion, column, pier or wall section that is at least seven inches wide.
- Windows (not doors) should be no closer than 30 inches to building corners (excluding bay windows and storefronts).
- Exterior shutters, if applied, should be sized and mounted appropriately for the window (one-half the width), even if inoperable.
- Window panes should be recessed behind the wall surface a minimum of three inches, except for bay windows and storefronts.

Upper-Story Windows—The following requirements apply to all upper-story windows:

- Windows may be double-hung, single-hung, awning, or casement windows.
- Fixed windows are permitted only as a component of a system including operable windows within a single wall opening.
- Residential buildings/floors: Panes of glass no larger than 36 inches vertical by 30 inches horizontal.
- The maximum pane size for office uses is 48 inches vertical by 42 inches horizontal.
- Egress windows may be installed according to the appropriate building code.

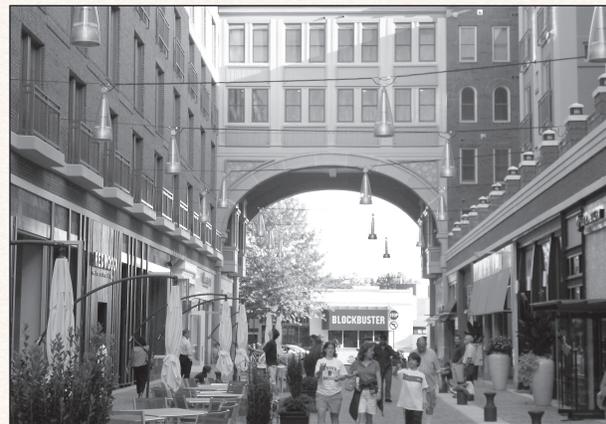
Storefront Windows—The following guidelines apply only to storefront (ground floor commerce) windows and doors:

- Single panes of glass should not be permitted larger than eight feet in height by four feet in width.
- Storefront windows may not be made opaque by window treatments, excepting operable sunscreen devices within the conditioned space.
- A minimum of 70 percent of the window surface should allow a view into the building for a depth of at least 15 feet.
- Storefronts may extend up to 24 inches beyond the façade or build-to line into the street-space.

Doors

Double-height entryways that span more than one story should not be permitted.

A door may not be recessed more than three feet behind its façade or its shopfront and, in any case, should have a clear view and path to a 45-degree angle past the perpendicular from each side of the door.



Dimensionally proportioned windows and doors give a hierarchy to the public realm.

Signage

Intent—Signs along commercial frontages should be clear, informative to the public, and durable.

Signs should be scaled for mixed-use, pedestrian-oriented areas, and not for high-speed automobile traffic.

Signage that is glaring or too large creates distraction, intrudes into or lessens the urban center experience, and creates visual clutter.

General Design and Materials

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 extend higher than 18 feet or lower than 12 feet above the adjacent sidewalk.

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.

Company logos may be placed within the horizontal sign band or placed or painted within ground floor or second-story office windows. Company logos may not be larger than a rectangle of eight square feet in size.

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.

Horizontal or vertical blade signs may be hung below the second-story level, perpendicular to the build-to line or from an overhang or awning. Horizontal or vertical blade signs should not be more than two feet by three feet in size, and should be placed with a minimum of nine feet of clear height above the sidewalk.

Prohibited Signs: Billboards, freestanding 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



Examples of clear, informative signage.

long-term duration. Portable or wheeled signs and advertising devices located outside any building should not be permitted.

Lighting and Mechanical Equipment

Intent—Appropriate lighting is desirable for nighttime visibility, crime deterrence, and decoration. However, lighting that is too bright or intense creates glare, hinders night vision, and creates light pollution.

Every attempt should be made to preserve the ambiance of the night by applying the appropriate fixtures in the correct locations; street lights are pedestrian-scaled and should occur along all streets but “cobra-head” highway fixtures should only occur at intersections and only when absolutely necessary for safety.

All materials and equipment chosen for lighting fixtures should be durable to age well without demanding maintenance requirements.

Mechanical equipment is generally any heating, ventilation and air conditioning (HVAC) or electrical machinery but also includes air compressors, mechanical pumps, exterior water heaters, water softeners, utility and telephone company transformers, meters or boxes, garbage cans, storage tanks, and similar elements. These elements should not be located in any public area or be visible from the street. Mechanical equipment should not detract or interfere with the pedestrian space or block the sight triangle at intersections.

Lighting

Street lights should be located between nine and 16 feet above grade with a maximum average spacing per block face of 60 feet on center on storefront frontage sites, 75 feet on general frontage sites, and 100 feet on other frontage sites along the street tree alignment line on each side of the street-space and travel lanes, unless otherwise indicated on the conceptual regulating plan.

At the front of the building, exterior lights should be mounted between six and 14 feet above the adjacent grade.

All lots with alleys should have lighting fixtures within five feet of the alley right-of-way. These fixtures should illuminate the alley, be between nine and 16 feet in height, and not cause glare in adjacent lots.

Lighting elements should be specified to proscribe those that cast a clearly/perceptively unnatural spectrum of light (such as low-pressure sodium). LED, metal halide, or halogen elements with a spectrum of light more perceptively natural are preferred. HID or fluorescent lights (excepting compact fluorescent bulbs that screw into standard sockets) should not be used on the exterior of buildings.

Floodlights or directional lights up to a maximum of 75-watt bulbs may be used to illuminate alleys, parking garages, and working or maintenance areas, but should be shielded or aimed in such a way that they do not shine into other lots, the street-space, or direct light out of any district,

Flood or up-lighting should not be used to illuminate private building walls. Accent lighting may be permitted on civic buildings, historic buildings, or monuments to highlight architectural features such as church steeples or courthouse domes.

Site lighting should be of a design and height and be located so as to illuminate only the lot.

Flashing, traveling, animated, or intermittent lighting should not be visible from the exterior of any building whether such lighting is of temporary or long-term duration.

Lighting for parking garages should consider CPTED guidelines and guidelines.

Mechanical Equipment

The following should be placed behind and away from any build-to line, may not be stored or located within any street-space, and should be screened from view from the street-space:

- air compressors
- mechanical pumps
- exterior water heaters
- water softeners
- utility and telephone company surface-mounted transformers, meters or boxes
- garbage cans
- storage tanks
- similar equipment.



Roof-mounted equipment should be placed behind and away from any build-to line and be screened from view from the street-space.



Appropriately scaled lighting fixture and proper placement of utility connections enhance streetscapes.

Urban Space Guidelines

Applicability

The urban space guidelines apply to new development as well as the reconstruction of existing streets and other public (and publicly accessible) spaces.

The urban space guidelines establish the rules and guidelines for the public realm, especially streets and sidewalks.

Intent—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.

The 2002 General Plan clearly encourages pedestrian-oriented development as a high priority for the developed and developing tiers and establishes pedestrian-oriented design as a goal for the designated centers and corridors. The urban space guidelines are directly related to that goal. Specifically:

- They establish an environment that encourages and facilitates pedestrian activity, creating “walkable” streets that are comfortable, efficient, safe, and interesting.
- 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.
- They contribute to ultimate sustainability. Native trees and plants contribute to privacy, the reduction of noise and air pollution, shade, maintenance of the natural habitat, conservation of water, and rainwater management.

Property frontages and building façades are part of the public realm, literally forming the walls of the public street-space and are therefore subject to more regulation than the other portions of private property.

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



Examples of public urban spaces.

residents to have private (semi-private for apartment and condominium dwellers) gardens and courtyards.

Street Type Specifications

General Provisions

The street type specifications illustrate typical configurations for street-spaces within the area. 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 time as a gauge of relative pedestrian crossing comfort between the various street types (this measure assumes a pedestrian speed of 3.7 feet per second).

Intent—Streets are a community’s first and foremost public space 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.

“Complete streets” should balance the needs of all forms of traffic—auto, transit, bicycle and pedestrian—to maximize mobility and convenience for county residents and all users. Their character should vary depending on their location: some streets should carry a large volume of traffic and provide a more active and intense urban pedestrian experience while others should provide a less active and more intimately scaled street-space.

Transportation corridors within an area are streets—not highways, arterials, or collectors—and should 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

The appropriate design of streets is one of the most important design elements for an urban center.

To design for continuous free-flowing traffic will create situations where vehicles may travel at speeds greater than desirable for pedestrians.

With appropriate design techniques, drivers may choose slower speeds and less aggressive behavior, a

feat typically not achieved through basic speed limit signage/postings.

Scale is a threshold design consideration for street design elements covering everything from signage to crossing distances. The scale should be that of the pedestrian rather than the automobile.

An interconnected street network allows traffic capacity to be diffused and maintained across numerous streets.

Each area should contain bikeways that lead to the employment, housing, and transit destinations within that district.

Larger vehicular corridors can be maintained/located at the edges of the district between urban neighborhoods.

Emergency vehicle access should be maintained, but with an interconnected street network there should always be at least two routes of access to any lot or parcel.

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.

On-street parking slows passing vehicular traffic and acts as a buffer between moving vehicles and pedestrians.

Overall function, comfort, safety, and aesthetics of a street are more important than efficiency alone.

In a pedestrian-oriented area, nonvehicular traffic should be provided with every practical advantage so long as safety is not adversely affected.

Street design should take into consideration what is reasonably foreseeable, not every situation that is conceivably possible.

Designing a street to facilitate (rather than accommodate) infrequent users may actually be the wrong design for the frequent users of the space.

When the street design creates a conflict between the vehicular and nonvehicular user, it should be resolved in favor of the nonvehicular user unless public safety should be truly jeopardized by the resolution.

Modifications

The street configurations may be modified for the strict purposes of forming public open space as required by the conceptual regulating plans for public spaces of this document.

Where medians are provided for in these major street types, they may be modified (enlarged) for urban design purposes during the master planning process. Such modifications should be subject to approval by the fire marshal and other appropriate agencies if they result in one lane, one-way sections.

Neighborhood Street Types

General Provisions

These are the permitted street types and configurations within the boundaries of an urban neighborhood. They may also be used elsewhere within the area.

- Neighborhood Street 1 (NST-1)
- Neighborhood Street 2a (NST-2a)
- Neighborhood Street 2b (NST-2b)
- Neighborhood Street 3 (NST-3)
- Mid-Block Emergency Staging Area configuration
- Alley-24
- Alley-30

The 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, as determined during the development of a functional transportation network overlay.

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. Modification is handled through the functional transportation network overlay and is reflected as a note on the conceptual regulating plan.

Within the urban neighborhoods, intersections configured as roundabouts are discouraged. They are encouraged at the edges of and between multiple urban neighborhoods, where their ability to break up and distribute traffic flow is most appropriate and least disruptive to pedestrian comfort.

The neighborhood street types are configured such that in-lane bicycle travel is encouraged and appropriate.

Major Street Types

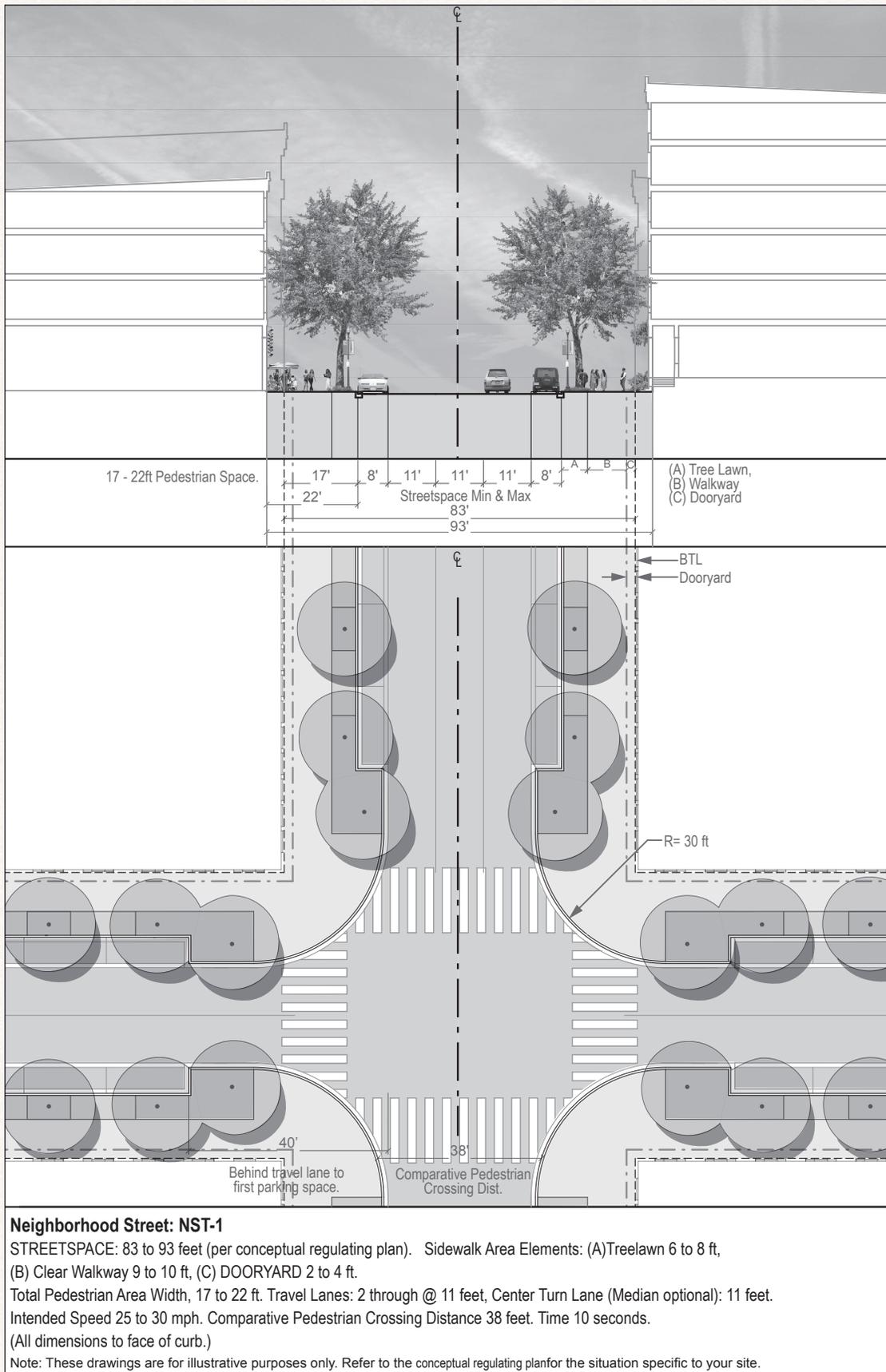
General Provisions

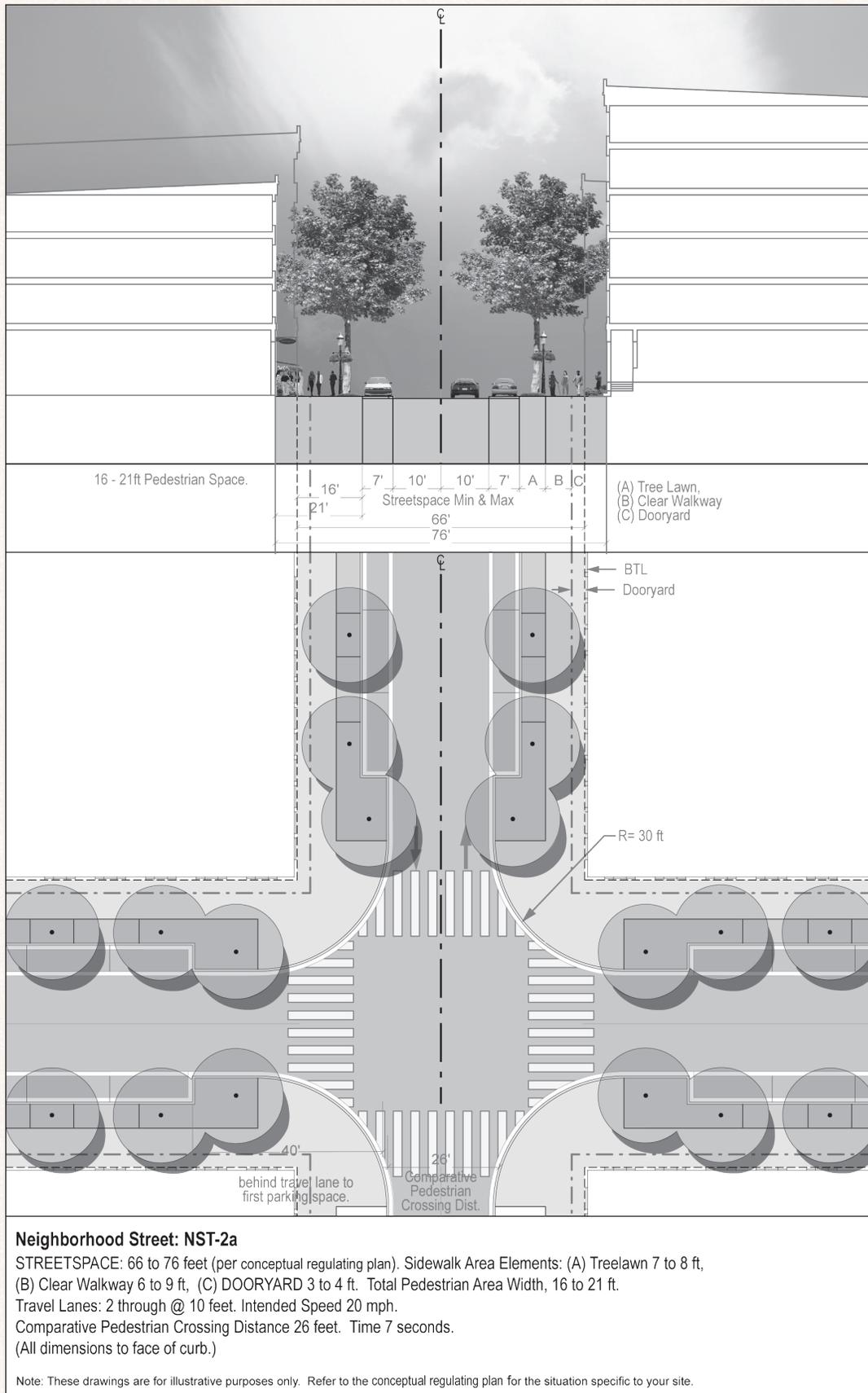
These street types are the preferred guidelines for the major thoroughfares through and within an area. They are intended to border and define the urban neighborhoods and are not permitted within an urban neighborhood. Modifications to these guidelines, as proven necessary to accommodate preexisting and/or broader transportation demands, may be made during the master planning process.

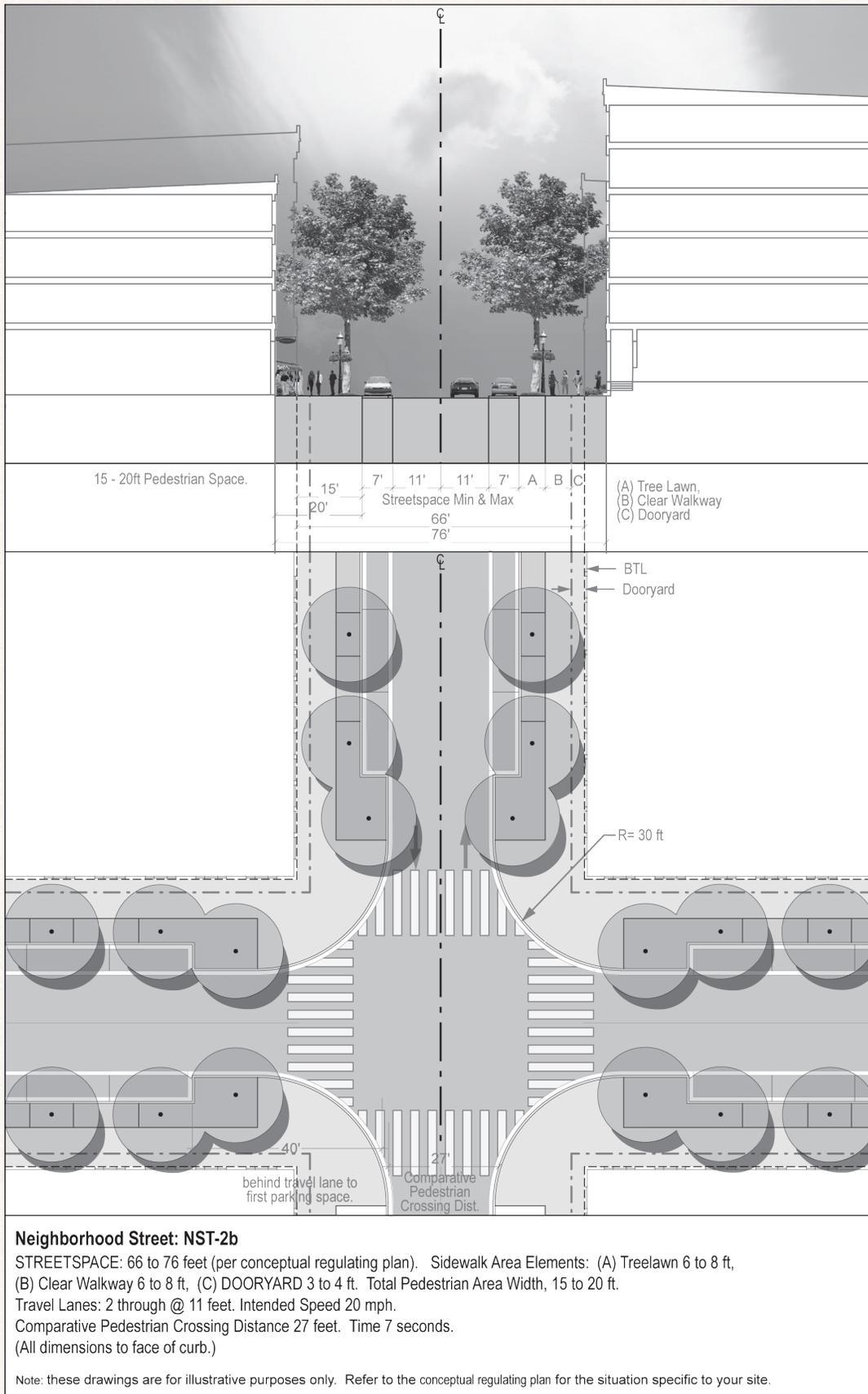
- Major Street 1 (M-1)
- Multiway Boulevard 1 (MWB-1, intended for larger, regional roadways)

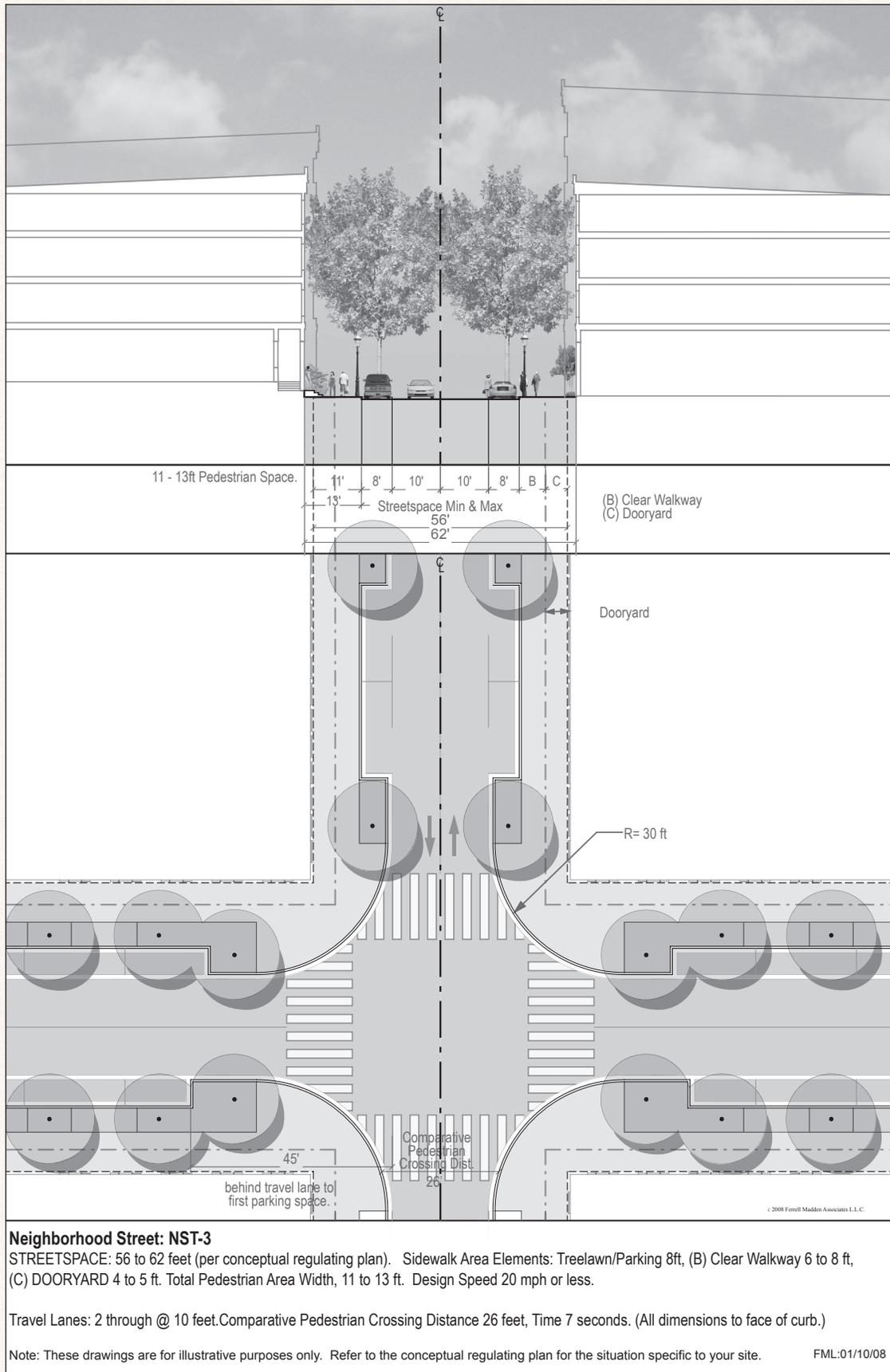
Both major street specifications show rail transit as an option. These are shared lane configurations that allow rail lines to be easily added in the future.

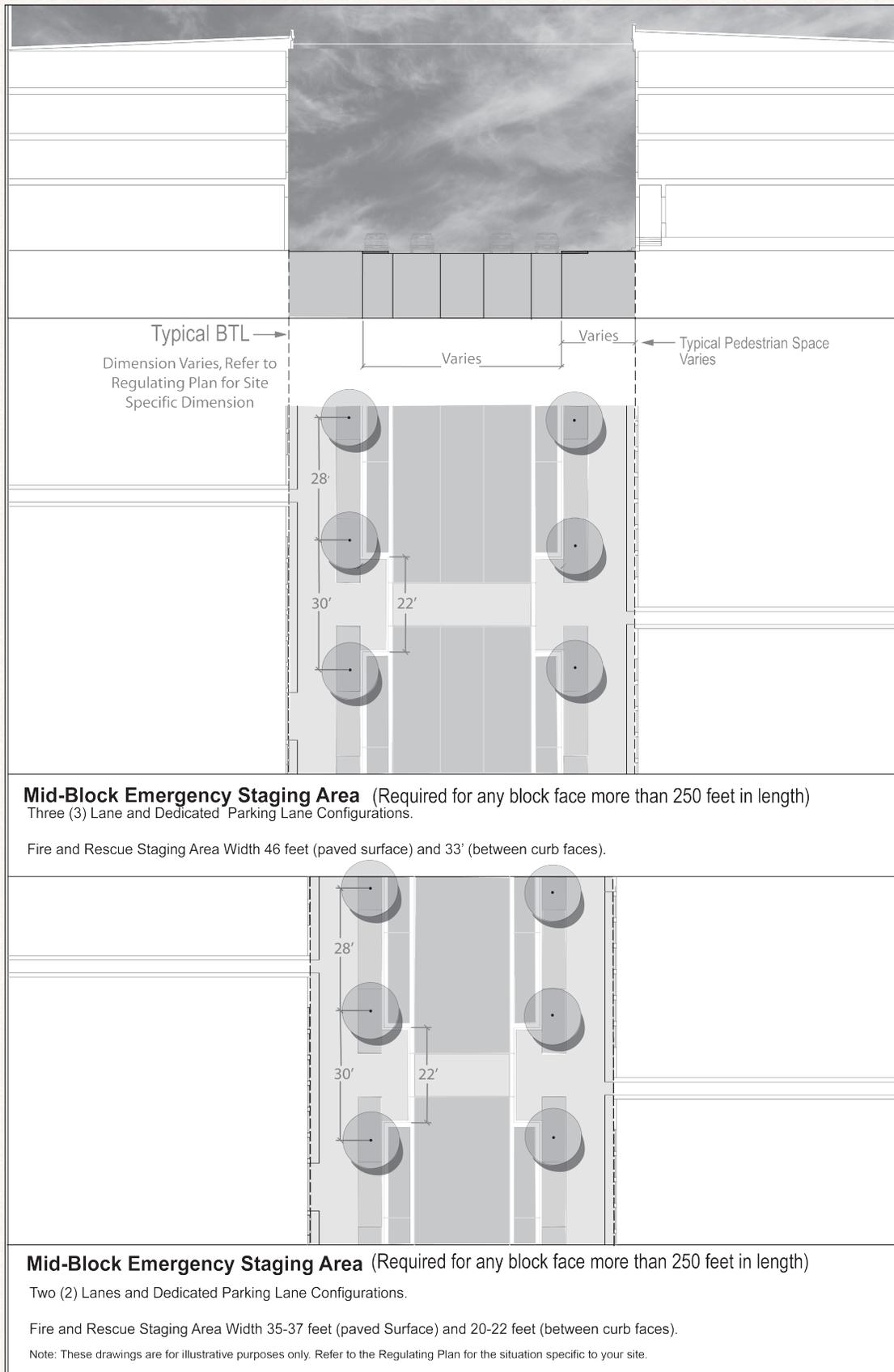
The major street types provide dedicated bicycle lanes; bicycle travel in the automobile lane is not appropriate or safe.

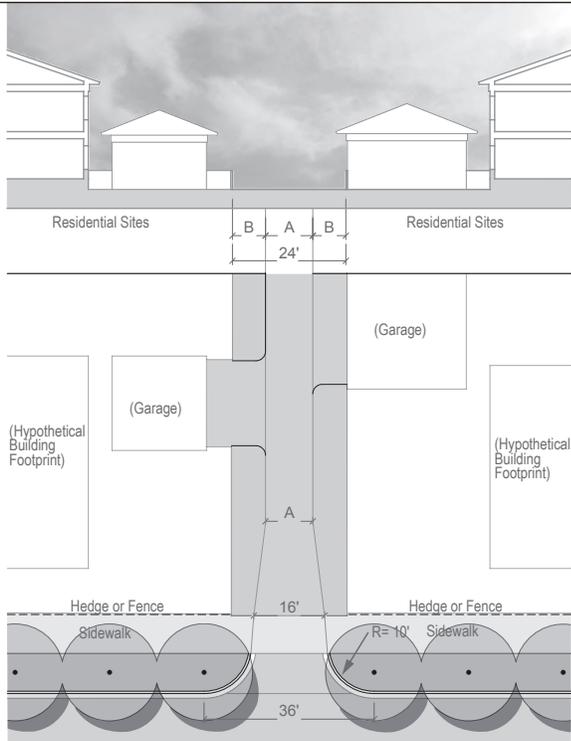








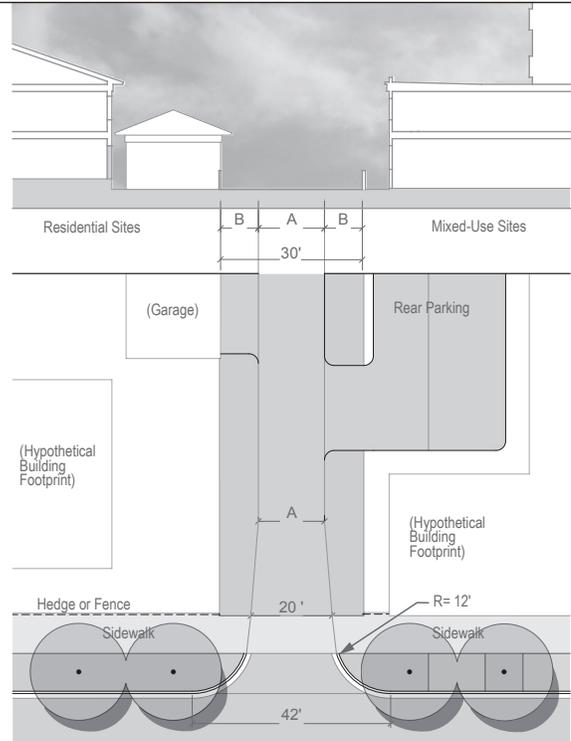




Alley: 24

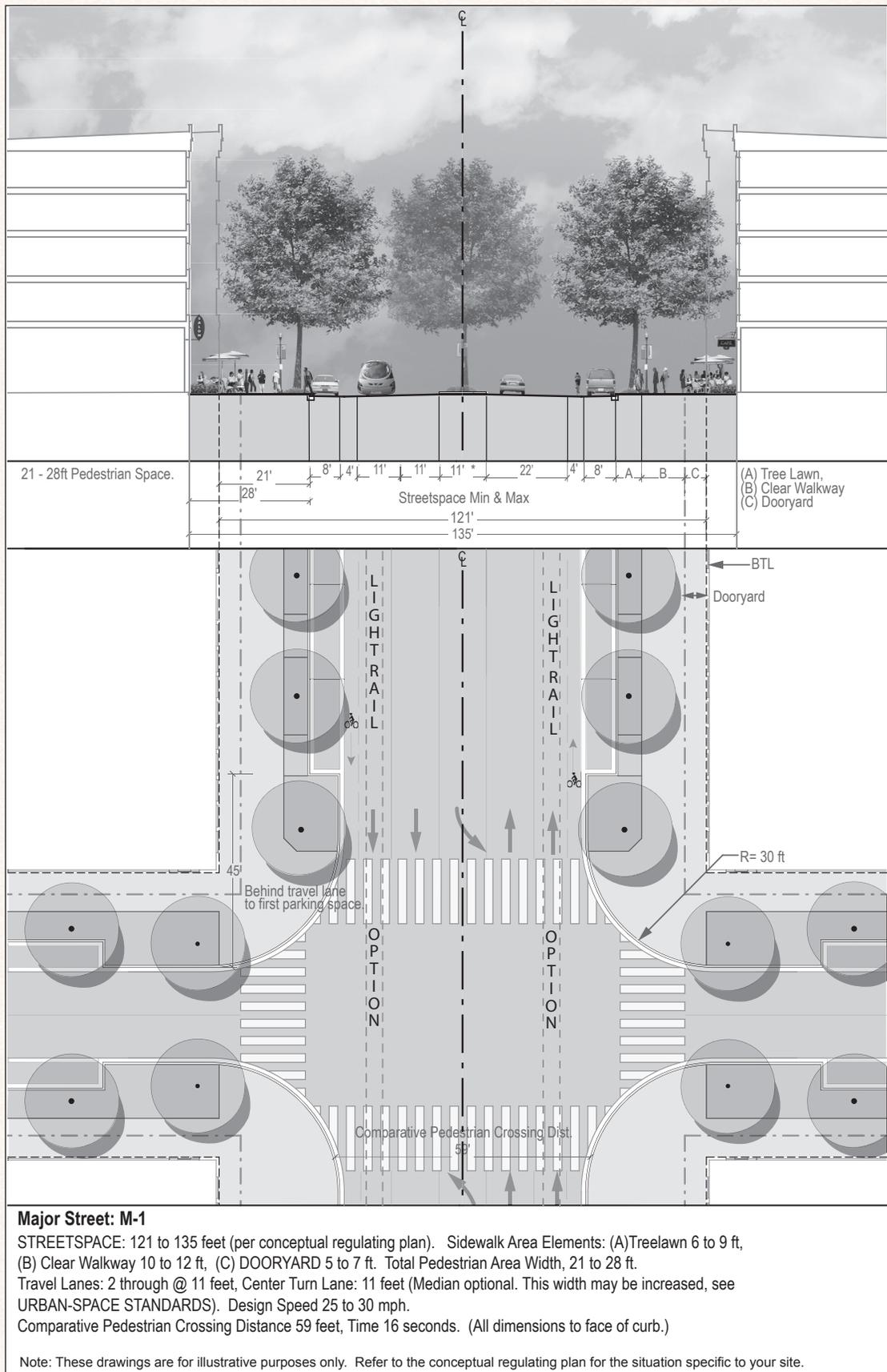
ROW: 24 feet. (A) Paved Area 10-18 feet, (B) Pervious Side Areas 3-7 feet each. Throat Width 16 feet, Curb Radius 10 feet. Curb extends to the Sidewalk. Utility Easements shall be provided for the entire Alley area.
 Comparative Pedestrian Crossing Distance 16 feet, Time 4 seconds.
 (All dimensions to face of curb.)

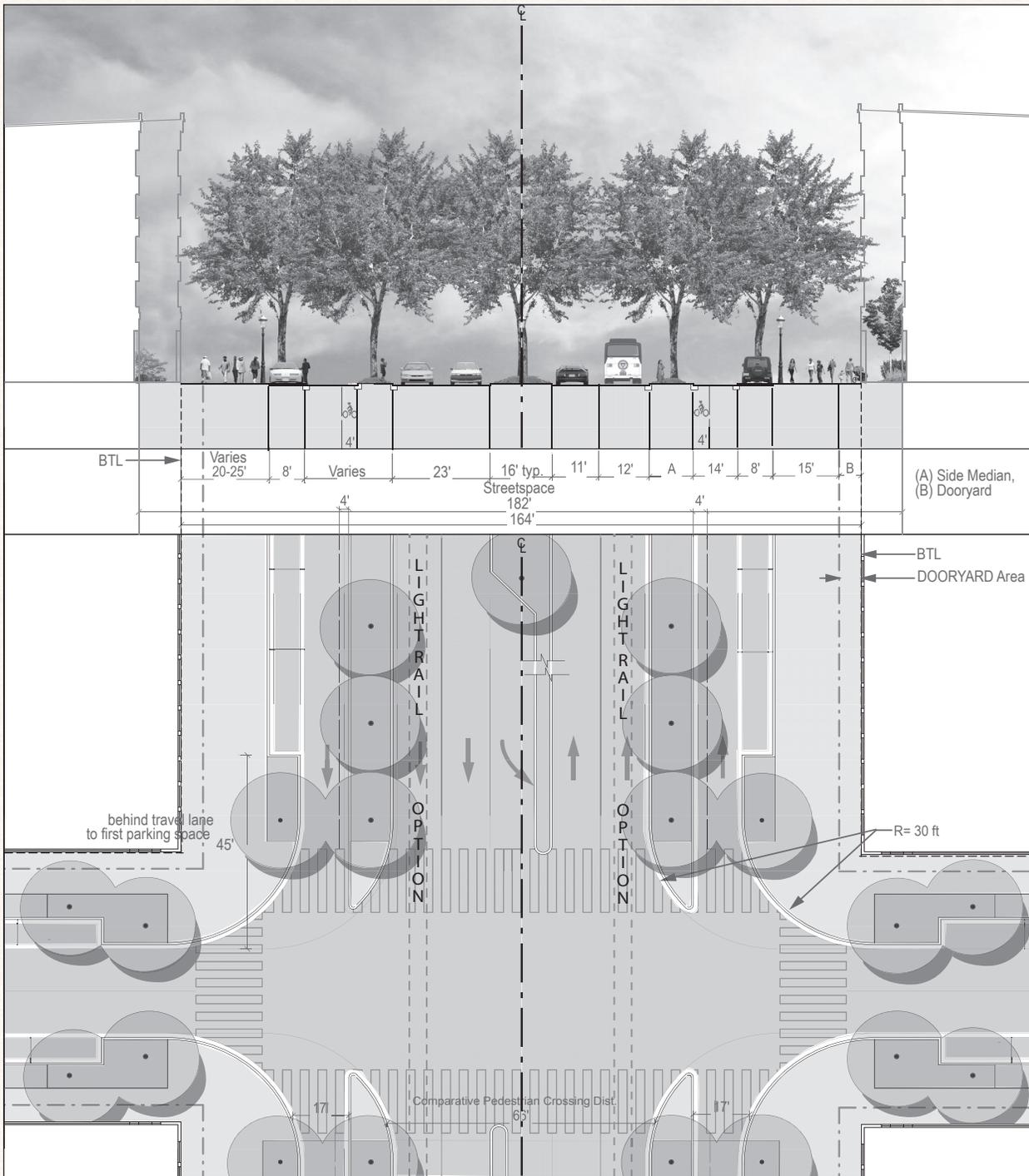
Note: These drawings are for illustrative purposes only. Refer to the conceptual regulating plan for the situation specific to your site.



Alley: 30

ROW: 30 feet. (A) Paved Area: 14-22 feet, (B) Pervious Side Areas 4-8 feet (turf or pervious paving). Throat Width 20 feet, Curb Radius 12 feet. Curb extends to the Sidewalk. Utility Easements shall be provided for the entire Alley area.
 Comparative Pedestrian Crossing Distance 18 feet, Time 6 seconds.
 (All dimensions to face of curb.)





Multi-Way Boulevard: MWB-1

STREETSPACE: 156 to 174 feet (per conceptual regulating plan). Sidewalk Area Elements: (A) Side Median 10 to 15 ft, Clear Walkway 15 ft, (B) DOORYARD 5 to 10 ft. Total Pedestrian Area Width, 20 to 25 ft. Travel Lanes*: 2 inside through @ 11 feet, 2 outside through @ 12 feet Bicycle Lane 2 @ 4 feet, Slip Lane 2 @ 10 feet, Parking Lanes: 8 feet, Center Turn Lane/Median: 16 feet Median width may be increased, see urban space standards. Design Speed, Through Lanes 25 to 35 mph, Slip Lanes Below 20 mph.

Comparative Pedestrian Crossing Distance 66 feet, Time 18 seconds. (All dimensions to face of curb.)

*This may be increased to a total 6 through lanes where warranted by extreme traffic volume situations.

Note: These drawings are for illustrative purposes only. Refer to the conceptual regulating plan for the situation specific to your site.

Streetscape Guidelines

General Provisions

All plant material (including trees) should pass any inspections required under state regulations.

All plant material within the street-space should be irrigated and maintained by the abutting property owner.

All turf grass should be solidly sodded at installation and not seeded, sprigged, or plugged. Vegetative ground covers may be used in place of turf grass.

In addition to the lot, the owner should maintain the following areas:

- The portion of the street-space between their lot line and the back of the curb.
- 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 should 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

Each street-space should 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 adopted conceptual regulating plan) at an average spacing not greater than 30 feet on center, calculated per each block face. Where necessary, spacing allowances may be made to accommodate curb cuts, fire hydrants, and other infrastructure elements; however, at no location may street tree spacing exceed 50 feet on center.

Required tree planting area minimum specifications are as follows:

- Soil surface area should not be less than 90 square feet per isolated tree or 60 square feet per tree for connected (tree lawn) situations.

- No dimension of the soil surface area may be less than 5 1/2 feet.

These requirements may be met through the use of bridged slab, structural soil, or other techniques that clearly exceed these guidelines in the fostering of vital and long-lived street trees.

Street tree planting areas should be at grade or not greater than six inches in height above or below the sidewalk

At planting, street trees should be at least three inches in caliper. Species should be selected from the *Prince George's County Landscape Manual*.

Any unpaved ground area should be planted with grass, ground cover, flowering vegetation, or climbing vines, not to exceed 12 inches in height. Street trees should be "limbed up" as they gain appropriate maturity so as to not interfere with pedestrian or truck travel. The minimum clear height over the sidewalk should be seven feet, and the minimum clear height over travel lanes of the street should be 14 feet to maintain visibility.

Streetscape Elements

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

Street lights should be installed on both sides of streets along the street tree alignment line and, unless otherwise designated on the conceptual regulating plan, at intervals of not more than 80 feet, measured parallel to the street.

Street lights should be between nine and 16 feet above ground in height.

At the time of development, the developer is required to install sidewalks.

At the time of development, the developer is responsible for the installation of street lights and sidewalks on the side of the street-space being developed.

Sidewalks not otherwise designated in the conceptual regulating plan should be a minimum of six feet wide and be constructed to meet all county and ADA specifications.

On-Street Parking

On-street parking spaces should count toward parking requirements.

The parking space/tree planting pattern may be interrupted by existing or new driveways designated in the conceptual regulating plan, streets, alleys, and transit stops or stations, but at no time may street tree spacing exceed 50 feet on center except where street NST-3 curb bump-outs or driveway entrances may necessitate an increase in street tree spacing.

Parking spaces should be constructed in a manner that allows proper drainage (generally a “W” profile, having a gutter pan between the travel and parking lanes).

If on-street bicycle parking is provided forward of the dooryard area, the racks should be located along the street tree alignment line.



Example of a residential streetscape.

Squares and Civic Greens

Intent—These guidelines 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 document.

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.

Squares are active pedestrian centers. Civic greens are spaces intended for less intensive foot traffic. Surface treatment is regulated accordingly.

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.

Parks, defined as natural areas or active recreation areas such as ball fields and courts, are not permitted within an urban neighborhood. They are encouraged within an urban center district at the periphery or between urban neighborhoods.

Guidelines

Squares and civic greens should be designed, planted and maintained according to the following requirements.

- All squares and civic greens should have not less than 60 percent of their perimeter fronting rights-of-way. Both types of spaces should be surrounded by street trees. Their dimensions should be no narrower than a 1:5 ratio and no square or civic green width or breadth dimension should be less than 25 feet.
- Appropriate to their high (pedestrian) traffic level, they should be designed with a higher percentage of paved surface area.
- Squares and civic greens should not include active recreation structures such as ball fields and courts.

Materials and Configurations

General

Street trees should be planted along the street tree alignment line. They may be of a different species than those planted on connecting streets.

The ground surface level elevation should be between zero and 18 inches above the top of the adjacent curb.

The maximum slope across any square or civic green should not exceed five percent.

Except for tree trunks, street lights, civic buildings, public art, or monuments, there should 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.

Trees within a square or civic green may also be selected from the *Prince George's County Landscape Manual*.

Asphalt is prohibited within a square or civic green.

Squares. Appropriate to their high pedestrian traffic level, squares should incorporate 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) should be a minimum 20 percent and a maximum of 45 percent unpaved pervious surface such as turf, ground cover, gravel, soil, or mulch.



Example of an urban square.

Civic Greens. Appropriate to their less-intensive character, civic greens should 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) should be a minimum of 50 percent unpaved pervious surface area (such as turf, ground cover, gravel, soil or mulch).

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

Private Open Space

At least one tree per 800 square feet of any at grade-required private open (unpaved) area should be planted in the rear lot area and located no closer than five feet to any common lot line.

Trees should be at least three inches in caliper at the time of planting. Species should be selected from the *Prince George's County Landscape Manual*. Storefront and workshop sites, and sites that are reusing existing structures with no ground level open area, are exempt from this requirement.

Tree Lists

General. Invasive exotic species should not be used anywhere on private lots or other areas within the area.

Street Trees

Species in the street tree list are for placement, or as specified in the conceptual regulating plan, for placement along the street tree alignment line.

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 should be achieved through the use of native and/or proven hardy adapted species. The following criteria provides guidance for street tree selection:

Structural. Street trees shape and subdivide the street-space, increasing pedestrian comfort and adding value to the street/community. Species

appropriate for canopy shade trees typically grow to heights in excess of sixty (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.

Pragmatic. Life as a street tree is 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 should ensure that the trees increase the community value as they grow.

Design. Species are planted consistently along a given street-space to provide a special form and character to each street. Provide species diversity at the same time as diverse street character by planting different streets with different trees.

Street trees should be selected from the recommended species identified in the *Prince George's County Landscape Manual*.

Appendix **B**

Housing and Neighborhood Conservation— Creation of a Community Development Corporation

The role of a Subregion 4 Community Development Corporation (CDC) as a lead development agency is important to the success of neighborhood housing being proposed for Subregion 4. The following is a general list of roles and responsibilities that could be assigned to a nonprofit CDC as part of a community revitalization initiative.

The general responsibilities of the Subregion 4 CDC will include:

- Act as the lead revitalization organization for Subregion 4 housing and neighborhood revitalization initiatives.
- Create plans and establish design standards for new development and building renovations in conjunction with M-NCPPC.
- Plan and implement special projects.
- Coordinate with other agencies and organizations delivering services to Subregion 4.



- Engage the residents, business community, and institutions through community outreach and coordination.
- Partner with real estate developers to guide their efforts.
- Provide housing rehabilitation and homeowner assistance programs.
- Provide technical assistance to local businesses.
- Identify and secure project funding.

Key Steps to Creating a CDC

There are several key steps that successful CDCs have followed as part of their initial start-up, including:

1. Secure initial funding/capital.
2. Establish a board of directors through a series of facilitated community meetings of diverse community stakeholders.
3. Retain an attorney to incorporate—bylaws, articles of incorporation.
4. Obtain insurance—personal liability, directors, and officers insurance.
5. Obtain tax-exempt status—501(c)3, EIN.
6. Set up payroll and tax filings.
7. Set up bank accounts—at least three authorized signers, two must always sign.
8. Set up annual audits and bookkeeping—include costs in second year budget; most funding applications require annual audit.
9. Keep board minutes and establish personnel policy manual.

Who Should Be the Key Players?

CDCs achieve the broadest results when they pursue a consistent community improvement strategy over time, supported by strategic alliances with other neighborhoods and countywide leaders. CDCs most often credited with observable impacts in their neighborhoods are groups that have been at work for at least a decade. These CDCs combine two necessary strengths—a track record of successful redevelopment, including a blended portfolio of physical development and human service programs, and an ability to manage and govern themselves

effectively. The composition of key partners within the area served by the CDC is an important consideration in determining the effectiveness of the organization. CDCs that have achieved measurable results in their redevelopment initiatives have established partnerships with key community players including:

- Employers who can influence workforce development.
- Small business owners.
- Locally elected officials.
- Local government department representatives (planning, housing, economic development, public works, etc.).
- Community-based leaders.
- Faith-based institutions.

Potential Funding Mechanisms (Production Systems)

Using some basic indicators of production (funding) system quality, Urban Institute researchers, the Local Initiatives Support Corporation, and Enterprise staff separately rated the quality of local production systems. The outline on the following page shows the indicators used and the standards that define the best possible performance on each indicator.

Indicators of a Strong Production System*

City Funding

City government uses all or nearly all its federal community development funding (e.g., HOME and Community Development Block Grants [CDBG]) to support housing and neighborhood improvements sponsored or implemented by community-based organizations and contributes substantial amounts of its own revenues (special levies or other sources) as well.

State Funding

State government provides strong housing and economic development project support in addition to mortgage revenue bond finance and

**Source: NCDI City Portraits, completed by local LISC/Enterprise staff in NCDI cities.*

low-income tax credits; inner-city neighborhoods and CDC projects are clearly favored in funding allocations.

Access to Project Financing

Sufficient acquisition, predevelopment, construction, and permanent finance are available from public and private sources, and most CDCs have access to funding needed to get good projects completed in a timely way.

Efficiency of Financing Delivery

State and local, and public and private sources of finance (permanent, construction, and predevelopment) are efficiently retailed to developers of for-sale and rental housing. Relatively inexperienced developers can get both rental and for-sale deals done without extensive coaching.

Private Sector Financing

Relative to its size and amount of public subsidy for housing and community development, the system appears to mobilize large amounts of private sector lending for community development projects. CDCs can easily find private capital for development projects. Most bankable projects get funded on competitive terms and transaction costs are the same as typical commercial lending deals.

Merit-Based Project Awards

The system of project financing as a whole can be described as having a very strong relationship between project merit or “bankability” and the likelihood of its being subsidized. Political influence rarely causes less meritorious deals from being funded before more meritorious ones.

Additional Funding and Production Sources

- Nonentitlement grants—Section 202 Housing Program, Section 811 Housing Program, Self-Help Homeownership Opportunity Programs (SHOP), Resident Opportunities and Self-Sufficiency Program (ROSS), Youthbuild
- American Dream Downpayment Initiative Program (ADDI)
- Tax Credits—Low Income Housing Tax Credits, Property Tax Rebate Programs, Impact Fee Credits
- State Permanent Loan Funds/Community Loan Funds
- State Developer Construction Loan Funds
- Community Redevelopment Areas, Special Assessment Districts, Empowerment Zones
- Fannie Mae
- Gas Tax, Infrastructure Funding, Utility Connection Charge Waivers
- Affordable Housing Programs, Affordable and Migrant Housing Programs
- Intermediaries—Neighbor Works, Enterprise Foundation, Local Initiatives Support Corporation
- Brownfields Economic Development Initiative
- Economic Development and Growth Enhancement (EDGE), Predevelopment Loan Program (Federal Home Loan Bank System)
- Community Development Financial Institutions (CDFI)
- Structured Employment Economic Development Corporation (SEEDCO)
- Small Business Association (SBA) Loan Program

Appendix **C**

Public Facilities Cost Analysis

Per Section 27-645(c)(4) of the Zoning Ordinance, all approved master plans shall contain an estimate of the cost of all public facilities that must be acquired and constructed in order to carry out the objectives and requirements of the plan. The tables below provide the proposed public facilities cost estimates to serve the land use recommendations of the master plan. The cost estimates are in current 2008 dollars.



APPENDIX C

Schools, Libraries, and Public Safety

Facility Type	Location	Description	Project Type/County or State CIP	Estimated Cost
School	(Existing location—1401 Nye Street) (Proposed location—South Columbia Park)	New Replacement School: Fairmont Heights High School: Construct a modern, state-of-the-art educational facility to replace the existing high school	County CIP AA779826 FY 2010–2015	\$73,642,000
Library	Landover Gateway urban core	Prince George’s County Central Library Site: Obtain a site for the construction of a 100,000-square-foot signature central library	New construction/ Not in CIP— 2009 Landover Gateway Sector Plan and Sectional Map Amendment	TBD
Police	(Existing location—6700 Riverdale Road) (Proposed location—Walker Mill Road: adjacent to Walker Mill Regional Park)	New construction: M-NCPPC Park Police: Design and construct a new 30,000-square-foot park police headquarters	County CIP EC051060 FY 2010–2015	\$9,500,000
Police	7600 Barlowe Road	Renovations: Prince George’s County Police Department’s District III and Police Headquarters: Renovate buildings and modernize internal systems	2008 Public Safety Facilities Master Plan (PSFMP)	\$2,000,000– \$4,000,000
Fire/EMS	6061 Central Avenue	Renovations: Capitol Heights Fire/EMS Station, Company 5: Renovate the existing fire/EMS station	County CIP LK519073 FY 2010–2015	\$1,800,000
Fire/EMS	(Existing location—6305 Addison Road) (Proposed location—Central Avenue and Shady Glen Drive)	New Replacement Fire Station: Seat Pleasant Fire/EMS Station, Company 8: Construct a new five- bay fire/EMS station to replace the existing station to improve overall response times to Seat Pleasant and surrounding communities	County CIP LK510083 FY 2010–2015	\$5,400,000
Fire/EMS	7701 Landover Road	New Replacement Fire Station Kentland Fire/EMS Station, Company 33: Renovate or replace the existing station	2008 PSFMP	\$1,000,000– \$5,100,000

Schools, Libraries, and Public Safety				
Facility Type	Location	Description	Project Type/County or State CIP	Estimated Cost
Fire/EMS	Near the intersection of Landover and Brightseat Roads within Landover Gateway urban core	New Fire Station: Landover Gateway Fire/EMS Station: Obtain a site for a new fire/EMS station. Construct a new fire/EMS station to meet increased demand resulting from buildout in Landover Gateway	2009 Landover Gateway Sector Plan and Sectional Map Amendment	TBD

Transit and Road Facilities				
Facility Type	Location	Description	Project Type/County or State CIP	Estimated Cost
Road: F-4	John Hanson Highway	F-4—US 50 John Hanson Highway: D.C. line to Capital Beltway Reconstruction and Widening	MDOT	\$87,000,000
Road: F-5	I-95/I-495	F-5—I-95/I-495: Suitland Parkway to John Hanson Highway US 50 Reconstruction and widening	MDOT	\$1,083,000,000
Road: F-7	Suitland Parkway	F-7—Suitland Parkway: D.C. line to Pennsylvania Avenue Reconstruction and widening	MDOT	\$55,600,000
Road: E-3	Pennsylvania Avenue Extended	E-3—MD 4 Pennsylvania Avenue Extended: D.C. Line to Beltway Reconstruction	MDOT	\$114,000,000
Road: A-20	Landover Road	A-20—MD 202 Landover Road: Barlowe Road to Beltway Reconstruction	MDOT	\$24,000,000
Road: A-21	Sheriff Road	A-21—Sheriff Road: D.C. Line to Brightseat Road reconstruction and widening	MDOT	\$22,500,000
Road: A-22	Martin Luther King Jr Highway	A-22—MD 704 Martin Luther King Jr Highway: D.C. Line to Beltway Reconstruction and resurfacing	MDOT	\$8,500,000
Road: MC-417	Evarts Street	MC-417—Evarts Street: Brightseat Road to Beltway construction and widening	MDOT	\$10,800,000
Road: A-31	Ritchie Road/ Morgan Boulevard/ Brightseat Road	A-31—Ritchie Road/Morgan Boulevard/ Brightseat Road: Walker Mill Road to Evarts Street reconstruction and widening	MDOT	\$64,000,000

Transit and Road Facilities				
Facility Type	Location	Description	Project Type/County or State CIP	Estimated Cost
Road: A-32	E. Capitol Street/ Central Avenue	A-32—MD 214 E. Capitol Street/Central Avenue: D.C. Line to Beltway Reconstruction and widening	MDOT	\$58,000,000
Road: A-33	Addison Road South	A-33—Addison Road South: Walker Mill Road to Central Avenue Reconstruction and widening	MDOT	\$16,900,000
Road: A-35	Walker Mill Road	A-35—Walker Mill Road: Silver Hill Road to Beltway reconstruction and widening	MDOT	\$25,900,000
Road: A-40	Silver Hill Road	A-40—MD 458 Silver Hill Road: Suitland Parkway to Walker Mill Road reconstruction and widening	MDOT	\$4,300,000
Road: C-400	Brightseat Road	C-400—Brightseat Road: Everts Street to Ardwick-Ardmore Road reconstruction and widening	MDOT	\$8,400,000
Road: C-401	Ardwick- Ardmore Road	C-401—Barlowe Road/Everts Street: Martin Luther King Jr Highway to Brightseat Road construction and widening	MDOT	\$7,700,000
Road: C-402	Ardwick- Ardmore Road	C-402—Pennsy Drive: Landover Road to Ardwick-Ardmore Road reconstruction and resurfacing	MDOT	\$2,600,000
Road: C-403	75th Avenue	C-403—75th Avenue: Landover Road to Pennsy Drive reconstruction and resurfacing	MDOT	\$400,000
Road: C-404	Marblewood Avenue	C-404—Marblewood Avenue: Sheriff Road to Columbia Park Road reconstruction and resurfacing	MDOT	\$400,000
Road: C-405	Sheriff Road	C-405—Sheriff Road: Martin Luther King Jr Highway to Redskins Road reconstruction and resurfacing	MDOT	\$1,900,000
Road: C-406	Belle Haven Drive/Hill Oaks Road /Nalley Road	C-406—Belle Haven Drive/Hill Oaks Road/Nalley Road: FedEx Way to Martin Luther King Jr Highway reconstruction and resurfacing	MDOT	\$1,600,000

Transit and Road Facilities				
Facility Type	Location	Description	Project Type/County or State CIP	Estimated Cost
Road: C-407	Hill Road	C-407—Hill Road Central Avenue to Martin Luther King Jr Highway reconstruction and resurfacing	MDOT	\$1,700,000
Road: C-408	Addison Road	C-408—Addison Road: D.C. Line to Central Avenue reconstruction and resurfacing	MDOT	\$1,300,000
Road: C-409	Central Avenue/ Old Central Avenue	C-409—MD 332 Central Avenue/Old Central Avenue: D.C. Line to Addison Road reconstruction and widening	MDOT	\$25,300,000
Road: C-410	Marlboro Pike	C-410—Marlboro Pike: D.C. Line to Forestville Road reconstruction and resurfacing	MDOT	\$4,000,000
Road: C-411	Columbia Park Road	C-411—Columbia Park Road: US 50 to MD 704 reconstruction and resurfacing	MDOT	\$2,900,000
Road: C-412	Brightseat Road	C-412—Brightseat Road: Central Avenue to Redskins Road reconstruction and widening	MDOT	\$17,700,000
Road: C-413	Garden City Drive	C-413—MD 950 Garden City Drive: Ardwick-Ardmore Road to Beltway ramps reconstruction and widening	MDOT	\$6,100,000
Road: C-414	Shady Glen Drive	C-414—Shady Glen Drive: Walker Mill Road to Central Avenue reconstruction and widening	MDOT	\$9,300,000
Road: C-415	Suitland Road	C-415—MD 218 Suitland Road: D.C. Line to Silver Hill Road reconstruction and widening	MDOT	\$14,300,000
Road: C-422	Brooks Drive	C-422—Brooks Drive: Silver Hill Road to Pennsylvania Avenue reconstruction and widening	MDOT	\$5,600,000
Road: C-423	Regency Parkway	C-423—Regency Parkway: Marlboro Pike to Suitland Road reconstruction and widening	MDOT	\$11,200,000
Road: C-424	Walters Lane	C-424—Walters Lane: cul-de-sac to Pennsylvania Avenue reconstruction and widening	MDOT	\$5,900,000
Road: C-425	Donnell Drive	C-425—Donnell Drive: Pennsylvania Avenue to Marlboro Pike reconstruction and resurfacing	MDOT	\$400,000

Transit and Road Facilities				
Facility Type	Location	Description	Project Type/County or State CIP	Estimated Cost
Road: C-426	Ritchie Road	C-426—Ritchie Road: Suitland Parkway to Walker Mill Road reconstruction and widening	MDOT	\$33,400,000
Road: C-428	Rollins Avenue/ Suffolk Avenue	C-428—Rollins Avenue/Suffolk Avenue: Walker Mill Road to Central Avenue reconstruction and widening	MDOT	14,200,000
Road: C-429	Karen Boulevard	C-429—Karen Boulevard: Walker Mill Road to Central Avenue reconstruction and widening	MDOT	\$12,400,000
Road: P-400	Main Street	P-400—Main Street: Central Avenue to Rollins Avenue resurfacing	MDOT	\$300,000
Road: P-401	M-NCPPC Access Road	P-401—M-NCPPC Access Road: Morgan Boulevard to M-NCCPC property construction	MDOT	\$600,000
Road: P-402	Walker Mill Drive/Old Ritchie Road	P-402—Walker Mill Drive/Old Ritchie Road	MDOT	\$600,000
Road: I-205	48th Street	I-205—48th Street: Kenilworth Avenue to Kenilworth Avenue reconstruction and resurfacing	MDOT	\$200,000
Road: I-400	Ardwick- Ardmore Road	I-400—Ardwick-Ardmore Road: John Hanson Highway to Beltway reconstruction and resurfacing	MDOT	\$900,000
Road: I-401	Truck Way	Truck Way Extended Hampton Park Boulevard to Truck Way construction	MDOT	\$1,100,000
Road: I-402	Morgan Boulevard/ MD 214 Access Road	I-402—Morgan Boulevard/MD 214 Access Road: Morgan Boulevard to Central Avenue construction	MDOT	\$900,000
Road: I-403	Cabin Branch Drive	I-403—Cabin Branch Drive: Sheriff Road to John Hanson Highway reconstruction and widening	MDOT	\$8,600,000

Transit and Road Facilities				
Facility Type	Location	Description	Project Type/County or State CIP	Estimated Cost
Road: I-404	Hubbard Road	I-404—Hubbard Road: Pennsy Drive to Martin Luther King Jr Highway reconstruction and widening	MDOT	\$6,100,000
Road: I-405	Jefferson Avenue	I-405—Jefferson Avenue: Pennsy Drive to Ardwick-Ardmore Road reconstruction and widening	MDOT	\$4,700,000
Road: I-412	Brightseat Business Park Road	I-412—Brightseat Business Park Road: Redskins Road to Brightseat Road reconstruction and resurfacing	MDOT	\$400,000
Road: I-413	Hampton Park Boulevard/ Kaverton Road	I-413—Hampton Park Boulevard/ Kaverton Road: Marlboro Pike to Central Avenue reconstruction and resurfacing	MDOT	\$3,300,000
Road: I-415	Ritchie Road Spur	I-415—Ritchie Road Spur: Ritchie Road to Hampton Park Boulevard reconstruction and resurfacing	MDOT	\$2,500,000
Transit	Commuter Rail (MARC)	Commuter rail (MARC) additional service Penn and Camden Lines	TBD	TBD
Transit	New Carrollton to Suitland	Bus rapid transit New Carrollton to Suitland new transit service	TBD	\$23,500,000– \$66,400,000 per route mile
Transit	Route(s): D13–D14	Regional bus service Route(s): D13–D14 additional service and increase frequency of service	TBD	TBD
Transit	Route: F14	Route: F14 additional service and increase frequency of service	TBD	TBD
Transit	Route: V14–V15	Route: V14–V15 additional service and increase frequency of service	TBD	TBD
Transit	Route: P12	Route: P12 extend service to National Harbor	TBD	TBD
Transit	Route(s): 18–21– 23–24–25–34	Local bus service route(s): 18–21–23–24–25–34 Additional service, including weekend service and increased frequency of service	DPW&T	TBD

Transit and Road Facilities				
Facility Type	Location	Description	Project Type/County or State CIP	Estimated Cost
Transit	Morgan Boulevard Metro Station	New service Between Morgan Boulevard Metro Station and central county via Ritchie Marlboro Road	TSOP	TBD
Transit	New Carrollton Metro Station	New service serving employment centers and residential areas between New Carrollton and Largo Metro Stations	TSOP	TBD
Transit	Central county	New service serving central county between Suitland and Westphalia Town Center	TSOP	TBD
Transit	Woodmore Town Center, Landover Gateway, Morgan Boulevard Center, and Largo Town Center	New shuttle bus service deriving Woodmore Town Center, Landover Gateway, Morgan Boulevard Center, and Largo Town Center.	TSOP	TBD

Note: All new bus service recommendations are shown as TheBus routes. However, once the review of the updated TSOP is completed, final new service recommendations may change and may include all TheBus service or a combination of new TheBus and Metrobus service.

Parks, Recreation & Open Space Facilities				
Facility Type	Location	Description	Project Type/County or State CIP	Estimated Cost
Park	Booker T. Homes Neighborhood Playground	Add park amenities	CIP EC051208	\$400,000
Park	Cedar Heights Neighborhood Playground	Play area renovation	CIP EC000352	\$175,000
Park	Rollins Avenue Neighborhood Park	New park development	CIP EC071090	\$1,650,000
Park	Walker Mill Regional Park (North)	Active recreation (skate park, splash pad, golf, concert pavilion)	CIP EC046370	\$10,375,000

Parks, Recreation & Open Space Facilities				
Facility Type	Location	Description	Project Type/ County or State CIP	Estimated Cost
Park	Walker Mill Regional Park (North)	Concord Manor renovation and addition	CIP EC001033	\$8,190,000
Park	Walker Mill Regional Park (North)	New clubhouse/multipurpose building	CIP EC046370	\$4,000,000
Park	Walker Mill Regional Park (North)	Park Police headquarters	CIP EC051060	\$9,500,000
Park	Walker Mill Regional Park (South)	Infrastructure, play area, picnic pavilions, trail connection, pedestrian bridge, artificial turf field	CIP EC046370	\$5,700,000
Park	J. Franklyn Bourne Aquatics Center	Facility renovation	CIP EC070962	\$410,000
Park	Ridgeley Rosenwald School	Rehabilitation of a historic schoolhouse to create a heritage museum	CIP EC061181	\$1,120,000
Park	Ritchie Run Neighborhood Park	New park development	CIP EC061174	\$748,000
Park	Dupont Heights Neighborhood Park	Playground replacement	CIP EC000352	\$80,000
Park	Suitland Bog Conservation Area	Trail and parking lot renovation	CIP EC060987	\$100,000
Park	Suitland Community Park	Play area renovation	CIP EC060924	\$100,000
Community Center	North Forestville Neighborhood Park/School	Gymnasium addition	CIP EC061063	\$3,483,000
Community Center	Cedar Heights Community Center Park	Renovation, expansion, trail and bridge	CIP EC050836	\$1,327,000
Community Center	Glenarden Community Center Park	Renovation/addition of new gymnasium	CIP EC051157	\$6,586,000

Parks, Recreation & Open Space Facilities				
Facility Type	Location	Description	Project Type/ County or State CIP	Estimated Cost
Community Center	John E. Howard Community Center Park	Code compliance, renovation	CIP EC070527	\$784,000
Community Center	Palmer Park Community Center	Code compliance, renovation, expansion	CIP EC051205	\$5,165,000
Community Center	Peppermill Village Community Center Park	Community center expansion, code compliance and renovation	CIP EC071140	\$1,204,000
Community Center	Seat Pleasant Community Center	Code compliance and renovation	CIP EC071251	\$545,000
Community Center	Kentland Community Center	New facility	CIP EC051097	\$11,000,000
Community Center	Prince George's Sports and Learning Center	Building improvements, artificial turf field	CIP EC070984	\$2,130,000
Community Center	William Beanes Community Center	Code compliance, renovation and expansion	CIP EC071186	\$2,062,000
Recreation Building	Jesse J. Warr Jr. NRC	New recreation building	CIP EC050859	\$688,000
Recreation Building	Bradbury CRC	Fencing and landscaping	CIP EC071138	\$58,000
Trails	H.P. Johnson Neighborhood Park	New loop trail	CIP EC051154	\$80,000
Park Acquisition 1	8505 Central Avenue (Parcel 59)	Provide front yard to enhance historic Ridgeley Rosenwald School	New	TBD
Park Acquisition 2	Ritchie Run Neighborhood Park	Addition to existing parkland	New	TBD
Park Acquisition 3	Rollins Avenue and Capital Heights Neighborhood Parks	Addition to connect two existing parks	New	TBD
Park Acquisition 4	Parcel 211, Rollins Avenue	New park	New	TBD

Parks, Recreation & Open Space Facilities				
Facility Type	Location	Description	Project Type/ County or State CIP	Estimated Cost
Park Acquisition 5	Parcels 201, 231, and 234, Rollins Avenue	New park	New	TBD
Park Acquisition 6	3701 Meadowview Drive (Parcels A and 165)	Addition to existing park (William Beanes Community Center Park)	New	TBD
Park Acquisition 7	201 70th Street, Capitol Heights (Parcel 132)	New parkland	Per 1993 Landover and vicinity master plan and sectional map amendment	TBD
Park Acquisition 8	Parcel A, Martin Luther King Jr Highway	Parcel adjacent to Columbia Park CCP	New	TBD
Park Acquisition 9	7300 Kent Town Drive (Parcel 87)	Parcel adjacent to Kentland NRC	New	TBD
Park Acquisition 10	Parcel 16, Landover Road	New park	New	TBD
Park Acquisition 11	Outlot 1, Garrett A. Morgan Blvd.	Parcel adjacent to Summerfield CP	New	TBD
Park Acquisition 12	H.P. Johnson Neighborhood Park	4.2-acre addition to existing park per 1993 Landover master plan and sectional map amendment	Per 1993 Landover and vicinity master plan and sectional map amendment	TBD
Park Acquisition 13	Landover Road	Urban park at former Landover Mall site	New	TBD
Park Acquisition 14	John Carroll Community Park/School	14-acre addition per 1993 Landover master plan and sectional map amendment	Per 1993 Landover and vicinity master plan and sectional map amendment	TBD
Park Acquisition 15	Highland Park Neighborhood Park/School	5-acre addition to existing park per 1993 Landover master plan and sectional map amendment	Per 1993 Landover and vicinity master plan and sectional map amendment	TBD
Park Acquisition 16	6118 Old Central Avenue (Lots 1-14, Block 6)	Addition to Maryland Park Neighborhood Playground	New	TBD

Parks, Recreation & Open Space Facilities				
Facility Type	Location	Description	Project Type/ County or State CIP	Estimated Cost
Park Acquisition 17	3400 Walters Lane (Parcel 5)	New urban park	New	TBD

Trails, Bicycle, and Pedestrian Facilities				
Facility Type	Location	Description	Project Type/County or State CIP	Estimated Cost
Pedestrian and bicycle improvements	Both sides of Marlboro Pike within the study area	Marlboro Pike wide sidewalks and bike lanes: Standard or wide sidewalks with designated bike lanes along the entire length of Marlboro Pike, per the main street and boulevard road cross sections (complete in phases for the 4+-mile corridor)	New	\$1,500,000 (not including ROW cost)
Pedestrian trails	North side of MD 4	Pennsylvania Avenue pedestrian trail. Complete the eight-foot-wide asphalt trail along the entire north side of Pennsylvania Avenue inside the Beltway	New	\$2,064,000
Multiuse Trail	Kaverton Road to Walker Mill Regional Park	Ritchie Branch Trail: A multiuse trail is recommended along Ritchie Branch to link Forestville with Walker Mill Regional Park	New	\$900,000
Trails	D.C. to I-495	Suitland Parkway Trail: Extend the existing Suitland Parkway Trail into Prince George's County. This trail will improve access into D.C., to multiple metro stations, and between residential communities	New	\$2,800,000
Trails	Addison Road (south of MD 214) to Beaverdam Creek	Cabin Branch Trail: This stream valley trail will connect adjacent residential communities with commercial areas, schools, and parks.	Landover and Vicinity Master Plan	\$1,520,000
Trails	District Heights Parkway to Ritchie Road	Southwest Branch Trail: This trail will improve access to Walker Mill Regional Park from District Heights and surrounding communities	Suitland-District Heights and Vicinity Master Plan	\$1,400,000

Trails, Bicycle, and Pedestrian Facilities				
Facility Type	Location	Description	Project Type/County or State CIP	Estimated Cost
Pedestrian and bicycle improvements	D.C. to I-495	MD 704 sidepath and bike lanes: Provide a sidepath and designated bike lanes along this heavily travelled corridor. This sidepath, in conjunction with the existing WB&A Trail, will provide a cross county connection from the Patuxent River to D.C.	Landover and Vicinity Master Plan	3,240,000
Pedestrian and bicycle improvements	D.C. to I-495	MD 214 standard or wide sidewalks and bike lanes: Provide standard sidewalks and designated bike lanes along MD 214. In areas of high pedestrian activity, wide sidewalks should be provided. Pedestrian amenities and safety features are also appropriate at many crossings	Landover and Vicinity Master Plan	\$1,504,000
Pedestrian and bicycle improvements	I-495 to US 50	MD 202 standard or wide sidewalks and bike lanes: Provide standard sidewalks and designated bike lanes along MD 202. In areas of high pedestrian activity, wide sidewalks should be provided. Pedestrian amenities and safety features are also appropriate at many crossings. Sidewalk improvements have already been completed along some of the corridor	Landover and Vicinity Master Plan	\$500,000
Trails	Glenarden Parkway to Lower Beaverdam Creek	Cattail Branch Trail: Provide a stream valley trail along this urban watershed. This trail will provide access to the regional trail network and the Landover Gateway Center	Landover and Vicinity Master Plan	\$1,360,000
Trails	Anacostia River to New Carrollton Metro	Lower Beaverdam Creek Trail: This trail will involve segments of stream valley trail within parkland in conjunction with sidepath construction along existing roads that parallel the stream valley	New	\$2,540,000

Trails, Bicycle, and Pedestrian Facilities				
Facility Type	Location	Description	Project Type/County or State CIP	Estimated Cost
Trails	D.C. to I-495	Chesapeake Beach Rail/Trail: This project will convert the abandoned Chesapeake Beach railroad line to a trail. Within Subregion 4, this trail will run from Seat Pleasant to the beltway at Ritchie-Marlboro Road. This trail will provide a recreational trail opportunity and improve access to the Addison Road Metro	Addison Road Sector Plan	\$2,400,000
Trails	Seat Pleasant Drive to Walker Mill Road	Eastern Trail: This trail will be implemented as a sidepath or wide sidewalk along Karen Boulevard and Peppermill Drive	Addison Road Sector Plan	\$1,440,000 (not including developer portions)
Pedestrian and bicycle improvements	Eastern Avenue to Walker Mill Road	Addison Road sidewalks and bike lanes: These facilities will improve multimodal access to the Addison Road Metro	Addison Road Sector Plan	\$2,146,700
Pedestrian and bicycle improvements	Walker Mill Road to Suitland Parkway	Silver Hill Road sidewalks and bike lanes: These facilities will improve pedestrian access to the Suitland Metro, to commercial areas, and between residential communities. Safety enhancements are also necessary in some areas. Gaps in the sidewalk network need to be completed and in many areas additional buffering is needed between the sidewalk and roadway	New	\$1,200,000
Pedestrian and bicycle improvements	Southern Avenue to Suitland Parkway	Suitland Road sidewalks and bike lanes: Attractive streetscape and pedestrian environment is needed along this road to better serve the Suitland Town Center	New	\$1,680,000
Trails	Suitland Community Park to Suitland Bog	Suitland Bog Trail: This neighborhood trail will provide access to existing recreation and nature areas as well as improve access to Samuel P. Massie Elementary School	New	\$700,000

Trails, Bicycle, and Pedestrian Facilities				
Facility Type	Location	Description	Project Type/County or State CIP	Estimated Cost
Pedestrian improvements	Various locations in Zone 1	Crosswalk and Pedestrian Amenities: Install pedestrian amenities including crosswalks, countdown signals, ADA ramps at key intersections	New	\$960,000
Pedestrian improvements	MD 704 to Smoketree Lane	Barlowe Road sidewalks: Install continuous sidewalks on both sides to provide improved pedestrian access to schools	New	\$67,000
Pedestrian improvements	MD 704 to Dodge Park Road	Hubbard Road sidewalks: Install continuous sidewalks on both sides to provide improved pedestrian access to schools	New	\$104,000
Pedestrian and bicycle improvements	MD 704 to Nalley Road	Belle Haven Drive sidewalks and bike lanes: Complete the sidewalks along both sides and provide designated bike lanes	New	\$360,000
Pedestrian and bicycle improvements	Eastern Avenue to Redskins Road	Sheriff Road sidewalks and bike lanes: Complete the sidewalks along both sides and provide designated bike lanes	Landover and Vicinity Master Plan	\$900,000
Pedestrian and bicycle improvements	MD 704 to US 50	Columbia Park Road sidewalks and bike lanes: Complete the sidewalks along both sides and provide designated bike lanes	New	\$400,000
Pedestrian and bicycle improvements	Redskins Road to Ardwick-Ardmore Road	Brightseat Road sidewalks and bike lanes: Complete the sidewalks along both sides and provide designated bike lanes. Pedestrian safety improvements needed at MD 202. The planned interchange should safely accommodate bikes and pedestrians	Landover and Vicinity Master Plan	\$1,463,000
Pedestrian improvements	Landover Gateway Center to Woodmore Town Center	Woodmore Town Center pedestrian bridge: This pedestrian bridge will link Woodmore Town Center with the core of the Landover Gateway Center. It will also provide a safe bike and pedestrian route across the beltway in the MD 202 corridor	Landover MP	\$4,000,000

Trails, Bicycle, and Pedestrian Facilities				
Facility Type	Location	Description	Project Type/County or State CIP	Estimated Cost
Trails	Evarts Street to Cattail Branch and Kenmoor Elementary School	Neighborhood trail connections: This trail will provide access to the stream valley trail network and provide a safe route to the area elementary school	Landover MP	\$150,000
Pedestrian improvements	Hill Road to Hill Stream Drive	Hill Oaks Road sidewalks: Complete the sidewalks along both sides of the road	New	\$75,000
Pedestrian improvements	Pennsy Drive to Professional Place	Garden City Drive sidewalks: Complete the sidewalks along both sides of the road. Crosswalk improvements may be necessary.	New Carrollton TDDP	\$132,000
Pedestrian and bicycle improvements	MD 202 to Hubbard Street	Dodge Park Road sidewalks and bike lanes: Complete the gaps in the sidewalk network and provide designated bike lanes	New	\$50,000
Bicycle improvements	MD 214 to FedEx Way	Garrett A. Morgan Boulevard bike lanes: Provide designated bike lanes along the entire length of the road to complement the existing sidewalks	New	\$20,000
Bicycle improvements	FedEx Way to Sheriff Road	Redskins Road: Provide designated bike lanes along the entire length of the road to complement the existing sidepath	New	\$20,000
Pedestrian and bicycle improvements	FedEx Way to I-495	Bishop Peebles Drive/Arena Drive: Complete the sidewalk construction along the entire length of the road and provide designated bike lanes	Morgan Boulevard-Largo Town Center Sector Plan	\$300,000
Pedestrian improvements	MD 214 to Hill Road Park	Jonquil Avenue sidewalks: Provide standard sidewalks along both sides of the road	New	\$91,000
Pedestrian improvements	MD 214 to Foy Place	Zelma Avenue Sidewalks: Install sidewalks along the west side of the street	New	\$50,000
Pedestrian and bicycle improvements	Sheriff Road to Reed Street	Marblewood Avenue sidewalks and bike lanes: Install continuous sidewalks and designated bike lanes	New	\$190,000

Trails, Bicycle, and Pedestrian Facilities				
Facility Type	Location	Description	Project Type/County or State CIP	Estimated Cost
Pedestrian and bicycle improvements	Walker Mill Road to Addison Road	Hazelwood Drive sidewalks and bike lanes: Install continuous sidewalks and designated bike lanes along the existing road and on the extension to Addison Road	New	\$254,000
Pedestrian improvements	Various locations in Zone 2	Crosswalk and pedestrian amenities: Install pedestrian amenities including crosswalks, countdown signals, and ADA ramps	New	\$800,000
Pedestrian improvements	Various locations in Zone 3	Crosswalk and pedestrian amenities: Install pedestrian amenities including crosswalks, countdown signals, and ADA ramps	New	\$1,280,000
Pedestrian and bicycle improvements	Silver Hill Road to I495	Walker Mill Road sidepath and bike lanes: Continuous sidepath and designated bike lanes	New	\$1,820,000
Bicycle improvements	Silver Hill Road to Marlboro Pike	Brooks Drive: Designated bike lanes, if right-of-way allows. This project may involve restriping the existing roadway	New	\$20,000
Pedestrian and bicycle improvements	Surrey Drive to Suitland Road	Regency Parkway sidewalks and bike lanes: Gaps in the sidewalk network need to be completed and designated bike lanes should be provided if right-of-way permits	New	\$160,000
Pedestrian and bicycle improvements	MD 214 to I-495 (near MD 337)	Ritchie Road/Forestville Road sidewalks and bike lanes: Gaps in the sidewalk network need to be completed. The wide sidewalk along a segment of the east side of the road should be extended along the entire corridor. Designated bike lanes should also be provided	New	\$2,580,000
Bicycle improvements	Beltz Drive to Marlboro Pike	Donnell Drive bike lanes: Striping for designated bike lanes should be provided at the time of road resurfacing or improvement. Gaps in the sidewalk network should be completed south of MD 4.	New	\$200,000

Trails, Bicycle, and Pedestrian Facilities

Facility Type	Location	Description	Project Type/County or State CIP	Estimated Cost
Pedestrian improvements	Marlboro Pike to Walker Mill Road	County Road sidewalks: Complete gaps in the sidewalk network along both sides of this road	New	\$120,000
Pedestrian improvements	MD 214 to Walker Mill Road	Shady Glen Drive sidewalks: Complete the sidewalks along both sides of the road	New	\$220,000
Pedestrian improvements	Marlboro Pike to MD 4	Parkland Drive sidewalks: Complete the sidewalks along both sides of the road	New	\$179,000
Pedestrian improvements	Parkland Drive to Old Silver Hill Road	Kentucky Avenue sidewalks: Provide sidewalks along at least one side of this road to improve access to the existing Spaulding Library	New	\$40,000
Pedestrian and bicycle improvements	MD 214 to Walker Mill Road	Hampton Park Boulevard bike lanes: Provide designated bike lanes as part of future restriping or repaving. Continuous sidewalks exist along both sides of the existing roadway and should be continued as the road is extended	New	\$20,000
Trails	Mountain View Road to Morgan Boulevard Metro	Neighborhood trail connection: Provide a bike and pedestrian connection from an existing residential community to Metro	Morgan Boulevard-Largo Town Center Sector Plan	\$50,000
Trails	Willow Hill Road to Morgan Boulevard Metro	Neighborhood trail connection: Provide a bike and pedestrian connection from an existing residential community to Metro	Morgan Boulevard-Largo Town Center Sector Plan	\$50,000
Trails	East Nalley Road to Morgan Boulevard	Neighborhood trail connection: Provide a bike and pedestrian connection from an existing residential community to Morgan Boulevard	Morgan Boulevard-Largo Town Center Sector Plan	\$50,000

Appendix **D**

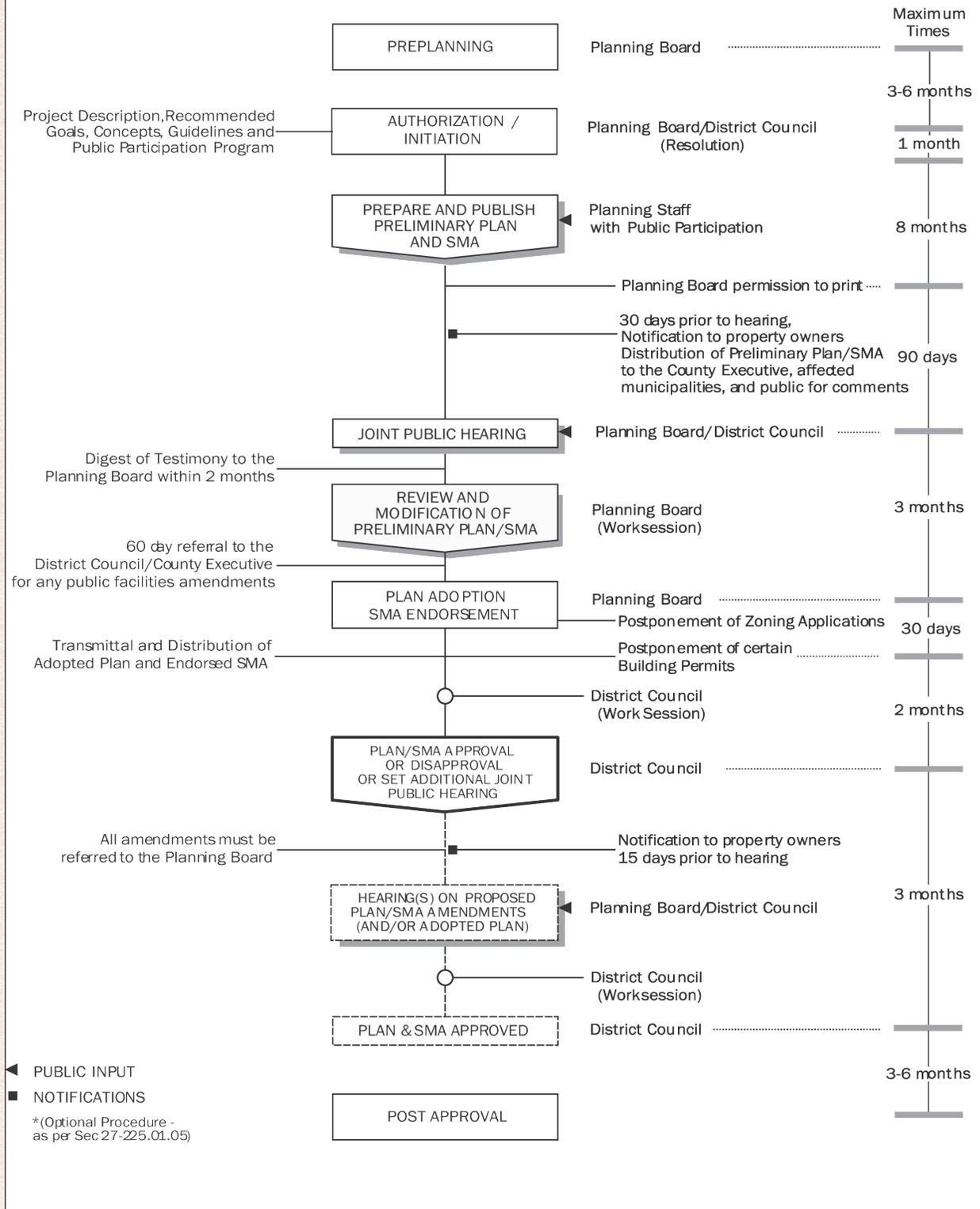
**Procedural
Sequence Chart**



APPENDIX D

PROCEDURAL SEQUENCE CHART

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



Appendix **E**

**Guide to Zoning
Categories**



APPENDIX E

APPENDIX E

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 2/11/1970 10,000 sq. ft. if recorded prior to 7/1/1967
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-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-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-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

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-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

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-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

Mixed Use/Planned Community Zones

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-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-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

UC-1: Metropolitan Urban Center District—Mandates high intensity, transit-oriented, mixed-use development in General Plan-designated metropolitan centers. These centers are intended for a large-scale mix of uses comprised of multiple Urban Neighborhoods, and are to be the most intense and least auto-dependent areas in Prince George’s County. The Metropolitan Urban Center District is best described as a “downtown” district in ultimate built character. Because of the access to regional fixed-guideway transit systems and the scale of these centers, they are to be primary targets for employment, major educational complexes, and high-intensity commercial uses in the county. The UC Zone may only be approved for property subject to Subtitle 27A of the county code.

UC-2: Regional Urban Center District—Mandates moderately scaled, mixed-use, transit-oriented development generally consisting of two or more Urban Neighborhoods in a town center setting. Regionally marketed commercial and retail centers, office, and employment areas, and recreational complexes primarily serving Prince George’s County are appropriate uses. High-density residential development should also be included. The UC Zone may only be approved for property subject to Subtitle 27A of the county code.

UC-3: Community Urban Center District—Mandates a small- to moderate-intensity mix of uses typically developed as a neighborhood “main street” with an adjacent Urban Neighborhood. Intended for the least intensive of the General Plan centers, this district shall generally provide a mix of residential and business development to complement and serve existing adjacent neighborhoods. Development may include higher intensity residential and nonresidential mixed uses at appropriate locations along key transportation routes. The UC Zone may only be approved for property subject to Subtitle 27A of the county code.

UC-4: Urban Corridor Node—Promotes concentrated urban mixed-use, pedestrian-oriented development with a limited, walkable size at designated locations along General Plan corridors. This district shall generally provide a mix of uses that are smaller in scale to complement and serve existing adjacent neighborhoods. Development may include limited higher intensity residential and nonresidential mixed uses at appropriate locations along key transportation routes. Compatibility with existing neighborhoods is essential. The UC Zone may only be approved for property subject to Subtitle 27A of the county code.

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 Low .5	Generally 100 adjoining gross acres Base density (dwelling units per gross acre)—.5 Maximum density—.9
Low 1.0	Maximum mixed retirement development density - 8 du/gross acre 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 Suburban 1.6	Generally 25 adjoining gross acres Base density (dwelling units per gross acre)—1.6 Maximum density—2.6
Suburban 2.7	Maximum mixed retirement development density—8 du/gross acre 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 Medium 3.6	Generally 10 adjoining gross acres Base density (dwelling units per gross acre)—3.6 Maximum density—5.7
Medium 5.8	Maximum mixed retirement development density—8 du/gross acre 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 Urban 8.0	Generally 5 adjoining gross acres Base density (dwelling units per gross acre)—8.0 Maximum density—11.9
Urban 12.0	Maximum mixed retirement development density—8 du/gross acre 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
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Metro Center

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

New Town or City Corridor Center

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

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.

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.

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.

Appendix **F**

**Certificate of
Adoption and
Approval**



APPENDIX F

CERTIFICATE OF ADOPTION AND APPROVAL

This master plan and sectional map amendment for Subregion 4 replaces the 1985 *Approved Master Plan for Suitland-District Heights and Vicinity (Planning Areas 75A and 75B, and 1993 Approved Master Plan and Sectional Map Amendment for Landover and Vicinity (Planning Area 72)*. This master plan and sectional map amendment updates the 2000 *Approved Sector Plan and Sectional Map Amendment for the Addison Road Metro Town Center and Vicinity*; 2004 *Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas*; and builds upon the 2006 *Central Avenue Corridor Development Strategy Planning Study*; 2007 *Greater Central Avenue Public Facilities Implementation Plan*; 2009 *New Carrollton Preliminary Transit District Development Plan and Proposed Transit District Overlay Zoning Map Amendment*; 2005 *Approved Sector Plan and Sectional Map Amendment for the Tuxedo Road/Arbor Street/Cheverly Metro Area*; 2006 *Approved Suitland Mixed-Use Town Center Development Plan*; and 2009 *Approved Marlboro Pike Plan and Sectional Map Amendment*. The *Subregion 4 Master Plan and Sectional Map Amendment* amends portions of 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; 1983 *Functional Master Plan for Public School Sites*; the 1992 *Prince George's County Historic Sites and Districts Plan*; 2005 *Countywide Green Infrastructure Functional Master Plan*; 2008 *Approved Public Safety Facilities Master Plan*; and 2009 *Master Plan of Transportation*. The Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted this master plan and sectional map amendment by Resolution No. 09-163 on December 3, 2009, after a duly advertised joint public hearing held on September 9, 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 Council Resolution No. 49-2010 on June 1, 2010.

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION


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