



Development District Overlay Zone

Introduction

The Development District Overlay Zone (DDOZ) is superimposed over the Morgan Boulevard and Largo Town Center Metro core areas (designated subareas and portion of the Central Avenue Corridor Node area), the designated development district, to ensure that the development of land meets the sector plan goals. The Development District Standards are specifically intended to address new development and redevelopment proposals in the development district. The standards establish a consistent design framework to ensure quality in future development.

The Development District Standards follow and implement the recommendations in the sector plan and sectional map amendment (SMA) for the Morgan Boulevard and Largo Town Center Metro core areas. The standards are organized into three parts, to address site design, building design and public areas for development within the district. Property owners and citizens consulting the standards must also review the sector plan, the Zoning Ordinance and the *Landscape Manual* to have a full understanding of the regulations for property within the district. Tables 9 and 10 summarize the regulatory framework applicable to the subareas within the development district.

Sector Plan Summary

The sector plan sets goals and offers a vision for the future development of the Metro station core areas. Each area has its own specific recommendations to frame land use, circulation, natural features, and urban design issues into a plan for future implementation, revitalization and redevelopment.

The sector plan identifies four primary goals to be implemented through the Development District Standards:

First, to create attractive, vibrant, mixed-use centers at the Morgan Boulevard and Largo Town Center Metro core areas.

Second, to promote development at the Metro station core areas and the Central Avenue Corridor Node area with a pedestrian- and bicycle-friendly environment, to reduce the use of the automobile, and to promote the use of Metrorail or bus transit.

Third, to provide a diverse mix of land uses in compact and vertical (and horizontal) mixed-use development forms in a regional and town center design at the Morgan Boulevard and Largo Town Center Metro Stations, respectively, in accordance with the General Plan.

Fourth, to encourage quality residential development at the Metro station core areas to expand the opportunity for living and working in these areas.

The subareas in the development district include Subareas 1, 2, 3, and 5 of Morgan Boulevard; Subareas 2, 3 and 5 of Largo Town Center; and the Central Avenue Corridor Node area (see Map 15, page 74). Building heights are defined as low-rise (1-3 stories), mid-rise (4-6 stories), and high-rise (7 stories or greater).

Applicability of Site Plan Requirements

New development in the Development District is subject to detailed site plan review. New development must show compliance with the Development District Standards in the site plan review process.

Under the Zoning Ordinance, and for the purposes of this Development District Overlay Zone, development is any activity that materially affects the condition or use of land or a structure. Redevelopment, rehabilitation, and renovation of existing structures are all forms of development. A change from a lower intensity impact use to a higher intensity impact use, as indicated in Table II in Section 4.7 of the *Landscape Manual*, is also a form of development.

Table 9: Summary of Site Regulations	Largo Town Center Subareas			Morgan Boulevard Subareas					Central Avenue Corridor Node
	2	3	5	1	2	3	4	5	
Landscape Strip per Landscape Manual	No			No					No
Bufferyards per Landscape Manual: Minimum Building Setback:	Waived			Waived					Waived
Minimum Landscape Yard: Number of Plant Units Required:	May be reduced by 50% with 4' high wall			May be reduced by 50% with 4' high wall					May be reduced by 50% with 4' high wall
Maximum Lot Coverage Single-Family Attached: Multifamily (four stories or fewer) Multifamily (more than four stories)	70%	N/A	70%	70%					70%
	70%	N/A	70%	70%					70%
	80%	N/A	80%	80%					80%
Parking	As Modified(1)			As Modified(1)					As Modified(1)
Sidewalk Widths	5' min. w/ bike lane**; 8' min. w/o bike lane	8'-18'		5' min. w/ bike lane(2); 8' min. w/o bike lane(3)		5' min.			5' min.
Freestanding Signs Max. Area: Max. Height: Pole-Mounted:	100 square feet 8' Not Permitted			100 square feet 8' Not Permitted					100 square feet 8' Not Permitted

(1) Maximum permitted is equal to the minimum stated in the Zoning Ordinance, as modified by this sector plan. Minimum required is reduced by 20% from Zoning Ordinance.

(2) In-road bike lane provided along the street associated with the sidewalk.

(3) This standard applies in Subarea 1 for property fronting on Morgan Boulevard. Sidewalks for the balance of Subarea 1 shall be a minimum of five feet wide.

Table 10 Summary of Building Regulations	Largo Town Center Subareas			Morgan Boulevard Subareas					Central Avenue Corridor Node
	2	3	5	1	2	3	4	5	
Front Build-to Line	10-16' from curb edge	15-25' from curb edge		15-25' (1) from curb edge					10-16' from curb edge
Building Frontage	70% min.	80% min.		80% min.			70% min.		50% min.
Building Height	4-8 stories	At least 8 stories	4-8 stories	2-6 stories	At least 5 stories	2-7 stories (2)	2-6 stories	2-4 stories	2-4 stories
Minimum Sizes for Dwellings: Single-Family Attached:	1,600 sq. ft.	N/A	1,600 sq. ft.	1,600 sq. ft.					1,600 sq. ft.
Multifamily:	Min. avg size(3)	N/A	Min. avg size(3)	Min. avg size(3)					Min. avg size(3)
Display Windows for Retail Storefronts	40-80% of store frontage (in linear feet)	N/A	40-80% of store frontage (in linear feet)	40-80% of store frontage (in linear feet)					40-80% of store frontage (in linear feet)
Window Signs	25% max. of area			25% max. of area					25% max. of area

(1) Residential development in Subarea 1 with frontage on Morgan Boulevard shall be located 20-35 feet from the edge of the curb.

(2) A food or beverage use (grocery store) of 40,000 square feet or greater is exempt from this standard.

(3) For minimum average sizes, refer to Building Design Category, Height, Scale, and Massing section.

The following are exemptions from the Development District Standards and the requirement of site plan review.

1. **Legally existing development.** Until a site plan is submitted, all buildings, structures and uses which were lawful or could be certified as a legal nonconforming use on the date of SMA approval are exempt from the Development District Standards and from site plan review, and are not nonconforming. However, if a permit application is submitted and it is determined that a legal use has been discontinued for more than 180 days in accordance with Section 27-241(c), the uses and structures on the lot shall comply with all applicable Development District Standards and with the requirement for site plan review.
2. **Legally existing parking and loading.** Until a site plan is submitted, all legally existing parking and loading spaces in the development district which were lawful and not nonconforming on the date of SMA approval are exempt from the Development District Standards and site plan review, need not be reduced, and are not nonconforming.
3. **Single-family residential dwellings.** All additions to single-family residential dwellings are exempt from the Development District Standards and site plan review, if the residential use continues.
4. **Multifamily development.** An addition to a multifamily residential structure which was lawful and not nonconforming on the date of SMA approval is exempt from the Development District Standards and site plan review if the addition (and the accumulated sum of all additions since approval of the SMA) does not increase the gross floor area (GFA) by more than 10 percent or 1,000 square feet, whichever is less.
5. **Nonresidential development.** An addition to a nonresidential structure which was lawful and not nonconforming on the date of SMA approval is exempt from the Development District Standards and site plan review, if the addition (and the accumulated sum of all additions since approval of the SMA) does not increase the gross floor area (GFA) by more than 20 percent.
6. **Parking facilities.** Resurfacing, restriping, or adding landscaping to parking facilities not required by the standards are exempt from the Development District Standards and site plan review, if the facilities were

lawful and not nonconforming on the date of SMA approval, and remain in conformance with all previously applicable regulations.

7. **Nonconforming buildings, structures and uses.**
 - a. Restoration or reconstruction of a nonconforming building or structure, or a certified nonconforming use, is exempt from the Development District Standards and from site plan review if it meets the requirements of Section 27-243(a)(1) of the Zoning Ordinance.
 - b. Except for improvements listed in number 8, a property owner may not expand a certified nonconforming use, or a use or structure that was lawful on the date of SMA approval but does not conform to the Development District Standards, unless a detailed site plan is approved with findings that the expansion is compatible with adjacent uses and meets the goals of the sector plan.
8. **General.** The following are exempt from the Development District Standards and site plan review if the existing or proposed use is permitted:
 - a. Permits for alteration or rehabilitation, with no increase of the existing gross floor area
 - b. Canopies
 - c. Fences
 - d. Decks
 - e. Ordinary maintenance
 - f. Changes in occupancy
 - g. Changes in ownership
9. **Signs.**
 - a. Signs in a development requiring a detailed site plan will be reviewed in the site plan process. Signs for development that does not otherwise require a detailed site plan will be reviewed in the permit review process for compliance with Development District Standards.
 - b. New and replacement signs are subject to the Development District Standards.
 - c. Refacing of an existing sign is exempt from the Development District Standards.

Site Plan Submittal Requirements

The detailed site plan submittal requirements for the Morgan Boulevard and Largo Town Center (and the Central Avenue Corridor Node) Development District are the same as those required by Part 3, Division 9, of the Zoning Ordinance. All site plan applications must include architectural elevations which demonstrate compliance with building design standards. In addition, all site plan applications shall be designed in accordance with the subarea land use and urban design recommendations of this plan. Applicants shall provide a list of all applicable standards from this document that have been used in the design, as well as a list of standards that have not been fulfilled and explanations as to why they have not been fulfilled.

Uses

The uses allowed on property in the Morgan Boulevard and Largo Town Center (and portions of the Central Avenue Corridor Node) Development District are the same as those allowed in the underlying zone in which the property is classified (C-S-C, C-O and M-U-I zones), except as modified by the use tables contained in the Development District Standards. The use tables in the Development District Standards section (Table 12) replaces the Zoning Ordinance use tables by restricting uses, normally by prohibiting a use the Zoning Ordinance permits and by eliminating the need for special exceptions. The Table of Uses (Table 12-Part 2) does not pertain to the R-55 and R-O-S zoned property in the Morgan Boulevard Metro core area and the Central Avenue Corridor Node area, respectively.

Development District Standards

The proposed standards are organized into three main categories (Site Design, Building Design, and Public and Private Open Space) and related topics, which are described with text. Each category has a defined objective followed by the proposed standards. Corresponding illustrations are provided to demonstrate the intent of the standards. There are two types of standards—regulatory standards and performance standards. The regulatory standards are quantitative and modify existing regulations generally contained in the Zoning Ordinance and *Landscape Manual*. These standards define the character of new development and redevelopment for subareas two, three, and five of the Largo Town Center core area, the entire Morgan Boulevard core area and the

Central Avenue Corridor Node area within the development district. Existing approved design standards and guidelines for the areas zoned M-A-C in the Largo Town Center core area are reaffirmed by this sector plan. The performance standards support the regulatory standards and establish a consistent design framework for quality site and building construction.

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

As set forth in Section 27-108.01 of the Zoning Ordinance, “The words ‘shall,’ ‘must,’ ‘may only’ or ‘may not’ are always mandatory and not discretionary. The word ‘may’ is permissive.” “The words ‘including’ and ‘such as’ do not limit a term to the specified examples, but are intended to extend its meaning to all other instances or circumstances of like kind or character.” Standards apply to the entire development district unless otherwise noted in **bold text**.

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

Site Design

- Building Siting and Setbacks
- Vehicular Access and Circulation
- Parking Requirements
- Parking and Loading Area Design
- Landscaping, Buffering, and Screening
- Monument/Freestanding Signs
- Stormwater Management
- Green Infrastructure

Building Design

- Height, Scale, and Massing
- Materials and Architectural Details
- Building Facades and Storefronts
- Window and Door Openings
- Projections and Recesses
- Lighting
- Building and Canopy Signs

Public and Private Open Space

- Street and Road Configuration
- Parks and Plazas
- Sidewalks, Crosswalks and Trails
- Street Trees and Planting
- Street and Site Furniture
- Lighting
- Utilities

Site Design

Building Siting and Setbacks

Intent

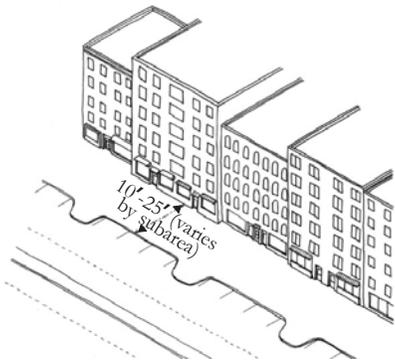
Consistent setbacks of buildings close to the street edge right-of-way line create a comforting sense of enclosure that contributes to a pedestrian-friendly environment. Setbacks should maintain a continuous building edge to help create and define public space and should be minimized to encourage a more active street environment.

Standards

A. Buildings shall front the street edge and shall be located within an appropriate distance from the edge of the curb. Appropriate ranges for front build-to lines from the street edge are as follows:

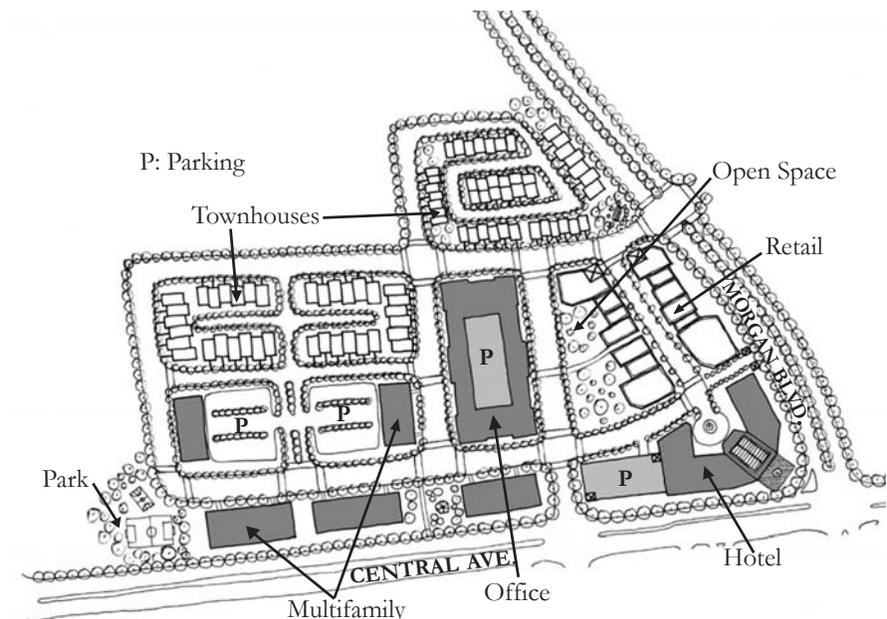
1. In Subareas 3 and 5 of the **Largo Town Center core area**, and Subareas 1, 2, and 3 of the **Morgan Boulevard core area**, all new buildings shall be located within 15 to 25 feet of the edge of the curb, with the exception of residential development with frontage on Morgan Boulevard (in Subarea 1), which shall be located within 20 to 35 feet of the edge of the curb.
2. In Subarea 5 of the **Morgan Boulevard core area**, all new buildings shall be located within 15 to 25 feet of the edge of the curb.
3. In Subarea 2 of the **Largo Town Center core area** and in the **Central Avenue Corridor Node area**, all new buildings shall be located within 10 to 16 feet of the edge of the curb.

B. The primary entrance to a building shall be clearly visible from the street and shall front the primary street, unless the street is classified as an arterial road or greater in the sector plan.



Buildings front the street and are located along a consistent build-to line to create a streetwall that contributes to well-defined urban spaces. The space between the building and the curb allows for amenities, such as café seating, and a variety of street-side activities.

New buildings in the Morgan Boulevard core should front secondary streets and internal circulation roads. Multimodal connections, integrated open space, shared parking, and public art are key elements in transit-oriented development and are strongly encouraged.



1. At the **Morgan Boulevard core area**, new nonresidential buildings shall not directly front Central Avenue or Morgan Boulevard. These buildings should front secondary streets and internal circulation roads.
- C. To facilitate the intent to increase development intensity near Metro stations, the side and rear yard requirements specified in sections 27-442, 27-462, and 27-546.18 of the Zoning Ordinance, and the minimum building setbacks specified in section 4.7 of the *Landscape Manual* are waived. Side yards should be minimized to the greatest extent possible to achieve a continuous building edge.
- D. Building facades shall occupy a minimum of:
1. 80 percent of the property's street-facing frontage in Subareas 3 and 5 of the **Largo Town Center core area**, and Subareas 1, 2, and 3 of the **Morgan Boulevard core area**.
 2. 70 percent of the property's street-facing frontage in Subarea 2 of the **Largo Town Center core area**, and Subareas 4 and 5 of the **Morgan Boulevard core area**.
 3. 50 percent of the property's street-facing frontage in the **Central Avenue Corridor Node area**.
- E. The maximum lot coverage for single-family attached dwelling units shall be 70 percent of the overall net tract area.
- F. The maximum lot coverage for multifamily dwellings having less than four stories shall be 70 percent of the overall net lot area.
- G. The maximum lot coverage for multifamily dwellings having four or more stories shall be 80 percent of the overall net lot area.

Vehicular Access and Circulation

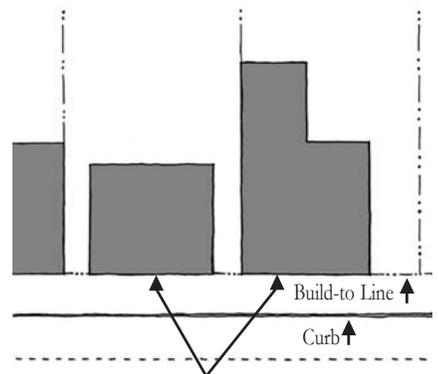
Intent

Consolidated access points to and from parking areas reduce visual clutter and the number of potential accidents. Parking lots with well-designed circulation routes provide clear vehicular movement and safe pedestrian access from parked cars to building entrances and vibrant streets.

Standards

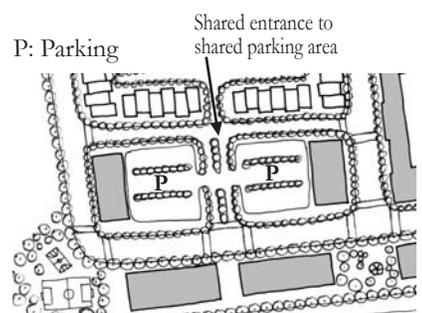
- A. Drive-through windows of any kind shall not be permitted in the **Morgan Boulevard core area** and in Subareas 3 and 5 of the **Largo Town Center core area**.
- B. Common, shared entrances should be utilized to access development to reduce the amount of curb cuts, whenever possible.
- C. When possible, rear alleys of a minimum of 18 feet in width should be provided to facilitate service access and enhance vehicular circulation.
- D. Where possible, connections between adjacent properties are encouraged to provide alternative means to move between properties and to reduce traffic on main roads.

Street Facing Frontage in Largo Town Center and Morgan Boulevard



Building facades shall occupy a minimum of 70 percent of the property's street facing frontage.

To promote a consistent build-to line and create a comfortable streetwall, buildings should occupy as much of the street-facing frontage as possible.



Shared entrances and parking areas reduce the amount of curb cuts, which in turn enhances pedestrian and motorist safety by reducing potential conflict points. The separation of travel lanes, where possible, also helps to increase safety.

Parking Requirements

Intent

Shared parking for complementary uses and a reduction in regulatory parking requirements are preferred, when conditions and site restrictions allow, to encourage walking, biking, and the use of transit. Shared parking areas and a reduced number of required parking spaces also reduce paved areas and provide increased opportunities for landscaping, buildings, and open space, contributing to the quality of the visual environment.

Standards

- A. The maximum number of off-street parking spaces permitted for each land use type shall be equal to the minimum number of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance, except modified as follows:
1. The maximum number of off-street parking spaces permitted for multifamily dwellings wholly within the core areas and which is substantially (at least 90 percent) provided in the form of structured parking may be increased from the current base of 1.33 spaces per dwelling unit to a base of 1.75 spaces per dwelling unit, plus an additional .33 spaces per bedroom in excess of one per unit.
 2. The maximum number of off-street parking spaces permitted for Shopping Centers between 25,000 and 399,999 square feet of gross leasable area (GLA) shall be modified from Section 27-568(a) as:
 - a. All uses except theaters shall provide no more than one space per 200 square feet of GLA.
- B. The minimum number of off-street parking spaces permitted for each land use shall be reduced 20 percent from the minimum number of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance. The minimum number of off-street parking spaces permitted for Shopping Centers (between 25,000 to 399,999 square feet of GLA) shall be equivalent to a 20 percent reduction of the maximum number of permitted off-street parking spaces (as calculated per Standard A.2).
- C. To facilitate shared parking within the development district, Section 27-570, Multiple Uses, and Section 27-572, Joint Use of a Parking Lot, shall be waived.
1. Single ownership: For any property under one ownership and used for two or more uses, the number of parking spaces shall be computed by multiplying the minimum amount of parking required for each land use, as stated under section (B) above, by the appropriate percentage as shown in the shared parking requirements by time period (See Table 11). The number of parking spaces required for the development is then determined by adding the results in each column. The column totaling the highest number of parking spaces becomes the minimum off-street parking requirement.
 2. Multiple ownership: The off-street parking requirements for two or more uses with different ownership may be satisfied by providing a joint parking facility, and the minimum parking requirements may be

reduced in accordance with the procedure outlined above for shared parking for single ownership. The Planning Board shall determine that shared parking is appropriate for the proposed uses and location if:

- a. The shared parking facility is within 500 linear feet, measured along the most appropriate walking routes between the shared parking facility and the entrances to all establishments being served.
- b. The applicant provides a recorded shared-use parking agreement signed by all owners involved which ensures the shared parking facility will be permanently available to all current and future uses and also contains a provision for parking facility maintenance.

Table 11: Shared Parking Percentage Requirements by Time Period

Type of Use	Weekday		Weekend		Nighttime
	Daytime 6:00 a.m.- 6:00 p.m.	Evening 6:00 p.m. - Midnight	Daytime 6:00 a.m.- 6:00 p.m.	Evening 6:00 p.m. - Midnight	Midnight - 6:00 a.m.
Office/Industrial/ Manufacturing/Storage	100	10	10	5	5
Commercial Trade	60	90	100	70	5
Restaurant	50	100	100	100	10
Lodging	70	100	70	100	70
Recreational/Entertainment Social/Cultural	40	100	80	100	10
Residential	60	90	80	90	100
Other Uses	100	100	100	100	100

Source: Table based on "Shared Parking," a publication from the Urban Land Institute, Washington, D. C., 1983.

- D. Parking Credits for Use of Alternative Modes of Transportation: Applicants may request from the Planning Board during the site plan review process, a reduction in the minimum off-street parking requirements if they provide incentives to encourage use of alternative modes of transportation other than single-occupant vehicles. These alternatives include, but are not limited to, contributing to the county and/or city ride-sharing program, providing private incentives for car-and van-pooling, participating in usage of public transportation programs such as WMATA's Metrocheck and MTA's TransitPlus 2000, or providing private shuttle bus service. Verifiable data must be produced that supports the desired reductions in the minimum off-street parking. The reduction shall be no more than 20 percent.
- E. To encourage the construction of off-street structured parking facilities and to promote economic development, the Planning Board during the site

plan review process may waive the minimum off-street parking requirements provided that:

1. A Parking District is established for the area in accordance with the requirements of Subtitle 2, Division 27, Sections 2-399 to 2-413 of the Prince George's County Code.
2. The applicant agrees to pay a fee-in-lieu for the required number of off-street parking spaces that are to be waived and/or a special assessment as defined by the Parking District.

Parking and Loading Area Design

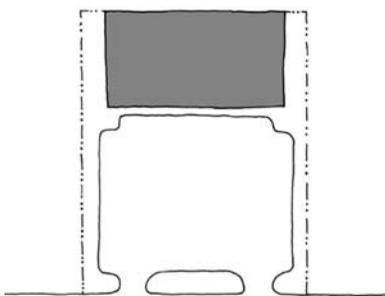
Intent

Parking lots are not a primary use but are an accessory use. As such, they should not dominate the streetscape, obscure building frontages, endanger pedestrians, or overwhelm the visual environment. The visual impact of automobiles in parking lots and of parking structures should be reduced by relocating parking to the sides and rear of buildings and by utilizing appropriate visual screening methods. Large single parking lots should be discouraged in favor of lots broken into smaller sections by trees and medians, structured parking, and on-street parking.

Standards

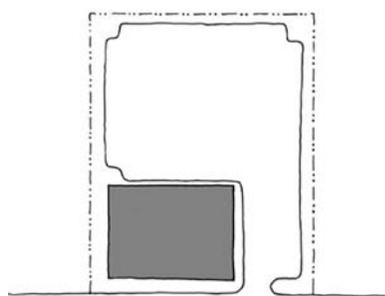
- A. Surface parking lots shall not be located between the main building on a lot and the street. Parking lots should be located to the rear of buildings. When this is not possible or feasible, parking should be located to the side or rear to the extent possible. In no case may surface parking areas occupy more than 30 percent of the frontage of the lot.
- B. Shared parking lots are strongly encouraged.

Unacceptable



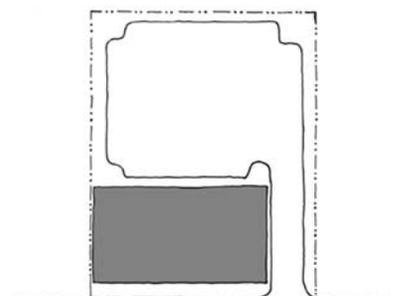
Parking shall not be located between the main building on the lot and the street.

Acceptable



Parking located along the side of the lot is acceptable as long as most of the parking is located to the rear of the lot. Side-lot parking may not occupy more than 30 percent of the lot frontage.

Preferred



Parking placed behind the building minimizes its visual impact on the urban environment and enhances the streetscape by bringing buildings closer to the curb to reinforce the comforting sense of enclosure needed to make a place special.

- C. Parking lots shall be well lighted to ensure safety and shall be located and designed so as to avoid creating isolated and remote areas. Internal pedestrian paths shall be well illuminated and clearly delineated within parking lots.
- D. For the **Largo Town Center core area**, on-street parking shall not occur along Harry S Truman Drive, Arena Drive, and Lottsford Road north of Harry S Truman Drive, subject to the concurrence of the Prince George’s County Department of Public Works and Transportation (DPW&T) and other appropriate agencies.
- E. Curb bump-outs should be incorporated with on-street parking to provide physical separations and visual relief from long lines of parked cars. Within public rights-of-way, this shall be subject to the concurrence of DPW&T and other appropriate agencies.

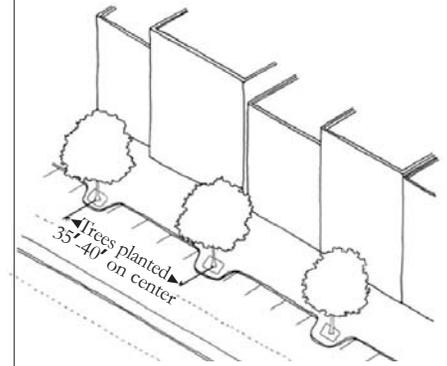


Curb bump-outs provide visual and physical separations from long lines of parked cars.

- F. Parking garages shall be sited to reduce the visual impact from public streets and shall incorporate architectural design or landscape features to screen parked vehicles from passing pedestrians and motorists.



Garages designed to resemble traditional buildings are more pleasing than those designed with long, horizontal slot openings.



Trees planted within curb bump-outs should be consistent with planting standards.



Parking garages located within blocks are conveniently located and visually unobtrusive.



Retail and office uses should surround the ground level of parking structures to enhance the streetscape and create pedestrian-friendly environments.

- G. Garages for single-family attached dwellings should be located to the rear of the site and accessed by alleys or lanes.
- H. For the **Largo Town Center core area**, structured parking is encouraged for all development.
- I. When a commercial parking garage is located along a street, ground-level retail or office uses should be provided on the street side of the garage to maintain an interesting, pedestrian-friendly environment.

J. Parking garages shall utilize architectural design elements that incorporate a similar quality of building materials and colors present in adjacent buildings.

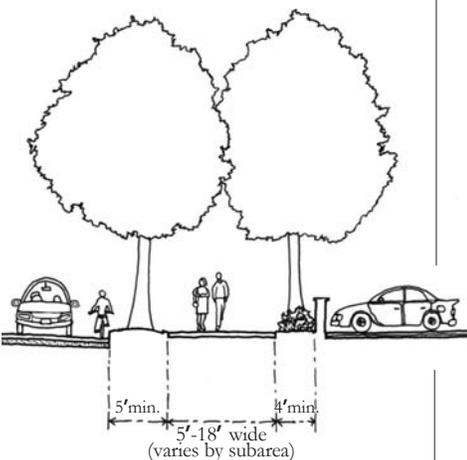


Parking garages that utilize architectural design elements, materials, and colors incorporated in the adjacent buildings blend in more with the built environment and convey a more friendly and inviting image than traditional concrete slab structures.

K. All parking lots, garages, and on-street parking areas shall be in compliance with the Americans with Disabilities Act (ADA).

L. Parking lots shall be screened from roadways and public areas (such as sidewalks, plazas, and abutting open space) with appropriate landscaping, a continuous, low masonry wall, or other appropriate screening techniques. Landscaping shall be provided in surface parking lots, as follows:

1. A landscaped strip consisting of a minimum four-foot-wide landscaped strip between the right-of-way line and the parking lot, with a brick, stone, or finished concrete wall between 36 and 48 inches in height shall be provided to screen the parking lot. The wall shall be located adjacent to but entirely outside the four-foot-wide landscaped strip. Plant with a minimum of one shade tree per 35 linear feet of frontage, excluding driveway openings, and with a mixture of evergreen groundcover and low shrubs planted between the shade trees.
2. Perimeter landscaping from incompatible uses as defined in Section 4.7 of the *Landscape Manual* shall consist of a landscaped strip to be a minimum of four feet wide, with a minimum three-foot-high brick, stone, or finished concrete wall, and/or plantings to consist of one tree and three shrubs per 35 linear feet of parking lot perimeter adjacent to a property line.



A combination of low masonry walls and appropriate landscaping screens parking areas and contributes to a sense of place.

If walls are constructed, they shall be located adjacent to but entirely outside the four-foot-wide landscaped strip and shall provide at least one passage with a minimum of three feet in width per every 60 linear feet when the wall is adjacent to open space, a pedestrian path, public plaza, or other pedestrian-oriented space to facilitate pedestrian movement and foster connections between parking areas and nearby uses.

3. Interior planting shall be required for any parking lot which is 6,000 square feet or larger. A minimum of nine percent of the lot must be interior planting area. For purposes of calculation, all areas within the perimeter of the parking lot shall be counted, including planting islands, curbed areas, corner areas, parking spaces, and all interior driveways and aisles except those with no parking spaces located on either side. Landscaped areas situated outside the parking lot, such as peripheral areas and areas surrounding buildings, may not be counted as interior planting area.
4. At least one shade tree shall be provided for each 300 square feet (or fraction) of interior landscaped area provided. These trees shall have a clear trunk at least six feet above finished grade level.
5. If a parking lot less than 6,000 square feet is built without interior landscaping and later, additional spaces are added so that the total size of the lot is greater than 6,000 square feet, then the interior landscaping shall be provided for the entire parking lot.
6. Planting spaces must be large enough to allow for healthy tree growth and must be protected from car overhangs and opening car doors.
 - a. A minimum of 60 square feet of continuous pervious land area shall be provided for each tree. No tree planting area shall be less than five feet wide in any dimension.
 - b. A curb or wheelstop shall be provided for all parking spaces adjacent to planting or pedestrian areas to protect those areas from overhanging by parked vehicles.
 - c. Planting islands located parallel to parking spaces shall be a minimum of nine feet wide to allow car doors to swing open.
 - d. In cases where a planting island is perpendicular to parking spaces and the spaces head into the planting island on both sides, the island shall be a minimum of eight feet wide to allow for bumper overhang. If parking spaces are located on only one side of such a planting island, the island shall be a minimum of six feet wide.



When on-street parking is used, planting areas should be separated from the curb to allow for vehicle overhanging and help preserve plantings from accidental damage.

M. Convenient and easily visible pedestrian connections shall be provided between parking areas and adjacent buildings and destinations.

Landscaping, Buffering, and Screening

Intent

Attractive landscaping provides a wealth of benefits for a community, from a psychological sense of well being to tangible benefits such as increased property values. Streets and lots utilizing trees, flowering plants, shrubs, and high-quality walls and fencing contribute to a positive identity, screen unattractive uses and mechanical equipment, provide shade, and create a pleasant and comfortable environment.

Standards

- A. Public spaces shall be planted with shade and flowering trees, evergreen shrubs, and other appropriate landscaping to provide shade, increase air quality, and treat stormwater, as well as to add interest, visual appeal, and year-round greenery and color. Other devices, such as trellises, covered walkways, pavilions, and gazebos are also encouraged in public spaces to mark special locations and contribute to sense of place.



Water features, winding paths, and areas for passive recreation help make this park a pleasant, unique urban place.



Landmark features such as this gazebo reinforce the sense of place that contributes to the identity of a neighborhood.

- B. Afforestation shall be accomplished through the provision of shade and ornamental trees for all sites. Tree cover shall be provided for a minimum of ten percent of the gross site area and shall be measured by the amount of cover provided by a tree species in ten years. Exceptions to this standard shall be granted on redevelopment sites where the provision of ten-year tree cover is not feasible due to existing buildings and site features.
- C. In the **Morgan Boulevard core area** and the **Central Avenue Corridor Node area**, the planting of trees on sites for new development and/or redevelopment shall be counted toward meeting the Woodland Conservation Ordinance requirements. Street trees planted on abutting road rights-of-way may also be counted toward meeting the requirement.
- D. All design standards for planting street trees shall also apply to the planting of landscape trees and plants on sites proposed for new development and/or redevelopment (See Public and Private Open Spaces category, Street Trees and Plantings section.)
- E. For the **Morgan Boulevard core area**, an appropriate buffer yard of at least 20 feet in width should be established at the time of detailed site plan review between existing single-family dwellings and proposed nonresidential development and multifamily dwellings.
- F. The bufferyard requirements within the development district may be reduced to facilitate a compact form of development compatible with the recommendations of the Urban Design chapter. The minimum bufferyard requirements (landscape yard) for incompatible uses in the *Landscape Manual* (Section 4.7) may be reduced by 50 percent. The plant units required per

100 linear feet of property line or right-of-way may also be reduced by 50 percent. A four-foot-high, opaque masonry wall or other opaque screening treatment shall be provided in conjunction with the reduced width of the bufferyard between office/retail/commercial uses and residential uses.

- G. Bufferyards between any uses contained within a property of a mixed-use development shall not be required.
- H. HVAC equipment, telecommunications buildings and equipment rooms related to monopoles and telecommunications towers, and satellite dish antennas shall be hidden from public streets, walks, and from all adjacent property containing residential, commercial, and mixed-uses, either by locating such equipment upon a roof behind a parapet wall or other device, or by utilizing landscaping, buffer walls, or other methods to screen the equipment.
- I. Dumpsters and storage, service, loading, and delivery areas shall be hidden from public streets, walks, and from all adjacent property containing residential, commercial, and mixed-uses by utilizing landscaping, buffer walls, or other methods to screen the equipment.
- J. Except as may be modified above (and in the Site Design category, Parking and Loading Area Design section), the provisions of the *Landscape Manual* in Section 1.3 (Alternative Compliance), and Sections 4.2, 4.3, 4.4, 4.6, and 4.7 (Landscape Standards), do not apply within the development district.
- K. Appropriate screening includes, but is not limited to, continuous solid, opaque fences, masonry walls, and evergreen plantings.
- L. Walls and fences shall be made of high-quality materials, such as brick, stone, wrought iron, and wood, that are compatible with the associated building or, if none, the adjacent buildings. Walls and fences screening above-ground utility structures such as transformer boxes and HVAC equipment should utilize architecturally compatible materials and design features present in the associated building.



Dumpsters and other unattractive features and areas should be screened from public view by attractive methods such as this masonry and lattice fence.



Walls and fences should incorporate materials and design features found in the associated buildings.

M. Artificial materials that simulate the appearance of natural materials, chain-link fencing, corrugated metal, corrugated fiberglass, sheet metal, and wire mesh shall not be used for screening.

Monument/Freestanding Signs

Intent

Careful selection of signs enhances the built environment. Signage that is compatible with the surroundings in terms of size, materials, and design creates an attractive identity for businesses and communities. Consolidating signage and creating low, monument-style signs with coordinating colors and materials throughout the community reduce visual clutter.



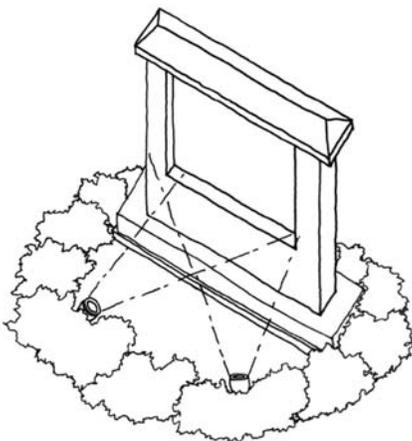
Monument signs incorporate high-quality materials and can be horizontal and low to the ground . . .



. . . or vertical and prominently located to make a statement or highlight an important place.

Standards

- A. Freestanding signs located anywhere within the development district shall consist of monument signs between two and eight feet in height mounted directly on a base and shall be constructed from or faced with high-quality materials such as brick or stone. Signs shall not be constructed of tin, aluminum, sign board, and other similar, low-quality materials. New pole-mounted signs shall not be permitted.
- B. The area of the freestanding sign shall not exceed 1 square foot for each 2 linear feet of street frontage, to a maximum of 100 square feet for each sign for building(s) located in an integrated shopping center, other commercial center with three or more businesses served by common and immediate off-street parking and loading facilities, or an office building complex, as modified from Section 27-614(c). The street frontage shall be measured on the property occupied by the center or complex associated with the sign.
- C. The area of the freestanding sign shall not exceed 1 square foot for each 4 linear feet of street frontage, to a maximum of 100 square feet per sign for building(s) not located in an integrated shopping center, other commercial center with three or more businesses served by common and immediate off-street parking and loading facilities, or an office building complex, as modified from Section 27-614(c). The street frontage shall be measured on the property occupied by the use associated with the sign.
- D. Monument signs shall not be located closer than ten feet behind the ultimate right-of-way as modified by Section 27-614(a), Freestanding Signs, in Part 12 of the Zoning Ordinance.
- E. Signs should primarily serve to identify the name and/or type of business establishment.
- F. Signs incorporating neon lights in their design shall not be permitted.
- G. Placement of signs shall not hinder vision or obscure sight lines for motorists.



Signs should be externally lit on the sign face only, and lighting fixtures can be concealed by plantings used to soften the appearance of the sign.

- H. Plantings and low masonry walls should be incorporated around the base of signs to soften their appearance and help integrate them into the surrounding urban pattern.
- I. A comprehensive sign package shall be approved for any institutional, commercial, office, multifamily, or mixed-use development at the time of detailed site plan review. Each detailed site plan shall be accompanied by plans, sketches, or photographs indicating the design, size, methods of sign support, and other information the Planning Board requires. In approving these signs, the Planning Board shall find that the proposed signs are appropriate in size, type, design, and are complementary to the development district, given the proposed location and the use to be served.
- J. Only one monument on-site sign shall generally be permitted for each office building complex, single office building, commercial/retail building, shopping center, mixed-use development, or multifamily residential complex. If the property or development project has frontage on two parallel (or approximately parallel) streets, one monument sign shall be permitted on each street, as modified from Section 27-614(d) of the Zoning Ordinance.
- K. Signs shall be compatible in design, color, and materials with other urban design elements and associated buildings.
- L. Signs should be externally lit, and light should be directed to illuminate the sign face only. Light spillover should be discouraged. Lighting sources should be concealed or screened by landscape plantings, low walls, or other methods.
- M. Signs that are portable, movable, or have flashing components shall not be permitted.

Stormwater Management

Intent

Integration of stormwater management techniques that minimize the consumption of land, improve the quality of stormwater run-off and maximize the wise use of stormwater are essential elements in a compact, mixed-use design. The condition of the receiving streams in the Centers and Corridor Node area are in need of restoration through the use of available bioretention techniques.

Standards

- A. During the design of new development and redesign of renovated properties, all available stormwater micromanagement techniques will be considered, and used whenever possible. Bioretention areas, infiltration trenches, and storage and reuse of stormwater shall be considered on all developments.
- B. Streams that are to receive stormwater discharge from a subject property shall be evaluated for water quality and stream stability. If the receiving stream is considered degraded or in need of restoration, the stream will be restored as part of the proposed development and may be considered part of the stormwater management requirements for the site. The use of

bioengineering techniques shall be considered first; the use of hardscape techniques will only be used when bioengineering techniques are not appropriate.

- C. If stormwater management ponds are constructed, they shall be amenities to the overall development and shall be placed so as to become part of the overall green infrastructure of the area. Trail connectivity should be included in the design. The ponds shall either be wet ponds as part of the hardscape features of the site, or they shall be fully landscaped and shaped to consider the natural topography that exists. If woodland is removed for the construction of stormwater management ponds, that woodland removed shall be mitigated on the site.

Green Infrastructure

Intent

Preservation of the identified green infrastructure elements (see Environmental Features Map 13) will be regulated through the use of existing land use regulations; however, the connectivity of other potential elements should be considered and enhanced during the design of individual sites.

Standards

- A. In the **Morgan Boulevard core area** (Subarea 5) Green Corridor A, consisting of an unnamed tributary to Southwest Branch, shall be preserved using existing land use regulations. Existing and proposed development throughout the area shall be connected to the corridor through the use of landscaped buffers, trails, or other appropriate means. The surrounding development should take advantage of the natural area through designs that respect the natural topography and provide prominent views of the area.
- B. In the **Largo Town Center core area** (Subarea 5), Green Corridor B, the area where the two streams converge north of the I-95/Central Avenue interchange, should be preserved as open space to enhance the corridor and provide for water quality enhancement in this built environment.
- C. Green infrastructure elements within new development, such as landscaped open spaces, plazas, and trails, should be constructed to provide internal connectivity and connect with existing elements outside the sector plan area.

Building Design

Height, Scale, and Massing

Intent

The height, scale, and massing of buildings in a community are integral elements to the character of the area. Buildings should be at least two stories tall to provide the pleasing sense of enclosure and impression of “room” that constitutes successful public places. Massing changes such as projections, recesses, and architectural detailing should be incorporated to enhance the visual experience and contribute to comfortable, attractive, and successful pedestrian environments.

Standards

- A. Building heights for the **Largo Town Center core area** are as follows:
 - 1. In Subarea 3, buildings shall be at least eight stories in height.
 - 2. In Subareas 2 and 5, buildings shall be between four and eight stories in height.
- B. Building heights for the **Morgan Boulevard core area** are as follows:
 - 1. In Subarea 2, buildings shall be at least five stories in height.
 - 2. In Subarea 3, buildings shall be between two and seven stories in height. A food or beverage use (grocery store) of 40,000 square feet or greater in size is exempt from this standard.
 - 3. In Subarea 1, buildings shall be between two and six stories in height.
 - 4. In Subarea 5, buildings shall be between two and four stories in height.
- C. For the **Central Avenue Corridor Node area**, buildings shall be between two and four stories in height. The shopping center on the Santos/Zimmer properties shall be anchored by a national grocery chain store, a food or



Buildings that are not similar in height to adjacent buildings look out of place and disrupt the streetwall.

beverage store, which includes a bakery, pharmacy, deli, and seafood counters. No store on the Santos/Zimmer properties may exceed 125,000 square feet gross floor area.²

- D. Buildings within an attached row or block shall be similar in height and shall not vary significantly from the average height in the row or block.
- E. The average size of all multifamily dwelling units in a development project shall be a minimum of:
 - 1. 750 square feet for a 1-bedroom unit.
 - 2. 1,050 square feet for a 2-bedroom unit.
 - 3. 1,275 square feet for a 3-bedroom unit.

Pedestrians relate to buildings that incorporate human-scaled architectural elements. Such buildings provide interesting visual details that enhance the character of the structure.

If the unit includes a den, the average minimum size increases by 100 square feet.

² On February 14, 2005, the District Council adopted Zoning Ordinance No. 2-2005 amending the DDOZ development standards approved on May 27, 2004, only applicable to the Santos/Zimmer properties in accordance with Section 27-228 of the Zoning Ordinance. The Santos/Zimmer properties, containing approximately 33 acres, are located on the south side of MD 214 and north side of Walker Mill Road, approximately 1,000 feet east of their intersection with Hill Road and Shady Glen Drive.





Buildings placed to create outdoor plazas and other spaces contribute to a sense of place.



Monolithic, box-like structures such as this one should be avoided.

H. The massing of a building should be appropriate to its surroundings and the size of its site. Monolithic box-like structures should be avoided.

I. The height, scale, and massing of buildings within a large parcel should be clustered so that the relationships create a sense of outdoor space.



By addressing the corner with an interesting, inviting entrance tower highlighted by architectural detail, this building contributes to the identity of the community.

F. The minimum size of single-family attached dwelling units shall be 1,600 square feet, excluding residential garages and unfinished basements.

G. Individual buildings are encouraged to utilize human-scaled architectural elements designed as integral elements of the building that should not appear to be attached or applied onto the building facade.

J. Buildings located at prominent intersections should address the corner by providing proper articulation, appropriate building forms, and an entrance on the corner.

K. Ensure that the design of development does not negatively impact existing surrounding neighborhoods.

Materials and Architectural Details

Intent

The materials and detailing used in the design of a building constitute the image of the structure. Building facades that are appropriate to the building type, use, location, and context enhance the community by contributing to a strong sense of place and community identity.

Standards

A. High-quality materials that are durable and attractive shall be used on the facades of all proposed buildings. These materials include, but are not limited to, brick, stone, precast concrete, wood, and tile.

B. New multifamily residential development shall have at least 75 percent of the front facade in brick, stone, or an approved equal (excluding windows, trim and doors). Side and rear facades visible from streets, public spaces (playground, plaza, etc.) and at-grade or above-ground Metro rail tracks should be at least 50 percent brick, stone, or an approved equal.

- C. Single-family attached residential development shall have at least 60 percent of the front and side (if applicable) façades in brick, stone, or an approved equal (excluding windows, trim and doors). Rear facades visible from streets and public spaces (playground, plaza, etc.) should be at least 40 percent brick, stone, or an approved equal.
- D. Low-quality materials such as standard smooth-faced concrete masonry units, prefabricated metal panels, and exterior insulation and finish systems (EIFS) shall not be used. Imitation or synthetic exterior building materials, which simulate the appearance of natural materials, should be avoided.
- E. Environmentally friendly, energy-saving “green” building materials and techniques are strongly encouraged.

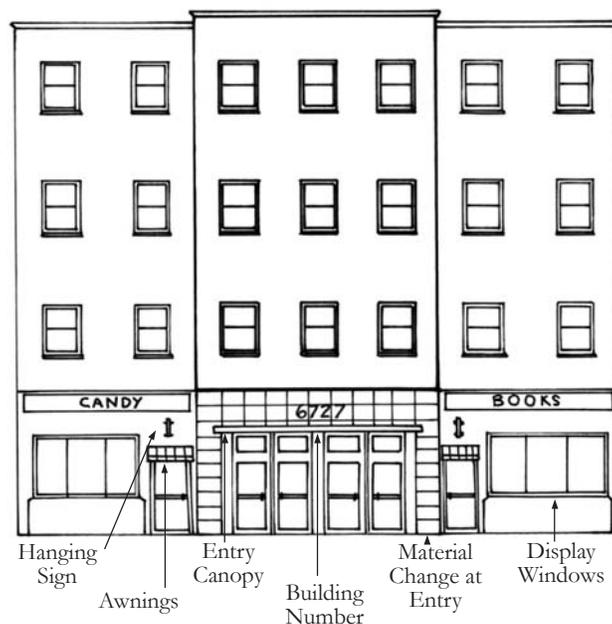


Typical franchise architecture often creates trademark buildings that are not compatible with design standards.



Franchise buildings that are consistent with design standards can result in upscale structures that still provide a corporate identity.

- F. Infill development should use architectural details and materials that are compatible with the surrounding development.
- G. Trademark buildings with typical franchise architecture shall not be permitted.
- H. The first story and primary entrances of nonresidential and mixed-use buildings shall be articulated with pedestrian-scaled architectural elements and detailing.
- I. Rear entrances to buildings from parking areas shall be articulated with pedestrian-scaled detailing, but shall read as a secondary, rather than primary, entrance.
- J. Reflective and tinted glass shall not be permitted in residential buildings or for the ground floor of commercial and mixed-use buildings.
- K. Buildings that are composed of ribbons or bands of glass and architectural precast panels shall be avoided.
- L. Above-grade foundation walls on single-family attached residential structures shall either be clad with finish materials compatible with the primary façade design, or shall be textured or formed to simulate a clad-finished material such as brick, decorative block, or stucco. Exposed foundation walls of unclad or unfinished concrete are prohibited.



Pedestrian-scaled architectural elements and detailing help reinforce entry locations and make them more interesting to passersby.



Endwall treatments such as projections, windows, and doors create visual interest and alleviate large, unfriendly expanses of walls facing public areas.

M. Architectural detailing such as roofline variations, dormers, window and door treatments, porches, balconies, color, and materials should be used to avoid overly repetitive architectural elements and building forms.

1. Residential attached building types shall avoid the use of overly repetitive architectural elements and forms. A variety of features and variations shall be employed, including, but not limited to, roofline variations, window and door treatments, porches, balconies, colors, and materials.

N. Buildings on lots where endwalls are prominent (such as corner lots, lots visible from public spaces, streets, or because of topography or road curvature) shall have additional endwall treatments consisting of architectural features in a balanced composition, or natural features which shall include brick, stone, or stucco.



Public buildings should be unique expressions of civic pride, using high-quality architecture and landmark features to reflect their importance within communities.

O. Public buildings should be designed with high-quality architecture and landmark features. These buildings should be located at prominent points, such as adjacent to public open spaces, plazas, village greens, and parks, and along major streets, as appropriate to the use.

P. The selection of exterior colors should allow the building to blend in harmoniously with the overall fabric of adjacent buildings. The color palette should be kept simple and restrained.

Q. At the time of detailed site plan, multifamily residential proposals shall provide for:

1. Party and/or community rooms with kitchen, with a minimum size of three square feet per dwelling unit.
2. Fitness facilities with a minimum size of four square feet per dwelling unit, which includes exercise/weight equipment, sauna/steam room, dance floor or aerobic and exercise classes and/or swimming pool.
3. Controlled lobby entrances.

4. Minimum nine-foot-high interior ceilings within 75 percent of interior living space.
5. Individual heating and air-conditioning systems.
6. Full-size washer and dryer in each unit.
7. Walk-in closets in at least 75 percent of the units.
8. Wiring for pay/cable television and locations for three telephone lines.
9. Burglar/intrusion alarms.

Building Facades and Storefronts

Intent

Properly articulated facades and retail storefronts enhance the pedestrian environment by providing a sense of scale that is comforting to humans. Storefronts should engage passersby and provide visual permeability between the street and the interiors of businesses.

Standards

- A. Murals on exterior walls shall not be permitted.
- B. Storefronts should be articulated with display windows, recessed entry door(s), lighting, signs, and awnings/canopies.
- C. Rear and side building entrances should be provided if served by an adjacent parking area. These entrances should be inviting, well lit, and clearly articulated with awnings, signs, lighting, and plantings.
- D. Storefronts should not vary significantly from adjacent buildings fronting the same street and within the same block in form, materials, and massing. Incompatible materials and design features should be discouraged.
- E. Merchandise shall not be displayed in front of or leaning against the exterior façade(s) of a building.

Window and Door Openings

Intent

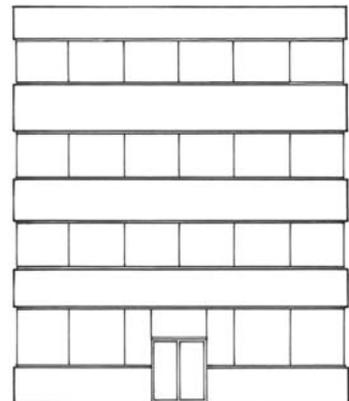
The window and door openings of a building establish scale, rhythm, and proportion. Windows and doors that are of a style and size appropriate for the building's use and mass make the building seem to have a more friendly, inviting feel and contribute to the overall aesthetic quality of the community.



Architectural detailing, articulation, and single-punched window openings give buildings a sense of human scale.



Storefronts with large display windows, prominent and recessed entry doors, integrated lighting fixtures, appropriate awnings, and pedestrian-oriented signage are more inviting and friendly to customers.



Buildings characterized by continuous, horizontal bands of windows are often imposing and do not provide the details and features needed to foster human-scale environments.

Standards

- A. Individual punched or framed windows shall be used instead of continuous, horizontal ribbons or bands of windows or continuous floor-to-ceiling windows.
- B. Storefronts with retail uses at street level shall provide large display windows. Display windows shall encompass a minimum of 40 percent and a maximum of 80 percent of a storefront's frontage (measured in linear feet).
- C. Large, blank building facades shall not face public areas such as streets, plazas, and zones of pedestrian activity.
- D. Exterior burglar bars on windows and doors shall not be permitted. Other, less visually obtrusive methods of security should be employed instead.
- E. Single-family attached and multifamily residential buildings shall incorporate two or more windows or other architectural features on the ends of each individual unit. Blank walls shall not be permitted.
- F. Overly large or small windows that convey a distorted sense of scale should be avoided.
- G. Window and door openings should not be obscured by signs, other objects, or displays.

Projections and Recesses

Intent

Simple changes in building mass brought about by projections and recesses incorporated in the design should be employed, where appropriate, to improve the look and feel of the building and create a greater sense of comfort and proper proportion. Projections and recesses can also highlight building entrances and lend greater interest to the building by providing intriguing visual and physical niches, and increased space for café seating and landscaping.

Standards

- A. Buildings shall be articulated with wall plane projections, recesses, or offsets on facades greater than 80 feet in length along any one side of the building.



Long buildings need to be articulated to create visual interest and physical separations so as not to dominate the streetscape.

Awnings and canopies should be in proportion to the windows and doors they complement and are appropriate locations for signage, logos, and other forms of expression.



- B. Awnings, canopies, and trellises should be incorporated into the architectural design of building façades, where appropriate, and should reinforce the appearance of a storefront by reflecting storefront window proportions.
- C. Awnings, canopies, and trellises should be of a size appropriate for their use.

Lighting

Intent

Buildings and communities should incorporate distinctive lighting as a cohesive element of their architectural design to strengthen the appearance and functionality of the structure and its surroundings while providing adequate safety and visibility.

Standards

- A. Lighting shall be an integral component in the overall architectural design and character of all buildings.
- B. Building lighting shall be coordinated in design with site lighting.
- C. All exterior light fixtures shall direct light to specific locations and away from adjoining properties.
- D. Proposals for new development shall submit a comprehensive lighting package at the time of detailed site plan review, to include illustrations, plans, or photographs indicating the design, size, methods of lighting fixture attachment, and other information the Planning Board requires.
- E. One consistent style of ornamental pole and luminaire should be used to be coordinated with the appropriate public agencies.
- F. Lighting poles shall be the shortest necessary to provide the adequate lighting for safety. Light fixtures shall incorporate internal cut-off shields to direct light to intended areas. Up-lighting shall be limited to ground-mounted signage.

Building and Canopy Signs

Intent

Building signs should contribute to a positive image for the development by complimenting the architecture and design of both the building itself and of the surrounding environment. Attractive, well-maintained signs built of durable materials attract potential customers, provide directional orientation, and contribute to the look and feel of the community.

Sign locations should be incorporated into the overall design of the building and be proportional to their location.

Appropriate Building Sign Locations



Multi-tenant Building



Sign locations for multi-tenant buildings should be consistent in placement, design, size, materials, and colors.

Standards

- A. Signs shall primarily serve to identify the name and/or type of business establishment.
- B. Building signs shall be constructed of durable, high-quality materials.
- C. The sign locations should be incorporated into the overall architectural design of the building. The placement, materials, colors, type, style, and size of signs should be compatible with other architectural features of a building.
- D. Retail and/or commercial signage should be placed in the zone of the façade that is directly above the storefront. The size of the sign should be in proportion to the height and width of the building face to which it is attached.
- E. Signs located above or projecting from the roofline or parapet wall shall not be permitted, as modified from Sections 27-613(a) and 27-613(b) of Part 12, Signs, of the Zoning Ordinance.
- F. Building attached signs facing the Capital Beltway and/or Central Avenue shall include only the business name and logo.
- G. Signs for individual tenants and businesses of multi-tenant buildings should be consistent and coordinated in terms of design, placement, size, materials, and color.
- H. Signs shall project no more than 48 inches from the vertical plane of the wall to which they are attached, as modified from Section 27-613(d) of the Zoning Ordinance. Projecting signs shall not be attached to canopies; rather, canopy and awning signs, which may contain the name of a business and logo, may be located on the front face of an awning.
- I. Sign area shall not exceed the regulations of Section 27-613(c) of the Zoning Ordinance.
- J. Common sign plans shall be provided for all new institutional, office, mixed-use, and retail/commercial buildings developed on a single parcel or combination of parcels under common ownership at the time of detailed site plan. Requests for major exterior renovation (50 percent or more based on front façade in linear feet) or major rehabilitation (50 percent or more increase in gross floor area) shall also submit a common sign plan.

These common sign plans shall be accompanied by plans, sketches, or photographs indicating the design (such as colors and lettering style), size, methods of sign attachment, lighting, quantity, location on the building, and other information the Planning Board requires.
- K. Temporary signs attached to the building façade shall not be permitted.
- L. Window signs shall not obscure the interior view of a business or retail establishment and shall not occupy more than 25 percent of the total area of the window in which the sign is located.

Public and Private Open Spaces

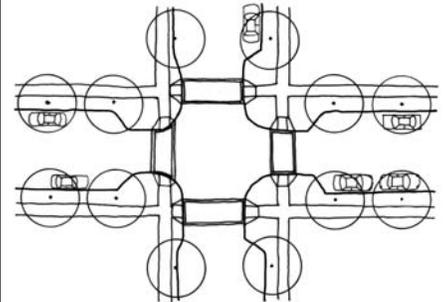
Street and Road Configuration

Intent

Logical street networks facilitate the flow of traffic, provide alternative routes, and contribute to increased pedestrian safety. Multimodal streets provide a circulation system for motorists, pedestrians, and cyclists to peacefully coexist in user-friendly environments; they are more accessible, less imposing, and safer than routes designed solely to move cars quickly through an area.

Standards

- A. All streets shall be constructed with curbs and gutters.
- B. Roads shall be designed according to the Americans with Disabilities Act (ADA) and American Association of State Highway and Transportation Officials (AASHTO) guidelines, to the extent possible.
- C. Culs-de-sac and dead-end streets should generally be avoided. Culs-de-sac may be used when environmentally sensitive features surround developable land.
- D. Morgan Boulevard should have a traditional boulevard character subject to DPW&T approval. A median (to separate travel directions) planted with low, decorative plants and shade trees should be provided, and shade trees should line both sides of the road.
- E. Intersections should employ safe crossings, which enhance pedestrian safety by expanding the sidewalk area in the unused portion of the on-street parking lane adjacent to the intersection. These safe crossings should be developed in consultation with DPW&T and would be subject to its approval.



Safe crossings reduce the width of the street, slow traffic through the intersection, and shorten crossing distances, which leads to increased pedestrian safety.

Parks and Plazas

Intent

Public space such as parks and plazas are integral to the success of neighborhoods. They provide opportunities for active and passive recreation, soften the visual impact of the built environment, create gathering places and destinations, and enhance the overall impression of a place. Careful consideration to the integration of open space in the community leads to well-crafted spaces that increase safety, comfort, and civic pride.



Public art can take many forms, such as this sculpture overlooking a public plaza. . .

Standards

- A. Public art, such as statues, decorative fountains, and sculpture shall be incorporated into public and private open spaces, and coordinated with appropriate agencies.
- B. Street furniture and amenities such as benches, gazebos, trash receptacles, and drinking fountains should be provided and coordinated to present a common style or theme.



. . . and this statue commemorating Prince George's County

- C. Parks, plazas, and other public space should be well lighted and should not be designed with isolated or dark areas..
- D. Recreational equipment such as tot lots, playgrounds, gyms, courts, and exercise stations should be provided, whether or not such facilities are required in lieu of mandatory dedication of parkland. The applicant should submit a recreational facilities agreement for all proposed recreation facilities prior to approval of final plats of subdivision.

Sidewalks, Crosswalks, and Trails

Intent

Wide, safe sidewalks that are well shaded with trees, lined with plantings, and feature comfortable and attractive street furniture encourage walking, increase activity on the street and in the town center, and contribute to vibrant, active businesses. Sidewalks, crosswalks, and trails should be safe, well lighted, allow for multimodal access and provide strong connections throughout the community.

Standards

- A. Sidewalks shall be provided on both sides of all public streets subject to the approval of DPW&T.
- B. Walkways shall connect all uses, sidewalks, and public spaces in the most direct way possible, carrying across and through public spaces and street intersections.
- C. Sidewalks shall be wide enough to accommodate pedestrians, street amenities, and bicyclists (where in-road facilities do not exist), as follows:

- 1. Sidewalks in Subareas 3 and 5 of the **Largo Town Center core area**, and in Subareas 1 (sidewalks along Morgan Boulevard) and 2 of the **Morgan Boulevard core area** shall be between 8 and 18 feet wide.
- 2. Sidewalks in Subarea 2 of the **Largo Town Center core area**, and Subareas 1 (sidewalks not along Morgan Boulevard), 3, 4, and 5 of the **Morgan Boulevard core area** shall be a minimum of five feet wide.
- 3. Sidewalks in the **Central Avenue Corridor Node area** shall be a minimum of five feet wide.

- D. Sidewalks shall be set back from the curb edge. A green, landscaped strip at least five feet in width shall separate street from sidewalk to allow for the planting of shade trees to further protect pedestrians and enliven the streetscape.
- E. Sidewalks shall be constructed of concrete, brick paving, or other appropriate, high-quality materials. Asphalt shall not be used as a paving material for sidewalks.



Wide sidewalks allow for amenities, café seating, comfortable pedestrian paths, and street furniture and are key for the success of mixed-use, transit-oriented communities.



Crosswalks that continue sidewalk materials across streets make them more visible to motorists and further enhance pedestrian safety.



Landscaped strips separating the sidewalk from the street increase pedestrian safety and provide opportunities for street tree plantings.

- F. Sidewalk materials should be carried across streets along crosswalks to identify pedestrian crossings and maintain consistent pedestrian paths.
- G. Crosswalks should be provided at all intersections. At locations with high pedestrian traffic, these crosswalks should be safe crosses, with bump-outs, special paving, reflector treatments, countdown pedestrian crossing signs, or street narrowing at corners to provide a greater degree of pedestrian safety (subject to the approval of DPW&T and other appropriate agencies).
- H. All sidewalks, crosswalks, and trails shall comply with the Americans with Disabilities Act (ADA).
- I. Sidewalks, crosswalks, and trails shall be well lighted with pedestrian-scale lighting fixtures.
- J. Bicycle parking facilities and racks shall be located in highly visible and well-lit areas convenient to building entrances.
- K. Pedestrian circulation should provide convenient and well-marked access to the Metro stations.

Street Trees and Plantings

Intent

Street trees increase sense of place and pedestrian comfort by providing shade in the summer and allowing sun to penetrate to the sidewalk in winter. Trees provide multiple benefits in a built environment, including reductions in ambient air temperatures and ground level ozone, and improvements to air quality. Trees and plantings enhance the visual environment and screen undesirable views such as mechanical equipment and parked cars. Other important functions provided by street trees include defining outdoor spaces and strengthening view corridors.

Standards

- A. Street trees shall be used along the sides of all roadways (subject to regulations and approval of DPW&T or the State Highway Administration [SHA] along public roads) in the core areas to define the street edge, provide a shaded overhead canopy, establish a rhythmic, unifying element to the street environment, and provide a safety buffer for pedestrians.
- B. Medium to large deciduous shade trees shall be utilized for street trees and shall be planted between 35 and 40 feet on center. Street trees shall be installed at a minimum height of 12 feet and with a minimum caliper of 2½ inches, subject to approval by DPW&T or SHA along public roads.
- C. Fruit-bearing trees shall not be permitted for use as street trees.
- D. Street trees shall be shown on all site plans such as building permits and detailed site plans.
- E. Screening and parking lot planting shall be coordinated with street tree plantings.

- F. A limited tree palette consisting of shade trees should be selected for gateways and other roads. Plant selection for street trees shall consider shape of canopy, sun and shade tolerance, overhead utility lines, drought tolerance, maintenance requirements, and tolerance of adverse urban conditions, and shall be coordinated with the appropriate agencies. Native tree species are strongly recommended. Different selections from the palette should be made for each major street to avoid planting a monoculture and potentially losing all the trees within a development to disease.
- G. The minimum planting area for street trees shall be five feet in width, eight feet in length and four feet deep. Wherever possible, the tree planting areas below the sidewalk paving should be connected so that root zone space for trees can be shared.

Street and Site Furniture

Intent

Durable, attractive, and compatible street furniture provides a positive community identity, comfortable seating, pleasing, convenient amenities, and a more pedestrian-friendly environment.

Standards

- A. Bus shelters shall be provided on bus service routes as determined by appropriate agencies. These shall be constructed with high-quality materials and shall be compatible with the overall character and materials of the mixed-use center in the core area.
- B. Street furniture should be constructed of durable materials and require minimal maintenance.
- C. Street furniture shall include, but not be limited to, bicycle racks, bus shelters, benches, trash receptacles, and fountains.
- D. Street furniture should be placed at strategic locations, such as bus stops, public plazas, high pedestrian traffic areas, along trails, and within retail/commercial activity zones.
- E. Street furniture design and numerical requirements shall be coordinated throughout the core areas with appropriate public agencies to be consistent in style, quality, and character.



Street furniture should be built of high-quality, durable materials and placed at locations of high pedestrian activity.



Pedestrian-scaled ornamental light poles built from high-quality materials and with a common design contribute to a sense of place by adding a unique element that enhances community identity.

Lighting

Intent

Pedestrian-oriented lighting is essential for successful communities. Lighting adds to safety at night and encourages positive activities. A consistent level of low- to medium-intensity lighting will illuminate the entire area and eliminate the shadows and dark areas that make people uncomfortable at night. Lighting fixtures of a consistent design, carefully coordinated with street furnishings, help to create a unique identity for the neighborhood and to increase sense of place. Careful lighting designs are needed to ensure that the proper amount of light is provided without resulting in excessive lighting levels and glare.

Standards

- A. Exterior areas, public spaces, roads, sidewalks, and trails shall be well-illuminated to ensure safety and improve visibility while minimizing light spillover to other properties.
- B. High-quality, pedestrian-scale ornamental poles and luminaires should be used on all sidewalks and trails and are strongly encouraged in other areas of pedestrian activity.
- C. Lighting poles shall be the shortest necessary to provide the adequate lighting for safety. Light fixtures shall incorporate internal cut-off shields to direct light to intended areas. Up-lighting shall be limited to ground-mounted signage.
- D. Light fixtures should be placed to provide maximum effective illumination to avoid conflicts with trees or other obstructions and shall direct light to specific locations and away from adjoining properties.
- E. Light fixture design should be coordinated throughout the core areas with the appropriate public agencies to ensure compatibility with street furnishings and the overall design themes of the area.
- F. At the time of the first detailed site plan, a consistent type of ornamental pole and luminaire shall be selected in consultation with DPW&T to be used along public streets adjacent to all subsequent development proposals in the core areas.
- G. Proposals for new development shall submit a comprehensive lighting design package at the time of detailed site plan review, to include illustrations, plans, or photographs indicating the design, size, lighting fixture placement, and other information the Planning Board requires.

Utilities

Intent

The visual clutter created by overhead utility lines leads to negative impressions of a place and obscures views to buildings, landscaping, and landmarks. Communities often relocate utilities to increase the quality of their surroundings and add to the aesthetics of the neighborhood by cutting back on negative visual images. Utilities include, but are not limited to, electric, natural gas, fiber optic, cable television, telephone, water, and sewer service.

Standards

- A. All future development shall locate utilities underground, whenever possible.
- B. Redevelopment of parcels should relocate utilities underground, whenever possible.
- C. Meter boxes, utility poles, and other at-grade structures should not block pedestrian and bicyclist movement and should be shielded from view with appropriate landscaping.

