



1 STREET FRONTAGE / FACADE WITHIN BUILD-TO-LINE
L1-08 1"= 30'



2 ENLARGEMENT - STREET FRONTAGE / FACADE WITHIN BUILD-TO-LINE
L1-08 1"= 10'

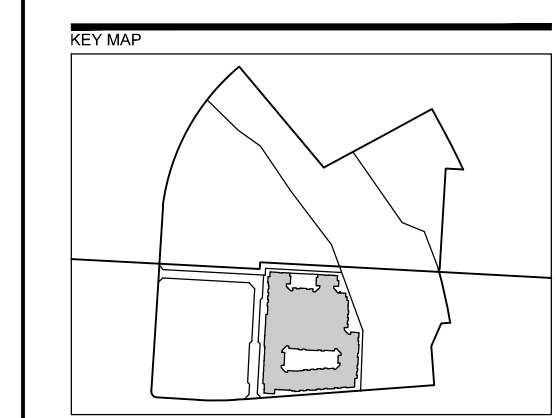
DSP COMMENT:
Explain why the building cannot be placed within the range of BTL.

ARCH. RESPONSE:
The building facade along the Downtown Core A street & B street fronting on the build-to line are within the min and max allowances per the Downtown Core Frontage/Built-To Zone Standards: Existing Public Streets, except for the retail area along the Downtown Core A street. The retail location along the Downtown Core A portion of the site was pulled away from the Build-To line to help emphasize the public space / retail. This portion of the building is located visually with the intersection of Toledo Road and America Blvd, stepping this facade back creates a focal point, and ties into the retail elements along America Blvd, as well, the stepped back public space along Toledo Road encourages a livelier streetscape. Additionally, along Toledo Road stoops have been provided for unit entry points to enhance the pedestrian atmosphere along the street. These projections occur from the building facade against the max BTL to a public utility easement running along Toledo road 4' from the max BTL.

DOWNTOWN CORE FRONTAGE/BUILD-TO ZONE STANDARDS COMPLIANCE

MIN. % OF STREET FRONT/FACADE WITHIN 10' BUILD-TO LINE			
STREET FRONT	TOTAL LENGTH OF BLDG.	TOTAL DIMENSION WITHIN BUILD-TO LINE	% OF BLDG. WITHIN BUILD-TO LINE
TOLEDO ROAD =	317.5'	26.5' + 208.3' = 234.8'	73.9%
NEW STREET =	421.9'	47.4' + 30.0' + 144.5' + 119.4' = 341.3'	80.8%

LEGEND



SCALE

NOT FOR CONSTRUCTION

PROJECT
TOLEDO ROAD
PROJECT NUMBER:
DSP-19050
DEWEY L C
6525 BELCREST ROAD #300
HYATTSVILLE, MD 20782

DESIGN PROJECT
2019059

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE
2	DSP SUBMISSION	10.11.2019
3	DSP SUBMISSION	02.21.2020

DESIGNED BY: JG, KG, AN
DRAWN BY: KG, AN
CHECKED BY: JG, KG

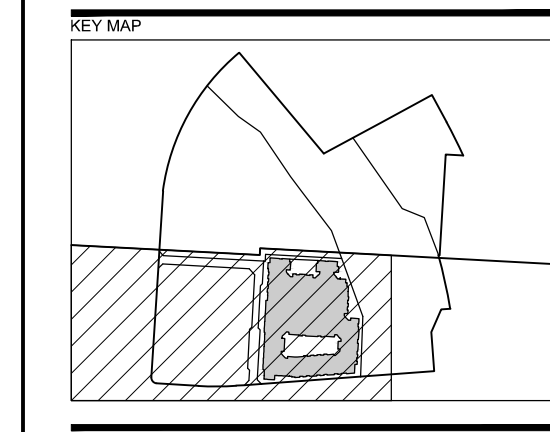
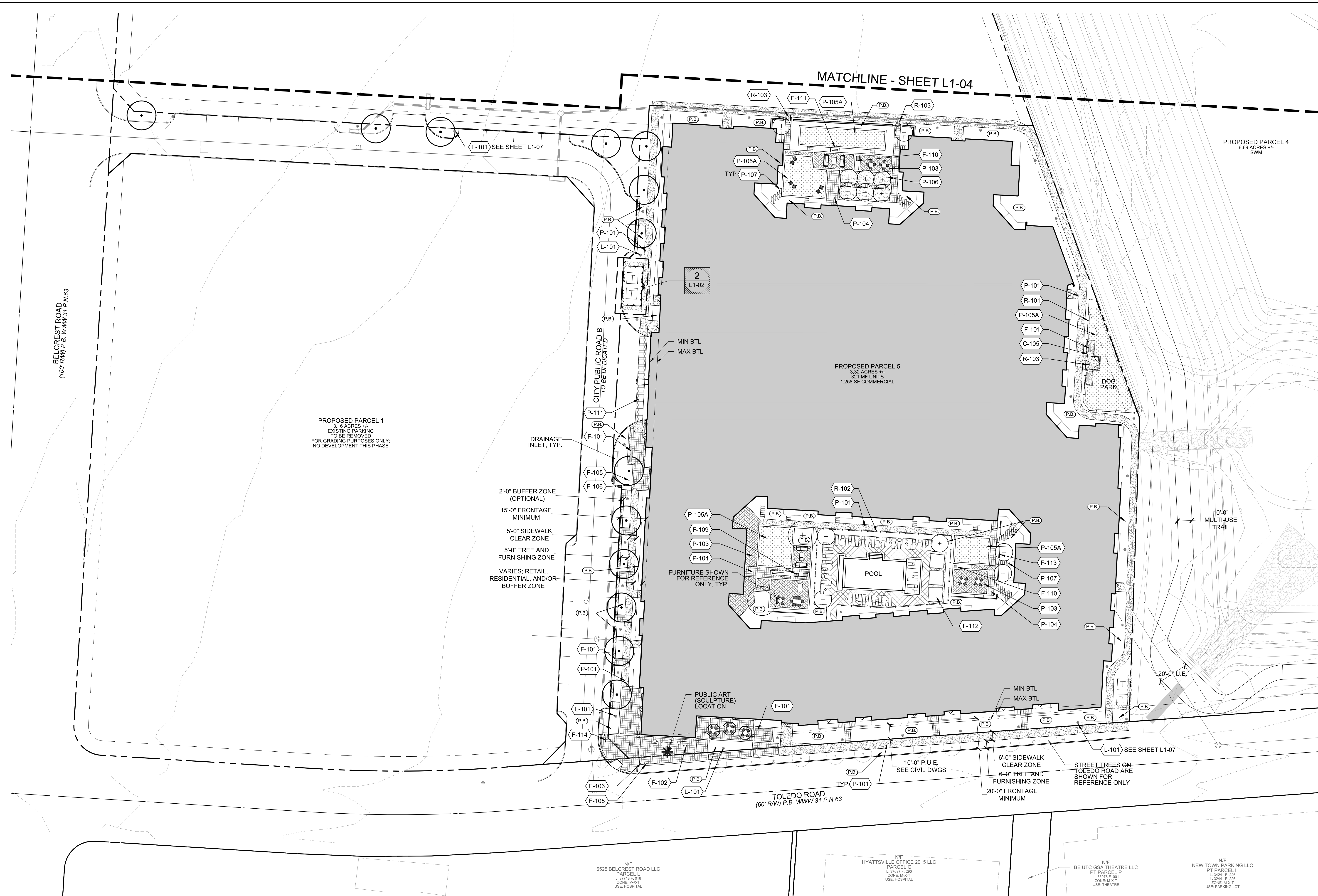
SCALE
VERT: N/A
HORZ: AS NOTED

SHEET TITLE
BUILD-TO-LINE EXHIBIT

SHEET NUMBER
L1-08

MATERIALS LEGEND

SYMBOL	CUSTOM DESCRIPTION
(C-105)	SHADE STRUCTURE - TYPE 1
(C-106)	METAL SCREENING PANEL
SYMBOL	FURNISHINGS DESCRIPTION
(F-101)	BENCH - TYPE 1
(F-102)	INTERACTIVE SEATING ELEMENT
(F-103)	BENCH - TYPE 3
(F-104)	BENCH - TYPE 4
(F-105)	TRASH RECEPTACLE
(F-106)	RECYCLING RECEPTACLE
(F-109)	GRILL - TYPE 1
(F-110)	GRILL - TYPE 2
(F-111)	FIRE TABLE
(F-112)	POOL CABANA
(F-113)	PRIVACY SCREEN
(F-114)	BICYCLE RACK
(F-117)	BUMPER PIPE
SYMBOL	LIGHTING & ELECTRICAL DESCRIPTION
(L-101)	POLE MOUNTED LIGHT
SYMBOL	MISCELLANEOUS DESCRIPTION
(P.B.)	PLANT BED
SYMBOL	PAVING & CURBS DESCRIPTION
(P-101)	CONCRETE PAVING
(P-102)	ENHANCED PAVING - TYPE 1
(P-103)	ENHANCED PAVING - TYPE 2
(P-104)	ENHANCED PAVING - TYPE 3
(P-105A)	ARTIFICIAL TURF - TYPE 1
(P-106)	BONDED AGGREGATE
(P-107)	DECORATIVE STONE
(P-111)	HIGH VISIBILITY WALK
SYMBOL	RAILINGS & FENCES DESCRIPTION
(R-101)	FENCE - TYPE 1
(R-102)	FENCE - TYPE 2
(R-103)	GATE - TYPE 1
(R-104)	GATE - TYPE 2

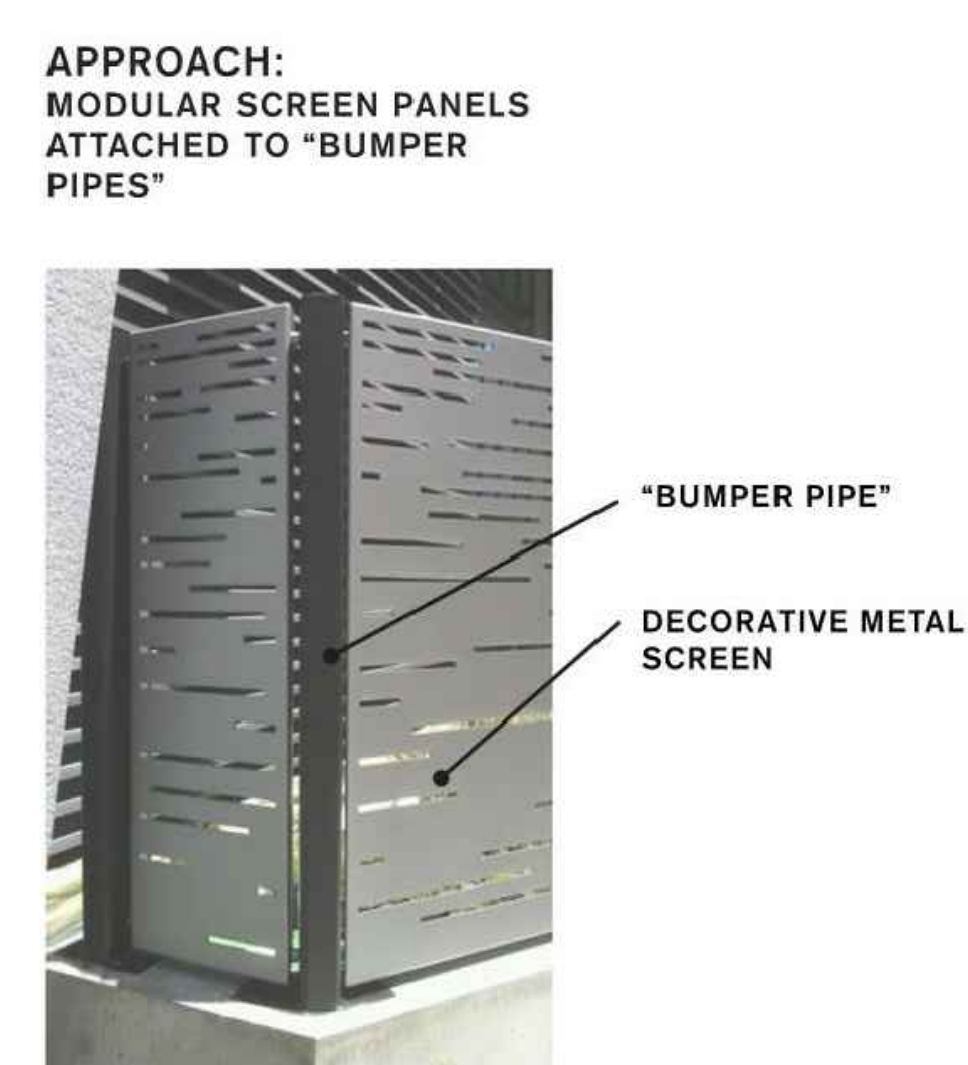
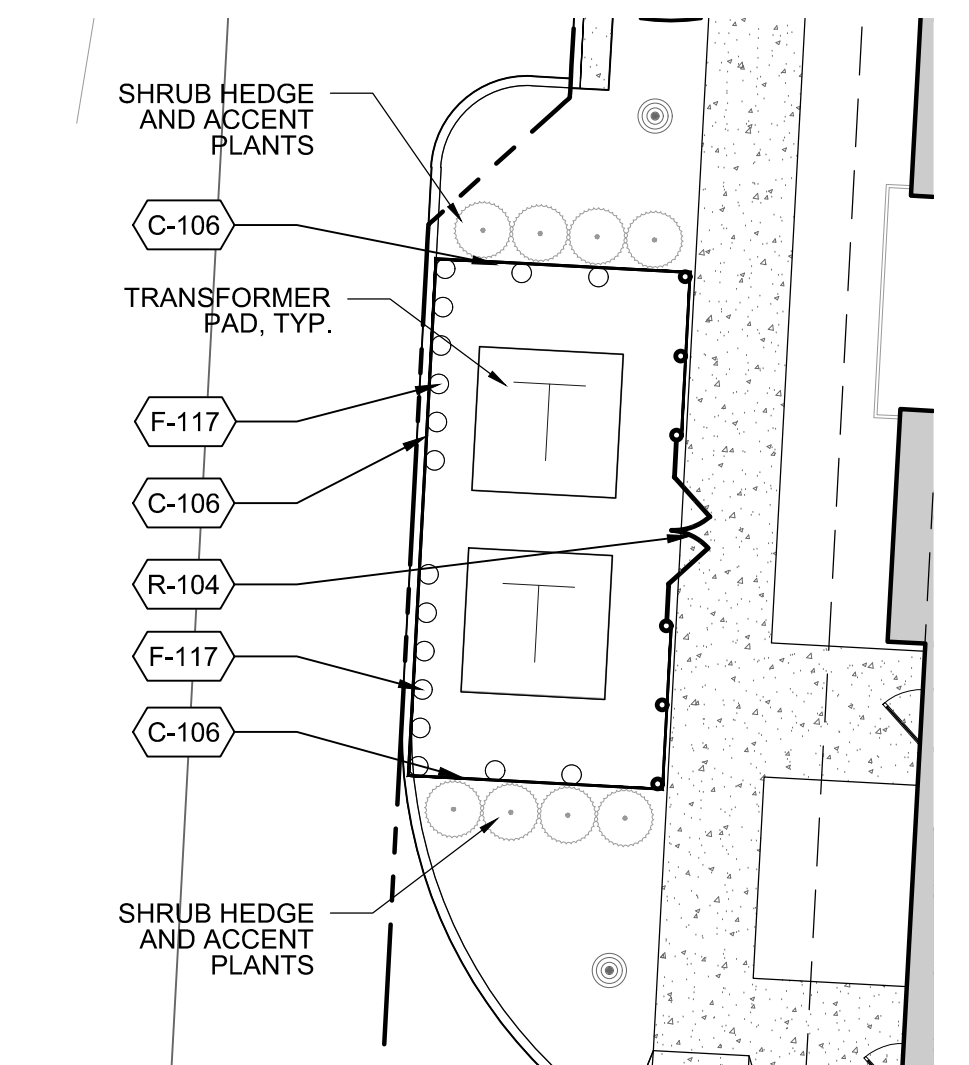


NOT FOR CONSTRUCTION

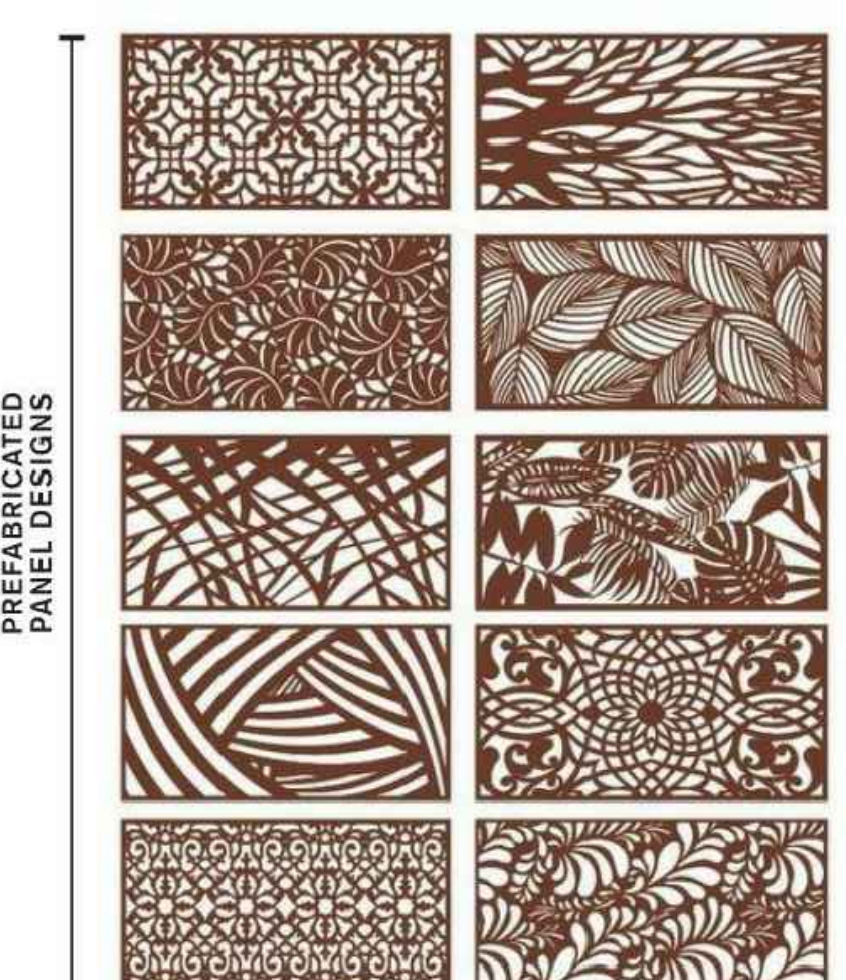
TOLEDO ROAD
PROJECT NUMBER:
DSP-19050
DEWEY L C
6525 BELCREST ROAD #300
HYATTSVILLE, MD 20782

1 MATERIALS PLAN - PUBLIC REALM

L1-02 1"= 30'



PRECEDENTS



2 ENLARGEMENT - TRANSFORMER SCREENING

L1-02 1"= 10'

LEGEND

---	BOUNDARY LINE
---	PARCEL LINE
---	EASEMENT LINE
---	EXISTING CONTOUR
---	PROPOSED CONTOUR
---	EXISTING FLOODPLAIN
---	EXISTING ENVIRONMENTAL BUFFER
⊕	EXISTING POWER POLE
⊙	EXISTING LIGHT POLE
⊠	PROPOSED TRANSFORMER

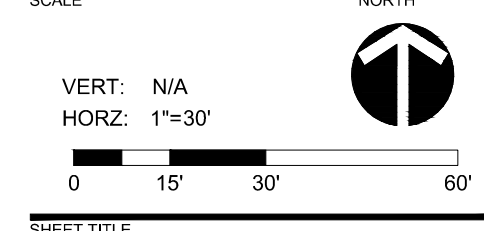
NOTES:
1. SEE CIVIL PLANS FOR LOCATION OF EXISTING AND PROPOSED UTILITIES.
2. PRIVATE COURTYARDS DESIGN/PROGRAM ARE CONCEPTUAL AND ARE SHOWN FOR REFERENCE ONLY.

2019059

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE
2	DSP SUBMISSION	10.11.2019
3	DSP SUBMISSION	02.21.2020

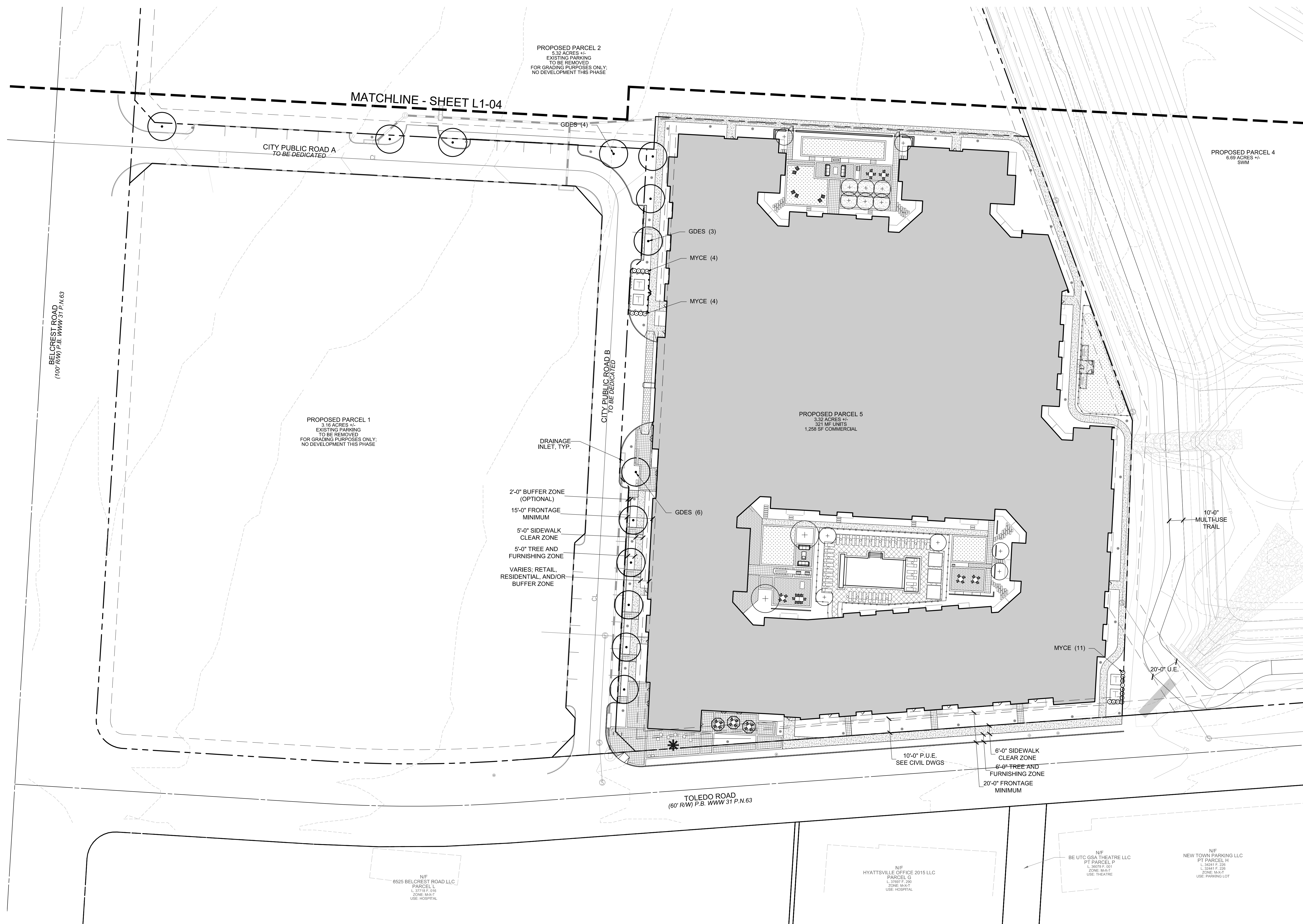
DESIGNED BY: JG, KG, AN
DRAWN BY: KG, AN
CHECKED BY: JG, KG



MATERIALS PLAN

SHEET NUMBER

L1-02



2'-0" BUFFER ZONE (OPTIONAL)
15'-0" FRONTAGE MINIMUM
5'-0" SIDEWALK CLEAR ZONE
5'-0" TREE AND FURNISHING ZONE
VARIES: RETAIL, RESIDENTIAL, AND/OR BUFFER ZONE

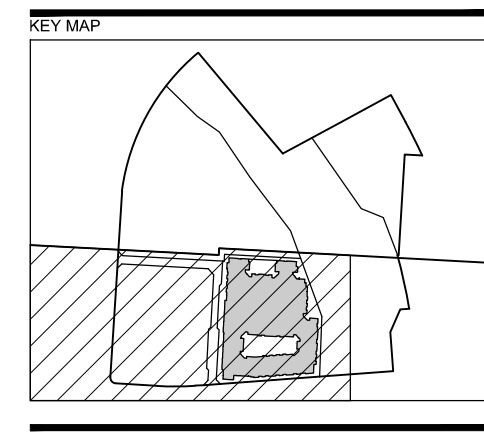
PLANT SCHEDULE

TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONTAINER	CAL.	HT.	REMARKS
	GDES	13	GYMNOCLADUS DIOICA 'ESPRESSO' / KENTUCKY COFFEETREE	B & B	2.5'-3"	12' - 14'	MALE CULTIVAR; STRONG CENTRAL LEADER; MATCHED
SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	HEIGHT	SPREAD	REMARKS
	MYCE	19	MYRICA CERIFERA / WAX MYRTLE	#7	3' - 3.5'	2' - 2.5'	FULL & THICK TO BASE

LEGEND

- BOUNDARY LINE
- PARCEL LINE
- EASEMENT LINE
- EXISTING CONTOUR
- PROPOSED CONTOUR
- EXISTING FLOODPLAIN
- EXISTING ENVIRONMENTAL BUFFER
- EXISTING POWER POLE
- EXISTING LIGHT POLE
- PROPOSED TRANSFORMER

NOTES:
1. SEE CIVIL PLANS FOR LOCATION OF EXISTING AND PROPOSED UTILITIES.
2. PRIVATE COURTYARDS DESIGN/PROGRAM ARE CONCEPTUAL AND ARE SHOWN FOR REFERENCE ONLY.



NOT FOR CONSTRUCTION

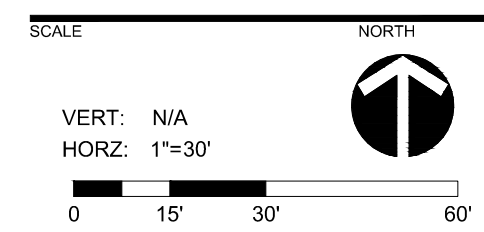
TOLEDO ROAD
PROJECT NUMBER:
DSP-19050
DEWEY L C
6525 BELCREST ROAD #300
HYATTSVILLE, MD 20782

DESIGNER PROJECT # 2019059

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE
2	DSP SUBMISSION	10.11.2019
3	DSP SUBMISSION	02.21.2020

DESIGNED BY: JG, KG, AN
DRAWN BY: KG, AN
CHECKED BY: JG, KG



SHEET TITLE

LANDSCAPE PLAN

SHEET NUMBER

L1-03



NFC
BLUMBERG LAND FAMILY TRUST
L 2004 F 03
ZONE R-20
USE MULTIFAMILY

NFC
PLAZA TOWERS LLC ETAL
L 000 F 00
ZONE R-10
USE MULTIFAMILY RESIDENTIAL

PARCEL K
UNIVERSITY CHRISTIAN CHURCH
L 000 F 00
ZONE R-10
USE CHURCH

PROPOSED PARCEL 3
2.15 ACRES +/-
VACANT
NO DEVELOPMENT THIS PHASE

PROPOSED PARCEL 2
3.32 ACRES +/-
EXISTING PARKING
TO BE REMOVED
FOR GRADING PURPOSES ONLY.
NO DEVELOPMENT THIS PHASE

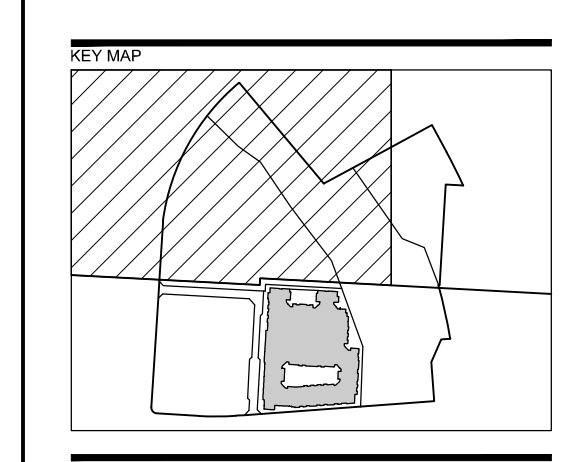
PROPOSED PARCEL 4
6.68 ACRES +/-
SWM

PROPOSED PARCEL 5
3.32 ACRES +/-
251 SF UNITS
1,258 SF COMMERCIAL

LEGEND

- BOUNDARY LINE
- - - PARCEL LINE
- - - EASEMENT LINE
- - - EXISTING CONTOUR
- ## PROPOSED CONTOUR
- FP EXISTING FLOODPLAIN
- EB EXISTING ENVIRONMENTAL BUFFER
- ⊕ EXISTING POWER POLE
- ⊗ EXISTING LIGHT POLE
- ⊠ PROPOSED TRANSFORMER

NOTES:
1. SEE CIVIL PLANS FOR LOCATION OF EXISTING AND PROPOSED UTILITIES.
2. PRIVATE COURTYARDS DESIGN/PROGRAM ARE CONCEPTUAL AND ARE SHOWN FOR REFERENCE ONLY.



NOT FOR CONSTRUCTION

TOLEDO ROAD
PROJECT NUMBER:
DSP-19050
DEWEY L C
6525 BELCREST ROAD #300
HYATTSVILLE, MD 20782

DESIGNER PROJECT# 2019059

REVISION / ISSUANCE

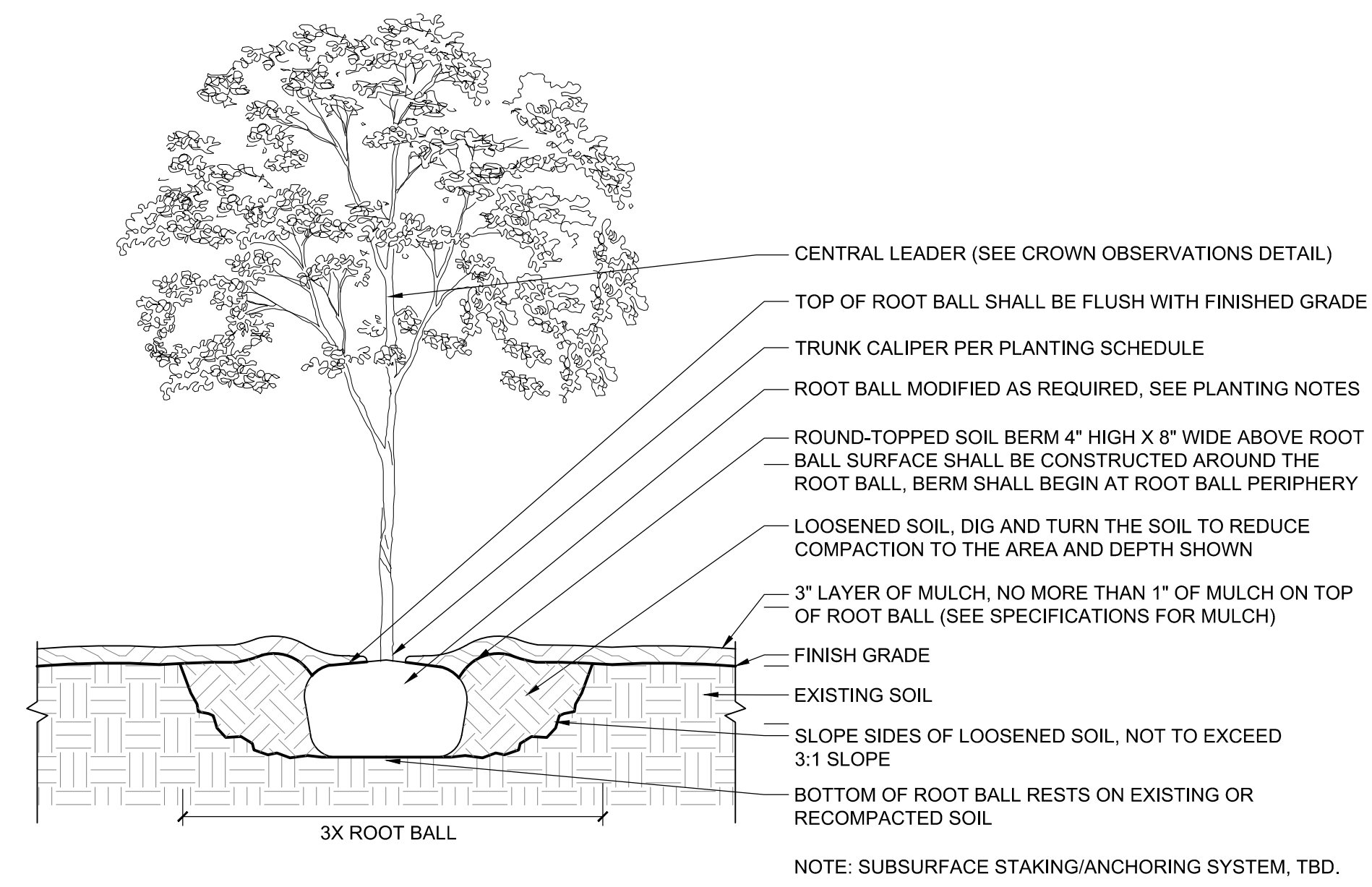
NO.	DESCRIPTION	DATE
2	DSP SUBMISSION	10.11.2019
3	DSP SUBMISSION	02.21.2020

DESIGNED BY: JG, KG, AN
DRAWN BY: KG, AN
CHECKED BY: JG, KG

SCALE
VERT: N/A
HORZ: 1"=30'
0 15' 30' 60'

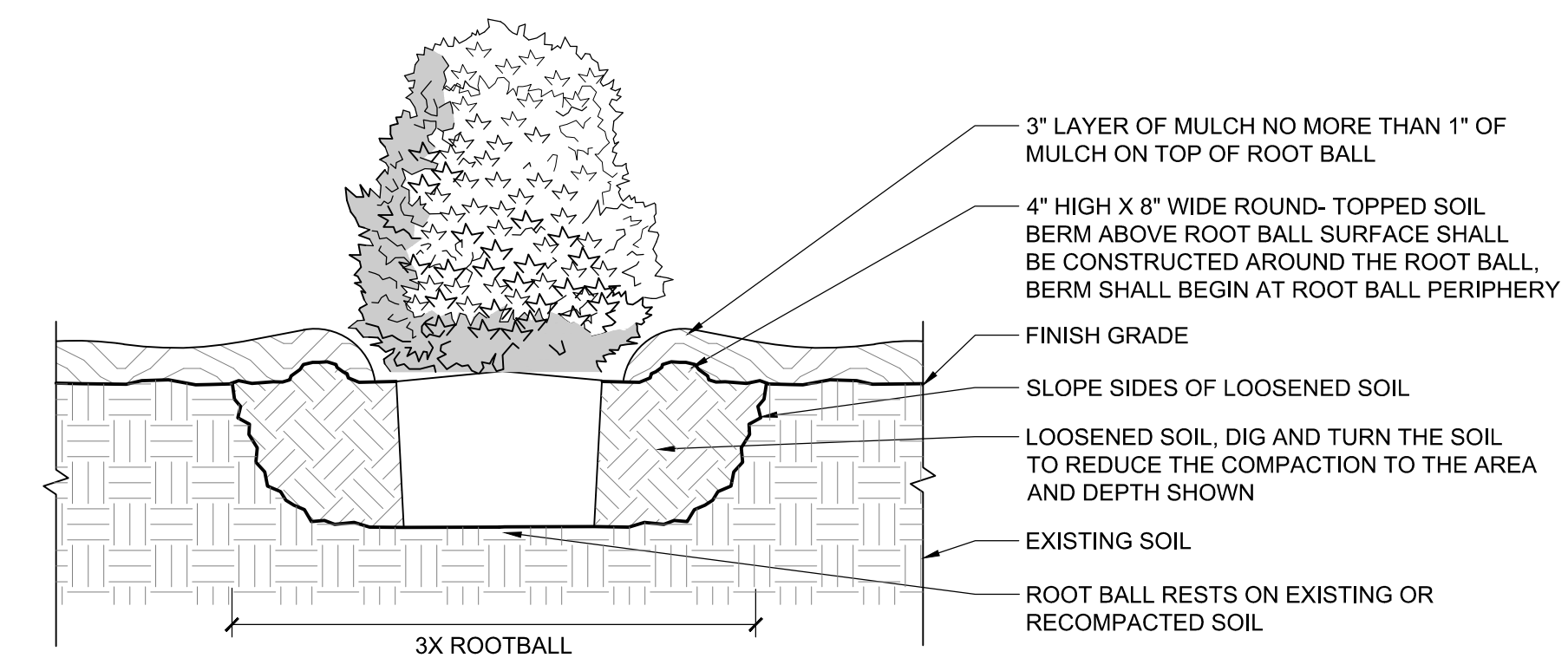
SHEET TITLE
LANDSCAPE PLAN

SHEET NUMBER
L1-04



1 TREE PLANTING SCALE: 1/2" = 1'-0"

L1-05



2 SHRUB PLANTING SCALE: 3/4" = 1'-0"

L1-05

KEY/IMP

SEAL

NOT FOR CONSTRUCTION

PROJECT

TOLEDO ROAD
PROJECT NUMBER:
DSP-19050
DEWEY L C
6525 BELCREST ROAD #300
HYATTSVILLE, MD 20782

DESIGN/PROJ#

2019059

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE
2	DSP SUBMISSION	10.11.2019
3	DSP SUBMISSION	02.21.2020

DESIGNED BY: JG, KG, AN
DRAWN BY: KG, AN
CHECKED BY: JG, KG

SCALE: NORTH

VERT: N/A
HORZ: AS NOTED

SHEET TITLE

DETAILS

SHEET NUMBER

L1-05

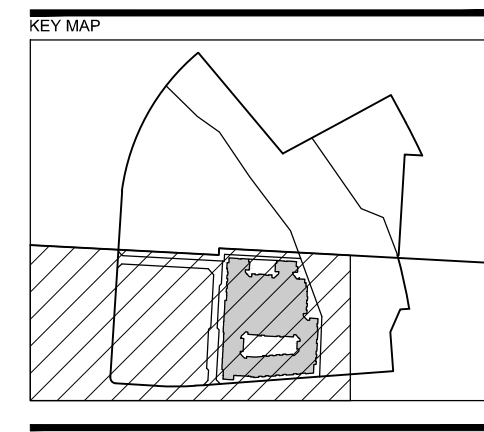
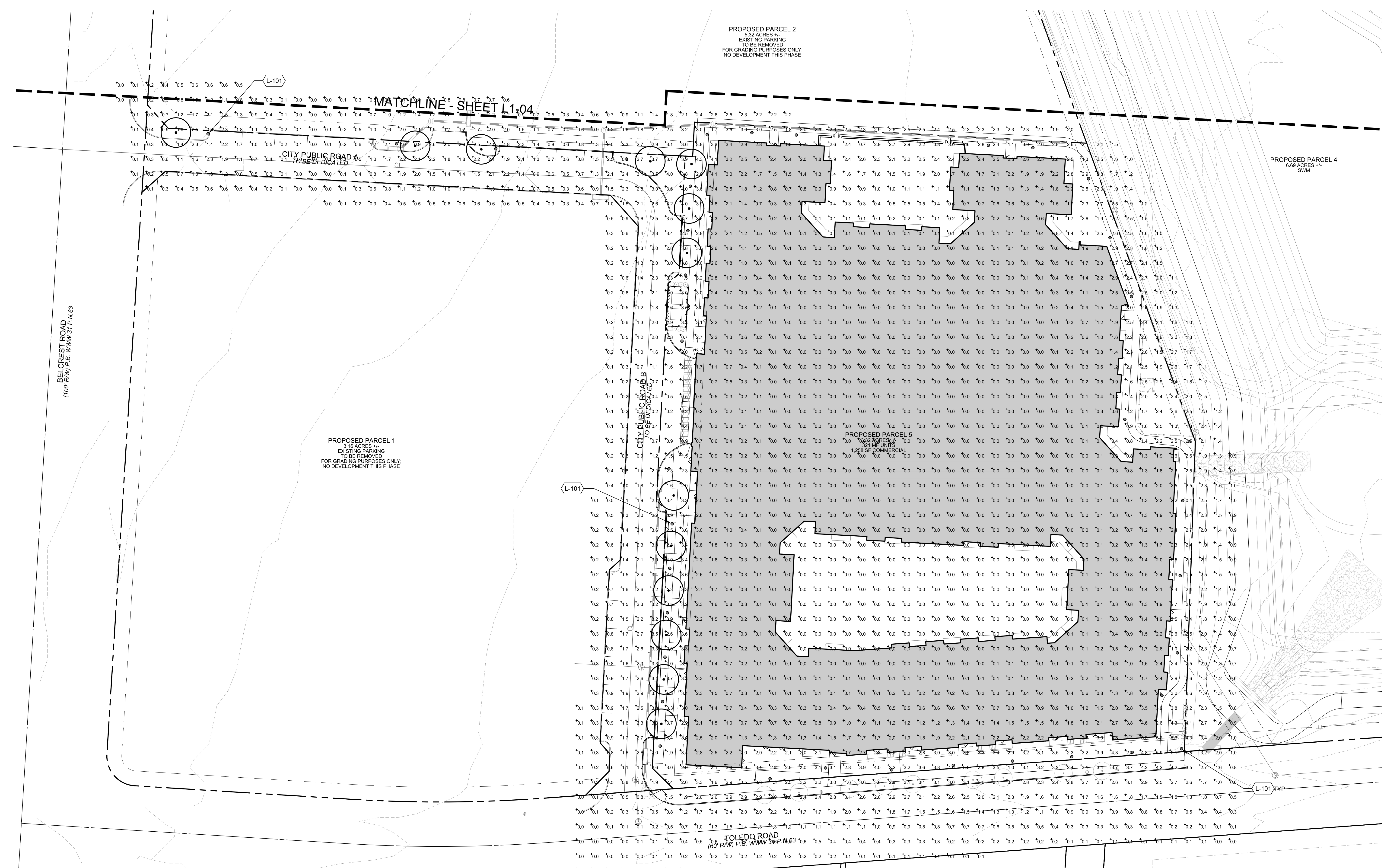
LIGHTING SCHEDULE

SYMBOL	TAG	DESCRIPTION
(L-101)	L-101	LIGHT FIXTURE

LIGHT FIXTURE



PHILLIPS HADCO
HAGERSTOWN LED POST TOP (TX03)
ACORN STYLE
AS APPROVED BY PEPCO



NOT FOR CONSTRUCTION

TOLEDO ROAD
PROJECT NUMBER:
DSP-19050
DEWEY L C
6525 BELCREST ROAD #300
HYATTSVILLE, MD 20782

LEGEND

- BOUNDARY LINE
- PARCEL LINE
- EASEMENT LINE
- EXISTING CONTOUR
- ## PROPOSED CONTOUR
- FP EXISTING FLOODPLAIN
- EB EXISTING ENVIRONMENTAL BUFFER
- ⊕ EXISTING POWER POLE
- ⊙ EXISTING LIGHT POLE
- ⊠ PROPOSED TRANSFORMER

NOTES:
1. SEE CIVIL PLANS FOR LOCATION OF EXISTING AND PROPOSED UTILITIES.
2. PRIVATE COURTYARDS DESIGN/PROGRAM ARE CONCEPTUAL AND ARE SHOWN FOR REFERENCE ONLY.

PROJECT: 2019059

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE
2	DSP SUBMISSION	10.11.2019
3	DSP SUBMISSION	02.21.2020

DESIGNED BY: JG, KG, AN
DRAWN BY: KG, AN
CHECKED BY: JG, KG

VERT: N/A
HORZ: 1"=30'
0 15 30 60

LIGHTING & PHOTOMETRICS PLAN

SHEET NUMBER: **L1-07**



1 STREET FRONTAGE / FACADE WITHIN BUILD-TO-LINE
L1-08 1"= 30'



2 ENLARGEMENT - STREET FRONTAGE / FACADE WITHIN BUILD-TO-LINE
L1-08 1"= 10'

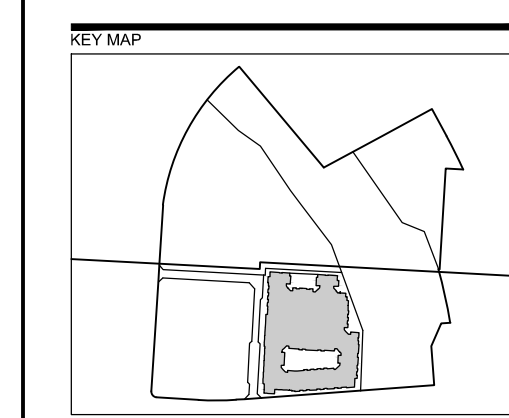
DSP COMMENT:
Explain why the building cannot be placed within the range of BTL.

ARCH. RESPONSE:
The building facade along the Downtown Core A street & B street fronting on the build-to line are within the min and max allowances per the Downtown Core Frontage/Built-To Zone Standards: Existing Public Streets, except for the retail area along the Downtown Core A street. The retail location along the Downtown Core A portion of the site was pulled away from the Build-To line to help emphasize the public space / retail. This portion of the building is located visually with the intersection of Toledo Road and America Blvd, stepping this facade back creates a focal point, and ties into the retail elements along America Blvd, as well, the stepped back public space along Toledo Road encourages a livelier streetscape. Additionally, along Toledo Road stoops have been provided for unit entry points to enhance the pedestrian atmosphere along the street; these projections occur from the building facade against the max BTL to a public utility easement running along Toledo road 4' from the max BTL.

DOWNTOWN CORE FRONTAGE/BUILD-TO ZONE STANDARDS COMPLIANCE

MIN. % OF STREET FRONT/FACADE WITHIN 10' BUILD-TO LINE			
STREET FRONT	TOTAL LENGTH OF BLDG.	TOTAL DIMENSION WITHIN BUILD-TO LINE	% OF BLDG. WITHIN BUILD-TO LINE
TOLEDO ROAD =	317.5'	26.5' + 208.3' = 234.8'	73.9%
NEW STREET =	421.9'	47.4' + 30.0' + 144.5' + 119.4' = 341.3'	80.8%

LEGEND



SCALE

NOT FOR CONSTRUCTION

PROJECT
TOLEDO ROAD
PROJECT NUMBER:
DSP-19050
DEWEY L C
6525 BELCREST ROAD #300
HYATTSVILLE, MD 20782

DESIGN PROJECT
2019059

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE
2	DSP SUBMISSION	10.11.2019
3	DSP SUBMISSION	02.21.2020

DESIGNED BY: JG, KG, AN
DRAWN BY: KG, AN
CHECKED BY: JG, KG

SCALE
VERT: N/A
HORZ: AS NOTED

SHEET TITLE
BUILD-TO-LINE EXHIBIT

SHEET NUMBER
L1-08

\$25.00

PRINCE GEORGE'S PLAZA

APPROVED Transit District Development Plan
and Transit District Overlay Zoning Map Amendment



The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
www.pgplanning.org

July 2016



Land Use | Vision

A vibrant new integrated and compact mixed-use Regional Transit District for Prince George's County with a variety of housing, employment, retail, and entertainment choices.

Land Use | Goals

- A mix of land uses that complement each other, help to create and support an attractive and vibrant public realm, and are within convenient walking distance of each other and public transit.
- Sufficient capacity to help meet the County's Growth Management Goals of 50 percent of new dwelling units and new jobs within Regional Transit Districts.
- The accommodation of the anticipated amount and mix of development through a significant redevelopment of the Transit District.

Land Use | Character Areas

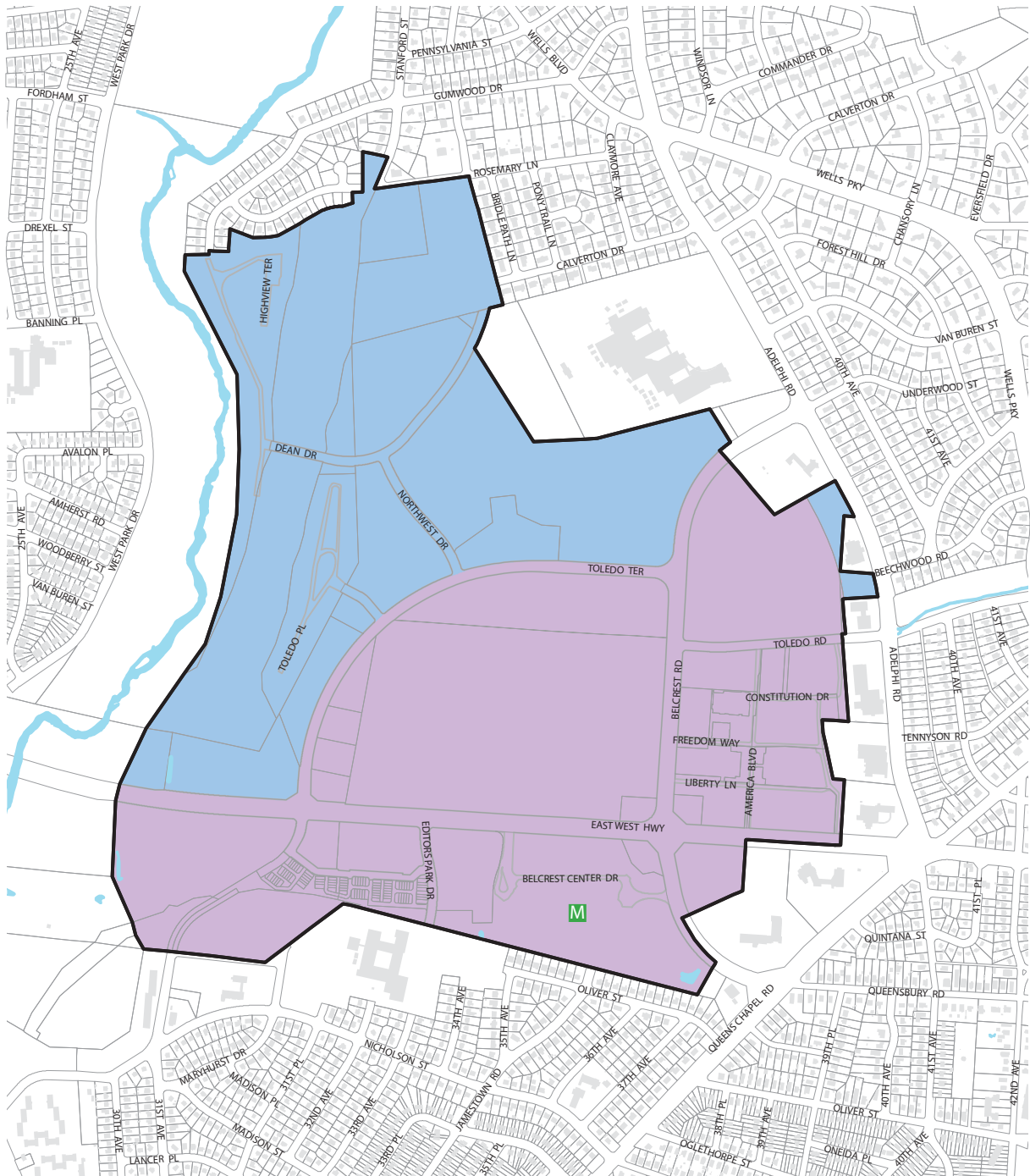
The Transit District envisions two distinct but interconnected neighborhoods that capitalize on the area's transit network, recreational amenities, and retail draw and enhance its environmental setting and historic resources. Each neighborhood contributes to the gradual transformation of what is currently an auto-oriented landscape into a regionally competitive, walkable, transit-oriented center, or, perhaps more simply put, a great urban place.








The **Downtown Core** is the Transit District's central activity hub, with a mix of residential, retail, and office development framing lively walkable streets. A new skyline announces the downtown to visitors while the iconic pedestrian bridge, a link to the past, serves as a canvas for area artists. Green spaces and plazas invite farmers markets, outdoor movie nights, and pickup games. New pedestrian-friendly streets lined with cafés and stores draw commuters between the Prince George's Plaza Metro Station and the Mall at Prince Georges. The parking lot at the Mall is

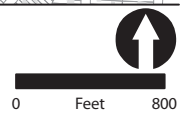
developed with new buildings that help reposition MD 410 (East West Highway) from a local commuter route to a true Main Street. New street life, wayfinding signage, and programming integrate rejuvenated spaces on either side of MD 410 (East West Highway) and Belcrest Road into an exciting, desirable, trend-setting regional destination.

The **Neighborhood Edge** is a residential area that transitions the intensity and vibrancy of the Downtown Core to surrounding established residential neighborhoods. A mix of housing types—including townhouses and single-family detached homes—broadens the Transit District's appeal to current and future residents. Wide tree-lined sidewalks, parks, and public open spaces, including a new greenway, connect residents to schools, public facilities, the Northwest Stream Valley Park, and other amenities.

Map 14. Character Areas



-  Prince George's Plaza Transit District
-  Building
-  Known Water Body
-  Metro Green Line Station
-  Property Line
- Character Area**
-  Downtown Core
-  Neighborhood Edge



Land Use | Areawide Land Use Policies and Strategies

POLICY LU1 Promote a pedestrian-friendly, transit-supportive development pattern in the Transit District.

Strategy LU1.1: Provide consolidated public parking facilities, underground utilities, new sidewalks, street trees, bicycle facilities, landscaping, and public spaces to build the urban fabric and infrastructure needed to support and facilitate new development opportunities.

Strategy LU1.2: Incorporate an integrated and safe pedestrian, bicycle, and transit circulation network into the overall design of the Transit District (see the Transportation and Mobility section).

POLICY LU2 Create sufficient residential capacity to help meet the County's Growth Management Goal of 50 percent of new dwelling units within Regional Transit Districts.

Strategy LU2.1: Preserve the Neighborhood Edge as an exclusively residential area.

Strategy LU2.2: Encourage high-rise and mid-rise apartments, condos, and townhouses, consistent with the Regional Transit District Growth Management Goal.

Strategy LU2.3: Rezone commercially-zoned properties to mixed-use zones, increasing available space for dense residential construction.

POLICY LU3 Facilitate transition to new zoning and subdivision ordinances.

Strategy LU3.1: Engage property owners in the zoning and subdivision rewrite project, educate them on the new ordinances, and work with them to seamlessly transition to the new regulations and procedures.



Community Heritage, Culture, and Design | Areawide Public Realm Policies and Strategies

POLICY HD4 Create an active, interesting, enlivening, and dynamic public realm.

Strategy HD4.1: Create a series of frontage zones, with regulations to support pedestrian circulation, retail and dining activity, street trees and stormwater management features, street furnishings, and infrastructure such as parking meters and street lights.

Strategy HD4.2: Encourage active ground floor uses, such as retail, institutions, cultural and artistic spaces, eating and drinking establishments, and other uses.

Strategy HD4.3: Create a linear Central Plaza between the proposed new western entrance of the Metro station and the main entrance of the Mall at Prince Georges. North of MD 410 (East West Highway), this plaza would be bounded by a one-way pair of Downtown A Streets. South of MD 410 (East West Highway), this plaza would be narrower to accommodate Downtown A Street frontage zones and bus traffic. At the Mall at Prince Georges, this plaza may be bisected by cross streets. Construction of this plaza may be phased as redevelopment north of MD 410 (East West Highway) is anticipated to occur before redevelopment south of MD 410 (East West Highway).

Strategy HD4.4: In addition to the public parks and open spaces identified in Strategy PR1.1, create publically accessible open spaces, through the use of public use easements where necessary, at the following locations:

1. Public facilities constructed within the Transit District.
2. Integrated with any new multifamily buildings in the R-10 or R-18 zones.
3. A significant common or green at a central location on the site of the Mall at Prince Georges.

Strategy HD4.5: Encourage the construction, throughout the Transit District, of tot lots, playgrounds, climbing opportunities and other features geared toward children.

Strategy HD4.6: Consider the strategic location of dog parks and other pet amenities throughout the Transit District.

Strategy HD4.7: Create a greenway (with a shared-use path) between Dean Drive and Adelphi Road, to be located generally south of Northwestern High School and Wells Run. This greenway should include, encompass, or parallel, as appropriate, any stormwater management features or facilities draining into Wells Run.

Strategy HD4.8: Work closely with targeted property owners to relocate interior or inward-facing retail and commercial tenants to new ground-level spaces fronting key streets.

Strategy HD4.9: Modify landscaping standards to permit urban-appropriate landscaping and environmental features and discourage the creation of suburban landscape features in the Downtown Core. (See also Strategies PR1.1, PR1.8, PR3.1, and PR4.3.)

Strategy HD4.10: Wherever feasible, utility structures, equipment, and transmission lines should be placed underground.

General Applicability and Administration | Public Improvements

Within the Transit District, the property owner is required to construct and may be required to maintain, all the streetscape improvements on the proposed development site. These improvements may include but are not limited to, the installation of sidewalks, curbs, and gutters; street trees; street furnishings; and the undergrounding of utilities in accordance with any comprehensive undergrounding program that may be established to implement the recommendations of the TDDP. Required public improvements may also involve the construction of

new streets and trails to meet the connectivity goals of the plan. The extent of the improvements shall be proportionate to the scope of the project.

The property owner may (a) perform construction and maintenance themselves, or (b) enter into an agreement with Prince George's County, a municipality, and/or a third party authorized to construct and maintain said improvements, or some combination of the two options.



Streets and Frontage | Build-to Lines and Zones | *Building Entrances*

Standards

- Primary entrances shall be located at the front façade of the buildings. If a building fronts on both A and B Streets, Pedestrian Street, or Promenade, its primary entry shall be located on the A Street.
- Service entrances shall be at the rear of the building.

Streets and Frontage | Build-to Lines and Zones | *Articulation*

Standards

- Unless otherwise stated in the Transit District Standards, bays, balconies, cornices, and blade signs may only encroach across the build-to line for up to 25 percent of the building frontage.
- For multifamily residential buildings, bays, balconies, cornices, and shading devices shall not encroach across the build-to line beyond 10 feet.
- Porches and stoops may only encroach beyond the BTL within the Residential Frontage Zone for a maximum of nine feet.
- To provide visual interest and to reduce the perceived massing and scale of buildings, building architecture shall incorporate at least three of the following design elements:
 - » Colonnades
 - » Gables
 - » Hip roofs
 - » Towers
 - » Dormers
 - » Archways
 - » Covered entries
 - » Repetitive window openings
 - » Arched and corbelled parapets
 - » Cornices
 - » Transoms
 - » Other design elements deemed appropriate by the Planning Board.

Guidelines

- Architectural treatment is recommended at the expression line to provide a shadow line, pattern, or texture effect. The treatment may be molding, projection, material change, or architectural element that serves to separate the lower story from the upper stories of the building façade at that location.
- Roof lines, parapets, and building heights should be architecturally articulated, diverse in design form, and varied in height with adequately scaled and proportioned architectural cornices and applied treatments that complement the building's design.
- Upper-story wall treatment should be coordinated and complement the design of the lower-story façade.
- Along primary building façades facing streets, façade articulation should average a minimum of 50 feet.
- Blank walls should be avoided because they disrupt the street pattern and make an uninviting pedestrian experience; however, if necessary, blank walls should not be more than 10 to 20 feet wide.
- Building corners should be articulated.

Site Elements | Screening

Standards

- Screening materials shall consist of evergreen trees and shrubs, walls, or fences.
- Loading areas consisting of off-street loading spaces, loading docks, and service or maintenance areas shall be screened so as to not be visible from an A Street or single-family residential dwelling units.
- All mechanical equipment and meters shall be screened to prevent excessive noise and visual impacts on surrounding properties.

Guidelines

- Screening options may include:
 - » Six-foot-high, sight-tight, and/or green fences.
 - » Architecturally decorative or green walls.
 - » Evergreen screens (height, spacing, and variety to be determined at the time of Detailed Site Plan based upon the size and location of the area to be screened).
- All dumpsters; trash pads; trash and recycling collection; or storage areas should be carefully located and oriented on the site to be as inconspicuous as possible.*

*Blank walls should be avoided along pedestrian rights-of-way because they disrupt the street pattern and make an uninviting pedestrian experience; however, if necessary, blank walls should not be more than 10 to 20 feet wide.

Site Elements | Walls, Fences, and Gates

Standards

The following are permitted:

- » Fences and gates, up to a height of 40 inches, to delineate outdoor seating areas within the retail zone for eating and drinking establishments.
- » Walls, fences, and/or gates where expressly permitted by this TDDP for screening purposes.
- » Walls required for the retention of earth, support of a structure, or architectural façade of a structure.
- » Only in the R-20 and R-80 zones, fences enclosing all or a portion of a rear yard and garden walls; such walls shall not occur forward of the rear of a primary building.

The following are prohibited:

- » Chain link fencing, barbed wire, wire mesh, corrugated metal or fiberglass, split fencing, sheet metal, and paneled materials.
- » Except where expressly permitted by this TDDP, all other walls, fences, and gates abutting pedestrian or vehicular rights-of-way in the Neighborhood Edge or located anywhere in the Downtown Core.

Guideline

Fence type should be consistent along a block face.

Downtown Core Standards | Intent

To create a compact, walkable, mixed-use regional destination whose built environment promotes a sense of place and includes multimodal transportation access, lively streetscapes, and active public spaces.

DOWNTOWN CORE GENERAL

Standards

- Accessory buildings are not permitted within the Downtown Core. Accessory, subordinate, and service uses should be housed within the main building or attached parking structure.
- There are no lot coverage or minimum green area requirements for development within the Downtown Core.

Guideline

- On private streets in the Downtown Core, all pedestrian crosswalks should be a minimum of 12 feet wide.
- All public utilities should be placed underground, above-ground in alleys, or otherwise behind structures.

DOWNTOWN CORE BLOCKS

Standard

Primary façades shall face A Streets, Pedestrian Streets, or Promenades.

Guidelines

- Buildings should occupy the perimeter of a block.
- Blocks should range in size from 200 to 400 linear feet on each side.

DOWNTOWN CORE A STREET

Standards

- The following streets existing in the Downtown Core on July 19, 2016, are to be considered A Streets:
 - » MD 410 (East West Highway)
 - » Belcrest Road
 - » Toledo Terrace
 - » America Boulevard
 - » Toledo Road
- Primary entrances to new buildings shall be located on A Streets.
- No service area or loading dock shall be permitted adjacent to any street unless enclosed such that all sides appear as a primary façade similar to the primary façade of the main building, including design, detail, finished material, and landscaping.

DOWNTOWN CORE B STREET

Standard

Streets existing in the Downtown Core on July 19, 2016 not identified as A Streets are to be considered B Streets.

- Delivery services, loading, dumpsters, parking facility (surface and structured) entrances, and above-ground utilities servicing buildings fronting on A Streets or Pedestrian Streets shall be located on B Streets or Alleys.

Guideline

Secondary building entrances may be located on these streets.

DOWNTOWN CORE PEDESTRIAN STREETS AND PROMENADE

Standards

- Access to a Promenade shall be limited to bicycles and pedestrians. Vehicular access is prohibited on promenades, except emergency and service vehicles, and other temporary access as permitted by DPW&T or the City of Hyattsville, as applicable.
- Service and loading entrances are not permitted on Pedestrian Streets or Promenades.

DOWNTOWN CORE FENESTRATION

Standards

- Façades at the ground level facing A Streets, Pedestrian, Promenade, or fronting an open space shall be visually permeable (clear glass windows, doors, etc.); at a minimum, 50 percent of the ground floor façade shall consist of transparent materials (glass).
- Tinted or mirrored glass, or glass blocks are not permitted.

Guideline

- Fenestration should be a minimum of 70 percent of first-floor façades along A Streets. On B Streets where retail is the first floor use, the minimum percentage should be 60 percent of the ground floor façade.

DOWNTOWN CORE MIXED-USE AND NONRESIDENTIAL BUILDINGS

Standards

- All buildings on abutting lots within the Downtown Core shall be attached at the sides, except where separated by a street (as defined by this TDDP), plaza, or public open space.
- The minimum clear height of retail space and of storefront fenestration is 14 feet.
- Retail awnings may encroach across the BTL for a maximum of six feet. Marquees, fixed canopies, and all other permitted overhead entry features may encroach beyond the BTL for more than six feet maximum but may not project beyond the Tree and Furnishing Zone.

Guidelines

- Components of ground floor frontage for commercial or other nonresidential uses should support an active streetscape.
- All buildings located at the intersections should incorporate landmark or/and architectural elements (sculptures, unique building shapes, interesting façade articulations, etc.) to highlight intersections as the entry points to the Transit District.
- All street-defining buildings on corners should orient main entrances toward the corner.
- First floor balconies should be recessed from the main building façade, or three feet higher than ground elevation.
- Overhead features such as awnings and fixed-canopies should maintain a clear height of at least eight feet.
- Retail entries should be spaced along a frontage at 75-foot intervals maximum to encourage active streetscape. Tighter spacing is encouraged.