



PART FOUR: *Development Standards and Guidelines*

General TDDP Standards and Guidelines

The development standards and guidelines for the Capitol Heights TDOZ are organized into four main categories: (1) Building Envelope and Site, (2) Open Space and Streetscape, (3) Parking Facilities and (4) Architectural. Each category is divided into related subcategories that begin with an intent statement, followed by the related standards and guidelines. Corresponding illustrations are provided to demonstrate the intent of the standards.

Two types of standards are contained in this section: regulatory and performance. 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 the Capitol Heights TDOZ. The performance standards support the regulatory standards and establish a consistent design framework for quality site and building construction within the TDOZ.

Modification of the TDOZ standards is permitted through the process described in Section 27-548.08(c)(2) of the Zoning Ordinance:

“The applicant may ask the Planning Board to apply development standards which differ from mandatory requirements in the Transit District Development





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Plan, unless the plan provides otherwise. The Board may amend any mandatory requirements except building height restrictions and parking standards, requirements which may be amended by the District Council under procedures in Part 10A, Division 1. The Board may amend parking provisions concerning the dimensions, layout, or design of parking spaces or parking lots.

“In approving the Transit District Site Plan, the Planning Board shall find that the mandatory requirements, as amended, will benefit the proposed development and the Transit District and will not substantially impair implementation of the Transit District Development Plan, and the Board shall then find that the site plan meets all mandatory requirements which apply.”

There are three types of amendments that require District Council action: (1) changes to the TDOZ boundary, (2) changes to the underlying zones and the list of prohibited uses, and (3) changes to any other specifically designated standard. These amendments may be in the form of a detailed site plan.

The development **standards** are distinguished from their related guidelines by the use of the terms “**shall**,” “**must**,” “**may only**,” and “**may not**” as set forth in Section 27-108.01(19) of the Zoning Ordinance. These terms mark the development standards as mandatory requirements. The development **guidelines** are characterized by the use of the terms “**may**” and “**should**.” The guidelines are discretionary. They are strongly recommended, however, as aids to reinforce the development vision that the standards are intended to help implement. The Capitol Heights TDDP development standards and guidelines apply to the entire TDOZ with the following exceptions:

1. The Building Envelope and Site Standards and Guidelines are arranged by character area.
2. Other standards and guidelines that are specific to building type or location are noted in **bold text**.

Unless stated otherwise, these design standards and guidelines replace the standards and regulations contained in the Landscape Manual and the Zoning Ordinance of Prince George’s County.



1. General Building Envelope and Site Standards and Guidelines

General Intent

To ensure the development of appropriate building forms that reinforce safe and attractive streets and ensure consistent siting of buildings close to the right-of-way, within an attached row or block of mixed-use, multifamily or commercial buildings, to create a comforting sense of enclosure that defines public space and contributes to a pedestrian-friendly environment.

Standards

(1) Building Siting:

Each developer, applicant, and applicant’s heirs, successors and/or assignees shall be responsible for siting buildings according to the Capitol Heights TDDP requirements and shall be obligated to meet these requirements as part of any application for detailed site plan (DSP) and building/grading permits. No building or grading permits shall be issued without a DSP that conforms to all building envelope and site standards in the TDDP.

(2) Alleys:

Alley construction within the rear setback shall be required for commercial and multifamily residential building lots and off-street parking facilities unless an alley already exists or the development site is “landlocked” by surrounding properties that are not part of the proposed redevelopment.

(3) Dedicated Right-Of-Way for Alleys:

Where an alley does not exist and is not constructed at the time of development, the developer shall dedicate the alley right-of-way within the rear setback to the county. Pending construction of the alley, the developer or owner shall maintain the dedicated right-of-way by, at a minimum:

- (a) Sodding and providing routine landscape maintenance to the area.

- (b) Keeping the area clear of debris, litter, stored materials, and vehicles.

(4) Building Entries:

The primary entrance to a building shall be clearly visible from the street and shall front the street. Buildings facing public plazas or squares shall have their primary entrances facing the public space. Buildings on corner lots where streets of different rank intersect shall have their primary entrances on the more heavily traveled street.

(5) Treatment of Building Facades on Arterial Streets:

Building facades facing East Capitol Street Extended shall be the primary entry façade or shall be of comparable quality in terms of architecture, materials and detailing.

(6) Utility Connections and Service Areas:

Utility boxes, meters and service areas such as trash enclosures shall not be visible from the street. If these features must be placed near the public street or other space, they shall be screened from direct public view.

(7) Applicability of Character Areas Boundaries:

Building projects that straddle character areas shall comply with the requirements for building placement, parking and landscape of the most restrictive character area where necessary to provide reasonable compatibility with adjacent development.

(8) Visual Surveillance:

Mixed-use, commercial and multifamily buildings that face streets or other public space shall be designed to allow visual surveillance of the open space by building occupants.

(9) ADA-Compliant Street Intersection Curb Cuts

Street intersections shall have curb cuts for wheelchair/ American with Disabilities Act (ADA) access on all corners. Sidewalk obstructions such as utility poles and streetlights are prohibited at these locations.



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Guidelines

- a. Uses that include nonpedestrian or auto-oriented uses, including garage entries, service bays or similar functions, should orient those functions away from primary street frontage, wherever possible, placing active, populated functions toward the street.
- b. Buildings should be designed with an understanding of their role in achieving the overall planning goals of the TDDP, such as providing edges or enclosure to streets and open space, creating linkages and gateways, reinforcing pedestrian connections, as well as terminating or framing views.
- c. Consideration should be given to adjoining sites allowing buildings to share access, amenities and relationships of form that will create a stronger overall identity for the TDDP area.
- d. Multifamily and nonresidential buildings should face the street and be located along a consistent build-to line to create a continuous street wall. The street wall should clearly define the urban space in front of it. In selected locations within commercial and mixed-use areas, the street wall should sit far enough back from the street curb to permit amenities such as café seating, street furniture, and a variety of street-side activities.





2 Character Areas

(See Map 4: Capitol Heights TDOZ Character Areas)

Intent

To ensure the development of special urban places that enhance the overall visual character and distinctive sense of place that Capitol Heights has retained as an incorporated town.

2.1 Metro Station Core Character Area

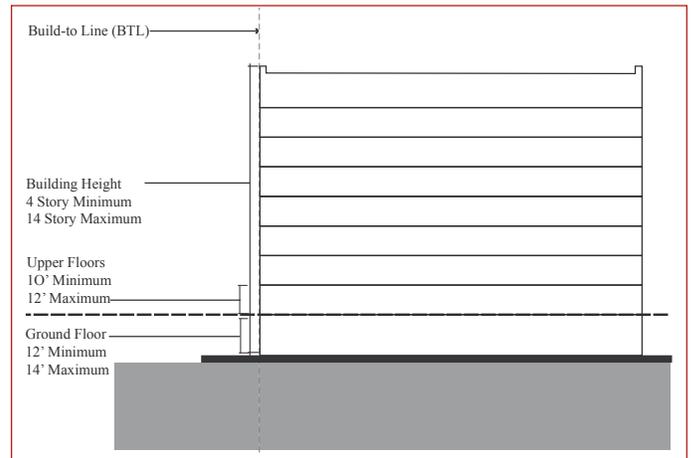
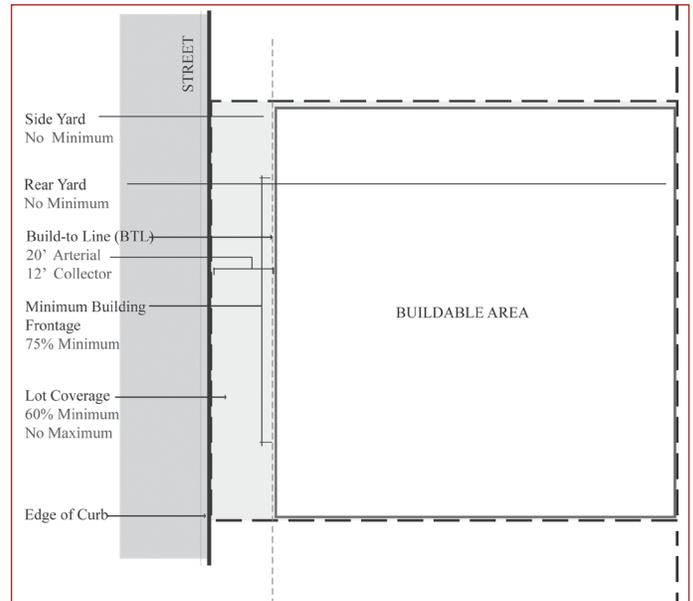
(See Map 5: Metro Station Core Locator)

Intent

To create a compact, high-density, and pedestrian-friendly mixed-use center around the Metro Station entrance.

Standards

- (1) Buildings shall be between 6 and 14 stories in height. Buildings within 500 feet of the Metro station entrance shall be a minimum of 8 stories in height.
- (2) Building heights shall decrease, or step down, to three stories or less when the side or rear of a commercial or multifamily building is adjacent to existing single-family homes. Development that is separated from single-family residential areas by a street or other public space 30 or more feet in width shall be exempt from this requirement.
- (3) Buildings on the arterial, **East Capitol Street Extended (MD 214)** shall sit along the established build-it line measured 20 feet from the edge of the curb. Buildings on other streets in the character area shall sit along the established build-to-line measured 12 feet from the edge of the curb.
- (4) Buildings shall cover no less than 60 percent of their lot and shall occupy at least 75 percent of their street frontage.
- (5) Off-street parking shall be in parking structures.



- (6) No more than one curb cut for parking or service access shall be allowed on any block face.
- (7) Parking facilities shall be screened from the street with either ground-floor “liner” commercial retail/office uses plus upper-floor facades that mirror the architecture of adjacent buildings, or full-height “liner” commercial/residential uses.
- (8) Loading docks and other service areas shall be architecturally integrated into the overall design of their development and screened by solid walls, fences or solid metal doors of adequate height to provide complete



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screening from normal eye level, within applicable zoning allowances, on all sides where access is not needed.

- (9) Mixed-use and nonresidential buildings with public street or civic space frontages shall reserve at least 50 percent of their ground-floor frontage for retail uses.
- (10) Parking facilities and outdoor service areas must be well lit, and their lighting must be designed to minimize glare impacts on adjacent residential uses.
- (11) Switch boxes and utility meters must be located out of view from the public street. All utilities and their connections must be underground.
- (12) Leadership in Energy and Environmental Design (LEED) certification shall be required for all new construction or renovated buildings over 10,000 square feet.
- (13) To mitigate the urban “heat island” effect, the rooftops of all new construction or renovated buildings over 10,000 square feet shall be designed in accordance with the heat island mitigation roof treatment criterion specified under the LEED for New Construction and Major Renovation, Version 2.2 or later. Freestanding parking garages and roofs with installed solar thermal or photovoltaic energy systems shall be exempt from this requirement.
- (14) Public plazas and other civic spaces shall be designed to be safe, sunny and attractive, with:
 - (a) No “dead,” poorly-lit, or hidden areas
 - (b) Maximum feasible southern exposure
 - (c) Use of at least two of the following options as decorative amenities: Vegetation planters, special pavement treatments, public art, or street furnishings.

Guidelines

- a. Off-street parking should be located under or behind the uses that they serve.
- b. Access to off-street parking should be from the side or rear of the lot.
- c. Building facades should form a continuous street wall on block faces.
- d. All loading docks and other service areas should be located to the side or rear of their development and accessed from the side or rear as appropriate.
- e. Buildings should share service areas to the greatest extent possible.
- f. Developers of mixed-use residential and nonresidential projects should include green building features such as green roofs, renewable energy systems, and energy conservation features in their developments to reduce environmental impacts and utility service costs. They should also seek LEED certification as a potential marketing tool for their projects.
- g. Public streets and spaces should be well lit at night; public plazas and civic spaces should have pedestrian-scale streetlights installed for pedestrian safety and to reinforce the Metro station core’s distinct physical character after dark.
- h. Signal-controlled street intersections should be designed for traffic calming in order to make them safer for pedestrians. Consideration should be given to such devices as specially marked crosswalks, signage, median pedestrian refuges (on East Capitol Street Extended), traffic signal phasing, timed pedestrian signals with countdown displays, and curb extensions or bumpouts.





2.2 Metro Station Edge Character Area

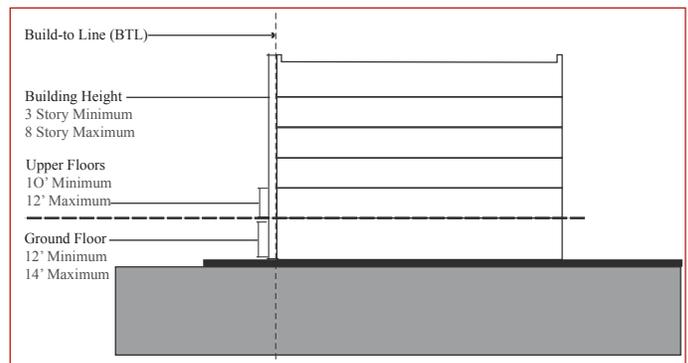
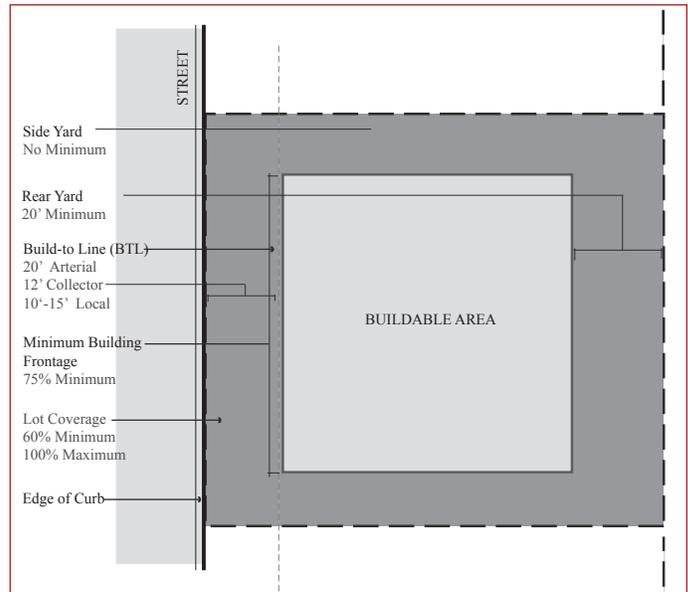
(See Map 6: Metro Station Edge Locator)

Intent

To create a compact, medium-density and pedestrian-friendly buffer or transition zone between the Metro station core character area and lower-density residential and mixed-use areas.

Standards

- (1) Buildings shall be between three and eight stories in height. Buildings along **Maryland Park Drive** (east of East Capitol Street Extended) and **Capitol Heights Boulevard** shall be a maximum of five stories in height.
- (2) Buildings on **East Capitol Street Extended (MD 214)** shall sit along the established build-to line measured 20 feet from the edge of the curb. Buildings on collector streets in the character area shall sit along the established build-to line measured 12 feet from the edge of the curb. Buildings on local streets shall sit between 10 and 15 feet from the edge of the curb.
- (3) Building heights shall decrease, or step down, to three stories or less when the side or rear of a commercial or multifamily building is adjacent to existing single-family residential areas by a street or other public space 30 or more feet in width shall be exempt from this requirement.
- (4) Buildings shall cover no less than 60 percent of their lot and shall occupy at least 75 percent of their street frontage.
- (5) Off-street parking shall be in parking structures.
- (6) Parking facilities shall be screened from the street with either ground-floor “liner” commercial retail/office uses plus upper floor facades that mirror the architecture of adjacent buildings, or full-height “liner” commercial/residential uses.



- (7) Loading docks and other service areas shall be architecturally integrated into the overall design of their development and screened by solid walls, fences or solid metal doors of adequate height to provide complete screening from normal eye level, within applicable zoning allowances, on all sides where access is not needed.
- (8) Mixed-use and nonresidential buildings with public street or civic space frontages shall reserve at least 50 percent of their ground-floor frontage for retail uses.
- (9) Parking facilities and outdoor service areas must be well lit, and their lighting must be designed to minimize glare impacts on adjacent residential uses.



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- (10) To mitigate the urban “heat island” effect, the rooftops of all new construction or renovated buildings over 10,000 square feet shall be designed in accordance with the heat island mitigation roof treatment criterion specified under the LEED for New Construction and Major Renovation, Version 2.2 or later. Freestanding parking garages and roofs with installed solar thermal or photovoltaic energy systems shall be exempt from this requirement.
- (11) Public plazas and other civic spaces shall be designed to be safe, sunny and attractive, with:
- (a) No “dead,” poorly-lit, or hidden areas
 - (b) Maximum feasible southern exposure
 - (c) Use of at least two of the following options as decorative amenities: Vegetation planters, special pavement treatments, public art, or street furnishings
- Guidelines**
- a. Off-street parking should be located under or behind the uses that they serve.
 - b. Access to off-street parking should be from the side or rear of the lot.
 - c. Building facades should form a continuous street wall on block faces along **East Capitol Street Extended** and **Capitol Heights Boulevard**.
 - d. Buildings should share service areas to the greatest extent possible.
 - e. Switch boxes and utility meters should be located out of view from the public street. All utilities and their connections should be underground wherever feasible.
 - f. Outdoor service areas should be well lit at night; lighting should be designed to minimize glare impacts on adjacent residential uses.
 - g. Developers of mixed-use residential and nonresidential projects should include green building features such as green roofs, renewable energy systems, and energy conservation features in their developments to reduce environmental impacts and utility service costs. They should also seek LEED certification as a potential marketing.
 - h. Public streets and spaces should be well lit at night; pedestrian-scale streetlights should be installed along Capitol Heights Boulevard for safety and to emphasize its role as a pedestrian/vehicular linkage between the Metro station core and main street character areas.



- i. Signal-controlled street intersections should be designed for traffic calming in order to make them safer for pedestrians. Consideration should be given to such devices as specially marked crosswalks, signage, median pedestrian refuges (on East Capitol Street Extended), traffic signal phasing, timed pedestrian signals with countdown displays, and curb extensions or bumpouts.

2.3 Main Street Character Area

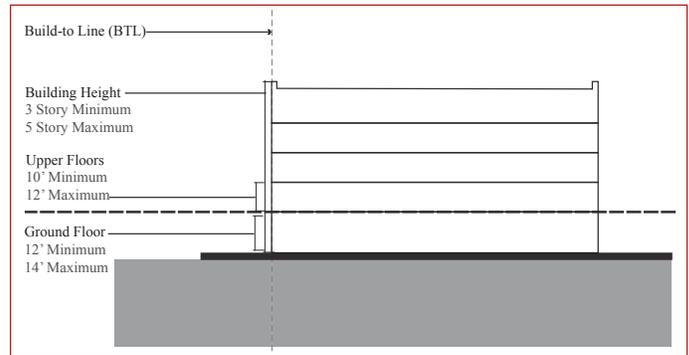
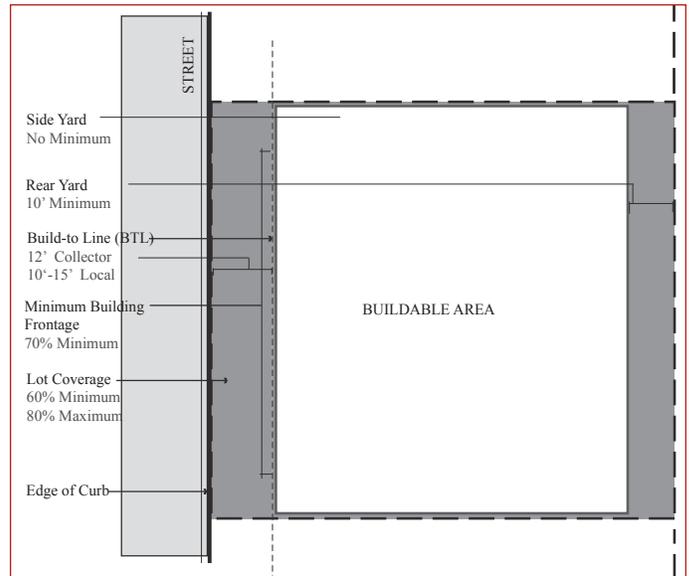
(See Map 7: Main Street Locator)

Intent

To create a revitalized and enhanced moderate density, mixed-use town center along Old Central Avenue.

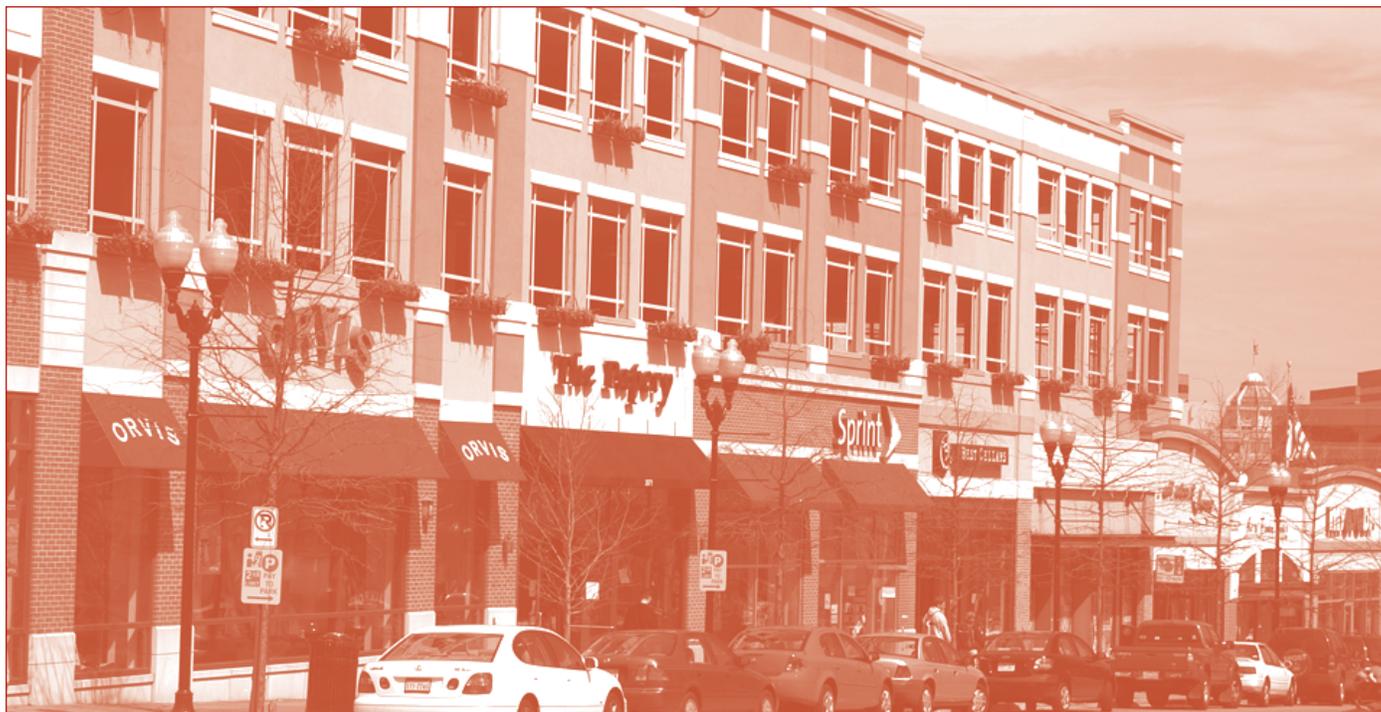
Standards

- (1) Buildings shall be between three and five stories in height.
- (2) Buildings on Old Central Avenue (MD 332) shall sit along the established build-to-line measured 12 feet from the edge of the curb. Buildings on local streets shall sit between 10 and 15 feet from the edge of the curb.
- (3) Buildings shall cover between 60 percent and 80 percent of their lot and shall occupy at least 70 percent of their street frontage.
- (4) Buildings without rear parking shall have rear yards no less than ten feet deep.
- (5) Off-street parking facilities, surface and structures, shall be placed behind their on-site uses.
- (6) Service areas shall be placed behind their on-site uses, screened from public view, and well lit at night.
- (7) Mixed-use and nonresidential buildings with public street or civic space frontages shall reserve at least 50 percent of their ground-floor frontage for retail uses.
- (8) Parking facilities and outdoor service areas must be well lit, and their lighting must be designed to minimize glare impacts on adjacent residential uses.
- (9) To mitigate the urban “heat island” effect, the rooftops of all new construction or renovated buildings over 10,000 square feet shall be designed in accordance with the heat island mitigation roof treatment criterion specified under the LEED for New Construction and Major Renovation, Version 2.2 or later. Freestanding parking garages and roofs with installed solar thermal or photovoltaic energy systems shall be exempt from this requirement.
- (10) Public plazas and other civic spaces shall be designed to be safe, sunny and attractive, with:
 - (a) No “dead,” poorly-lit, or hidden areas
 - (b) Maximum feasible southern exposure





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- (c) Use of at least two of the following options as decorative amenities: Vegetation planters, special pavement treatments, public art, or street furnishings

Guidelines

- a. Off-street parking, surface or in structures, should be accessed from the side or rear.
- b. Building facades should form a definite street wall on block faces along **Old Central Avenue**.
- c. All loading docks and other service areas should be located to the side or rear of their development and accessed from the side or rear as appropriate.
- d. Developers of mixed-use residential and nonresidential projects should be encouraged to include green building features such as green roofs, renewable energy systems, and energy conservation features in their developments to reduce environmental impacts and utility service costs. They should also be encouraged to seek LEED certification as a potential marketing tool for their projects.
- e. Public streets and spaces should be well lit at night; pedestrian-scale streetlights should be installed along **Capitol Heights Boulevard** for safety and to emphasize its role as a pedestrian/vehicular linkage between the Metro station core and main street character areas.
- f. Signal-controlled street intersections should be designed for traffic calming in order to make them safer for pedestrians. Consideration should be given to such devices as specially marked crosswalks, signage, median pedestrian refuges (on **East Capitol Street Extended**), traffic signal phasing, timed pedestrian signals with countdown displays, and curb extensions or bumpouts.



2.4 Medium-Density Residential Edge Character Area

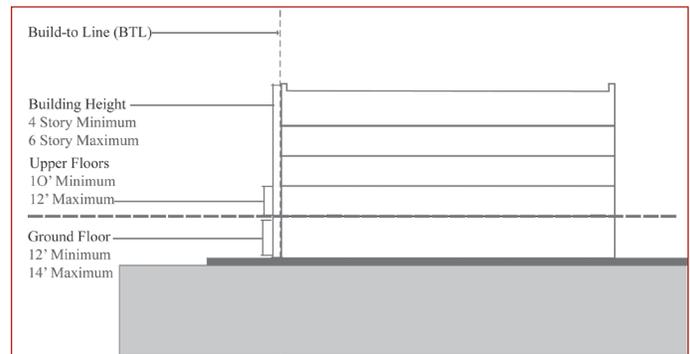
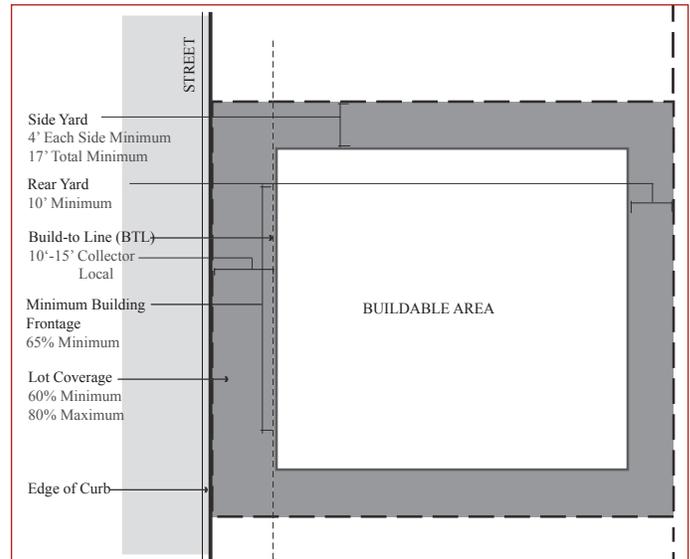
(See Map 8: Medium Density Residential Edge Locator)

Intent

To create attractive, medium-density residential enclaves that provide a variety of housing options and a buffer between single-family detached residential areas and commercial/mixed-use areas.

Standards

- (1) Buildings shall be between four and six stories in height.
- (2) Buildings shall sit between 10 and 15 feet from the edge of the curb.
- (3) Buildings shall cover between 60 percent and 80 percent of their lot and shall occupy at least 65 percent of their street frontage.
- (4) Buildings shall have side yards with a combined minimum width of 17 feet. No side yard shall be less than four feet wide. Buildings without rear parking shall have rear yards no less than ten feet deep.
- (5) Off-street parking facilities, surface and structures, shall be placed behind their on-site uses.
- (6) Service areas shall be placed behind their on-site uses, screened from public view, and well lit at night.
- (7) All loading docks and other service areas must be located to the side or rear of their development and accessed from the side or rear as appropriate.
- (8) Parking facilities and outdoor service areas must be well lit, and their lighting should be designed to minimize glare impacts on adjacent residential uses.
- (9) Mixed-use and nonresidential buildings with public street or civic space frontages shall reserve at least 25 percent of their ground-floor frontage for retail uses.
- (10) To mitigate the urban “heat island” effect, the rooftops of all new construction or renovated buildings over 10,000 square feet shall be designed in accordance with the heat



island mitigation roof treatment criterion specified under the LEED for New Construction and Major Renovation, Version 2.2 or later. Freestanding parking garages and roofs with installed solar thermal or photovoltaic energy systems shall be exempt from this requirement.

- (11) Public plazas and other civic spaces shall be designed to be safe, sunny and attractive, with:
 - (a) No “dead,” poorly-lit, or hidden areas
 - (b) Maximum feasible southern exposure
 - (c) Use of at least two of the following options as decorative amenities: Vegetation planters, special pavement treatments, public art, or street furnishings



Building Envelope and Site



Guidelines

- a. Building facades should form a definite street wall on block faces along **Old Central Avenue**, **East Capitol Street Extended**, and **Southern Avenue**.
- b. New residential development near **Southern Avenue** should be designed to take advantage of the area's steep slopes and potentially scenic views while minimizing stormwater runoff.
- c. Developers of mixed-use residential and nonresidential projects should include green building features such as green roofs, renewable energy systems, and energy conservation features in their developments to reduce environmental impacts and utility service costs. They should also seek LEED certification as a potential marketing tool for their projects.
- d. Public streets and spaces should be well lit at night; pedestrian-scale streetlights should be installed along **Old Central Avenue** for safety and to emphasize its role as Capitol Heights' main street and circulation corridor.
- e. Signal-controlled street intersections should be designed for traffic calming in order to make them safer for pedestrians. Consideration should be given to such devices as specially marked crosswalks, signage, traffic signal phasing, timed pedestrian signals with countdown displays, and curb extensions or bumpouts.



2.5 Urban Neighborhood—Single-Family Detached Character Area

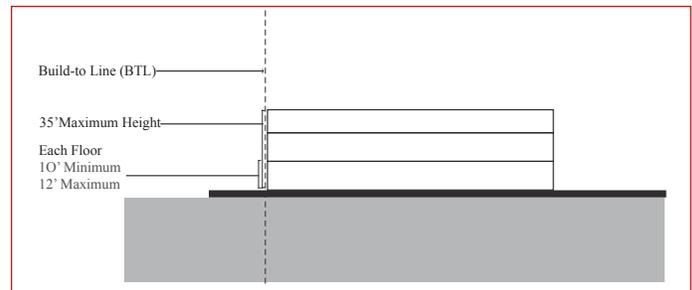
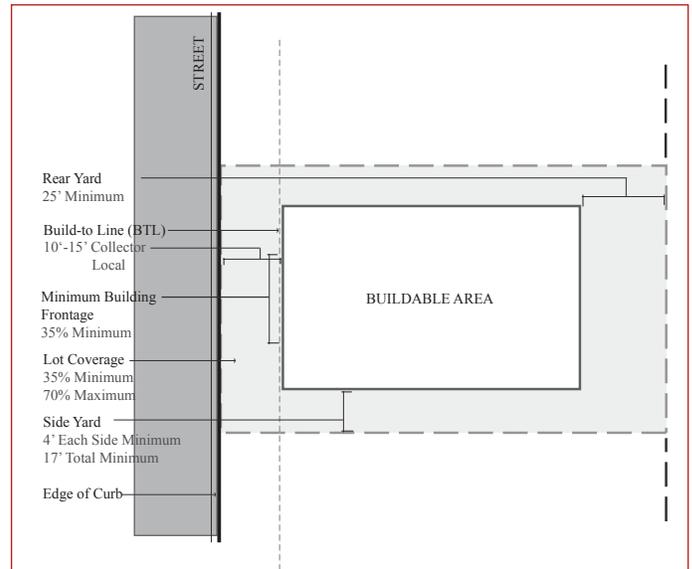
(See Map 9: Urban Neighborhood—Single-Family Detached Locator)

Intent

To create attractive, moderate-density, pedestrian-friendly, urban single-family neighborhoods with convenient access to local services and public transit.

Standards

- (1) Buildings shall be between two and 2½ stories in height. No building shall exceed 35 feet in height.
- (2) Buildings shall sit between 10 and 15 feet from the edge of the curb.
- (3) Buildings shall cover between 35 percent and 70 percent of their lot and shall occupy at least 35 percent of their street frontage.
- (4) Buildings shall have side yards with a combined minimum width of 17 feet. No side yard shall be less than four feet wide. Buildings shall have rear yards no less than 25 feet deep.
- (5) Parking access shall be from the rear where an alley is present; otherwise, parking access shall be from the street.
- (6) Parking garages, carports and pads shall sit no closer to the street than the front façade of the residence that they serve. They shall be designed to accommodate no more than 2 four-wheeled vehicles parked side by side.
- (7) Sidewalks shall be continuous and a minimum width of six feet. Sidewalk features such as utility poles and streetlights shall be placed so as not to impede pedestrian travel in either direction.



Guidelines

- a. Public streets should be well lit at night.
- b. Sidewalks should be continuous and of a width sufficient to allow comfortable pedestrian travel in both directions. Sidewalk obstructions such as utility poles and streetlights should be minimized.
- c. Development sites should be graded and landscaped to minimize stormwater runoff and conserve mature trees on-site wherever practical.
- d. Signal-controlled street intersections should be designed for traffic calming in order to make them safer for pedestrians. Consideration should be given to such devices as specially marked crosswalks, signage, traffic signal phasing, timed pedestrian signals with countdown displays, and curb extensions or bumpouts.



Building Envelope and Site



- e. Public parks should be cleaned up and/or enhanced for public safety and to encourage greater use by nearby residents during the day.



2.6 Suburban Neighborhood—Single-Family Detached Character Area

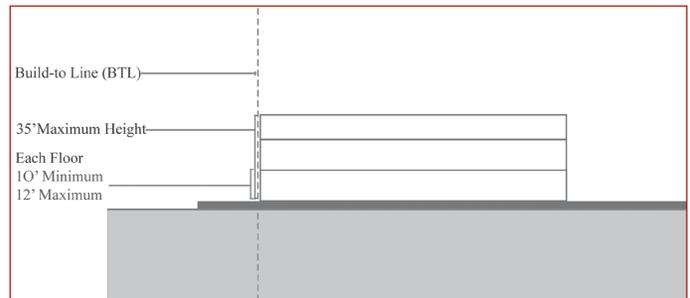
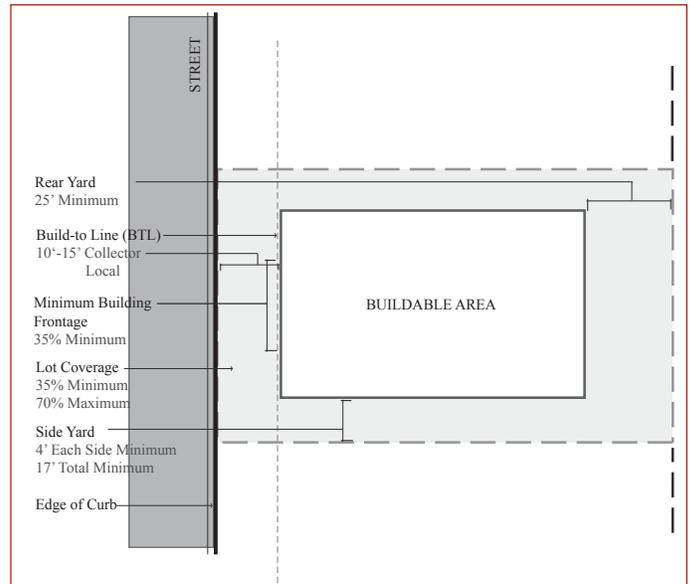
(See Map 10: Suburban Neighborhood—Single-Family Detached Character Area Map)

Intent

To create an attractive, low-density, single-family neighborhood whose design takes advantage of nearby environmental features, including the area’s rolling topography and the Watts Branch stream valley

Standards

- (1) Buildings shall be between one and 2½ stories in height. No building shall exceed 35 feet in height.
- (2) Buildings shall sit between 25 and 28 feet from the edge of the curb.
- (3) Buildings shall cover no more than 25 percent of their lot and shall occupy at least 30 percent of their street frontage.
- (4) Buildings shall have side yards with a combined minimum width of 17 feet. No side yard shall be less than eight feet wide. Buildings shall have rear yards no less than 25 feet deep.
- (5) Parking access shall be from the rear where an alley is present; otherwise, parking access shall be from the street.
- (6) Parking garages, carports and pads shall sit no closer to the street than the front façade of the residence that they serve. They shall be designed to accommodate no more than 2 four-wheeled vehicles parked side by side.
- (7) Sidewalks shall be continuous and a minimum width of six feet. Sidewalk features such as utility poles and streetlights shall be placed so as not to impede pedestrian travel in either direction.



Guidelines

- a. New residences should be designed to fit in with and enhance the adjacent natural environment, particularly the Watts Branch stream valley.
- b. Public streets should be well lit at night.
- c. Street intersections should have curb cuts for wheelchair/ADA access on all corners. Sidewalk obstructions such as utility poles and streetlights should be avoided at these locations.
- d. Environmentally sensitive stormwater management features such as continuous street tree boxes, bioswales, and porous pavements should be considered for inclusion in new or upgraded residential streets within the suburban neighborhood character area to help minimize stormwater runoff and avoid the street drainage issues that have affected residential areas elsewhere in Capitol Heights.



Building Envelope and Site



e. New homes should be designed to encourage “eyes on the street” to help deter crime while still providing sufficient privacy for residents.

f. Development sites should be graded and landscaped to minimize stormwater runoff and conserve mature trees on-site wherever practical.

g. Public parks should be cleaned up and/or enhanced for public safety and to encourage greater use by nearby residents during the day.



3 ♦ General Open Space Standards and Guidelines

3.1 General Standards

General Intent

To promote the creation of open space amenities that fit in with and enhance the overall visual and physical character of the built environment (buildings and streets).

Standards

- (1) *Landscape Plan Submission:* Landscape plans, which address all land areas of a lot which are not covered by buildings, streets or paved areas, shall be prepared and submitted with the detailed site plan (DSP). Such plans will define landscape construction, seeding and planting materials, and irrigation methods.
- (2) *Plant List:* A plant list shall be included on the landscape plan and shall specify the plant species (botanical and common name), size/caliper, spacing, quantity, construction details (for trees, shrubs, evergreens and street trees), and method of irrigation and illumination. These plants should be native or adapted species to the greatest extent possible, in keeping with Native Plants of Prince George’s County (1997-1998).

- (3) *CPTED Standards:* Landscape plants provided as buffers and screening shall not endanger pedestrians by creating blind spots or hiding places. All landscape improvements shall be in accordance with Crime Prevention Through Environmental Design (CPTED) guidelines for public safety. (See Appendix C.)

Guidelines

- a. Landscaping should serve as an amenity, screen or buffer to enhance the appearance of structures or uses such as parking lots or large blank walls, or to increase the attractiveness of common open spaces.
- b. Landscaping should visually frame occupied buildings.
- c. The landscaping character of adjacent lots should be coordinated.
- d. Landscaping should be used to mitigate areas of large, unbroken building mass and screen walls.
- e. Existing healthy trees should be preserved to the greatest extent practicable. Existing damaged, decayed or deceased trees should be removed to protect remaining trees.
- f. Landscape and streetscape amenities, including plantings, lawns, fencing and furniture should be used to create clear borders and define controlled, or defensible, spaces to allow people to distinguish public from private spaces.
- g. The height and placement of landscape and streetscape amenities should not interfere with natural surveillance.





Open Space and Streetscape

3.2 Ground Cover

Intent

To ensure healthy and attractive ground cover that is visually and functionally compatible with other landscaping plant materials used at development sites.

Standards

- (1) *Sod*: All turf grass areas and disturbed areas not proposed for construction shall be sodded at the time of development. Seeding, sprigs or sod plugs shall be prohibited. Sod specifications shall be provided on the landscape plan.
- (2) *Groundcover*: Groundcover specifications including name, species, quantity and spacing shall be provided on the landscape plan. Groundcover shall be planted at a minimum spacing of four inches on center.
- (3) *Mulch*: Mulch shall be shredded hardwood mulch that is brown in color and shall be specified as a minimum four inch depth on landscape plans. Red cedar mulch or rubber mulch shall be prohibited.
- (4) *Unplanted Mulch Beds*: Unplanted mulch beds shall not exceed ten square feet in area; large mulch beds shall be prohibited.
- (5) *Irrigation*: All sod and groundcover areas shall include an automated irrigation system to maintain the health and vigor of the sod and groundcover.

Guidelines

Groundcover may be used in place of turf grass to provide visual variety and support stormwater control features in site landscapes.

3.3 Open Spaces

Intent

To ensure safe, attractive and accessible open spaces that provide recreational opportunities and support for outdoor public events.

To integrate and utilize landscape design to enhance open spaces and ensure that they function effectively as special places, whether public or private.

Standards

- (1) *Open Space Elements*: At the time of preliminary plan of subdivision and detailed site plan (DSP), the Department of Parks and Recreation shall review the DSP for compliance with park and plaza size, location, active and passive recreation amenities, park furniture (benches, trash receptacles, picnic tables, bollards), amenities (examples: artwork, fountains, chess tables), play equipment, artwork, lighting, and irrigation. The DSP shall include all locations, quantities, and details for benches, trash receptacles, lighting fixtures, bollards, picnic tables, recreational/children's play equipment, and artwork.
- (2) *Parks and Plazas CPTED Standards*: Parks and plazas shall be designed in accordance with CPTED standards for landscaping and lighting to provide pedestrian safety and security. A note indicating compliance with this





standard shall be placed in the general notes section of the DSP.

- (3) **Open Space Landscape:** Landscape beds for parks, plazas and other open spaces shall have a minimum soil depth of two feet for groundcovers and three feet for shrubs, and a note indicating compliance with this standard shall be included in the general notes on the DSP.
- (4) **Open Space Shade Trees:** Parks, plazas and other open spaces shall have one shade tree per 1,000 square feet of open space area.
- (5) **Irrigation:** All open space landscaping shall have an automated irrigation system, and a note stating compliance with this standard shall be included in the general notes section on the DSP.
- (6) **Open Spaces—Americans with Disabilities Act (ADA) Accessibility:** All open spaces shall be barrier-free and accessible to persons with disabilities, the elderly, people with strollers, and vendors with pushcarts. Open spaces shall meet ADA requirements for parks and recreation spaces.
- (7) **Open Space Lighting:** Parks, plazas and other open spaces shall be illuminated to a minimum 1.25 foot-candles and a maximum of 2.0 foot-candles in accordance with ADA requirements for parks and recreation spaces.
- (8) **Open Space Seating:** Open spaces shall provide 60 linear feet of seating per acre with a minimum of 30 linear feet regardless of park or plaza size. Outdoor seating associated with cafes shall not count toward this seating requirement. For the benefit of persons with disabilities, a minimum of five percent of the required seating shall have backs.
- (9) **Open Space Trash Receptacles:** Open spaces shall provide one trash receptacle for each bench seating area. Trash receptacle detail, quantity and locations and shall be delineated on the DSP.
- (10) **Open Space Service Areas:** Loading and service areas within parks and plazas shall be screened from public view with appropriate landscaping and opaque walls designed to fit in with the surrounding open space environment.
- (11) **Open Space Emergency Accessibility:** Open spaces shall be free of vehicular traffic and shall provide breakaway or retractable bollards along all adjoining roadways to protect

pedestrians and provide emergency vehicle access. Bollard type(s) and locations shall be delineated on the detailed site plan (DSP) and shall conform to TDDP development standards. A note indicating compliance with this standard shall be placed in the general notes of the DSP.

Guidelines

- a. Open space should be used to enhance the value and amenity of surrounding development.
- b. Open space should bind various projects into cohesive interrelated districts wherever possible.
- c. Open spaces should provide a variety of seating options, including benches, seating steps, planters, seat walls, table seating, picnic tables, and grassy seating areas.
- d. Public works of art should be considered for all public parks and plazas. Drawings and illustrations shall be provided to M-NCPPC staff for review and comment.
- e. Paved surfaces should provide a coordinated, distinctive special paving pattern to provide interest to the public art area.
- f. There should be clear sight lines through the park or plaza and clear views of surrounding areas. Avoid features that block sightlines and major access points.



Open Space and Streetscape

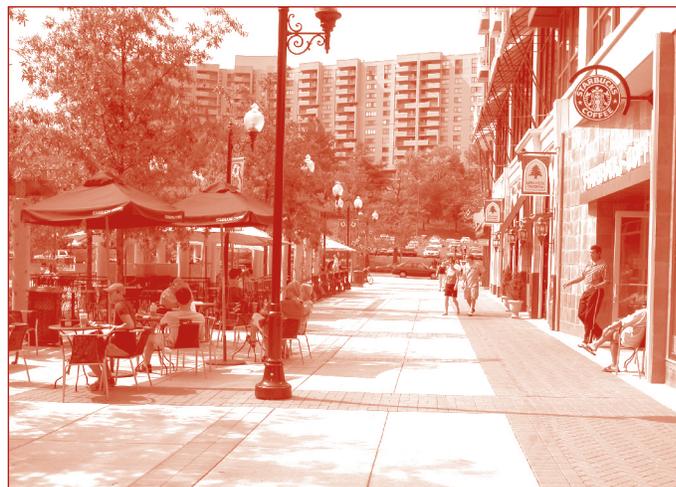
3.4 Plazas

Intent

To create safe and visually attractive plazas that enhance adjacent buildings and help create a sense of place

Standards

- (1) **Plaza Height:** The height/level of the plaza shall not be more than three feet above or three feet below the curb level of the nearest adjoining street in order to promote pedestrian visibility and security.
- (2) **Plaza Size:** Plaza spaces shall be no less than 40 feet across nor more than 300 feet across (Source: Watson, Platus, and Shibley. Time Saver Standards for Urban Design. McGraw Hill: 2003)
- (3) **Parking Structures Near Plazas:** Parking structures that abut plazas shall not be allowed unless the parking structure contains ground floor retail or has landscape screening facing, and integrated with, the design of the plaza.
- (4) **Plaza Shade Trees:** Plaza shade trees shall be a minimum size of 3½-inch to four-inch caliper at the time of installation. Trees shall be planted in at least seven cubic feet of soil per tree with a depth of soil 3 to 4 feet. Trees shall be planted either with gratings flush to grade or in a planting bed with a continuous area of at least 75 square feet exclusive of bounding wall.
- (5) **Plaza Electrical Outlets:** The plaza shall be equipped with 115- and 220-volt outlets appropriate for use in terraced or paved areas that are designed to accommodate outdoor artistic performances. All electrical outlets shall be three-prong grounded with weatherproof protective covers to meet United Laboratories safety requirements.
- (6) **Plaza Amenities:** Public plazas shall be designed to support a variety of pedestrian activities. Plazas that include transit bus stops or Metrorail station entrances shall incorporate these features into their design to support convenient and safe public transit access.
- (7) **Plazas in Commercial Areas:** Plazas in commercial areas shall front adjacent retail uses. A minimum 75 percent of



the ground-floor building frontage facing a commercial-area plaza shall consist of retail uses.

Guidelines

- a. Plazas should be durable, safe and inviting spaces that can function as outdoor “living rooms” for the tenants of, and visitors to, nearby buildings.
- b. Plazas should provide amenities that support a variety of activities and functions. These may include:
 - (1) Entertainment
 - (2) Bus waiting area
 - (3) Pedestrian links between buildings
 - (4) Café seating
 - (5) Seating walls
 - (6) Fountains
 - (7) Passive recreation areas.
- c. A plaza should be designed to fit in with and enhance the architectural appearance of adjacent buildings, using such measures as compatible paving materials and structural features that echo the design of prominent nearby buildings.
- d. A minimum plaza width to building height ratio of 2:1 should be incorporated into the design of any plaza to eliminate claustrophobic and unsafe pedestrian spaces.



Open Space and Streetscape

3.5 General Squares and Greens Guidelines and Standards

Intent

To ensure attractive, safe and healthy public squares and greens that can serve as places of rest and relaxation as well as support outdoor public events.

Standards

- (1) *Submission of Landscaping Plan Documents:* Landscape plan documents shall be required for all proposed public squares and civic greens. Drawings and illustrations shall be provided to M-NCPPC staff for review and comment per the submission requirements of the Capitol Heights TDDP.
- (2) *Irrigation and Maintenance of Landscaping:* Landscape materials provided in a square or civic green shall be irrigated with an automated irrigation system. Landscaping areas shall receive regular maintenance to remove dead and diseased plants, prune healthy plants, and treat planted areas for pests and disease.
- (3) *Selection of Landscaping Plant Materials:* A variety of evergreen, ornamental and flowering landscape material shall be provided for visual variety and attractiveness in accordance with the Landscape Manual. All plant material shall conform to CPTED standards.
- (4) *Approval of Public Works of Art:* Drawings and illustrations of proposed public works of art shall be submitted to M-NCPPC staff for review and comment. Prior approval by DPW&T, municipal public works agency, or WMATA (where applicable) for the installation of public works of art shall be required.

Guidelines

- a. Public works of art should be considered an integral part of the design for all public plazas.
- b. Paved surfaces should provide a coordinated, distinctive special paving pattern to provide interest to the public art area.

3.6 Squares

Intent

To create visually interesting and attractive squares that serve, along with the buildings and streets that border them, to create a distinct sense of place.

To create easily accessible public spaces large enough to host neighborhood or community outdoor public events.

Standards

- (1) *Minimum Design and Performance Requirements for Squares:* Surface treatment and materials (within the area back-of-curb to back-of-curb excluding any civic building, public art or monument footprint) shall provide a minimum of 30 percent permeable surface area (turf, groundcover, soil or mulch). The remaining area shall be paved surface.
- (2) *Parking Structures near Squares:* Parking structures that abut squares shall not be allowed unless the parking structure contains ground floor retail or has landscape screening facing, and visually integrated with, the square.
- (3) *Lighting of Public Square Areas:* Lighting of public art, paved areas and landscaping shall conform to CPTED standards. Lighting details and specifications shall be provided on the landscape plan. Lighting levels shall be specified according to the TDDP requirements.

Guidelines

- a. A square should be surrounded or enclosed by buildings, even if streets separate those buildings from the square. This relationship of buildings to space helps to create a sense of enclosure; i.e., the square becomes an outdoor “living room” for the surrounding uses.
- b. Squares should be located near clustered destination uses, such as civic centers or shopping districts, which can generate constant foot traffic into and through these public spaces.
- c. Squares should be located at major public transit stops to be easily accessible for those who cannot drive or do not have access to an automobile.



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- d. A square should be designed for easy surveillance from any point within it. This reinforces the perceived feeling of public safety in line with CPTED guidelines.

3.7 Greens

Intent

To ensure the creation of attractive civic greens designed to provide a sense of place and encourage passive and active recreation by residents and visitors.

Standards

- (1) *Minimum Design and Performance Requirements for Civic Greens:* Surface treatment and materials (within the area back-of-curb to back-of-curb excluding any civic building, public art or monument footprint) shall provide a minimum 60 percent permeable surface area (turf, groundcover, soil or mulch). The remaining area shall be paved surface.
- (2) *Lighting of Public Greens:* Lighting of public art, paved areas and landscaping shall conform to CPTED standards. Lighting details and specifications shall be provided on the landscape plan. Lighting levels shall be specified according to the TDDP requirements.

Guidelines

- a. Greens should be designed to function like manicured grassy meadows that invite visitors to sit, recline, people-watch, or engage in active sports.
- b. Greens should be located at major public transit stops to be easily accessible for those who cannot drive or do not have access to an automobile.
- c. A green should be designed for easy surveillance from any point within it. This reinforces the perceived feeling of public safety in line with CPTED guidelines.

3.8 Parks

Intent

To ensure the creation of attractive public parks that feature natural environments and/or recreational facilities that support both active and passive recreation.

Standards

- (1) *Minimum Design and Performance Requirements for Parks:* Parks shall preserve natural areas as primary environmental features. Paved surfaces shall be kept to the minimum required to provide access, required parking, service areas, and team sports that require a paved surface; e.g., basketball and tennis. New parks that are to become part of the M-NCPPC green infrastructure system shall be coordinated with the Department of Parks and Recreation during their planning, design and construction phases.
- (2) *Community and Recreational Centers:* The location of these facilities shall be determined by M-NCPPC based on the recommendations of the applicable master plan (Landover or Suitland-District Heights).
- (3) *Lighting of Parks:* Lighting of public art, paved areas and landscaping shall conform to CPTED standards. Lighting details and specifications shall be provided on the landscape plan. Lighting levels shall be specified according to the TDDP requirements. Lighting in public parks shall be designed to minimize glare in natural areas and nearby residential communities.

Guidelines

- a. Large parks should include well-kept grassy areas that invite visitors to sit, recline, people-watch, or engage in active sports. Nature trails, activity centers, and playgrounds should be considered for smaller parks.
- b. Parks should be integrated into the Prince George's County green infrastructure system so that they can help preserve natural habitats and local wildlife.
- c. Parks should be designed for easy surveillance of recreation facilities, playing fields, other open areas, and nature trails. This reinforces the perceived feeling of public safety in line with CPTED guidelines.



4 ♦ Streetscapes

4.1 General Standards

Intent

To create consistent and inviting streetscapes along residential, commercial and mixed-use streets and a distinctive visual character throughout the TDDP area.

Standards

- (1) *Streetscape Elements as Part of Site Plan Submissions:* Streetscape elements of street trees, street furniture, landscaping and planters, decorative paving, sculpture/artwork, and bus shelters shall be provided on the streetscape plan. All streetscape elements shall include information of location, spacing, quantity, construction details, and method of illumination and shall be required for all streets in accordance with the Capitol Heights TDDP conceptual site plan streetscape sections and public realm elements.
- (2) *Advertisements and Signage in Public Spaces:* Advertisements and signage shall be prohibited on all streetscape elements with the exception of bus shelter advertisements approved by the appropriate public transit authority (WMATA or TheBUS). The posting of transit service-related information within the public right-of-way shall be subject to the approval of DPW&T and the appropriate municipality.
- (3) *Permitted Streetscape Elements:* Permitted streetscape elements shall include:
 - (a) Street trees (located in tree grates along urban streets and planting beds along residential streets)
 - (b) Street furniture (benches, trash receptacles, lighting, and bus shelters; prior approval from DPW&T, WMATA, SHA, and/or the applicable municipal public works agency shall be required)
 - (c) Landscaping and planters

(d) Decorative paving

(e) Sculpture/artwork (prior approval from DPW&T, WMATA, SHA, and/or the applicable municipal public works agency shall be required)

(4) *Consistency of Design Elements:* Streetscape elements such as paving, street furniture, and street trees shall be consistent within a development project and shall be consistent along the street wall. Samples of proposed paving materials should be submitted with the detailed site plan for review and approval by M-NCPPC staff, DPW&T, and, where applicable, municipal public works officials.

(5) *Streetlights:* Streetlights shall be installed on both sides of streets along the street tree alignment line and, unless otherwise designated in the TDDP, at no more than 60-foot intervals measured parallel to the street. At the time of development, the developer shall be responsible only for the installation of streetlights on the side of the street that is being developed.

4.2 Trees and Landscaping

Intent

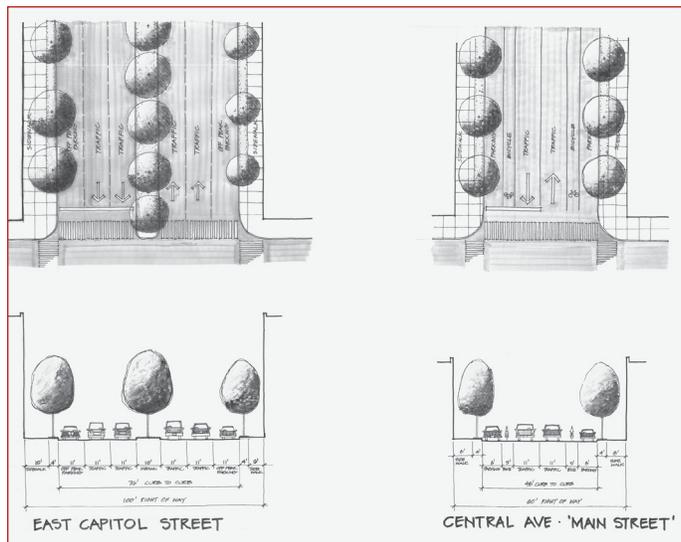
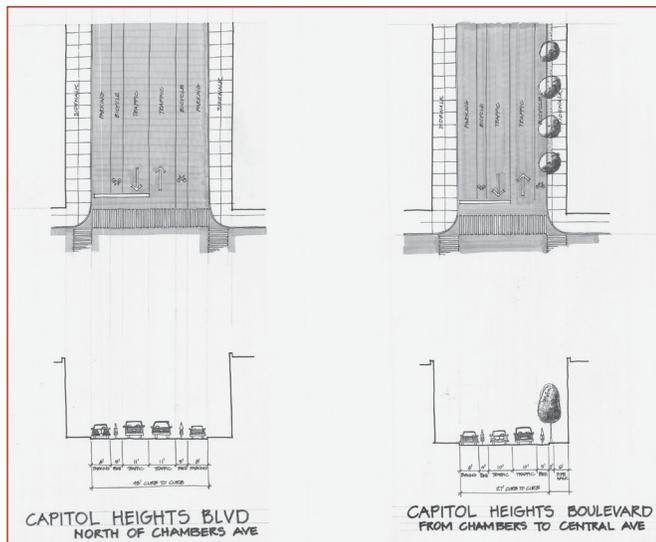
To enhance the visual “green” connection between the built and natural environments within neighborhoods and extend this identity to commercial and mixed-use areas.

Standards

- (1) *Street Trees:* Street trees shall be planted along **Capitol Heights Boulevard, East Capitol Street, Old Central and Southern Avenues** according to the streetscape sections.
- (2) *Street Tree Planting Specifications:* Street trees shall be a minimum 4-inch to 4½-inch caliper in size, located 30 feet on center, planted in tree grates (minimum 4 feet by 6 feet in size), limbed up to 6 feet above finished grade, shall provide a minimum five cubic feet of CU structural soil or continuous tree bed underneath the sidewalk pavement system, and provide a positive drainage system to promote the health and vigor of the root system. Where necessary,



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spacing allowances may be made to accommodate fire hydrants, utility vaults, and other existing infrastructure elements.

Guidelines

- Street trees and other plantings should be selected for attractiveness, drought resistance, and resistance to infestations and disease.
- An automated irrigation system should be provided in the tree beds to promote the health of the trees.
- Street tree species should be large, broad spreading, open-canopy trees at maturity.
- Street tree planting areas should be separated from the curb edge to allow for vehicle overhanging and/or door openings and to help avoid accidental damage to street plantings.





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4.3 Sidewalks

Intent

To ensure a continuous network of sidewalks and crosswalks to provide safe and convenient access between uses and to public transit.

Standards

- (1) *Sidewalks:* All sidewalks designated in the TDDP shall be constructed according to the streetscape requirements listed in this section and shall meet the sidewalk width(s) delineated in the TDDP streetscape sections. Sidewalks not designated in the TDDP shall be at least five feet wide and shall meet county specifications.
- (2) *Permitted Materials:* Brick, precast pavers, concrete, tinted and stamped asphalt, Belgium block, or granite pavers. Samples of proposed paving materials shall be submitted with the detailed site plan for review and approval by M-NCPPC staff.
- (3) *Sidewalk Requirements:* Sidewalks are required for all street frontages along which occupied structures (commercial, residential or mixed-use) occur.

Guidelines

- a. All sidewalks and primary walkways should be constructed using special decorative paving materials, such as brick, concrete, precast pavers, Belgium block, or granite pavers.
- b. Wherever possible, wide sidewalks should be used in higher-density commercial and mixed-use areas to allow for amenities such as café seating, comfortable pedestrian pathways, and street furniture.



- c. Private sidewalks and walkways should be provided to connect street sidewalks to primary commercial and residential building entries, public transportation, public open spaces, and parking areas by the most direct route practicable. On-site pedestrian walks should not substitute for required public sidewalks.
- d. Adjoining developments should minimize auto/pedestrian conflicts and maximize convenient access between buildings.

4.4 Pedestrian and Bicycle Linkages

Intent

To develop walkable neighborhoods with contiguous linkages that support pedestrian and bicycle use, residential sociability, and commercial activity.

Standards

- (1) *American with Disabilities Act (ADA):* All sidewalks shall be constructed to meet ADA federal standards to comply with accessible design.
- (2) *Primacy of Sidewalks Over Vehicular Curb Cuts:* Vehicular entrances shall permit safe and clear pedestrian crossings. Sidewalk material(s) shall continue across driveway entrances at the same grade as the sidewalk on both sides of the curb cut.

Guidelines

- a. Vehicular entry points should be minimized along all streets within the TDOZ and generally limited to situations where side or rear access to a property is not feasible.
- b. Curb cuts and entry points should be designed to visually indicate that pedestrians on the sidewalks have clear priority over turning vehicles. The sidewalk should not “disappear” underneath curb cuts and vehicular entries.
- c. The width of entrance drives should be visually minimized, where appropriate, by the provision of planted median of at least six feet in width separating incoming and outgoing traffic, especially if two or more lanes are provided in each direction.



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4.5 Bikeways

Intent

To provide safe and convenient on- and off-street linkages to residences, businesses and public facilities for pedestrians and bicyclists.

Standards

(1) *Materials:* All bikeways (on- and off-street) and bicycle parking areas shall be coordinated with the Department of Public Works and Transportation (DPW&T) and/or State Highway Administration as appropriate.

(See TDDP circulation plan shown on Map 12 and the streetscape sections.)

(2) *Configurations and Techniques:* Bikeway access along streets shall be located in accordance with the TDDP circulation plan. Bikeway access shall incorporate all of the following design criteria:

(a) On-Street Bikeway Access (Class III)

- i. Vertical clearance for bike access shall be at least six feet.
- ii. Bike lane shall be at least six feet wide.
- iii. Identification consisting of mounted signage, lane stripes, and the international bike symbol shall be painted along the on-street pathway in accordance with county and/or state bikeway requirements.

(b) Off-Street Bikeway Access (Class I)

- i. Vertical clearance for bike path shall be at least ten feet.
- ii. Horizontal clearance for bike path shall be at least six feet.
- iii. The bikeway shall be surfaced with asphalt, concrete, gravel or wood chip material as approved by M-NCPPC, with a compacted subgrade.
- iv. Nonskid boardwalks shall be provided where the bike path must cross wetlands.

- v. A paved trail head area of at least 100 square feet shall be provided at each point where a bikeway intersects a public sidewalk or street curb. A trail map sign shall be mounted at each trail head.

Guidelines

- a. Bikeways should be designed for easy access from nearby uses and public streets.
- b. Bikeways should be designed for safety. Overhead and trailside obstacles should be trimmed back or removed, and off-street bikeways should be designed to allow convenient surveillance from nearby buildings and public spaces.

4.6 Crosswalks, Curb Extensions and Medians

Intent

To create a safe, attractive and continuous pedestrian environment along all streets and at all street intersections within the TDOZ

Standards

(1) *Crosswalk Locations/Dimensions:* Crosswalks shall be provided at all street intersections and shall be located within two feet of the intersecting streets to promote pedestrian visibility. The crosswalk dimensions shall be a minimum 14-foot-wide crosswalk with a 2-foot-wide concrete band on both sides of the crosswalk to promote high visibility, pedestrian safety, and contrast from the roadway pavement. In addition, a two-foot-wide vehicle stop bar shall be provided a minimum ten-foot distance from the crosswalk area and shall be painted with a white reflective paint for high visibility to encourage motorists not to enter the crosswalk area upon stopping at traffic lights.

(2) *Curb Extension for Detailed Site Plan (DSP) Submittal:* Each developer, applicant, and applicant's heirs, successors and/or assignees shall be responsible for providing curb extensions at signal-controlled and other street intersections adjacent to or within the development site as deemed appropriate by the State Highway Administration



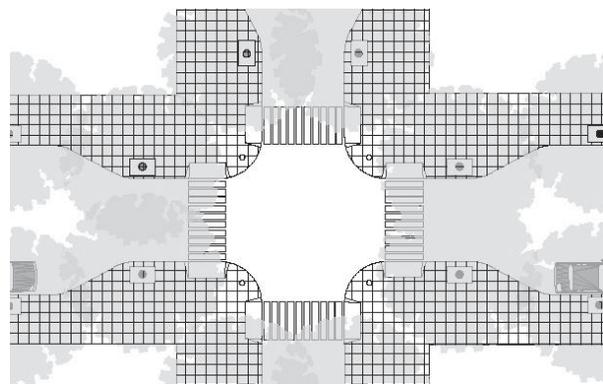
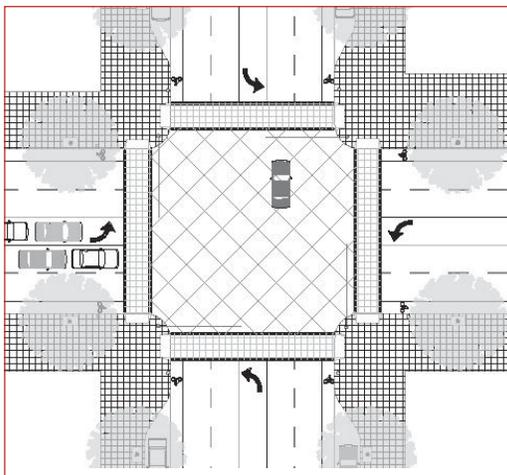
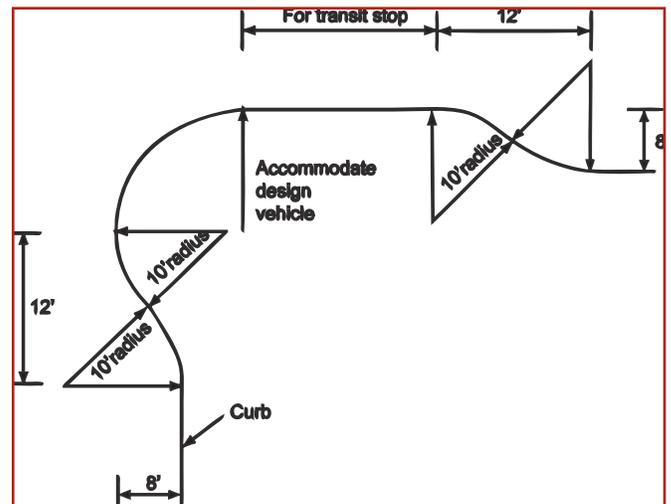
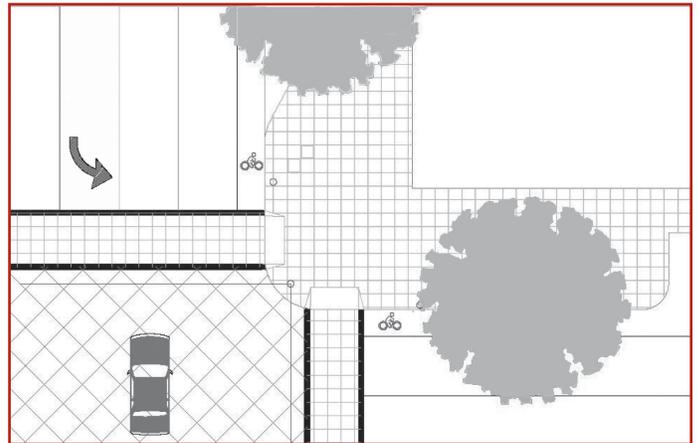
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or DPW&T. Curb extensions shall be included on the streetscape plan and shall be submitted as part of any application for DSP and building/grading permits. No building or grading permits shall be issued without a DSP that conforms to all curb extension standards in the TDDP.

- (3) *Curb Radii:* Curb return radii on all intersections shall be 15 feet.
- (4) *Medians:* A continuous wide median shall be provided along streets as specified on the streetscape sections of the TDDP to offer pedestrians refuge and protection from vehicle turning movements. All medians shall be landscaped with trees, shrubs and groundcover. Large expanses of concrete, lawn area and mulch are prohibited.

(See Streetscape Sections in Building Envelope and Site Standards.)

- (5) *Crosswalks for DSP Submittal:* Each developer, applicant, and applicant's heirs, successors and/or assignees shall be responsible for crosswalk improvements along the entire length of the property frontage where street intersections occur. Crosswalks shall be included on the streetscape plan, shall be submitted as part of any application for Detailed Site Plan (DSP) and building/grading permits, and shall be in accordance with all crosswalk standards and dimensions of the TDDP. No building or grading permits shall be issued without a DSP that conforms to all crosswalk standards in the TDDP.





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- (6) *Crosswalk with Median Refuge for DSP Submittal:* Each developer, applicant, and applicant's heirs, successors and/or assignees shall be responsible for pedestrian crosswalks with median refuge improvements along applicable streets bordering all property frontages as specified in the TDDP. Crosswalks shall be dimensioned as specified in the crosswalk dimensions stated in this section for "Crosswalks, Curb Extensions and Medians."

Guidelines

- a. Street intersections should use curb bumpouts or short-radius curves to slow down right-turning vehicles and minimize the possibility that they will strike pedestrians in the crosswalks. Wide-radius right-turn curbs encourage vehicles to make their turns at speeds that are hazardous to pedestrians and bicyclists.
- b. Where street widths permit it, medians at intersections should be wide enough to provide refuge for pedestrians who are unable to complete their crossing of the street before the pedestrian or traffic signal changes or oncoming traffic arrives.

- (3) *Minimum Buffer Requirements:* The minimum bufferyard requirements (landscape yard) for incompatible uses in the Landscape Manual (Section 4.7) shall be reduced by 50 percent. The plant units required per 100 percent of the property line or right-of-way shall also be reduced by 50 percent. Alternative compliance shall not be required for these reductions.

- (4) *Screening of Residential Areas from Nonresidential Areas:* A six-foot-high, opaque masonry wall or other opaque screening treatment shall be provided in conjunction with the reduced width of the buffer yard between office/retail/commercial uses and residential uses.

- (5) *Exemption of Mixed-Use Development from Bufferyard Requirement:* Bufferyards shall not be required between any uses with a property of mixed-use development in the Metro core, Metro edge, or main street character areas.

- (6) *Public Safety Considerations in Placement of Screening and Landscape Elements:* The placement of walls, fences and plantings shall not create blind spots or hiding places.

Guidelines

- a. The bufferyard requirements within the development district may be reduced to facilitate a compact form of development compatible with the urban character of the TDOZ.
- b. The use of wrought iron fencing should be limited to avoid an institutional or prison-like appearance, which might give a visitor observer the impression that the public space is unsafe.
- c. Walls and fences should be used to define boundaries, provide access control, and also distinguish private and public areas.
- d. Materials selected for buffers should be of high quality and enhance the character of the built environment.

4.7 Buffers and Screening

Intent

To provide an attractive, positive image of the TDOZ built environment by screening unsightly views and providing adequate buffers between incompatible uses

Standards

- (1) *Permitted Screening Materials:* Appropriate materials for a buffer include continuous solid, opaque fences and masonry walls. In all areas, except for the Metro Station Core, evergreen plant material may be used in combination with metal picket-type/rail fencing. Plant materials shall be of an appropriate species, size and quantity to immediately provide an effective, year-round buffer.
- (2) *Prohibited Screening Materials:* Chain-link fencing (of any type), corrugated metal, corrugated fiberglass, sheet metal or wire mesh shall not be used as a screening material. The use of barbed/razor wire is not permitted.



4.8 Lighting of Public Streets and Spaces

Intent

To provide the optimum level of lighting of public spaces for public safety while minimizing adverse environmental impacts such as glare and light pollution

Standards

- (1) *General Street Lighting:* Standard “cobra head” design streetlights shall be installed along all public streets in accordance with county or state design and installation requirements, whichever is appropriate.
- (2) *Pedestrian Streetlights:* All pedestrian streetlights shall be a minimum height of 14 feet and a maximum of 16 feet. Maximum spacing for streetlights shall be 60 feet on center. Pedestrian street lighting shall be provided along sidewalks and in public spaces in locations deemed appropriate by DPW&T and/or SHA.
- (3) *Permitted and Prohibited Streetlight Types:* The following is a list of permitted and prohibited streetlight types.
 - (a) Permitted:
 - High-Pressure Sodium (HPS)
 - (b) Prohibited:
 - i. Incandescent
 - ii. Metal Halide (MH)
 - iii. Mercury Vapor (MV)
 - iv. Halogen
 - v. Fluorescent
 - vi. Floodlights (i.e., no up-lighting for exterior of buildings)

A note referencing compliance with this standard shall be placed in the general notes of the DSP and building permit.
- (4) *Security CPTED Lighting:* Security lighting shall be provided to illuminate landscaping, parks and special features and shall be in accordance with Crime Prevention

Through Environmental Design (CPTED) standards. (See Appendix C.)

- (5) *Minimum Lighting Levels:* Minimum public/private space light levels shall be:
 - (a) 2.0 foot-candles for walkways
 - (b) 0.5 foot-candles for trails
 - (c) 1.25 foot-candles for all other outdoor areas
- (6) *Maximum Lighting Levels:* Maximum public/private space lighting levels shall not exceed:
 - (a) 2.0 foot-candles for walkways
 - (b) 1.25 foot-candles for trails
 - (c) 1.5 foot-candles for all other outdoor areas



5 ♦ General Parking Facilities Standards and Guidelines

General Intent

To provide on-street parking and off-street surface/structured parking facilities that enhance pedestrian/motorist safety; reduce glare and sky glow on the surrounding neighborhoods; provide adequate lighting; shield lamp brightness; and improve motorist/pedestrian visibility within the built environment

Standards

(1) *Ratios for Uses:* Off-street parking shall be provided for all new development within the Capitol Heights Transit District Overlay Zone (TDOZ) in accordance with the standards provided in “Table 3: Maximum Parking Ratios for Land Uses Within the Capitol Heights Transit District Overlay Zone.”

(2) *Accessibility:* All on-street parking and off-street surface/structured parking facilities shall comply with ADA standards and shall be accessible and barrier-free. Off-street parking areas shall not exceed two percent cross slopes in any direction for accessible parking spaces in accordance with ADA standards. On-street parking areas shall not exceed three percent maximum cross slope. Parking areas shall be accessed via ramps from adjoining walkways.

(3) *Pedestrian Access to Off-Street Parking:*

(a) Surface Parking:

- i. Pedestrian walkways through parking areas shall be prohibited.
- ii. Perimeter walkways along the edge of parking areas shall not exceed two percent cross slope and shall be illuminated at exactly 2.0 foot-candles for ADA accessibility compliance.

(b) Parking Structures:

- i. Parking structures shall provide pedestrian access to surrounding main buildings and shall provide safe (exactly 2.0 foot-candle illumination), direct (maximum distance of 100 feet), accessible (maximum 2 percent slopes), barrier-free (no steps) pathways.

(4) *Construction:* Construction of on-street parking and off-street surface/structured parking facilities shall be completed for any approved development before the issuance of use and occupancy permits for the first building.

(5) *Parking Landscaping:* Landscaping shall be provided for surface parking and parking structures as follows:

(a) On-Street Parking:

- i. Landscaping shall be provided adjacent on-street parking areas per the Capitol Heights TDDP streetscape standards.
- ii. Tree pit areas shall be a minimum of five feet wide and five feet deep. Tree grates shall be a minimum of four feet wide and four feet deep. Tree pit areas and tree grates shall place the center of the tree a minimum of 2.5 feet from the face of curb for protection from open car doors.

(b) Off-Street Surface Parking:

- i. Parking perimeters shall screen views of cars from the public realm with both a three-foot high solid masonry wall and evergreen shrub landscaping.
- ii. Evergreen shrubs shall be planted at the rate of three shrubs per every ten linear feet of perimeter parking area.
- iii. Landscaped parking islands shall be provided as a break in parking areas for every 20 cars, dimensioned at a minimum of 10 feet in width and minimum 20 feet in length, planted with a 2½-inch caliper shade tree, and shall provide ground cover or shrubs within the island.
- iv. Landscaped parking islands located adjacent to ADA-accessible parking spaces shall provide a 2½-inch caliper tree and a mulch surface ground for accessible access.



- v. Tree pit beds shall be provided at a minimum of five feet in width and five feet in depth, with the center of the tree planted a minimum of 2.5 feet from the face of curb for protection from open car doors.

(c) Off-Street Parking Structures:

- i. Landscaping shall be provided along parking structure foundation facades that front the public realm.
- ii. Landscaping shall be provided at the rate of one tree (2½-inch caliper) and three shrubs (24-inch height) per 10 linear feet of parking façade.
- iii. Planting beds shall be a minimum five feet in width and a minimum of five feet in depth.

(6) *Parking Lighting*: Lighting shall be provided for surface parking and parking structures as follows:

(a) On-Street Parking and Off-Street Surface Parking:

- i. Full cut-off lighting.
- ii. Pedestrian light fixtures similar or equal to those shown in the Capitol Heights TDDP CSP.
- iii. Streetlights shall be a minimum 14 feet and maximum 16 feet in height for on-street parking areas and shall be a maximum of 20 feet in height for off-street surface parking areas.
- iv. Illumination shall be a minimum 1.25 foot-candles and a maximum 2.0 foot-candles.

(b) Off-Street Parking Structure:

- i. Full cut-off lighting for exterior facades.
- ii. Illumination shall be a minimum 2.0 foot-candles at entrances/exits and a maximum 5.0 foot-candles.



6 ♦ On-Street Parking

Intent

To regulate the design and location of on-street parking to provide convenient access to adjoining uses without compromising pedestrian/motorist safety and the quality of the streetscape environment.

Standards

(1) *Materials:* On-street parking areas shall be coordinated with the Department of Public Works and Transportation (DPW&T) and/or State Highway Administration (SHA) as appropriate. On-street parking shall be permitted during off-peak hours on state and county roadways subject to the prior approval of DPW&T and/or SHA as appropriate.

(2) *Siting:* On-street parking shall be located in accordance with the Capitol Heights TDDP streetscape sections and shall not exceed the maximum parking permitted by the Capitol Heights TDDP development program and parking summary.

See Map 13: Illustrative TDOZ Parking Plan.

(See Open Space and Streetscapes in PART FOUR Sections 3 and 4 for streetscape section specifications.)



7 ♦ Off-Street Parking

Intent

To regulate the location, siting and design of off-street parking to provide convenient access to adjoining uses without compromising pedestrian/motorist safety and the quality of the built environment within the Capitol Heights Transit District Overlay Zone.

Standards

(1) *Materials:* Construction materials for parking garages shall be selected according to the following list of permitted and prohibited materials.

(a) Permitted:

- i. Brick and tile masonry
- ii. Native stone (or synthetic equivalent)
- iii. Precast masonry (for trim and cornice elements only)
- iv. Gypsum Reinforced Fiber Concrete (GFRC—for trim elements only)
- v. Metal (for beams, lintels, trim elements and ornamentation only)

(b) Prohibited:

- i. Stucco/EIFS (cementitious finish)
- ii. Split-faced block
- iii. Concrete (except for parking deck surface)
- iv. Concrete masonry units
- v. Faux wood grain
- vi. Wood lap siding (horizontal configuration), smooth or rough-sawn finish
- vii. Hardie-Plank equivalent or better siding

(2) *Siting and Access:* Off-street parking facilities (surface lots and parking structures) shall be located in accordance with

Map 13. Surface parking areas shall be placed under or behind their on-site uses, depending on the character area in which they are located. (See “General Building Envelope and Site Standards and Guidelines.”) No more than one curb cut and parking facility entrance will be permitted along any single commercial or mixed-use block face.

(3) *Uses Within Parking Structures Along Street Frontages:* Retail uses shall be provided on the ground floor of any parking structure with street frontage within commercial or mixed-use blocks as identified in the Capitol Heights TDDP. Retail spaces on the ground floor shall have display windows, canopies/awnings, and recessed entrance doors to screen the parking structure’s ground floor from public view. Parking structures on corner lots shall provide ground-floor retail uses within the parking structure along both the front and side streets.



(4) *Façade Treatments for Parking Structures:* Parking structure facades that are visible from the street or other public place shall consist of high quality material such as brick, brick with concrete banding, brick with glass block banding, or other material as specified in the permitted materials list above. The appearance of the facades that are visible from any public street or space shall mimic the architecture of the adjacent buildings. Parking structures on corner lots shall provide street-frontage quality architectural facades along both the front and side streets.



Parking Facilities

- (5) *Parking Structure Fenestration*: Parking structure openings shall provide a minimum of 75 percent transparency to provide visibility for pedestrian safety. Ground-floor building façade fenestration shall be 75 percent of each building façade along its street frontage.
- (6) *Parking Structure Height*: Structured parking shall be between two and five stories in height, depending on the character area in which the facility is located (see “General Building Envelope and Sites”). Parking garages shall not exceed the height of the surrounding buildings.
- (7) *Siting of Parking Structures With Street Frontage*: All parking structures with street frontage shall be located at the build-to-lines which shall be sited at the sidewalk edge to create a continuous street wall with liner retail uses (see standard 2 above). Each developer, applicant, and the applicant’s heirs, successors and/or assigns shall be responsible for parking structure improvements as delineated in the Capitol Heights Transit District Development Plan (TDDP).
- (8) *Parking Structure Entrances and Exits (Single-Family Residential)*: Parking structure entrances and exits within single-family residential areas shall not be more than 80 square feet in area, and there shall not be more than two single-width garage doors or one double-width garage door per unit. All townhouse and live/work unit garages shall be tuck-under.
- (9) *Parking Structure Entrances and Exits (Multifamily/ Nonresidential)*: Parking structure entrances and exits within multifamily residential or nonresidential areas shall not exceed 16 feet clear height and 24 feet clear width and shall not be sited within 100 feet of the block corner. Only one parking access and curb cut shall be permitted along any commercial block face.
- (10) *Parking Structure Stairwells*: Parking structure stairwells shall provide uplighting with a minimum of 2.0 foot-candles and a maximum of 5.0 foot-candles. Glass facades shall be provided for high visibility and openness to enhance pedestrian safety. Steps shall provide open riser construction to increase visibility for pedestrian security.
- (11) *Parking Structure Elevators*: Parking structure elevators shall be lighted to a minimum of 5.0 foot-candles at the entrance to the elevator car door in accordance with ADA Standards. Elevator landings shall be constructed with glass walls to provide an open view to provide pedestrian safety and enhanced visibility.

Guidelines

- a. All parking structure exteriors should be architecturally designed to integrate and be compatible with adjacent building facades.
- b. Parking garages should not visually dominate the block where they are visible from the street or other public space.





8 ♦ Shared Parking

Intent

To ensure the efficient use of structured parking facilities that serve more than one use while maintaining overall restrictions on off-street parking capacity that support the creation of a pedestrian- and transit-friendly built environment within the TDOZ.

Standards

(1) Shared Parking: To facilitate shared parking within the TDOZ, Section 27-570, Multiple Uses, and Section 27-572, Joint Use of a Parking Lot, shall be waived. The maximum parking requirements stated in Table 3 are waived for shared parking areas in structures (there is no maximum number of parking spaces for shared parking garages).

See Table 3: Maximum Parking Ratios for Land Uses.

(2) 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 maximum amount of parking required for each land use, as stated under Table 3 by the appropriate percentage as shown in the shared parking requirements by time period (Table 4). The number of parking spaces required for the development is then determined by adding the results for each column. The column totaling the highest number of parking spaces becomes the maximum off-street parking requirement.

(3) 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 maximum parking requirements may be reduced in accordance with the procedure outlined above for shared parking for single ownership.

Table 3

Maximum Parking Ratios for Land Uses within the Capitol Heights TDOZ

Land Use/Character Area	Within ¼ Mile of Capitol Heights Metro Station	More Than ¼ Mile From Capitol Heights Metro Station
Retail/Commercial	2.00 spaces/1,000 sq. ft.	2.75 spaces/1,000 sq. ft.
Mixed-Use/Ground Floor Retail—Office Above	1.6 spaces/1,000 sq. ft.	2.25 spaces/1,000 sq. ft.
Mixed-Use/Ground Floor Retail—Residential Above	1.6 spaces/1,000 sq. ft. 1.6 spaces/residential unit	2.25 spaces/1,000 sq. ft. 1.6 spaces/residential unit
Mixed-Use/Ground Floor Retail—Office or Residential Above	1.66 spaces/1,000 sq. ft. 1.6 spaces/residential unit	2.25 spaces/1,000 sq. ft. 1.6 spaces/residential unit
Condominium/Apartment Residential	1.5 spaces/residential unit	2.0 spaces/residential unit
Residential Townhomes	2.0 spaces/unit	2.0 spaces/unit
Live/Work Residential	2.0 spaces/unit	2.0 spaces/unit
Greenway: Parks and Open Space	0.50 space/acre 40 spaces/ball field	1.0 space/acre 40 spaces/ball field



Parking Facilities

Table 4

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/Retail	100	10	10	5	5
Restaurant	50	100	100	100	10
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.

(4) *Certification of Shared Parking Arrangement:* Where shared parking is utilized, the applicant shall provide details of the development's proposed uses and required parking along with a letter from the parking lot manager certifying that the lot has the capacity to accommodate all parking needs and that the parking owner has entered into an agreement to share the number of spaces required. See Table 4.



9 ♦ Bikeways and Bicycle Parking

Intent

To ensure the construction of bicycle parking facilities that provide convenient access to adjoining uses without compromising pedestrian/bicyclist safety and the quality of the streetscape environment.

Standards

- (1) *Materials:* All bikeways (on- and off-street) and bicycle parking areas shall be coordinated with DPW&T and/or SHA as appropriate.
- (2) *Bikeway Classification:* Bikeway access along streets shall be located in accordance with the TDDP circulation plan. Bikeway access shall incorporate all of the following design criteria:
 - (a) *On-Street Bikeway Access (Class III)*
 - i. Vertical clearance for bike paths shall be a minimum of ten feet.
 - ii. Horizontal clearance for bike access shall be a minimum of six feet.
 - iii. Bike lanes shall be at least six feet wide.
 - iv. Identification consisting of mounted signage, striped lane, and bike symbol shall be painted along the on-street pathway in accordance with state and/or county specifications.
 - (b) *Off-Street Bikeway Access (Class I)*
 - i. Vertical clearance for bike paths shall be a minimum of ten feet.
 - ii. Horizontal clearance for bike path shall be a minimum of six feet.
 - iii. Surface shall be asphalt, concrete, gravel or wood chip material as approved by M-NCPPC, with a compacted subgrade.
- iv. Nonskid boardwalks shall be provided if wetland construction is necessary for bike path. A minimum of 100 square feet of trailhead area at intersections with sidewalks (a trail map sign shall be provided at each such location).
- (3) *Bicycle Space Required Number:* The minimum number of required bicycle parking spaces shall be one bicycle space for every 20 off-street vehicular parking spaces. Single-family dwelling units shall be exempt from all bicycle parking requirements.
- (4) *Bicycle Space Dimensions:* Bicycle spaces shall be a minimum of six feet long and 2.5 feet wide, and shall provide an overhead minimum clearance of seven feet in covered spaces. A minimum five-foot-wide clear aisle shall be provided between each row of bicycle parking spaces.
- (5) *Bicycle Parking Locations:* Bicycle parking shall be located proportionally at each public entrance within a development.
 - (a) *Parking Structures:* Required bicycle parking within a structure shall be located in main entrances or near elevators.
 - (b) *On-Site:* Bicycle parking not located within a parking structure shall be located on-site within 50 feet of main building entrances. Bicycle parking shall not obstruct walkways.
 - (c) *Right-of-Way:* Bicycle parking may be located in the public right-of-way with the approval of SHA, DPW&T, and the Town of Capitol Heights.





Parking Facilities

(d) Building: Bicycle parking located within a building shall be easily accessible for bicyclists.

(6) *Bike Parking Security*

(a) Bicycle racks: Secure stationary racks shall be provided that are anchored/bolted to the ground for security of bicycle property.

(b) Bicycle locker: Lockable enclosures shall be provided for the storage of bicycles for security of bicycle property.

(7) *Bike Parking Access*: Bicycle parking shall have direct access to the public right-of-way.

Guidelines

- a. Bicycle parking should be located with pedestrian safety, visibility, and security of property as major considerations.
- b. Bicycle parking may be located inside a building where security concerns warrant such a location



10 Building Form and Scale Standards and Guidelines

10.1 Building Organization and Orientation

Intent

To encourage high quality, pedestrian-oriented, enduring building forms that promote a sense of character consistent with the vision for the Capitol Heights TDOZ.

Standards

- (1) *Visual Emphasis on Ground Floor:* Buildings shall emphasize the first story and primary entrances with pedestrian-scaled architectural features and a basic three-part organizational structure for buildings where the ground level, upper story or stories, and roof are clearly identifiable.
- (2) *Orientation of Buildings to Street:* Buildings shall face the street. The facades of nonresidential buildings on corner lots shall “turn the corner” to face both streets.



Guidelines

- a. Nonresidential and multifamily buildings should line the primary street in a continuous line.

10.2 Building Form and Human Scale

Intent

To encourage building forms that respond to the human scale and provide visual interest and orientation in a way that reinforces and gives definition to streets and other public spaces.

Standards

- (1) *Building Design In Support of Streetscape and Open Space Character:* Buildings shall reinforce the civic character of the street and developed open spaces by using one or more of the following techniques:
 - (a) Providing shifts in massing, variations in height, profile and roof form, while maintaining the formal relationship of building placement to the public street frontage.
 - (b) Minimizing long walls of a single height or in a single plane.
 - (c) Varying floor heights to follow natural grade changes if significant variation is present.
- (2) *Building Frontages as Storefronts:* Facades on retail frontages shall be detailed as storefronts. No less than 70 percent of ground floor retail frontage shall be glazed with clear glass.
- (3) *Maximum Awning Overhang Into Public Right-Of-Way:* Awnings may not project more than three feet beyond the build-to-line into the public right-of-way, nor provide less than eight feet of vertical clearance above the sidewalk.



Guidelines

- a. The design of awnings, including the material color, should fit the architectural style and character of the building.
- b. Buildings should be designed to address site and context design issues in a way that visually enhances the surrounding built environment. Effective techniques for doing this include providing edges or enclosure to streets and open space, creating linkages, or terminating views.
- c. Large buildings with several storefronts should have compatible, though not necessarily identical, awnings. Awnings should be the same general style, material and proportion, although they may employ different but complementary colors and patterns.
- d. Building facades that face public streets should incorporate a large amount of transparent glazing at all occupied levels.
- e. New residential development near Southern Avenue should be designed to take advantage of the area's steep slopes and potential scenic views while minimizing stormwater runoff.

10.3. Visual Treatment of Large-Scale Building Forms

Intent

To encourage varied building forms and profiles within large structures or building groups to visually break up the mass.

Standards

- (1) *Treatment of Long Building Facades:* All building facades more than 100 feet in length with public street frontage shall be articulated (visually broken up) through massing, material, color, multiple entrances, windows, landscaping, and detail changes to appear as multiple buildings, while maintaining their orientation to the public street.



- (2) *Treatment of Long and Featureless Building Facades:* All featureless building facades over 80 feet in length with public street or pedestrian access frontage shall be set back behind liner retail space sited at the build-to line along the edge of the public sidewalk.



Guidelines

- a. Buildings should be designed to provide human scale, interest and variety. The following techniques may be used to meet this objective:
 - (1) Variation in the building form through the use of recessed or projecting bays.
 - (2) Expression of architectural or structural modules and detail.
 - (3) Diversity of window size, shape or patterns that may relate to interior functions.
 - (4) Windows recessed behind the primary wall plane.
 - (5) Emphasis of building entries through projecting or recessed forms, detail color or material.
 - (6) Variations of material, material modules, visible joints and details, surface relief, color, and texture to break up large building forms and wall surfaces. Appropriate detailing features include sills, headers, belt courses, reveals, pilasters, window bays, and similar features.

dwelling and outdoor public spaces such as plazas and civic greens.

- (3) *Safety-Conscious Residential Building Design*: Residential buildings shall be designed to facilitate effective visual surveillance of all attached private areas and adjacent public areas.
- (4) All multifamily buildings shall provide a balcony for each dwelling unit above the ground floor to articulate the building façade and to increase natural surveillance of the surrounding area.
- (5) The massing, materials and details of a garage or carport must be visually integrated into the building form of the residence to which it is attached.
- (6) Garage doors shall be visually deemphasized by breaking them up into smaller doors (one-car bays or carriage style doors), incorporating the doors into the architectural character of the primary structure, placing other architectural features such as porches, window bays, and upper floors forward of the garage, deeply recessing front garage entries, or orienting the garage to the side or rear.

10.4 Functional Relationship of Multifamily Residential Buildings to Surrounding Public Spaces

Intent

To ensure that the form and scale of new multifamily and single-family residential architecture reinforces the desired character of streets and open space within the Capitol Heights TDOZ.

Standards

- (1) *Safety-Conscious Residential Building Design*: Residential buildings shall be designed to facilitate effective visual surveillance of all attached private areas and adjacent public areas.
- (2) *Taller Buildings and Solar Access*: Multifamily residential and nonresidential buildings shall be sited to minimize the casting of solar shadows over adjacent single-family

Guidelines

- a. Residential buildings should be designed to provide visual interest, variety and compatibility with the human scale.
- b. Ground-floor residential units that adjoin a public street or open space should have direct street or public space access.
- c. Visibility of public spaces from within residences should promote a sense of personal and community safety. The more active spaces within the residences should be placed next to the public streets and open spaces and be connected visually by closely spaced door and window openings.
- d. New residences should be designed to complement and enhance the adjacent natural environment, especially the Watts Branch stream valley.
- e. Whenever possible, public plazas and civic squares should be located on the south side of nearby tall buildings to maximize wintertime solar exposure and keep these spaces from becoming shadowed, dead and cold during the winter months.



11 ♦ Building Façade Treatments

11.1 General Standards and Guidelines

Intent

To mandate the use of materials and architectural details which are appropriate to a building's use, location and surrounding context, and which are environmentally friendly.

Standards

- (1) *Permitted Building Façade Materials:* Street-facing building facades shall be faced with quality materials such as brick, stone, or masonry.
- (2) *Prohibited Building Façade Materials:* Tilt-up concrete panels, smooth-faced concrete masonry panels, mirrored glass, stucco, wood, EIFS, concrete masonry units, imitation or synthetic stone or brick veneers, and prefabricated metal panels shall not be permitted.
- (3) *Transparency in Expression of Material Properties:* All building materials shall visually express their specific properties. For example, stronger and heavier materials shall be placed beneath weaker, lighter materials.
- (4) *Universal Compliance of Building Facades with TDDP Architectural Standards:* The exterior facades and signage of all mixed-use and nonresidential buildings must comply with the TDDP architectural standards. Trademark franchise outlets shall not be permitted except as ancillary retail uses housed in larger commercial or mixed-use commercial buildings. In addition, their exterior facades and signage must comply with the TDDP architectural standards.
- (5) *Building Frontages as Storefronts:* Facades on retail frontages shall be detailed as storefronts. No less than 70 percent of ground floor retail frontage shall be glazed with clear glass.
- (6) *Parking Structure Designed as Part of a Main Building:* A parking structure designed as part of a main building must

be integrated with that building in architectural design and materials utilized.

- (7) *Integration of Architectural Components into Building Facades:* Architectural components shall not appear to be stuck onto the building façade; instead, they shall appear as integral elements of the building.

Guidelines

- a. The highest level of architectural detail should occur adjacent to areas of pedestrian activity.
- b. Mixed-use residential and nonresidential buildings should include green building features such as green roofs, renewable energy systems, and energy conservation features in their developments to reduce environmental impacts and resource costs. Developers are encouraged to seek LEED certification as a potential marketing tool for their projects.



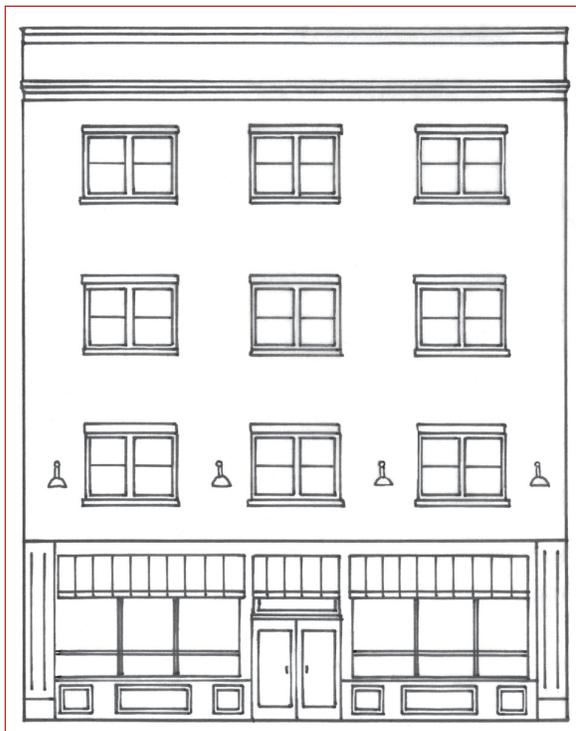
11.2 Building Fenestration (Design of Window and Door Openings)

Intent

To encourage building forms that use windows and doors to provide visual interest and enhance the pedestrian's experience of the adjoining street or open space.

Standards

- (1) *Windows and Doors as Generators of Visual Interest:* Ground floor retail areas shall have windows along all sidewalks to create visual interest for pedestrians.
- (2) *Direct Street Access for Retail Uses:* All individual retail uses shall have visible and direct street access and shall be recessed or framed by a sheltering element such as an overhang, arcade, portico, awning or other element.



Preferred Window Treatment

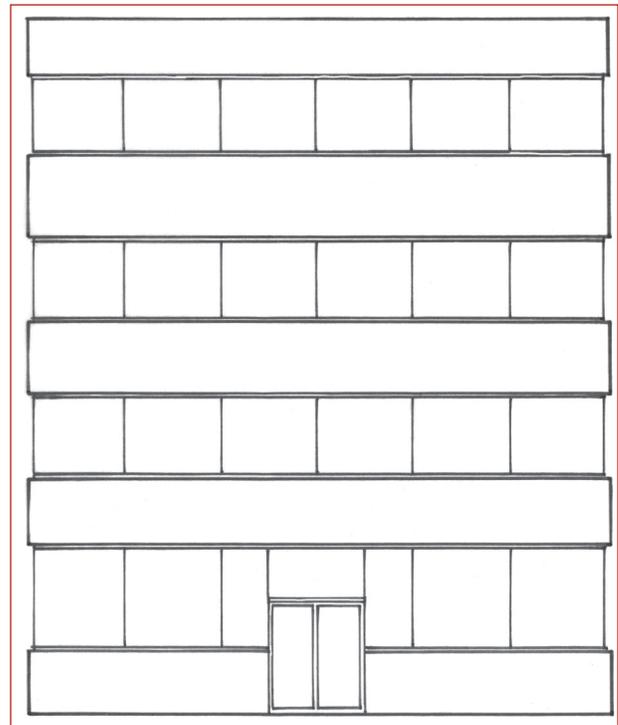
- (3) *Required Style of Window Treatments In Facades:* Building facades shall feature individually “punched” windows instead of horizontal “ribbon” or “band” type windows.

[See Illustrations of Preferred and Unacceptable Window Treatments below.]

- (4) *Prohibition of Featureless Building Walls:* Large, blank building walls shall not face public areas such as streets, parking lots or pedestrian spaces (see “Treatment of Long and Featureless Building Facades,” above).

Guidelines

- a. Glass curtain walls or other continuous floor-to-ceiling windows should be avoided.
- b. The size and type of windows and doors should be appropriate to the scale, proportion and rhythm of a building's appearance for its intended use and location.



Unacceptable Window Treatment



11.3 Signage

Intent

To create a positive image with attractive and well-maintained signs within the Capitol Heights TDOZ that enhances and contributes to the architectural character of the buildings with the development district.

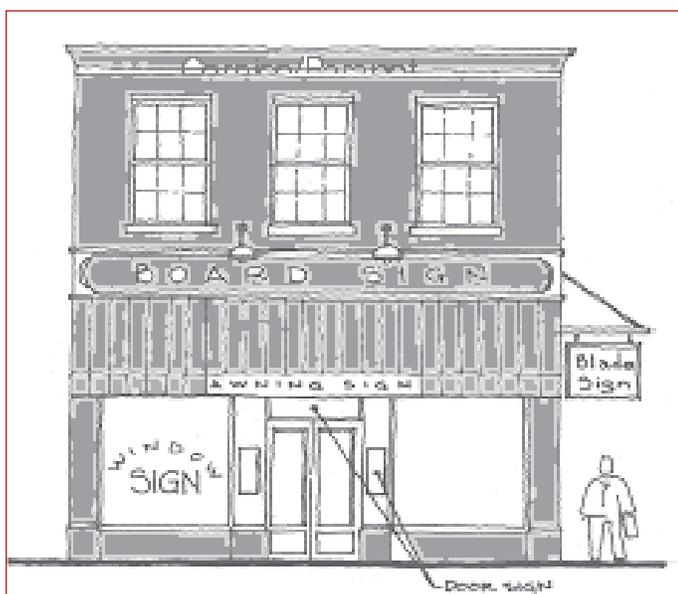
Standards

- (1) *Basic Building Sign Design Requirements:* Building signs shall be constructed of quality materials. Signs shall be simply designed, contain only essential information, and shall serve to identify the name, business type, company logo, and street address of the business establishment.
- (2) *Building Sign Placement:* The placement of the sign shall be integrated into the overall architectural design of the building. The materials, colors, type, style and size of a sign shall be coordinated with the other architectural features of the building.
- (3) *Prohibition of Temporary Building Signs:* Temporary signs attached to the building façade shall not be permitted.

- (4) *Signs for Multitenant Buildings:* Signs for multitenant buildings shall be coordinated in terms of design, placement, size, materials and color.
- (5) *Required Building Sign Clearances:* Building signs shall not project more than two feet into the public right-of-way and shall allow a minimum vertical clearance of ten feet.
- (6) *Size Restriction on Building Signs in Windows:* Window signs shall not occupy more than 25 percent of the window in which they are mounted.
- (7) *Prohibition of Animated Building Signs:* Flashing or blinking signs shall not be permitted.
- (8) *Prohibition of External Carnival-Style Decorative Devices:* Pennants, pinwheels and similar carnival-type devices attached to or strung between buildings and other site features shall not be permitted.
- (9) *Prohibition of Back-Lit Signs:* Signs must be externally lit and designed to illuminate the sign face only. Box signs are prohibited.

Guidelines

- a. Window signs should not obscure the interior view of a business/retail establishment.





12 ♦ Security-Conscious Building Design

12.1 General Security-Conscious Design Standards and Guidelines

Intent

To balance building security with attractive building design to avoid the unattractive “crime scene” look of declining neighborhood commercial districts.

Standards

- (1) *Restrictions on Replacement of Existing Windows:* Existing windows shall not be blocked in or replaced with smaller windows. Replacement windows shall match the existing window in design, materials and size as closely as possible.
- (2) *Prohibition of Exterior Security Features on Windows and Doors:* Exterior security or burglar bars on windows and doors shall not be permitted. Roll-up security doors shall not be permitted.

Guidelines

- a. Alternate means of building security including safety glass, lighting and electronic surveillance should be considered in place of security bars and roll-up doors over ground-floor windows and doors.
- b. Security screens and doors should be attractive and complement the buildings on which they are installed.

12.2 Lighting

Intent

To incorporate lighting as a distinctive and character-defining element that enhances public safety and minimizes light pollution in the Capitol Heights TDOZ.

Standards

- (1) *Building Lighting as a Required Architectural Feature:* Lighting shall be part of the overall architectural design of all buildings within the TDOZ.
- (2) *CPTED Considerations in the Design of Building Lighting:* Lighting shall provide adequate safety and visibility around building entrances and perimeters. Exterior lighting fixtures shall be designed and placed to avoid blind spots, minimize glare, and eliminate shadows.
- (3) *Control of Glare from High-Intensity Building Lighting Fixtures:* High-intensity light fixtures on the exterior of a building shall direct glare away from nearby residential areas.

Guidelines

- a. In residential areas and mixed-used developments that include residential uses, signage should be located and illuminated to avoid glare into nearby residential areas.
- b. All parking structures and surface parking lots should be well lit, especially at entrances, in stairwells, and on vehicle ramps.
- c. Outdoor service areas should be well lit.

