

# Chapter 8





## Chapter 8: Largo Town Center Development District Standards

### Intent

The development district standards contain regulations that impact the design and character of the Largo Town Center. The purpose of these standards is to shape high-quality public spaces with buildings and other physical features to create a strong sense of place for the Largo Town Center area consistent with the land use and urban design recommendations of the preliminary sector plan.

These standards are a supplement to the existing zoning regulations for the Largo Town Center. The standards do not supersede any existing building code or fire code regulations related to life safety issues.

### Definitions

The following definitions shall apply for the purpose of administering the Largo Town Center Development District Standards:

**Existing Use:** A use that was legal as of the date of SMA approval and that conformed to the zoning that was in place prior to the date of SMA approval. The building(s) or structure(s) housing such use shall have received development approval, including all required permits, prior to the date of SMA approval.

**New Development:** Any development on a site where the formerly existing use has been discontinued for more than 180 days regardless of whether or not a structure remains on the site.

**Significant Alteration to an Existing Building:** Any visually significant change to an existing building's appearance (particularly its street frontage) or expansion of its gross floor area (GFA) that exceeds the applicability thresholds set forth in these development standards.

**Pad Site or Outparcel:** A building site that is part of a larger existing shopping center that fronts on a public right-of-way and is leased to financial institutions, fast food outlets, service stations, and similar convenience uses with drive-through service.

**Build-to Line:** A line parallel to the property line where the façade of a building is required to be placed

in order to help create a consistent plane of building façades along a public street or public open space frontage.

### Subareas

The sector plan recommendations for Largo Town Center as well as these development district standards reference the plan's five subareas as identified in the sector plan subareas. (See Map 29 on page 128. For information on the sector plan recommendations, see Chapter 4. Recommendations for Future Development on page 63.) Dividing the main plan area are two existing arterial streets, Arena Drive running east-west and Lottsford Road running north-south, that establish four separate quadrants or subareas. Additionally, a fifth subarea is located east of Landover Road.

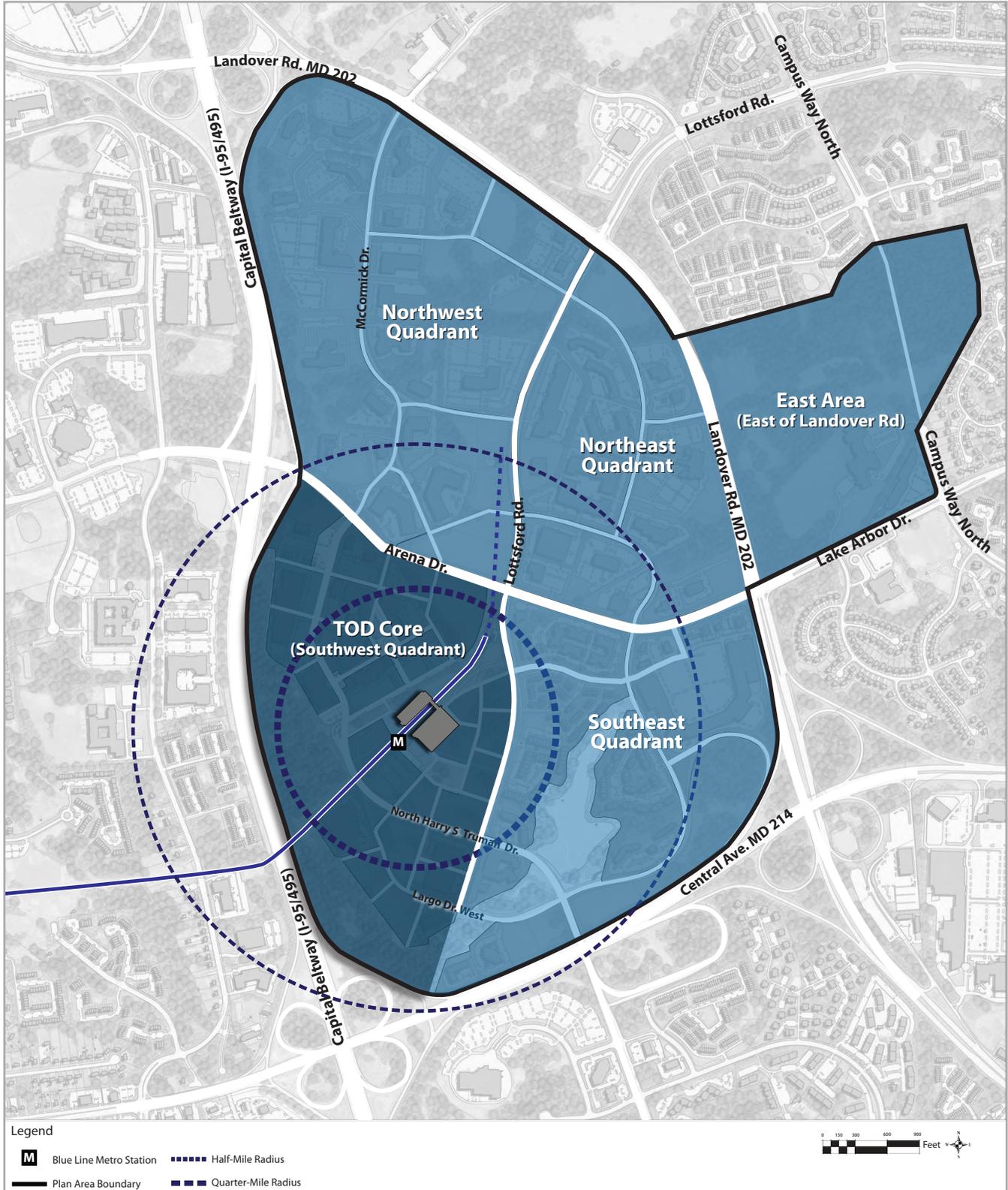
### Development District Overlay Zone Applicability

Development in the Largo Town Center sector plan area is subject to the development district standards as detailed below. All new development and redevelopment of existing structures within the Development District Overlay Zone (DDOZ) should comply with the general intent and goals of the development district standards and the Largo Town Center sector plan area. Development must show compliance with the development district standards during the detailed site plan process.

Section 27-107.01 of the Zoning Ordinance and this DDOZ defines development as "Any activity that materially affects the condition or use of dry land, land under water, or any structure." Redevelopment, rehabilitation, and renovation of existing structures are all forms of development.

Development district standards within this document replace comparable standards and regulations required by the Zoning Ordinance of Prince George's County. Wherever a conflict between the Largo Town Center Sector Plan DDOZ and the Prince George's County Zoning Ordinance or the 2010 *Prince George's County Landscape Manual* occurs, the DDOZ shall prevail. For development standards not covered by the Largo Town Center sector plan area DDOZ, the Zoning Ordinance, and the Landscape Manual shall serve as the requirement as stated in Section 27-548.21. All development shall comply with all relevant federal, state, county, and local regulations and ordinances.

Map 29: Sector Plan Subareas



## Exemptions from the Development District Standards

The following are exemptions from the development district standards:

1. **Legally Existing Development.** All buildings, structures, and uses that were lawful or could be certified as a legal nonconforming use on the date of sectional map amendment (SMA) approval are exempt from the development district standards and from detailed site plan review and are not nonconforming.
2. **Legally Existing Parking and Loading.** All legally existing parking and loading spaces in the development district that were lawful or could be certified as a legal nonconforming use on the date of SMA approval are exempt from the development district standards and detailed site plan review and need not be reduced. Resurfacing, restriping, or adding landscaping to parking facilities are exempt from the development district standards and detailed site plan review if the parking facilities were lawful or could be certified as a legal nonconforming use on the date of SMA approval.
3. **Single-Family Residential Dwellings.** Additions to single-family residential dwellings are exempt from the development district standards and detailed site plan review, if the residential use continues. A new single-family dwelling unit built to replace one destroyed by fire, flood, or other natural disaster shall also be exempt from the requirements of the sector plan.
4. **Multifamily Development.** An addition to a multifamily residential structure that was lawful or could be certified as a legal nonconforming use on the date of SMA approval is exempt from the development district standards and detailed site plan review if the addition (and the accumulated sum of all additions since approval of the SMA) does not increase the gross floor area (GFA) by more than 15 percent or 5,000 square feet, whichever is less.
5. **Nonresidential Development.** An addition to a nonresidential structure that was lawful or could be certified as a legal nonconforming use on the date of SMA approval is exempt from the development district standards and detailed site plan review, if the addition (and the accumulated sum of all additions since approval of the SMA) does not increase the GFA by more than 15 percent or 10,000 square feet, whichever is less.
6. **Existing Shopping Centers.** Except for pad sites, an existing integrated shopping center larger than 250,000 square feet that was lawful or could be certified as a legal nonconforming use on the date of SMA approval is exempt from the development district standards and detailed site plan review if the addition (and the accumulated sum of all additions since approval of the SMA) does not increase the GFA by more than 10 percent of the total GFA of the shopping center as it existed on the date of SMA approval.
7. **Additions to Existing Uses:** Additions proposing any multifamily residential development shall be subject to the development district standards and detailed site plan review regardless of size. An existing pad site shall be subject to the development district standards and detailed site plan review for new development or additions that exceed 25 percent of an existing pad site building's GFA or 750 square feet, whichever is smaller.
8. **Nonconforming Buildings, Structures, and Uses.**
  - a. Changes in ownership of a certified nonconforming use or a use that was lawful or could be certified as a legal nonconforming use on the date of the SMA approval shall be permitted subject to the provisions of Section 27-241.
  - b. Restoration or reconstruction of a nonconforming building or structure or a certified nonconforming use is exempt from the development district standards and from detailed site plan review if it meets the requirements of Section 27-243(a)(1) of the Zoning Ordinance.
  - c. Except for improvements listed in 9. General below, a property owner may not expand a certified nonconforming use unless a detailed site plan is approved with findings that the expansion is compatible with adjacent uses and meets the goals of the sector plan.

9. **General.** The following are exempt from the development district standards and detailed site plan review if the existing or proposed use is permitted:
- Permits for alteration or rehabilitation with no increase in the existing gross floor area.
  - Canopies.
  - Fences of six feet in height or less for rear and side yards and made of wood or masonry (not concrete block) are exempt. Fences and walls in the front yard that are four feet in height or less and made of wood or masonry (not concrete block) are exempt.
  - Decks.
  - Ordinary maintenance.
  - Changes in use or occupancy.
  - Changes in ownership.
10. **Signs.** Signs in a development requiring a detailed site plan will be reviewed in the detailed site plan process. Signs for development not otherwise requiring a detailed site plan will be reviewed in the permit review process for compliance with Part 12. Signs of Subtitle 27.
- Refacing of an existing sign with no increase in sign area or increase in the height of freestanding signs is exempt from the development district standards.
  - Certain public signs are exempt from the development district standards in accordance with Section 27-602 of the Zoning Ordinance.
11. **Valid Detailed Site Plans and Specific Design Plans.** Properties that obtained approval of a detailed site plan (DSP) or specific design plan (SDP) prior to the date of SMA approval shall be permitted to develop in accordance with the approved DSP or SDP unless the validity period expires. Limited minor amendments to an approved DSP or SDP may be approved by the Planning Director in accordance with Section 27-289(c). Minor amendments in all cases may include (1) modification, repair, or replacement of existing building attached or free-standing signs; (2) building façade improvements or

repairs; or (3) other building renovations or additions that do not exceed the exemption thresholds specified by the development district standards.

## Public Improvements

Within the Largo Town Center Sector Plan Development District, the property owner is required to construct and maintain all the streetscape improvements along the abutting public rights-of-way. These improvements may include, but are not limited to, the installation of sidewalks, curbs and gutters, street trees, street furnishings, and the undergrounding of utilities where feasible or in accordance with any comprehensive undergrounding program that may be established to implement the recommendations of the sector plan. The extent of the improvements shall be commensurate with the scope of the project.

## Site Plan Submittal Requirements

The detailed site plan submittal requirements for the Largo Town Center Sector Plan are the same as those required by Part 3, Division 9, of the Zoning Ordinance. In addition, all site plan applications should be designed in accordance with the land use recommendations of the sector plan.

Other pertinent information required for detailed site plan submittals as per Section 27-282(e)(20) shall include:

- Architectural elevations in full color.
- Street and streetscape sections.
- Build-to lines (BTL).
- A parking schedule and plan.
- Supporting documentation where requested in the development district standards (e.g., lighting plans with photometric information and design details; signage details including color, size, percentage of commercial frontage, type, and locations of all signs on or adjacent to buildings; and graphic representation of the proposed location of signage on the building).
- A list of all applicable development district standards, as well as a list of standards that have not been fulfilled and explanations as to why they have not

been fulfilled, in the form of a signed and dated justification statement.

7. A phasing plan setting forth the sequence and time frames for the proposed development.

### Permitted and Prohibited Uses

Certain uses have been modified by the development district standards in accordance with Sections 27-548.22(b) and 27-548.25(d) of the Zoning Ordinance to limit uses that are incompatible with, or detrimental to, the goals of the development district and purposes of the DDOZ and to eliminate the need for special exceptions, which shall not apply to uses within a development district overlay zone. The inclusion of a use in the prohibited use list does not necessarily mean that the use is undesirable in and of itself. Rather, the Commission has determined that the use is incompatible with the Largo Town Center sector plan's vision of a compact, walkable, mixed-use, transit-oriented community within the DDOZ.

Uses that are permitted in the underlying zones are permitted within the Largo Town Center DDOZ. A use that would normally require a special exception in the underlying zone is permitted if it is not included in the list of uses prohibited within the DDOZ (see below), and only if the development district standards so provide within a table of uses (which may be included as an appendix). Such designated uses shall instead be subject to site plan review by the Planning Board. The Planning Board shall find in its approval of the site plan for such use that it complies with all applicable development district standards; meets the general special exception standards in Section 27-317(a)(1), (4), (5), and (6); and conforms to the recommendations in the sector plan.

The following uses, and any use that is similar in nature or operation to any of these, are prohibited as new uses within the Largo Town Center DDOZ whether or not they are permitted in any of the underlying zones:

1. Eating or drinking establishment or any other retail service establishment with drive-through service.
2. Any free-standing fast-food restaurant; i.e., one that is not within a shopping mall or integrated shopping center, an office building, or a hotel.
3. Motorized vehicle, boat, mobile home, or camping trailer sales, rental, repair, or storage.

4. Vehicle parts or tire sales.
5. Gas station.
6. Bulk retailing or warehousing/distribution facility.
7. Mobile home (except as an on-site temporary use by a building contractor during construction of a building project).
8. Garden apartments (other types of multifamily housing are permitted).
9. Dwelling unit, one-family detached.
10. Funeral parlor.
11. Check cashing business, pawn shop, or other "payday loan" service.
12. Lawn mower sales or repair shop.
13. Tower, pole, or antenna (electronic, radio, or television transmitting or receiving) except for purposes of public safety or telecommunications access as determined by Prince George's County or the Federal Communications Commission.
14. Satellite dish antenna more than 10 feet in diameter to serve a single dwelling unit in accordance with Section 27-451.01.
15. Fortune telling.
16. Massage or tattoo parlor.
17. Bottled gas or boat fuel sales.
18. Marina.
19. Limousine or taxi service.
20. Methadone treatment center.
21. Printing shop exceeding 2,000 square feet of GFA.
22. Seafood market containing more than 2,000 square feet of gross retail space.
23. Private club.
24. Golf course or country club.
25. Golf driving range.

26. Airport, airpark, air field, air strip, heliport, or helistop other than a helistop that is accessory to a public institutional use.
27. Sanitary landfill or rubble fill.
28. Surface mining.
29. Sand and gravel wet-processing.
30. Amusement park within a wholly enclosed shopping mall.
31. Rifle, pistol, or skeet shooting range (outdoor or indoor).
32. Animal or poultry raising (other than customary household pets).
33. Cemetery or crematory.
34. Free-standing bowling alley.

### Modifications of the Development District Standards

Modification of the development district standards is permitted through the process described in Section 27-548.25(c) of the Zoning Ordinance. *“If the applicant so requests, the Planning Board may apply development standards which differ from the approved Development District Standards, unless the Sectional Map Amendment provides otherwise. The Planning Board shall find that the alternative Development District Standards will benefit the development and the development district and will not substantially impair implementation of the Master Plan, Master Plan Amendment, or Sector Plan.”*

Per Section 27-548.26 of the Zoning Ordinance, there are three types of amendments that are required to be heard by the District Council: changes to the boundary of the DDOZ, changes from one zoning category to

another, and changes to the list of permitted uses. These amendment requests may be in the form of a conceptual or detailed site plan.

As set forth in Section 27-108.01(a)(15) of the Zoning Ordinance, *“The words ‘including’ and ‘such as’ do not limit a term to the specified examples but are intended to extend its meaning to all other instances or circumstances of like kind or character.”* As set forth in Section 27-108.01(a)(19) of the Zoning Ordinance, *“The words ‘shall,’ ‘must,’ ‘may only,’ or ‘may not’ are always mandatory and not discretionary. The word ‘may’ is permissive.”* The word “should” is also construed as a permissive term and provides guidance on the intended development character. However, although the guidelines are discretionary, they are strongly recommended as aids to reinforce the development vision that the standards are intended to help implement.

The provisions of the Landscape Manual regarding alternative compliance and buffering of incompatible uses do not apply within the development district. All other standards and regulations of the Landscape Manual apply.

Development proposals evaluated under these regulations should be measured against the general intent and desired character for the Largo Town Center sector plan area development district as established in the sector plan.

### Development District Standards

The development district standards are comprehensive and complete and serve as the measure for the design and development of the Largo Town Center sector plan area. All new development in Largo Town Center shall comply with these standards unless amended by future SMAs pursuant to the provisions of the Zoning Ordinance. The development district standards include urban, street, open space, architecture, parking, and signage design criteria.

## Urban Design Criteria | *Block Lengths*

The Largo Town Center is envisioned as a compact, pedestrian-oriented, mixed-use place where residential units, offices, shops, restaurants, entertainment, hotels, institutions, and civic buildings are integrated. The urban design criteria describe how buildings and the street interface, including the placement of buildings and structures, building heights, and bulk standards.

### Block Lengths

Smaller blocks help create a walkable, engaging environment for pedestrians and provide better access for cyclists, drivers, and emergency vehicles through a connected street grid. Blocks should also be sized to allow for successful, functional development and building configurations that accommodate parking mid-block.

For the Largo Town Center, block length is measured from BTL to BTL or to the edge of a defined public open space. (See Map 30: Illustrative TOD Core Concept Plan on page 134 and Urban Design Criteria–BTL on page 133.)

1. Alleys or service drives are included within blocks and do not divide one block from another.
2. Common access easements (CAE) and pedestrian passages equal to or greater than 50 feet in width that divide the block and connect from one street or public open space to another are excluded from block measurements. (See Street Types on page 144 and Open Space Types on page 153 for additional criteria regarding CAEs and Pedestrian Passages.)
3. No block length shall be greater than 450 feet without a CAE or pedestrian passage providing through access to another street, CAE, or public open space. In the east area, the block perimeter (the sum of a block's length) should not exceed 1,350 feet.

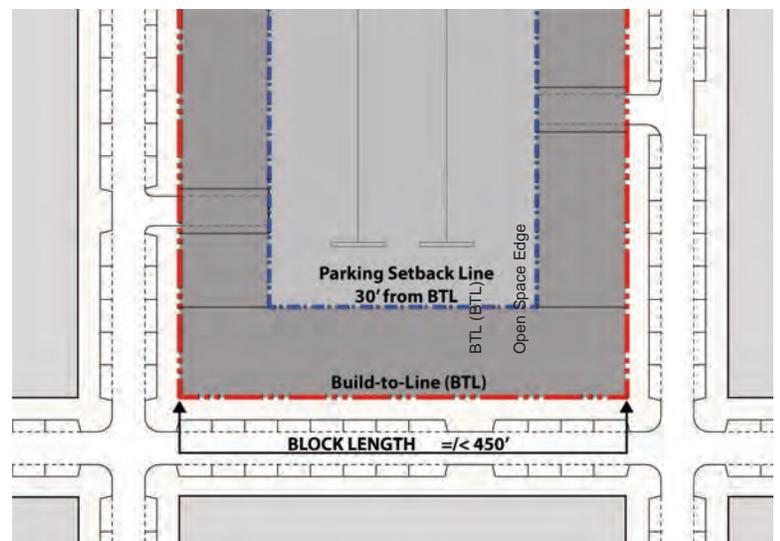
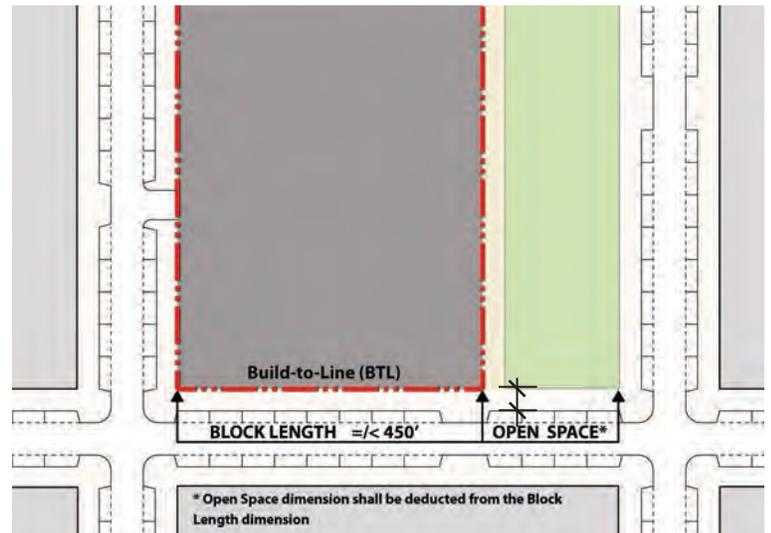
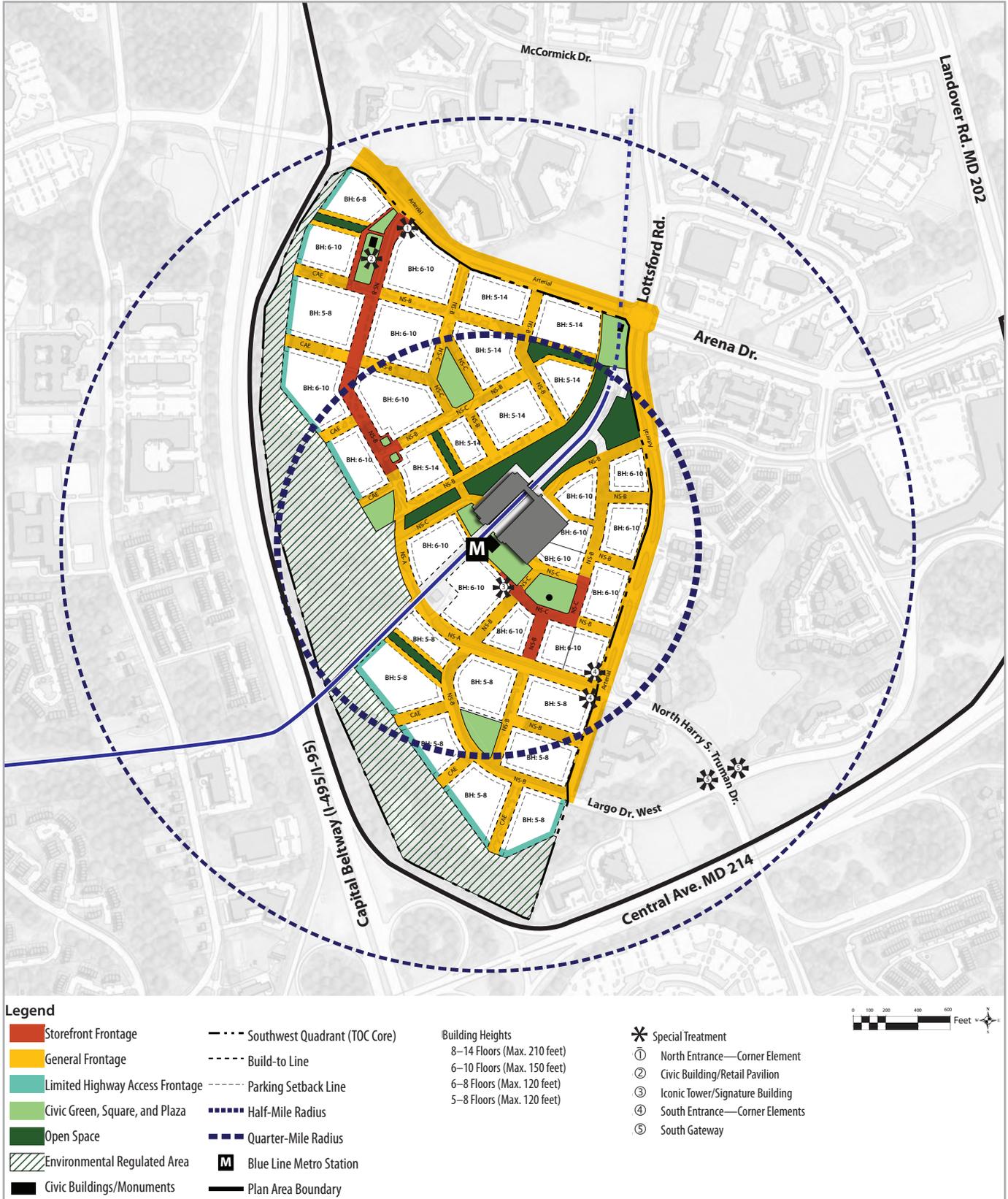


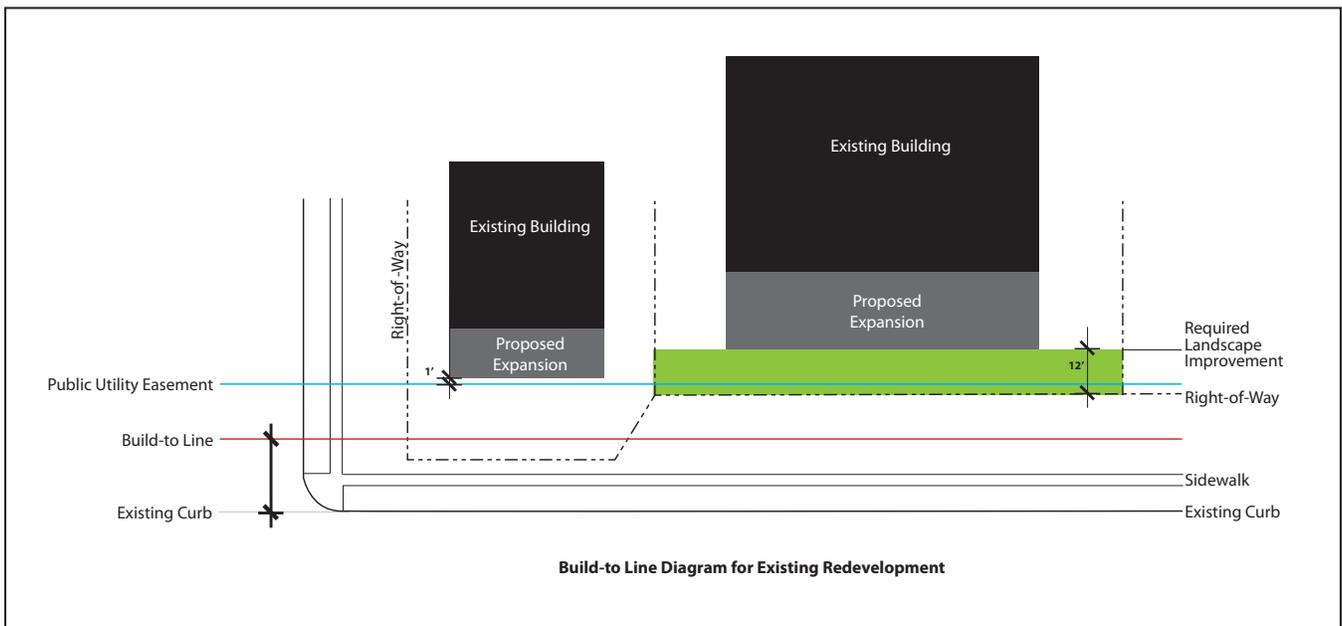
Figure 6: Block Lengths

### Map 30: Illustrative TOD Core Concept Plan



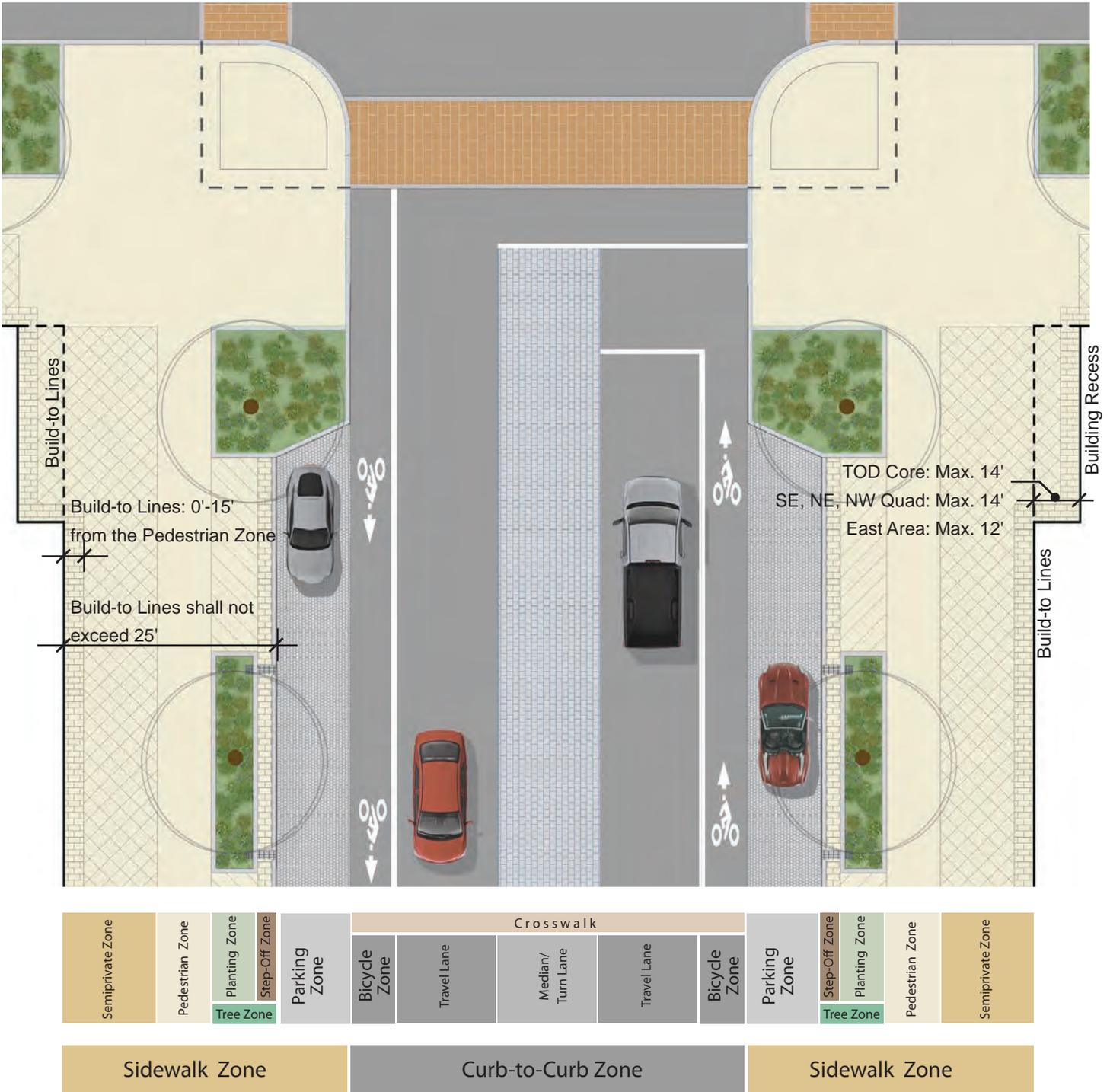
## Urban Design Criteria | *Build-to Line*

4. The front BTL governs the placement of buildings along streets or open spaces and shall be measured from the existing street curb or open space edge. (See Figure 8. Plan View of Build-to Line Placements on page 136.)
5. In the event this BTL falls within an existing or proposed right-of-way (ROW) and/or public use easement (PUE), a new BTL for the subject property shall be established within one foot of the outermost boundary of whichever public use zone (ROW or PUE) is furthest from the centerline of the street. For the purposes of this standard, parking areas and drive aisles are not considered to be part of the ROW.
6. Expansions to existing buildings should be designed to emphasize the street either by redefining the street edge along the BTL (e.g., placing the expansion along the street front of the existing building to the extent feasible) or providing landscaped open spaces such as plazas, café seating areas, and other appropriate amenities that will reinforce the street as a major element of the public realm. If any such spaces or amenities are proposed, the applicant may shift the BTL back to a distance not to exceed 24 feet to accommodate the design and placement, and such landscaped spaces shall conform with the requirements of the Landscape Manual.
7. The area between the curb and building contains a Tree Zone (an area for street trees and plantings), a Pedestrian Zone (a clear route for unobstructed pedestrian circulation), and a Semi-Private Zone.
8. The Semi-Private Zone is an area between the pedestrian circulation route and the building façade where landscape plantings, café tables, storefront displays, and similar may be placed, making the transition between the public and private realms.
9. BTLs shall be located within 15 feet back from the Pedestrian Zone, and the full width from face of curb to building front should not exceed 25 feet. (See the Street Design Criteria on page 152 for additional information.)



**Figure 7: Build-to Line Diagram for Existing Redevelopment**

# Urban Design Criteria | *Build-to Line*



**Figure 8: Plan View of Build-to Line Placements**

## Urban Design Criteria | *Frontage*

Maintaining street walls is important for the creation of vibrant streetscapes with good urban form. Frontage defines the way a building engages the public realm. Frontage refers to any building elevation or element, yard area, fence, and similar that faces a street or open space. A corner building located at the intersection of two streets has two front elevations. The frontage criteria address both the percent of building frontage (what percent of the block is occupied by building at the BTL) and the frontage type (what use occupies the ground-level floor along the BTL).

The TOD Concept Plan depicts the frontage types. (See Map 7: Illustrative TOC Core Concept Plan on page 24.) Storefront frontage is shown along a portion of North Harry S Truman Drive Extended and near the Metro station. Storefront indicates where retail shops and restaurants are required on the ground floor, minimally to a depth of 30 feet back from the frontage elevation. Development within the TOD core with street frontage along Lottsford Road, Arena Drive, or Harry S Truman Drive must face the street and include nonresidential development on the ground floor of the development on the site. Development on property directly abutting the Capital Beltway right-of-way must face Harry S. Truman Drive (extended) and include non-residential development on the ground floor of the development on the site. Office, institutional, hotel, and residential lobbies may be placed within the store frontage on the ground floor but should not dominate the façade. Upper stories may contain any use permitted in the applicable zoning category.

Development within the TOD Core with frontage abutting open space contiguous to the Largo Metro Station must face the metro station site and include non-residential development on the ground floor of the development on the site. Development within the TOD core with frontage abutting open space contiguous with the Regional Medical Center must be oriented with building frontage to face the hospital facility site and include nonresidential development on the ground floor of the development on the site.

The remaining portions of the plan area are designated as general frontage. General frontage does not require

a specific use on the ground floor or upper floors; any use permitted in the applicable zoning category may be included.

Civic buildings are exempt from all setback criteria. However, regardless of use, no new building shall be closer than 30 feet to any existing single-family detached or attached residential unit.

The percent of building frontage required along the BTL varies by quadrant/plan area following the criteria below.

### **TOD Core**

Additionally, the permitted building heights on the proposed new Regional Medical Center shall be between 5 and 14 stories with ancillary uses on the site, such as utility or service structures, allowed a minimum of 2 stories. Building heights in the remaining TOD core north of Largo Drive West are allowed to range from 6 to 10 stories.

Pursuant to a site plan application for development within the TOD core filed, accepted, and permitted prior to December 31, 2016, for property with street frontage along Lottsford Road, Arena Drive, or Harry S Truman Drive or property directly abutting the Capital Beltway right-of-way, an applicant may request a one-story departure (reduction) from the applicable minimum height requirements set forth in the development district standards (see Map 31: Building Heights on page 142) applicable to the development proposal.

1. The percent of building frontage shall be 90–100 percent of block length or individual lot length at the BTL.
2. Building recesses, up to 24 feet back from the BTL are permitted for no more than 25 percent of the required building frontage.
3. Corner towers or bays may project up to 10 feet forward of the BTL, and other building elements may project up to 4 feet forward of the BTL within the Semi-Private Zone for no more than 25 percent of the required building frontage.

## Urban Design Criteria | *Frontage*

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4. New development shall be prohibited in the environmental regulated area adjacent to the Capital Beltway.

### ***Southeast, Northeast, and Northwest Quadrants***

1. The percent of building frontage shall be 70–100 percent of block length (or individual lot).
2. Building recesses, up to 14 feet back from the BTL or required front setbacks are permitted for no more than 25 percent of the required building frontage.
3. Corner towers or bays may project up to 10 feet forward of the BTL and other building elements may project up to 4 feet forward of the BTL, for no more than 25 percent of the required building frontage.

### ***East Area***

1. The percent of building frontage shall be 70–100 percent of block length (or individual lot).
2. Building setbacks of up to 24 feet from the BTL or required front setbacks are permitted for no more than 40 percent of the required building frontage.
3. Building elements may project up to 4 feet forward of the BTL for no more than 25 percent of the required building frontage (porches and stoops are exempt from this criteria; however additional criteria apply to these elements. (See the Architectural Design Criteria on page 156.)

## Urban Design Criteria | Other Setbacks

While BTLs determine building front setbacks, other parking, side, and rear setbacks apply as follows, varying by subarea from core to edge.

### TOD Core

1. Buildings will generally fill out the block and be built to the block perimeter. Side building setbacks are not required by the standards within the TOD core.

2. Buildings shall be set back a minimum of 10 feet from the rear property line.

### Southeast, Northeast, and Northwest Quadrants

1. Similar to the TOD core, in the southeast quadrant commercial and multifamily residential buildings shall be set back a minimum of 10 feet from the rear property line.

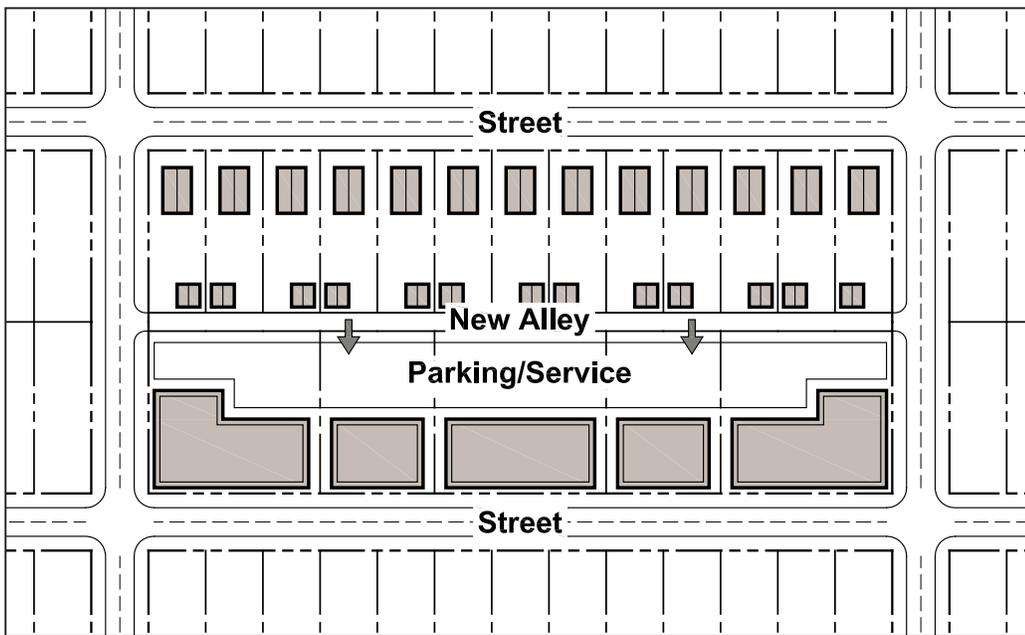


Figure 9: TOD Core Setback

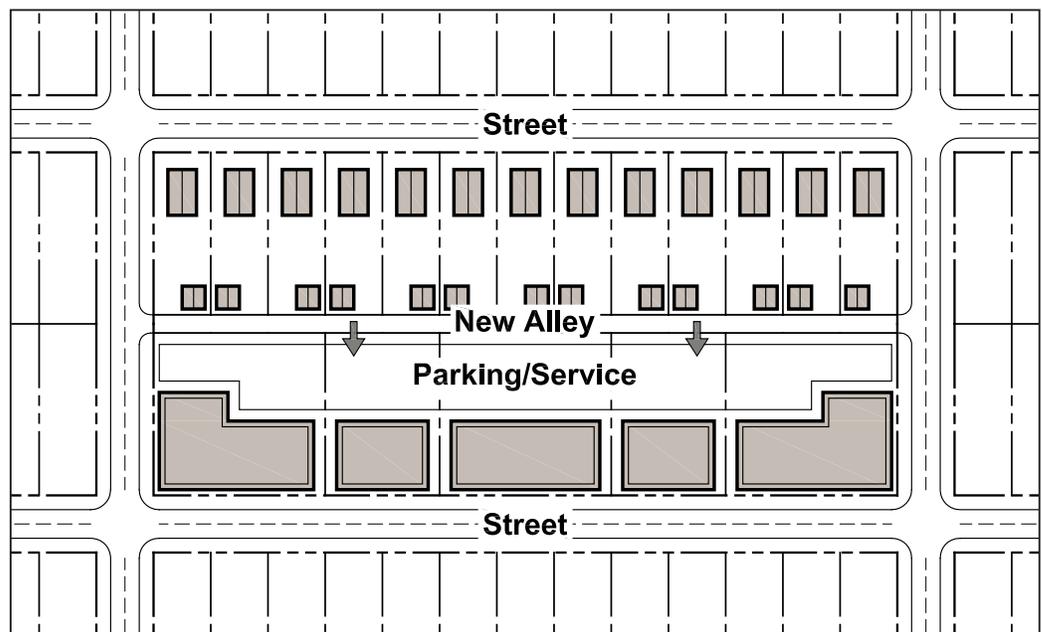


Figure 10: SE, NE, NW Quad Setback

## Urban Design Criteria | *Other Setbacks*

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2. No new building shall be closer than 30 feet to any existing single-family residential unit.

### ***East Area (R-R Zone)***

1. For single-family lots, side setbacks shall be a minimum of 5 to a maximum of 10 feet.
2. For single-family attached (townhouse) units not on corner lots, side setbacks of zero feet are permitted. Single-family attached units on corner lots shall be set back between 5 and 10 feet from the front and side streets or other public rights-of-way.
3. Garage shall be set back 3 feet off alley rights-of-way, and no rear yard shall be less than 14 feet from house to garage or alley. For lots with front-loaded garages, garage doors shall be set back a minimum of 2 feet from the primary house façade. Parking is prohibited between the primary house façade and the sidewalk.
4. Front-loaded lots shall be minimized, located primarily on the periphery of parcels (at edge conditions) where alleys are not feasible or desired. Civic buildings are exempt from all setback criteria. However, regardless of use, no new building shall be closer than 30 feet to any existing single-family residential unit.
5. In the R-O-S and M-U-I zones, side setbacks shall be a minimum of zero to a maximum of 10 feet.

## Urban Design Criteria | *Building Heights*

For new development, building heights are governed by the Building Heights Plan Diagram. (See Map 31: Building Heights on page 142.) Building height is measured in stories, with an ultimate limit in feet measured relative to the main entrance grade elevation. Attic stories do not count against the maximum story limit, however, mezzanines (greater than one-third of the associated story's floor area), penthouses, and lofts do count against the maximum story limit. (See Map 31: Building Heights on page 142.) Story height is measured between one floor level and the next floor level above or, if there is no floor above, the ceiling or roof above.

### **TOD Core**

Buildings shall be at least 6 stories in height, but no greater than 14 stories or 215 feet in height, except pavilions (open-air or enclosed) up to 8,000 square feet or civic buildings that shall be a minimum of 2 stories or 30 feet in height.

### **Southeast, Northeast, and Northwest Quadrants**

Buildings shall be at least 4 stories in height, but no greater than 8 stories or 130 feet in height except for pavilions (open-air or enclosed) up to 6,000 square feet or civic buildings that shall be a minimum

of 2 stories or 30 feet in height. For single-family residential lots, garages may be one story in height.

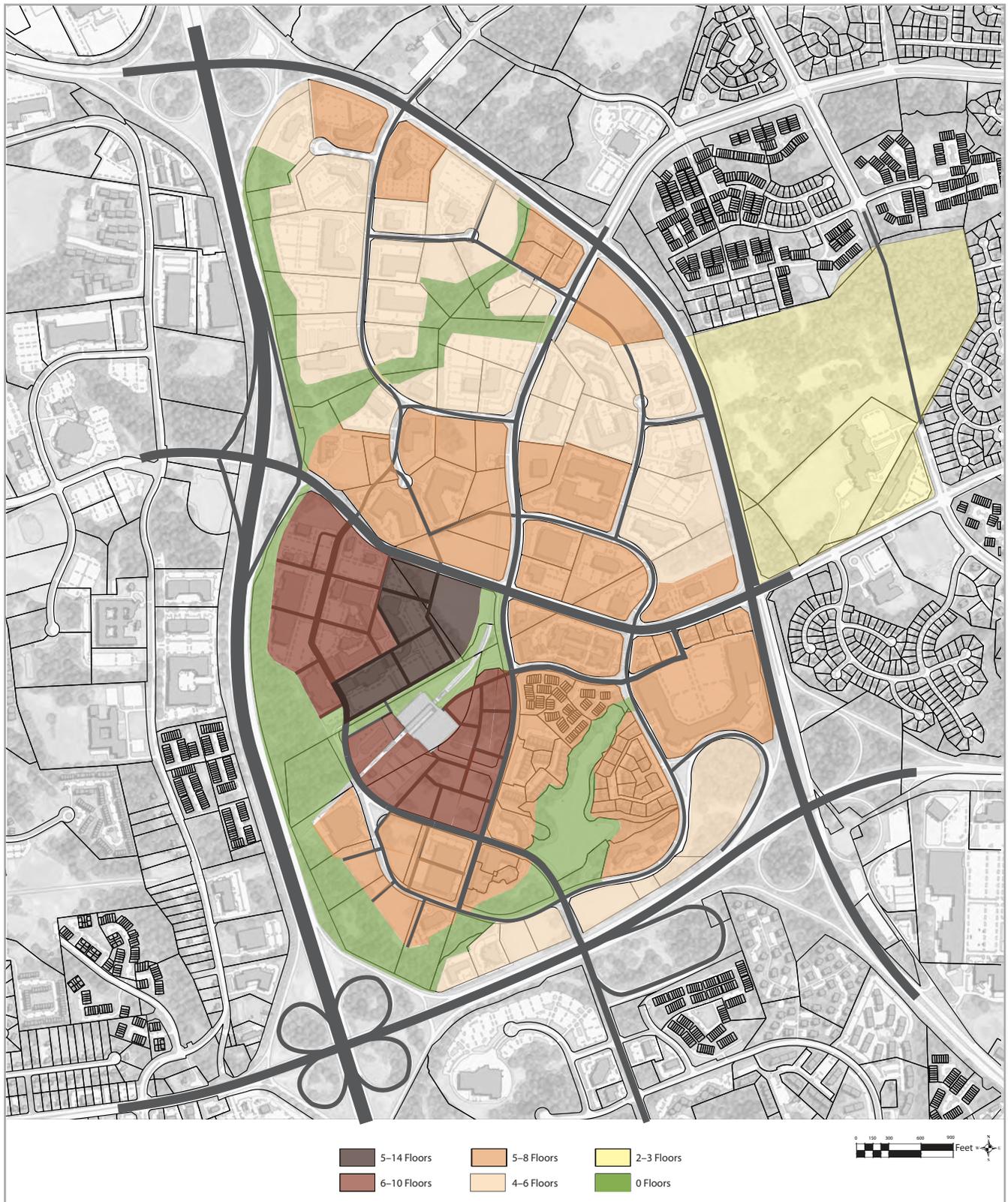
### **East Area**

Buildings shall be at least 2 stories in height, but no greater than 3 stories or 50 feet in height, except for pavilions (open-air or enclosed) up to 3,000 square feet or civic buildings that shall be a minimum of 2 stories or 30 feet in height. For single-family residential lots, garages may be one story in height.

### **Story and Clear Height Requirements**

1. For commercial uses, the ground level should have an interior clear height (floor to ceiling) of at least 14 feet contiguous to the BTL frontage, for a minimum depth of 20 feet. The maximum ground-level story height for commercial uses is 22 feet.
2. For residential uses, the ground level should have an interior clear height (floor to ceiling) of at least 9 feet. The maximum ground-level story height for residential uses is 22 feet.
3. For all upper stories, the maximum story height should be 18 feet.

### Map 31: Building Heights



## Street Design Criteria | Complete Streets

Streets not only provide circulation but also are the community’s primary and most frequently used open space, which should be designed accordingly to serve this purpose with comfortable, shaded sidewalks and plaza areas. Connecting and extending existing streets appropriately is an important component of creating a functioning street grid as discussed in the Recommendations Section. (See Chapter 4. Recommendations for Future Development on page 63.) As existing streets are reconfigured and new streets are built, it is critical that they be designed and

constructed as complete streets in order to balance the needs of all users, including pedestrians and cyclists and motorists.

Complete streets, or shared-use streets, are designed to provide for transit, pedestrian, cyclist, and private motor vehicle use and may also incorporate innovative stormwater management methods, such as rainwater planters, to address run-off from paved surfaces. (See Figure 11. Complete Streets Diagram below.)

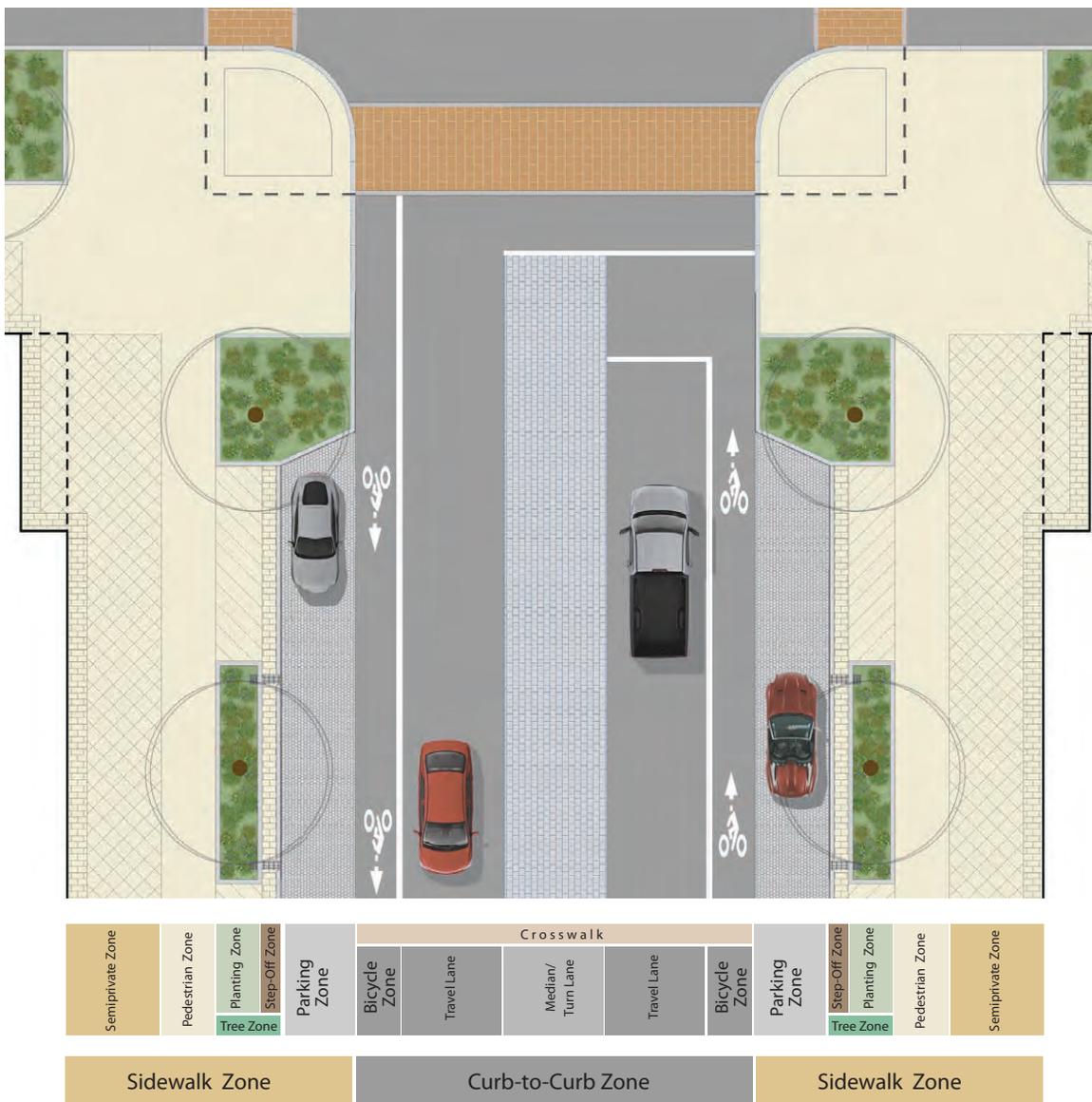


Figure 11: Complete Streets Diagram

## Street Design Criteria | Complete Streets

### Street Types

The rights-of-way in the Largo Town Center sector plan area contain travel lanes, dedicated bike lanes, parking, tree zones, and pedestrian zones. The Semi-Private Zone, which abuts the right-of-way, may provide space for café tables, temporary store displays, dooryards, stoops, and porches. New streets and reconstructed streets shall be built in conformance with the following street design criteria as shown in Table 15 below (see Figures 12-16):

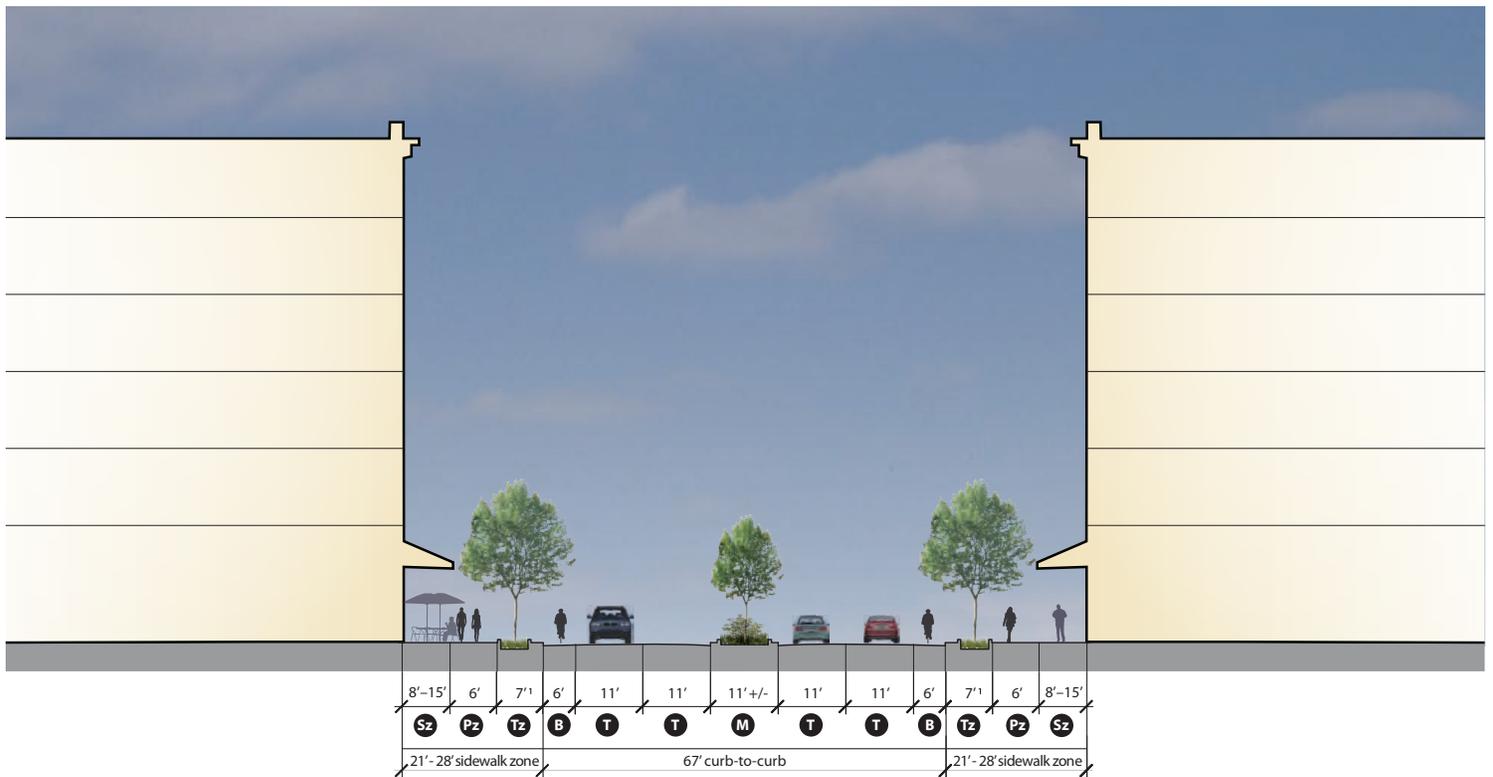
**Table 15: Building Face to Building Face Street Type Components**

Travel Lanes (Vehicular):	11' wide
Dedicated Bike Lanes:	6' wide
Parking (Parallel):	8' wide
Tree Zone:	7'–10' wide
Pedestrian Zone:	6'–10' wide
Semiprivate Zone:	0'–15' wide (see Figure 11: Complete Streets Diagram on page 143)

Parallel parking is required on all streets with retail frontage. (See Urban Design Criteria—Frontage on page 137 and Map 7: Illustrative TOD Core Concept Plan Diagram on page 24.) Further, parallel parking is encouraged on all area streets, except as noted in Neighborhood Street C (see Figure 16: Neighborhood Street C on page 148) or where unfeasible due to particular site constraints. Parallel parking along the block face shall not count toward the parking maximums for the adjacent development but may be counted towards the parking minimums (if counted, spaces shall be applied to one adjacent development project only). (See Parking Design Criteria on page 165.)

- Parallel parking paving shall be either consistent in material with the travel lane paving or differentiated through a change in material (preferred). Additionally, an edge band denoting the border between the travel lane and parallel parking spaces is encouraged and may be differentiated by color and/or material. Porous pavement or permeable paver systems are encouraged within parallel parking spaces.
- The Tree Zone shall include a 2-foot-wide paved step-off zone adjacent to parallel parking. The Tree Zone may increase to 10 feet wide to accommodate particular site constraints or larger rainwater planters. (See Street Design Criteria—Tree Zone on page 150 for more information on rainwater planters.)
- The concept plan locates the street types, Neighborhood Streets A, B, and C within the TOD core. (See Map 7: Illustrative TOD Core Concept Plan on page 24.) Other street types may be created to address unique conditions in the remaining portions of the plan area, and the street types in the TOD core may be adjusted but shall be based on the criteria in the standards. The street types and locations shall be shown in detailed site plan documents.
- All street components shall comply with the Prince George’s County *Specifications and Standards for Roadways and Bridges* and/or the latest addition of the American Association of State Highway and Transportation Officials *Guide for the Development of Bicycle Facilities*.

## Street Design Criteria | Complete Streets

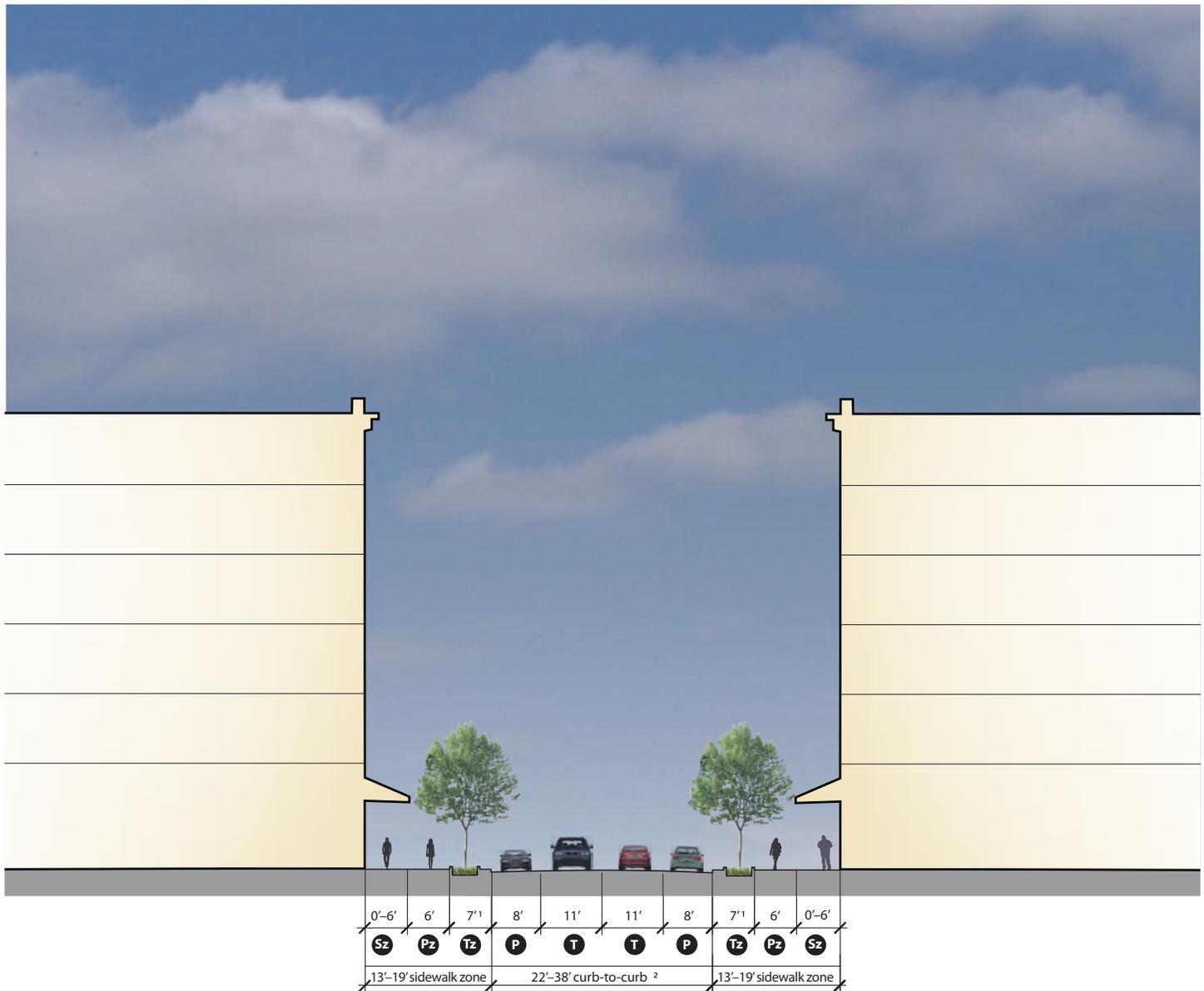


- M** Median (Optional Center Turn Lane)
- T** Travel Lane
- B** Dedicated Bike Lane
- Tz** Tree Zone<sup>1</sup>
- Pz** Pedestrian Zone
- Sz** Semiprivate Zone

<sup>1</sup>Tree Zone shall be a minimum 7' wide, may increase to 10' to accommodate site conditions.

**Figure 12: Street Type—  
Arterial (Boulevard)**

## Street Design Criteria | Complete Streets



**Figure 13: Street Type—  
Common Access Easement**

- T** Travel Lane
- P** Parking (Parallel) - Optional
- Tz** Tree Zone<sup>1</sup>
- Pz** Pedestrian Zone
- Sz** Semiprivate Zone

<sup>1</sup> Tree Zone shall be a minimum 7' wide, may increase to 10' to accommodate site conditions.

<sup>2</sup> Additional turn lane(s) may be added at intersections if required by traffic studies.

## Street Design Criteria | Complete Streets



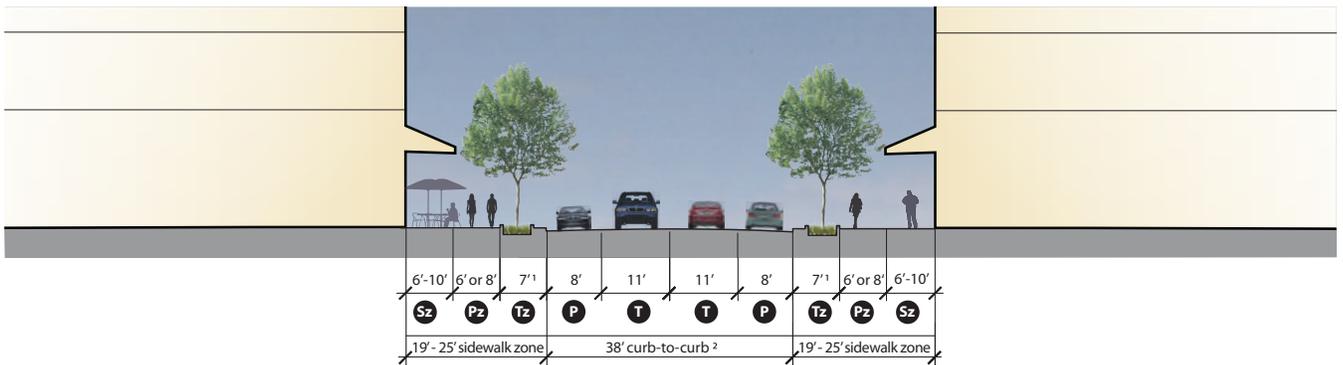
**Figure 14:**  
Street Type—  
Neighborhood  
Street A, 2-Way

- T** Travel Lane
- B** Dedicated Bike Lane
- P** Parking (Parallel)
- Tz** Tree Zone<sup>1</sup>
- Pz** Pedestrian Zone
- Sz** Semiprivate Zone

<sup>1</sup> Tree Zone shall be a minimum 7' wide, may increase to 10' to accommodate site conditions.

<sup>2</sup> Additional turn lane(s) may be added at intersections if required by traffic studies.

<sup>3</sup> The existing curb-to-curb dimension of North Harry S Truman is 50 feet. As proposed, the curb-to-curb dimension is 48 feet. The remaining 2 feet may be added to the bike lanes.



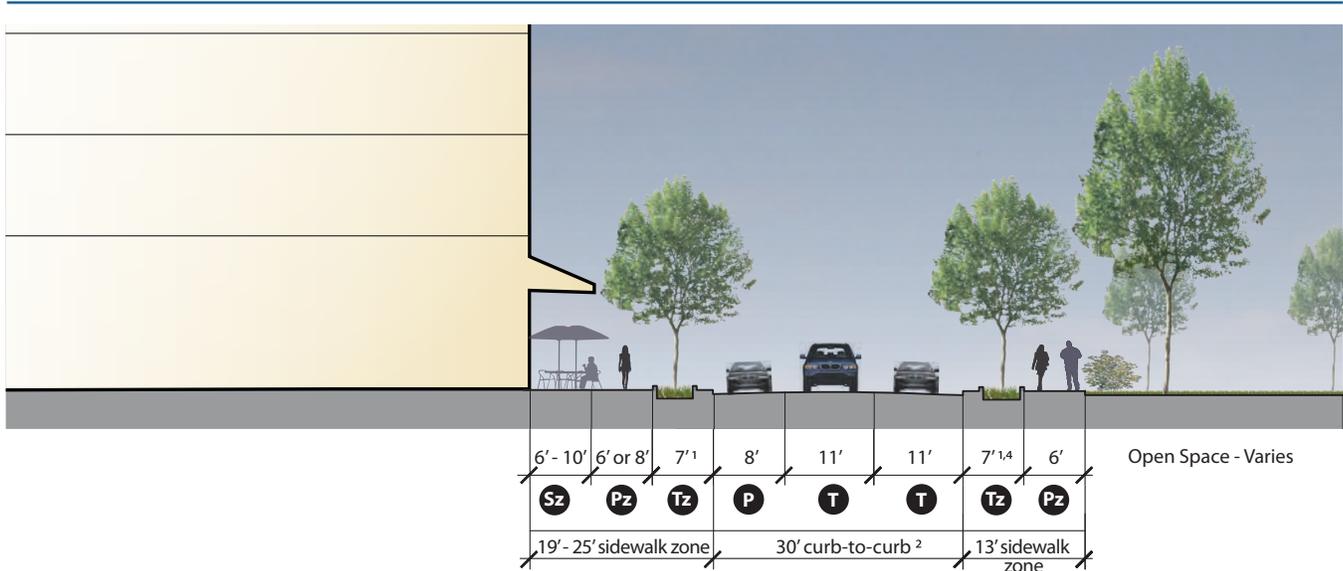
**Figure 15:**  
Street Type—  
Neighborhood  
Street B, 2-Way

- T** Travel Lane
- P** Parking (Parallel)
- Tz** Tree Zone<sup>1</sup>
- Pz** Pedestrian Zone
- Sz** Semiprivate Zone

<sup>1</sup> Tree Zone shall be a minimum 7' wide, may increase to 10' to accommodate site conditions.

<sup>2</sup> Additional turn lane(s) may be added at intersections if required by traffic studies.

## Street Design Criteria | Street Types



**Figure 16:**  
Street Type—  
Neighborhood  
Street C, 1-Way

- T** Travel Lane
- P** Parking (Parallel)
- Tz** Tree Zone<sup>1</sup>
- Pz** Pedestrian Zone
- Sz** Semiprivate Zone

<sup>1</sup> Tree Zone shall be a minimum 7' wide, may increase to 10' to accommodate site conditions.

<sup>2</sup> Additional turn lane(s) may be added at intersections if required by traffic studies.

<sup>4</sup> Street tree pits are optional along open space; placement of trees should coordinate with the design of the overall open space.

### Crosswalks

- All new street intersections shall have crosswalks to existing sidewalks or new sidewalks except in situations where there is no traffic control device.
- Crosswalks throughout the TOD core may be of a different material, texture, or color from the travel lanes, but the material chosen should be consistent throughout the TOD core.

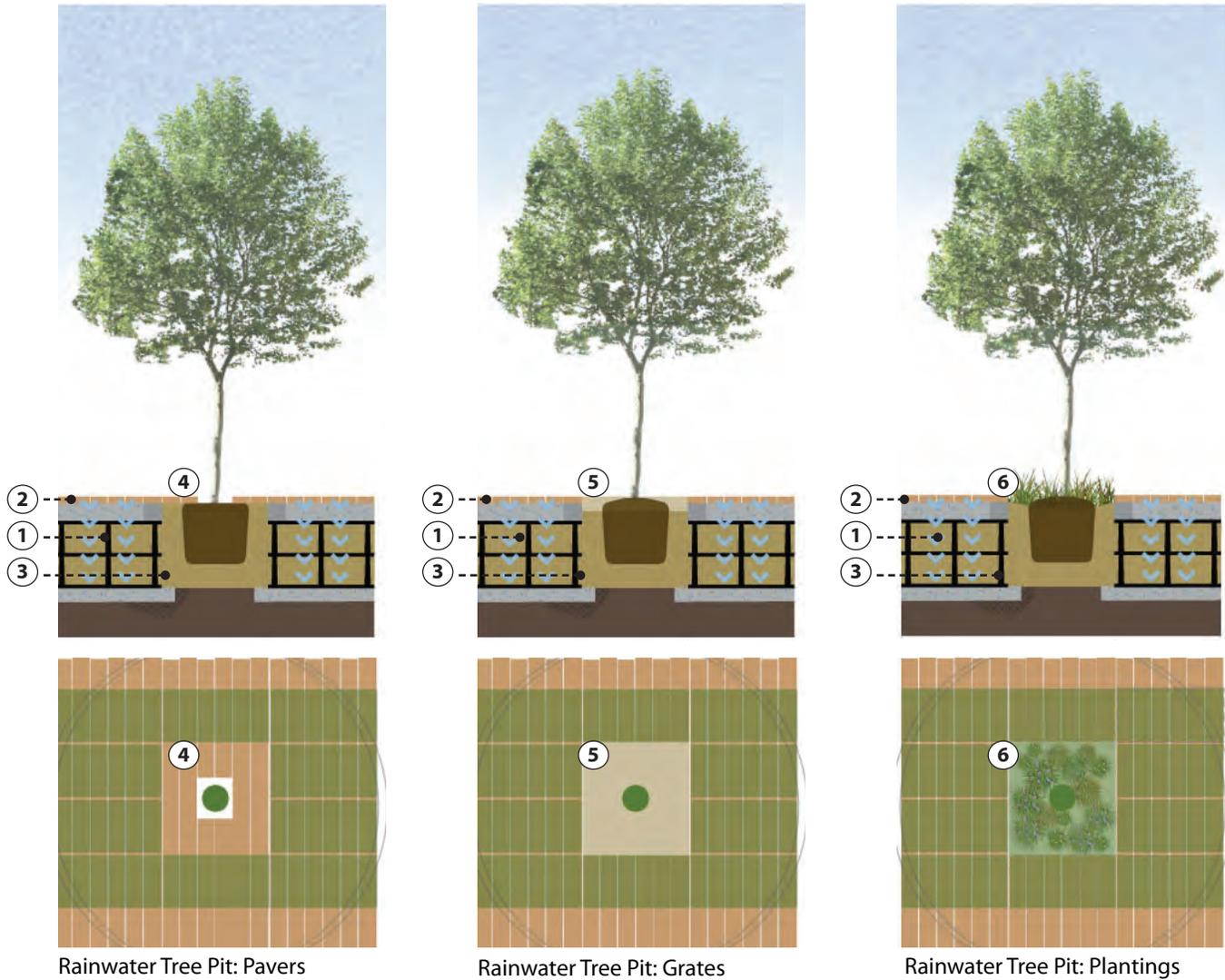
### Curbs

- Bulb-outs shorten the pedestrian crossing distance curb to curb and are preferred at all intersections except where there are extenuating design considerations (such as accommodating the turning

radius for transit, emergency, or large delivery vehicles).

- Neighborhood streets (see Figures 14-16) should have 15- to 20-foot curb radii.
- Curb radii at the entrance of alleys and/or parking garages should typically be 10 feet unless a need for larger radii is demonstrated in a turning movement/wheel base analysis.
- Curb radii for arterial intersections shall be determined by the Department of Public Works & Transportation. The curb radii for expressway intersections shall be determined by the State Highway Administration (SHA).

## Street Design Criteria | Tree Zone



Rainwater Tree Pit: Pavers

Rainwater Tree Pit: Grates

Rainwater Tree Pit: Plantings

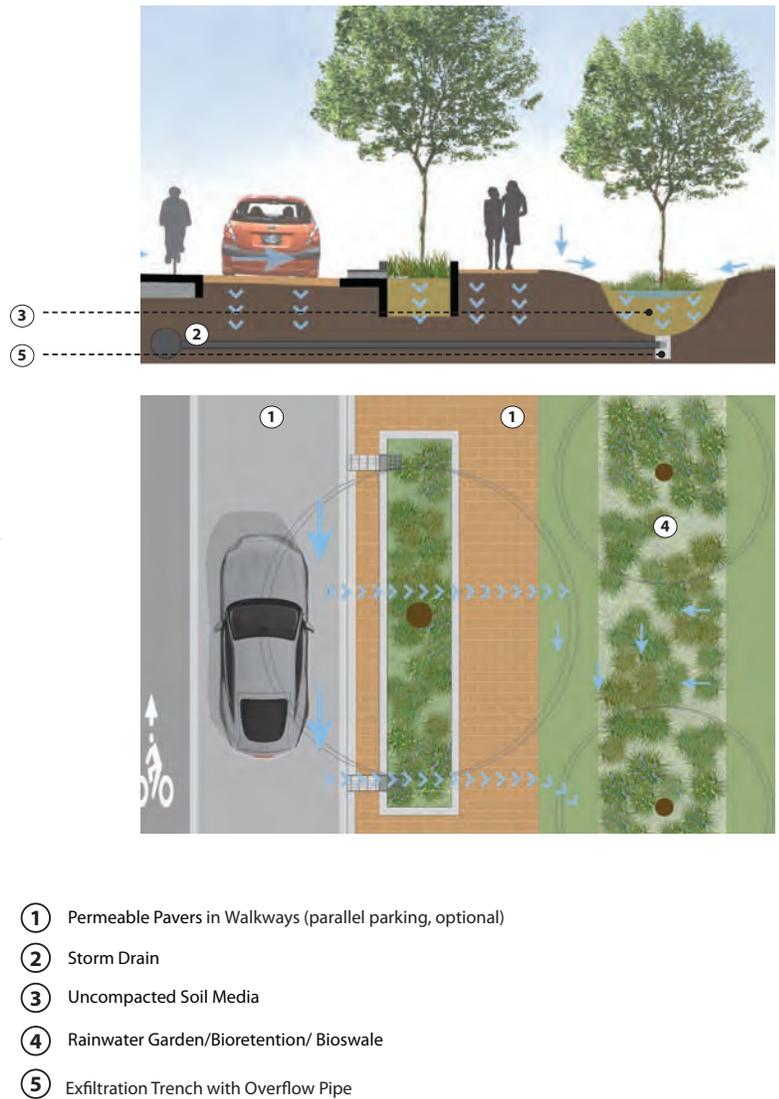
**Figure 17:**  
**Rainwater Tree Pits**

- ① Silva Cell or Other MDE Approved Systems
- ② Permeable Sub-Base
- ③ Uncompacted Soil Media
- ④ Porous Pavement/Pavers
- ⑤ Grates
- ⑥ Plantings, Native (preferred)

## Street Design Criteria | Tree Zone

### Tree Zone

1. Street trees are required along all new and reconfigured streets in the Largo Town Center DDOZ.
2. Generally, street trees should be planted 25 to 35 feet on center and should be no more than 40 feet on center. Variation in tree spacing may be appropriate depending on the location and adjacent uses, underground utilities, and above-ground structures. The placement of street trees shall be coordinated with the placement of street lights and signs.
3. Street tree planting pits or strips shall be a minimum of 4 feet in width and a minimum of 28 square feet in overall size. Planting pits are appropriate in mixed-use areas and high-volume pedestrian areas. Planting strips are appropriate only in residential areas and areas with low-volume pedestrian activity.
4. Planting pits may have grates, permeable pavers, or may be planted. (See Figure 17: Tree Pit Diagram on page 149.) Rainwater planters are encouraged throughout the plan area. (See Figure 19: Rainwater Planter Diagram on page 151.) Generally, street planter and pit materials and details throughout TOD core should be uniform to promote a consistent character and identity within the transit center neighborhood.
5. The Tree Zone (see Figure 11 on page 143) accommodates permanent features such as street trees, rainwater planters, light poles, signage, benches, and bike racks. This zone may also incorporate non-permanent elements, including restaurant menu signs, waste and recycling receptacles, potted plants, and additional seating.
6. Refer to the Landscape Manual for approved tree species. Trees and other plantings within state controlled and maintained rights-of-way shall meet SHA standards.



**Figure 18:**  
**Rainwater Gardens**

## Street Design Criteria | Tree Zone

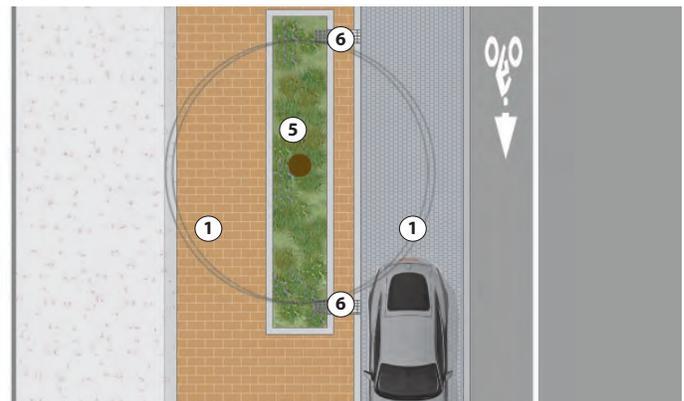
### Pedestrian Zone

1. The Pedestrian Zone (see Figure 11 on page 143) is reserved for pedestrian circulation and shall remain clear of all street furniture, signs, and similar obstructions.
2. Street sidewalks shall be constructed of concrete or brick pavers, stone, exposed aggregate concrete, or brushed concrete. Porous pavement and permeable paver systems are encouraged where appropriate; however, porous asphalt is not allowed for sidewalks.



### Street Furnishings

1. Street furnishings, including transit shelters, bike racks, benches, bollards, tree grates, trash/recycling receptacles, and similar shall be consistent in material, style, and color throughout the TOD core and are encouraged to be consistent throughout the four quadrants of the DDOZ west of Landover Road.
2. East of Landover Road, the street furnishing should coordinate with those existing or planned in the surrounding area.
3. All street furnishings shall be metal (aluminum, steel, or cast iron).
4. Benches, tables, chairs, planters, and similar belonging to commercial tenants or placed within open spaces should vary in appearance from the standard street furnishings; however, if these furnishings are placed within or abutting a street or open space, they should be metal (aluminum, steel, or cast iron), a combination of wood and metal, stone, or other durable material.



- ① Porous Pavement (in parallel parking; optional )
- ② Permeable Sub-Base
- ③ Uncompacted Soil Media
- ④ Silva Cell or Other MDE Approved Systems
- ⑤ Rainwater Planter
- ⑥ Curb Inlet

**Figure 19:**  
Rainwater Planters,  
Street Edge

5. Waste and recycling receptacles shall be coupled together conveniently located along streets. Waste and recycling receptacles shall be metal or a combination of wood and metal, and for sanitation purposes, receptacles shall have a rain guard over the main opening in order to conceal the main recycling or trash container.

## Street Design Criteria | *Tree Zone*

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### *Streetscape Lighting*

A combination of pedestrian-scaled street light fixtures and intersection street lights fixtures will be required to ensure a well-lit street area and to establish a unifying element along the street.

1. Pedestrian-scaled fixtures no higher than 14 feet should be used on all streets. Intersection and/or travel lane focused lighting may be higher.
2. Street light locations shall be coordinated with underlying utility locations and street plantings and should be placed to ensure even distribution of lighting levels.
3. Light poles may include armatures that allow for the hanging of banners and other amenities (i.e., hanging flower baskets).
4. LED fixtures are recommended with a targeted wattage between 70 to 100 watts on pedestrian-scaled poles. Higher wattage fixtures may be used on taller pole locations where required.
5. All street lights shall use full cut-off optics to direct their light downward to minimize or eliminate glare and light pollution.

### *Alleys/Loading*

Alleys (service lanes) provide vehicular access; however, unlike streets, alleys occur within blocks, are more utilitarian in character, and are not considered part of the public realm.

1. Views into alleys should be limited or screened from streets, public plazas, squares, greens, or pedestrian passages.
2. Alleys serving single-family detached or attached residential areas shall be no wider than 30 feet measured building to building at the alley-street intersection.
3. At alley curb entryways, the street sidewalk material(s) shall be carried across the access lane where possible.
4. Service for small businesses and retail establishments (under 6,000 square feet) is permitted at the front door provided such service is not during primary business hours and does not adversely disrupt traffic movement.
5. Off-street loading areas that make it necessary for vehicles to back out directly into a street are discouraged.

## Open Space Design Criteria | Open Space Types

Open spaces are critical in helping define a neighborhood's sense of place. Open spaces can be as small as an outdoor living room or large enough to hold a communitywide event. For a rich urban environment, a variety of open spaces are needed.

### General

1. Public open spaces, including plazas, squares, and greens, should constitute no less than eight percent of the net lot area of each subarea (as shown in Map 29: Sector Plan Subareas on page 128) No open space may be counted that has a width or breadth dimension less than 25 feet.
2. Open spaces should be evenly distributed throughout the Largo Town Center area.
3. New open spaces should be designed with sustainable features (i.e., rainwater planters, bioswales, and porous pavement).
4. Public/private partnerships should be formed in order to ensure appropriate funding and maintenance is provided for the public spaces envisioned within the Largo Town Center sector plan area including the Greenway trail, the Largo Town Center Lake Park, the one-acre "main square" civic facility abutting the Largo Metro Station, and the iconic focal points that herald arrival and a sense of place at the Largo Town Center TOD core: (1) Harry S Truman Drive/ Lottsford Drive, and (2) 'the Green' at the north entrance of the TOD core at Arena Drive.



Plaza

### Open Space Types

1. Plazas are public open spaces typically located at important street intersections and defined by building façades. Plazas should contain primarily pavement and may contain site furnishings, public art, fountains, and trees, all formally arranged.
2. Squares, like plazas, are typically located at important street intersections and are defined by building façades. Squares consist of more planted landscape areas than paved hardscape areas. Squares may contain site furnishings, public art, fountains, and trees in a formal arrangement.



Square

## Open Space Design Criteria | Open Space Types

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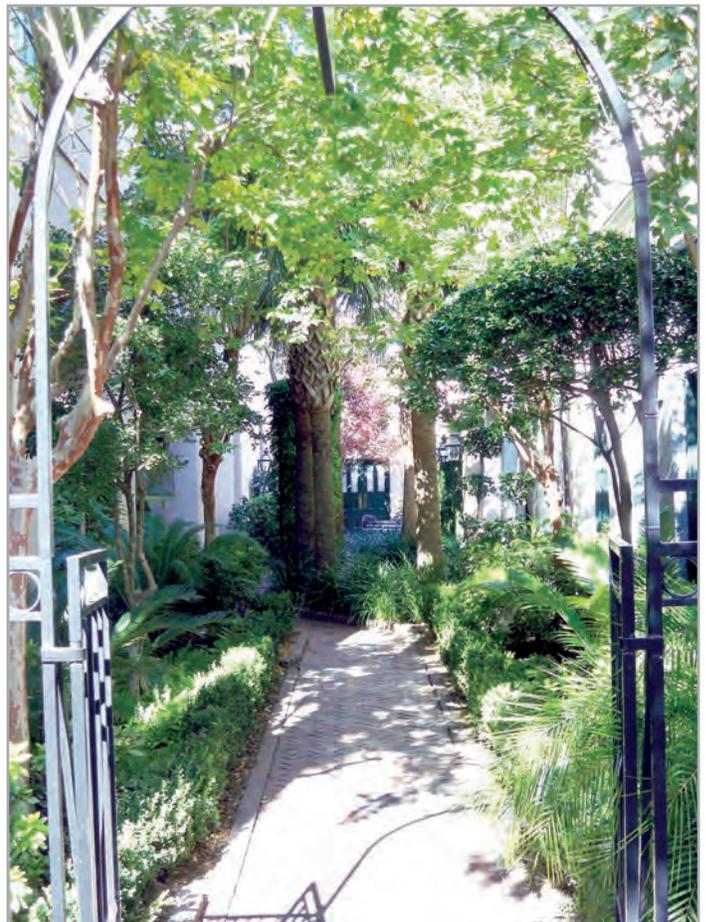
3. Greens are typically smaller and quieter with less intense activities than squares and contain more planted landscape areas than paved hardscape areas (less than 50 percent hardscape). Greens may be defined with a combination of landscaping and buildings.

Green



4. Passages are linear open spaces that typically make a pedestrian connection along a tree-lined walk from one street to another or to an open space. Passages may be either formal or informal in their design, reflecting the character of the surrounding architecture. Passages shall be minimally 25 feet wide.

Passage



## Open Space Design Criteria | Open Space Types

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### *Hardscape*

1. Hardscape areas within open spaces are encouraged to differ from and contrast with the typical street sidewalk paving.
2. Hardscape in open spaces should be concrete or brick pavers, stone, exposed aggregate concrete, brushed concrete, or other innovative paver type. Asphalt is not allowed in squares and plazas.

### *Landscape*

1. Landscaping, screening, and buffering in Largo Town Center shall conform to the Landscape Manual requirements for landscape plan submission process, recommended tree and plant selections, quantities, and similar.
2. Rainwater gardens and other forms of bioretention should be encouraged in open spaces, where appropriate, in a manner that is consistent with an urban environment.

## Architectural Design Criteria | Building Form

The architecture design criteria applies only to exterior, front elevations and building elements clearly visible from the public realm. The purpose of the criteria is to create a consistent, high-quality built environment that respects the surrounding context and supports the vision for a vibrant and unique urban center. Buildings should be designed in a healthy manner, use natural resources effectively, and be adaptable over time to serve future uses. The leadership in energy and environmental design (LEED) green building rating system is a nationally accepted benchmark for the design, construction, and operation of high-quality performance green buildings and should be a rating system encouraged at the Largo Town Center.

The criteria guides the design and character of all building types, except civic structures, which are excluded. The criteria include requirements that specify acceptable building materials, configurations of materials, and techniques for construction.

### Building Form

Multiple architectural features, such as massing, horizontal elements, recesses and projections, corner elements, and fenestration, articulate and define buildings and streetscapes. Massing is the combined height and width of a building, including changes in plane such as projections, recesses, tower, and corner elements. Horizontal elements are horizontal band lines on a building elevation used to demarcate the boundaries between the base, middle, and top; a change in plane; or a change in materials (i.e., cornice lines, belt or water table courses, and band or skirt boards). Recesses and projections are any horizontal change in plane affecting a building's elevation. Corner elements are pronounced building elements either recessed or projected and taller or shorter located at significant intersections, gateways, or open spaces. Fenestration defines the relationship between continuous wall surface (solid) and windows and doors (void).

### Massing

1. Buildings should predominantly define the perimeter of the block and be generally continuous along the BTL or front setback. (See the Urban Design Criteria on page 133 for location-specific frontage requirements.)
2. Buildings should transition from more continuous in the TOD core near the transit station to more porous moving out to the edges, particularly the east area.
3. Buildings should take into account their relationship to existing or planned adjacent buildings. Upper story setbacks, changes in materials or color, or changes in the roof plane may be used to transition appropriately.
4. Elevations over 120 feet in length at the BTL shall be visually broken into smaller sections through material and plane changes, variations in window groupings, and/or the addition of bays.



Prominent corner massing and upper-story setback

## Architectural Design Criteria | Building Form

### **Horizontal Elements**

1. Buildings shall be composed of a base, middle, and top. Cornices and belt/water table courses shall be used to delineate different building elevation zones.
2. Horizontal band lines shall be used on an elevation where there is a change in primary materials or colors.
3. Transitions between primary elevation materials shall occur along horizontal lines.

### **Recesses and Projections**

1. Recesses and projections may be used to reinforce a building's verticality. However, for large gestures, they should be used sparingly for emphasis.
2. Recesses and projections should be reflected in variations in the roofline.
3. Recesses and projections may be used to provide shading and cooling opportunities as well as location for balconies.
4. Changes in materials should occur only at changes in plane. A horizontal band line shall be used where there is a change in primary building materials or colors on an elevation.

### **Corner Elements (General)**

1. Tower or other corner elements shall be used to terminate an important view or as a focal element.
2. Corner elements may be either recessed or projected and either taller or shorter than the surrounding building elevations.
3. Corner elements shall be vertical in proportion with a minimum three-to-one ratio of height to width.



Upper-floor façade elements relate to ground-floor façade design



Materials and façade elements prevent blank surfaces

## Architectural Design Criteria | Building Form

4. Corner elements may be used as a transition between varying building heights or between nonperpendicular building faces.

### **Corner Elements and Special Features (Specific Locations)**

1. **North Entrance.** The corner of the building at the intersection of Arena Drive and North Harry S Truman Drive Extended should have special articulation and massing. The pronounced corner element may be either recessed or projected and either taller or shorter than the surrounding building elevations. (See Map 7: Illustrative TOD Core Concept Plan on page 24.)
2. **Civic Building/Retail Pavilion.** The green located at the north entrance of the new main street, North Harry S Truman Drive Extended, should be anchored by a civic building or retail pavilion. The design of the building or pavilion shall be compatible with the surrounding architecture. Placement of the structure shall coordinate with the open space design and provide the maximum programmable open space while not obstructing views into the space from the intersection. (See Map 7: Illustrative TOD Core Concept Plan on page 24.)
3. **Iconic Tower/Signature Building.** The building directly south of the Metro station should be a signature building for Largo Town Center and include an iconic tower or similar building element at the corner of the block nearest the square. The iconic tower will act as a visual anchor for the core, the Metro station, and the primary open space. Special attention should be paid to the design of this building element including its materials and lighting as a beacon for Largo Town Center. (See Map 7: Illustrative TOD Core Concept Plan on page 24.)
4. **South Entrance.** The blocks on either side of North Harry S Truman Drive at Lottsford Road shall have special articulation and massing at



Varied façade design and roof form add interest

the corners signifying the south entrance into the TOD core. The gateway threshold can be expressed by mirroring elements on the two buildings with towers, recessed corner elements, or similar features. (See Map 7: Illustrative TOD Core Concept Plan on page 24.)

5. **South Gateway.** The south gateway is located at the intersection of North Harry S Truman Drive and Largo Center Drive and announces Largo Town Center. The gateway elements, which may include pylons and monument signs, are located within in a park and shall be designed to stand out from the natural landscape through material use, vertical proportions, and lighting. The character of the gateway should reflect the urban (potentially contemporary) character of new development within the plan area, particularly the TOD core. While the gateway elements should stand out against the natural landscape backdrop, the gateway elements should be integrated into the overall streetscape design of North Harry S Truman Drive and signify a transition from the natural environment to a dense urban environment. Map 7: Illustrative TOD Core Concept Plan on page 24.)

## Architectural Design Criteria | Building Form

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### *Fenestration*

1. The relationship between solid building wall and openings (fenestration) is critical; the ratios should vary according to use and shall be calculated per elevation and floor-to-floor:

### **Percentage of openings (windows and doors)**

- |   |       |
|---|-------|
| Ground Floor Retail:                            | 60-95 |
| Ground Floor Other<br>Commercial/Institutional: | 40-90 |
| Ground Floor Residential:                       | 15-40 |
| Upper Floor Commercial/<br>Institutional:       | 40-90 |
| Upper Floor Residential:                        | 15-60 |
2. The placement and groupings of windows and doors should be used to provide hierarchy and order to building elevations.
  3. Openings should occur in rhythm with the architectural bays.
  4. The shape and proportion of the openings should be in keeping with the architectural style of the building.
  5. The shape and proportion of the openings shall be in keeping with the architectural style of the building.

### *Multifamily Development in the TOD Core*

Within the TOD Core, in any multifamily development project consisting of fifty (50) or more dwelling units, the percentage of workforce housing units shall not exceed ten percent (10%) of the total number of units proposed for the entire project and said workforce units must be disbursed throughout the project and be externally indistinguishable from the market rate units within the project. For purposes of this section, “workforce housing” means residential dwelling units set aside for sale or rent to households earning an annual total income of 80 percent to 120 percent of the median annual household income for the Washington Statistical Metropolitan Area. Multifamily development within the TOD core should be designed to create a diverse residential community with a variety of unit types at different price points.

## Architectural Design Criteria | Storefronts

Transparency in and out of storefronts is required for retail to prosper, for a vibrant street life, and to maintain eyes on the street. Storefront design shall balance the needs of the tenant’s individual expression with the overall aesthetic quality and sense of place.

1. Storefronts should be metal, stone, cast stone, glass, pre-cast, durable smooth exterior grade hardwoods, and/or other high-quality commercial materials. Softwoods, exterior insulation and finishing systems (EIFS), and pressure-treated lumber are not permitted.
2. Doors should be compatible with, and complementary to, the overall storefront design.
3. Doors should have a high percentage of glass to increase visibility into the store’s interior and out to the street. Clear glass and maximum visibility are encouraged.
4. The primary entrance shall be clearly marked and sheltered a minimum of 30 inches via a recessed entryway, overhang, awning, or canopy. Secondary or side entrances may be unsheltered.
5. Restaurants are encouraged to have additional doors to connect with their outdoor seating areas.
6. Opaque, smoked, or reflective glass may be used for accent/spandrel elements only. Tinted glass, opaque glass, plexiglass, and adhesive window film are not permitted (certain signage elements are excluded. (See the Signage Design Criteria on page 152.)
7. Removable windows are encouraged to enhance interaction between the interior and the exterior street experience.
8. Glazing shall be a minimum of 8 inches but no higher than 30 inches above the sidewalk grade



Public plaza integrated with façade design and interior uses



Ground-floor façade elements create sidewalk scale and street life

## Architectural Design Criteria | Storefronts

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9. Window glazing should be flush with the window frame or slightly recessed up to eight inches.
10. High light quality, low-emissivity (Low-E) rated glass is recommended to minimize discoloring of merchandise and moderate heat transfer for energy conservation.

Removable windows and doors are encouraged to enhance interaction between the interior and the exterior street experience



Upper-story massing and façade elements provide scale and texture

## Architectural Design Criteria | Building Materials and Elements

All new construction within Largo Town Center shall comply with the following materials and elements criteria except storefronts. For storefront criteria, refer to the above section.

### **Exterior Walls**

All new construction within Largo Town Center should comply with the following materials and elements criteria except storefronts. For storefront criteria, refer to the above section.

### **Exterior Walls**

1. Exterior walls visible from the public realm should be brick (brick veneer), stone, cast stone, pre-cast, glass, and/or metal components. Additionally, for buildings of four to six stories, cementitious siding or panels in a smooth or stucco finish or metal panels may be used at the fourth floor level and above where residential is the primary use. For buildings of three to five stories, masonry or stone shall be the predominant building material. For buildings of one to two stories, cementitious siding or panels in a smooth or stucco finish may be the predominant building material where residential is the primary use; for other uses, metal panels may be the predominant building material. Where cementitious siding or panels meet foundation walls, a minimum 10 inch nominal trim board is required on all elevations.
2. Exterior walls, as they turn the corner from a street or public open space frontage condition to an exterior service area or courtyard condition, should be consistent in material and detail with the frontage façade to a minimum depth equal to the width of the service accessway or courtyard opening (measured building to building).
3. Vinyl and aluminum siding products are not permitted as a primary exterior wall material.
4. The use of EIFS on an exterior wall above 22 feet (measured vertically from grade) may be allowed subject to the approval of the Planning Board. However, the use of EIFS on an exterior wall within 22 feet of grade is not permitted. When used, the color(s) of the EIFS should be complimentary, but not identical, to adjacent materials.
5. Building walls between the foundation and the eave should be no more than three primary materials (e.g., pre-cast on the ground floor, brick on the second through fourth floors, and cementitious panels on the fifth floor).
6. Lighter appearing material (lighter in color, texture, and/or weight) should be used on top of the heavier appearing materials.
7. Arcades, piers, columns, and pilasters should be stone, cast stone, pre-cast, brick, or composite material.
8. Trim should be metal, cementitious fiber board, fiberglass composite, polymer composite, or solid cellular PVC. Wood for exterior trim is not encouraged. The use of aluminum trim on an exterior wall within 12 feet of grade is not permitted.



Consistent forms and details establish a unified design theme

## Architectural Design Criteria | Building Materials and Elements

### Doors and Entries

1. Primary building entries should be distinct and enhance the building façade. Residential lobby entries may be secondary but shall be identifiable from the street.
2. On single-family residential units, exterior steps to the front door should not exceed eight risers. However, additional risers up to a total of 12, may be included if separated by a landing.
3. All exterior, individual residential unit entry doors shall have glass, recessed panels, or both.
4. Roll down doors should be painted and/or designed to blend with the building façade.

### Windows

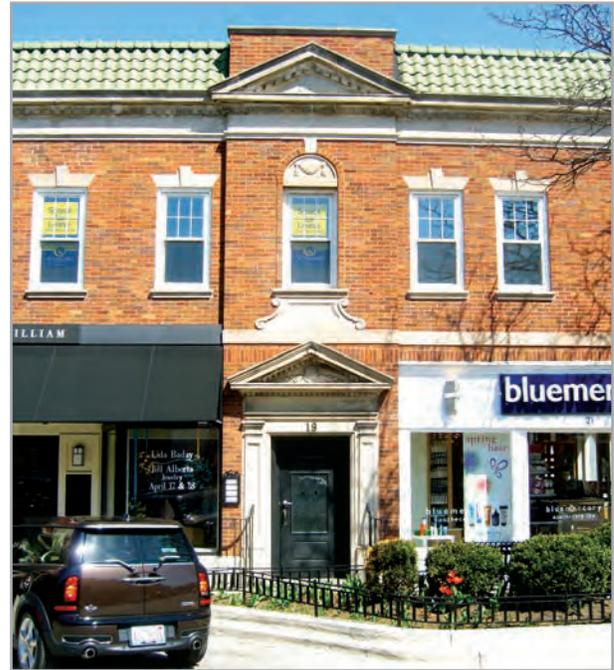
1. Windows should be wood, aluminum-clad wood, or aluminum.
2. Windows should be single-, double-, or triple-hung, fixed, or casement.
3. Windows on residential units shall be operable.

### Shutters

1. In the quadrants west of Landover Road, shutters may be wood or solid cellular PVC composite. In the east area, shutters may also be vinyl.
2. Shutters should be, or appear to be, operable and should be of the required size both horizontally and vertically to cover the opening if closed.

### Roofs

1. Roofs should preferably be flat (except on single-family residential units) or symmetrically pitched between a 6:12 and 14:12 slope and only in the configuration of gables and hips.
2. Flat roofs should be a white or light membrane material, should have light-colored pavers or aggregate, and/or may be vegetated.



Upper-story entrances vary from ground-floor character

3. The rooftop installation of solar thermal or photovoltaic energy systems is encouraged wherever practical.
4. Roofs (with the exception of mid-block end lot townhouses) should overhang a gable end a minimum of 12 inches measured from the face of fascia board to the face of the building wall.

### Porches, Stoops, and Bays

1. Porches, stoops, and bays are encouraged. These elements may occur forward of the BTL but may not extend into the right-of-way. Porches shall be a minimum depth of eight feet. Stoops shall be a minimum depth of four feet. Bays shall be a minimum depth of three feet.
2. Porches, stoops, and/or bays should match the architectural style and detailing of the primary building.
3. Bays on elevations fronting the public realm shall extend to the ground, extend to the retail cornice, or be structurally supported by brackets.

## Architectural Design Criteria | Building Materials and Elements

### *Service and Loading Areas*

1. Service and loading areas shall be located in the interior of blocks or enclosed within the building and shall be screened from public realm view by walls, fencing, and/or landscaping; or minimized along a street edge and screened by an overhead door.
2. Trash enclosures and other ancillary service structures shall be located away from streets and public open spaces and screened from view using walls and/or landscaping. Enclosure walls shall be brick, architectural concrete block, or steel.



### *Utility and Mechanical Equipment*

1. All new permanent utility lines shall be installed underground where feasible.
2. Above-ground utility equipment shall be located away from the public realm to the greatest extent possible. Additionally, transformers shall be located away from major pedestrian routes and outdoor seating areas. If equipment is located within 15 feet of the front façade of a building, screening measures shall be used to ensure that the equipment is visually minimized.
3. Commercial antenna and communication towers may be permitted subject to applicable zoning and other regulations.
4. Electrical and mechanical equipment, other equipment, enclosed stairs, storage spaces, blank walls, and other elements that are not pedestrian-oriented should be located in alleys or service and loading areas; mechanical equipment may also be located on rooftops.
5. Rooftop mechanical equipment shall be screened from the public realm view (from street and public open space view) using sloped roofs, parapets, and/or screens.

### *Site Walls*

Site walls (including screening, retaining, and accent walls) should use materials, patterns, and colors consistent with the adjacent building(s) and if visible from the public realm (from streets or public open spaces) shall be brick, pre-cast, cast stone, or vegetated screen wall.

### *Railing, Fencing, and Gates*

1. Railings, fences, and gates shall be metal. Metal materials shall be prefinished in a powder-coated color coordinated with adjacent materials, or painted a low-luster, dark neutral color. Any field welding shall be ground smooth and cleaned before painting. On single-family residential lots, in side and rear yards only, fences may also be vinyl up to six feet in height.
2. Terminal posts (corners, openings, and ends) shall be wider and taller than other posts or panels.
3. Railing picket spacing shall be no more than four inches on center and must comply with life-safety code requirements.
4. Chain link fencing (except where required by law or for temporary security), barbed wire, and paneled materials are not permitted.

## Parking Design Criteria

The purpose of the parking design criteria is to promote a “park once” environment that enables people to conveniently park and access a variety of uses in a pedestrian-friendly environment; reduce uncoordinated, inefficient single-purposed parking; and maximize on-street parking. Streetscapes should be vibrant and active, not dominated by parking lots or garages.

### Surface Parking Lots and Structured Parking Garages

1. All surface parking lots or structured parking garages shall be accommodated mid-block or below grade and screened from the public realm. Structured parking should be located internal to blocks or below grade.
2. Surface parking lots are not permitted in the TOD core with the exception of dedicated surface parking for a hospital or medical office building. Surface parking between the front of a building and the street or open space right-of-way is prohibited within the Largo Town Center DDOZ.
3. A parking garage setback line of 40 feet is established from the BTL to accommodate the required public utility/access easement and “liner” ground-floor retail or office uses.
4. In instances where surface parking lots front a street or public plaza, square, or green, the parking shall be set back a minimum of 40 feet from the BTL. Landscaping, screening, and buffering of surface parking lots shall conform to the Landscape Manual requirements.
5. Building façades along streets should have structured parking wrapped with retail, office, or residential uses.
6. Buildings in which structured parking is the sole use are strongly discouraged throughout the plan area and are not permitted in the southwest quadrant (TOD core). If necessary, parking structures may be exposed on upper floors but shall have ground-floor usable space fronting a street or public plaza, square, or green.
7. Structured parking garage entrances shall not dominate the building street façade and should be a minimal opening in the building at the sidewalk level.
8. Reserved parking for hybrid, electric, and/or carpool vehicles; charging stations; solar panel shading structures; and similar environmentally friendly parking design features are encouraged within the Largo Town Center DDOZ.
9. Bicycle parking should be provided in structured parking garages and surface parking lots based on a site-by-site needs basis. Appropriate location, number of racks, and level of access for each facility depends on the anticipated use of the site or building. Conformance to LEED or similar federal, state, and county bicycle parking criteria is strongly encouraged.
10. Pedestrian access to and from mid-block parking shall be continuously lit (to eliminate dark areas) and provide direct connection(s) to the primary street or open space where possible.



Parking garage entrance does not dominate the building street façade and is embellished with landscape treatment

## Parking Design Criteria

### *Parking Dimensional Requirements*

1. Drive aisles shall be designed and located so that adequate visibility is ensured for pedestrians, bicyclists, and motorists when entering individual parking spaces, circulating within a parking facility, and entering or leaving a parking facility.
2. The minimum size for standard (non-compact), non-parallel off-street parking spaces shall be 9 feet by 18 feet. The minimum size for standard (non-compact), parallel on-street parking spaces shall be 8 feet by 22 feet.
3. Up to one-third of the required number of parking spaces may be compact car spaces. All compact car spaces shall be marked as such. The minimum size for compact, non-parallel off-street parking spaces shall be 8 feet by 16.5 feet. The minimum size for compact, parallel on-street parking spaces shall be 8 feet by 19 feet.

### *Surface Parking Lot Landscape Requirements*

1. Surface parking lot landscaping shall comply with the standards found in the Landscape Manual.
2. Durable, pervious surfaces should be used for surface parking lots when feasible. Gravel and similar loose materials prone to dust and erosion are prohibited.

### *Parking Space Requirements by Use*

1. In order to encourage alternative transportation choices and leverage the existing transit infrastructure, maximum rather than minimum parking space requirements apply to the Largo Town Center sector plan area. The maximum parking space requirements vary based on proximity to transit. For the TOD core area, which includes the Metro station, parking is reduced.
2. The following maximum parking space requirements shall apply for each use unless an alternative strategy is approved by the Planning Board. For uses not specifically listed, the requirement of the most similar use shall apply.



Building façades along streets should have structure parking wrapped with a use, such as retail, office, or residential

**Table 16: Parking Space Requirement**

	Use Category	TOD Core Area (Southwest Quadrant)	All Other Areas (Northeast, Northwest, Southeast, East Area)
		Maximum Allowed	Minimum and Maximum Allowed
Residential	Single-family detached	Not allowed	Min. 2.00 spaces/ dwelling unit Max. 3.00 spaces/ dwelling unit
	Townhouse	Not allowed	Min. 2.00 spaces/ dwelling unit Max. 3.00 spaces/ dwelling unit
	Multifamily	1.25 spaces/ dwelling unit (up to two bedrooms)	Min. 1.25 spaces/ dwelling unit Max. 2.00 spaces/ dwelling unit
1.50 spaces/ dwelling unit (over two bedrooms)		Min. 1.50 spaces/ dwelling unit Max. 2.00 spaces/ dwelling unit	
Lodging	Hotel	0.75 space/ guest room  4.0 spaces/ 1000 square feet meet- ing room	Min. 0.75 space/ guest room Max. 1.00 space/ guest room  Min. 4.00 spaces/ 1000 square feet meeting room Max. 5.00 spaces/ 1000 square feet meeting room
Institutional/ Educational	Institutional/Educational (General)	0.75 space/ 4 classroom seats or 2.00 spaces/ 1000 square feet	Min. 0.75 space/ 4 classroom seats or 2.00 spaces/ 1000 square feet  Max. 1.00 space/ 4 classroom seats or 3 spaces/ 1000 square feet
	Day Care	1.5 spaces/ 1000 square feet	Min. 1.50 spaces/ 1000 square feet Max. 2.0 spaces/ 1000 square feet
	Civic	4 .00 spaces/ 1000 square feet	Min. 4.00 spaces/ 1000 square feet Max. 8.00 spaces/1000 square feet
	Place of Worship	4.00 spaces/1000 square feet	Min. 4.00 spaces/ 1000 square feet Max. 5.00 spaces/ 1000 square feet
	Hospital	4.00 spaces/ bed	Min. 3.00 spaces/ bed Max. 5.00 spaces/ bed

**Table 16: Parking Space Requirement**

	Use Category	TOD Core Area (Southwest Quadrant)	All Other Areas (Northeast, Northwest, Southeast, East Area)
		Maximum Allowed	Minimum and Maximum Allowed
<b>Recreational/ Entertainment/ Social/ Cultural</b>	Indoor Recreation	4.00 spaces/ 1000 square feet	Min. 4.00 spaces/ 1000 square feet Max. 12.00 spaces/ 1000 square feet
	Health Club/Spa	4.00 spaces/ 1000 square feet	Min. 4.00 spaces/ 1000 square feet Max. 8.00 spaces/ 1000 square feet
	Movie Theater	0.25 space/ seat	Min. 0.25 spaces/ seat Max. 0.30 spaces/ seat
	Performing Arts Theater	0.30 space/ seat	Min. 0.30 spaces/ seat Max. 0.50 spaces/ seat
<b>Commercial Trade (Generally Retail)/ Services</b>	Retail Sales	3.00 spaces/ 1000 square feet	Min. 3.00 spaces/ 1000 square feet Max. 4.00 spaces/ 1000 square feet
	Restaurants	10.00 spaces/ 1000 square feet	Min. 10.00 spaces/ 1000 square feet Max. 14.00 spaces/ 1000 square feet
	Personal Service	4.00 spaces/ 1000 square feet	Min. 4.00 spaces/ 1000 square feet Max. 6.00 spaces/ 1000 square feet
<b>Offices</b>	General	2.50 spaces/ 1000 square feet	Min. 3.00 spaces/ 1000 square feet Max. 4.00 spaces/ 1000 square feet
	Medical	3.50 spaces/ 1000 square feet	Min. 4.00 spaces/ 1000 square feet Max. 5.00 spaces/ 1000 square feet

## Signage Design Criteria

The signage design criteria are intended to ensure that signs are an integral part of an overall vision aimed at achieving an aesthetically pleasing and high-quality urban environment. Signage should establish a coordinated and

harmonic streetscape and be expressive of the intended dynamic character of the sector plan area. Creative signage design using artistic imagery, lighting, color, texture, graphics, and materials is strongly encouraged.

### Nonconforming



Not attached to the façade



Animated, rotating, flashing, or scrolling



Freestanding monument sign and not coordinated between multitenants



Temporary sign attached to the building façade



Containing more than essential information

## Signage Design Criteria

### Conforming



Monument Sign in East Area



Pedestrian Directional Sign

### General Provisions

1. Any sign required by county, state, or federal regulations shall be governed by those regulations as well as by the signage design criteria. Where conflicts exist, the county, state, or federal regulations shall prevail.
2. All new signs shall be attached to the façade. Signs may be flat against the façade or mounted projecting or hanging from the façade.
3. Signage submitted for multitenant buildings should be coordinated and present a unified approach.
4. Building signs shall be constructed of durable, high quality materials such as metal, wood, and/or glass. Signs should be simply designed to contain only essential information and serve to identify the name, business type, company logo, and street address of the establishment. Tag lines, bylines, merchandise, telephone numbers, web addresses, or other information which is not part of the business name is prohibited.
5. The total sign area allowed per building shall be computed on the basis of two square feet of sign area for each one linear foot of building frontage. Where a building has multiple frontages, the allowed sign area should be distributed proportionally along each building frontage. Buildings with less than 60 linear feet of building frontage may be allowed up to 120 square feet of sign area.
6. Repetitious signage information on the same building frontage should be avoided regardless of the sign area square footage allowed.
7. Signs shall be properly repaired and maintained such that they are always in clean, working condition.

## Signage Design Criteria

### Wayfinding Signs

#### *TOD Core (Largo Town Center) Identification Signs*

1. Largo Town Center TOD core identification signs should be at the primary entry points (or gateways) to the TOD core area. (See Map 30: Illustrative TOD Core Concept Plan on page 134.) These signs should not identify individual businesses but rather help brand the TOD Core area—and, by extension, the Largo Town Center DDOZ—as a special urban place. A Business Improvement District (BID) or similar district management entity should be formed to facilitate the creation and installation of the area identification signs.
2. The identification signs should be designed in a coordinated manner.
3. The identification signs should not exceed 32 square feet per side.



Largo Town Center Identification Sign

#### *Wayfinding Signs*

1. Wayfinding signs should be consistent and uniform in design material(s) and configuration (uniform style of text and graphics) throughout the Largo Town Center DDOZ.
2. Vehicular and pedestrian wayfinding signs should direct visitors to parking, civic uses, shops, hotels, restaurants, and cultural attractions. The information on each sign should provide directions and/or public service information such as transit routes and schedules, community events, and similar information.
3. Public parking directional signs within the Largo Town Center DDOZ may be of a uniquely coordinated design to help identify and brand the area.
4. Vehicular wayfinding signs (other than standard traffic control signage) should not exceed 18 square feet per side.
5. Parking directional signs should not exceed six square feet per side.



Directional Signs

6. Any vehicular/parking directional sign projecting over the public streetscape shall be mounted no less than 8 feet above the sidewalk and no less than 18 feet above any road, driveway, or alley.

## Signage Design Criteria

### *Pedestrian Wayfinding Signs*

1. Pedestrian wayfinding signs should be pedestrian in scale and height and designed to have a consistent appearance throughout the Largo Town Center.
2. Pedestrian directional/directory signs shall not exceed 18 square feet per side.

### *Pole-Mounted Banners*

Pole-mounted banners enliven streetscapes, add color, and can help promote a sense of community.

1. Pole-mounted banners shall not exceed 16 square feet.
2. Pole-mounted banners shall be mounted with no less than 10 feet of clearance above the sidewalk and no less than 18 feet of clearance above any road, driveway, or alley.
3. Pole-mounted banners may be placed on private land or in the public right-of-way subject to county approval.

### *Building-Mounted Signs*

Building-mounted signs comprise flat wall, projecting (including blade and under-canopy signs), awning, marquee, and storefront window signage. Building-mounted signs count toward the total allowed sign area of the building.

#### *Flat Wall Signs*

1. Flat wall signs should be centered on horizontal surfaces, such as a storefront opening, and placed within a clear signage area.
2. On tall signature buildings, building-mounted signs may be placed between the top of the highest floor's windows and the top of the roof parapet.
3. Sign locations should respect the design of a building, including the arrangement of bays and openings, and shall not obscure windows, grillwork, piers, pilasters, or ornamental features.

### *Projecting Signs*

1. Blade signs shall be hung perpendicular to the face of a building above or at the entrance to a storefront.
2. Under-canopy signs are generally smaller than blade signs and are oriented to pedestrians passing under them. These signs should be used primarily at ground floor locations but may be considered for upper floor businesses with covered entry porches and balconies.
3. Each face of a blade or under-canopy sign shall be counted towards the total allowed sign area of the building, and, each face shall not exceed fifty (50) square feet.
4. Blade signs shall not project more than forty-eight (48) inches from the wall of a building.
5. Blade and under-canopy signs shall be mounted with no less than eight (8) feet of clearance above the sidewalk.



Blade Sign

## Signage Design Criteria

### ***Awnings and Awning Signs***

1. Awnings, with or without signage, must be sturdy and permanently attached to buildings. They should be design and placed to compliment the building's architecture.
2. Awnings should be made of canvas, metal, or glass. Shiny or reflective materials are discouraged.
3. One-quarter cylinder awning configurations are not permitted.
4. The text and graphics area of an awning sign should not exceed 35 percent of the awning background surface area. Lettering on awnings should be no taller than 30 inches.
5. Awnings shall be mounted with no less than 10 feet of clearance above the sidewalk. The horizontal clearance between an awning and the street curb line shall not be less than 15 feet.

### ***Marquees Signs***

1. Marquee signs are mounted vertically along a building face. Marquee signs shall accentuate primary building entrances, major tenant entrances, or other significant building entry. Theaters, cinemas, and performing arts facilities are encouraged to utilize this sign type.
2. Marquee signs shall be mounted with no less than 10 feet of clearance above the sidewalk. The horizontal clearance between a marquee and the street curb line shall not be less than 15 feet.

### ***Storefront Window Signs***

1. Storefront window signs should be professionally painted, posted, displayed, or etched on interior translucent or transparent surfaces, including windows or doors.
2. Window signs generally contain text but also may contain graphic logos or images combined with color.

3. Permanent window signs should cover up to 20 percent of the glass area and be designed so that visibility into and out of the window is not obscured.
4. Window signs shall be created from high-quality materials that may include paint, gold leaf, and transparent, opaque, and frosted vinyl materials. Window signs should be applied directly to the



Marquees Sign

interior face of the glazing or hung inside the window concealing all mounting hardware and equipment.

### ***Free-Standing and Monumental Signs***

1. A maximum of one freestanding or monument sign shall be permitted for each commercial shopping center, office park, or mixed-use development exceeding 100,000 square feet in size.
2. A maximum of one freestanding or monument sign shall be permitted for each residential development exceeding 200 dwelling units.
3. Freestanding and monument signs shall not exceed six feet in height, and the maximum area of any single freestanding or monument sign shall not exceed 50 square feet. Freestanding and monument signs shall be constructed of

## Signage Design Criteria

durable, high-quality materials such as, but not limited to, decorative masonry, wrought iron, or weatherized decorative metals.

4. Smaller commercial and mixed-use developments containing a minimum of 15,000 square feet but not exceeding 100,000 square feet shall be permitted a maximum of one ground-mounted monumental sign not exceeding four feet in height or a maximum area of 24 square feet.
5. Smaller residential developments containing a minimum of 30 dwelling units but not exceeding 200 dwelling units shall be permitted a maximum of one ground-mounted monumental sign not exceeding four feet in height or a maximum area of 24 square feet.
6. Signs shall be externally lit from the front with a full-spectrum light source. Internal and back lighting are permitted as an exception only for individual letters or numbers, such as for “channel letter” signage (panelized back lighting and box lighting fixtures are prohibited).
7. Building numbers are required, and commercial buildings require building numbers on both the front and rear.

### **illumination**

1. Internal and back lighting are permitted as an exception only for individual letters or numbers such as for “channel letter” signage (panelized back lighting and box lighting fixtures are prohibited). Signage within a shopfront may be neon lit.
2. Projecting light fixtures used to externally illuminate signs should be simple and unobtrusive in appearance. They should not obscure the graphics of the sign and should be designed as part of the architecture of the sign.
3. Sign lighting shall be designed to limit environmental impacts such as glare and light pollution.
4. All electrical connections including junction boxes, transformers, conduit, raceways, and tubing required for any sign items shall be concealed from public view. Where the attachment of a sign may severely damage or impact the façade of a building or canopy, an architectural signage raceway may be allowed. If allowed, the raceway shall be fabricated to conceal all electrical wiring components and painted to match adjacent sign and/or building façade elements.
5. Sign illumination shall promote energy conservation by utilizing energy efficient illumination techniques. This may include, but is not limited to, LED lighting components and solar-based illumination techniques where applicable.

### **Prohibited Sign Types and Materials**

1. Animated, rotating, flashing, or scrolling signs.
2. Internally illuminated box signs.
3. Internally illuminated awnings.
4. Signs mounted at the rooftop above the building roof line.
5. Signs designed to be mobile or moved from place to place (except sandwich boards or similar signs).
6. Signs related to specific businesses or private events that are placed in the public right-of-way or on street furniture and fixtures including benches, fences, trash cans, bus shelters.
7. Signs with exposed raceways, conduit junction boxes, transformers, lamps, tubing, or neon crossovers of any type.
8. Any sign designed to be mobile and moved from place to place (except sandwich boards or similar sign type).
9. Pennants, pinwheels, and similar circus- or carnival-type signs.
10. Balloons or inflatable signs.
11. Temporary signs attached to building façades

# Appendix A



