

June 2011

Design Guidelines

Takoma Langley Crossroads Sector Plan

Draft

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How to Use the Guidelines

Urban design guidelines help implement the recommendations of approved and adopted master and sector plans. They provide information on how plan recommendations and the Zoning Ordinance requirements can be met; they provide context for individual sites; and best practice ideas for building and site design.

The planning process is structured in a hierarchy of decisions:

- Master and sector plan recommendations provide the vision for a specific area.
- Zoning Ordinances and other codes establish standards and regulations for development.
- Design Guidelines provide inspiration and suggestions to fulfill the Plan’s vision and serve as a problem solving tool.

These guidelines have been developed through consultation with property owners, residents, the City of Takoma Park, interest groups and Executive agencies. They are to be approved by the Planning Board for use by planning staff in evaluating proposed building projects. They will be revised and updated as necessary.

With the exception of specific plan recommendations included in the Sector Plan, the guidelines are not regulations that mandate specific forms and locations for buildings and open space. They illustrate how plan recommendations and goals might be met, and encourage applicants and public agencies to propose

designs that create an attractive and successful public realm.

The examples included are intended to frame discussions regarding building design in a flexible way without prescribing specific solutions.

These guidelines are intended to allow for better design solutions responding to new technologies. They describe the elements that will make the center a place. To that end, the guidelines:

- Suggest techniques to create development that is sustainable and transit accessible.
- Provide guidance for the grid of streets recommended by the Plan to establish walkable blocks with local services within short distances.
- Suggest design parameters for public spaces to serve all communities.
- Encourage excellence in the design of the buildings that form the streets and open spaces.
- Clarify expectations by providing clear expectations and additional certainty for the design professionals, property owners, and guide decision makers in their project review.

VISION

The *Takoma Langley Crossroads Sector Plan* area will be a vibrant urban center serving the multicultural population of this part of Montgomery County. It will be served by a bus transit station and, in the future, by the Purple Line, helping make in Takoma Langley Crossroads a walkable, transit-served community. The design guidelines will help create a distinct character for Takoma Langley Crossroads that celebrates and builds on the cultural diversity of the Crossroads community.

DESIGN OBJECTIVES

The plan promotes mixed-use, diverse communities clustered around transit service, variety of walkable urban public spaces and the protection of environmental resources. Walkable communities and an attractive public realm are high priorities. The plan outlines the following:

Connectivity

Improve how people connect to transit, services, entertainment, and open space by:

- establishing a network of streets to improve physical access for pedestrians, vehicles, and bicyclists
- promoting a continuous building facades along streets, to define the public realm and provide an appropriate setting for street activating activities
- reducing vehicular speeds to increase pedestrian safety
- improving safety at pedestrian crossings.

Environment

Reduce the impact of built environment on the natural ecosystem by:

- improving air quality by creating walkable environments that reduce reliance on car usage
- promoting innovative storm water management techniques and reducing imperviousness
- promoting energy conservation and generation as a primary consideration in building and public space design
- encouraging building massing distribution that improves air flow and access to natural light
- promoting the integration of recognizable sustainable components into the design of buildings and public places

Design

Apply sustainable principles to the way we build and how we live by:

- promoting compact development and smarter buildings to reduce impact on the natural environment
- encouraging pedestrian activity by enhancing the connections between local institutions, services, open spaces, and transit.

Diversity

- create a mix of choices in how and where we live by:
- recommending land use patterns that create a mix of homes, jobs, shopping and public places
- recommending the creations of housing options that can accommodate a range of ages and family needs

- creating an attractive urban environment that will attract people of all ages, incomes and ethnicities.

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Buildings

The Sector Plan calls for mixed-use development to create a 24-hour neighborhood (pg 14). Mixed-use buildings play an important role in urban areas. Buildings that incorporate two or more of retail, office or residential uses activate streets by providing people who live, work and recreate in the same place.



Buildings should provide variety, interest and rhythm along street. Setbacks should occur intentionally to create well defined public spaces.

Pedestrian Experience

The design of individual buildings in urban settings must take into consideration the surrounding context and the effect that the arrangement of its physical components has

upon the pedestrian experience (Sector Plan pg. 27). To this end the following principles should be followed:

- Place buildings along both sides of a street to create building walls that define the street corridor and public sidewalk.



Define street walls with buildings on both sides of street

- Arrange buildings to create social gathering places and urban open spaces along the street.
- Locate primary entrances along the street. Entrances to retail or commercial uses should be at sidewalk level.
- Combine horizontal and vertical elements to provide variation, interest and rhythm along the street.
- Vary building heights along a street to achieve more visual interest and distinct building character, avoiding the monotony of continuous building heights.

Building Design

The design of the building frontage contributes to community character and fosters the establishment of a visually interesting and active public realm:

- Define the one to four-story building bases by a change in materials, textures, or color.
- Provide first floor ceiling heights of 15 to 20 feet to accommodate commercial uses.
- Place entrances close together to activate the street, 30 to 45 feet for retail streets.
- First floor elevations for retail, commercial, hotel, and residential lobbies should be at sidewalk level.



Create space outdoor cafe seating by setting buildings back 20-22 feet from curb (additional 5-7 ft behind R-O-W or PIE)



Retail elevation w/ integral store signage

- Design facades that include place-making elements drawn from historic or cultural themes identified in the Sector Plan.
- Set buildings back 20 to 22 feet from the curb to create outdoor space for café seating where appropriate (5-7' from Public Improvement Easement where established).
- Design store signage as an integral element of the building facade such as a panel on the building's cornice, or as a vertical hanging banner sign. Pole mounted signage should not be permitted along retail streets.
- Locate service and loading areas along alleys or to the rear of the buildings not along primary retail street frontage.
- Locate heating and air conditioning, telecommunications facilities, and other utilities in rooftop enclosures.

Building Heights

The Sector Plan calls for a range of buildings heights that provide appropriate transitions between higher density development adjacent to the future purple line and the crossroads and surrounding residential neighborhoods (pg. 51, 60). The following principles address appropriate building heights (see also *Transitions and Neighborhood Compatibility*)

- Building heights and distinctive architecture should accentuate important locations, such as New Hampshire Avenue and University Boulevard.
- The maximum building height in Takoma Langley Crossroads Sector Plan is 100 feet nearest the proposed Transit Center and Purple Line Station (see *Transitions and Neighborhood Compatibility*).
- Signature buildings at gateways or focal points should approach maximum allowable heights to create the effect inherent in gateways.
- Buildings should be sited and designed with sensitivity for their effect on light, shadow, and air circulation for the occupants of those and neighboring buildings



Vary building heights to create variety along the street front

Streets

The Sector Plan streets (pp. 25, 28) recommends the establishment of an interconnected network of urban streets that avoids cul-de-sacs and dead ends and provides a range of access choices for pedestrians and vehicles. The guidelines recommend that the character of all streets be improved with streetscape improvements to

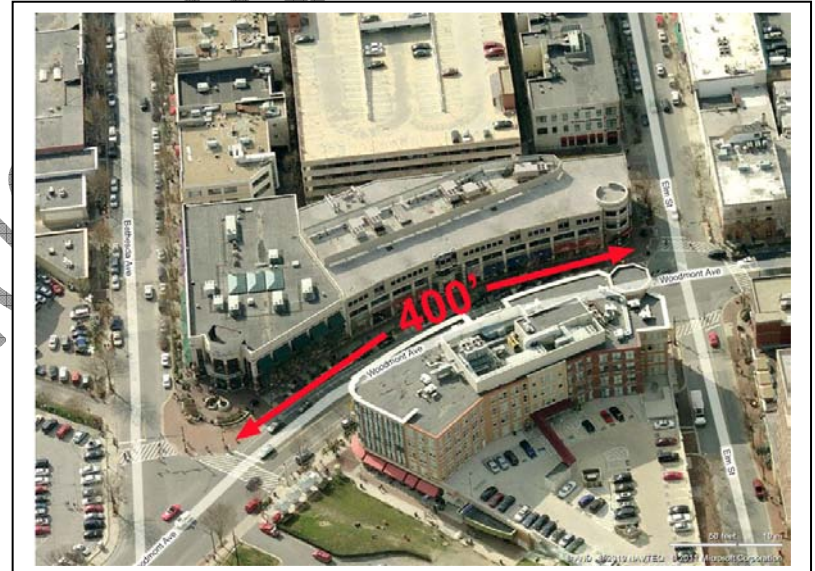


Interconnected network of urban streets and short blocks support human scaled environments

be specified in streetscape standards for urban areas of the county.

Walkable Blocks

The plan also recommends the creation of short 300-400 long blocks to establish a human scale environment that is easy and pleasant to negotiate on



A pedestrian friendly block should roughly range from 200'-400' long

foot and provides travel alternative to those getting around by car.

Safe Intersections

Crosswalks at all intersections should have materials that are distinct from the road asphalt. They should vary in color and texture and include audible signals for the vision impaired.

Underground Utilities

Coordinate with MCDOT and utility companies to accommodate all utilities underneath sidewalk paving within the right-of-way limits.

New Streets

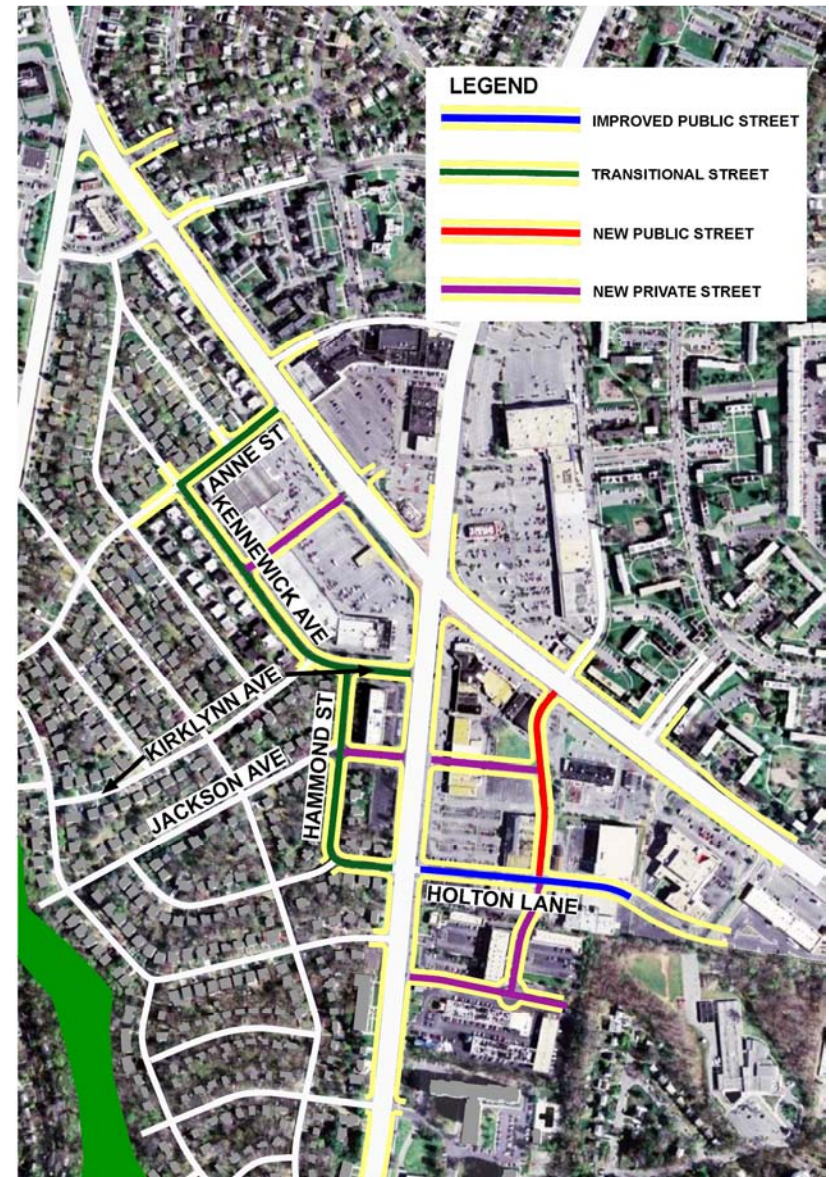
In order to achieve the goal of connectivity around the University Boulevard/New Hampshire Avenue as discussed above, the Plan proposes new street types as well as improvements to existing streets.

Business Street

The first type of new street is a *Business District Road* or street. It is to be publicly owned (City of Takoma Park) and will connect Holton Lane to University Boulevard. Its right-of-way will be 70 feet (see section below). Features for this street will include:

- Right of way of 70 feet.
- Streetscape components (sidewalk paving, tree spacing, lighting).
- Alternative roadway pavement materials (in conformance with MCDOT).
- Ground floor active uses.

Takoma Langley Crossroads



Plan of new or improved streets in Takoma Langley Crossroads

Private Street

The second type of new street is a private street. It will be privately owned, on private property, and will function as a public street (see section below). It is



Private Streets - wide sidewalks and on-street parking

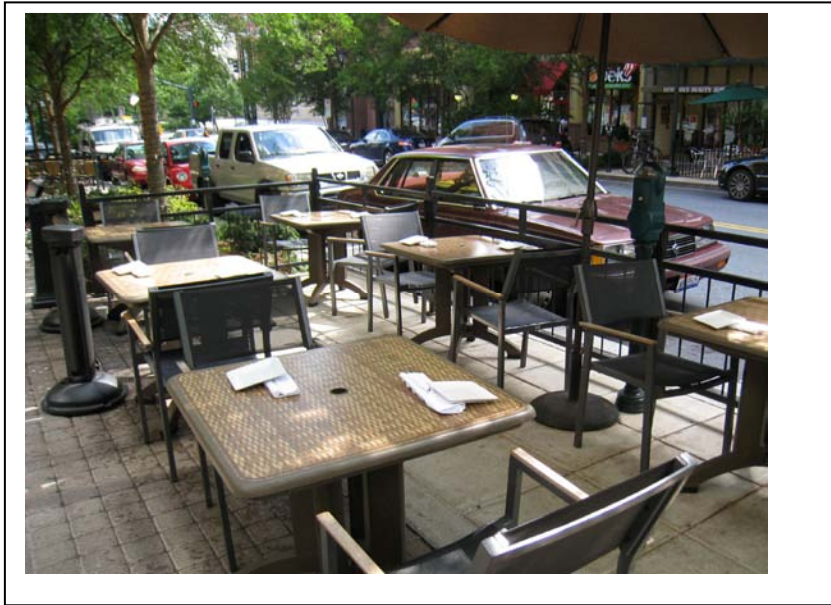
Private streets can become pedestrian- only for special events

envisioned as a primary retail street for future development in the plan area. This street should be characterized by the following:

- Right-of-way of 60 feet (final road width to be determined at site plan).
- On-street parking
- Wide sidewalks (minimum 15')
- Retail on ground floors to activate street
- Street trees in amended soil panels



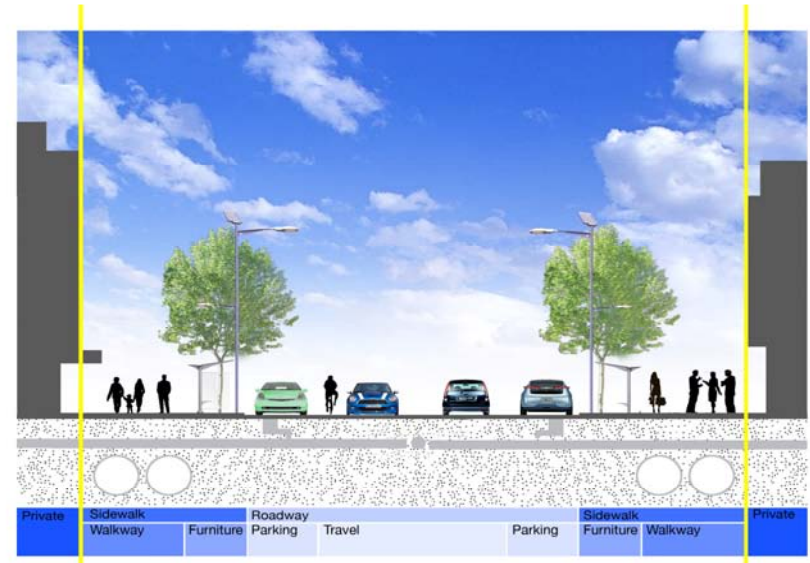
Locate Retail uses on Ground floor to activate street



Sidewalk cafes activate Private Streets-special paving adds interest

- Street Furniture including lights, benches, bike racks, trash bins, planters
- Specialty sidewalk paving
- Designated are space for sidewalks cafes or outdoor seating
- Specialty paving in the street to distinguish from surrounding public streets
- The private street should act as part of the overall urban street network

Private Street



Sector Plan

Street Classification: None
 Minimum r.o.w.: 60 feet
 Lanes: 2 travel lanes,

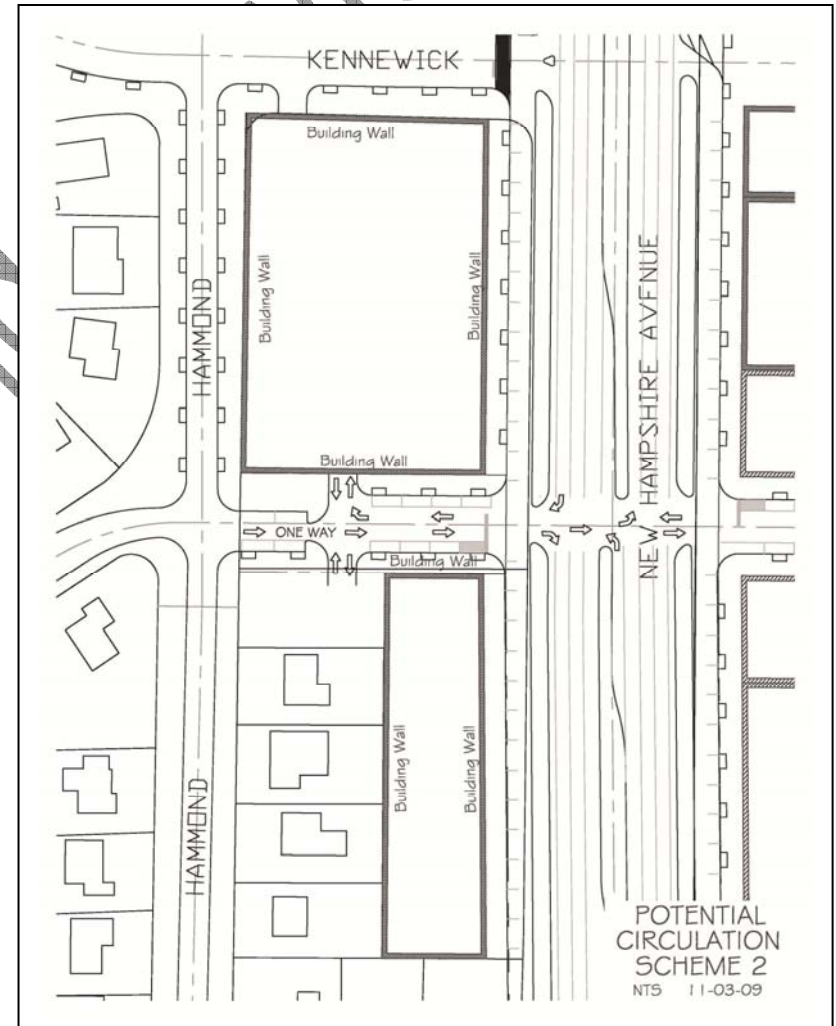
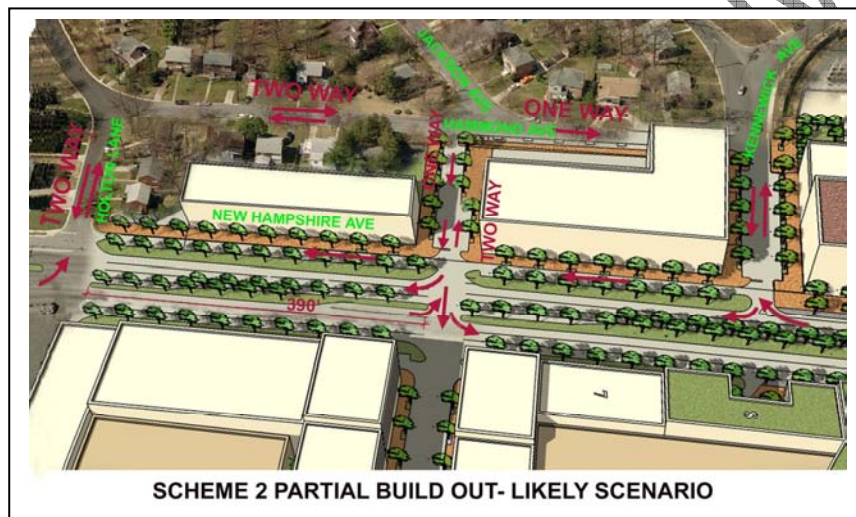
Guidelines

Parking: 2 parallel parking lanes
 Trees: 35' on center
 Sidewalk: 15' minimum
 Setback: None
 Street Wall: 60' maximum
 Median: None

Private Street at 7676 New Hampshire Avenue

The proposed private street at 7676 New Hampshire Avenue, located on the west side of New Hampshire Avenue, will be one-way for a portion of the street. This will allow the eastward movement of vehicles

from the residential neighborhood of New Hampshire Gardens to a full intersection at New Hampshire Avenue, allow access into the commercial properties located at this site while eliminating westward through movement of traffic into New Hampshire Gardens neighborhood.



Improved Streets

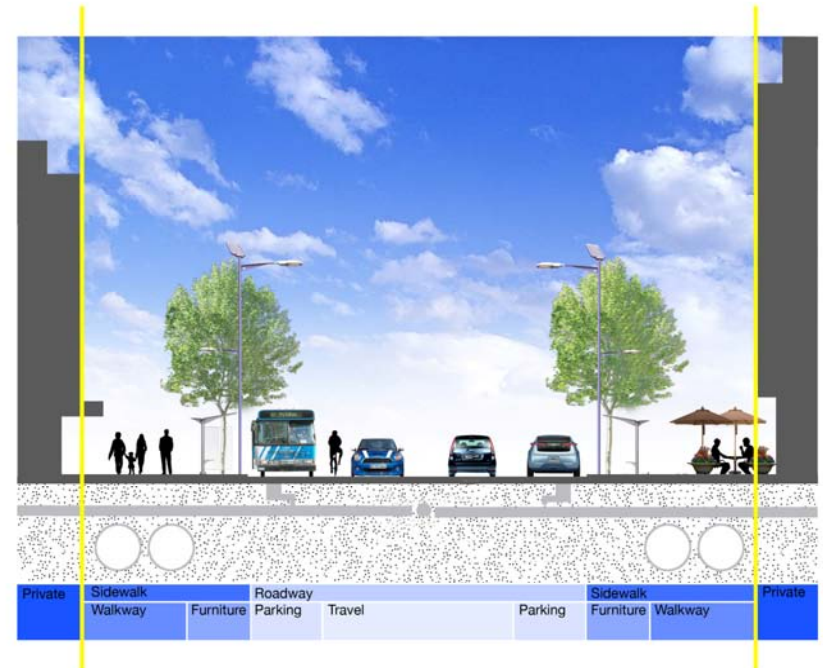
The first type of improved street is an existing Business Street. It shares the characteristics of the street listed above:

- Right of way of 70 feet.
- Streetscape components (sidewalk paving, tree spacing, lighting).
- Alternative roadway pavement materials (in conformance with MCDOT).
- Ground floor active uses.

The first type of improved existing street is a public street with proposed CRT zoning on one side and existing residential zoning on the other. It will be a transitional street because it is part of the transition and buffer between higher density CRT zoned properties and single family residential. This street type is covered more fully under *Transitions and Neighborhood Compatibility*, pg 21.

The second type of improved existing street is a public street with proposed CRT zoning on both sides (Holton Lane). This is referred to as a Transitional Street and is addressed in the section on Transitions and Neighborhood Compatibility on page 21.

Holton Lane



Sector Plan

Street Classification: Business District Road
 Minimum r.o.w.: 70 feet
 Lanes: 2 travel lanes,

Guidelines

Parking: 2 parallel parking lanes
 Trees: 35' on center
 Sidewalk: 15' minimum
 Street Wall: 60' maximum
 Median: None

Open Spaces

The Plan (pp 26, 46-47) establishes a network of open spaces including large public greens, hardscape urban plazas, smaller pocket parks and public sidewalks. The recommended open spaces are as follows:

- A neighborhood recreation space at the Takoma Park Recreation Center.
- A civic green of at least ½ acre in size.
- A neighborhood common of at least ½ acre in size.
- Smaller pocket parks or plazas typically ¼ acre or less



A green open space provides a place for informal activity

that will function as gathering places or outdoor living rooms for residents and workers.

- Connected open spaces via sidewalks and green streets.

In Takoma Langley the open space system provides a range of public spaces to meet a variety of needs. The

most active public spaces in successful urban areas are the sidewalks. They make up the primary public realm and are often associated with retail activity that spills out of storefronts. This spillover is typically in the form of sidewalk cafés or benches, tables and chairs provided for public enjoyment. The sidewalks are supported by the public open spaces mentioned above. They take up the



A square acts as the focal point of community life

“overflow” of pedestrians, so to speak, and act as “eddies” of calmer activity in the “river” of urban life. Building upon the small compact development pattern of blocks and streets, they present an opportunity to create vibrant and interesting spaces that will enrich the urban experience. As the area develops it is important that meeting the public use space requirement in the CRT zone works towards the creation of active urban places

(the CRT zone requires up to 10% of net lot area be dedicated to public gathering areas). Location and orientation of open space must reinforce the goal of

creating spaces fronted with active uses.

All public use spaces should include some of the following design elements:

- High visibility from sidewalks, streets, and buildings
- Universal accessibility
- Sustainable design – native plants, rainwater for irrigation
- Opportunities for shade or sun, with water elements and wind protection
- Range of active and passive uses with the necessary infrastructure to promote flexible use
- Opportunities for art
- Integration with adjacent public rights-of-way.



Objectives

- Optimal location – locations should be chosen that maximize public use-places where several different uses (residential, office and retail) are in close proximity, or located with the same building or block.
- Place open spaces in high pedestrian use areas, such as adjacent to the purple line station or where several pedestrian paths converge. The map above shows where such locations might exist.
- Create pedestrian priority places – Locate open spaces adjacent to private streets that can be closed to vehicular traffic on weekend and/or during special festivals to create one large public gathering space.

Open space concept for Takoma Langley Crossroads

Takoma Langley Crossroads

Civic Green

The Sector Plan recommends a centrally located civic green (pg. 52) that will be a publically owned open space for events, social gathering, and informal play that serves an entire Plan area. It should include a large, level lawn and

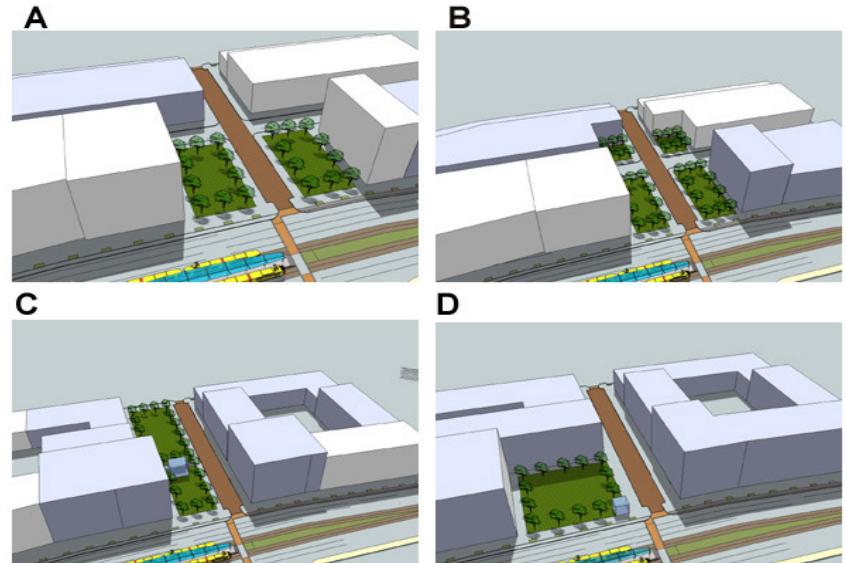


Civic Green in Easton, Ohio

be located near the future Transit Center and Purple line Station. Other design features should include:

- An open space at least ½ acre in size, including interior sidewalks and paving areas.
- The ratio of lawn area should be greater than the paved area; the final ratio to be determined at time of site plan review.
- connects to the surrounding sidewalk network.

- Include artwork as an integrated design element on the walls, floors and ceilings of outdoor space. Promote participatory artwork that moves or responds to the viewer.
- The open space may be bisected by a private street. However, the sum of the two resulting green spaces



The civic green may take one of many forms. The layouts above are four such examples.

- should be a minimum of .65 acres in total area.
- The civic green should be activated by retail uses on the perimeter of the space.
- Seating areas, including moveable tables and chairs in secure sites with identified maintenance responsibilities and programming.
- Incorporate historic, nature-oriented, or cultural themes into the design to give distinct identity to the spaces.

- Fountains and other amenities that will provide interest and character.
- Shade trees or structures.

Neighborhood Common

The Sector Plan recommends a neighborhood commons (pg. 53) will be an open space with a level lawn area for informal lounging, play, and exercise. The neighborhood common will be a privately developed, public use space. Located the in the south east quadrant formed by the intersection of University Boulevard and New Hampshire Avenue, this site will be in one of the Plan’s highest density areas, serving future residents, workers and shoppers.



Neighborhood Commons

- The open space will be at least ½ acre in size, including interior sidewalks and paving areas. The Common may be bisected by a street.

- The ratio of lawn area should be greater than the paved area; the final ratio to be determined at time of site plan review.
- The Common will be activated by retail uses on the perimeter of the space.
- Provide seating areas, fountains and other amenities and shade areas.

Urban Plazas and Pocket Parks

Each neighborhood should have a series of urban plazas or pocket parks (pp 52,53,56,57,58) integrated into new development. These public use spaces will be privately developed and maintained for public use. The spaces should be relatively small in size, but will serve as important



An urban plaza acts as a local gathering spot

social space for residents and employees. The guidelines are intended to ensure public access, safety, and enjoyment and avoid privatization of the public use area.

- These Parks should be a ¼ in size or less.
- Locate public use spaces in highly visible locations and animate with adjacent activating uses such as retail or restaurants where practical.
- Design space to be welcoming to the public and not viewed as private area. Railings, fences, or gates should be limited.



Pocket Park -Paley Park in New York City

- Provide seating areas including moveable tables and chairs in secure sites with identified maintenance responsibilities and programming.

- Provide amenities such as fountains, special paving, and other elements to increase public enjoyment.
- Provide artwork that make each park unique.
- Integrate lighting for safety and avoid glare.

Active Urban Parks

The Takoma Langley Crossroads area will be provided with active Urban Parks to serve the recreation needs of the community. They will have large lawn areas for activities such as soccer and cricket as well as smaller programmed



Large lawn areas for sports activities

areas for such activities as basketball, tennis, etc. These parks will be served by other facilities such as conditioned meeting spaces, restroom facilities and potential snack

food or vending areas. Maintenance and management will become M-NCPPC's responsibility.

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Transitions and Neighborhood Compatibility

The Sector Plan recommends (pp 25,51, 60) gradual transitions from the highest densities closest to New Hampshire Avenue and University Boulevard to lower densities adjacent to existing single family neighborhoods. The following principles should guide this transition:



Building heights step down to residential neighborhoods

- Step down building heights adjacent to residential communities to a maximum of 40-45 feet including bonus density to achieve compatible transitions.
- Cluster development around transit stations, placing the greatest density and tallest buildings close to the station.
- Consider providing a 10' landscape strip in front of residential units that face onto existing residential neighborhoods, to help soften transition.

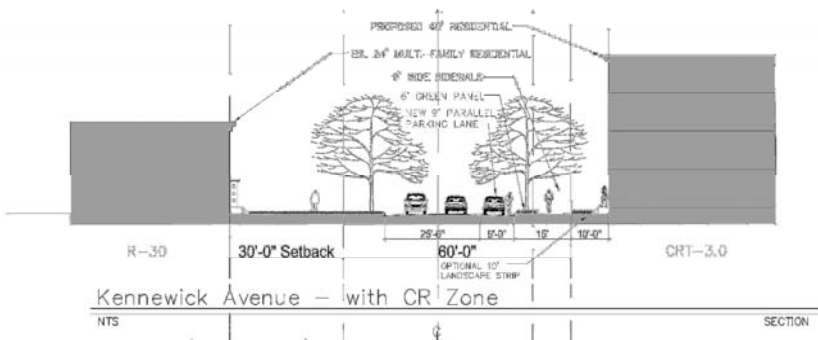
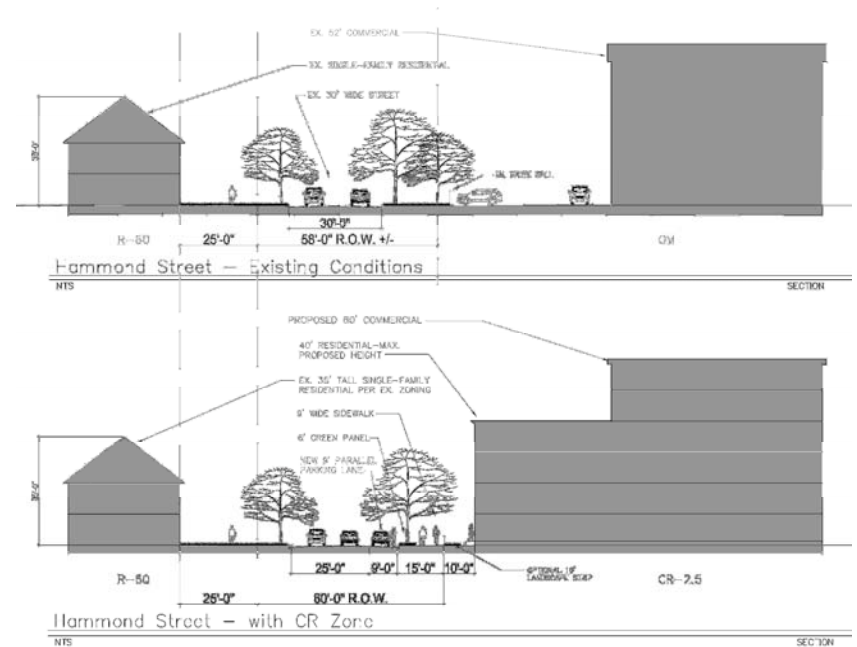
- Consider limiting heights of buildings on Kennewick Avenue and Anne Street to 40 feet for the first 25 feet of Building depth.



Step down heights from higher to lower densities

- Consider limiting building heights on Hammond Street (West of New Hampshire Avenue) to 40 feet for first 25 feet of building depth

In the Sector Plan area there are proposed improved public streets with residential uses on one side and CRT uses on the other. This is referred to as a *Transitional Street*. The CRT zoned areas allow denser development and taller building heights than the existing commercial zoning in place today, which calls for appropriate transitions between residential neighborhoods adjacent to future CRT zones. Where the two zones are separated



Hammond Street west of 7676 New Hampshire Avenue is a transitional street

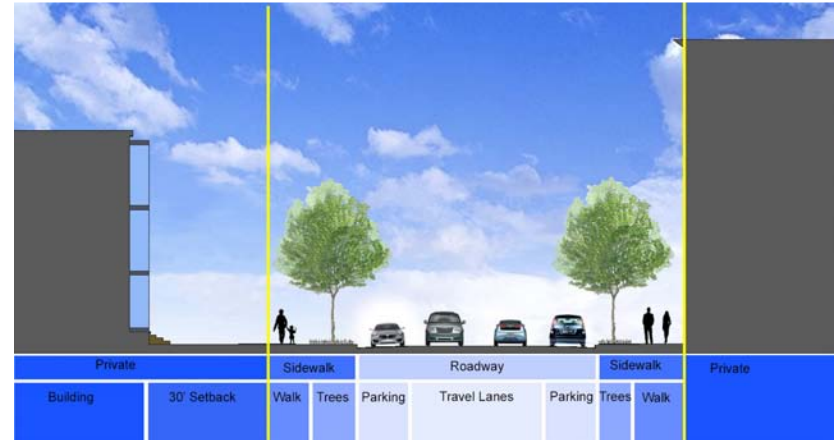
Consider limiting buildings that face Kennewick Avenue or parts of Anne Street to 40' for the first 25' of building's depth

by an existing street, a transitional street cross section is proposed. This existing secondary residential street will have a minimum 70' right-of-way, with the additional right of way taken evenly from both sides of the road, measured from the centerline (see section). In most cases, however the effective new right-of-way will be 60' as it is anticipated that land on the CRT side of the street will redevelop while property on the residentially zones side of street will remain stable. On the CRT side of the street, a 15' sidewalk area (tree panel and sidewalk) will be included within the right-of-way. The street will include a

new parking lane on the CRT side of the section. To ensure appropriate transitions the following is recommended on the CRT zoned side of street:

- Limit use to residential.
- Limit heights to 40-45 feet from building line 25' back.
- Consider a 10 foot landscape strip to buffer residential in CRT zone.
- Each unit of residential unit facing street to have individual entry onto street, to emulate town houses or row houses.

Transitional Street



Sector Plan

Street Classification: None - under jurisdiction of City of Takoma Park

Minimum r.o.w.: 70 feet

Lanes: 2 travel lanes,

Guidelines

Parking: 2 parallel parking lanes

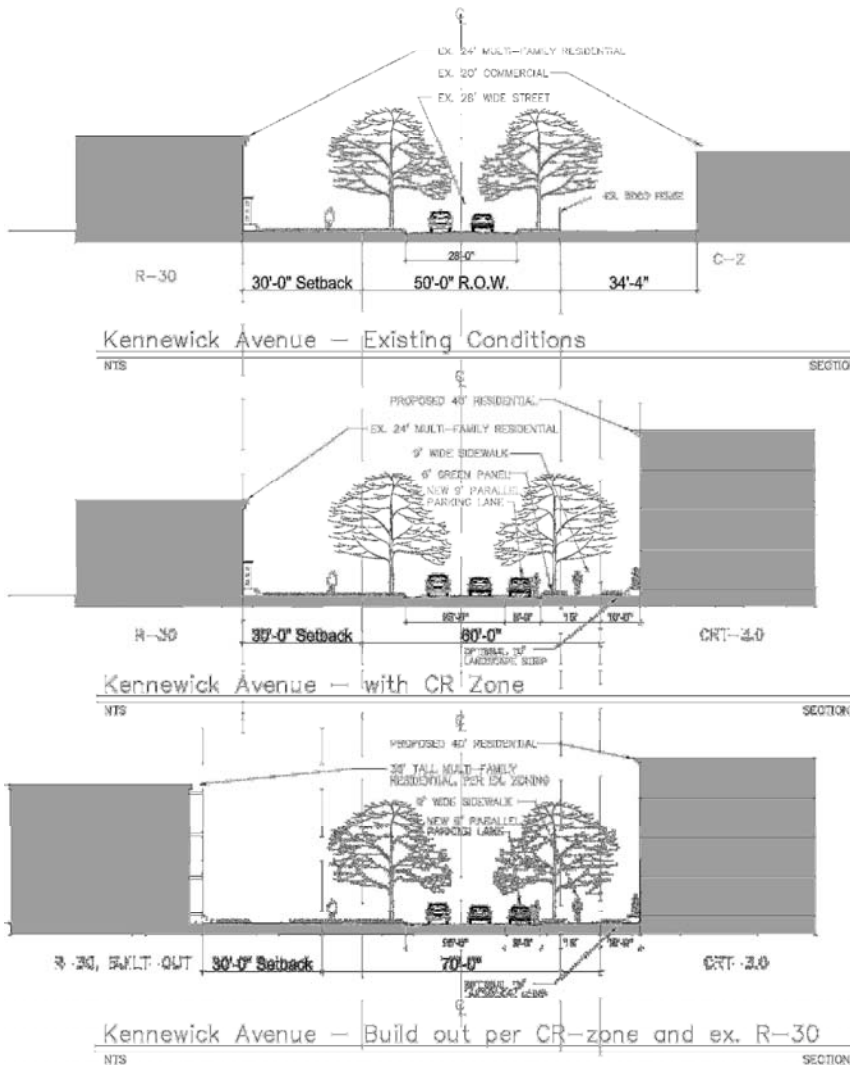
Trees: 35' on center

Sidewalk: 15' minimum

Setback: 30' in R-30, none in CRT zone

Street Wall: 35' in R-30, 40' to 50' in CRT zone

Median: None



Kennewick Avenue is a transitional street

Parking

The Sector Plan (pg 25) calls for locating parking on the street, in mid-block structures or in structures lined with



Locate parking structures interior to block

stores and front doors of offices and residences. On-street parking provides two benefits; first it gives shoppers an opportunity for convenient parking in front of their preferred establishment, and second, it provides a barrier between the pedestrian and the automobile. Mid-block parking structures provide covered parking to residents, shoppers and workers in a centrally located place that does not violate the pedestrian realm.

- Permit on-street parking adjacent to retail, restaurant and entertainment uses.

- Provide parking in mid-block locations behind buildings with driveway access from side streets, if feasible.
- Parking structures that front a street should be lined with



Line street fronting parking structure with ground floor uses. Here artist galleries screen parking garage behind.

ground floor uses – the facades should express a commercial building with no vehicles or ramps seen from the street.

- Parking should be located on the street, within parking structures, or underground

International Theme

The Sector Plan (pg 27) calls for incorporating the International Corridor theme into the redevelopment strategy to strengthen and reflect this community's cultural identity. Design strategies should seek the following:

- Use distinctive building materials that help lend a unique character to Langley Crossroads
 - Use of contemporary materials
 - Novel uses of traditional materials
- Imaginative use of traditional or contemporary styles that evoke a look without slavishly copying a style or architectural tradition
- Require excellence in the design of public structures

The architectural design quality should be significantly better than average. Attractive, environmentally friendly design will draw a more stable tenant base, leading to a more economically sustainable environment. In addition, excellent design will be of utmost importance in establishing a physical character that will make the Takoma Langley Crossroads area distinct from the surrounding regions of Silver Spring, Takoma Park and Bethesda. To this end architectural styles or “looks” should be employed that give an identity without slavishly copying or imitating any style.

Whether they are informed by traditional or contemporary styles of architecture, building design should employ innovative materials or the innovative use of traditional materials to advance the cause of superior design in the Takoma Langley Crossroads Sector area.

Character & Identity – Guidance for the built environment that will confer a recognizable character upon the Crossroads. This is

accomplished through architecture that is unique or makes reference to a cultural heritage, distinctive structures or materials, public art and cultural identifiers such as lettering and signage.



Cultural Identifiers

- Retail Signage or Lettering
- Light Pole Banners
- Entry Signage
- Bi-Lingual Street Signs

In an area such as the Takoma Langley Crossroad, where the international character of the place is an integral part of its identity, it is important to have guidelines for signage and lettering that allows the unique character or the particular culture that is being advertised or announced to come out. To that end signage in foreign languages lettering with the colors and look distinctive to the culture in question should be encouraged.

Light pole banners, one of several streetscape tools used to give a downtown an identity should be encouraged. The City of Takoma Park should, through public outreach, create a design that is unique to the Takoma Langley Crossroads. Banners that change with the seasons can also be employed.

The entries or gateways into the Takoma Langley Crossroads district should be marked by signage or gateways. The work of creating a sense of arrival should not be carried totally by signage, but when working in conjunction with other devices such as built structures, it can be very effective.

Another way of creating identity is to provide standard directional street signs in the languages of the predominant populations, along with English. For example signage in English, Spanish and French can be provided to represent

Takoma Langley Crossroads

the populations from Latin America, and West Africa as well as English speaking locals.



Public Art

It is important that art themes be incorporated to help "brand" or give identity to the Takoma Langley Crossroads area (Sector Plan pp 51-58) Public Art may take the form of:

- *Public Sculpture*
- *Wall Murals*
- *Movies on Walls*

Public Sculpture has proven to be a very successful way of celebrating the local culture or history. It acts to make present that culture and history which often remains hidden.



Once commissioned and installed Public Art often becomes a focus of civic pride as well as a landmark that give identity to a place, both for the immediate community as well as for

those who live outside the community. Public Art should be included in large public spaces, both public and private, and concepts should be developed via the Montgomery County, MD art review panel.

Wall Paintings or Murals are another way of expressing civic pride, culture and history through art. They are excellent ways of brightening blank walls on otherwise utilitarian buildings. They should be employed on minor public spaces or on blank walls on side streets or rear alleys. Also in this category are mosaics and other vertically applies forms of art. Like Sculpture, wall murals or mosaics should be reviewed and approved by the art review panel before



approval and installation.

The presentation of Movies in a public spaces is an excellent way of pulling the community together through a transient medium. Publicly shown movie are very flexible in their

artistic content and are an excellent way of activating a public spaces during the warm weather months.

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Gateways (Center & Boundary)

There are several key areas in the Takoma Langley Crossroads Sector Plan area that can act as gateways. They are at the crossroads itself, the intersection of University Boulevard and Carroll Avenue and the southern entry to the area at the intersection of Sligo Creek Parkway and New Hampshire Avenue.

Gateway - The entry to a neighborhood or district should be marked by a gateway at the point it is crossed. This will help



Gateway at Chinatown creates a strong sense of entry

emphasize the that an important district or neighborhood is being entered. A gateway can be signified by the following:

- *An architecturally significant building*
- *A significant piece of art*
- *An open space*
- *A public amenity such as a large fountain*

Boundary - A gateway implies a boundary; each neighborhood should be set off from its surroundings by a boundary that clearly demarcates the beginning and ending of that particular neighborhood. Without such an identifier, it is often difficult to determine where one is in relationship to everything else. boundaries are sometime indicated by the following:

- *a change in architectural style*
- *A change in street furnishings such as paving*
- *Wall Murals*
- *Movies on Walls*

Center – The major districts or neighborhoods of the Sector Plan



Boundary between two Neighborhoods

should be marked by a center with a high point. This provides visual orientation for people living and travelling to each neighborhood or center in the Sector Plan area. A center could be indicated by the one of following:

- *Town Square*
- *Tower or significantly taller building*
- *A Civic Green*
- *Mass Transit location*
- *Location for civic building*
- *All of the above*



High Place mark a center and help people become oriented

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CPTED

The Sector Plan recommends adherence to the principles of Crime Prevention Through Environmental Design or CPTED (pg 27).

The following are a synopsis of those principles.

▪ *Natural Surveillance*

"See and be seen" is the objective when it comes to CPTED and natural surveillance. An individual is less likely to commit a crime if they think someone will observe them doing it.

Lighting and landscape play an vital role in Crime Prevention Through Environmental Design.

▪ *Natural Access Control*

Natural Access Control is more than a tall masonry wall topped with barbed wire. Crime Prevention Through Environmental Design or CPTED utilizes the use of walkways, fences, lighting, signage and landscape to clearly delineate proper entrances. The goal with this CPTED principle is not necessarily to keep intruders out, but to direct the flow of people while decreasing the opportunity for crime.

▪ *Territorial Reinforcement*

Creating a "sphere of influence" by utilizing physical designs such as pavement treatments, changes in grade, landscaping and signage that enable users of an area to develop a sense of ownership is the goal of this principle. Public areas should be clearly distinguished from private

ones. Potential trespassers perceive this influence and are by such means discouraged.

▪ *Maintenance*

The "Broken Window Theory" suggests that one "broken window" or maintenance failure, if allowed to exist, will lead to others and eventually to the decline of a whole neighborhood. Neglected and poorly maintained properties are fertile breeding grounds for illicit activity.

Derived from: <http://www.cptedsecurity.com>

Green Design and Smart Growth

The Sector Plan recommends following the principles of green design, sustainability and Smart Growth (pg 27). The following are summary of a few of those principles:

Green Streets: Incorporate green panels adjacent to the curb. In addition to street trees 30' on center, these panels may be planted with native and non-invasive shrubs and groundcovers. The goal is to collect the rainwater that falls on the sidewalks in these panels or in area drains for absorption into underlying soils to the extent practical.

Pervious Paving: Implement pervious paving strategies in plazas, sidewalks, parking lots and streets where practical.

Bio- Filtration: In wider medians, such as on New Hampshire Avenue, bio-swales similar in function to the green panels may be used to re-charge rainwater into the water table where practical. This recommendation to be reviewed by SHA and DOT before implementation

Green Roofs: On new buildings, consider installing green roofs as a way to filter water and slow its runoff into local streams.

