

Development District Urban Design Standards

Branch Avenue Urban Design Standards Subarea

A subarea of the larger DDOZ area is defined to establish urban design standards as the Branch Avenue Urban Design Standards Subarea.

Guiding Principles – Transit-Oriented Development at the Branch Avenue Metro Station

By establishing this DDOZ, it is the intent of the county that the design standards recited herein advance the county and sector plan's vision of Branch Avenue as a priority for transit-oriented development. In so doing, development proposals on parcels within the area of the Branch Avenue Metro Station as recited herein must incorporate the following components:

I. Establish M-X-T flexibility for TOD parcels not in the M-X-T zone

As of the effective date of this DDOZ, conditioned on approval of a Detailed Site Plan and compliance with the provisions of this DDOZ and other applicable provisions of the Zoning Ordinance for M-X-T zoned projects (provided such provisions do not conflict with this DDOZ), a development project not located in the M-X-T zone, but located in the Branch Avenue Metro Station Area, is entitled to the uses of the M-X-T zone.

Exceptions: This subsection shall

- (i) not apply to a development project for which an amendment to an approved Detailed Site Plan is sought if such Detailed Site Plan is in a valid status as of the effective date of this DDOZ;
- (ii) not apply to buildings or structures legally in existence as of the effective date of this DDOZ; and
- (iii) not apply to property in a residential zone (as defined in Section 27-109(a)(1) of the Code) as of the effective date of this DDOZ. Applications to rezone property in a residential zone to the M-X-T zone in the Branch Avenue Metro Station Area are compatible and consistent with the purposes and goals of this DDOZ and the Southern Green Line Station Area Sector Plan and SMA subject to the provisions of Section 27-213 of the Code.

II. Design requirements and limitations; Use Restrictions

1. Design Requirements and Limitations:

Any development project, except as provided herein, for which Detailed Site Plan approval is sought, regardless of underlying zoning approvals, located in the Branch Avenue Metro Station Area, shall:

- (A) Encourage a mix of moderate and high density development within walking distance of the transit station in order to increase transit ridership, with generally the most intense density and highest building heights in closest proximity to the transit station;
- (B) Promote the reduction of automobile dependency and roadway congestion by:
 - (i) locating multiple destinations and trip purposes within walking distance of one another in conjunction with other existing and planned (in an approved master plan or sector plan) uses in the Branch Avenue Metro Station Area;
 - (ii) creating a high quality, active streetscape to encourage walking and transit use;

- (iii) minimizing surface parking; and
- (iv) providing facilities to encourage alternative transportation options to single-occupancy vehicles, like walking, bicycling, or public transportation use;
- (C) Minimize building setbacks from the street;
- (D) Utilize pedestrian scale blocks and street grids;
- (E) Incorporate the design standards of Section 27A-209 of the Code to the extent deemed practicable by the District Council;
- (F) Not include strip commercial development (in this DDOZ, “Strip commercial development” means commercial development characterized by a low density, linear development pattern usually one lot in depth, organized around a common surface parking lot between the building entrance and the street and lacking a defined pedestrian system);
- (G) Not include any automobile drive-through or drive-up service; and
- (H) Not include single-family residential structures or low density housing (in this DDOZ, “low density housing” is defined as a residential structure, or a mixed use structure containing residential uses, with a gross residential density of less than ten (10) units per gross residential acre).

2. Use Restrictions

The following uses, except as provided herein, as defined in Section 27A-106 or, if not defined in Section 27A-106, as otherwise defined in Subtitle 27 (or, if not defined in Subtitle 27, the normal dictionary meaning), are not allowed uses in the Branch Avenue Metro Station Area:

- (A) Adult entertainment;
- (B) Check cashing business;
- (C) Pawnshop or Pawn Dealer;
- (D) Cemetery;
- (E) Vehicle and vehicular equipment sales and services (also includes gas station, car wash, towing services, RV mobile home sales, and boat sales);
- (F) Wholesale trade, warehouse and distribution, or storage (also includes self-service storage, mini-storage, and any storage or salvage yards);
- (G) Amusement park;
- (H) Sale, rental, or repair of industrial or heavy equipment;
- (I) Secondhand business (in this DDOZ, a “Secondhand business” is an establishment whose regular business includes the sale (including retail and non-retail sale or resale) or rental of tangible personal property (excluding motor vehicles) previously used, rented, owned or leased);
- (J) Nail salon and similar uses designated as North American Industry Classification System (NAICS) No. 812113, except as an ancillary or accessory use;
- (K) Beauty supply and accessories store (in this DDOZ, a “Beauty supply and accessories store” is a cosmetology, beauty, or barbering supply establishment engaged in the sale of related goods and materials wholesale and/or retail), except as an ancillary or accessory use;
- (L) Banquet hall, unless ancillary or accessory to a restaurant, tavern, hotel, or convention center (in this DDOZ, a “Banquet Hall” is an establishment that is used regularly for serving food or beverages to groups that, in advance of the event, have reserved the facility for banquets or meetings, to which the general public is not admitted, and for which no admission charge is imposed at the door. A “Banquet Hall” is not a night club or dance hall); and
- (M) Tattoo parlor.

Exceptions: A legally existing use in the Branch Avenue Metro Station Area with a valid use and occupancy permit as of the effective date of this DDOZ shall be exempt from use restrictions (A) – (M), above, and shall continue to be a conforming and permitted use

(including alteration, enlargement or extension of such uses), provided that a valid use and occupancy permit is continuously maintained thereafter for the use. Additionally, a legally existing use in the Branch Avenue Metro Station Area with a valid use and occupancy permit as of the effective date of this DDOZ shall continue to be a conforming and permitted use during the sale or transfer of business ownership or control of the use, provided that a valid use and occupancy permit for the existing use is maintained.

III. Street Design Standards

Required Street Connections

Creation of a grid of streets is an important component of transit-oriented development and can be achieved in the Branch Avenue Metro station area through a series of logical street extensions and connections. In order to create this grid of streets the following primary or secondary street connections are required:

1. A new secondary north-south street connecting Auth Way to the planned Woods Way between Auth Place and Britannia Way.
2. A new secondary street connecting the southern cul-de-sac of Britannia Way to Woods Way.
3. Conversion of the existing Metro access drive at the western edge of the Metro parking lot to a primary public street from Auth Way to Woods Way.
4. Extension of Old Soper Road as a primary road from its current terminus and entrance to the Metro parking lot north to Auth Way.
5. Extension of Woods Way as a primary road from its planned terminus through the Metro parking lot to a new Metro bus facility and the station entrance.
6. Two new public secondary road connections from Telfair Boulevard southwest through the Metro station parking lot to the station and at least one new primary road parallel to the station from Auth Way to Auth Way.

Right of Way Design Standards

All internal roadways identified as primary are to be constructed as publicly dedicated Commercial Urban Street (DPW&T standard 100.05) with curb to curb pavement width of 46 feet accommodating two 11-foot wide travel lanes, two 7-foot parking lanes, and two 5-foot on-road bicycle lanes. The required sidewalk width is increased as appropriate for the Metro transit station area where pedestrian access is a priority to a minimum of 8 feet, but can be wider, and should also include a 6-foot wide landscape buffer between the curb and sidewalk, and pedestrian scale street lights (DPW&T Standard 500.06)

All internal roadways identified as secondary are to be constructed as publicly dedicated Urban Primary Residential Street (DPW&T standard 100.06) with curb to curb pavement width of 36 feet consisting of two 11-foot wide travel lanes with marked bicycle sharrows and two 7-foot parking lanes. The required sidewalk width is increased as appropriate for the Metro transit station area where pedestrian access is a priority to minimum of 6 feet, but can be wider, and should also include a 6-foot wide landscape buffer between the curb and sidewalk, and pedestrian scale street lights (DPW&T Standard 500.06)

In addition, following the recommendations of the sector plan to create a special shopping street along the existing and extended Old Soper Road, the Commercial Urban Street standard shall be adjusted to include a 12-foot center turn lane, if deemed necessary to accommodate the anticipated traffic levels and turning movements, and shall have a minimum 15 foot sidewalk on both sides of the street. Tree grates and other

landscaping areas are allowed within the 15-foot sidewalk zone, but shall not reduce the sidewalk width to less than 10 feet. See Build-To-Line section below for further details.

Intersection Standards

1. All internal intersections shall have highly visible cross walk, ADA compatible curb ramps and with blub-out to minimize pedestrian crossing distance and eliminate free right turn lanes.
2. All curb return radii on all internal intersections shall be no more than 15 feet.
3. Install pedestrian countdown signal at all signalized intersections as well as provision of an all red phase to allow the intersection to clear. Implement no-turn on red at all intersections within ¼ mile of the station.

Pedestrian Facilities

1. Pedestrian access ways and greenways shall be incorporated within the development plan to connect parking lots, adjoin properties, the Metro station and supplement the identified pedestrian access routes along publicly dedicated roadways.
2. Where a road connection (needed for a grid network or the road network envisioned in the Sector Plan) between dead-end streets is not feasible or practicable due to environmental constrains, lack of right-of-way, or prohibitive costs, a bicycle and pedestrian connection shall be provided to allow non-motorized access in place of the automobile connection. Pedestrian access ways and greenways shall be incorporated within the development plan to connect parking lots, adjoin properties, the Metro station and supplement the identified pedestrian access routes along publicly dedicated roadways.
3. Wide sidewalks shall be provided within the areas covered by the DDOZ Branch Avenue Urban Design Standards Subarea, with 6 to 8-foot wide sidewalks provided in residential areas, 8 to 10-foot wide sidewalks provided in nonresidential areas, and 15-foot minimum sidewalks provided in the Shopfront Area along Old Soper Road.
4. Pedestrian access shall be provided to the building entrance from all public or private rights-of-way that abut or run through a subject site. For long block sizes or large buildings, more than one connection may be required, not to exceed one per every 75 feet of frontage.

IV. Block Standards

Smaller blocks help create a walkable, grid of streets in the transit station area, which is important to minimizing walk distances to the station entrance and improving access for pedestrians and bicyclists. Required block length and block perimeter maximums listed below are to be measured from street curb to curb.

1. No block length shall be greater than 700 feet.
2. The block perimeter (the sum of block lengths) shall not exceed 2,200 feet.
3. No alley or service drive can be considered as a block length divider.

V. Building Location: Build-To Zone and Build-To Line

The space between the street curb and building is regulated by minimum sidewalk and landscape buffer widths as previously stated and the location of the building. In order to create consistent street frontage all buildings should be located to meet a build-to line established within a build to zone set by a minimum and maximum distance from the street curb. The front build-to line governs the placement of buildings along streets and shall be measured from the street curb to the edge of the building at the ground floor. The build-to zone for all development types and uses within the Branch Avenue Urban Design Standards Subarea shall be a minimum of 15 feet and maximum of 30 feet from the curb. The entire building façade, including primary façade and any secondary facades, shall be built within the build-to zone.



Old Soper Road Shopfront Area Standards

In order to create a vibrant, urban shopping street to anchor the Branch Avenue Station Area with a variety of shops lining a pedestrian-oriented public realm and attractive streetscape, new development facing Old Soper Road is required to have a shopfront form with the following elements:

1. A minimum 15-foot sidewalk zone from curb to building, which may include tree grates and other landscaping areas, but retains a consistent minimum sidewalk width of 10 feet.
2. Additional sidewalk space is allowed with a maximum build to line of 30 feet from the curb, allowing additional public walk space or semi-private café seating space.
3. Minimum ground floor height shall be 14 feet.
4. Ground floor elevations shall have a minimum of 60 percent transparency within the zone from 2 to 12 feet of the ground

VI. Building Height, Gross Floor Area (GFA), Floor Area Ratio (FAR), and Density Standards

A key goal of the Southern Green Line Sector Plan is to increase development intensity within the immediate Metro station areas and one component of development intensity is building heights. In order to provide an incentive for taller and more intense development within the immediate station area, the zoning regulations regarding building heights are adjusted as follows:

A. Height and floor area ratio minimums

The height of any buildings (including structured parking) for which Detailed Site Plan approval is sought shall be equal to or greater than the lesser of 5 stories or an average height of 55 feet (above grade) if located wholly or partially within a ¼ mile radius from either entrance to Branch Avenue Metro Station and the lesser of 4 floors or an average height of 45 feet (above grade) if located wholly or partially within a ½ mile radius (but entirely outside of ¼ mile radius) from either entrance to Branch Avenue Metro Station. A development project located in the Branch Avenue Metro Station Area, for which Detailed Site Plan approval is sought, shall have a building floor area ratio of 1.0 or greater as applied to the net lot area that is the subject of the Detailed Site Plan (gross floor area from structured parking shall be included in calculating building floor area ratio for the purposes of satisfying the minimum FAR requirement of this subsection).

Exceptions: The height and floor area ratio minimums prescribed herein

- (1.) shall not apply to applications to amend an approved Detailed Site Plan for property located in the Branch Avenue Metro Station Area, provided that such Detailed Site Plans are in a valid status as of the effective date of this DDOZ;
- (2.) shall not apply to alteration, enlargement or extension of uses legally in existence in the Branch Avenue Metro Station Area as of the effective date of this DDOZ for which a Detailed Site Plan is sought;
- (3.) shall be only advisory and non-binding for property described in subsection (3)(A), above; and
- (4.) may be waived in whole or in part at Detailed Site Plan review by the District Council if the strict application of the requirements would cause undue or unreasonable economic hardship.

1. No height, density, gross floor area (GFA), or floor area ratio (FAR) maximums

There shall be no maximums for building (including structured parking) height, density, gross floor area, or floor area ratio in the Branch Avenue Metro Station Area for development projects for which a Detailed Site Plan approval is sought. Nonetheless, the development project, including its building heights, densities, gross floor area, and floor area ratio must conform to the design standards and other requirements and provisions of this DDOZ, if applicable.

Exceptions: The provisions of this subsection shall

- (i) not apply to applications to amend an approved Detailed Site Plan for property located in the Branch Avenue Metro Station Area, provided that such Detailed Site Plans are in a valid status as of the effective date of this DDOZ; and
- (ii) not apply to buildings legally in existence in the Branch Avenue Metro Station Area as of the effective date of this DDOZ for which Detailed Site Plan approval is sought to modify or expand such buildings.

VII. Parking Standards

1. No surface parking is allowed between a building façade and the curb.
2. Any surface parking along a public right of way will be screened by landscaping or a decorative fence following the standards of the landscape manual.
3. There is no minimum off-street parking space requirement.
4. Maximum surface parking ratios are as follows:
 - Retail/Commercial, stand-alone development = 2.75 spaces per 1000 gross square feet.
 - Mixed Use Office or Residential development with ground floor retail = 2.5 space per 1000 square feet and 1.5 space per dwelling unit.
 - Office development = 2.75 spaces per 1000 square feet of gross office space
 - Residential, multi-family development = 2.0 spaces per dwelling unit.
 - Residential, single-family attached (rowhouse) development = 2.0 spaces per dwelling unit.
5. There are no parking space maximums for spaces in structured parking.
6. Shared parking facilities serving two or more adjoining property owners are exempt from maximum off-street parking requirements. There is no maximum or minimum number of required parking for shared parking facilities as defined here.
7. Off-site surface parking lots may be allowed with Planning Board approval in order to encourage a district wide parking supply strategy and a denser development pattern near the transit station.

VIII. Detailed Site Plan Review

Detailed Site Plan approval in accordance with Section 27-548.25 and Part 3, Division 9 of the Code shall be required for a development project located in the Branch Avenue Metro Station Area, but no other site plan approvals shall be required. At site plan review, the Planning Board and District Council shall apply development standards and requirements that comply and are consistent with the DDOZ standards, restrictions, and requirements contained herein and not alternate standards pursuant to Section 27-548.25(c) that differ with those prescribed in this DDOZ. Applicants are encouraged, but not required, to apply as an Expedited Transit-Oriented Development Project pursuant to Section 27-290.01 or 27-290.02 of the Code, if applicable. In considering approval of a Detailed Site Plan, the provisions of this DDOZ supersede any conflicting components of any approved Conceptual Site Plan or underlying zoning within the Branch Avenue Metro Station Area.

IX. Exemptions for Public Buildings, Utilities, and Approved and Existing Projects

(A) Southern Green Line Station Area design requirements and limitations of subsection II, above, shall not be binding and shall be only advisory for property located within the Branch Avenue Metro Station Area, for which the subject property will be developed for a public building or public use, to be operated or occupied by any department or branch of federal or state government for public purposes, excluding warehouses; the public building or public use included in the project is subject to an executed lease, or letter of intent to enter into a lease, with a term of not less than 20 years; the total density of the public building or public use is a minimum of five-hundred thousand (500,000) square feet; and greater than fifty percent (50%) of its net lot area is located in the Branch Avenue Metro Station Area.

(B) Public utility uses or structures, including underground pipelines, electric power facilities or equipment, or telephone facilities or equipment; and railroad tracks or passenger stations, but not railroad yards, shall be permitted in all frontages in the Branch Avenue Metro Station Area, subject to the design standards of this DDOZ and the Sector Plan provided in this Section. These uses or structures shall be designed to be harmonious to the overall design and character of the DDOZ and the Sector Plan. All other public utility uses or structures, including major transmission and overhead distribution lines and structures, are prohibited in the Branch Avenue Metro Station Area.

(C) The design requirements and limitations of subsection II, above, and limitations on public utility uses or structures prescribed in this subsection shall

(i) be only advisory and non-binding for applications to amend an approved Detailed Site Plan for property located in the Branch Avenue Metro Station Area, provided that such Detailed Site Plans are in a valid status as of the effective date of this DDOZ; and

(ii) be only advisory and non-binding for alteration, enlargement or extension of uses legally in existence in the Branch Avenue Metro Station Area as of the effective date of this DDOZ for which a Detailed Site Plan is sought.

Naylor Road Station Area

A subarea of the larger DDOZ area is defined to establish urban design standards as the Naylor Road Urban Design Standards Subarea.

Street Design Standards

Required Street Connections

Creation of a grid of streets is an important component of transit-oriented development and can be furthered in the Naylor Road Metro station area through creation of a small number of required street connections, specifically in the immediate station area. In order to create this grid of streets the following primary or secondary street connections are required:

1. A new primary road north-south street connecting from Naylor Road and the existing Good Hope Avenue roundabout intersection north to the station busway and entrance.
2. A new primary road east-west street connection across Branch Avenue (MD) roughly half way between the intersection of MD 5 and Naylor Road and the Metro entrance from MD 5; this road shall create a new four-way stop intersection across MD 5 and carry through to the redevelopment site on the east side of Branch Avenue.
3. Maintenance of the existing east-west connection across MD 5 at the Metro station entrance as a secondary road with enhanced pedestrian facilities.
4. A new secondary road connection east of and parallel to MD 5 from Curtis Drive north to the redevelopment site.

Right of Way Design Standards

All internal roadways identified as primary are to be constructed as publicly dedicated Commercial Urban Street (DPW&T standard 100.05) with curb to curb pavement width of 46 feet consisting of two 11-foot wide travel lanes, two 7-foot parking lanes, and two 5-foot on-road bicycle lanes. The required sidewalk width is increased as appropriate for the Metro transit station area where pedestrian access is a priority to a minimum of 8 feet, but can be wider, and should also include a 6-foot wide landscape buffer between the curb and sidewalk, and pedestrian scale street lights (DPW&T Standard 500.06)

All internal roadways identified as secondary are to be constructed as publicly dedicated Urban Primary Residential Street (DPW&T standard 100.06) with curb to curb pavement width of 36 feet consisting of two 11-foot wide travel lanes with marked bicycle sharrows and two 7-foot parking lanes. The required sidewalk width is increased as appropriate for the Metro transit station area where pedestrian access is a priority to a minimum of 6 feet, but can be wider, and should also include a 6-foot wide landscape buffer between the curb and sidewalk, and pedestrian scale street lights (DPW&T Standard 500.06)

In addition, following the recommendations of the sector plan to create a special shopping street along an extended Good Hope Avenue from Naylor Road to the entrance of the Metro station, the Commercial Urban Street standard shall be adjusted to have 12-foot drive lanes that allow for Metro bus circulation and shall have a minimum 15 foot sidewalk on both sides of the street. Tree grates and other landscaping areas are allowed within the 15-foot sidewalk zone, but shall not reduce the sidewalk width to less than 10 feet. See Build-To-Line section below for further details.

Intersection Standards

1. All internal intersections shall have highly visible cross walk, ADA compatible curb ramps and with blub-out to minimize pedestrian crossing distance and eliminate free right turn lanes.
2. All curb return radii on all internal intersections shall be no more than 15 feet.
3. Install pedestrian countdown signal at all signalized intersections as well as provision of an all red phase to allow the intersection to clear.
4. Implement no-turn on red at all intersections within ¼ mile of the station.

Pedestrian Facilities

1. Pedestrian access ways and greenways shall be incorporated within the development plan to connect parking lots, adjoin properties, the Metro station and supplement the identified pedestrian access routes along publicly dedicated roadways.
2. Where a road connection (needed for a grid network or the road network envisioned in the Sector Plan) between dead-end streets is not feasible or practicable due to environmental constrains, lack of right-of-way, or prohibitive costs, a bicycle and pedestrian connection shall be provided to allow non-motorized access in place of the automobile connection. Pedestrian access ways and greenways shall be incorporated within the development plan to connect parking lots, adjoin properties, the Metro station and supplement the identified pedestrian access routes along publicly dedicated roadways.
3. Wide sidewalks shall be provided within the DDOZ Naylor Road Urban Design Standards Subarea, with 6 to 8-foot wide sidewalks provided in residential areas, 8 to 10-foot wide sidewalks provided in nonresidential areas, and 15-foot minimum sidewalks provided in the Shopfront Area along Good Hope Avenue.
4. Pedestrian access shall be provided to the building entrance from all public or private rights-of-way that abut or run through a subject site. For long block sizes or large buildings, more than one connection may be required, not to exceed one per every 75 feet of frontage.

Block Standards

Smaller blocks help create a walkable, grid of streets in the transit station area, which is important to minimizing walk distances to the station entrance and improving access for pedestrians and bicyclists. Required block length and block perimeter maximums listed below are to be measured from street curb to curb.

1. No block length shall be greater than 700 feet, unless steep slopes in excess of 25 percent make a street connection less feasible, and in those cases a pedestrian passage is created.
2. The block perimeter (the sum of block lengths) shall not exceed 2,200 feet.
3. No alley or service drive can be considered as a block length divider.

Building Location: Build-To Zone and Build-To Line

The space between the street curb and building is regulated by minimum sidewalk and landscape buffer widths, as previously stated, and the location of the building. In order to create consistent street frontage all buildings should be located to meet a build-to line established within a build to zone set by a minimum and maximum distance from the street curb. The front build-to line governs the placement of buildings along streets and shall be measured from the street curb to the edge of the building at the ground floor. The build-to zone for all development types and uses within the Naylor Road Urban Design Standards Subarea shall be a minimum of 15 feet and maximum of 30 feet from the curb.



Good Hope Avenue Shopfront Area Standards

In order to create a vibrant, urban shopping street to anchor the Naylor Road Station Area with a variety of shops lining a pedestrian-oriented public realm and attractive streetscape, new development fronting on Good Hope Avenue from Naylor Road to the Metro station entrance is required to have a shopfront form with the following elements:

1. A minimum 15-foot sidewalk zone from curb to building, which may include tree grates and other landscaping areas, but retains a consistent minimum sidewalk width of 10 feet.
2. Additional public sidewalk space is allowed with a maximum build to line of 30 feet from the curb, allowing additional public walk space or semi-private café seating space.

3. Minimum ground floor height shall be 14 feet.
4. Ground floor elevations shall have a minimum of 60 percent transparency within the zone from 2 to 12 feet of the ground

Building Height Standards

A key goal of the Southern Green Line Sector Plan is to increase development intensity within the immediate Metro station areas and one component of development intensity is building heights. In order to provide an incentive for taller and more intense development within the immediate station area, the zoning regulations regarding building heights are adjusted as follows:

1. There are no maximum building heights within the Naylor Road Urban Design Standards Subarea.
2. Residential and office buildings on the 'Naylor Triangle,' between Suitland Parkway and the Metro station, Oxon Run Drive, Naylor Road, and Branch Avenue (MD 5), shall have a minimum height of four stories.

Parking Standards

1. No surface parking is allowed between a building façade and the curb.
2. Any surface parking along a public right of way will be screened by landscaping or a decorative fence following the standards of the landscape manual.
3. There is no minimum off-street parking space requirement.
4. Maximum surface parking ratios are as follows:
 - Retail/Commercial, stand-alone development = 2.75 spaces per 1000 gross square feet.
 - Mixed Use Office or Residential development with ground floor retail = 2.5 space per 1000 square feet and 1.5 space per dwelling unit.
 - Office development = 2.75 spaces per 1000 square feet of gross office space
 - Residential, multi-family development = 2.0 spaces per dwelling unit.
 - Residential, single-family attached (rowhouse) development = 2.0 spaces per dwelling unit.
5. There are no parking space maximums for spaces in structured parking.
6. Shared parking facilities serving two or more adjoining property owners are exempt from maximum off-street parking requirements. There is no maximum or minimum number of required parking for shared parking facilities as defined here.
7. Off-site surface parking lots may be allowed with Planning Board approval in order to encourage a district wide parking supply strategy and a denser development pattern near the transit station.