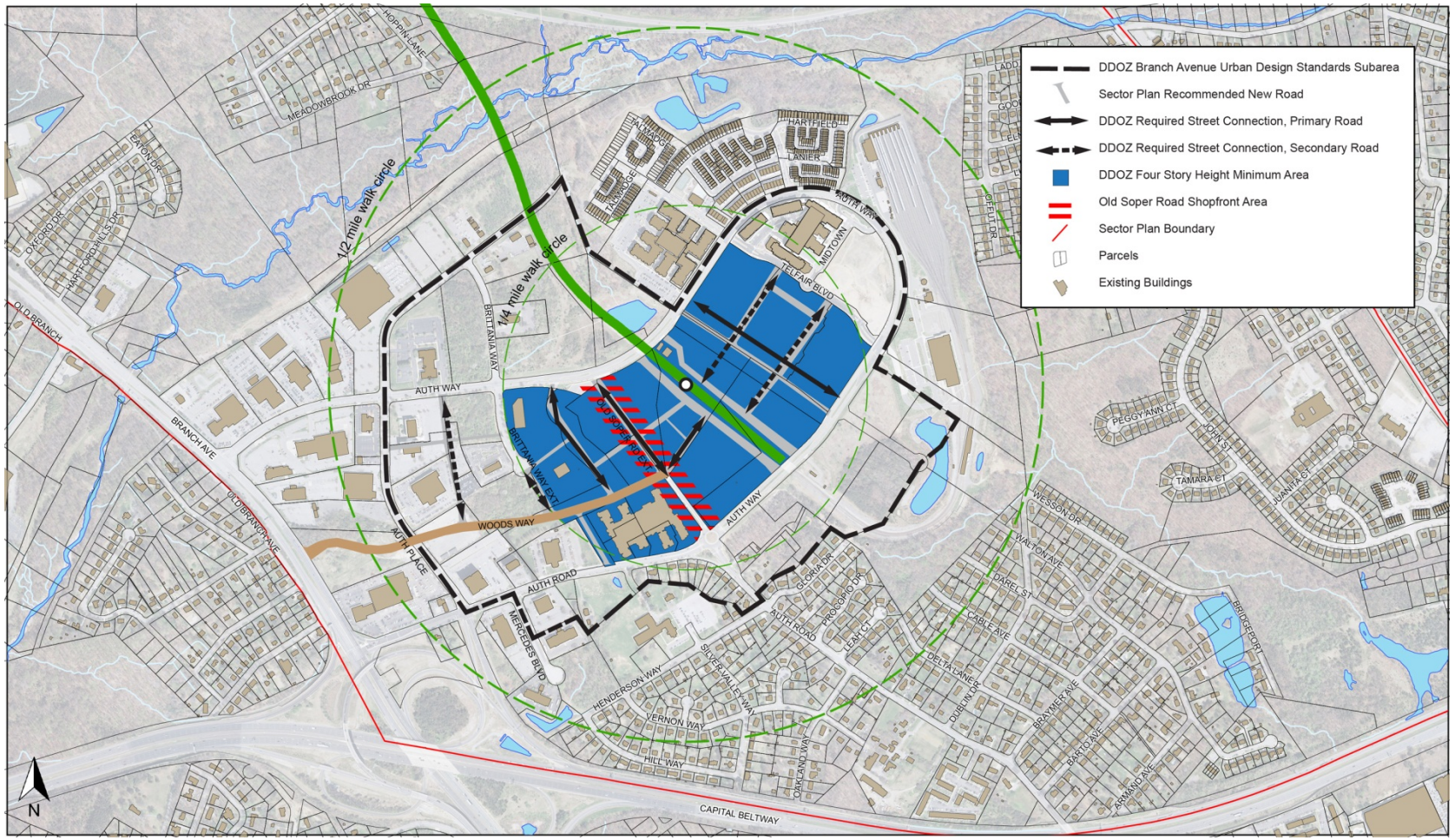
Development District Urban Design Standards

Branch Avenue Urban Design Standards Subarea

A subarea of the larger DDOZ area is defined to establish urban design standards, as shown on the Fig. below, as the Branch Avenue Urban Design Standards Subarea. This area is also defined as regulating new development east of Auth Place, fronting on Auth Way or Auth Road, or between Auth Road north of Gloria Drive and the east side of Auth Place.



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:

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. Reduce auto dependency and roadway congestion by:
    1. locating multiple destinations and trip purposes within walking distance of one another;
    2. creating a high quality, active streetscape to encourage walking and transit use;
    3. minimizing surface parking; and
    4. 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. Create pedestrian-friendly public spaces;
f. Consider the design standards of Section 27A-209 of the Code;
g. Provide a mix of uses, unless a mix of uses exists or is approved (with site plan or preliminary plan approval) or planned (in an approved sector plan or master plan) in the adjacent areas;
h. 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);
i. Not include any automobile drive-through or drive-up service;
j. 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); and
k. Comply with the street grid recommendations of the Southern Green Line Sector Plan to the extent deemed practicable by the District Council.

Notwithstanding, design standards (a)-(k), above, shall not be binding and shall be only advisory for publicly owned property located within the sector plan area at the Branch Avenue Metro Station, 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; greater than fifty percent (50%) of its net lot area is located within a one-half mile radius of the Branch Avenue Metro station as measured from either entrance to the transit station; and the project would not otherwise be subject to Mandatory Referral in accordance with Land Use Article §20-301 of the Annotated Code of Maryland.

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 Brittania Way.
2. A new secondary street connecting the southern cul-de-sac of Brittania 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 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 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.

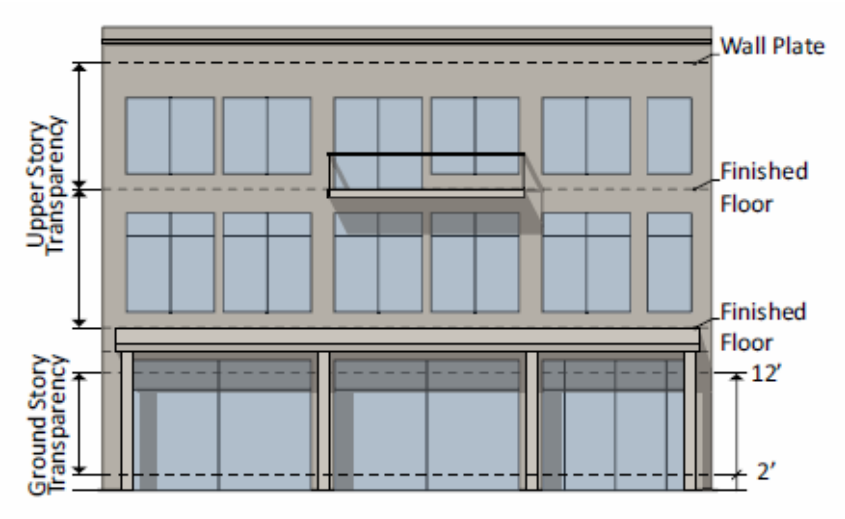
Block Standards

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.

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 to12 feet of the ground

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:

1. Height and floor area ratio minimums

There are no maximum building heights within the Branch Avenue Urban Design Standards Subarea. The height of any buildings (including structured parking) for which a site plan approval (or amendment) is sought shall be equal to or greater than the lesser of 5 stories or 60 feet (above grade) if located wholly or partially within a one-quarter mile radius from either entrance to the Branch Avenue Metro Station and the lesser of 4 floors or 50 feet (above grade) if located wholly or partially within a one-half mile radius (but entirely outside of one-quarter mile radius) from either entrance to the Branch Avenue Metro Station. Buildings (including structured parking) located wholly or partially within a one-half mile radius from either entrance to the Branch Avenue Metro Station, for which site plan approval (or amendment) is sought, shall have a floor area ratio of 2.0 or greater.

2. 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 for buildings located wholly or partially within a one-half mile radius of either entrance to the Branch Avenue Metro Station for buildings for which a site plan approval (or amendment) is sought. Nonetheless, the development project, including its building heights, densities, GFA, and FAR must conform to the design standards and other requirements and provisions of this DDOZ.

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:

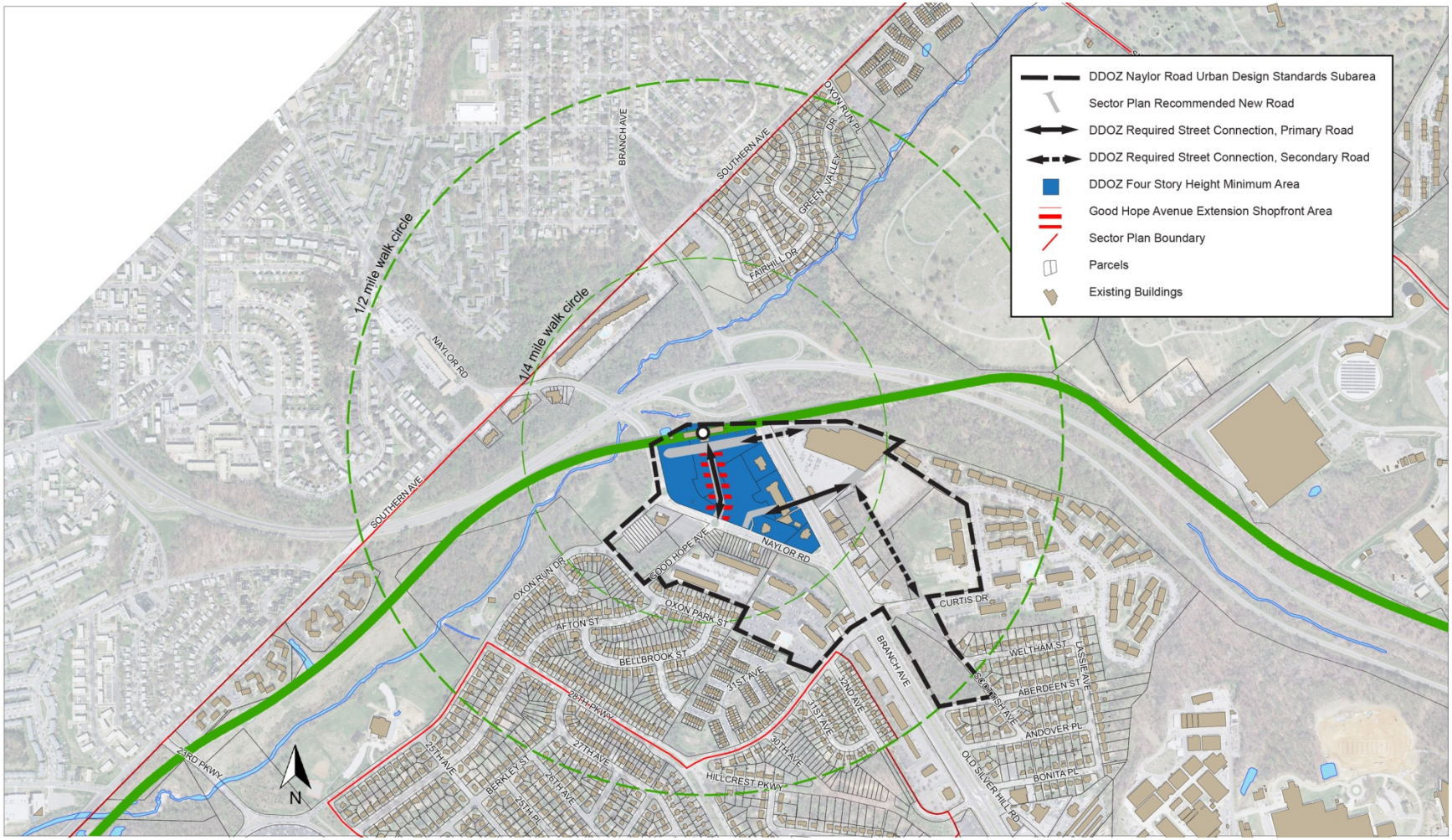
-Retail/Commercial, stand-along development = 2.75 spaces per 1000 gross square feet.
-Mixed Use Office or Residential development with ground floor retail = 2.5 space per 1000 square feet and 1.5 space per dwelling unit.

-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.

Naylor Road Station Area

A subarea of the larger DDOZ area is defined to establish urban design standards, as shown on Fig. ? as the Naylor Road Urban Design Standards Subarea. This area is also defined as begin south of Suitland Parkway, east of Oxon Run Drive, north of Oxon Park Street and 31st Street, and north of Curtis Drive and west of the Carriage Hill Apartments and Overlook Elementary School.



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 urb 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 to12 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-along 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.