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DETAILED SITE PLAN

DSP-04066

Application	General Data
Project Name: MISSION OF LOVE Location: OLD CENTRAL AVENUE (MD 332) AND ROLLINS AVENUE Applicant/Address: NORMAN RIVERA 6305 IVY LANE, GREENBELT, MD 20770	Date Accepted: 1/25/2005
	Planning Board Action Limit: waived
	Plan Acreage: .32
	Zone: C-M
	Dwelling Units: NA
	Square Footage: NA
	Planning Area: 72
	Tier: DEVELOPING
	Council District: 07
	Municipality: NA
200-Scale Base Map: 201SE06	

Purpose of Application	Notice Dates
COMMERCIAL PARKING LOT WITH METRO SHUTTLE BUS.	Adjoining Property Owners Previous Parties of Record Registered Associations: (CB-12-2003) 10/27/2004
	Sign(s) Posted on Site and Notice of Hearing Mailed: 03/01/05

Staff Recommendation		Staff Reviewer: LAREUSE, SUSAN	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

March 30, 2005

MEMORANDUM

TO: Prince George's County Planning Board
VIA: Steve Adams, Urban Design Supervisor
FROM: Susan Lareuse, Planner Coordinator
SUBJECT: Detailed Site Plan, DSP-04066
Mission of Love
Addison Road Metro Town Center

The Urban Design staff has reviewed the detailed site plan for a commercial parking lot with Metro shuttle bus service and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions.

EVALUATION

This detailed site plan was reviewed and evaluated for compliance with the following criteria:

- a. Conformance to the Development District Standards for the Addison Road Metro Town Center.
- b. Conformance to the Woodland Conservation and Tree Preservation Ordinance.
- c. Conformance to the *Landscape Manual*.
- d. Conformance to the Site Design Guidelines.
- e. Referral responses from concerned agencies and divisions.

FINDINGS

1. **Request:** This detailed site plan is for the purpose of reviewing a plan of development for a commercial parking facility with a Metro shuttle bus, within two miles of the Addison Road Metro, on Lots 14, 15½, 20, 21, 22, and 23, Block 3 of Maryland Park, as recorded in Plat Book BDS1@ 21. The detailed site plan includes the site and landscape plan.

2. **Development Data Summary**

	EXISTING	PROPOSED
Zone(s)	C-M	C-M (DDOZ)
Use(s)	Vacant	Parking lot with shuttle bus to ARM
Acreage	0.32	0.32
Lots	5	5
Parcels	0	0
Square Footage/GFA	860	860
Dwelling Units:		
Attached	0	0
Detached	0	0
Multifamily	0	0

3. **Location:** The property is located approximately 200 feet east of Rollins Avenue on the north side of Old Central Avenue. The project is located within the Addison Road Metro Town Center Development District Overlay Zone.
4. **Previous Approvals:** This site was most recently used as a contractor services establishment without outdoor storage, according to our Permit Review office.
5. **Surrounding Uses:** The site is L-shaped. To the southwest are vacant lots in the C-M Zone. To the northeast is an undeveloped alley and the Washington Spring Works, Inc. To the southwest is another undeveloped alley and a single-family residence.
6. **Design Features:** The property has frontage on Yeoman Place and Old Central Avenue (MD 332). Access is proposed from Yeoman Place with a note indicating “future access to Old Central Avenue.” The property was paved with asphalt in the past, which has mostly deteriorated, and an existing vacant building is located on the site. A board-on-board fence is located along Old Central Avenue and around a portion of the site. Although not shown on the plan, chain-link fence is also located at the perimeter of the site where the board-on-board fence does not exist. The plan indicates that the existing building will be used as an “attendant’s building.”

COMPLIANCE WITH EVALUATION CRITERIA

7. The property is located within the Addison Road Metro (ARM) Town Center, which consists of a number of properties to the north, east, south and west of the Addison Road Metro Station with the potential for Metro-related development. The town center is planned to serve as the focal point of the surrounding community. A compact, pedestrian-oriented street environment is envisioned for the town center. The Addison Road Metro Town Center sector plan recommends specific land uses for the town center to take advantage of the Metro station. It promotes a mixed-use neighborhood with retail, office, residential, public and recreational spaces within convenient walking distance to Metro. The plan recommends an urban boulevard treatment along MD 214 (an arterial) and Addison Road (a collector) incorporating new trees, plantings, sidewalks, crosswalks, coordinated sign system, street furniture and lighting.
8. Development in the ARM Town Center must comply with the approved Development District Standards and Use Table. Compliance must be shown in the detailed site plan review process. Redevelopment, rehabilitation, and renovation are all forms of development. In the subject DSP application, the applicant is seeking to amend the development standards for the subject site to allow development of the site as shown on the detailed site plan. The underlying zoning is C-M

and the use is permitted in that zone. According to the Use Table in the Development District Standards, the commercial parking facility is allowed with a Metro shuttle. This use accommodates the automobile drivers and facilitates the use of Metro.

9. Staff finds that the proposed development conforms to the purposes and recommendations for the Development District as stated in the Addison Road Metro Town Center sector plan. The ARM Town Center Development District sector plan sets out four primary goals or purposes. These four goals emphasize the need for revitalization of the area and the need to accommodate the users of the Metro station and pedestrians. The Development District Standards were written as design criteria to implement these goals. The sector plan summary states the following purposes:

The chief single purpose of the sector plan is to maximize the public benefits from the Addison Road Metro Station. Built on a widened and improved Central Avenue, the Addison Road station represents years of transportation planning and construction and millions of dollars of public investment. The station connects the ARM Town Center to the many employment, shopping, recreation, and business opportunities available to users of the Washington Metro system.

The sector plan sets out four primary goals:

First, revitalizing the town center with new, upscale residential and commercial development. The entire town center area is in need of revitalization to attract new business and residents.

Comment: This proposed infill project is the second detailed site plan review under the Development District Standards and should be considered another step in the revitalization of the Addison Road Metro Town Center. The lot is vacant; a stockade fence has been erected to protect the site from dumping. The building is vacant and boarded up. The property was paved with asphalt sometime in the past; weeds and debris litter the site. The development of this site into a parking facility for users of the Addison Road Metro via shuttle bus is a first step toward revitalization of the area.

Second, promoting transit-oriented development near the Metro station. Transit-oriented development serves Metro users, not the automobile.

Comment: The transit-oriented use to be provided on the subject site for users of the Addison Road Metro Station will provide a convenient parking alternative. The subject site is fairly removed from Metro; it is not anticipated that the pedestrian aspect of the goal above will be fulfilled, partly because of the current uses in the immediate area of the site.

Third, promoting pedestrian-oriented development. Pedestrian-oriented development aids Metro users and will encourage pedestrians to use residential and commercial properties near the Metro station; and

Comment: Automobiles will be provided for on the site. Pedestrians will be transported from the subject site to Metro via a shuttle bus.

Fourth, compact development in the form of a town center, with a town commons area at Addison Road and MD 214, next to the Metro station. Compact development, with higher development densities favoring Metro users and

pedestrians, offers the benefits of the Metro station to the greatest number of residents and businesses.

Comment: The subject site is located at the perimeter of the town center and any use that is related to encouraging Metro use is favored in this area

10. In accordance with Section 27-548.25(b), the Planning Board must find that the application conforms to the Development District Standards. In this case, the existing structure is exempt from the requirements of the Development District Standards because permits for alteration or rehabilitation, with no increase in square footage of a building, and changes in occupancy are exempt from the standards; therefore, the existing building does not have to conform to the standards. However, the parking facility does not exist; therefore, the standards relating to its development must be met, or alternative design standards must be approved. In general, if the conditions of approval are adopted, the plan will conform to all of the standards. The applicant has requested the approval of numerous alternative Development District Standards in order to implement the proposed plan of development. The following six standards are requested to be modified:

SITE DESIGN

S2. Parking Areas

- D. Parking lots/spaces which are located adjacent to the right-of-way line or curb edge due to site constraints shall be screened from adjacent roadways and public areas with a continuous, low masonry wall in compliance with the Parking Lot Landscape Strip, Option 4 requirements in the *Landscape Manual*. A four-foot-wide landscape strip shall be provided between the right-of-way line and the parking lot. The wall should be between 36 to 42 inches in height and be faced on both sides with a masonry veneer. A masonry veneer may be constructed of brick, stone, precast concrete panels, split-face concrete masonry units or an equivalent material. Unfinished concrete block or poured-in place concrete are not acceptable materials. The low masonry wall shall be compatible in materials and design with nearby buildings. One shade tree per 35 linear feet of frontage, excluding driveway openings shall also be provided. Shrubs may be planted in front of the wall and between the shade trees to form a solid hedge within two growing seasons. Shrubs shall be installed at a minimum of 18 inches in height and 30 inches on center. Parking lots utilizing berms should be avoided.**

The applicant has provided the following justification statement in a March 18, 2005, letter from Rivera to Lareuse:

“In the alternative, we believe the applicant should be exempt from building a masonry wall, a four-foot strip, as well as shrubs because the proposed use is temporary in nature. Also, the surrounding alleys are not functioning alleys as they are unpaved and landscaped.”

S4. Buffers and Screening

- B. Chain-link fencing (of any type), corrugated metal, corrugated fiberglass, sheet metal or wire mesh shall not be used as a screening material. The use of barbed wire is not permitted.**

The applicant has provided the following justification statement in a March 18, 2005, letter from Rivera to Lareuse:

“The use of chain-link fencing can be allowed as a screening material for safety reasons on the property, if needed in order for law enforcement officers to see into the parking lot after hours.”

PUBLIC AREAS

P1. Road Network

- H. Old Central Avenue shall be removed from Rollins Avenue eastward. Rollins Avenue shall be extended north to East Capitol Street to facilitate traffic movement of MD 214 both and westbound. New development shall accommodate the proposed closing of Old Central Avenue and not become an obstacle to future Master planned roads.**

The applicant has provided the following justification statement in a March 18, 2005, letter from Rivera to Lareuse:

“The applicant proposes a condition of approval that should the time come that Rollins Avenue extends, the applicant will remove all necessary improvements located in the right of way at the applicant’s cost.”

P2. Sidewalks, Trails and crosswalks

- B. All roads within the town center shall have a continuous system of sidewalks on both sides of the street and show the required location of sidewalks and the attendant landscape areas. Differing treatments are required for particular sides of MD 214 and Addison Road to the varying existing conditions, including right-of-way width. Existing sidewalks shall be located away from the curb edge to provide an adequate pedestrian safety zone. Existing sidewalks which are already set back from the curb edge shall remain, and sidewalks along MD 214 shall be widened to five feet.**

The applicant has provided the following justification statement in a March 18, 2005, letter from Rivera to Lareuse:

“Given the limited acreage of the parcel, the applicant should not be required to maintain sidewalks. The proposed development will not generate pedestrian activity as the shuttle service provided will be transporting users of the parking lot to and from the Addison Road Metro Station.”

P4. Tree and Plantings

- A. Street trees shall be used along the sides of all roadways within the town center to define the street edge, provide a shaded overhead canopy and rhythmic, unifying element to the street environment.**

The applicant has provided the following justification statement in a March 18, 2005, letter from Rivera to Lareuse:

“There is currently green area locate on the property. The applicant should not be required to further landscape the property due to the size and considering that the property already has sufficient green area throughout and surrounding the property. The proposed use is temporary, the applicant should not be required to further landscape the property until such time as a more permanent use is proposed on the property.”

P6. Utilities

- B. Redevelopment of parcels within the town center should incorporate the relocation of utilities underground.**

The applicant has provided the following justification statement in a March 18, 2005, letter from Rivera to Lareuse:

“The feasibility of a small development conforming to the above standards is questionable. This standard is more appropriate for a large redevelopment within the town center.”

Comment: Staff does object to the applicant’s request to modify the development standards if the plans are revised as follows:

- a. A four-foot landscape strip should be provided behind the ultimate right-of-way of Yeoman Place and Old Central Avenue and landscaping should be incorporated appropriately.
- b. The uses proposed on DSP-04066 (which include paved parking areas, markings, and signage) shall be permitted as interim uses within the right-of-way of Rollins Avenue Extended, as proposed on the Addison Road Metro Sector Plan. If the State Highway Administration or the County Department of Public Works and Transportation acquire the associated land under the parking lot, then the applicant, its successors and/or assignees agree to demolish and/or remove said improvements from the land and shall only be entitled to compensation for the value of the land itself and not for the value of any improvements on the land.
- c. A standard sidewalk should be provided along Old Central Avenue unless the State Highway Administration does not require a sidewalk.

Further, the basis for the applicant’s request has emphasized that the proposed use as a parking lot is a temporary one. Therefore, the development district standards modifications will not “run with the land;” when a change of use is proposed, the modifications will not apply. It is important to emphasize that modifications granted for

interim uses will not apply automatically to subsequent uses as the process of revitalizations of the area occurs.

11. The following District Development Standards have been generally met but warrant discussion:

SITE DESIGN

S1. Vehicular Circulation/Access

- C. Vehicular entrance drives shall permit safe and clear pedestrian crossings. Sidewalk material(s) should continue across driveway aprons.**

Comment: No sidewalks are proposed by the applicant and if the State Highway Administration or the Department of Public Works and Transportation does not require a sidewalk, then this requirement would not apply. Otherwise, the plans should be revised to show the sidewalk material continuing across the driveway apron.

S4. Buffers and Screening

- E. The bufferyard requirements within the town center shall be reduced to facilitate a compact form of development compatible with the urban character of the area surrounding the Metro station. The minimum bufferyard requirements for incompatible uses in the *Landscape Manual* shall be reduced by 50 percent within the town center. Alternative Compliance shall not be required for this reduction. A six-foot-high opaque masonry wall or other opaque screening treatment shall be provided in conjunction with the reduced width of the bufferyard between residential and commercial uses. The plant units required per 100 linear feet of property line or right-of-way shall also be reduced by 50 percent.**

Comment: The landscape plan does not clearly indicate that the site is compatible to the adjacent property because the plans have not demonstrated conformance. The plans must be revised prior to signature approval to demonstrate conformance.

S5. Freestanding Signs

- B. The maximum height of freestanding signs shall be eight feet in the town commons and 13 feet elsewhere in the town center as measured from the finish grade at the base of the sign to the top of the sign for all commercial zones, as modified from Section 27-614 (b).**

Comment: The site plan currently indicates a freestanding sign proposed ten feet from the property line within the State Highway right-of-way. The plans should be revised to place the sign behind the ultimate right-of-way. The applicant's freestanding sign should be ground-mounted. The height of the structure is proposed as four feet.

- D. The area of the freestanding sign shall not exceed one square foot for each four linear feet of street frontage, to a maximum of 100 square feet for each sign for building(s) not located in an integrated shopping center, other commercial center with three or more businesses served by common and immediate off-street parking and loading facilities, or an office building complex, Section 27-614(c). The street frontage shall be measured on the property occupied by use associated with the sign.**

Comment: The maximum area of the freestanding sign, based on the 110 linear feet of frontage, is 27.5 square feet of area. The applicant proposes 32 square feet of area for the sign. There is no indication of the materials, the mounting of the sign or colors. Therefore, the staff recommends that the sign details be revised prior to signature approval of the plans.

- E. The quantity of freestanding signs shall be equal to or less than the amount required by Section 27-614(d), Freestanding Signs, in Part 12 of the Zoning Ordinance.**

Comment: The applicant only proposes one freestanding sign along Old Central Avenue.

- G. Signs should be compatible in design, color and materials with other urban design elements, as well as the overall architectural character of associated buildings on the parcel or property. Plantings may be incorporated around the base of signs to soften and integrate their appearance into the landscape.**

Comment: The landscape plan must be revised to incorporate plantings at the base of the sign.

- H. Signs that are externally lit are recommended and should be directed to illuminate the sign face only.**

Comment: The applicant's freestanding sign is not proposed to be externally lit.

- J. Ground or monument signs (signs directly on a solid base) shall be permitted in the town center. Existing pole-mounted signs may continue as permitted uses until such time as a major exterior renovation (50 percent or more front facade in the linear feet) or major rehabilitation (50 percent or more increase in GFA) is requested. At such time, all signs must conform to the standards for ground-mounted signs.**

Comment: The site plan must be changed prior to signature approval to indicate the type of mounting of the sign. Pole mounting is prohibited.

- L. Signs that are portable, moveable or have flashing components are not permitted.**

Comment: No portable, moveable or flashing components have been proposed.

PUBLIC AREAS

B7. Building Signs

- E. Signs that are externally lit are recommended and should be directed to illuminate the sign face only. Sign faces that are internally lit are not recommended. Individual letters or characters should be lit instead of the entire sign face.**

Comment: No information regarding building mounted signage has been proposed.

REFERRAL COMMENTS

12. The State Highway Administration was sent a copy of the plans for review, but staff has not received any information from that office as of the writing of this staff report. Staff expects to receive comments prior to the Planning Board hearing.
13. The Environmental Planning Section has no record of any previous applications for the subject property. The site is relatively flat and is characterized with terrain sloping toward the southwest portion of the site that drains into unnamed tributaries of the Anacostia River watershed in the Anacostia River Basin. The predominant soil types on the site are Collington and Sandy and Clay. These soil types generally exhibit slight to moderate limitations due to steep slopes, slow permeability, and poor stability. Based on information obtained from the Maryland Department of Natural Resources, Natural Heritage Program publication entitled "Ecologically Significant Areas in Anne Arundel and Prince George's Counties," December 1997, there are no rare, threatened or endangered species found to occur in the vicinity of this site. There are no floodplains, streams, or wetlands associated with the site. There are no Marlboro clays or scenic or historic roads located on or adjacent to the subject property. Noise is not a major consideration in the review of the proposal due to the land use and commercial zoning designation C-M. This property is located in the Developed Tier as delineated on the approved General Plan.

This site is exempt from the requirements of the Woodland Conservation Ordinance. The subject property is less than 40,000 square feet in area, it contains less than 10,000 square feet of woodland, and there is no previously approved tree conservation plan. A tree conservation plan will not be required. A standard letter of exemption from the Ordinance was issued by the Environmental Planning Section, Countywide Planning Division, dated August 30, 2004.

A stormwater management concept approval letter (CSD 34016-2004-00) dated October 8, 2004, was submitted with the subject application. No stormwater management is required on the property because the existing and proposed impervious surfaces are the same.

Noise impact is not a major consideration in this review due to the designated land use and zoning classification.

14. The Community Planning Division reviewed the plans and stated that the site plan does not conform to a number of master plan Development District Standards and that automobiles should be accommodated in carefully selected locations that are not obtrusive to pedestrians. Since this site is outside the Addison Road town center commons, some flexibility in requiring strict compliance to development standards is justified; however, a complete waiver could negatively impact the development of the town center.

The Development District Standards implement the recommendations in the sector plan. The proposed parking lot lacks appropriate landscaping and lighting that are essential to creating a safe and attractive town center. If the existing boarded-up building is not to be razed, information on the proposed use and changes to the physical appearance of the building should be part of the detailed site plan review process. These recommendations have been included in the recommendation section of this report.

15. The Permit Review Office provided numerous comments regarding conformance to the Development District Standards and other plan deficiencies. Those that have not been addressed in this report must be fulfilled prior to signature approval of the plans and are included as conditions in the recommendation section of this report.

16. The project is located in the City of Seat Pleasant. The plans were sent to the city; however, as of the writing of this report staff have not received any information from that office.
17. The detailed site plan represents a reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.

RECOMMENDATION

Based upon the foregoing evaluation of this report, the Urban Design Section recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-04066 for the Mission of Love parking facility and APPROVE the proposed alternative Development District Standards S2.(B), S4.(D), P1.(H), P2.(B), P4.(A), and P6.(B), as stated in Finding 8 subject to the following conditions:

1. Prior to signature approval, the following conditions shall be fulfilled:
 - a. The plans shall be revised to provide the location, details and specifications, and type of lighting fixtures.
 - b. The plans shall be revised to indicate either the razing of the existing building or the proposed improvements to the physical appearance of the building and to be approved by the Urban Design Section as designee of the Planning Board.
 - c. A note shall be placed on the site plan that the shuttle service will be provided and that the parking lot is within two miles of Metro.
 - d. The plans shall be revised to show development of the property beginning behind the ultimate right-of-way for both Old Central Avenue and Yeoman Place.
 - e. A four-foot-wide landscape strip shall be provided between the ultimate right-of-way line and parking lot and landscaping quantities in accordance with *Landscape Manual* Section 4.3(a) shall be provided.
 - f. The plans shall be revised to show the minimum number of shade trees required for internal green within the parking compound and not within the ultimate right-of-way of Old Central Avenue, Yeoman Place, or Rollins Avenue extended.
 - g. Plans shall be revised to comply with the perimeter landscape requirements of Section 4.3.b and Section 4.7 as modified by Development District Standard S4.(E) of the *Landscape Manual* and the appropriate plant schedule shall be provided on the landscape plan.
 - h. The plans shall indicate asphalt paving with rolled curbs to be striped with markings. Provide a note on the site plan and demonstrate compliance with a detail of the proposed paving to be approved by the Urban Design Section.
 - i. If the adjoining alley is platted, a landscape strip shall be provided in accordance with Section 4.3(a) of the *Landscape Manual*.

- j. The sidewalk, street tree plantings, ingress/egress driveways, lighting and any other improvements within the public right-of-way shall be approved by the State Highway Administration. All details and specifications of these improvements shall be shown on the site/landscape plans.
 - k. The plan shall be revised to show the required parking if the existing building remains.
 - l. The freestanding signage shall reflect the same color and/or materials as the building, unless the building is determined to be razed. The size of the sign shall be reduced to no more than 27.5 square feet of area. The landscape plan shall be revised to include plantings around the base of the sign. The method of mounting the sign shall be provided on the site plan.
2. The uses proposed on DSP-04066 (which include paved parking areas, markings, and signage) shall be permitted as interim uses within the right-of-way of Rollins Avenue Extended, as proposed on the Addison Road Metro Sector Plan. If the State Highway Administration or the County Department of Public Works and Transportation acquires the associated land under the parking lot, then the applicant, its successors and/or assigns agree to demolish and/or remove said improvements from the land and shall only be entitled to compensation for the value of the land itself and not for the value of any improvements on the land.