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Preliminary Plan 4-08019

Application	General Data
Project Name: Commons at Addison Road II, Parcel B Location: 1,000 feet south on Addison Road from the intersection with Central Avenue. Applicant/Address: Baig, Mirza H.A. 4219 Dustin Road Burtonsville, MD 20866 Property Owner: Mirza H.A. Baig	Date Accepted: 5/29/08
	Planning Board Action Limit: 9/7/08
	Plan Acreage: 1.00
	Zone: C-S-C/DDOZ
	Gross Floor Area: 92,250 sq. ft.
	Lot: 0
	Parcel: 1
	Planning Area: 75A
	Tier: Developed
	Council District: 07
	Election District: 18
	Municipality: N/A
200-Scale Base Map: 201SE06	

Purpose of Application	Notice Dates
Commercial subdivision for one parcel for the construction of a private parking garage.	Adjoining Property Owners Previous Parties of Record Registered Associations: 3/24/08 (CB-58-2003)
	Sign(s) Posted on Site and Notice of Hearing Mailed: 8/04/08

Staff Recommendation		Staff Reviewer: Whitney Chellis	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Plan of Subdivision 4-08019
Commons at Addison Road II, Parcel B

OVERVIEW

The subject property is located on Tax Map 73 in Grid C-1 and is known as Parcel 87. Parcel 87 is an acreage parcel never having been the subject of a preliminary plan of subdivision. The site is zoned C-S-C and is located with the Addison Road Metro Town Center in the Development District Overlay Zone in Subarea 3-Metro West (Town Commons). The property is improved with a single-family dwelling and accessory garage and shed which are all to be razed. Existing access is via Addison Road which is an arterial roadway under the authority of the Department of Public Works and Transportation (DPW&T).

The applicant is proposing to construct a private parking garage to serve the abutting Commons at Addison Road Phase I mixed use development. Parcel A to the north has an approved Preliminary Plan (4-05069) and Detailed Site Plan (DSP-06001) for the construction of 170 multifamily units and 22,696 square feet of commercial with an underground parking structure. The proposed building on Parcel A to the north is eight stories high with the first floor consisting of commercial uses. The anticipated uses include office, retail, a bank, and a number of restaurants. The first floor also includes the main lobby for the residential units above. The second floor includes the residential amenities and 20 residences. The amenities on the second floor include a lounge/billiard area, a fitness center, a separate fitness aerobic area, a sauna, a business area, a media center, and men's and women's shower/dressing rooms. Floors three through eight are completely residential units. Another recreational area is proposed on the rooftop. The outdoor recreational area includes a 60-foot by 25-foot-wide (1,500 square feet) pool, a picnic area, and two gazebo sitting areas. Landscaping and a shade structure are also proposed. Parcel A is not the subject of a record plat and building permits have not yet been issued for development.

The parking garage proposed on the subject site (Parcel B) is to serve the future development on Parcel A. The applicant has proposed no direct access to Addison Road to the east, access is proposed thru Parcel A to the north.

The *Approved Sector Plan and Sectional Map Amendment for the Addison Road Metro Town Center and Vicinity* (2000) Table 16(8) (page 246) permits a commercial parking garage in the C-S-C Zone, and also permits a parking garage or lot or loading area used in accordance with Part 11. Part 11 is the Parking Section of the Zoning Ordinance which establishes the required parking for each use. The parking garage, in this case, is proposed as an accessory to the Commons at Addison Road development and will not be a traffic generator in itself. If it were a commercial parking garage it would be considered a primary use which generates trips which use the garage. A public parking garage would require a traffic study and direct access to Addison Road, necessitating a variation for access onto an arterial facility (24-121). The applicant in this case was clearly advised of the two different types of parking garages

distinguished by the sector plan and what that meant to the use of the property. The applicant clearly stated, and the site was evaluated based on the facts presented by the applicant that this garage is proposed to serve the required parking needs (Part 11) for the Commons at Addison Road Phase I only. In order to create one development site, staff recommends that the approved detailed site plan for Parcel A be revised to incorporate Parcel B.

SETTING

The property is located on the west side of Addison Road and approximately 1,000 feet south of the intersection of Addison Road with MD 214 (Central Avenue). To the north of the subject property is Phase I of the Commons at Addition Road (DSP-06001). To the east, across Addison Road, is the Addison Road Metro Station. To the west across Zelma Road are residential properties in the R-55 Zone. To the south is a single-family dwelling unit located in the C-S C Zone.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

1. **Development Data Summary**—The following information relates to the subject preliminary plan application and the proposed development.

	EXISTING	PROPOSED
Zone	C-S-C	C-S-C
Use(s)	Single-Family Dwelling	Private Parking Garage (Part 11)
Acreage	1 acre	1 acre
Parcels	1	1
Dwelling Units:		
Detached	1 (to be razed)	0
Public Safety Mitigation Fee		No

2. **Environmental**—The Environmental Planning Section has reviewed the Preliminary Plan of Subdivision 4-08019, stamped as received by the Environmental Planning Section on May 23, 2008. The Environmental Planning Section recommends approval of 4-08019 with no environmental conditions.

A review of the available information indicates that streams, wetlands, severe slopes, and areas of steep slopes with highly erodible soils are not found to occur on this property. There is no 100-year floodplain that is associated with the site. The subject property abuts Addison Road, an arterial that is generally regulated for noise. However, because no residential uses are proposed for this development, noise analysis and mitigation are not necessary.

The predominant soil type found to occur on this site according to the *Prince George’s County Soil Survey* is Collington. This soil series has limitations with respect to steep slopes, but will not affect the site layout because steep slopes do not exist on the site. According to available information, Marlboro clay does not occur on this property. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on or within the vicinity of this property. There are no designated scenic or historic roads in the vicinity of this application. This property is located in the Lower Anacostia River watershed of the Anacostia River basin and in the Developed Tier as reflected in the adopted General Plan.

Addison Road Metro Town Center and Vicinity Requirements

The subject property is located within Subarea 3 of the sector plan. The environmental requirements for woodland preservation, stormwater management and noise are addressed in the Environmental Review Section below. There are no specific environmental requirements or design standards that require review for conformance that are applicable to this site.

Conformance with the Countywide Green Infrastructure Plan

The site is within a Network Gap Area of the designated network of the *Approved Countywide Green Infrastructure Plan*. The site does not contain, nor is it adjacent to, any sensitive environmental features. The area is intensely developed with residential dwellings and a nearby metro station. It would not be possible to make the intended connection in accordance with the plan because the existing and approved development on adjacent properties. No revisions are required for conformance to the Countywide Green Infrastructure Plan.

As revisions are made to the plans submitted, the revision boxes on each plan sheet shall be used to describe what revisions were made, when, and by whom. The preliminary plan has a signed Natural Resource Inventory (NRI/017/08), dated March 24, 2008 that was included with the application package. The TCPI and the preliminary plan show all the required information correctly. No revisions are required for conformance to the NRI.

This property is not subject to the provisions of the Prince George's County Woodland Conservation and Tree Preservation Ordinance because the site contains less than 10,000 square feet of woodlands and there is no previously approved tree conservation plan on the subject property. A Type I tree conservation plan was not submitted with the review package and is not required. A Standard Letter of Exemption from the ordinance was issued by the Environmental Planning Section, Countywide Planning Division, on November 21, 2007, and is a part of the record.

Water and Sewer Categories

The 2001 Water and Sewer Plan designated this property in Water and Sewer Category 3 and will therefore be served by public systems.

3. **Community Planning**—The property is located within the *Approved Sector Plan and Sectional Map Amendment for the Addison Road Metro Town Center and Vicinity* (2000), in Planning Area 75A/Subarea 3 Metro West (Town Commons). The 2000 Approved Sector Plan and Sectional Map Amendment retained the property in the C-S-C Zone and placed the property within the Development District Overlay Zone (DDOZ).

The 2002 General Plan locates this property in the Developed Tier, in a designated corridor, Central Avenue (MD 214), and community center. One of the visions for the Developed Tier is to provide a network of sustainable, transit-supporting, mixed-use, pedestrian-oriented, medium- to high-density neighborhoods.

The vision for corridors is mixed residential and nonresidential uses at moderate to high densities and intensities, with a strong emphasis on transit-oriented development. This development should occur at local centers and other appropriate nodes within one-quarter mile of major intersections or transit stops along the corridor. Community centers are concentrations of activities, services and land uses that serve the immediate community.

In this case the applicant is proposing a private parking garage to serve the Commons at Addison Road (Parcel A) mixed use development. The Detailed Site Plan for Parcel A (DSP-06001) was approved for the following mix: 170 multifamily units and 22,696 square feet of commercial with an underground parking structure abutting to the north. To supplement the parking on Parcel A and accommodate the required parking (Part 11), the applicant is proposing to construct a parking garage on proposed Parcel B to serve only the development on Parcel A. Development on Parcel B is for the parking garage only and will have no direct access to Addison Road. Access to the parking garage will be via Parcel A to the north only. Detailed Site Plan, DSP-06001 should be revised to incorporate Parcel B into one site plan tying the development together. Parcel A (4-05068) has not been recorded. The preliminary plan for Parcel A is valid thru March 23, 2009.

“The approved sector plan (pages 173-231) provides Development District Standards for new development that will be appropriate for the town center in terms of style, character, composition, scale and proportion and density. Such factors as building size, siting and setbacks, height, facade treatment, landscaping, buffering and screening, parking areas, points of vehicle access, and proximity of the residential development on abutting properties should be evaluated.” Compliance with these standards should be reviewed at the time of review of the required detailed site plan. In addition, all site plan applications will include architectural elevations, which demonstrate compliance with building design standards. These elements will be reviewed at the time of detailed site plan review.

Development of this site should provide essential Transit-Oriented Development (TOD) design characteristics that include pedestrian and trail connections oriented to transit facility linkages and pedestrian-friendly building bulk and setbacks within the Town Center (Town Center Common), Addison South Subarea and to the Addison Road Metro Station.

4. **Parks and Recreation**—In accordance with Section 24-134 of the Subdivision Regulations, the site is exempt from the requirements of the mandatory dedication of parkland because it is a nonresidential use
5. **Trails**—The subject site is immediately across Addison Road from the Addison Road Metro station. The *Approved Sector Plan and Sectional Map Amendment for the Addison Road Metro Town Center and Vicinity* recognizes the importance of sidewalks for encouraging walking to the Metro and developing transit-oriented development.

As stated on page 66 of the sector plan, sidewalks are recommended for both sides of most streets in the town center. Sidewalks should be located away from the curb edge to provide an adequate pedestrian safety zone.

Currently, no sidewalks exist along the site’s frontages of Addison Road. Consistent with conditions of approval for developments both to the north and south (Preliminary Plans of Subdivision 4-05068 and 4-05016, respectively), staff recommends an eight-foot-wide sidewalk along the subject site’s entire frontage of Addison Road to safely accommodate pedestrians walking to metro. The wider sidewalk is warranted to accommodate the high level of pedestrian traffic anticipated in the town center, as well as to provide an inviting pedestrian environment for people walking to metro, and will be reviewed at the time of detailed site plan.

6. **Transportation**—The applicant proposes to limit development on this property to a parking garage that will serve the Commons at Addison Road Phase I (Parcel A) development approved pursuant to Preliminary Plan 4-05069 (PGCPB Resolution No. 06-37), which is located on the

adjoining parcel to the north of this site. The subject property is located within the Addison Road Metro (ARM) Town Center and Vicinity and will conformance with concepts in the sector plan.

The proposed parking structure is to be used in accordance with Part 11 to serve the required parking for Commons at Addison Road I pursuant to Preliminary Plan 4-05068. Therefore, the proposed parking structure will not be a traffic generator and will serve the trips approved for the Commons at Addison Road development abutting to the north only. This structured parking garage should not generate any additional peak-hour trips above the AM and PM peak-hour trip caps of 163 and 226 vehicle trips, respectively, approved for the Commons at Addison Road development (PGCPB Resolution No. 06-37). Additionally, the *Guidelines* states that the Planning Board may find that the impact of any development generating five or fewer peak-hour trips is de minimus, or in-significant. For these reasons, staff has determined that a new traffic impact study is not required.

Plan Comments

The applicant proposes no direct access to Addison Road. The access to the proposed parking garage would be provided only from the Commons at Addison Road development to the north. Addison Road is a master plan arterial facility. The submitted plan adequately shows dedication of 60 feet from centerline.

Transportation Staff Conclusions

Based on the preceding findings, the Transportation Planning Section concludes that adequate transportation facilities would exist to serve the proposed subdivision as required under Section 24-124 of the Prince George's County Code of the Subdivision Ordinance if the application is approved with conditions.

7. **Schools**—There are no residential dwelling units proposed and therefore there are no anticipated impacts on schools.
8. **Fire and Rescue**—The Special Projects Section has reviewed this subdivision plan for adequacy of fire and rescue services in accordance with Section 24-122.01(d) and Section 24-122.01(e)(1)(B) thru (E) of the Subdivision Regulations.

The existing engine service at Seat Pleasant Fire/EMS Station, Company No. 8, located at 6305 Addison Road, has a service travel time of .30 minutes, which is *within* the 3.25-minute travel time guideline.

The existing paramedic service at, located at Kentland Fire/EMS Station, Company No. 46, located at 10400 Campus Way South, has a service travel time of **6.69** minutes, which is *within* the 7.25-minute travel time guideline.

The existing ladder truck service at Capitol Heights Fire/EMS Station, Company No. 5, located at 6061 Central Avenue, has a service time of 1.82 minutes, which is *within* the 4.25-minute travel time.

The above findings are in conformance with the *Approved Public Safety Facilities Master Plan* (1990) and the “Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities.”

9. **Police Facilities**—The proposed development is within the service area for Police District III, Palmer Park. The police facilities test is done on a countywide basis in accordance with the

policies of the Planning Board. There is 267,660 square feet of space in all of the facilities used by the Prince George's County Police Department and the latest population estimate is 825,520. Using the 141 square feet per 1000 residents, it calculates to 116,398 square feet of space for police. The current amount of space, 267,660 square feet is above the guideline.

10. **Health Department**—The Health Department notes that a raze permit will be required through the Department of Environmental Resources (DER) prior to the removal of any existing buildings. Any hazardous material located in any structure on site must be removed and properly stored or discarded prior to the structures being removed.
11. **Stormwater Management**—The Department of Public Works and Transportation (DPW&T), Office of Engineering, has determined that on-site stormwater management is required. A Stormwater Management Concept Plan, No. 24628-2005-01 has been approved with conditions to ensure that development of this site does not result in on-site or downstream flooding. Development must be in accordance with this approved plan.
12. **Historic**—Phase I archeological survey is not recommended on the subject one acre property that is located at 109 South Addison Road in Capitol Heights, Maryland. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. A house was built on the eastern part of the property around 1960. The applicant should be aware that there are three known archeological sites within a one mile vicinity of the subject property, all dating to the early 20th century. In addition, there are three County Historic Sites, DC Boundary Marker East (No. 72-020), St. Margaret's Church (No. 72-007-01), and Carmody House (No. 72-006) located within a one-mile radius of the subject property.

Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties, to include archeological sites. Section 106 review may require archeological survey for state or federal agencies.

13. **Public Utility Easement**—Section 24-122(a) of the Subdivision Regulations requires an easement for the purposes of providing public utilities to a development. The preliminary plan of subdivision correctly depicts the location of the required 10-foot public utility easement along the right-of-way of Addison Road.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Development of this site shall be in conformance with the Stormwater Management Concept Plan, No. 24628-2005-01 and any subsequent revisions.
2. Total development within the subject property shall be limited to construction of a parking garage which is projected to generate zero AM and zero PM vehicle trips. The proposed parking facility is to serve the required parking needs (Part 11) for the Commons at Addison Road Development Preliminary Plan of Subdivision (4-05068) only. Any other use of the proposed parking structure or any additional development on this site shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities. Direct access from Parcel B to Addison Road is denied without the approval of a variation to Section 24-121 of the Subdivision Regulations.

3. At the time of final plat the applicant shall dedicate right-of-way (ROW) of 60 feet from the center line of Addison Road.
4. Prior to approval of the final plat the applicant and the applicants heirs, successors and/or assignees shall obtain approval of a revision to Detailed Site Plan DSP-06001 (PGCPB Resolution No. 06-217) to incorporate Parcel A and the accessory parking garage proposed on Parcel B into one development site.
5. In conformance with the Approved Addison Road Metro Town Center and Vicinity Sector Plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following:
 - a. Provide an eight-foot wide sidewalk along the subject site's entire road frontage of Addison Road, unless modified by DPW&T.
 - b. The Approved Addison Road Metro Town Center and Vicinity Sector Plan recommend that Addison Road be designated as a Class III bikeway with appropriate signage. Because Addison Road is a County right-of-way, the applicant and the applicant's heirs, successors, and/or assignees shall provide a financial contribution of \$210 to the Department of Public Works and Transportation (DPW&T) for the placement of this signage. A note shall be placed on the final record plat for payment to be received prior to the issuance of the first building permit.