

# Purpose

The purpose is to establish a regulating plan for the Addison Road Metro Center in accordance with the requirements of Subtitle 27A, Urban Centers and Corridor Nodes, of the Zoning Ordinance, which provides a mechanism for implementing specific goals for concentrations of medium- to high-intensity, mixed-use, pedestrian- and transit-oriented development at designated centers and corridor nodes.

Subtitle 27A sets forth the process for establishing a regulating plan, which is a plan, developed through a community planning process, to guide the design and placement of buildings, public spaces, and streets. Considering the information provided by the functional overlays developed through the planning process, the regulating plan allocates building envelope standards, public spaces, and street types within each urban neighborhood within a designated center or corridor node and provides specific information for the disposition of each building site, serving as the approved plan for the implementation of the county's General Plan.

In an effort to capitalize on time-sensitive opportunities for upscale, mixed-use development in the vicinity of the Addison Road Metro Station, CB-13-2010 was introduced by the County Council to make limited amendments to certain procedures, requirements, and timeframes set forth in Subtitle 27A, so that the subject regulating plan may be approved concurrent with the Subregion 4 Master Plan and Sectional Map Amendment.

# Plan Area

The Addison Road Metro Center is located in a well-established community, situated between the Capitol Heights and Morgan Boulevard Metro Stations. This growth center is on the edge of the more urban environment of Capitol Heights.

The Addison Road Metro Center is generally bound by Cabin Branch Road and Daimler Drive to the east; Canyon Road, Calmos Street, Ava Court, and Yost Place to the north; Baltic Street, Maryland Park Drive, and Rollins Avenue to the west; and Cabin Branch Court, Ernie Banks Street, and Westin Court to the south.

Existing residential development in the growth center consists of medium-density, single-family housing north and south of Central Avenue and east and west of Addison Road, and pockets of low-density single-family residential development along Addison Road south of Central Avenue and along Rollins Avenue south of Central Avenue. Industrial land use is located along Yost Place, north of East Capitol Street, as is the bulk of commercial land use, which is located along the north side of East Capitol Street, east and west of Addison Road. Just east of the growth center boundary is Central High School.

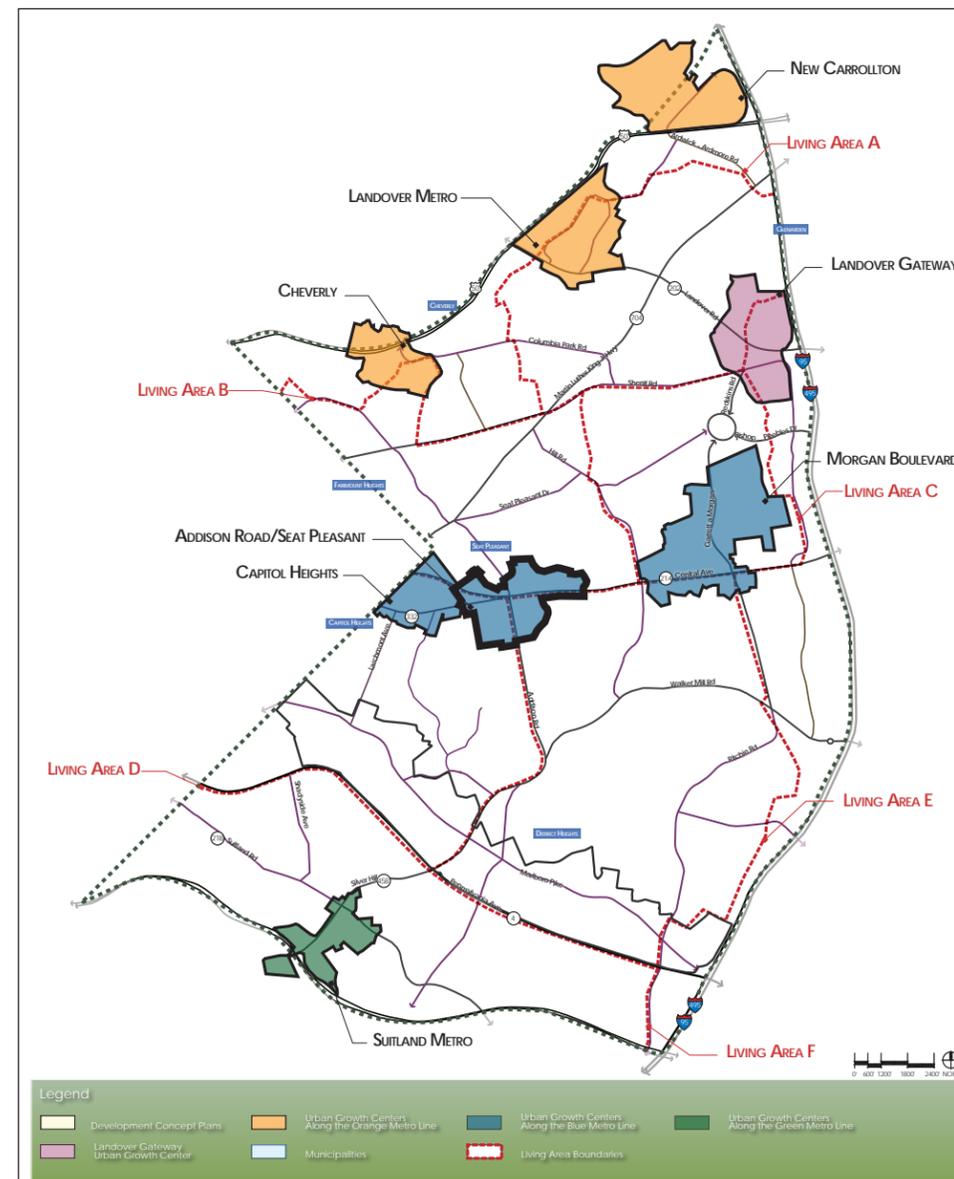
Cabin Branch Stream travels south from the top of the regulating plan boundaries, under Central Avenue, and parallel to the east side of Cabin Branch Road. An environmentally

sensitive wooded corridor that includes the Cabin Branch Stream, located between the approved development east of Harris Drive and west of Dateleaf Avenue, is within the regulated area of the county's green infrastructure network and is considered to have development constraints.

# Planning Context

## Approved Subregion 4 Master Plan and Endorsed Sectional Map Amendment

The Subregion 4 Master Plan envisions the Subregion 4 area as a unique location where newer and older suburban neighborhoods coexist with development that is more urban in character.

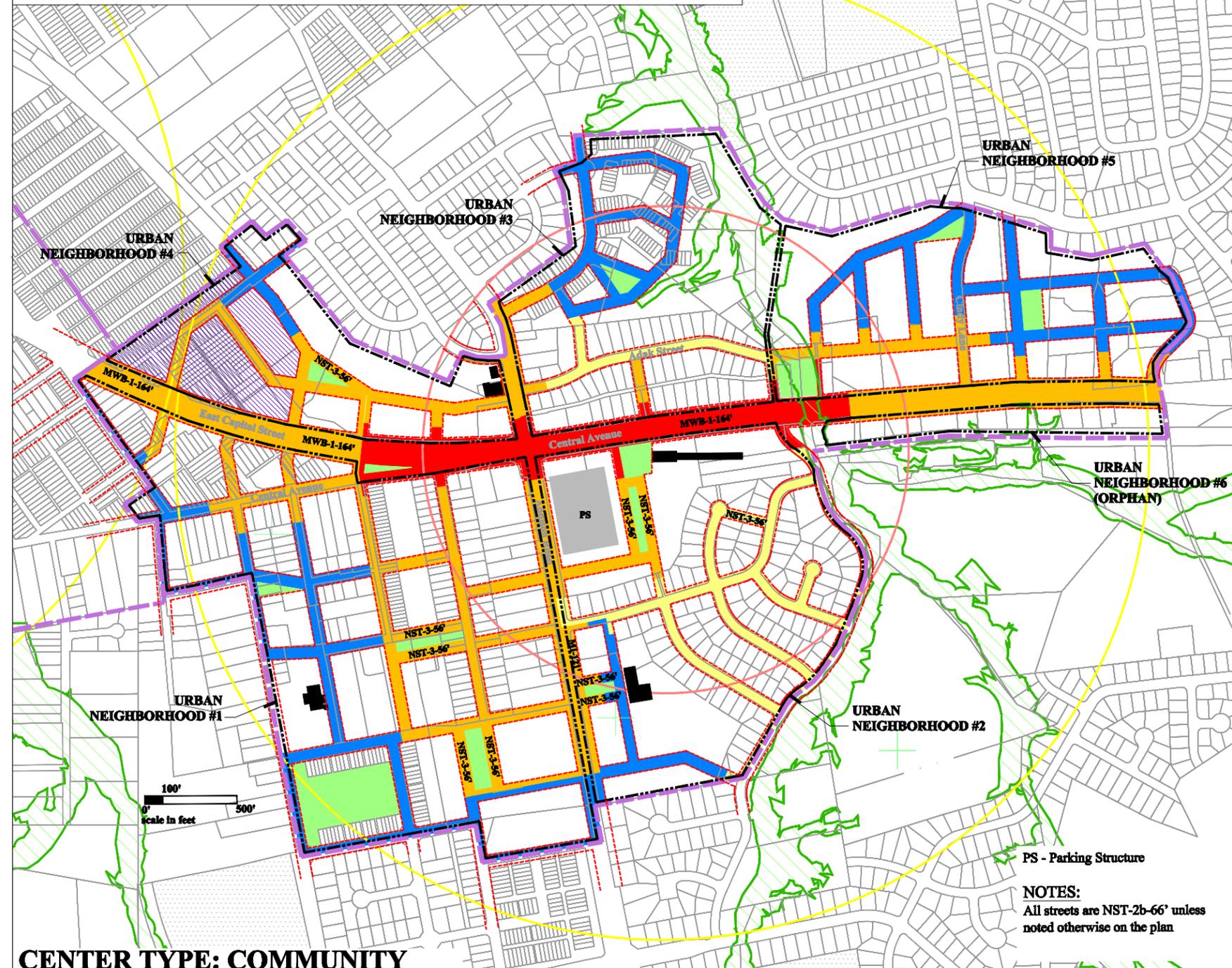


# 1. INTRODUCTION

# Addison Road Center - Conceptual Regulating Plan

Code Studio - Ferrell Madden Lewis - Rhodeside and Harwell  
 DRAFT - December 31, 2008

Legend			
	Storefront Frontage		Existing Property Line
	General Frontage		Build-To Line (BTL)
	Townhouse/Small Apartment Frontage		Chic Space
	Detached Frontage		Lot Building Line (LBL)
	Workshop Frontage		Alley/Access Easement (Exact Location TBD)
			Urban Center Boundary Line
			Urban Neighborhood Boundary Line
			Regulation Area
			Street Centerline
			Open Space
			Chic Buildings and Monuments
			Wetlands
			.50 Mile Radius
			.25 Mile Radius
			MNCPPC Property



**CENTER TYPE: COMMUNITY**

PS - Parking Structure  
 NOTES:  
 All streets are NST-2b-66' unless noted otherwise on the plan

## This vision emphasizes:

- ❖ Transit-oriented development at the eight centers and corridor nodes located in the subregion, connected to the surrounding residential areas by a multimodal transportation network.
- ❖ Smaller, urban-scale residential communities, neighborhood commercial centers, and older main streets that meet residents' needs.
- ❖ Industrial areas that are improved and buffered to minimize their visual and environmental impacts.
- ❖ A balance between new development that optimizes existing infrastructure and the revitalization and maintenance of existing neighborhoods and commercial areas through redevelopment, adaptive reuse, preservation, and conservation.
- ❖ An enhanced environmental envelope that provides for a series of interconnected open spaces designed to improve stormwater management, conserve natural resources, and act as an amenity for the community.

The Subregion 4 Master Plan identifies seven key factors that influence the degree and timing of transit-oriented development (TOD) and ranks the market potential by growth center based on an assessment of these seven factors, with the Addison Road-Seat Pleasant and Morgan Boulevard Metro centers providing the strongest opportunity for near-term TOD.

The plan recommends the designation of the Addison Road Metro Center as a Regional Urban Center District (UC3), and includes a conceptual regulating plan, which divides the area into six urban neighborhoods.

## Urban Design Concept from the Adopted Subregion 4 Master Plan

The vision and urban design concept for the Addison Road Metro Center was developed during a three-day planning and design charrette held in November 2008. The urban design concept preserves existing single-family residential development and capitalizes on the potential for dense, urban development close to the Addison Road-Seat Pleasant Metro Station. Commercial development will front on the north and south sides of Central Avenue to retain its position as a primary commercial corridor in Subregion 4. Central Avenue will also transform into a tree-lined, urban boulevard that is inviting to pedestrians.

The intersection of Addison Road and Central Avenue will be enhanced with pedestrian crosswalks, enabling surrounding development to fully serve pedestrian traffic en route to and from the Metro station and surrounding areas.

A new, wrapped, parking structure for the Metro station will locate at the southeast corner of the intersection of Addison Road and Central Avenue; ground-floor retail will front on Central Avenue with a new street adjacent to the Metro entry. A planted median will separate the wrapped structured parking deck from the new development directly across from the Metro station. The Metro will anchor a large, urban plaza that fronts onto Central Avenue. Mixed-use development of office and residential uses will locate across the street from the Metro, while ground-floor retail fronting on Central Avenue will locate at the Metro.

Abutting the denser development at the Metro, a single-family residential community along and to the west of Cabin Branch Road will be preserved. An improved buffer will help maintain the environmental quality of the Cabin Branch Stream east of this single-family neighborhood, as well as provide a transition from the mixed-use, urban development with ground-floor retail that will continue along Central Avenue to the surrounding communities. West of this area, mixed-use development will front on the east side of Addison Road. A small, vertical strip of townhouse and small apartments will develop south of Rolling Ridge Road, directly behind this Addison Road mixed-use development and in front of the newly configured church and school. Adjacent to this development will be a central green, which fronts on the east side of Addison Road. A series of townhouses and small apartments will front on the south side of a new, east/west connector road.

Moving west across Addison Road, similar townhouse and small apartment developments encircle an interior courtyard between Addison Road and Zelma Avenue. The largest concentration of mixed-use development

in this growth center is located just north of this development and will continue north to Central Avenue, where it will contain ground-floor retail. Townhouses and small apartments will outline the western edge of this area, fronting on Rollins Road and a new, secondary interior street, which will create smaller interconnected blocks. Townhouse and small apartment development will surround small, interior courtyards, some of which will be shared with adjoining residential, office, or mixed-use development. The Jehovah's Witness worship center on Rollins Road will be preserved and enhanced with additional landscaping.

Traveling north across Central Avenue, east of Xenia Avenue, and south of East Capitol Street, mixed-use development will take advantage of the triangular shape of the site. A triangular park will be the cornerstone of this development, serving the residents and employees of the mixed-use development to the west. Townhouses and small apartments will border the western edge of this development to provide a transition in scale of development from the dense, urban setting near the Metro to outlying single-family homes to the west.

Across East Capitol Street to the north, mixed-use development mirrors that of development on the southern side of East Capitol Street, as well as the ground-floor retail development along the southern side of Central Avenue. A small area of townhouse and small apartment development in the northwest corner will serve as a transition element for the surrounding, single family development to the north. Adak Street will extend west across Addison Road, and become part of the growth center's new system of interconnected streets. The Adak Street extension will serve as this a main roadway for this section to ease vehicular congestion on East Capitol Street and Central Avenue, as well as provide a more pedestrian-friendly experience for those traveling to and from the Metro station.

The Seat Pleasant Volunteer Fire Department will anchor the corner of Adak Street and Addison Road. A small,

triangular park on West Adak Street will break up the dense, urban development, as well as split the street into two smaller connecting roads. The northern section of this road will be lined to the north and south by townhouses and small apartments, while the southern section will be lined with mixed-use development. The northern boundary of this area will be separated from single-family development to the north by an existing wooded area.

This wooded area will serve as a buffer and continues to the east side of Addison Road, behind the new townhouse and small apartment development along Harris Drive. Much of the mixed-use development will front on Addison Road and Central Avenue. The new townhouse and small apartment development in the northern section of this area will help transition from the taller mixed-use buildings to the single-family development north of this area. Again, the wooded buffer will continue along the northern edge to screen the single-family development to the north. The naturally enhanced and publicly accessible Cabin Branch Stream will continue north through this area, providing an environmental feature and recreational area for residents of the townhouse complex to the east and west.

The existing single-family homes along Adak Street will be preserved and will abut new, ground-floor retail and mixed-use development along Central Avenue. Traveling east along Adak Street, approximately midway between Addison Road and Cindy Lane, will be a small break in the grid of street blocks that will open up to a central public green. Cabin Branch will be exposed and restored at this public green, before traveling beneath Adak Street and continuing north. Mixed-use development will continue along Adak Street, which will be extended to the east. Ground-floor retail will embrace all four corners of the park on Central Avenue, as well as provide safe pedestrian access to this new open space feature. Townhouses and small apartments, interspersed with pocket parks and central courtyards, will abut mixed-use development between Central Avenue and Adak Street extended.

## Urban Neighborhoods

Urban neighborhoods are the building blocks of the conceptual regulating plan, helping to create diverse areas with multiple functions and design characteristics. Each urban neighborhood is made up of an interconnected network of streets and blocks, with establishment of building envelope standards and public spaces. Each neighborhood is typically bounded by major streets, roadways and parks or conservation areas. Detailed descriptions of each neighborhood are provided below.

### Urban Neighborhood 1

**Gross Acres—86.6**

**Net Developable Acres—58.2**

Urban Neighborhood 1 is located north of Wilburn Drive, south of East Capitol Street, east of Maryland Park Drive and Rollins Avenue, and west of Addison Road. Within the neighborhood, a new road network will establish a new block grid system. Along the northern edge of the neighborhood between Yolanda Avenue and Addison Road are designated shopfront frontages. The northwest edge of the neighborhood consists of general frontages along East Capitol Street and townhouse and small apartment frontages along Maryland Park Drive. Frontages south of Central Avenue and west of Yolanda Avenue consist of townhouse and small apartment development. General frontages make up the blocks to the east of Yolanda Avenue. Civic green space within the neighborhood consist of a pair of parks in the southern section, an urban park along Rollins Road, and a central civic green within the interior general frontage blocks.

### Urban Neighborhood 2

**Gross Acres—58.5**

**Net Developable Acres—43.8**

Urban Neighborhood 2 is located north of Cabin Branch Court, south of Central Avenue, east of Addison Road,

and west of Cabin Branch Road. On the northern boundary of the neighborhood, along Central Avenue, are designated shopfront frontages. General frontages define blocks and edges along Addison Road and in the blocks surrounding the Addison Road-Seat Pleasant Metro station. Interior blocks that intersect Rolling Ridge Drive and run along Cabin Branch Road consist of detached single-family units. A new road will run parallel to Addison Road. The new road will have townhouse and small apartment frontages. Civic green space within the neighborhood includes central civic greens adjacent to the Addison Road-Seat Pleasant Metro Station, and a small central civic green in the southern section of neighborhood along access roads that connect the new road to Addison Road.

### Urban Neighborhood 3

**Gross Acres—41.7**

**Net Developable Acres—21.0**

Urban Neighborhood 3 is located north of Central Avenue, south of Baltic Street, east of Addison Road, and west of Soper Lane. Within this neighborhood, the existing road network will form the overall urban block structure. Central Avenue will have shopfronts. Existing detached single-family frontages will remain along Adak Street. The western edge of the neighborhood from the intersection of Addison Road and Central Avenue to Harris Drive consists of general frontages. A new townhouse development extending from Harris Drive to Ava Court will be defined by townhouse and small apartment frontages. Finally, the plan includes one central civic green along Harris Drive at the entrance of the new townhouse development.

### Urban Neighborhood 4

**Gross Acres—26.4**

**Net Developable Acres—17.7**

Urban Neighborhood 4 is located north of East Capitol Street/Central Avenue, south of 68th Place, east of

Maryland Park Drive, and west of Addison Road. Within this neighborhood, a new road network will be constructed to develop a block grid system. Along Central Avenue extending from the shopping center entrance to Addison Road are shopfront frontages. Along the northern boundary edge of the neighborhood, townhouse and small apartment frontages exist along a new road that connects severed portions of Baltic Street. All other frontages within the neighborhood are general frontage. A small civic green is in the center of the neighborhood.

### Urban Neighborhood 5

**Gross Acres—41.2**

**Net Developable Acres—21.7**

Urban Neighborhood 5 is located north of Central Avenue, south of Canyon Drive, east of Soper Lane, and west of Daimler Drive. Within the neighborhood, a new road network will create a block grid network. Along Central Avenue is a small section of shopfront frontages near Soper Lane and general frontages making up the rest of the blocks facing Central Avenue. A new road extending from Adak Street to Daimler Drive is located behind these blocks and serves as a major thoroughfare connecting the community to Neighborhood 3. A section of this road extending from Soper Lane to Cindy Lane will have general frontages. The rest of the surrounding blocks, extending from the northern boundary to the intersection of Cindy Lane and the new road, will consist of townhouse and small apartment frontages. Civic green space within the area comprise a park adjacent to Soper Lane, a park near the northern edge of the neighborhood, and a central civic green located in a cluster of new townhouse and small apartment blocks.

### Urban Neighborhood 6

**Gross Acres—7.1**

**Net Developable Acres—7.1**

Urban Neighborhood 6 is located north of the Metro line, south of Central Avenue, east of Cabin Branch

Road, and west of Daimler Drive. The neighborhood is considered an “orphan” neighborhood because it does not contain townhouse and small apartment frontage or storefront frontage. Additionally, the neighborhood does not meet the 20-acre minimum gross acreage requirements to be fully considered as an urban neighborhood comparable to the other urban neighborhoods in this center.

## ***2002 Prince George’s County Approved General Plan***

The 2002 General Plan designated the Addison Road Center as a Community Center. Community Centers are envisioned as concentrations of activities, services and land uses that serve the immediate community. These typically include a variety of public facilities and services-integrated commercial, office and some residential development and can include mixed-use and higher intensity redevelopment in some communities.

## ***2009 Approved Countywide Master Plan of Transportation***

The 2009 Countywide Master Plan of Transportation’s recommendations are intended to produce a transportation system that provides residents and workers in Prince George’s County with safe, affordable, multimodal transportation choices that effectively contribute to the timely achievement of county growth, development and revitalization goals.