



*Note: Staff reports can be accessed at [www.mncppc.org/pgco/planning/plan.htm](http://www.mncppc.org/pgco/planning/plan.htm).*

## DETAILED SITE PLAN

## DSP-02022

Application	General Data
<b>Project Name:</b> CUMMINGS TRUCKING Lots 19-22, Block I, Maryland Park  <b>Location:</b> Addison Road and Central Avenue  <b>Applicant/Address:</b> Randolph Cummings 4214 Clay Street N. E. Washington, D.C. 20019	Date Accepted: 5/2/2002
	Planning Board Action Limit: Waived
	Plan Acreage: .44
	Zone: R-20
	Dwelling Units: NA
	Square Footage: 1,470
	Planning Area: 72
	Tier: Developed
	Council District: 7
	Municipality: Seat Pleasant
	200-Scale Base Map: 201SE06

Purpose of Application	Notice Dates
The application is to add a vehicle repair use and a contractor's office building in an existing vehicle storage yard.	Adjoining Property Owners
	Previous Parties of Record 4/23/2002
	Registered Associations: (CB-12-2003)
	Sign(s) Posted on Site and Notice of Hearing Mailed: 6/27/2006

Staff Recommendation		Staff Reviewer: Lareuse	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
		X	

July 19, 2006

**MEMORANDUM**

TO: Prince George's County Planning Board

VIA: Steve Adams, Urban Design Supervisor

FROM: Susan Lareuse, Planner Coordinator, Urban Design Section

SUBJECT: Detailed Site Plan, DSP-02022  
Cummings Trucking  
Lots 19-22, Block I, Maryland Park

The Urban Design staff has reviewed the detailed site plan for the subject property and presents the following evaluation and findings leading to a recommendation of DISAPPROVAL.

**EVALUATION**

The detailed site plan was reviewed and evaluated for conformance with the following criteria:

- a. Conformance to the requirements of the Addison Road Metro (ARM) Town Center Development District Standards, October 2000.
- b. The requirements of the Zoning Ordinance for development in the R-20 Zone
- c. The requirements of the Development District Overlay Zone.
- d. The final plat of Subdivision
- e. Referrals.

**FINDINGS**

Based upon the analysis of the subject application, the Urban Design staff recommends the following findings:

1. **Request:** The application is to add a vehicle repair use and to add a contractor's office building to an existing vehicle storage yard.

2. **Development Data Summary**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone(s)	R-20	R-20
Use(s)	Commercial Vehicle storage	Contractor's office and vehicle storage and vehicle repair
Acreage	0.43 acres	0.43 acres
Lots	4	4
Square Footage/GFA	750 sq. ft. of service garage 288 storage shed	432 sq. ft. office 750 square feet of service garage 288 storage shed

**Other Development Data**  
**PARKING TABULATION**

	<b>REQUIRED</b>	<b>PROPOSED</b>
Contractor's office	1	1
Vehicle repair 2 service bays	6	6
storage	1	0
<b>TOTAL</b>	<b>8</b>	<b>7</b>

Comment: The plan does not provide for adequate parking spaces per the requirements of Part 11.

3. **Location:** The subject property is located on the west side of Yost Place, approximately 300 feet from its intersection with Central Avenue (MD 214).
4. **Surroundings:** To the north of the subject property is a sand and gravel operation; to the east is a storage yard; to the south of the property is a public alley with residential uses beyond the alley; and to the west of the property are residential properties.
5. **Previous Approvals:** The property is the subject of a record plat, Maryland Park Subdivison, BDLS 1 @ 21, recorded in 1906. Development of less than 5,000 square feet of gross floor area does not require approval of a new preliminary plan of subdivision.

The site is the subject of permit 849-1984-00 approved for a storage yard for commercial vehicles.

6. **Design Features:** The application proposes the validation of existing structures on-site including a storage shed and a garage repair building with two service bays. An additional proposed office building, constructed of concrete masonry units, flanks the western property line. Parking is proposed between the uses and at the end of the gravel access drive.

**COMPLIANCE WITH EVALUATION CRITERIA**

7. The staff finds that the proposed development does not conform to the purposes and recommendations for the development district as stated in the Addison Road Metro (ARM) 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: The proposed project will not revitalize the town center.

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

Comment: The proposed use is not permitted and it does not promote transit-oriented development.

**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: The use and plan do not enhance the public streetscape for use by pedestrians. The use will contribute to conflicts between pedestrians and automobiles.

**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 proposed site plan does not contribute to the compact form of development envisioned by the DDOZ.

The Addison Road Metro Town Center 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 sector plan recommends specific land uses for the town center to take advantage of the locational attraction of Metro. It promotes a mixed-use neighborhood with retail, office, residential, public and recreational spaces within convenient walking distance to Metro.

The proposed development in the Plan is designated as the Addison Plaza West subarea. The recommendation for this subarea is to replace the existing land uses with high-quality single-family dwellings at low-urban densities. This new residential development will increase support for the retail uses in the town center. The new residential neighborhood must develop under the regulations of the R-20 (one -family triple attached residential) Zone. Low urban densities are considered a vital component to generating activity in the Town Center.

The existing industrial development is an inappropriate use for development in a Town Center. The sector plan determined that the existing development and similar existing surrounding development would hinder the creation of a Town Center. Accordingly, the sectional map amendment (SMA) rezoned the property from the I-1 Zone to the R-20 Zone. The SMA states that “there is a significant public benefit that will result from bringing the zoning of this property into conformance with the recommendations of the sector plan due to the strategic location of this property in the town center.”

8. The detailed site plan is not in conformance with the development district standards of the development district overlay plan. The development district standards implement the recommendations in the sector plan. The sector plan sets a vision for specific areas of the town center and it sets out goals and objectives for development. It is important that these standards are utilized so that overall Town Center design goals are realized. **This site plan makes no attempt to meet relevant design standards in the ARM plan.** New development in the ARM Town Center Development District must comply with the approved development district standards and Use table. Compliance must be shown in the site plan review process. The design standards are critical to the ability to create a town center. Redevelopment, rehabilitation, and renovation are all forms of new development. The development proposed needs to be substantially revised to meet the development district standards for development in the Town Center.

Listed below are the relevant standards that would apply to the proposed development. In addition, the applicant needs to submit architectural details so conformance can be determined with the Development District Standards for Building 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: There is not a sidewalk proposed for the frontage of the property.

#### 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.

Comment: The plan does not show a wall in front of the parking space proposed along the right-of-way.

- J. Parking lots shall be well-illuminated to ensure safety. (See Public Areas/Lighting.)

Comment: The plan does not propose any lighting and does not show any existing lighting.

- L. All parking spaces shall have striped markings.

Comment: The plan does not clearly indicate that the parking areas are proposed to be striped.

### S3. BUILDING SITING AND SETBACKS

- A. Buildings shall be sited close to and face the street edge throughout the town center. The primary entrance to a building shall be clearly visible from the street. Prominent entrances are encouraged for architectural interest and as an element of scale and orientation. Primary building entrances from interior facing parking lots should be avoided.

Comment: The buildings on-site have been built haphazardly in that the storage shed is toward the front of the property, the service bay is inside the property, and the proposed office building aligns with the western property line, rather than fronting the street, as the sector plan suggests.

### S4. BUFFERS AND SCREENING

- A. All mechanical equipment, dumpsters, storage, service, loading and delivery areas shall be screened from public view and rights-of-way with an appropriate buffer consisting of plantings, walls or fences in compliance with the Screening Requirements of the Landscape Manual.

Comment: The plan proposes a six-foot-high board-on-board fence along the property line.

- 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.

Comment: There is existing chain-link fencing at the front of the property along the right-of-way.

- 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 plan does not attempt to provide buffering from the existing residential properties to the west.

- I. Bufferyards shall be provided between existing commercial uses and proposed residential development in Addison Plaza West.

Comment: The plan does not attempt to provide buffering from the existing residential properties to the west.

#### P4. TREES AND PLANTINGS

- E. Coordinate street tree plantings with any screening and parking lot planting.

Comment: The plan does not propose any improvements to the right-of-way and does not propose street trees.

#### BUILDING DESIGN

The architectural plans propose a concrete block building with flat roof. The architectural elevations do not meet any of the requirements of the Building Design Section of the ARM DDOZ

#### Referrals:

13. The Community Planning Division found that the site plan does not comply with the intent of the Addison Road Metro Sector Plan (ARM) recommendation for development of a Town Center. The sector plan designated this area as Addison Plaza West. The recommendation for Addison Plaza West includes creation of a new single-family neighborhood to support the Metro station and the Town Center. The site plan includes expansion of an industrial use (vehicle storage yard) by intensifying development and adding vehicle repair. Also, the site plan does not meet the Development District Standards.

The applicant is proposing to add a vehicle repair use and to add a one-story office. The shed existed before the rezoning of the property and the garage was built subsequent to the rezoning of the property, both without permits.

The vehicular storage yard for the trucking company was the only use permitted at the time of the sectional map amendment (SMA) rezoning. The property was re-zoned to a low-urban residential zone (R-20 Zone) along with other adjacent industrially- zoned properties to implement the goal of the sector plan to replace incompatible uses that present an obstacle to the development of the town center. The proposed expansion of the trucking company will further solidify inappropriate uses for this area. It was determined through the Sector Plan process that these uses no longer are appropriate in proximity of the Metro Station and that a new residential neighborhood should be developed to maximize Metro use and to allow for revitalization to occur in this area.

The proposed development must comply with the applicable standards listed in the Planning Issues Section of this referral. Since the vehicular storage yard use was a permitted use in the previous I-1 Zone for this property this development application must meet Section 7.b. This requirement states:

“...a property owner may not expand a certified nonconforming use, or a structure which was lawful on the date of SMA approval but does not conform to the standards, unless a detailed site plan is approved with findings that the expansion is compatible with adjacent uses and meets the goals of the sector plan.”

The existing and the proposed use is not compatible with all adjacent uses because there are single-family dwelling units to the rear of the property.

In addition, the General Plan designates Addison Road Metro as a Community Center. The plan describes a Community Center as a concentration of uses with a variety of public facilities and services integrating commercial, office and some residential development. The General Plan states that community centers should be served by mass transit. This proposal is located in what is described in the sector plan as the core area. The core area represents an area that has a unified vision for development and dictates a certain pattern of development. The industrial use is not in accordance with the goals of the General Plan.

14. The Department of Public Works and Transportation has reviewed the detailed site and recommends right-of-way dedication and roadway improvements, neither of which is proposed by this plan.
15. In a memorandum dated May 15, 2002, the Environmental Planning Section offered the following comments:

The Environmental Planning Section has reviewed the above referenced Detailed Site Plan for Cummings Trucking, DSP-02022, stamped as received by the Countywide Planning Division on May 3, 2002. Staff recommends approval of the Detailed Site Plan (DSP-02022) subject to the conditions recommended at the end of the memorandum.

#### Background

The Environmental Planning Section has no record of any previous application for the subject property. The subject property is currently in use as a commercial vehicle storage yard with special permits. This application seeks the approval of a Detailed Site Plan to establish additional uses consisting of an office, vehicle repair and outdoor storage yard, on parts of Lots 19-22, Block 1, totaling 0.43 acres in the R-20 Zone.

#### Site Description

The subject property is located on the west side of Yost Place approximately 600 feet north of Central Avenue. This site is located in the watershed in the Anacostia River basin. The site is relatively flat, and characterized with terrain sloping toward the southwest of the site and drains into unnamed tributaries of the Anacostia River. The predominant soil type on the site is Sassafras. This soil series generally exhibits slight limitations to development due to steep slopes. The hydrologic soil group in the area is B, which has a moderate rate of water transmission (0–15.30in/hr). 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. According to the Sewer Service and Water Service maps produced by DER, the property is in categories W-3 and S-3. There are no floodplains, streams, Waters of the US, 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 impacts are not a concern at this time due to the proposed use. Furthermore, the six-foot-high board-on-board fence as proposed would provide a visual buffer and additional noise reduction.

#### Environmental Review

1. This site is exempt from the requirements of the Woodland Conservation Ordinance because it contains less than 40,000 square feet in area and does not have a previously approved Tree Conservation Plan. A Tree Conservation Plan will not be required. A



standard letter of exemption is required prior to the issuance of a permit, and can be obtained from the Environmental Planning Section, Countywide Planning Division, on request.

Required Information: A letter of exemption is required prior to the issuance of any permit. The letter of exemption should accompany all future applications for plans and permits.

2. A stormwater management concept approval letter and proposed concept plan have not been submitted with this application, nor was there any evidence of compliance. A copy of the Stormwater Management Concept Plan is required at this time.

Required Information: Submit a copy of the Stormwater Management Concept Plan and, if an approval has been obtained, also submit a copy of the associated letter.

There are no other apparent environmental impacts associated with the proposal.

15. The application was sent to the City of Seat Pleasant. The following response was provided in a letter dated September 3, 2002:

“This is pursuant to Mr. Randolph Cummings detailed site plan for expansion and improvement of his property on Yost Place that is currently under review by the Planning Board. As always, the City of Seat Pleasant appreciates the Planning Board notifying city officials of any pending applications under review for this area.

“The area within which the Cumming’s property is located is described as the Addison Road Metro Station (ARMS) Town Center. A great deal of work went into the development of the plan. The ARMS Plan was developed by the community with the assistance of the Prince George’s County Planning Department. It is based on issues that were identified at community workshops and confirmed at a public forum.

“The City’s position is clear, we are against the site plan and we support the ARMS plan for the area. The Prince George’s Council voted last year to change the zoning on Yost Place from commercial to residential and the Planning Board should not move to change the Council’s decision.

“We urge you to carefully deliberate this issue and make the right decision for all concerned.”

16. The detailed site plan does not represent 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 and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and DISAPPROVE the DSP-02022. This action will allow the vehicle storage yard to continue as a lawful use, in accordance with permit 849-1984-00.