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DETAILED SITE PLAN

DSP-03100

Application	General Data
Project Name: PANTAZES PROPERTY Tax Map 66, Parcel 163 Location: Located at the northwest corner of the intersection of Central Avenue (MD 214) and Daimler Drive Applicant/Address: Brothers Construction, Inc. c/o Jack Bannister 5801 Allentown Road, Suite 106 Camp Springs, MD 20746	Date Accepted: 3/18/2004
	Planning Board Action Limit: Waived
	Plan Acreage: 30,060 sq. ft.
	Zone: R-55 (DDOZ)
	Dwelling Units: 1
	Square Footage: NA
	Planning Area: 72
	Tier: Developed
	Council District: 7
	Municipality: NA
	200-Scale Base Map: 201SE06

Purpose of Application	Notice Dates
One single-family detached dwelling.	Adjoining Property Owners Previous Parties of Record Registered Associations: 12/18/2003 (CB-12-2003)
	Sign(s) Posted on Site: 10/11/05

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

July 30, 2009

MEMORANDUM

TO: Prince George's County Planning Board

VIA: Steve Adams, Urban Design Supervisor

FROM: Susan Lareuse, Planner Coordinator

SUBJECT: Detailed Site Plan DSP-03100
Pantazes Property, Tax Map 66, Parcel 163
Addison Road Metro Town Center

The Urban Design staff has reviewed the detailed site plan for one single-family detached unit 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 one single-family detached dwelling. The detailed site plan includes the site and landscape plan and the proposed architectural elevations for one single-family detached unit.

2. **Development Data Summary**

	EXISTING	PROPOSED
Zone	R-55 (DDOZ)	R-55 (DDOZ)
Use(s)	Vacant	Single-family detached
Acreage	30,060 square feet	30,060 square feet
Parcels	1	1
Lots	0	0
Dwelling Units:		
Detached	0	1
Parking Required		2 spaces
Parking Provided		2 spaces

3. **Location:** The property is located on the north side of Central Avenue at its intersection with Daimler Drive. The project is located within the Addison Road Metro (ARM) Town Center Development District Overlay Zone, which consists of a number of properties to the north, east, south, and west of the Addison Road Metro Station. 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 through the ARM sector plan, which 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.

The subject property is located in the subarea known as Central East. Central East is envisioned to continue the arrangement of existing commercial and residential uses in the plan to be a single-family neighborhood close to the Metro station with pedestrian access that is convenient and safe.

4. **Surroundings and Uses:** To the north of the subject property is townhouses. To the east of Dailmer Drive is single-family detached residences. To the south across Central avenue is vacant property and single-family detached units. To the west is Teen Challenge of Maryland, Inc., which is a social facility.

5. **Previous Approvals:** No previous approval for this case.

6. **Design Features:** The architectural elevations indicate the unit to be built on the property, which is proposed at 2,258 square feet of finished living area. The architectural elevations propose a front porch and a two-car garage, which is oriented toward the intersection.

The plan layout as a whole conforms to the vision set out by the ARM plan for the development of this site. This is the residential development within the overlay zone that will contribute toward revitalization of the area.

COMPLIANCE WITH EVALUATION CRITERIA

7. The 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 for a single-family detached home will contribute to the revitalization of the Addison Road Metro Town Center.

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

Comment: The location of this property, at the farthest northwest edge of the transit district, was determined by the plan to be most appropriately developed as a single-family detached unit.

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: Although the automobile will be provided for on the site, pedestrian and vehicular conflicts have been minimized and the provision of a sidewalk along MD 214 will provide needed pedestrian facilities.

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 conforms to the underlying zone, the overlay zone and the Development District Standard plan. The density is the maximum allowed within the R-55 Zone.

8. The detailed site plan is in conformance with the Development District Standards of the development district overlay plan, including S3.G, B1.G, B1.K, and B3.G, except for the following:

S3.E A front build-to-line between 15 and 25 feet from the right-of-way line shall be established for the single-family detached residential dwellings within the town center.

Comment: The plans propose the structure approximately 33 feet from the right-of-way. This particular lot location is isolated from the rest of the town center and, therefore, should be allowed to be developed as shown on the plans.

S3.F Residential garages shall be sited to reduce their visual impact on the street. Alternatives should be pursued which locate the garage towards the side or rear of a lot, or at a minimum recess the garage at least six feet from the front building façade.

Comment: The plan shows the two-car garage located on the side elevation of the unit; therefore, it is in compliance with the requirement above.

B3.B Single-family residential building types shall have masonry front facades (brick, stone or approved equal) on at least 60 percent of the dwellings within a development project. Use of some masonry (such as brick) is encouraged on all sides of detached dwellings with brick fronts.

Comment: The staff recommends that the plans be revised to indicate that the front façade of the structure be brick.

9. The Transit District Site Plan is consistent with, and reflects the guidelines and criteria for development contained in, the Transit District Development Plan.
10. The Transit District site plan meets all of the requirements of the TDOZ and applicable regulations of the underlying zones.
11. **Conformance to the *Landscape Manual*** —The plan conforms to the requirements of the *Landscape Manual* as modified by the Development District Standards.

REFERRAL COMMENTS

12. The Community Planning Division reviewed the plan and found the application proposes one single-family detached residence on a 30,060-square-foot property located on the northwest side of the intersection of Central Avenue (MD 214) and Daimler Drive. The 2000 Addison Road Metro Town Center and Vicinity Sector Plan placed the property in Subarea 7 (Central East) and retained the R-55 Zone. The sector plan recommends a gateway feature on both sides of MD 214 framing the eastern entrance to the town center.

Comment: This discussion is contained within the text of the approved sector plan and sectional map amendment, but is not included in the Development District Standards. The applicant has asked for relief from providing the entrance feature on this property and provided the following request in letter dated September 27, 2005, Jack Bannister to whom it may concern:

“I am the owner of the above-referenced property and have applied for building permits. In order to receive a permit I have been required to obtain approval of a detailed site plan. Due to the fact that this property is in the Addison Road Metro Town Center, I have been required to build a gateway feature. I believe this feature should be constructed on the

first commercial property in the town center. First of all, this lot is for a residential property with just one single-family house and will be someone's personal home. The sign would be unsightly to any potential purchasers of the home. Secondly, the sign will need maintenance in the future and the work would be done on personal property. Thirdly, there is still some vacant property between my project and the center of the town center. This may cause some confusion to visitors. Fourthly, my project is on the corner of Daimler Dr. and Central Ave. On the opposite corner of Daimler Dr. and Central Ave. there is a sign for the neighborhood further up Daimler Dr."

Comment: Staff agrees with the applicant's position that the location of an entrance feature on the subject property is inappropriate as it will be owned by an individual homeowner, and that an entrance feature for the town center may be more appropriately located on a commercially zoned property. This issue will be addressed on a later plan of development for property where an entrance feature would be acceptable to the ultimate owner of the property and where maintenance of the feature could be enforced more effectively.

13. The subdivision office has reviewed the application and explains that the acreage parcel predates January 1, 1982. A proposal for a single-family home is exempt from the requirements to subdivide per Section 24-107 of the Subdivision Regulations.
14. The Environmental Planning Section reviewed the detailed site plan and describes the site as wooded and relatively flat. Central Avenue is a state-owned and maintained arterial highway generally regulated for noise impacts. The plans originally showed the house oriented such that the rear yard would not be buffered from the noise generated from MD 214, but since then the plans have been revised and the house has been relocated such that the rear yard is located behind the house. The Environmental Planning Section does recommend Condition 1, which will protect the residents from noise impacts interior to the dwelling.
15. The site is exempt from the requirements of the Woodland Conservation Ordinance because the subject property is less than 40,000 square feet and does not have a previously approved Tree Conservation Plan.
16. The Transportation Planning Division reported that there are no master plan trails recommendations and that the existing sidewalks along MD 214 and Daimler Drive serve to accommodate pedestrian movement.
17. The Department of Environmental Resources reported that the site plan is consistent with the approved stormwater concept approval letter 17177-2003.
18. The project is located outside the City of Seat Pleasant; however, the subject application is within one mile of the municipality. As of the writing of this report, this office has not received a response from the city.
19. As required by Section 27-285(b), 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 the modification to S3.E and APPROVE Detailed Site Plan DSP-03100 for the subject property subject to the following conditions:

1. Prior to the issuance of any building permits for the proposed residence, that applicant shall submit certification by a professional engineer with competency in acoustical analysis to the M-NCPPC Planning Department demonstrating that the design and construction of building shells within the noise corridor of Central Avenue will reduce interior noise levels to 45 dBA Ldn or less.
2. Prior to signature approval the architectural elevations shall be revised as follows:
 - a. Brick shall be shown as standard on the front elevation.
 - b. Exterior façade materials shall be extended down to 12 inches from the finished grade.
 - c. The selection of exterior colors shall blend in with adjacent buildings.
 - d. Wall color shall be neutral with trim colors providing an appropriate accent.
 - e. Brick or stone shall be used in their natural or traditional colors and shall not be painted.