

Environmental Overlay

Background

The Addison Road Metro Center Regulating Plan area is located within the Potomac River basin. Addison Road forms the ridge line between two subwatersheds, with the western portion of the area draining to the Lower Anacostia, and the eastern portion of the property draining to Lower Beaverdam Creek, both of which drain to the Anacostia River, then eventually to the Potomac River. Portions of the area are in the designated network of the *Approved Countywide Green Infrastructure Plan* along the main stem of Cabin Branch, which runs along the eastern boundary. This stream system includes regulated and evaluation areas, along with many areas of network gaps. Cabin Branch contains most of the forested tree cover within the regulating plan area and, therefore, is an important corridor to maintain within the network. The Green Infrastructure Plan also lists the Anacostia River as a special conservation area and seeks to replace important portions of the green infrastructure network that have been denuded as growth in the area has occurred.

There are approximately 10,900 linear feet of streams within the regulating plan boundary. Approximately 30 percent of the streams within the boundary have been channelized with concrete on both the banks and channels. The natural stream channels in this area are highly degraded with a large amount of fine silt and sediment, severely eroding banks, trash dumping, and small riparian vegetated buffers on the banks. A small wetland area exists at the intersection of Yolanda Avenue and Old Central Avenue and is approximately 0.22 acre in size. An extensive amount of 100-year floodplain exists along the main stem of Cabin Branch, on the eastern portion of the project boundary.

In 2005, Prince George's County performed habitat assessments for the streams in the Lower Anacostia and Lower Beaverdam Creek watersheds. Both of these watersheds are considered to be in "very poor" condition for both biological and habitat criteria. This means that the existing water quality only partially supports the aquatic fauna located in the streams. Healthy streams have ratings of "fair," "good," and "very good" on this scale. Within the Anacostia River watershed, all subwatersheds have ratings of "poor" or "very poor." Stream corridor assessment data from this area also shows many impairments related to the streams within the Addison Road boundary area. These impairments include: trash dumping, stream bank erosion, exposed pipes, fish migration blockages, inadequate stream buffers, unusual conditions, and channelized streams. There are opportunities within the Addison Road Regulating Plan boundary where riparian buffers along streams can be enhanced with native tree plantings in order to provide in-stream cover, stabilize the banks of streams, and provide for stormwater mitigation. Areas of stream restoration should be explored at the time of redevelopment within the project area.

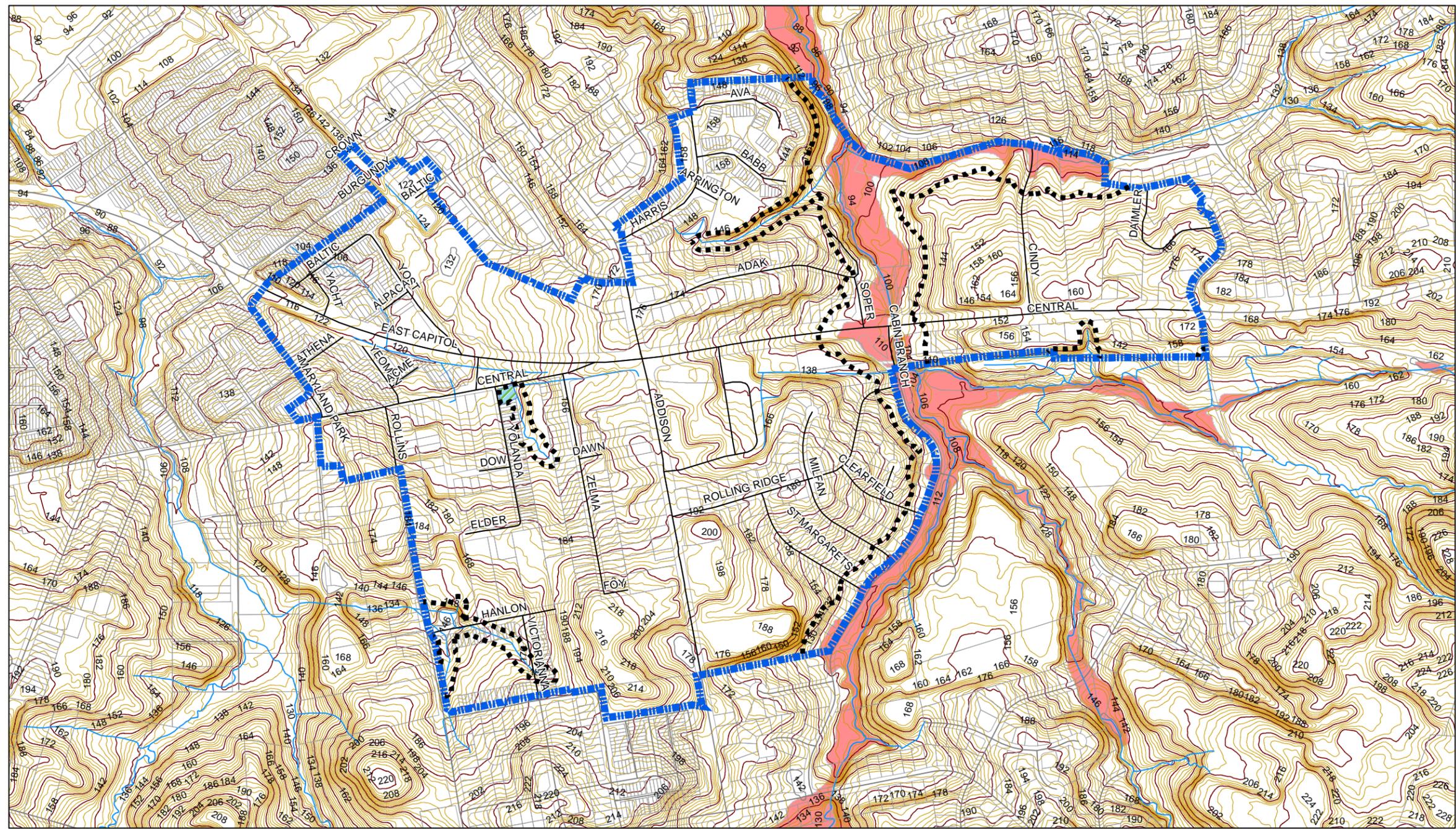
The percentage of ground surface that is impervious with the regulating plan area is approximately 35 percent, which includes building structures, roads, and sidewalks. The urban tree canopy is approximately 40 percent; however, this is not representative of the Developed Tier in general because this tree canopy is mostly concentrated along the Cabin Branch corridor in the eastern portion of the plan area. This area is proposed for major development, and a lot of the tree cover will potentially be lost, decreasing the overall tree canopy percentage within the area. The 2002 General Plan states that the tree canopy in the Developed Tier should meet or exceed 26 percent by 2025, which is a goal of no net loss of tree canopy. Through redevelopment of the Addison Road Metro Center properties, it is imperative that urban tree canopy be integrated during the design process in order to achieve these long-term tree canopy goals.

The project area was mostly developed prior to stormwater management regulations, and as such, the methods used over the last 20 years, such as detention ponds, do not exist in the area. Impervious surfaces, such as pavement and concrete, do not allow for water from rain events to infiltrate into the ground, and instead this water runs off the land and into nearby stream systems, resulting in degradation. Due to the developed nature of the Addison Road Metro Center area and the proposed redevelopment, there are limited areas where traditional stormwater features can be constructed. Stormwater management that utilizes environmental site design to the maximum extent practicable will be required to be employed in order to micromanage stormwater runoff throughout the plan boundary. Underground stormwater management and/or cisterns should be utilized to the maximum extent practicable to address run-off volume concerns. Whenever possible, stormwater management functions should be combined with open space for the greatest utility of land uses.

Recommendations:

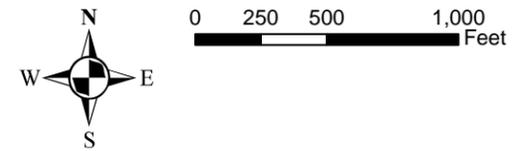
1. The regulating plan shall provide for the preservation and restoration of the Cabin Branch Stream system. New stream crossings shall be avoided or minimized. In appropriate areas, the forested riparian buffer shall be enhanced. As such, Urban Neighborhoods 5 and 6 should be considered for removal from the regulating plan boundaries. Opportunities for in-stream restoration shall be explored within the immediate area of this portion of Cabin Branch as part of the overall stormwater management approach.
2. At the time of stormwater management approval, environmental site design shall be utilized to the maximum extent practicable. Stormwater management needs shall be addressed holistically and wherever possible sites should share facilities. Efforts shall be made to couple stormwater management and open space areas for maximum utility in land uses.
3. All tree plantings within the project boundary shall follow sound landscape principles, including providing adequate space for root growth and use of native plant stock.
4. Areas of channelized streams shall be investigated for potential integration into stormwater management designs, utilizing existing hydrologic conditions and stabilizing these systems if used to meet the stormwater requirements.

III. FUNCTIONAL OVERLAYS



**Addison Road Metro Area
Regulating Plan
Environmental Overlay**

- | | | |
|------------------------------------|-----------------------------------|---------------------------------|
| Addison Road Metro Center Boundary | Regulated Features--Environmental | Contour 2ft 2001 |
| Property | Streets | Index Contour |
| | Streams (2005) | Intermediate Contour |
| | Wetland | Index Depression Contour |
| | DER Floodplain Study | Intermediate Depression Contour |



Transportation Overlay

Purpose

The transportation overlay was developed in response to concerns that local streets were being designed with excessively large and pedestrian-unfriendly lane widths and radii based on American Association of State Highway and Transportation Officials (AASHTO) standards; however, the application of these standards is informed by the users and vehicles intended to use each street segment. If it is desired to reduce road sizes from the standard (usually based on the needs of tractor trailers or buses), then additional information is needed to determine the appropriate standards. This is where the overlay for transportation comes in. By identifying the specific types of users or vehicles allowed on each segment, the appropriate design criteria can be selected when site planning is done.

Background

As part of the extensive planning process used during the development of the Adopted Subregion 4 Master Plan and the subsequent planning activities for development of the Addison Road Metro Center Regulating Plan, the community identified important transportation issues and values. These identified issues and values, as well as close coordination with other agencies, provided the basis on which this transportation overlay was developed. The following is a summary listing of the identified values and guidelines that were used to develop an innovative transportation functional overlay for the area that focused on new ways of planning, where eliminating vehicular traffic congestion is only a small part of the overall plan to improve transportation choice, mobility, and safety in the plan area:

1. Promote travel by transit (rail and bus), walking, and biking as viable alternatives to automobiles.
2. Increase the availability of high-quality bus service.
3. Acquire and preserve adequate rights-of-way for the needed transportation system by establishing appropriate build to lines for future development or redevelopment.

4. Utilize a road network that responds to the existing context with appropriate landscaping and amenities that promote an appropriate, safe, and comfortable environment for all users.
5. Create multiple routes and access points to allow for safe and pleasant connectivity between pedestrian, bike, transit, and street facilities.
6. Provide safe and convenient routes for school buses and delivery, service, and emergency vehicles within and through the area.
7. Protect existing and established residential neighborhoods from negative transportation network impacts, such as speeding, cut-through traffic, and commuter parking.
8. Promote an equitable balance of financial support for construction and maintenance of transportation facilities from public (federal, state, and county) and private sources consistent with their level of responsibility.

The Addison Metro Road Metro Center Plan area is generally bounded by Cabin Branch Road to the east; Yost Place to the north; Baltic Street and Rollins Avenue to the West; and Cabin Branch Court and West Court to the south. The plan area includes the area a one-half mile radius from the Addison Road-Seat Pleasant Metro Station. Assuming an average walking speed of three miles per hour, the entire regulating plan area is well within a ten-minute walk from the Addison Road-Seat Pleasant Metro Station. The regulating plan area includes and is surrounded by well-established residential communities.

Transportation Network Existing Conditions

Information needed to evaluate the existing conditions of the transportation system were obtained from appropriate agencies, including the Maryland State Highway Administration, the Prince George's County Department of Public Works and Transportation, the Washington Metropolitan Area Transit Authority, and The Maryland-National Capital Park and Planning Commission's Geographic Information System. Additional corridor, lane, and intersection configurations and controls were gathered from traffic

studies, through field observations, and by using Google Maps.

Roadways and Streets

The key roadway corridors within the plan area are Central Avenue/East Capitol Street (MD 214), Addison Road, Old Central Avenue (MD 332), Cabin Branch Road, and Rollins Avenue.

The portion of Central Avenue/East Capitol Street in the plan area that extends from Cabin Branch Road to Baltic Street:

- ❖ Is classified by the Countywide Master Plan of Transportation as an arterial facility.
- ❖ Is an east/west, six-lane divided roadway.
- ❖ Is currently serving 35,000 to 40,000 vehicles per day and at the buildout of the proposed concept, the average daily traffic is projected to be 61,000 vehicles.
- ❖ Has a posted speed limit of 35 miles per hour, but average operating speeds are much higher.
- ❖ Has narrow sidewalks present throughout this section, but their continuity is often interrupted by driveways and utility poles on both sides.

There are three signalized intersections along this segment of MD 214:

- ❖ MD 214 at Cabin Branch Road
- ❖ MD 214 at Addison Road
- ❖ MD 214 at Addison Plaza Shopping Center

The portion of Addison Road between Central Avenue/East Capitol Street (MD 214) and Ernie Banks Street:

- ❖ Is classified by the Countywide Master Plan of Transportation as an arterial facility.
- ❖ Is a north/south two-lane roadway that widens to six lanes between the Addison Road Metrorail Station access road and MD 214.
- ❖ Is currently serving approximately 23,000 vehicles per day and at the buildout of the proposed concept, the average daily traffic is projected to increase to 49,100 vehicles per day.

- ❖ Has a posted speed limit of 35 miles per hour, but average operating speeds are higher.
- ❖ Has a narrow sidewalk present on the east (Metrorail station) side throughout this section, but its continuity is often interrupted by driveways and utility poles.

Addison Road at the Metro access road is the only signalized intersection along this segment of Addison Road.

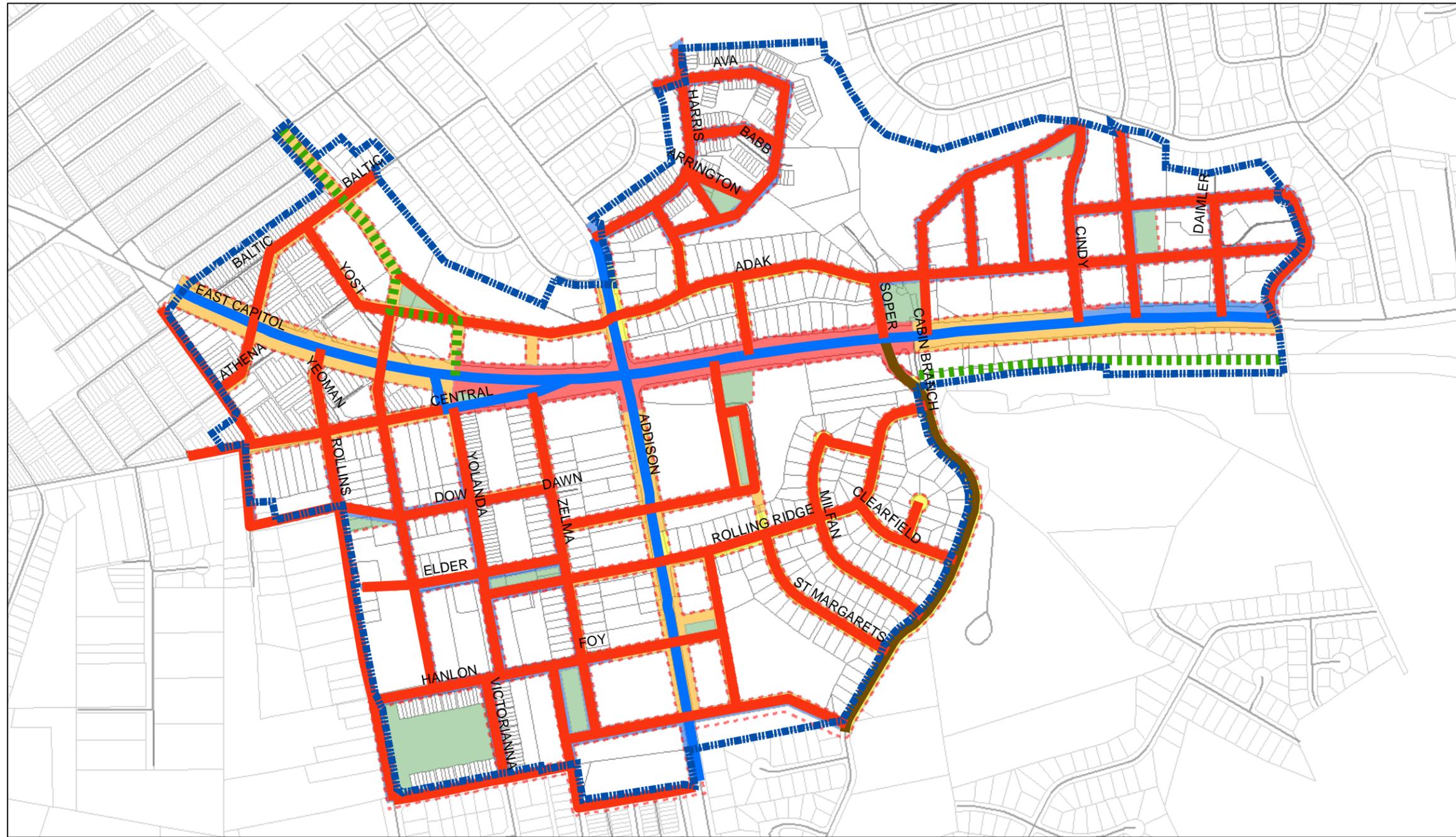
The portion of Addison Road that extends north from Central Avenue/East Capitol Street (MD 214) to 69th Street:

- ❖ Is classified by the Countywide Master Plan of Transportation as a collector facility.
- ❖ Is a north/south two-lane roadway that widens to four lanes between the Adak Place and MD 214.
- ❖ Is currently serving 18,000 vehicles per day and at the buildout of the proposed concept, the average daily traffic is projected to be 24,400 vehicles.
- ❖ Has a posted speed limit of 30 miles per hour, but average operating speeds are higher.
- ❖ Has narrow sidewalks present throughout this section, but their continuity is often interrupted by driveways and utility poles.

Addison Road at Adak Road is the only signalized intersection along this segment of Addison Road.

The portion of Old Central Avenue (MD 332) from MD 214 to Burgundy Street:

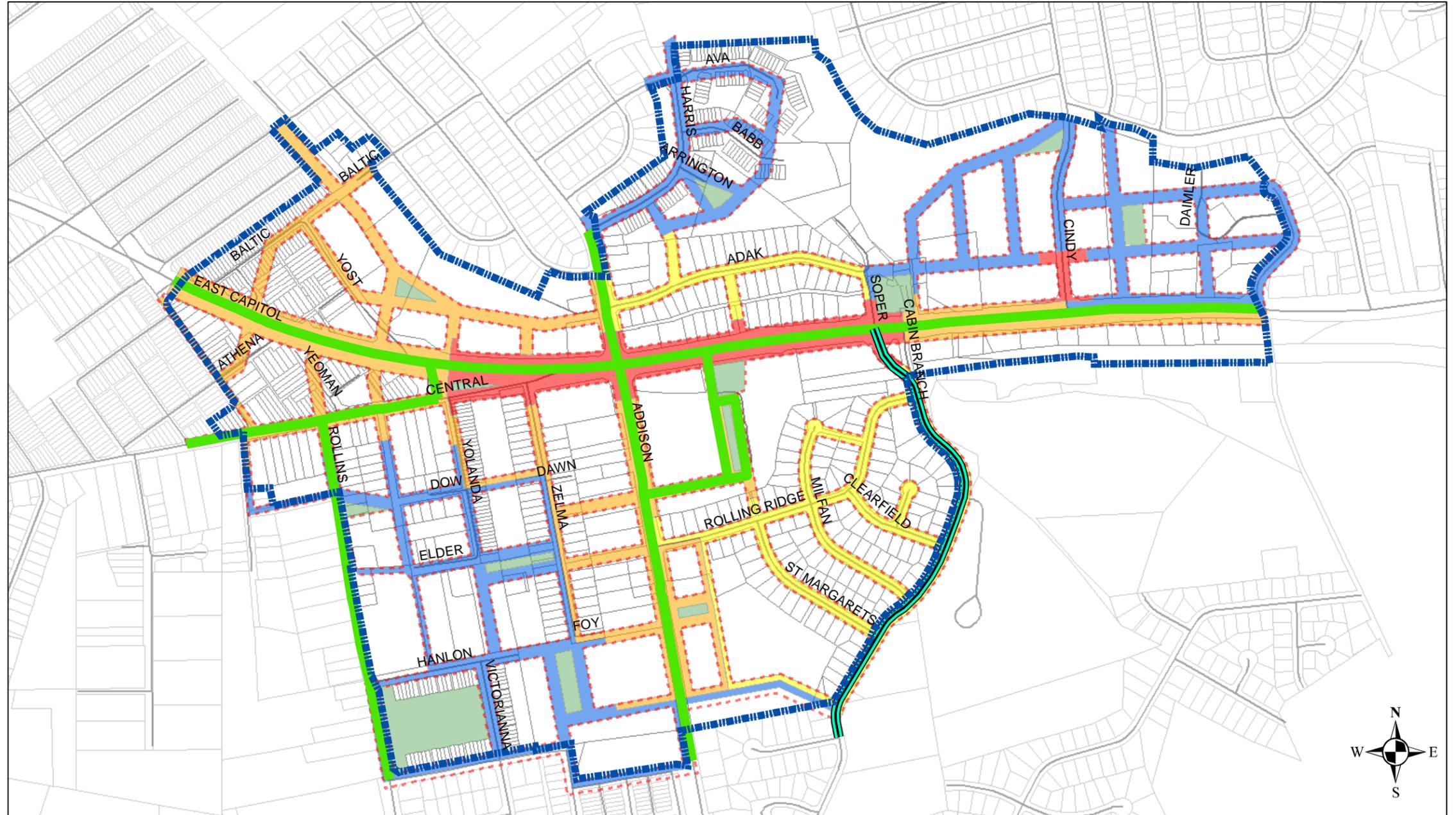
- ❖ Is classified by the Countywide Master Plan of Transportation as a collector facility.
- ❖ Is an east/west, two-lane undivided roadway.
- ❖ Is currently serving 11,500 vehicles per day and at the buildout of the proposed concept, the average daily traffic is projected to remain the same.
- ❖ Has a posted speed limit of 30 miles per hour, but average operating speeds are much higher.
- ❖ Has a narrow sidewalk present on the south side throughout this section, but its continuity is often interrupted by driveways and utility poles.



**Addison Road Metro Center
Transportation Overlay
Bike Compatible Roads**

- | | | |
|------------------------------|---------------|------------------------------------|
| Addison Road Center Boundary | Bike Friendly | Detached Frontage |
| Roads | Bike Lane | General Frontage |
| Property | Bike Trail | Storefront Frontage |
| | Side Path | Townhouse/Small Apartment Frontage |

Build to Line	
Open Space	



**Addison Road Metro Center
Transportation Overlay
Transit and School Bus
Accessible Roads**

Addison Road Center Boundary	School Bus	Detached Frontage	Build to Line
Roads	Transit	General Frontage	Open Space
Property		Storefront Frontage	
		Townhouse/Small Apartment Frontage	

0 250 500 1,000 Feet

All the other roadways in the plan area are two-lane undivided streets that permit on-street parking and sidewalks on one or both sides of the roadway. There is a residential permit parking district in the Rolling Ridge subdivision. These roads have a posted speed limit of 25 to 30 miles per hour. These low-volume residential streets contain slow-moving cars with no street signage for bikes.

Public Transit

The plan area is served by the Metrorail Blue Line and bus service. The Addison Road-Seat Pleasant Metro Station has street level pedestrian and vehicular entrances along Central Avenue and Addison Road, several bus bays, 16 bicycle racks, and a total of 1,268 parking spaces, including a short-term (kiss and ride) surface parking lot and commuter parking (park and ride) in a multistory parking garage.

Although the Metrorail system as a whole is reporting congestion along its busy lines at morning and afternoon peak hours, the Addison Road-Seat Pleasant Metro Station is operating well below its capacity. The 2009 average daily use of 3,700 riders is approximately 35 percent less than the 2004 daily average of 5,600.

The Addison Road-Seat Pleasant Metro Station lacks good pedestrian access to the existing nearby residential neighborhoods. Pedestrians from these neighborhoods must cross Central Avenue and/or Addison Road. Visibility at these crossings is very limited, especially at night. According to a recent pedestrian count conducted by a traffic consultant, there are over 350 pedestrian crossings of Central Avenue in front of the Metrorail station between 6:00 a.m. and 6:00 p.m. on a

typical weekday. It is important that new developments be designed as transit-oriented, so as not to create additional safety issues for pedestrians crossing Central Avenue and Addison Road.

About 21 bus routes serve the station on a typical weekday including WMATA's Metrobus and the county's TheBus. The existing bus routes are concentrated on Central Avenue/East Capitol Street, Addison Road north and south, and Old Central Avenue. The major bus routes in the plan area are: A11, A12, C21, C22, C29, F14, J11, J12, P 12, V12, V14, V15, 18, 20, and 23. Although the availability of the existing Metrorail and bus system makes the area attractive for residential and commercial development, it is important to enhance the quality of transit service and, in conjunction with transit-oriented site design, create a much more transit-friendly environment.

Freight Travel

The majority of freight and service trucks are in the area either to deliver or pick-up cargo. A relatively small percentage of the freight that travels through the area uses MD 214, and to a limited extent, Addison Road south of MD 214. Commercial vehicles traveling within the study area are predominantly light trucks, single-unit trucks, and vans, with less than 10 percent being tractor trailer trucks.

Existing Condition Challenges

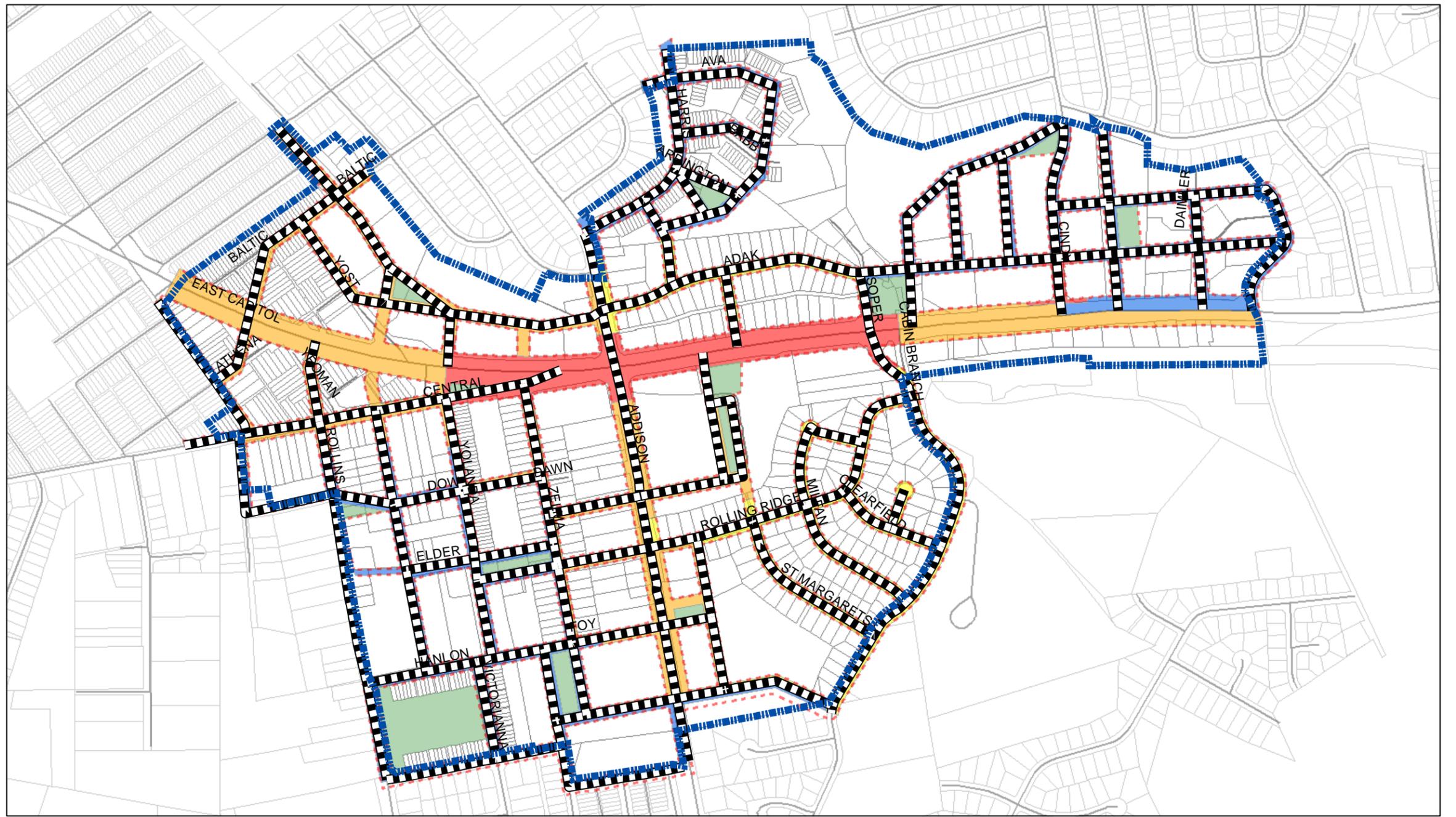
- ❖ Inadequate pedestrian and bike access to the Metrorail station and existing shopping and employment areas.
- ❖ Streets with narrow and discontinuous sidewalks.

- ❖ Poor pedestrian-scale lighting, lack of street trees, and insufficient pedestrian, biking and transit amenities.
- ❖ Complex, inefficient intersection layout.
- ❖ Pedestrians and bicyclists operating outside of designated crosswalks, sidewalks, and bicycle lanes, and making left turns across major roads.
- ❖ Large number of uncontrolled (unsignalized) driveways.
- ❖ Large volumes of automobiles turning into and out of the Metrorail station.
- ❖ A lack of convenient pedestrian and bike connections between the Metrorail station and existing neighborhoods.
- ❖ A poor street grid and the lack of pedestrian- and bike-friendly connections don't offer safe alternate routes for local trips.

Transportation Overlay Components

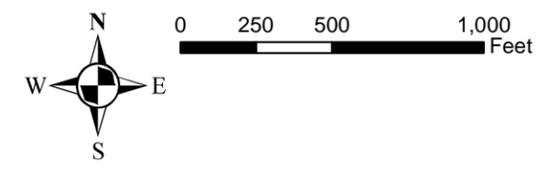
The transportation overlay was developed based on a review of the draft regulating plan. It is composed of the following data layer components:

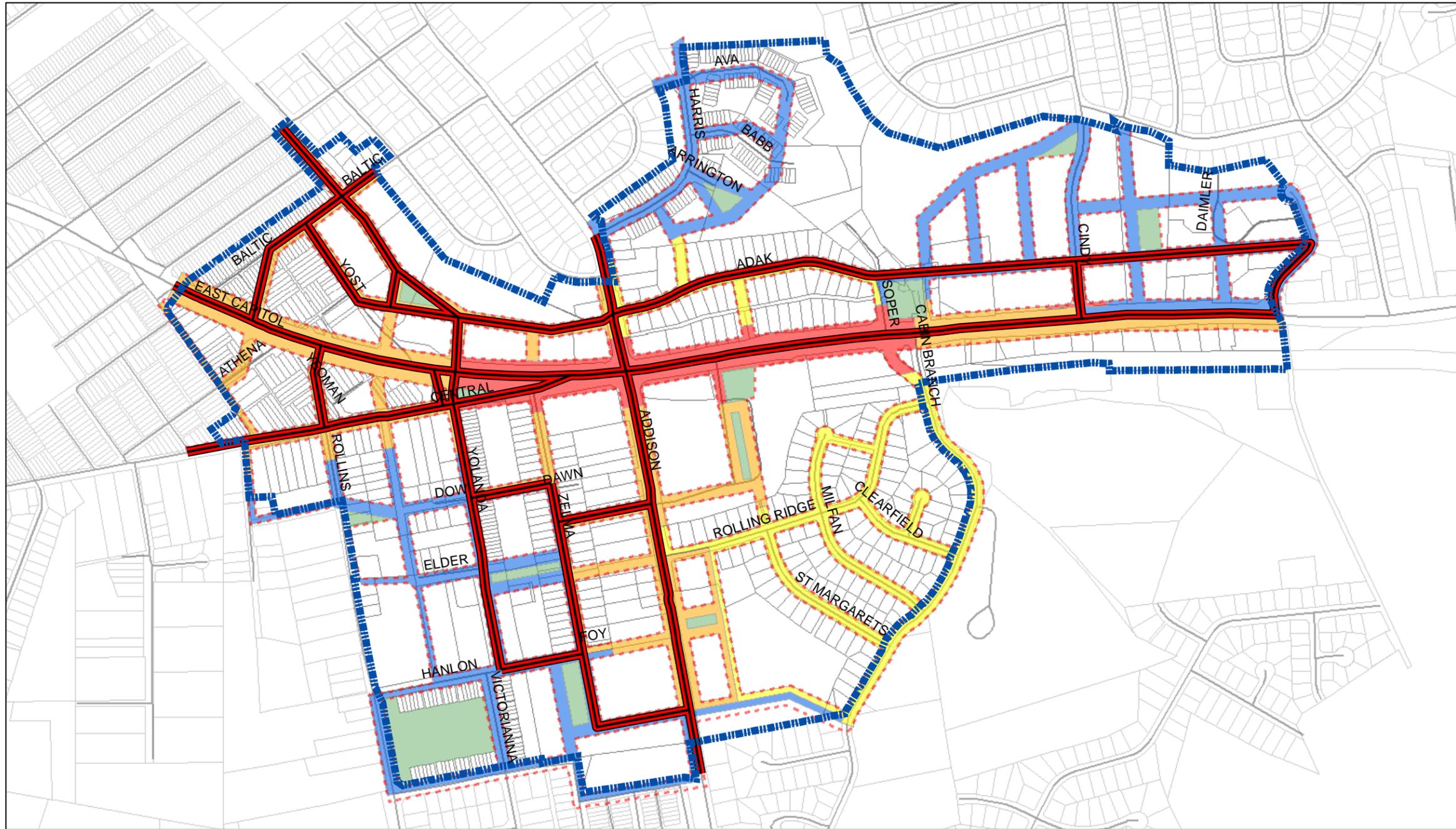
1. Roadway Layer: Proposed street space.
2. Transit and School Bus Layer: Street segments to be designed to accommodate transit and school buses.
3. Pedestrian Layer: Street segments and trails that need to accommodate pedestrians.
4. Bicycle Layer: Street segments and trails that need to accommodate cyclists.
5. Freight, Delivery Layer: Street segments to be designed to accommodate delivery trucks.
6. Intersection Improvement Layer: Proposed intersection modifications to improve safety by consolidating vehicular and pedestrian movements at locations where traffic controls can be provided.



**Addison Road Metro Center
Transportation Overlay
Roads with Off-Street Parking**

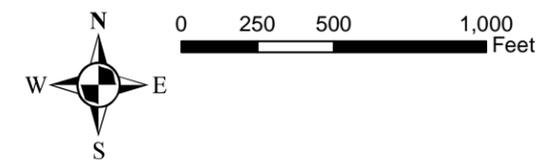
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|--|--|---|
|  Addison Road Center Boundary | Conceptual Regulating Plan |  Build to Line |
|  Roads |  Detached Frontage |  Open Space |
|  Property |  General Frontage | |
|  Roads with On-Street Parking |  Storefront Frontage | |
| |  Townhouse/Small Apartment Frontage | |

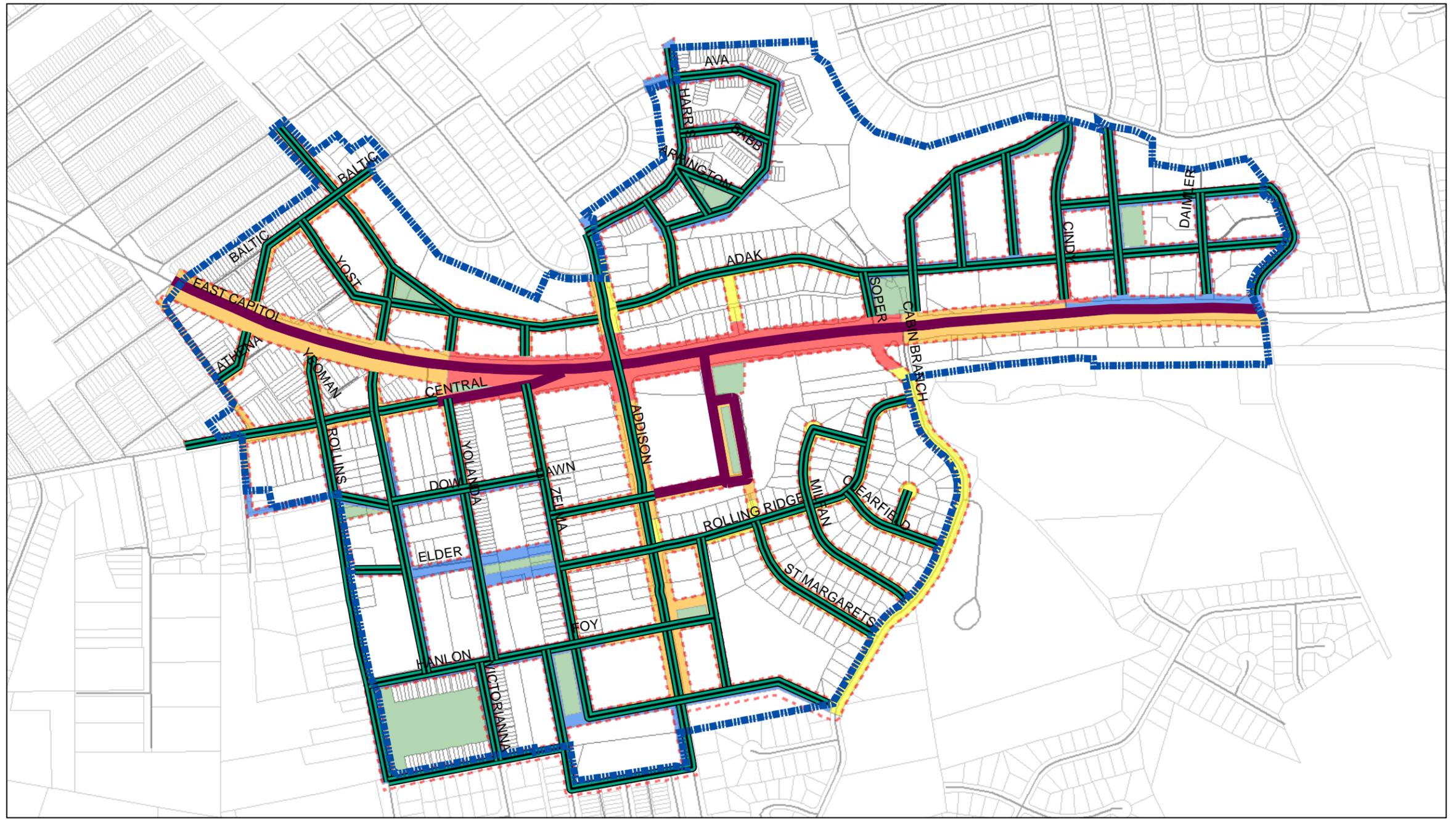




**Addison Road Metro Center
Transportation Overlay
Delivery Truck Accessible Roads**

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|---------------------------------|------------------------------------|---------------|
| Addison Road Center Boundary | Conceptual Regulating Plan | Build to Line |
| Roads | Detached Frontage | Open Space |
| Property | General Frontage | |
| Delivery Truck Accessible Roads | Storefront Frontage | |
| | Townhouse/Small Apartment Frontage | |





**Addison Road Metro Center
Transportation Overlay
Sidewalk Types**

- Addison Road Center Boundary
- Sidewalk
- Wide Sidewalk
- Detached Frontage
- General Frontage
- Storefront Frontage
- Townhouse/Small Apartment Frontage

- Roads
- Property

- Conceptual Regulating Plan**
- Build to Line
 - Open Space

Public Facilities Overlay

The evaluation area for the public facilities overlay includes a one-square mile area from the Addison Road-Seat Pleasant Metro Station.

Public School Facilities

School students that reside within the Subregion 4 Addison Road Metro Center Regulating Plan area are assigned to attend three elementary schools, two middle schools, and one high school of the Prince George’s County Public Schools System. (See Table 1.)

Table 1: Prince George’s County Public School Facilities that Serve the Subregion 4 Addison Road Metro Regulating Plan Area

NAME	ADDRESS	CITY	BUILDING SIZE (square feet)	ACREAGE
<i>Elementary Schools</i>				
Carmody Hills	401 Jadeleaf Avenue	Capitol Heights	52,366	9.2
Concord	2004 Concord Lane	District Heights	43,984	9.4
Doswell E. Brooks	1301 Brooke Road	Capitol Heights	46,508	10.6
<i>Middle Schools</i>				
G. James Gholson	900 Nalley Road	Landover	115,868	32.5
Walker Mill	800 Karen Boulevard	Capitol Heights	129,348	37.8
<i>High School</i>				
Central	200 Cabin Branch Road	Capitol Heights	168,366	60.5
<i>Other School Facilities</i>				
Lyndon Hill Elementary School	6181 Central Avenue	Capitol Heights	52,342	.6768

Source: Prince George’s County Public Schools (PGCPS), Educational Facilities Master Plan 2008-2009

Within the regulating plan area, Lyndon Hill Elementary School is presently unoccupied and closed to students. This facility was constructed in 1938 and is owned by the Board of Education. At this time, there are no plans for the future use of the building and grounds.

As of September 30, 2009, enrollment in the area’s elementary schools was at 71percent of capacity; middle schools were at 74 percent of capacity; and the high school enrollment was at 102 percent of capacity. The schools in the plan area have 418 seats available on the elementary level, 469 on the middle school level, and -24 in the area high school. (See Table 2.)

Table 2: Subregion 4 Addison Road Metro Regulating Plan Area 2009 School Enrollment and Capacity

Name	2009 Enrollment	State-Rated Capacity	Percent Of Capacity	2009 Available Capacity
<i>Elementary Schools</i>				
Carmody Hills	316	550	57	234
Concord	356	456	78	100
Doswell E. Brooks	350	434	81	84
Total	1,022	1,440	71	418
<i>Middle Schools</i>				
G. James Gholson	746	990	75	244
Walker Mill	591	816	72	225
Total	1,337	1,806	74	469
<i>High School</i>				
Central	1,142	1,118	102%	-24

Source: PGCPS

Current enrollment projections from the Board of Education, not taking into account buildout of the proposed regulating plan, show 25 fewer elementary school students and 507 fewer middle school students than in 2009. During the same period, high school enrollment is expected to increase by 18 students. (See Table 3.)

Table 3: Subregion 4 Addison Road Metro Regulating Plan Area 2009 School Enrollment and Capacity, Projected School Enrollment and Change in Available Seats

Name	2009 Enrollment	2017 Projected Enrollment	2009-2017 Change in Enrollment	State-Rated Capacity	2009* Available Capacity	2017* Available Capacity
<i>Elementary Schools</i>						
Carmody Hills	316	334	18	550	234	216
Concord	356	226	-130	456	100	230
Doswell E. Brooks	350	437	87	434	84	-3
Total	1,022	997	-25	1,440	418	443
<i>Middle Schools</i>						
G. James Gholson	746	406	-340	990	244	584
Walker Mill	591	424	-167	816	225	392
Total	1,337	830	-507	1,806	469	976
<i>High School</i>						
Central High	1,142	1,160	18	1,118	-24	-42

Source: PGCPS

*2009 & 2017 available capacity are derived by subtracting the state-rated capacity from 2009-10 actual and 2017 projected enrollments.

The Maryland Public School Construction Program evaluates systemic capacity when determining the suitability of proposed new schools for state funding, with a preference toward redrawing the boundaries of overcrowded or underutilized schools in place of new construction.

In November 2007, Prince George’s County Public Schools (PGCPS) presented the Prince George’s County Board of Education (BOE) with a list of school facilities within the county that could accommodate a kindergarten through eighth-grade (K8) curriculum. The list included several schools within Subregion 4. On January 23, 2009, PGCPS presented the BOE with a proposal to consolidate or reprogram several schools. The BOE approved on March 26, 2009, the first phase of this plan to relieve overcrowding in county schools, as well as expand enrichment and specialty programs. Through the approval of this plan, four schools within Subregion 4 were consolidated and three were converted to K8 curriculum at the beginning of the 2009–2010 school year. Phase Two was approved by the BOE on January 7, 2010. It addressed overcrowding by recommending boundary changes to balance and adjust enrollment.

John Carroll Elementary and John Edgar Howard Elementary, which are within a two-mile radius of the regulating plan area, were consolidated and their attendance areas were incorporated into nearby schools with available capacity in Phase 1. As a result, these two schools ceased operation at the end of the 2008-2009 school year.

William W. Hall Elementary School, located within two miles of the regulating plan area, was converted to K-8 at the beginning of the 2009-2010 school year.

School Facility Conditions

In May 2008, a facilities condition assessment of public schools within the county. It explored the physical conditions of each school was completed. It documented both internal and external. The assessment identified which schools required improvements based upon age and the cost of renovation versus the replacement of the facility. The study measured schools based upon a facilities condition index (FCI), which is a measurement of a facility’s condition represented by the ratio of the

cost to correct a school facility’s deficiencies to the current replacement value of the facility.

Schools with an FCI of 0–40 percent are considered to be in good condition. Schools with an FCI of 40–75 percent are considered to be in fair condition. Lastly, schools with a FCI greater than 75 percent are considered to be in poor condition. Schools constructed since 1993 were not evaluated.

Table 4 includes the FCI of the public schools, which serve the regulating plan area, and identifies the year in which each school was constructed. Two of the schools/school facilities evaluated were rated in good condition and 4 schools/ school facilities were rated in fair condition. One school facility in the study area was not evaluated in the study because it was constructed after 1993.

Table 4: Subregion 4 Addison Road Metro Regulating Plan Area School Facility Conditions

Name	2008 3di Fci	2008 3di Rating	Year School Constructed
<i>Elementary Schools</i>			
Carmody Hills	5.50%	Good	1958
Concord	62.53%	Fair	1968
Doswell E. Brooks	70.54%	Fair	1953
<i>Middle Schools</i>			
G. James Gholson	NR	NR	2002
Walker Mill	63.03%	Fair	1970
<i>High School</i>			
Central High School	32.93%	Good	1961
<i>Other School Facilities</i>			
Lyndon Hill Elementary School	65.09%	Fair	1938

Source: Parsons 3DI study, 2008. FCI = Facility Condition Index. NR = Not Reviewed.

Table 5: Pupil Yield Rates—2009

Dwelling Unit Type	Elementary	Middle	High
Single-family Detached	0.16	0.13	0.14
Single-family Attached	0.14	0.11	0.10
Multi-family, Garden-style	0.14	0.06	0.09
Multi-family with Structured Parking	0.04	0.04	0.03

Source: PGCPS and Prince George’s County Planning Department (PGCPD), 2008.

Population Projections and their Impact on Schools

Elementary schools are built to accommodate an estimated 740 students, middle schools an estimated 900–1,000 students, and high schools approximately 1,500–2,200 students. K8 curriculum schools generally accommodate a maximum of 1,000 students depending on the school facility. Elementary schools have a neighborhood orientation while middle schools and high schools have a more regional orientation.

Table 5 shows the current pupil yield rates for each dwelling unit type. Pupil yield rates are used to estimate the number of students that would result from the development of each respective building type. For planning purposes, elementary, middle and high school pupil yield rates for single-family detached dwelling units were used.

By buildout, this plan projects an increase of an estimated 3,402 households within the one-mile evaluation area. Approximately 1,591 single-family detached dwelling units and 1,811 multifamily transit-oriented dwelling units (multifamily with structured parking dwelling units) are projected.

Based on pupil yield factors, the dwelling unit growth is projected to yield an additional 327 elementary school students, 279 middle school students, and 277 high school students.

At buildout, it is projected that there will be an excess of 91 elementary seats and 190 middle school seats. There is a potential deficit of 301 high school seats.

Table 6 shows the state rated capacity, 2009 enrollment, existing and projected excess/deficit seats, and enrollment at buildout for the study area.

Table 6: Subregion 4 Addison Road Metro Regulating Plan Area Projected School Enrollment and Capacity Needs

Schools	State-Rated Capacity	2009 Enrollment	Existing Excess/ Deficit Seats	Projected Buildout Seats Needed	Enrollment At Buildout	Projected Buildout Excess/ Deficit
Elementary	1,440	1,022	418	327	1,349	91
Middle	1,806	1,337	469	279	1,616	190
High	1,118	1,142	(24)	277	1,419	(301)

Source: PGCPD and PGCPD, 2009.

Libraries

There are two branches of the Prince George’s County Memorial Library System (PGCMLS) that serve the regulating plan area. The Spauldings Branch is located at 5811 Old Silver Hill Road in District Heights and the Fairmount Heights Branch is located at 5904 Kolb Street in Fairmount Heights.

The Capital Improvement Plan includes plans for a new library located in a mixed-use development on the southwest corner of Central Avenue and Addison Road. In addition, the Landover Gateway Sector Plan recommends a 100,000-square foot central library that would house the PGCMLS headquarters, special collections, and other services with a countywide user base. Satellite library facilities located in community centers could be used to help satisfy demand in neighborhoods that are considered underserved, such as portions of Capitol Heights and Suitland.

Public Safety

Police

The Prince George’s County Police Department (PGPD) District III serves the Addison Road Metro Regulating Plan Area. It is located at 7600 Barlowe Road in Palmer

Park. The Department’s headquarters is adjacent to PGPD District III at 7701 Barlowe Road in Palmer Park. The Police Services Complex is 128,608 square feet.

The 2008 Approved Public Safety Facilities Master Plan recommends that this facility be renovated in the long-term (after 2021). Because of the urbanized nature of the region, response times have increased and there has become a need for a second station to be located in or around Capitol Heights.

The towns of Capitol Heights, District Heights, Fairmount Heights, and Seat Pleasant are within a two-mile radius of the regulating plan area and each of them have municipal police departments. These police departments provide additional first response capability within their respective town limits and supplement the efforts of PGPD.

Fire and Emergency Medical Services

Fire and emergency medical services (EMS) are provided by the Prince George’s County Fire/EMS Department. This department is one of the two largest combination fire/EMS departments in the United States, with both career and volunteer elements. There are two fire/EMS stations that provide first due fire/EMS service to the regulating plan area. These stations are Capitol

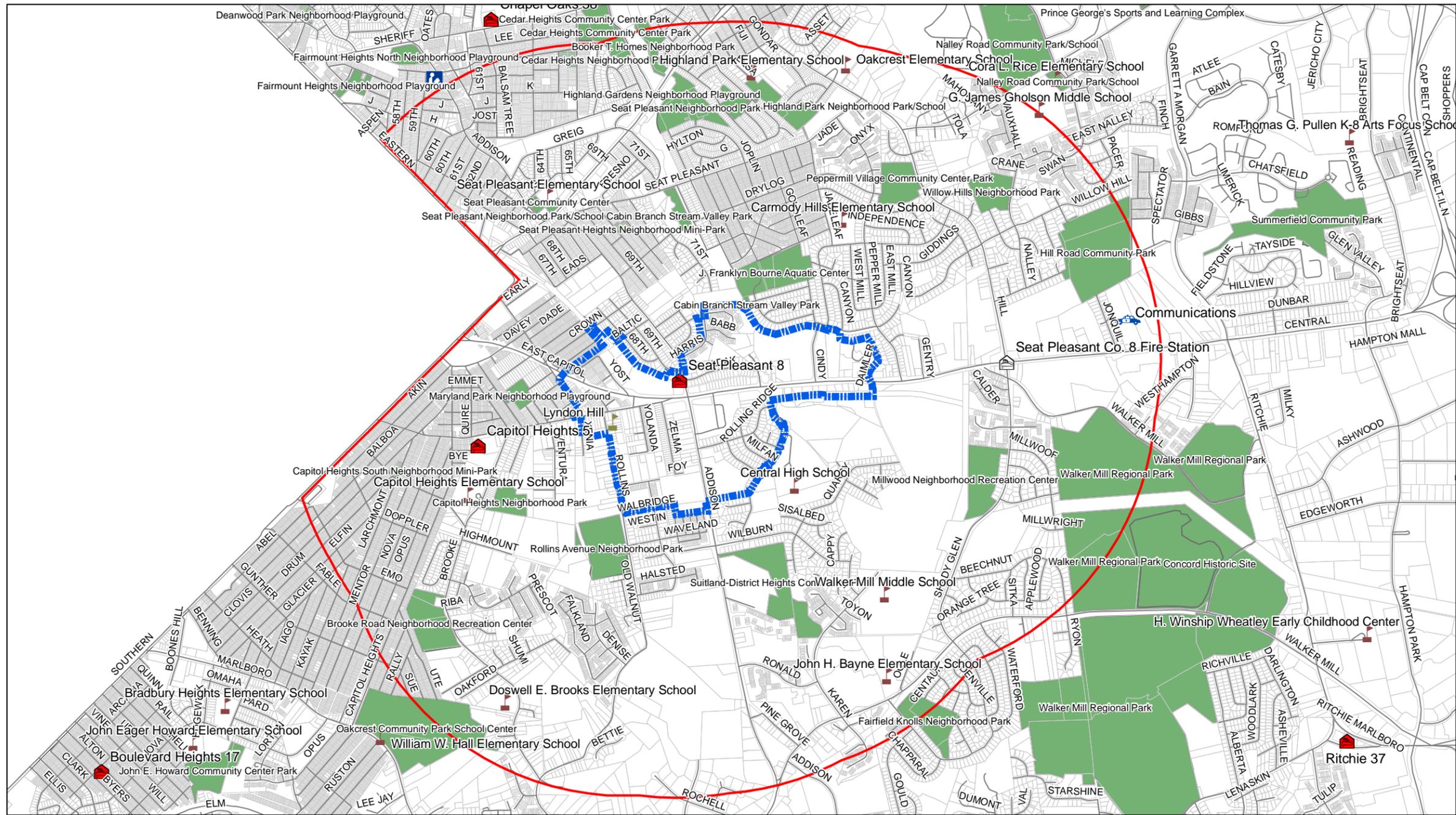
Heights, Company 5, and Seat Pleasant, Company 8. Company 5 is located at 6061 Central Avenue in Capitol Heights. This station houses 2 engines, 1 ambulance, 1 medic, 1 ladder truck and 1 METRO support unit. Company 8 is located at 6305 Addison Road in Seat Pleasant. It houses 2 engines, 1 ambulance and 1 rescue squad. Companies 5 and 8 responded to a total of 4,082 EMS service calls and 1,065 fire calls in 2007.

Planning Efforts

On March 25, 2008, the County Council approved the 2008 Approved Public Safety Facilities Master Plan. Among the highlights of this plan are recommended renovations at the Capitol Heights Fire/EMS Station and the relocation or renovation of the Kentland Fire/EMS Station. The plan also recommended a new fire/EMS station at the Central Avenue Shopping Center, at the intersection of Shady Glen Drive and Central Avenue, and the relocation and construction of a new District Heights Fire/EMS Station, Company 26, near the intersection of Marlboro Pike and Silver Hill Road in District Heights. Since the release of the plan, construction of the District Heights Station, Company 26, was completed and the new station has opened for service.

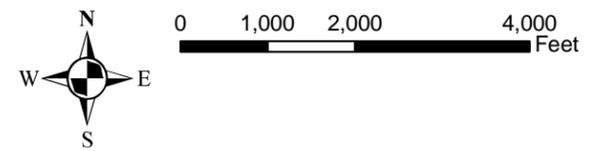
Water and Sewer Facilities

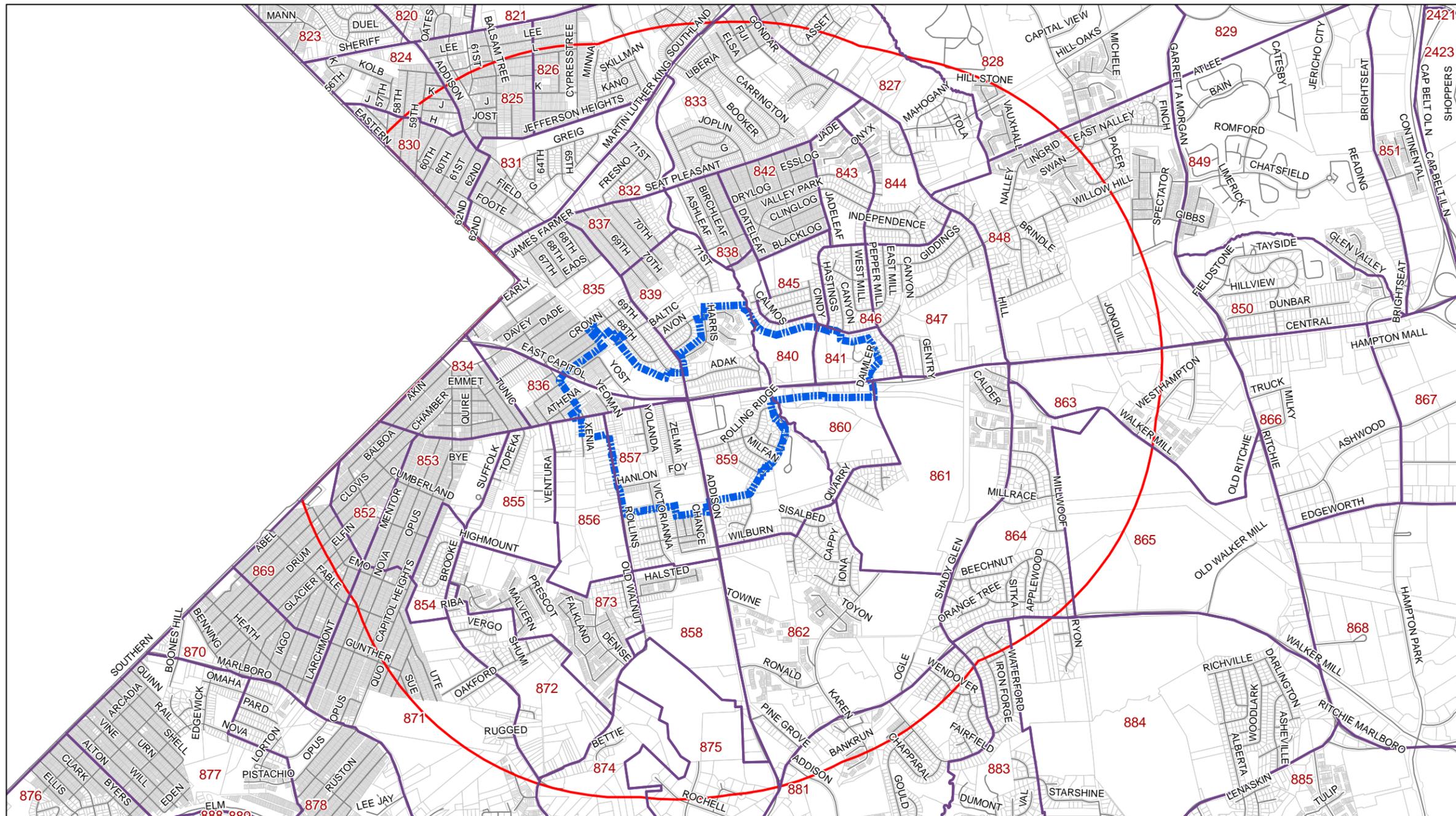
The Department of Environmental Resources designates areas eligible for public water and sewer service in the County’s 2008 Approved Water and Sewer Plan. In general, properties within the Developed and Developing Tier are eligible for service and properties within the Rural Tier are not. All of the properties within the Addison Road Regulating Plan area are within a Category 3, Community System, thus are in the appropriate category for public water and sewer service.



**Addison Road Metro Center
Public Facilities within a
One-mile Radius**

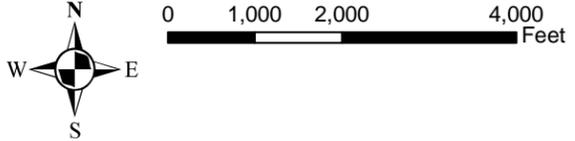
- Addison Road Center Boundary
- Parks
- Police Station
- Fire Station
- School
- One Mile Radius
- Library
- Existing
- Existing
- Existing
- Property
- Planned
- Planned
- Planned
- Proposed





Addison Road Metro Center
 Prince George's County Traffic
 Analysis Zones
 within a One-mile Radius

- Addison Road Center Boundary
- One Mile Radius
- Prince George's County Traffic Analysis Zone
- Property



Parks and Recreation

In order to determine the amount of available and required future parkland in the Addison Road Metro Center Regulating Plan area, staff looked at a study area composed of the regulating plan area plus the land within a one-mile radius from the Addison Road-Seat Pleasant Metro Station.

Open space resources such as parks and trails compose a community's open space, together forming a network that provides public areas for active and passive recreation, animal habitat, and stormwater management. An open space network can be thought of as a fundamental framework for a community, providing attractive and comfortable natural connections between open spaces that encourage users to walk to nearby destinations and enhance the community's built environment. Parks, hiker/biker trails, stream corridors, and tree-lined streets are components of such a system and are of critical importance in one's enjoyment of the built environment.

The Addison Road Metro Center Regulating Plan area faces a unique challenge regarding efforts to provide adequate open spaces and recreational amenities for the residents. Since much of the area has already been developed, there is very little or no undeveloped land available for future parkland.

The plan area, as described above, contains 4,217 acres of land. Of this total, The Maryland-National Capital Park and Planning Commission owns 314 acres of public parkland. None of this parkland is located within the regulating plan area; it is all within a one-mile radius around the core. Developed parks that lie within this radius include Walker Mill Regional

Park, J. Franklyn Bourne Aquatic Center, Peppermill Village Community Center, Millwood Neighborhood Recreation Center, Brooke Road Neighborhood Recreation Center, and a variety of smaller developed neighborhood parks and open parkland. Development at the Rollins Avenue Neighborhood Park will be complete in 2011. Booker T. Homes Neighborhood Park and Cedar Heights Neighborhood Playground will also be receiving upgrades in 2010. While Peppermill Village Community Center is scheduled for a future expansion, work has already commenced on major upgrades and new development at Walker Mill Regional Park and will continue through 2014.

At 504 acres, Walker Mill Regional Park is one of M-NCPPC's largest parks. Development here has been focused on the south side of Walker Mill Road and has been limited by natural constraints such as the Southwest Branch, rolling topography, and mature climax forest. The park holdings are divided by Walker Mill Road, Walker Mill Drive, and a high-tension utility right-of-way. In recent years, a development plan has been created, money has been allocated to a variety of projects at this park, and work has started. On the south side of the park, an artificial turf field is being installed at the existing football/soccer field. Work will begin in 2010 on the installation of new infrastructure (park roads, additional parking, and a public water/sewer system), a new themed play area, a restroom building, picnic pavilions, and a pedestrian bridge over the Southwest Branch to connect adjacent homes to the park. Future plans include a skate park, a splash pad, and a concession building.

On the north side of the park, the Concord Manor Historic Site will undergo major renovations so that

the house can be utilized by the community for public and private functions. A proposed separate annex will host larger functions. Barns and other outbuildings will be restored. A new concert pavilion will be the centerpiece of a festival grounds featuring lawn seating and overflow parking. West of the existing hedgerow, a proposed active recreation area will include a golf driving range, a First Tee 3-hole golf course, a practice area, a miniature golf course, and a clubhouse with interior multipurpose courts. A passive recreation area to the north will contain woodland trails and neighborhood connections. The historic Chesapeake Beach Railroad Regional Trail will be a significant part of this trail system. Finally, a new 35,000 square foot Park Police Headquarters will be built east of the Concord Manor site.

Calculations for the amount of future parkland that will be required in the study area are determined by standards (15 acres of local parkland and 20 acres of regional parkland for every 1,000 residents) established in the 2002 General Plan. Based on a projected population of 36,640 in year 2030 and 74,602 at buildout, M-NCPPC is projecting a need for 1,282 acres of parkland in 2030 and 2,611 acres of parkland at buildout.

As noted, M-NCPPC currently has 314 acres of parkland within the study area. In addition, the 2009 *Adopted Subregion 4 Master Plan and Endorsed Sectional Map Amendment*, identifies 102 acres of potential park acquisitions within the study area. Some of this additional parkland consists of smaller parcels that are either additions to existing parks or are infill sites that staff envision would be small urban spaces known as pocket parks. Typically, but not always,

these are small passive spaces that feature landscaping and seating.

Parks have long been recognized as major contributors to the physical and aesthetic quality of urban neighborhoods. But a new, broader view of parks has recently been emerging. This new view of parks goes well beyond the traditional value of parks as places of recreation and visual assets to communities and focuses on how the public is beginning to think about parks as valuable contributors to larger urban policy objectives, such as job opportunities, youth development, public health, and community building.

As the Addison Road Metro Regulating Plan area begins to evolve, it will be vitally important to intersperse and weave new parkland opportunities into this intensely developing area. These opportunities will emerge as the land develops and redevelops. Opportunities for the connection between urban parks and neighborhood quality is receiving renewed attention from all areas as the community strives to make their neighborhoods—the places where they live, work, and play—more attractive.

It is recommended that unique opportunities, such as converting roof tops to green oases and creating pocket and vest pocket parks, common gathering spaces, and large expanses of lawn with trees and fountains intercepting and interrupting the impervious surfaces common to urban areas, be considered in order to meet the parkland requirements for this plan. Although these spaces are not currently marked as specific parcels of land available for future acquisition as in traditional plans, it is essential that these ideas be carefully considered and integrated into the new development pattern.

Historic Resources and Archeological Overlay

Background

The Addison Road Metro Center Regulating Plan area is located at the intersection of Central Avenue, East Capitol Street, and Addison Road. Much of the plan area north of Central Avenue is located within the Town of Seat Pleasant, while the eastern portion and the area south of Central Avenue are located in unincorporated portions of Prince George's County.

Native American populations inhabited the Seat Pleasant area from at least the Early Archaic Period (7,500-6,000 BC) and even after European contact in the 1600s, although their numbers diminished radically due to displacement and disease. Few archeological investigations have been conducted in the Seat Pleasant area and evidence of prehistoric lifeways has been impacted by continuing suburban development. However, some prehistoric activity has been recorded along the streams that flow through the area. Native populations appear to have used the area primarily for seasonal hunting and obtaining raw materials for producing stone tools.

Large tobacco plantations dominated the Seat Pleasant landscape throughout the 1700s and 1800s. Seat Pleasant was a 452-acre land grant surveyed for Thomas Gantt, III, on February 18, 1765, and patented on May 26, 1767. Seat Pleasant was carved out of earlier land grants known as Good Luck and Father's Gift. Thomas Owen Williams acquired 250 acres out of the Seat Pleasant survey from Thomas Gantt on June 21, 1777 (CC2:366). Most of the area within the Addison Road Metro Center Regulating Plan is located within the bounds of what was once the Williams plantation. Thomas Owen Williams built a house on the site of the current location of St. Margaret's School. This house and its various slave quarters and outbuildings are

documented in the 1798 Federal Direct Tax records. Thirty-eight enslaved laborers worked on the Seat Pleasant plantation in the late 1700s. Thomas Owen Williams died in 1818, and he devised the Seat Pleasant plantation to his daughter, Mary, who married Thomas Berry. The Seat Pleasant plantation remained in the possession of the Berry family until 1873, when 736 acres were sold to Benjamin Lowndes Jackson, William Bladen Jackson, and George J. Seufferle (HB6:767).

Seat Pleasant was established as a late-nineteenth century streetcar suburb adjoining the eastern corner of the District of Columbia. In 1873, Benjamin L. Jackson, William B. Jackson, and George J. Seufferle platted the large community of Seat Pleasant. The community was named for the early-nineteenth-century estate of the Williams and Berry families. The early plat shows several buildings including houses, farms, outbuildings, cabins, a store, and blacksmith shop, reflecting the rural nature of the area.

Large-scale development did not begin in Seat Pleasant until after the extension of the rail lines and streetcar lines from Washington, D.C., in the 1890s. Seat Pleasant was located at the convergence of two railroad lines and the streetcar line, which made it a convenient location for commuters. In 1898, the East Washington Railroad, also known as the Chesapeake Beach Railway, was extended from the District line at Chesapeake Junction (as Seat Pleasant was originally known) through Prince George's County to Chesapeake Beach in Calvert County. By 1908, train service on the Washington, Baltimore and Annapolis Electric Line ran from Washington, D.C., through Seat Pleasant, and terminated in Annapolis. Seat Pleasant was one of the first communities to develop in the early years of the twentieth century around these important transportation lines.

The Washington & Chesapeake Beach Railway was organized in 1891 by a Baltimore attorney, Edwin Warfield. Warfield purchased 3,000 acres on Fishing Creek in Calvert County to develop as a vacation spot for the rich and the middle class, with two large hotels, a boardwalk, a racetrack, and amusements. Warfield's plans were never realized and the railway was placed in receivership in 1895.

The Chesapeake Beach Railway Company was organized to implement Warfield's resort plan and Otto Mears, a railroad builder from Colorado, was put in charge of the project. Mears began construction on the railway in 1897 and the line to Chesapeake Beach was completed by 1899. The Chesapeake Beach Railway extended 27.629 miles from Washington, D.C., to Chesapeake Beach in Calvert County. The line left Washington, D.C., at the Chesapeake Junction at Minnesota Avenue and Nannie Helen Burroughs Avenue N.E., ran through Seat Pleasant where it met with the Washington, Baltimore and Annapolis Electric Railway. From Seat Pleasant, the railway passed through Upper Marlboro over the Popes Creek Branch and on to Chesapeake Beach. The railroad's principal yard and shop buildings were placed on an eight and one-half-acre tract in Seat Pleasant within the Maryland Park subdivision. The engine house was completed in 1902 and was used for making light repairs on the engines and cars of the railroad line. The railway operated for nearly 35 years, but did not survive the Great Depression and the rise of the automobile. The last train ran on April 15, 1935. To make way for the Addison Plaza Shopping Center, the Chesapeake Beach Railway engine house and rail yard were demolished in the 1980s.

The following findings are organized to reflect the six Urban Neighborhoods identified within the project area boundaries.

Findings

The Addison Road Metro Center Regulating Plan boundaries do not currently encompass any historic sites, historic resources, or historic districts regulated by the Prince George's County Historic Preservation Ordinance (Subtitle 29 of the Prince George's County Code) or included in the Inventory of Historic Resources included in the county's *Historic Sites and Districts Plan*.

Urban Neighborhood 1—Located at the southeast corner of the Central Avenue and Addison Road, Urban Neighborhood 1 includes the structures and land associated with the Addison Road Metro stop, an

intact residential neighborhood of approximately 125 single-family dwellings developed as the Rolling Ridge subdivision, and the St. Margaret's Roman Catholic Church property.

- ❖ *Seat Pleasant*. This was first platted for development in 1873 by civil engineer George W. Jackson for Benjamin L. Jackson, William B. Jackson, and George J. Seufferle, who were all Washington, D.C. grocers, comprising 28 lots on the north and south sides of Central Avenue (Turnpike). Pinkney and Hester J. Rollins acquired Lots 1, 2, and 4 of the Seat Pleasant subdivision, containing 399 and one-quarter acres, on September 18, 1877 (JWB25:545). The Rollinses granted a right-of-way through their property to the Washington City and Point Lookout Railroad Company on March 31, 1881 (WAJ2:654). Property within this early subdivision is located in Urban Neighborhoods 1, 2, 3, and 4.
- ❖ *Murdaugh and Whiting's Subdivision of Seat Pleasant*. Albert C. Murdaugh and George C. Whiting acquired Lots 1, 2, and 4 of the original Seat Pleasant Subdivision, located on the south side of Central Avenue, from Hester J. Rollins on August 14, 1893 (JWB25:546). Murdaugh and Whiting resubdivided the land into 38 lots in 1893. Property within this subdivision is located in Urban Neighborhoods 1, 2, and 3.
- ❖ *Bella Vista*. Alfonso and Rose M. Procopio acquired an eight-acre tract on the west side of Cabin Branch and south of the old Chesapeake Beach railroad bed from George K.C. and Elizabeth M. Hardesty on November 16, 1949. The Procopios subdivided 6.43 acres into three blocks (A, B, and C) containing 15 lots on April 12, 1951, and named their subdivision Bella Vista. The nine houses in the Bella Vista neighborhood were built between 1951 and 1962.
- ❖ *Rolling Ridge*. Max and Sylvia H. Miller and Max and Bertha G. Fanaroff obtained 28.168 acres from Lots 34-38 of Murdaugh and Whiting's Subdivision of Seat Pleasant on December 30, 1954. The Rolling Ridge Subdivision was platted in four sections. Section 1 was platted on March 10, 1955,

and comprises Blocks A, B, C, and F, which were divided into 58 lots on 10.73 acres along Rolling Ridge Drive, Saint Margaret's Drive, and Cabin Branch Drive. Plat Two was approved on March 21, 1956, and comprises Blocks B, C, D, and F, which were divided into 44 lots on 8.85 acres along Cabin Branch Drive, Clearfield Court, Clearfield Drive, Clearfield Place, and Rolling Ridge Drive. Plat Four was approved on January 22, 1958, and comprises portions of Blocks D and F, which were divided into 26 lots on 5.9129 acres along Rolling Ridge Drive and Milfan Drive.

- ❖ *St. Margaret's School*—The Roman Catholic Archdiocese of Washington acquired 11.536 acres out of Lots 34-38 in Murdaugh and Whiting's Subdivision of Seat Pleasant from William B. and Alice D. Jones on June 29, 1953. An additional 1.430-acre tract was acquired from Louis H. and Sarah Bell on December 30, 1954. The land acquired for the school was the former site of Seat Pleasant Manor, owned by the Williams and Berry families, and is located about a half mile from St. Margaret's Church. The Southern Commercial Construction Company was awarded the contract to build a new church, school, auditorium, and convent to accommodate the parishioners from the Old St. Margaret's and St. Matthias Churches. Groundbreaking for the new complex started on February 2, 1953. The new school was fully operational on November 28, 1955.

Urban Neighborhood 2—Located at the southwest corner of the Central Avenue and Addison Road, Urban Neighborhood 2 includes approximately 85 single-family dwellings (most of which are sited on small narrow lots), several older freestanding buildings with commercial, institutional, or religious uses, the Lyndon Hills Elementary School, and several larger parcels of largely undeveloped land that may or may not include older dwellings or farm-related structures.

- ❖ *John E. Robinson's Subdivision of Seat Pleasant*. John E. Robinson purchased two acres out of Lot 2 of Murdaugh and Whiting's Subdivision of Seat Pleasant on December 8, 1904. Robinson platted

his six-lot subdivision on June 20, 1907. This subdivision fronted on Central Avenue and is located at the intersection of Central and Rollins Avenues. There were four houses in this subdivision by 1940, when the Franklin Atlas was produced.

- ❖ *Belhaven*. Comprising 43 lots measuring 20 by 100 feet, Belhaven was platted on the south side of Central Avenue by Sidney W. Langford and Louis P. Naylor on September 7, 1907. Only three houses had been built in the subdivision by 1940.
- ❖ *King's Seat Pleasant*. John C. King acquired Lot 11 in Murdaugh and Whiting's Subdivision of Seat Pleasant on June 30, 1908. King's Seat Pleasant comprised the west half of Lot 11 with 34 lots measuring 40 by 130 feet. Four houses were built in this subdivision by 1940.
- ❖ *Maryland Park*. Alfred M. Duckett acquired Lot No. 7 of the original Jackson Subdivision of Seat Pleasant on January 19, 1895. Duckett platted the Maryland Park subdivision on June 19, 1901 on the north side of Old Central Avenue. Maryland Park comprised five blocks with a total of 71 lots. Property within this subdivision is located in Urban Neighborhoods 2 and 4.
- ❖ *Lyndon Hill*. The Lyndon Hill Subdivision, at the corner of Central and Rollins Avenues, was platted by John William Brown on July 21, 1936. In May 1937, Brown offered to sell approximately five acres at \$1,000 per acre to the Board of Education for construction of a new school. John William Brown sold the entire subdivision, along with an adjoining tract to the south to the Prince George's County Board of Education on June 11, 1937. At its June 22, 1937, session, the school board voted to name the proposed new school building on Central Avenue "Lyndon Hill 3 District 18." The contract to construct the Lyndon School was awarded to T. Calvin Owens on November 9, 1937. Charles A. Burgdorff, Herman C. Mehring, and Charles D. Heffner were appointed trustees of the Lyndon School on May 10, 1938. Lyndon Hill School included grades 1-7, with a principal, nine assistants, and approximately 400

students. The school appears in the 1940 Franklin Atlas.

- ❖ *Lots 12-A, 12-B, and 12-C Murdaugh and Whiting's Subdivision of Seat Pleasant*. On May 11, 1937, Fonza W. Hellmuth subdivided part of Murdaugh and Whiting's Lot 12 near the intersection of Addison Road and Central Avenue. Houses appear on Lots 12-A and 12-C in the 1940 Franklin Atlas.
- ❖ *Addition to Belhaven*. Linwood H. Hastings and Howell J. Harris acquired 0.474 acre of the northern portion of Lot 2 in Murdaugh and Whiting's Subdivision of Seat Pleasant on November 21, 1947. Hastings and Harris subdivided the 0.474 acres into three lots and platted a subdivision known as Hastings and Harris's Addition to Bellhaven in March 1948.
- ❖ *Section Two: King's Seat Pleasant*. Nettie L. Poole acquired 4.53 acres on the east side of Lot 11 in Murdaugh and Whiting's Subdivision of Seat Pleasant from John I. Maher on April 30, 1945. Nettie L. and Felix M. Poole subdivided the 4.53 acre into 15 lots opposite John C. King's original subdivision of the west part of Lot 11. This subdivision was known as Section Two, King's Seat Pleasant, and was platted on April 28, 1949.

Urban Neighborhood 3—Located at the northeast corner of Central Avenue and Addison Road, Urban Neighborhood 3 includes approximately ten mid- to late-twentieth-century freestanding commercial buildings fronting Central Avenue, a double-loaded street to the north that includes approximately 35 mid-twentieth-century single-family dwellings, approximately ten additional single-family detached dwellings, and a large parcel to the north that is currently undeveloped but is approved for development as the Addison Station townhouse community.

- ❖ *Addison Heights*. James J. and Barbara D. Ruppert acquired 15.5 acres from Lots 9 and 10 of the original subdivision of Seat Pleasant on December 31, 1949. The Rupperts platted the Addison Heights subdivision, containing 8.6734 acres on the north

side of Central Avenue (and to the east of Addison Road) on December 7, 1950. The subdivision included three blocks (A, B, and C) divided into a total of 30 lots.

- ❖ *Addison Heights Lots 23-40, Block C*. The Rupperts further subdivided their land on the north side of Central Avenue on November 13, 1952. Nineteen lots, known as Lots 23-40, Block C, Addison Heights containing 5.5199 acres, were platted along Central Avenue between Addison Road and what is now Soper Lane.

Urban Neighborhood 4—Located at the north of East Capitol Street at the northwest corner of Central Avenue and Addison Road, Urban Neighborhood 4 is composed of a sprawling late-twentieth-century shopping center, several freestanding mid- to late-twentieth-century commercial buildings, a number of properties with automobile and sand-and-gravel-related industrial uses, and several modest early twentieth-century dwellings.

The area within Urban Neighborhood 4 was part of the Maryland Park Subdivision (see Urban Neighborhood 2). The Chesapeake Beach Railway Engine House was located on the site of what is now the Addison Plaza Shopping Center.

- ❖ *Tolson Heights Addition to Maryland Park*. Houses on the north side of Baltic Street are located in Tolson Heights Addition to Maryland Park. The houses located to the west of the Addison Plaza Shopping Center were built between 1911 and 1955. These houses were not built as a cohesive community but were constructed at different time periods. They should be documented before they are demolished.

Urban Neighborhood 5—Located on the north side of Central Avenue, east of Urban Neighborhood 3 and at the eastern end of the plan area, urban Neighborhood 5 includes approximately six freestanding, single-family twentieth-century dwellings, a large area of open space formerly occupied by the Baber Village Apartments development that is approved for redevelopment as Peppermill Village, the Central Gardens apartments and

the Central Park Townhouse condominiums, the last two dating to the late twentieth century.

Urban Neighborhood 6—Located on the south side of Central Avenue, east of Urban Neighborhood 1, Urban Neighborhood 6 is a narrow strip of land, one lot deep. The neighborhood include approximately six mid-to-late-twentieth-century detached single-story structures with a mix of commercial and residential uses as well as a number of open lots.

Parcel C (tax account 2059418 and 2093953) in Urban Neighborhood 5 (on the north side of Central Avenue and west of Cindy Lane) was surveyed for archeological sites in 2007 as part of the review of the Villages at Pepper Mill Subdivision (4-06134). One multi-component prehistoric and historic archeological site, 18PR918, was identified on the property. The prehistoric component consisted of a scatter of lithic materials that probably represent a short-term resource procurement camp near Cabin Branch. No diagnostic artifacts were recovered, so a more accurate date could not be attributed to the site. The historic component consisted of the remains of a 20th century dwelling that had been severely impacted by the dismantling process. No further work was recommended on this site.

The ten-acre property located at 505 Addison Road (tax account 394777) was surveyed for archeological sites in February 2008 as part of the review of the Holy Cross P.B.S. Church Subdivision (4-07019). No archeological sites were identified, but staff requested that the ca. 1920s house on the property be recorded on a Maryland Inventory of Historic Properties (MIHP) form. The final Phase I archeology report and the MIHP form have not been submitted to Historic Preservation staff. No further archeological work will be necessary on this property.

Conclusions

Historic Preservation

There are no identified historic sites or historic resources located in the Addison Road Metro Center Regulating Plan area. However, no comprehensive architectural surveys have been conducted within the study area boundaries. Preliminary research indicates the presence of approximately 250 buildings that appear to predate 1960, the current cut-off date for National Register eligibility. Most of these buildings are found within three mid-twentieth-century subdivisions, Rolling Ridge, Addison Heights, and King's Subdivision of Seat Pleasant, which includes a total of approximately 200 buildings. As many as 50 additional buildings, dating from the end of the 19th century through the 1950s, are found throughout the project area, primarily to the south and west. Within the project area, two public buildings are considered prominent landmarks and community features—Lyndon Hills School and St. Margaret's Church and School.

Although numerous subdivisions were platted in the early twentieth century, Seat Pleasant did not take on the characteristics of a suburban neighborhood until the 1950s with increased automobile ownership and the expansion in the number of federal jobs in Washington, D.C. A majority of the single-family residences in the Rolling Ridge, Addison Heights, and King's Subdivision of Seat Pleasant were constructed in the 1950s and consist of modest Cape Cod, ranch, and split-level houses. Residents were largely middle-class families who were employed by the federal government in Washington, D.C. There has been very little recent infill in these developments. Standard building setbacks were established to provide a uniform appearance to the

street fronts. The streetscapes in Rolling Ridge, Addison Heights, and King's Subdivision of Seat Pleasant present a harmonious feeling, as standardized residential building styles, floor plans, and setbacks were utilized in each of these developments.

The creation of the Federal Housing Administration (FHA) in 1934 had a great impact on suburban development. The FHA not only provided low-interest loans to potential homebuyers, but also developed standards for how subdivisions should be designed. These standards encouraged the design of subdivisions that followed the natural topography and employed a hierarchy of residential and collector streets. Culs-de-sac, deep setbacks, and roads with minimum rights-of-way of 50 feet with a paved width of 24 feet, were encouraged. The Rolling Ridge, Addison Heights, and King's Subdivision of Seat Pleasant neighborhoods appear to have been developed in this spirit.

Although the buildings within the boundary of the Addison Road Metro Center Regulating Plan appear to be similar in character to a number of others in the nearby areas as well as other communities in the county, the pre-1960 buildings in the project area should be the subject of additional survey work to form part of the basis for policies, guidelines, and recommendations developed as part of the regulating plan.

Archeology

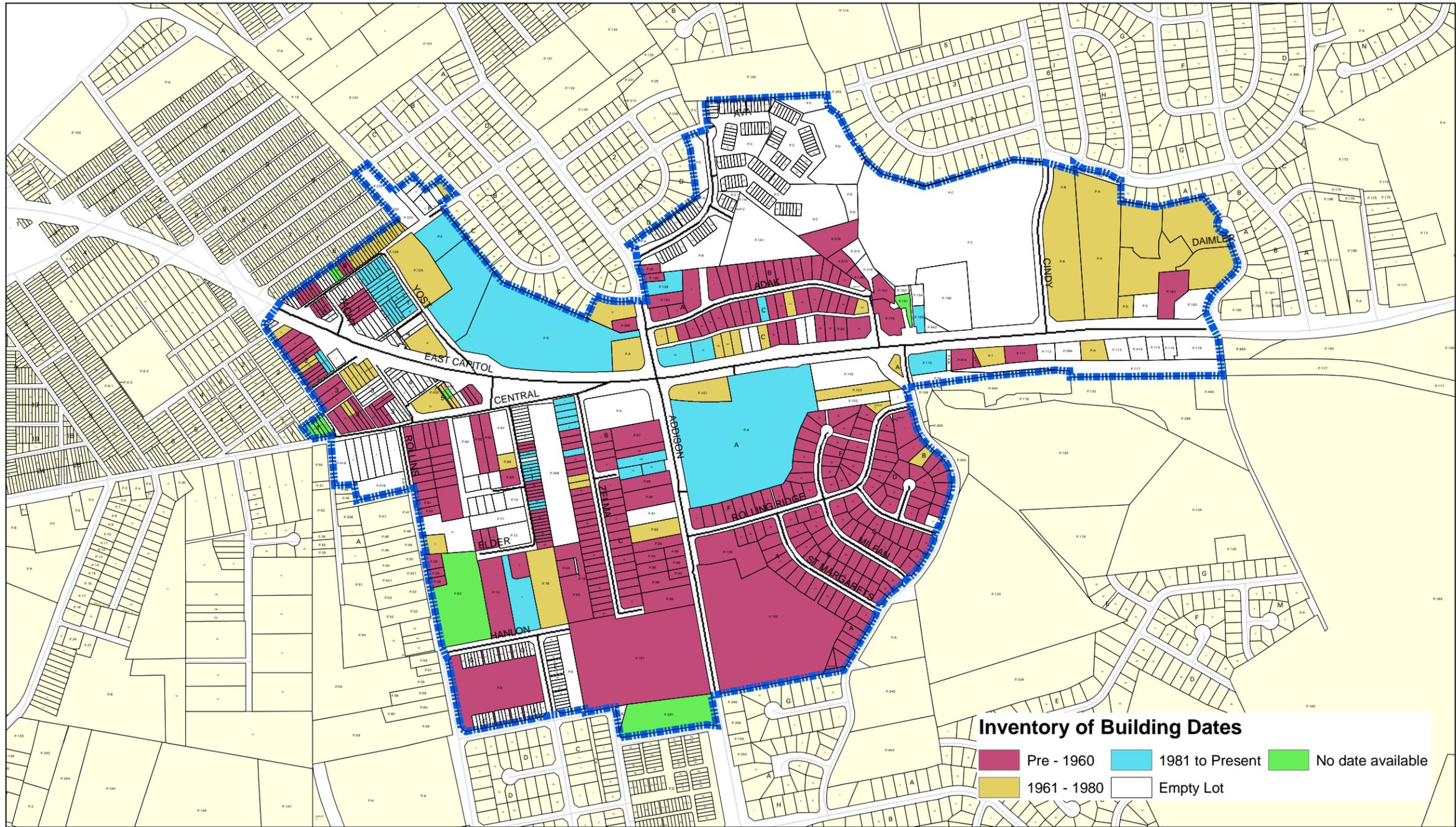
One parcel within the Addison Road Metro Center Regulating Plan area that has a moderate to high probability of containing prehistoric or historic archeological sites is Parcel C in Urban Neighborhood 2, which was subdivided as Brighton Place in 2004 and was platted in 2007. The house that remains on the property was built around 1894

and is one of the oldest extant structures in the study area. Lot 13 in Murdaugh and Whiting's Subdivision of Seat Pleasant, containing ten acres, was purchased by Domenico Christofani on December 18, 1893. The property remained in the Christofani family until it was sold for development in 2006. A Phase I archeological survey and a Maryland Inventory of Historic Properties (MIHP) form for the house should be required for this parcel.

Recommendations

The approximately 250 buildings that appear to predate 1960 should be the subject of additional survey work to document their architectural character, historic significance, and National Register eligibility.

The dwelling within Parcel C in Urban Neighborhood 2, constructed circa 1894, is one of the oldest standing structures within the plan area, and although the property has already been subdivided and platted for redevelopment, a Phase I archeological survey and an MIHP form for the dwelling should be required prior to demolition. If archeological resources are identified on the property, further archeological investigation, Phase II, may be necessary to determine whether those resources are potentially eligible for listing in the National Register of Historic Places and/or the Prince George's County Inventory of Historic Resources. If the archeological resources are found to be eligible for inclusion in one or both of the above inventories, Phase III avoidance and preservation in place, or mitigation of adverse effects when a site cannot be avoided or preserved in place, may be necessary. Phase III requires a preservation plan or a data recovery plan prior to archeological excavations, as well as a public outreach component.



**Addison Road Metro Center
Structure Inventory by Year Built**

- Addison Road Metro Center Boundary
- Property Outside of Metro Center Boundary
- Streets

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Development Phasing Overlay

Purpose

The development phasing overlay depicts the planned development in the regulating plan area moving toward build-out and identifies the infrastructure necessary to support the planned development. The phasing plan also identifies infrastructure that must be completed prior to the development of the adjacent parcel or lot.

Background

The development and redevelopment of large areas, such as the Addison Road Metro Center Regulating Plan area, do not happen at once. Successful implementation will result from a broad-based, sustained commitment from all stakeholders, the timing and manner in which development occurs will be determined by market conditions, the availability of private sources of capital, the availability of public funds for infrastructure improvements, the success of efforts to assemble land, the ability to build on momentum from current development efforts.

In considering the overall development phasing for the Addison Road Metro Center Regulating Plan area, it is important to identify the areas likely to change with little or no public investment for the first phase of development. In addition, those areas that

are aging, in transition (characterized by a lack of maintenance and disinvestment), or incompatible with existing market demands and/or sited at key locations are highlighted for the first phase of development. Subsequent development phases will respond to the availability of vacant or underutilized land, the presence of publicly owned land, and the proximity to the Metro station. Finally, areas with steep slopes, concentrations of smaller lots owned and occupied by individual property owners, and those requiring significant infrastructure investments for completion were identified for the later stages.

Recommendations

The development phasing overlay includes four phases:

Phase One: The first phase includes three quadrants located at the intersection of Addison Road and Central Avenue. The southwest quadrant is the subject of an approved site plan for an approximately 11-story, mixed-use development. The approved development includes ground floor retail in both the main building and fronting an ancillary parking garage, a public library, and office and residential uses in the upper stories. Properties located on the north side of Central Avenue at the intersection of Addison Road include two strip shopping centers, two gas stations, and a vacant commercial property that is currently owned by Prince George's County.

New streets (1) and (2) are required from Addison Road east, new street (3) is required from Central Avenue connecting north to 69th Street, and new streets (4), (5),

and (6) are required between Hanlon and Walbridge Streets to allow for planned development.

Phase One is anticipated to occur in 0-7 years.

Phase Two: The second phase includes joint development opportunities at the Addison Road Metro Station site, which is owned by the Washington Metropolitan Area Transit Authority (WMATA). This phase focuses on redevelopment of the existing WMATA parking garage at the intersection of Addison Road and Central Avenue and the properties along Addison Road, Zelma Avenue, and Yolanda Avenue from Central Avenue/Old Central Avenue south one block to proposed new streets. Phase Two would include a new public park and plaza that features a restored portion of the Cabin Branch stream.

A pair of one-way streets (7) on the WMATA site, a new street (8) between Addison Road and a new one-way circle (9) at Zelma Avenue, connecting to a new street (10) west to Rollins Avenue, and a new street (11) south one block from its intersection with Old Central Avenue are required to allow for proposed development.

Phase Two is anticipated to occur in 7-12 years.

Phase Three: The third phase includes properties on either side of East Capitol Street (Central Avenue) between Baltic Street and Yolanda Avenue, vacant parcels located at the intersection of Old Central Avenue and Rollins Avenue, and the former Lyndon Hills School site. This phase also includes the properties along Addison Road between Rolling Ridge Drive and

Ernie Banks Street.

Four new streets (12, 13, 14, and 15) are required in Urban Neighborhood 4 to create an interconnected network of streets north of East Capitol Street (Central Avenue), joining with Baltic Street to the north. A new street (16) between Addison Road and St. Margaret Drive, a new street (17) between Addison Road and Cabin Branch Road, and a new street (18) connecting them are required to allow for proposed development.

Phase Three is anticipated to occur in 12-20 years.

Phase Four: The final phase includes properties fronting Central Avenue north to include the parcels on Adak Street, east to the Seat Pleasant Town Hall and Fire Station. In addition, Phase Four includes the properties on Zelma Avenue, Yolanda Avenue, a planned new street (21) and Rollins Avenue from a planned new street (20) that is one block south of Old Central Avenue to Hanlon Street.

A new street (19) is required to connect from Central Avenue north to a proposed new street (2). A new street (20) from Zelma Avenue to Rollins Street and a new street (21) from one block south of Old Central Avenue to Hanlon Street are required to allow for planned development.

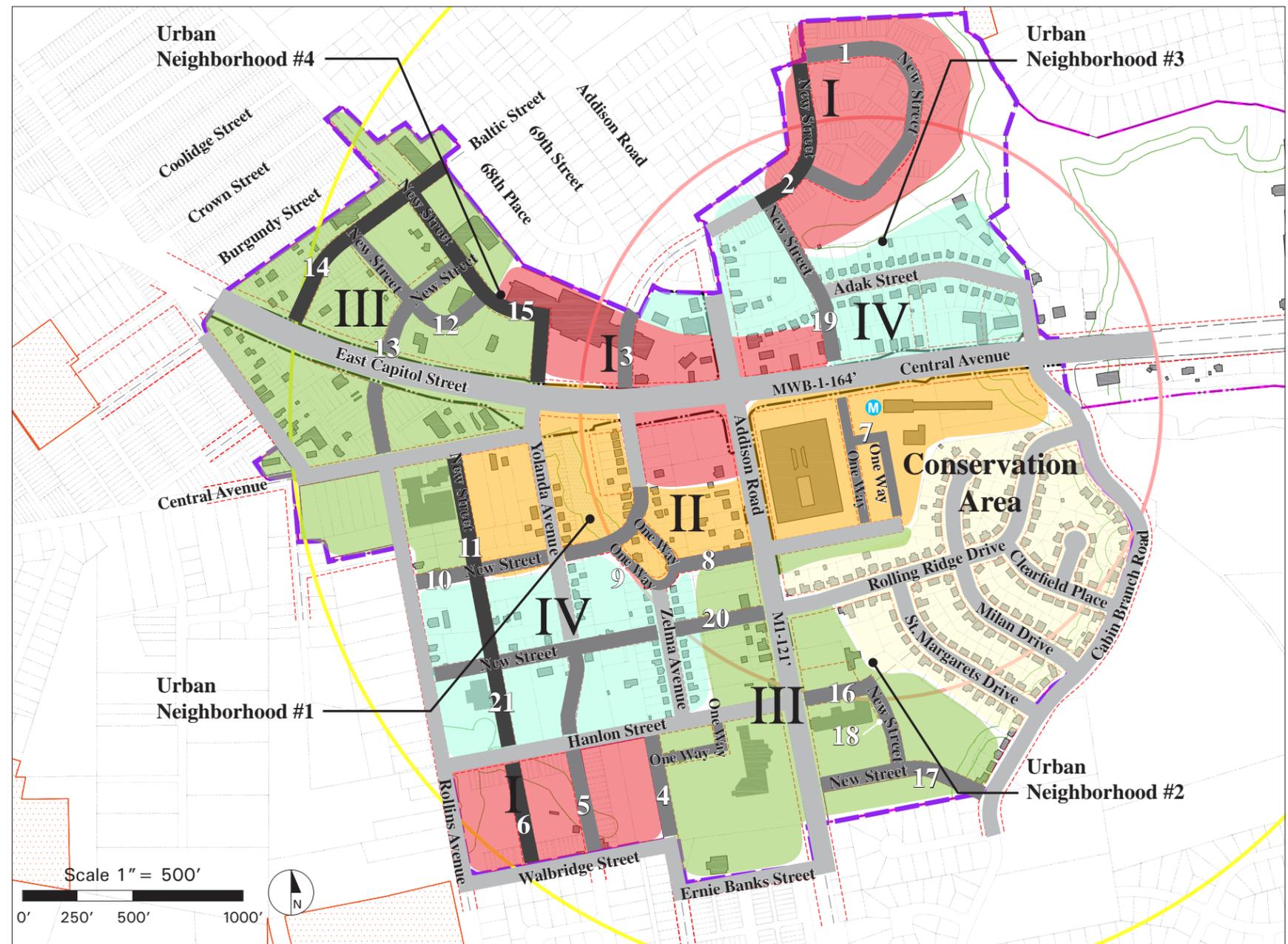
Phase Four is anticipated to occur in 20 years.

Neighborhood Preservation

Rolling Ridge is designated as a neighborhood preservation area and is not included in phasing.

LEGEND

- Phase I
- Phase II
- Phase III
- Phase IV
- Neighborhood Conservation Area
- Required New Streets for Development
- New Streets
- Existing Streets
- .50 Mile Radius
- .25 Mile Radius
- 20** New Street Number



Development Phasing Overlay

MAY 10, 2010

MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION
PRINCE GEORGE'S COUNTY, MD

Addison Road Regulating Plan

Illustrative Site Plan

