

Urban Design Concept

The vision and urban design concept for the Addison Road-Seat Pleasant Metro Center builds upon the conceptual regulating plan that was presented in the Adopted Subregion 4 Master Plan, the feedback from two community meetings held in spring 2010, and recommendations from the functional overlays. The urban design concept preserves existing single-family residential development and capitalizes on the potential for dense, urban development within proximity to the Metro station. Commercial development will front on the north and south sides of Central Avenue to retain its position as a primary commercial corridor in Subregion 4. Central Avenue will also transform into a tree-lined, urban boulevard that is inviting to pedestrians. The intersection of Addison Road and Central Avenue will be enhanced with pedestrian crosswalks, enabling surrounding development to fully serve pedestrian traffic en route to and from the Metro station and surrounding areas.

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

Abutting the denser development at the Metro station, a single-family residential community along and to the west of Cabin Branch Road will be maintained. A new pedestrian connection will be added to improve access the Metro station from neighborhoods to the south. A naturally enhanced buffer will help maintain the environmental quality of the Cabin Branch Stream east of this single-family neighborhood, as well as break up

the mixed-use, urban development with ground-floor retail that will continue along Central Avenue. West of this area, mixed-use development will front on the east side of Addison Road. Three new streets are introduced to the St. Margaret's site to allow the property owner the opportunity to develop utilizing the townhouse and small apartment frontage and single-family detached frontage south of Rolling Ridge Road. Included in this development will be a central green, which is accessed from a new street connecting Addison Road and St. Margaret's Drive.

Moving west across Addison Road, similar townhouse and small apartment development encircles an interior courtyard between Addison Road and Zelma Avenue. The largest concentration of mixed-use development in this growth center is located just north of this development and will continue north to Central Avenue, where it will contain ground-floor retail. Townhouses and small apartments, along with existing institutional use, will outline the western edge of this area fronting on Rollins Road and a new, secondary interior street, which will introduce important new streets to the grid of street blocks. The Jehovah's Witness worship center and Lyndon Hill School on Rollins Road will be maintained and enhanced with surrounding vegetation. Townhouse and small apartment development will encompass small, interior courtyards, some of which will be shared with adjoining residential, office, or mixed-use development.

Traveling north across Central Avenue, east of Xenia Avenue, and south of East Capitol Street, mixed-use development will encompass the triangular section created by the intersection of Central Avenue/East Capitol Street and Old Central Avenue. An enhanced triangular park will serve as a gateway to the regulating plan area, serving the residents and employees of the mixed-use development to the west. Townhouses and small apartments will border the western edge of this development to provide a transition in scale of development from the dense, urban setting near the Metro station to outlying single-family homes to the west.

Passing across Central Avenue/East Capitol Street to the north, mixed-use development mirrors that of

development on the south side of the street, as well as the ground-floor retail development along the southern side of Central Avenue. Dense, mixed-uses will compose the majority of development in this area, aside from a small area of townhouse and small apartment development in the northwest corner, which will serve as a transition element for the surrounding, single-family development to the north. The Seat Pleasant Municipal Center will anchor the corner of Adak Street and Addison Road. A small, triangular park will break up the dense, urban development. The northern section of this road will be lined to the north and south by townhouses and small apartments, while the southern section will be lined with mixed-use development. The northern boundary of this area will be separated from single-family development to the north by a natural buffer.

This natural buffer will continue to the east side of Addison Road, behind the new townhouse and small apartment development along Harris Drive. Mixed-use development will front on Addison Road and will be largely contained along this major roadway. A small-scale, mixed-use building, located at the center of the new townhouse and small apartment development in the northern section of this area, will help transition in scale to the single-family development north of this area. Again, the natural buffer will continue along the northern edge to enhance protection of the single-family development to the north. The naturally enhanced and publicly accessible Cabin Branch Stream will continue north through this area, providing an environmental feature and recreational area for residents of the townhouse complex to the east and west.

New, ground-floor retail and mixed-use development will occur along Central Avenue north to the tributary of Cabin Branch Stream. Cabin Branch Stream will be exposed at this public green, before traveling beneath Adak Street and continuing north. Mixed-use development will continue along Adak Street, which will be extended to the east. Ground-floor retail will embrace a park on Central Avenue at its intersection with Adak Street, as well as provide safe pedestrian access to this new open space feature.

IV. REGULATING PLAN

Urban Neighborhood Description

Urban Neighborhood 1

Gross Acres—86.6

Net Developable Acres—58.2



Urban Neighborhood 1 is located north of Walbridge Street, south of East Capitol Street, east of Maryland Park Drive and Rollins Avenue, and west of Addison Road. Within the neighborhood, a new road network will develop to create a block grid system. The northwest edge of the neighborhood consists of mixed-use general frontages along East Capitol Street and townhouse and small apartment frontages along Maryland Park Drive. Development south of Central Avenue and west of Yolanda Avenue consist of general frontage, which includes three- to six-story buildings of residential and/or commercial uses, transitioning to townhouse and small apartment development. Zelma Avenue is interrupted by an angled pedestrian plaza, which is surrounded by storefront uses. General frontages make up the portions of Zelma Avenue north of this plaza, while storefront frontages, which require ground floor

retail, extend east along a new street aligned with the vehicular entrance to the Addison Road-Seat Pleasant Metro station and north along the west side of Addison Road. Within the neighborhood a large civic green is located in the northern section along Central Avenue/Old Central Avenue, between Zelma and Yolanda Avenues, which features a restored stream and connects to an angled pedestrian plaza. Both Zelma and Yolanda Streets transition to residential uses as one moves south from the pedestrian plaza. Smaller-scale townhouse and small apartment frontages are designated for both Zelma and Yolanda Avenues as one moves toward Wallbridge and Ernie Banks Streets. Five small open space areas are dispersed throughout the southern and western sections to serve both townhouse/small apartment and general uses.

Urban Neighborhood 2

Gross Acres—58.5

Net Developable Acres—43.8



Urban Neighborhood 2 is located north of Cabin Branch Court, south of Central Avenue, east of Addison Road, and west of Cabin Branch Road. On the northern boundary of the neighborhood, shopfront frontages are located along Central Avenue in front of the Metro station with general frontages to the east along Central Avenue. General frontages define the remainder of the block surrounding the Addison Road Metro Station. Interior blocks that intersect Rolling Ridge Drive and run along Cabin Branch Road consist of existing detached single-family units. and the Rolling Ridge neighborhood is designated as a neighborhood conservation area. The existing character, including the building setbacks, will support townhouse and small apartment frontages. Civic green space within the neighborhood includes central civic greens adjacent to the Addison Road-Seat Pleasant Metro Station, a small central civic green within the newly created townhouse/small apartment block in the southern section of neighborhood, and a green space fronting on a proposed church of school building in the southernmost section of the neighborhood, between one of the newly created roadways and the existing single-family residential community to the south.

Urban Neighborhood 3

Gross Acres—41.7

Net Developable Acres—21.0



Urban Neighborhood 3 is located north of Central Avenue, south of Baltic Street, east of Addison Road, and west of Soper Lane. Within this neighborhood, existing road networks will be connected with new streets to establish the overall block grid system. A new north/south street will connect Addison Road to Harris Drive, an existing unimproved right-of-way. There will be no storefront frontages along Central Avenue. Adak Street will include townhouse/small apartment frontages on the north side and general frontages on the south side and will terminate prior to its current connection with Addison Road. The western edge of the neighborhood transitions from storefront frontages, which contain retail uses at the intersection of Addison Road and Central Avenue, to a small area of general frontage, north to workshop frontages at Baltic Street

near the Chesapeake Beach Railroad trail. Finally, the plan includes two small open space areas in the northern section and one in the southern section, between Central Avenue and Adak Street.

Urban Neighborhood 4

Gross Acres—26.4
Net Developable Acres—17.7

Urban Neighborhood 4 is located north of Central Avenue/East Capitol Street/, south of 68th Place, east of Maryland Park Drive, and west of Addison Road. Within the neighborhood, a new road network will have to be created to develop a block grid system that would improve the access and walkability of the neighborhood. Along Central Avenue/East Capitol Street extending

from the shopping center entrance to Yolanda Avenue are designated storefront frontages. Extending west along Central Avenue/East Capitol Street are general frontages. The central portion of the neighborhood includes townhouse and small apartment frontages along new streets. Additional general frontage is located along the northernmost edge of the neighborhood. Two small civic greens are located within the neighborhood—one is centrally located and the other is situated in the northernmost section.

Urban Neighborhoods 5 and 6

Urban Neighborhoods 5 and 6 were identified on the conceptual regulating plan that was presented in the Adopted Subregion 4 regulating plan. These urban neighborhoods were located east of Soper Lane and Cabin Branch Road and west of Daimler Drive, on the north and south sides of Central Avenue. Through the planning process and the evaluation of the functional overlays, it was determined that it was not appropriate to include these areas. The Cabin Branch Stream and its associated buffers create a significant barrier that separates Urban Neighborhoods 5 and 6 physically and psychologically from the core of the regulating plan area. This environmental feature also creates impediments to the construction of a street network to meet the requirements of the regulating plan.

In addition, Urban Neighborhood 5, located north of Central Avenue, south of Canyon Drive, east of Soper Lane, and west of Daimler Drive, was eliminated from the regulating plan because of the steep slopes and expansive floodplain existing on the site.

Urban Neighborhood 6, located north of the Metro line, south of Central Avenue, east of Cabin Branch Road, and west of Daimler Drive, was considered an “orphan” in the conceptual regulating plan because it did not contain townhouse and small apartment frontage or storefront frontage and did not meet the 20-acre minimum gross acreage requirements to be fully considered as an urban neighborhood. This fact, along with the separation from the core due to the Cabin Branch Stream, led to the elimination of the neighborhood from the regulation plan.



Site Specific Treatments Designated by Asterisk 1

Specific Characteristics

No specific characteristics are assigned to this property.

Additional Regulations and Opportunities

No additional regulations or opportunities are identified for this property.

Exceptions to Subtitle 27A Standards

Where the proposed development conforms to the conditions of approval under DSP-06001 and subsequent revisions, the height, siting, and element standards for the applicable BES at this location are waived. The use standards of the applicable BES are waived to the extent that they conflict with the conditions of approval under DSP-06001 and subsequent revisions. This exception shall not be construed to permit any uses that are prohibited under the applicable zone. (See Appendix 1.)

Limitations of Asterisk 1

This asterisks shall expire and the property shall become subject to all provisions of the regulating plan and Subtitle 27A when:

- ❖ The above listed preliminary plans of subdivision or detailed site plans expire without the approved building being constructed;
- ❖ Submission of a new preliminary plan or detailed site plan that departs from the approved preliminary plan or detailed site plans; or
- ❖ Five years from the adoption of the Regulating Plan, if no building is constructed in accordance with the above approvals.

