

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

PGCPB No. 14-07

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File No. CSP-01008-02

RESOLUTION

WHEREAS, the Prince George's County Planning Board is charged with the approval of Conceptual Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on January 30, 2014, regarding Conceptual Site Plan CSP-01008-02 for Greenbelt Station, the Planning Board finds:

1. **Request:** The subject conceptual site plan (CSP) proposes elimination of Conditions 1(c)(i) and 1(c)(ii) of Conceptual Site Plan CSP-01008-01, realignment of the north/south connector road within the North Core Area, realignment of trails and removal of the pedestrian overpass.
2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	M-X-T	M-X-T
Use(s)	Vacant	Residential, Office/Commercial, Hotel
Net Tract Area	243.01	243.01

Proposed Land Uses and Maximum Densities (per CSP-01008-01 approval)

South Core Area (54± acres)

Commercial	115,000 GFA
Residential (mid-rise apartments/condos, townhouses and 2 over 2s)	983 DU (18 DU/AC)
Total Square Footage and Floor Area Ratio (FAR) (Estimated: MF @ 1,000 sf/du; SFA @ 2,000 sf/du)	1,405,000 SF 0.60 FAR

North Core Area (78± acres)

Retail	1,100,000 GFA
Office	1,200,000 GFA
Hotel	300 Rooms
Residential	1,267 DU (16 DU/AC)
Total Square Footage and Floor Area Ratio (FAR) (Estimated: MF @ 1,000 sf/du; hotel @ 500 sf/room)	3,717,000 SF 1.09 FAR

3. **Location:** The subject 243.01-acre property is located north of Greenbelt Road (MD 193), west of Cherry Wood Lane, east of the Greenbelt Metrorail and the MARC rail, and south of the Capital Beltway (I-495/95). The property is located in Planning Area 67 within the Developed Tier. The site is completely located within the City of Greenbelt.
4. **Surrounding Uses:** The site is bounded on the west side by the Greenbelt Metrorail and the MARC rail tracks, with various industrial, public and residential uses in the City of College Park beyond; to the east by industrially-developed property in the M-X-T Zone and the right-of-way of Cherrywood Lane with the Franklin Park (previously Springhill Lake) multifamily residential development beyond; to the south by the multiple commercially and industrially developed properties in the M-X-T Zone and the right-of-way of Branchville Avenue with commercially and industrially developed properties in the C-S-C Zone beyond; and to the north by the public right-of-way of the Capital Beltway (I-495/95).
5. **Previous Approvals:** The original conceptual site plan, CSP-01008, was approved by the Planning Board, on July 26, 2001, and the District Council, on September 24, 2001, as a Metro Planned Community in the I-2 Zone, pursuant to CB-47-2000. Subsequently, October 2001 *Approved Greenbelt Metro Area Sector Plan and Sectional Map Amendment* rezoned the property to the M-X T Zone.

On September 15, 2005, the Planning Board approved a reconsideration of CSP-01008 to incorporate transportation-related conditions proffered by the applicant (PGCPB Resolution No. 01-160(C)(A)), subject to 38 conditions.

A revision to the Conceptual Site Plan, CSP-01008-01, was originally approved by the Planning Board on February 2, 2006 and subsequently by the District Council on June 20, 2006, subject to 66 conditions. Conceptual Site Plan CSP-01008-01 was then also reconsidered and approved by the Planning Board on July 26, 2012 (PGCPB Resolution No. 06-32(A)) subject to 63 conditions. A Preliminary Plan of Subdivision, 4-01026, and several detailed site plans (DSP) have been

approved for the site, but are not applicable to the subject application based on the orders of approval.

Most recently, the 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment* retained the subject property in the M-X-T Zone and retained the Development District Overlay Zone (DDOZ), which requires site plan review for new development.

6. **Design Features:** The Greenbelt Metro Station and associated commuter parking lot, owned by the Washington Metropolitan Area Transit Authority (WMATA), occupies 81.08 acres of the northern portion of the site. The southern part of the site consists of 86.47 acres and was previously used for a mining operation, concrete plant, and asphalt plant. The eastern 75.46 acres of the site were also used for mining and contain the Indian Creek 100-year floodplain and other environmentally sensitive land. This area has been conveyed to the State of Maryland for preservation. The CSP as previously approved proposes a high-density, mixed-use development around the Metro station in the north core area, with a mix of uses consistent with the definition for a Metro Planned Community, such as office, retail, hotel, and residential. Development for the south core area is proposed to consist of medium-density, mixed-use development, with residential and retail as the primary uses. The north and south core areas will be connected by a connector road that will intersect with Greenbelt Road to the south and the Capital Beltway (I-495/95) to the north. Currently, there is limited access to the Metro station from the Capital Beltway. Access is also provided to the station via Cherrywood Lane. A new interchange is proposed where the north/south connector road is proposed to intersect with the Capital Beltway. The only revisions proposed with the subject application are described below.

Conditions of Approval

The initial request of the subject application is removal of Conditions 1(c)(i) and 1(c)(ii) of the previous Conceptual Site plan CSP-01008-01 application approval and replacement with one new condition. Both of these conditions involve requirements for commercial retail/office space within the South Core Area. This issue is discussed further in Finding 8 below.

North/South Connector Road

The second revision included in the subject application is a realignment of Greenbelt Station Parkway, the proposed public north/south connector road, within the North Core Area. As shown on the approved CSP, Greenbelt Station Parkway extends from Greenbelt Road (MD 193) through the center of the South Core Area. After crossing Narragansett Run in the center of the site, Greenbelt Station Parkway maintains an eastern alignment before intersecting with Greenbelt Metro Drive to the north. An Illustrative Site Plan and Landscape Plan approved with the CSP shows this roadway connecting with another road which extends through the center of the site, as well as east/west roads extending between the two. As approved, the roadway network created a high-density mixed-use parcel adjacent to the Metro Station, as well as the prospect for other high-density mixed-use parcels along the eastern side of the site.

As the 2013 Greenbelt Sector Plan was being processed, it became clear that an opportunity existed to attract a major Government Services Administration (GSA) campus to the North Core Area and the Sector Plan was drafted to allow for this opportunity. The Sector Plan stated as a goal to "Concentrate medium-to high-density, transit-oriented, mixed-use development, including a potential major employment or Government Services Administration (GSA) campus, in the North Core to capitalize on the Greenbelt Metro and MARC station and generate new housing, employment, shopping, and recreational opportunities for surrounding communities and the county as a whole." The GSA has now identified the requirements for the relocation of the Federal Bureau of Investigation, including the need for a contiguous area of land sufficient to meet the needs of a federal campus with Level 5 security. The eastern portion of the North Core is perfectly situated to provide for this type of federal campus. However, the CSP road network was designed to accomodate smaller independent buildings. The revised CSP submitted with this application generally maintains the eastern alignment of Greenbelt Station Parkway, but shifts it through the middle of the site within the North Core Area only, to provide a large, contiguous land area in the eastern portion of the North Core.

While the modification of the alignment of Greenbelt Station Parkway is consistent with the conceptual road layout shown on the approved CSP, a revision is required based on Condition 19 of the approved Preliminary Plan of Subdivision 4- 01026, which reads as follows:

- 19. Additional lots and/or parcels (beyond the 14 established with the original approval) shall be permitted with subsequent development plans, subject to the following:**
- a. There will be no increase in the transportation impact regulated by other conditions of this approval;**
 - b. There will be no environmental disturbances beyond those contemplated with the original approval; and**
 - c. There will be no new public roads (beyond those established with the original approval), unless they are first approved through a revision to the Conceptual Site Plan. The proposal for a new public road will need to include the proposed width of the right-of-way and whether a conventional or non-conventional standard is being requested.**

Since realigned Greenbelt Station Parkway will constitute a new public roadway, the subject revision to the CSP is required at this time. The proposed realignment of Greenbelt Station Parkway will not change the proposed width of the right-of-way, or its design. It is necessitated solely by the desire to create a large contiguous area of land to allow for the location of a federal campus in the North Core Area. The only other revision necessitated by the change in the roadway alignment is a shift in the alignment of the proposed north/south pedestrian/bike trail. The approved CSP shows the trail connecting to Greenbelt Station Parkway along the eastern boundary of the site. The CSP has been revised to show this connection further to the south, prior to the proposed realignment.

The Planning Board found that this revision does not necessitate changes in any of the required findings or previous conditions of approval of the prior CSP approvals. This proposed revision is consistent with the conceptual roadway network previously approved and is being made to implement recommendations of the 2013 Greenbelt Sector Plan and to achieve full conformance with Condition 19 of the Preliminary Plan of Subdivision. Therefore, the Planning Board approved this part of the application, with no additional conditions, or revisions to conditions necessary.

Pedestrian Connections

The third facet of the subject application involves revisions to various pedestrian trails and connections, including a realignment of the stream valley trail adjacent to the South Core Area to the east side of Indian Creek, due to topographical restrictions; removal of the requirement for a pedestrian overpass connecting the South Core Area to the City of College Park to the west; a realigned east/west connection between Cherrywood Lane and the realigned north/south connector road within the North Core Area; new connections located immediately adjacent to the realigned north/south connector road within the North Core Area; and a proposed north/south pedestrian/bike trail connection within the North Core Area, that runs to the west of the north/south connector road connecting the south core to the metro station. In meetings with the City of Greenbelt and the City of College Park staff, it became apparent that the revisions to the trails within the South Core Area, including the removal of the pedestrian overpass, were not agreed to by the municipalities and that further discussion and analysis would be required. Removal of these revisions from the subject application was suggested to allow the other specified revisions to proceed in a timely fashion, and the applicant agreed. Therefore, the Planning Board has included a condition in this approval that all revisions to trails or circulation routes, including the pedestrian overpass, within the South Core Area shall be removed from the plan. A future CSP revision would be necessary for these trail revisions, if the applicant chooses to pursue them after further discussions with the municipalities and all interested parties.

7. **The requirements of the Zoning Ordinance:** The subject revision to a conceptual site plan (CSP) has been reviewed for compliance with the requirements of the M-X-T Zone and the site plan design guidelines of the Zoning Ordinance.
 - a. The subject application is in conformance with the requirements of Section 27-547 of the Zoning Ordinance, which governs uses in mixed use zones.
 - (1) All types of office and research, many types of retail, and eating and drinking establishments are permitted in the M-X-T Zone. The submitted revision to a conceptual site plan still proposes office and retail space, a hotel, and residential development.

- (2) Section 27-547(d) provides standards for the required mix of uses for sites in the M-X-T Zone, as follows:

Section 27-547(d)

At least two (2) of the following three (3) categories shall be included on the Conceptual Site Plan and ultimately present in every development in the M-X-T Zone. In a Transit District Overlay Zone, a Conceptual Site Plan may include only one of the following categories, provided that, in conjunction with an existing use on abutting property in the M-X-T Zone, the requirement for two (2) out of three (3) categories is fulfilled. The Site Plan shall show the location of the existing use and the way that it will be integrated in terms of access and design with the proposed development. The amount of square footage devoted to each use shall be in sufficient quantity to serve the purposes of the zone:

- (1) Retail businesses;**
- (2) Office, research, or industrial uses;**
- (3) Dwellings, hotel, or motel.**

All three use categories are proposed in the subject conceptual site plan, which exceeds the requirements of Section 27-547(d).

- b. The CSP is consistent with Section 27-548, Regulations. The proposed floor area ratio (FAR) as approved with CSP-01008-01 was 0.60 for the South Core Area and 1.09 for the North Core Area. The subject revision application does not change the total approved square footage of development and, therefore, will not change these ratios. However, final compliance with this section will be reviewed at the time of detailed site plan when detailed building designs are provided.
- c. The CSP is in conformance with the applicable conceptual site plan site design guidelines contained in Section 27-274. The revisions proposed with the subject application will have no effect on previous findings of conformance to this section.
- d. Section 27-548 (h) includes additional regulations for townhouses in the M-X-T Zone, which have been or will be required to be conformed with in all relevant DSP applications.
- e. In accordance with Section 27-574, the number of parking spaces required in the M-X-T Zone are to be calculated by the applicant and submitted for Planning Board approval at the time of detailed site plan approval. Detailed information regarding the methodology and procedures to be used in determining the parking requirement is outlined in Section 24-574(b). The conceptual site plan is not required to include detailed parking rate

information. At the time of detailed site plan review, adequate parking should be demonstrated for all portions of the development.

- f. The subject application is in conformance with the requirements of Section 27-546(d) of the Zoning Ordinance, which requires additional findings for the Planning Board to approve a conceptual site plan in the M-X-T Zone, as follows:

(1) The proposed development is in conformance with the purposes and other provisions of this Division:

The subject CSP revision will have no effect on the previous findings of conformance to this requirement. Shifts in road alignment and removal of a portion of the proposed retail will not change the proposed development's ability to meet the goals of efficiency and conservation of land and buildings by concentrating relatively dense development proximate to easily accessible mass transit facilities. The project, together with the adjacent development, will provide a balance of mixed land uses offering a twenty four (24) hour environment, as was found with the previous approvals.

(2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;

The subject site was rezoned to the M-X-T Zone through the 2001 *Approved Sector Plan and Sectional Map Amendment for the Greenbelt Metro Area*. Therefore, this requirement is not applicable to this CSP.

(3) The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;

The subject CSP revision will have no effect on the previous findings of conformance to this requirement. Shifts in road alignment and removal of some proposed retail will not change the proposed development's orientation or integration with surrounding development as reviewed with the previous approvals.

(4) The proposed development is compatible with existing and proposed development in the vicinity;

The subject CSP revision will have no effect on the previous findings of conformance to this requirement. Shifts in road alignment and removal of some proposed retail will not change the proposed development's compatibility with the surrounding development as reviewed with the previous approvals.

- (5) The mix of uses, and the arrangement and design of buildings and other improvements, reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;**

The previous CSP approvals examined this issue and included various conditions of approval to enhance the mix of uses and their arrangement on the site. The revision to the retail component in the south core area, as required by Conditions 1(c)(i) and 1(c)(ii), relates to this required finding. However, based on the applicant's retail economic analysis (dated October 15, 2011) and the 2013 sector plan, the level of supportable retail in this area is much less than was envisioned when this requirement was first applied to the site with the CSP-01008-01 approval in 2006. Therefore, the Planning Board found that the requested revisions with the subject application will have no effect on the previous findings of conformance to this requirement.

- (6) If the development is staged, each building phase is designed as a self sufficient entity, while allowing for effective integration of subsequent phases;**

The development is proposed to be staged. However, the subject CSP revision will have no effect on previous findings of conformance to this requirement.

- (7) The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;**

The subject CSP revision will have no effect on the previous findings of conformance to this requirement. Proposed changes to the pedestrian system should be removed from the application, as required in a condition of approval below.

- (8) On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and**

The subject application is a conceptual site plan.

- (9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, or will be provided by the applicant, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council**

of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.

The property was placed in the M-X-T Zone by a sectional map amendment, but the subject CSP revisions will have no effect on previous findings of conformance to this requirement.

- (10) **On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be approved by the applicant.**

This requirement is not applicable to this conceptual site plan.

- (11) **On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 548.**

The subject site contains 243.01 acres, and is therefore not subject to this requirement.

8. **Conceptual Site Plan CSP-01008 and its subsequent revision:** The subject CSP application is in conformance with the conditions of the previously approved Conceptual Site Plan CSP-01008 and its subsequent revision, which remain in full force and effect, except as specifically modified by this approval.

- a. The following conditions of approval of CSP-01008 warrant discussion:

3. **The north-south connector roadway shall have a right-of-way of no less than 80 feet with sidewalks on both sides from the Metro Station to Greenbelt Road.**

The CSP revision is to adjust the alignment of the north-south connector roadway and will not change the width or sidewalk configuration of the road, which will be reviewed and approved through the detailed site plan process.

- b. The following conditions of approval of CSP-01008-01 warrant discussion:

1. **Total development within the subject property shall be limited to 2,250 residences; 1,215,000 square feet of retail space; 1,600,000 square feet of general office space; and 300 hotel rooms, or different uses generating no more than the number of peak-hour trips (4,030 AM peak-hour vehicle trips and 6,879 PM peak-hour vehicle trips) generated by the above development.**
- (c) **In addition to these basic development parameters, all future development for the South Core shall be in general conformance with the illustrative plan dated January 13, 2006, in regards to site layout, development pattern, and the intended relative amounts of development of different types and their relationships and design. Development for the North Core shall be in general conformance with the illustrative plan dated June 2006, unless revised. A copy is attached as Exhibit A.**

South Core:

- i. **A single building of two over two condominiums will contain commercial retail/office space on the first floor, which shall be constructed on the east side of the connector road prior to the issuance of residential building permits in excess of 100 dwelling units on the east side of the connector road. If deemed successful under commercially reasonable standards*, the applicant may construct additional similar buildings.**
- ii. **A minimum of 80,000 square feet of commercial retail/office shall be constructed prior to the issuance of residential building permits in excess of 785 dwelling units. The minimum square footage may be reduced to 60,000 SF upon a demonstration that the space has not been determined to be commercially feasible*.**

***If the applicant constructs a condominium building with retail and/or office space, and at the time of constructing subsequent condominium buildings, if the applicant has continuously marketed the space for a period of one year through an exclusive listing agent, and has been unable to lease more than 75% of the retail and/or office capacity, then the requirement to provide the space in subsequent condominium buildings may be waived by the Planning Board and the minimum square footage requirements may be reduced accordingly, subject to such conditions as the**

Planning Board decides to impose. The Planning Board's decision may be reviewed by the District Council.

The applicant has requested removal of i. and ii. above and replacement with the following condition:

“The applicant shall designate an area for potential retail on a 0.5-acre site adjacent to the central park, west of Greenbelt Station Parkway, for the south core. However, if prior to the issuance of the 450th building permit, the retail is not economically feasible (demonstrated by executed sales or leasing agreement), the 0.5-acre area can convert to public parkland.”

They provided the following justification for such request:

“We respectfully request the removal of Condition No. 1.c.1.i, the live/work building requirement. We have carefully evaluated live/work units for years and based on our analysis, the live/work units are not feasible for numerous reasons. First and foremost, live/work units have proven to only succeed in dense, urban, downtown cities, such as Washington, DC, New York and Boston. The Greenbelt Station-South Core is not planned as a dense, urban location. The County has attempted to facilitate the implementation of live/work units in several recent projects, none of which have proven successful. We have raised this issue with the City of Greenbelt, which is not opposed to the removal of the live/work units.

“In support of the removal of the commercial retail/office space, enclosed is an economic analysis report prepared by Lipman, Frizzell, & Mitchell, LLC, dated October 15, 2011. The findings of the report include the following:

“The amount of commercial/retail space which the subject neighborhood might in theory be able to support based on residents’ spending power is approximately 4,315 square feet in 2013—growing to 10,286 square feet in 2015 and subsequent years. The residential neighborhood is simply too small to support any appreciable amount of commercial/retail space on its own. The cul-de-sac nature of the neighborhood does not facilitate the entry of other consumers to build sufficient retail traffic. In particular, absent a supermarket anchor for the commercial/retail space (which would draw consumer traffic on loyal and approximately weekly trips), the un-anchored commercial space will not typically have sufficient “critical mass” to have a high capture rate of residents’ spending.” (page 4)

“In addition to the economic analysis report, the recently 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment* recognizes that there is an overabundance of retail in the sector plan

area. The excess retail space has led to increased vacancies near Greenbelt Station-South Core and in the overall Sector Plan area. The Sector Plan in several locations (pages 56, 57, 60, 87, 92, 100, 141-143, 164, 184, and 242) recognizes the overabundance and is supportive of the removal of retail, and conversion to open space/recreational and townhouse uses. The Sector Plan explicitly states as a proposed Action Step, M-NCPPC, municipal, and developer support of the acquisition or dedication of additional open space in the South Core for recreation uses if the market for retail development is not realized (page 184). The specified half-acre area is required to be designated and marketed for retail before conversion to public parkland per the City of Greenbelt's Development Agreement."

The Planning Board reviewed the applicant's referenced economic analysis and agreed with the conclusions of the report, namely, that at this time retail is not feasible at the site. The Planning Board found that there are no master plan issues with regard to the applicant's proposed deletion of the specified conditions and that the applicant's requested modified condition is supported by the 2013 sector plan. In conclusion, the Planning Board found that the requested revision is approvable because it is based on current market conditions, which have changed substantially since the original approval in 2006, and is supported by the recently approved sector plan. Regarding the new revised condition, the timing of the 450th building permit is approximately halfway through the total allowed, which is also appropriate. Therefore, the applicant's requested revision in this matter has been included as a condition in this approval, with one addition to allow for review of any new public parkland by the City of Greenbelt through a detailed site plan application.

8. **All planning, design and engineering shall reflect options and standards that are sensitive to the natural environment. All reasonable measures available to minimize disturbance of wetlands, 100-year floodplain, woodlands, natural steep slopes and other environmentally sensitive areas in the construction and installation of any infrastructure, including the north/south collector road, shall be used.**

The proposed north/south collector road realignment does not affect the location of the previously approved crossing over Narragansett Run, which runs through the center of the site, and no environmental disturbances, beyond those contemplated with the original approval, are being proposed.

30. **The north/south connector road alignment may shift at the time of preliminary plan, detailed site plan, final plat, and/or permit to reflect adjustments required to reduce environmental or other impacts. The technical and economic feasibility of bridging over these environmental features should be considered in analyzing alternatives.**

The proposed north/south collector road realignment does not affect the location of the previously approved crossing over Narragansett Run, which runs through the center of the site, and no environmental disturbances, beyond those contemplated with the original approval, are being proposed. This condition still remains valid to allow for shifting of the crossing location at the time of preliminary plan, detailed site plan, final plat, and/or permit to reflect adjustments to reduce environmental or other impacts.

- 36. The north/south connector road shall have a right-of-way of no less than 80 feet with sidewalks on both sides along its entire length, except where the road crosses Narragansett Run, at which point the road width shall be narrowed to reduce environmental impacts. Other public rights-of-way widths shall be dictated and approved by the appropriate governing agency.**

The CSP revision is to adjust the alignment of the north-south connector roadway and will not change the width or sidewalk configuration of the road, which will be reviewed and approved through the detailed site plan process.

- 39. Pedestrian crossings shall be provided at all intersections along the north/south connector road, unless waived by the appropriate agency.**

The CSP revision is to adjust the alignment of the north-south connector roadway and will not change the provided crossings of the road, which will be reviewed and approved through the detailed site plan process.

- 41. Prior to the issuance of the 200th residential building permit (rental apartment buildings are assumed to be one permit per building regardless of the number of dwelling units), the applicant shall provide a pedestrian and service vehicle connection from the terminus of the north/south connector road to connect with the WMATA Metrorail platform. In the event the applicant provides a shuttle service from the south core to the WMATA Metrorail platform or another service is provided, the condition to provide a pedestrian and vehicular connection is waived, subject to approval of a schedule for shuttle operations is approved by the City of Greenbelt and the County.**

This connection is now conceptually shown on the revised CSP, west of the proposed north/south connector road alignment. The exact location and details will be provided and reviewed with a detailed site plan application.

- 9. 2010 Prince George's County Landscape Manual:** Per Section 27-548 of the Zoning Ordinance, landscaping, screening, and buffering within the M-X-T Zone shall be provided pursuant to the provisions of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). The subject CSP revision does not change any landscaping provision or requirement. Conformance with the requirements of the 2010 *Prince George's County Landscape Manual* will

be determined when a more detailed plan of development is reviewed at the time of detailed site plan review.

10. **Prince George's County Woodland Conservation and Tree Preservation Ordinance (WCO):** This property is subject to the provisions of the Prince George's County Woodland Conservation and Tree Preservation Ordinance because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type 1 Tree Conservation Plan (TCPI-27-00-01) was approved with the Conceptual Site Plan CSP-01008-01 application. A variance request for the removal of two specimen trees on-site was also submitted. The proposed roadway realignment is not shown to affect the location of the previously approved crossing over Narragansett Run, which runs through the center of the site. In keeping with Condition 19.b. of Preliminary Plan 4-01026, (PGCPB Resolution No. 01-130(A/3)), no environmental disturbances beyond those contemplated with the original approval are being proposed.
11. **Tree Canopy Coverage Ordinance (TCC):** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage on projects that require a grading permit for more than 5,000 square feet of disturbance. Properties that are zoned M-X-T are required to provide a minimum of ten percent of the gross tract area in tree canopy. The subject property is 243.01 acres in size, resulting in a tree canopy coverage requirement of 24.30 acres. All future detailed site plans for this property will be required to demonstrate conformance with Subtitle 25, Division 3, Tree Canopy Coverage Ordinance.
12. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
 - a. **Community Planning**—This application is consistent with the 2002 General Plan Development Pattern policies for Centers in the Developed Tier. This application conforms to the land use recommendations of the 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment* for a mix of residential, commercial (office and retail), park and open space, and institutional uses. The Planning Board found that the applicant should be encouraged to work closely with staff and the municipalities in the development of future detailed site plan applications to ensure full compliance with the overall vision and recommendations of the 2013 sector plan as may be applied to a future major employment or Government Services Administration campus at North Core.

2002 Prince George's County Approved General Plan

The vision of the 2002 General Plan is met by this application. The proposed development will meet the General Plan's vision and policies for Metropolitan Centers to provide "a high concentration of land uses and economic activities that attract employers, workers and customers from other parts of the metropolitan Washington area, such as large government service or major employment centers...high-density residential development may also be located in or very near Metropolitan Centers." The General Plan's policy 1,

on page 50, to “promote development of mixed residential and nonresidential uses at moderate to high densities and intensities in context with surrounding neighborhoods and with a strong emphasis on transit-oriented design” is also met by this application.

2013 Preliminary Plan Prince George’s 2035

The 2013 *Preliminary Plan Prince George’s 2035* designates Greenbelt Metro as one of eight regional transit centers and places it within an employment area (see the growth policy map on page 14). The Greenbelt Metro area is classified as a Regional Employment Center and is recommended for a mix of office, flex-space, and/or industrial uses with supporting retail and residential and a desired housing mix to include mid-rise and low-rise apartments and townhomes with an average residential density in excess of 30 dwelling units per acre.

Regional Transit Centers are envisioned as medium- to high-density areas that will feature high quality urban design, incorporate a mix of complementary uses and public spaces, provide a range of transportation options, such as Metro, bus, light rail, bike and car share, and promote walkability. They will also provide a range of housing options to appeal to different income levels, household types, and existing and future residents.

Employment Areas “reflect concentrations of economic activity in four targeted industry clusters—healthcare and life sciences; business services; information, communication, and electronics (ICE); and the Federal Government.” The preliminary Plan 2035 recommends continued support for business growth in these geographic areas, particularly in the targeted industry clusters, and calls for concentration of new business development near transit where possible.

This application meets the vision for Plan 2035 by proposing a mixed-use development featuring a major federal government presence at the Greenbelt Metro Regional Transit Center. The proposed federal presence would constitute one of the four targeted industry clusters envisioned in designated Employment Areas.

2013 Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment

Until the final plan document is published, the 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment* consists of the July 2012 preliminary plan document, Prince George’s County Planning Board Resolution (PGCPB Resolution No. 12-109), and County Council Resolutions (CR-14-2013 and CR-15-2013). These documents must be read in conjunction to determine the approved plan and sectional map amendment recommendations.

The approved sector plan recommends an integrated mix of uses at Greenbelt Station to include a mix of residential, commercial (office and retail), park and open space, and institutional uses. This application conforms to the land use recommendations of the 2013 sector plan. Importantly, the sector plan also recognizes and fully supports the potential

location of a major employment or Government Services Administration (GSA) campus at North Core.

The proposed conceptual site plan revision would facilitate this employment campus use if a tenant is secured by relocating Greenbelt Station Parkway in such a manner as to accommodate a campus environment. The sector plan contains a number of recommendations and development standards that apply to a major employer or GSA campus use. The Planning Board found that the applicant should be advised to work with staff and the municipalities in the development of future detailed site plans to ensure full integration of the sector plan recommendations for this use.

Proposed Revisions to the Approved Conceptual Site Plan

There are no master plan issues with regard to the applicant's proposed deletion of live/work space in South Core, the proposed realignment of Greenbelt Station Parkway, or the proposed realignment of trails envisioned to access the Greenbelt Metro Station from South Core and through the Indian Creek stream valley. The Planning Board concurred with the applicant's justification regarding the live/work units. The proposed realignment of Greenbelt Station Parkway is consistent with the sector plan's recommendation to shift the alignment of the segment located north of Narragansett Run to the eastern portion of North Core and away from the previously approved alignment adjacent to the Metro platform and rail line. Additionally, the sector plan's recommendations to connect Greenbelt Metro Station to other nearby communities with the provision of a network of trails are still fulfilled by the proposed relocation of the trail facilities.

With regard to the request to modify Condition No. 1(c)(ii) of the District Council's approval of Conceptual Site Plan CSP-01008-01 to designate and market a one-half acre portion of the South Core site for retail development, until the issuance of the 450th building permit, at which time the retail area may be converted to public parkland if the retail is found to be economically infeasible (demonstrated by an executed sales or leasing agreement), this approach is supported by the 2013 sector plan.

Strategy 1.4 on page 100 (as amended by PGCPB Resolution No. 12-109) states: "Support additional parkland dedication to the City of Greenbelt should centrally-located retail uses prove unsupportable by the market over the short term. Additionally, if retail uses are unsupportable, consider the introduction of new housing types, designs, and price points to appeal to a broader range of potential homeowners." The applicant's proposed revision to Condition No. 1(c)(ii) is in keeping with the vision, goals, policies, and strategies of the 2013 sector plan.

Finally, regarding the applicant's request to delete Condition 43 and the requirement to provide a pedestrian overpass to College Park, the sector plan recognizes the history and concerns with this pedestrian connection. Strategy 2.5 on page 120 (as amended by County Council Resolution CR-15-2013) reads: "Build a pedestrian overpass linking the Greenbelt Metro Station area to North College Park south of Huron Street to maximize

safety and connectivity. If it is determined that this pedestrian overpass is infeasible or no longer necessary, the South Core development team may take the appropriate steps to request the removal of the conditions of the approval of Conceptual Site Plan CSP-01008-01 requiring the pedestrian overpass.” The Planning Board concurs with the applicant’s justification on the removal of Condition 43 and there are no master plan or general plan issues with this request.

- b. **Research**—The Planning Board reviewed the applicant’s request to remove Condition No. 1.c.i. and to remove and replace Condition No. 1(c)(ii) for Conceptual Site Plan CSP-01008-01. In general, the Planning Board agreed with the applicant’s analysis and final conclusions regarding both conditions.

Condition No. 1(c)(ii) requires the construction of two over two condominiums that contain commercial retail/office space on the first floor with residential on the second that are also known as live/work units. Although live/work units have been proven to be successful in a variety of different markets throughout the country the success of this product to date in the county has not been achieved. Current office vacancy in the Greenbelt submarket stands at 17.9 percent and the demand for retail space as identified in the Greenbelt Station South Core Retail Economic Analysis is essentially non-existent. Furthermore, the location of the development on a street that ends in a cul-de-sac without immediate frontage along Greenbelt (MD 193) will severely limit the amount of retail/office traffic necessary to support such space.

Condition No. 1(c)(ii) requires the construction of commercial retail/office space between 60,000 to 80,000 square feet. The Planning Board reviewed the Greenbelt South Core Retail Economic Analysis and agrees with the conclusions of the report that at this time retail is currently not feasible at the site. Additionally, with the high office vacancy rates experienced in the Greenbelt office submarket for the past ten years, there will also be no demand for new office space until office vacancy rates decline and stabilize.

- c. **Transportation Planning**—The request involves several items that affect the overall transportation system, as noted below:
- (1) The plan proposes elimination of a condition regarding live-work units within the south core of the overall site. Given that overall development is regulated by a trip cap, the Transportation Planning Section has no issue with any change in use within the site. However, all development is subject to a trip cap that is imposed by the preliminary plan of subdivision, and any resulting detailed site plan shall be checked against the cap to ensure conformance.
 - (2) The plan proposes changes to the overall trails system within the site. This must be reviewed in greater detail by the trails planner.

- (3) The plan proposes a change to the alignment of the north-south connector road through the site. This realignment is intended to address changes to the on-site circulation system that have resulted from slight modifications to the design of the ramps from the Capital Beltway. It is also intended to create a larger development parcel between the roadway and Indian Creek. The change is acceptable, and it is consistent with ongoing access plans for the site.

In consideration of these findings, the Planning Board found that the plan conforms to the required findings for approval of the conceptual site plan from the standpoint of transportation, in consideration of the requirements of Sections 27-276 and 27-546 of the Zoning Ordinance, and as otherwise required in a Metro Planned Community. The original conceptual site plan contains a number of transportation-related conditions which have been amended by means of the '01' revision; these conditions shall remain in force with the approval of this revision.

- d. **Subdivision Review**—The site is subject to Preliminary Plan of Subdivision 4-01026 which was approved on September 23, 1999. On July 26, 2012, the Planning Board reconsidered the preliminary plan of subdivision (PPS) and approved new conditions and findings (Conditions 1 and 2 and Finding 7) (The amended resolution, PGCPB No. 01-130(A/3) was adopted on July 26, 2012 and contained 19 conditions. The South Core of the site has been platted, but the North Core has not been platted. The validity period for the preliminary plan was extended to December 31, 2015 pursuant to Council Bill CB-70-2013. A final plat for the portion of the North Core must be accepted by M-NCPPC before the preliminary plan expires or a new preliminary plan is required.

The resolution of approval (PGCPB Resolution No. 01-130 (A/3)) contains nineteen conditions. The following condition relates to the review of this application:

- 19. Additional lots and/or parcels (beyond the 14 established with the original approval) shall be permitted with subsequent development plans, subject to the following:**
- a. There will be no increase in the transportation impact regulated by other conditions of this approval;**
 - b. There will be no environmental disturbances beyond those contemplated with the original approval; and**
 - c. There will be no new public roads (beyond those established with the original approval), unless they are first approved through a revision to the Conceptual Site Plan. The proposal for a new public road will need to include the proposed width of the right-of-way and whether a conventional or non-conventional standard is being requested.**

The applicant has submitted this CSP for the realignment of Greenbelt Station Parkway, a public road, in conformance with Condition 19 of The Preliminary Plan of Subdivision 4-01026. Evaluation of the transportation impact and environmental disturbance with the CSP was reviewed.

The North Core of the site includes the area of public right-of-way of Cherry Wood Lane, which has been dedicated to public use on a record plat (WWW 69-67). The CSP shows commercial buildings over Cherry Wood Lane. Approval of a vacation petition, in accordance with Section 24-112 of the Subdivision Regulations, must be obtained prior to approval of the final plat for proposed parcels that will be incorporating the existing right-of-ways.

The CSP is in substantial conformance with approval of PPS 4-01026 if the items above are addressed. There are no other subdivision issues at this time.

- e. **Trails**—The Planning Board reviewed comments regarding the originally-proposed trails revisions, which as discussed above, are no longer part of the subject CSP revision.

The Planning Board reviewed this proposal for conformance with prior approvals and the 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Plan and Sectional Map Amendment* (area master plan).

The applicant's proposed revision moves a road location and some trail locations. Bicycle lanes are required to be provided on the North-South Connector Road. These facilities will be reviewed at the time of detailed site plan. Bicycle parking locations will be evaluated at the time of detailed site plan.

The applicant proposes to construct a trail along Narragansett Run that would make a direct connection between the south core and north core of the development. This location is being coordinated with WMATA because it would connect the Greenbelt Metro Station to the South Core Area. The revised trail location appears to be adequate and does not conflict with the area master plan.

Based on the preceding analysis, the Planning Board found that the revisions that are proposed by the applicant will not conflict with the area master plan recommendations.

- f. **Department of Parks and Recreation (DPR)**—In a memorandum dated December 31, 2013, DPR indicated that they had no comments on the subject application as the project is outside of the Metropolitan District.
- g. **Environmental Planning**—Comments regarding the subject application have been incorporated into Finding 10 above.

- h. **City of Greenbelt**—At the Planning Board hearing, Jamie Fearer was present to represent the City of Greenbelt and verbally expressed that the City is in support of the Planning Board's findings and conditions with one modification. They requested that in the applicant's proposed condition the timing of the conversion of the 0.5-acre area from retail to public parkland be moved to the 150th building permit, instead of the originally proposed 450th. The Planning Board concurred with this request and changed the condition of approval accordingly.
 - i. **City of College Park**—At the Planning Board hearing, Terry Schum was present to represent the City of College Park and verbally expressed that the City is in support of the Planning Board's findings and conditions with the modification of the timing as presented by the City of Greenbelt. She also presented the City Council's written recommendations, in a letter dated January 29, 2014, which supported the timing change to the 150th building permit. That letter also included a condition regarding the execution of a new Declaration of Covenants and Development Agreement between the City and the developer. Legal counsel clarified that this was a private issue and could not be included in the final Planning Board approval.
 - j. **Town of Berwyn Heights**—In a letter dated January 21, 2014, the Mayor of the Town of Berwyn Heights indicated that the Town is in full agreement with the realignment of the trails and connector road as requested, and deferred the issue of the pedestrian overpass to the City of College Park and the City of Greenbelt. The Town also expressed its disappointment with the developer's request to reduce the retail space within the South Core Area, as that would be an attractive feature for future residents. The Planning Board found that the applicant's request to remove the specified conditions was acceptable and included it as a condition of approval.
13. Based upon the foregoing and as required by Section 27-276(b)(1) of the Zoning Ordinance, the subject revision to a CSP 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.
14. Section 27-276(b)(4) of the Zoning Ordinance provides the following required finding for approval of a conceptual site plan, as follows:

Section 27-276(b)(4)

The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible.

No environmental disturbances beyond those contemplated with the original approval are being proposed with the subject application. Therefore, this application is found to preserve and/or restore the regulated environmental features in a natural state to the fullest extent possible.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Conceptual Site Plan CSP-01008-02, subject to the following conditions:

1. Condition 1(c)(i) and 1(c)(ii) of the previous approval shall be revised to read as follows:

The applicant shall designate an area for potential retail on a 0.5-acre site adjacent to the central park, west of Greenbelt Station Parkway, for the south core area. However, if prior to the issuance of the 150th building permit, the retail is not economically feasible (demonstrated by executed sales or leasing agreement), the 0.5-acre area shall convert to public parkland. Such parkland shall be subject to the review and recommendation of the City of Greenbelt through a detailed site plan application. Such review shall be done within a reasonable period of time.

2. Prior to certificate of approval of the conceptual site plan, the following revisions shall be made, or information shall be provided.
 - a. Revise the zoning labels on the subject property and surrounding properties to conform to the 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment*.
 - b. All revisions to trails or circulation routes, including the pedestrian overpass, within the South Core Area shall be removed from the plan.

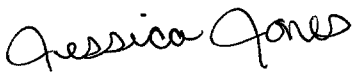
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, Shoaff and Hewlett voting in favor of the motion at its regular meeting held on Thursday, January 30, 2014, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 20th day of February 2014.

Patricia Colihan Barney
Executive Director


By Jessica Jones
Planning Board Administrator

PCB:JJ:JK:arj

APPROVED AS TO LEGAL SUFFICIENCY.


M-NCPPC Legal Department

Date 2/4/14