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## DETAILED SITE PLAN

**DSP-04081**

Application	General Data
<b>Project Name:</b> Greenbelt Metropark, Phase 1, South Core  <b>Location:</b> North of Greenbelt Road, between Metro/CSX tracks and Cherrywood Lane, and from Branchville Road to I-495  <b>Applicant/Address:</b> Greenbelt Metropark, LLC P.O. Box 1144 College Park, MD 20741	Date Accepted: 10/18/2005
	Planning Board Action Limit: WAIVED
	Plan Acreage: 64.21
	Zone: MXT/DDO
	Dwelling Units: 342
	Square Footage: 4,170
	Planning Area: 67
	Tier: Developed
	Council District: 1 and 4
	Municipality: Greenbelt
	200-Scale Base Map: 211NE05

Purpose of Application			Notice Dates	
212 townhouse lots, 130 2-over-2 condominiums (two family dwellings), 4,170 SF (live/work) and infrastructure for 6 mixed-use lots and Outlots 1 and 2			Adjoining Property Owners Previous Parties of Record Registered Associations: 7/5/2005 (CB-12-2003)	
			Sign(s) Posted on Site and Notice of Hearing Mailed: 4/4/06	
Staff Recommendation			Staff Reviewer: Gary Wagner	
APPROVAL	APPROVAL WITH CONDITIONS		DISAPPROVAL	CONTINUANCE
	X			

July 30, 2009

## MEMORANDUM

TO: Prince George's County Planning Board

FROM: Steve Adams, Urban Design Supervisor

SUBJECT: Greenbelt Metro Park  
Detailed Site Plan DSP-04081

The Urban Design staff has reviewed the detailed site plan for the subject property and presents the following evaluation and findings, which lead to a recommendation of APPROVAL with conditions as stated in the RECOMMENDATION section of this report.

## EVALUATION

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

1. The requirements for a Metro Planned Community (Sections 27-107.01 and 27-475.06.03 of the Zoning Ordinance).
2. Conformance to Conceptual Site Plan, CSP-01008/01.
3. Conformance to Preliminary Plan, 4-01026.
4. The requirements of Part 3, Division 9 of the Zoning Ordinance.
5. The Woodland Conservation and Tree Preservation Ordinance.
6. The *Prince George's County Landscape Manual*.
7. Referrals.

## FINDINGS

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

1. **Request:** The detailed site plan is for a portion of the South Core of the overall development called Greenbelt Station. The proposed development, consisting of 212 townhouse lots, 130 "two-over-

two” (stacked condominium) units, and 4,170 square feet of commercial space (live/work), is located on the east side of the North/South connector road. The site plan also consists of grading and infrastructure for six future mixed-use parcels on the west side of the North/South connector road.

2. **Site Data:**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone(s)	M-X-T	M-X-T
Use(s)	Vacant	Residential and Commercial
Acreage	64.21 gross	64.21 gross
100 Year Floodplain	16.27	16.27
Dedicated Public Roads	0	8.71
Net Tract		39.23
Lots	0	212 TH; 11 Condo
Parcels	0	11
Square Footage/GFA	0	4,170 (live/work)
Dwelling Units:	0	342
Two-over-Two Condominiums		130
Attached		212

**Parking Required:**

Two-over-two Condominiums (130 du @ 2.0 spaces/unit)	260 spaces
Townhouses (212 du @ 2.04 spaces/unit)	432 spaces
Commercial – Live/Work	25 spaces
<b>Total Required</b>	<b>717 spaces</b>

**Parking Provided:** 782 spaces\*\*

\*\* The plan needs to be revised to provide parking space dimensions for all spaces provided. Driveway spaces must meet the dimensional requirements of the Zoning Ordinance.

3. **Location:** The site is located north of Greenbelt Road, west of Cherrywood Lane, and south of the Capital Beltway. The site is bounded on the west side by the Greenbelt Metrorail and MARC rail tracks. The Greenbelt Metro Station and associated commuter parking lot, owned by the Washington Metropolitan Area Transit Authority (WMATA), is located to the north of the subject application.

4. **Design Features:** The proposed development represents Phase I of the overall Greenbelt Metro Station development. Along with the townhouses, two-over-two condominium units and live/work units proposed by the applicant, the proposal also includes major infrastructure components that will serve future development as well. A bridge is to be constructed over Branchville Road connecting the site to Greenbelt Road, serving as the main access point. This will be the only access point until the North Core is developed. With Phase I, the North-South Connector Road will extend north to Narragansett Run, a tributary of Indian Creek. Three roundabouts are to be constructed in this span of roadway. In between the roundabouts, an urban streetscape is to be provided on both sides of the road with wide sidewalks, street furniture, special paving, lighting and other special features.

The townhouses and two-over-two units are laid out in a grid pattern on the east side of the connector road. Most of the dwelling units will have rear-loaded garages accessed by alleys, except for the units

that have front-loaded garages because they are located along the open space areas near the perimeter of the site. The two-over-two units include a bottom unit 1,550 square feet in size and an upper unit 2,143 square feet in size. A 2.3-acre central village green is provided from the connector road to the Indian Creek floodplain. This green area is to be dedicated to the City of Greenbelt for a future recreational center.

Recreational facilities are provided on site consisting of pocket parks with sitting areas, a tot lot and trails connecting to a hiker/biker trail system along the Indian Creek floodplain, which connects to Branchville Road to the south and Cherrywood Lane to the east.

The design elements for the architecture include a variety of styles and materials, including a combination of brick, stone, stucco and siding with a variety of window, door, and roof treatments. The proposed design elements add to the overall superior architectural quality of the development.

5. **Conformance to Conceptual Site Plan, CSP-01008/01:**

The detailed site plan is in general conformance with the conceptual site plan as approved by the Planning Board. A hearing was held by the District Council on June 12, 2006, but the District Council has not yet rendered a final decision concerning the conceptual site plan. The following conditions, as approved by the Planning Board, warrant discussion:

For conformance to transportation related conditions, see Finding 16 below. For environmental related conditions, see Finding 15 below.

**15. Emphasis shall be placed on a mixed-use development that is pedestrian-and bicycle-friendly, a grid street pattern with buildings close to the sidewalk, and civic areas with plazas and parks at regular intervals.**

The detailed site plan is in conformance with this condition. A grid street pattern has been provided with sidewalks on both sides of all streets, parallel parking in front of units and alleys to access rear-loaded garages for most of the units. Some of the townhouses with rear-loaded garages should be set closer to the sidewalk in order to maximize the driveway pad to the rear-loaded garages. Townhouses with rear-loaded garages should be set back no more than 10 feet from the sidewalk and may be as close as five feet to the sidewalk.

A large central civic space, consisting of 2.9 acres that is to be dedicated to the City of Greenbelt, has been provided. The City is pursuing the possibility of constructing a public recreational facility on that parcel. By condition of the conceptual site plan, the applicant is required to conceptually design any public building proposed for the civic open space.

Other small pocket parks, convenient to the dwelling units, have been provided at regular intervals throughout the development.

**16. All detailed site plans shall consider the development district standards of the Greenbelt area sector plan.**

The detailed site plan is generally consistent with all applicable development district standards.

**17. Concurrent with the review and approval of the first detailed site plan for each core**

**area, plans, sections and details of the streetscape for all streets shall be provided for Planning Board approval, including building setbacks, the dimensions and details of all travel lanes, parking bays, sidewalks, street tree spacing, and planting areas.**

The detailed site plan is in conformance with the above requirement. Street sections have been provided for the North-South Connector Road and all other public and private street types within the development. Public streets that are to be dedicated to the City of Greenbelt have been designed to standards acceptable to the city. Private streets and alleys have also been designed to be acceptable to the city and are recommended for approval by the Planning Board. It is recommended that the building setbacks for townhouse units be amended to be not more than 10 feet from the sidewalk and not less than five feet. The plan now provides building setbacks greater than 10 feet, which reduces the amount of space for rear-loaded driveways.

- 18. The design specifications and materials for site-wide amenities, signage, lighting, street furniture and recreational facilities shall be approved by the Planning Board with the first detailed site plan for the north core and the first detailed site plan for the south core, which plans may be submitted separately. Also, at the time of the first detailed site plan for the north or south core, specific amenities that are considered site-wide will be identified, and those amenities that may be different between the north and the south core will be identified. In addition, the first detailed site plan shall provide a refined layout that shows the locations and general dimensions of all civic components, including parks, plazas, recreational areas and green areas/open spaces. Special attention shall be paid to address size, lighting, design and scale of any signage facing the Hollywood neighborhood.**

The detailed site plan is in conformance with the above requirements. The applicant has provided plans, details and specifications for site-wide amenities that include signage, lighting, street furniture and a public stream valley trail system along Indian Creek. A 2.9 acre central open space/village green has been provided to be dedicated to the City of Greenbelt for a future recreational center/civic building. Amenities for the Pulte development consist of a playground, trails, and pocket parks with sitting areas. The plans do not propose any signage to face the Hollywood neighborhood.

- 22. Each detailed site plan shall specify that all tree pits along the streets that have shops and restaurants and in all plazas shall be connected with a continuous noncompacted soil volume under the sidewalk. Details of how this will be accomplished shall be included on the plans and shall be agreed upon by the Planning Board or its designee. The use of “CU-Soil” as a “structural soil” or other equal product for shade trees planted in tree pits is strongly encouraged.**

A structural soils plan has been provided that shows the location of all areas to be designated for structural soils. The plan should be amended to provide structural soil connecting the tree pits in front of the live/work units.

- 25. The applicant, his successors, and/or assignees shall provide adequate, private and/or public recreational facilities in accordance with the standards outlined in the *Park and Recreation Facilities Guidelines*. A complete recreational package shall be provided at the time of the first detailed site plan for each core and shall include facilities in the**

**amount of \$1,750,000 at a minimum.**

As mentioned above, site-wide recreational facilities have been provided for the south core and site-specific recreational facilities have been provided for the townhouse section. The following recreational facilities have been proposed:

*Overall South Core Facilities:*

3,900 linear feet of 8-foot-wide asphalt hiker-biker trail;  
One 10-foot by 57-foot steel pedestrian bridge;  
Eight benches;  
Interpretive signage along the trail.

Note: The interpretive signage and the eight benches should be shown on the Landscape Plan.

*Townhouse Section Facilities:*

570 linear feet of 6-foot-wide asphalt connector trail;  
One tot lot;  
Two sitting areas with benches in two pocket parks.

Note: The two sitting areas have not been shown on the plans. The large open space at the intersection of North Channel Drive and Stream Bank Lane is devoid of any recreational facilities and should be provided with a focal point such as a pergola or gazebo with special paving, benches, pedestrian lighting, and attractive landscaping.

The total cost of facilities provided, based on the above, is approximately \$360,000. Along with the recommended focal point discussed above and the additional interpretive signs, benches, sitting areas, and extra 10-foot-wide trail recommended in Finding 6 below, the applicant needs to locate these facilities on the plan. Then a determination can be made as to the final amount of recreational facilities provided and the cost of those facilities can be determined in order to accurately calculate bond amounts for those facilities. All recreational facilities should be completed prior to the issuance of the 250<sup>th</sup> building permit.

- 40. A hiker/biker trail located to the north, east, and south of the medium-density residential area, located east of the north/south connector road within the south core, shall be connected to the north/south connector road, Branchville Road and Cherrywood Lane opposite Breezewood Drive. This portion of trail shall be phased to be constructed concurrent with construction of the medium-density residential area as described herein.**

An 8-foot wide hiker/biker trail has been provided in the Indian Creek stream valley with 6-foot wide feeder trails connecting to the trail from the community. The complete trail system should be completed prior to the issuance of the 250<sup>th</sup> building permit.

- 48. Design consideration shall be given to mixing unit types to avoid monocultures of housing, and to avoid continuous groupings of similar unit types, scale and massing. Where appropriate, buildings shall provide for a vertical mix of uses to create a mix of uses on a site-specific and neighborhood basis.**

The proposed development provides a mix of housing types of various scale and massing on a grid street pattern. For the most part, the homes will have rear-loaded parking served by alleys and the streets will have parallel parking as well. The proposal is for 212 townhouse units, 130 stacked townhouse condominium units and 4,170 square feet of live-work space on the lower level of one stick of the stacked townhouse units facing the central village green. The live-work space is in an appropriate location, being adjacent to the North/South Connector Road and the village green, where it can be associated with strong pedestrian activity from the future recreation/civic center and future retail uses across the connector road.

However, the site plan shows the live-work building set back 30 feet from the street. The building should meet a 14-20 foot build-to line from the curb, as prescribed in the sector plan, and the sidewalk should run from the face of the curb to the building, with special paving, street trees, street furniture and pedestrian lighting. Structural soil should be provided under the pavement to connect the tree pits.

- 49. In the south core, if residential units are sited to the back of the stream valley park, creating a visual barrier between public spaces and the stream valley open space, protection of broad view sheds to the stream valley and State of Maryland open spaces shall be a primary objective in locating buildings.**

Residential units are sited to back up to the stream valley park. For the most part, there will be a modular block wall (imitation stone) between the dwelling units and the stream valley trail. To help ensure privacy for residents of the townhouses, the trail should be no less than 10 feet from rear lot lines.

- 58. Concurrent with the submission of the first detailed site plan for each core, a common sign plan for the subject property shall be submitted. The height of freestanding/monument exterior signs shall generally not exceed six feet in height for the area encompassing the main signage area. Combined with other architectural features (architectural bases, structures, planters, mounds), the height of freestanding/monument signs may be allowed to exceed six feet in height, as reviewed and approved by the City of Greenbelt. With the exception of 4, page 179 (Freestanding or Monument Signs), the design guidelines set forth in the *Approved Sector Plan and Sectional Map Amendment for the Greenbelt Metro Area* shall be considered the basis for development and review of the common sign plan for the project.**

A common sign plan has been provided that consists of main entrance features, a banner program, directional signage and retail signage criteria. The proposed signage meets the above requirements and is consistent with the criteria set forth in the Greenbelt Metro Area Sector Plan.

- 61. At the time of the review of the first detailed site plan for each core area, the applicant shall provide a plan showing all proposed private and public trails, including the identification of public access points to the proposed stream valley trail system.**

The detailed site plan provides for a comprehensive private and public trail system. The site plan does not provide for the identification of the public access points to the proposed stream valley trail system. The site plan should be revised to incorporate identification of public access points to the stream valley trail system. Additionally, bollards should be

provided at private trail head locations on the stream valley trail.

6. **Conformance to Preliminary Plan 4-01026:**

The detailed site plan is in general conformance with the Preliminary Plan 4-01026 and applicable conditions of approval. The following conditions warrant discussion:

- 12. The applicant shall provide a trail extension to the Indian Creek Stream Valley Trail. The trails shall be a minimum of 10 feet wide and accessible to the public. The exact location of this trail shall be determined at the time of detailed site plan review.**

The 8-foot-wide stream valley trail has been widened to 10 feet from Branchville Road to a point approximately 150 feet into the site, along the east side of SWM Pond 1, and 150 feet into the site from Cherrywood Lane, but the trails should be dimensioned to clearly document this change, and the transition area from 10 foot to 8 foot should be labelled and dimensioned.

**Required Findings for detailed site plans in a metro planned community (Findings 7–13 below.)**

7. **The proposed development is in conformance with the purposes and other provisions of this Division.**

The detailed site plan is in general conformance with the purposes and other provisions of Section 27-475.06.03 for a metro planned community.

The proposed development plan for Phase I promotes the optimum use of transit facilities by assuring the orderly development of land in the transit station area and access, both vehicular and pedestrian, to the Metro station and other major transportation systems.

The proposed mix of uses, including residential and live-work commercial space, will enhance the economic status of the county and provide an expanding source of employment and living opportunities. The proposed mix of uses, when the other phases of the South Core are developed, will be diverse and encourage a 24-hour environment.

8. **The uses within the proposed development are either physically or visually integrated in order to encourage interaction between and among the uses within the development and with those who live, work in, or visit the area.**

The plan meets this requirement.

9. **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 site plan for Phase I of the overall Greenbelt Station project meets this requirement.

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



The subject application represents Phase I of the development for the south core. Currently, one other detailed site plan application has been submitted and is under review by the Planning Department. The south core has been designed as a self-sufficient entity. The north core is still in the planning stage and is independent of the south core.

11. **The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development.**

The site plan will meet this requirement if some minor revisions to the plan are implemented as described in the Recommendation section below.

12. **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, urban design characteristics, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial).**

The site plan will not meet this requirement unless modifications described elsewhere in this report are implemented.

13. **The proposed development is compatible with existing and proposed development in the vicinity.**

The site plan is in conformance with this requirement.

14. As required by Section 27-285(b) of the Zoning Ordinance, the detailed site plan will, if the conditions proposed below are fulfilled, represent a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

## **Referrals**

15. In a memorandum dated May 11, 2006 (Stasz to Adams), the Environmental Planning Section offered the following comments:

The Environmental Planning Section has reviewed the revised Detailed Site Plan for Greenbelt Metro Park, DSP-04081, and the revised Type II Tree Conservation Plan, TCPII/147/04-01, stamped as received by the Environmental Planning Section on May 2, 2006. A geotechnical report was received on February 24, 2006. A noise study was received on March 22, 2006. A copy of the Stormwater Management Concept approval letter was received on April 4, 2006. The Environmental Planning Section recommends approval of DSP-04081 and TCPII/147/04-01 subject to the conditions found at the end of this memorandum.

## **Background**

The Environmental Planning Section previously reviewed this site as applications SE-3979, Preliminary Plan 4-00042, TCPI/27/00, Conceptual Site Plan CSP-01008, Conceptual Site Plan CSP-01008-01, and TCPI/27/00-01. Conceptual Site Plan CSP-01008, TCPI/27/00, Preliminary Plan of Subdivision 4-01026, Conceptual Site Plan CSP-01008-01, and TCPI/27/00-01 have been approved by the Planning Board. Type II Tree Conservation Plan, TCPII/147/04, was approved by

staff as part of the permit for reclamation of the former mining site.

### **Site Description**

The property is south of the Capital Beltway (I-95), north of Greenbelt Road (MD 193), east of Cherry Wood Lane, and it is bounded by the Metro on the west. The entire site is within the Greenbelt Metro Transit District Overlay Zone. There are floodplains, streams, and wetlands on the site. Current air photos indicate that about one-sixth of the site is wooded. No historic or scenic roads are affected by this proposal. The adjacent highways and Metro are significant nearby noise sources. The proposed use is not expected to generate significant noise. A rare/threatened/endangered species is known to occur in the project vicinity. Stormwater Concept Plan CSD 8329131-2000-00 was approved by DER on December 11, 2000. The soils information included in the review package indicates problematic soils occur in the proposed development area.

### **Conformance to the Greenbelt Metro Area Sector Plan**

The standards for the core area are described on pages 172–189 of the approved Greenbelt Metro Area Sector Plan. There are specific environmental issues that need to be addressed.

### **Noise Mitigation**

1. **“Noise and vibration studies determined to be necessary by the Environmental Planning Section of the Prince George’s County Planning Department shall be reviewed and approved at the time of conceptual site plan. Appropriate noise mitigation shall be provided for any new development proposals in the core area and shall be described at the time of detailed site plan review. Noise levels shall be within the allowable range for each land use proposed on-site.”**
2. **“Structures located within the noise corridors designated by the noise studies shall provide acceptable attenuation measures and design features to bring the structure into compliance with state standards.”**

**Discussion:** There are noise impacts associated with the overall property from both the Metro line and I-95. Both CB-47-2000 and the Greenbelt Metro Sector Plan indicate a desire to provide a residential component in the development of this site. A noise study was received on March 22, 2006. The noise study indicates that this portion of the overall development is not significantly impacted by noise that exceeds the State of Maryland standards for residential development. No further action regarding noise is required with regard to this detailed site plan.

3. **“All buildings within the core area shall be designed with acoustical design techniques to absorb vibrations and noise from the railroad.”**

**Discussion:** As noted above, noise from the railroad is not an issue for this portion of the site. Two geotechnical reports were received on February 24, 2006. The report dated August 2005 focuses on the area of the subject application and shows the result of 47 boreholes and test pits. The report dated July 2005 focuses on the area immediately to the west that is the subject of DSP-05021 and shows the result of 36 additional boreholes and test pits. Each report contains logs of the material found in the boreholes and laboratory results of tests of soil samples. Multiple cross sections and plan-views delineate the areas of problem soils.

The reports detail a series of mitigation measures for installation of infrastructure and foundations. Most of the site will require the placement of Class I fill, significant areas will require the placement of Class II fill and only the peripheral areas will have Class III fill. The types of foundations that are recommended should not be susceptible to damage caused by vibration from the rail traffic. The foundation designs will be reviewed by the Prince George's County Department of Environmental Resources (DER) as part of the building permits.

## **Stormwater Management**

1. **“Stormwater detention and water quality facilities shall be provided outside of the Preservation and Conservation Management Area (PCMA). These facilities shall be installed within the mixed-use centers and use biological retention and filtration techniques, whenever feasible.”**

**Discussion:** The two bioretention stormwater facilities required by the Department of Environmental Resources are shown on the SDP and TCPII. Both ponds are outside of the Preservation and Conservation Management Area (PCMA).

2. **“The culvert systems carrying Indian Creek under the Capital Beltway and Greenbelt Road shall be restored, enhanced, or engineered to allow wildlife and fish passage in and out of the Core Area. The responsibility, timing and maintenance for these improvements shall be determined at the time of conceptual site plan review. The designs for restoration shall be reviewed at the time of detailed site plan review for parcels including or adjacent to the culverts. The small tributary streams and other drainage entering the property from adjacent communities shall be evaluated for hydrologic functions and wildlife passage at the time of detailed site plan review.”**

**Discussion:** Neither of the specified culverts are included in or adjacent to the parcels that are the subject of this application.

## **Environmental Envelope**

### **Framework**

1. **“A detailed Natural Resources Inventory (NRI) shall be submitted for any development proposals in the core area. The NRI shall include, but not be limited to, the 100-year floodplain, jurisdictional wetlands, streams, forest stands and rare, threatened and endangered species (RTEs). Soils and geotechnical studies will be required on a case-by-case basis.”**

**Discussion:** A detailed forest stand delineation was submitted with CSP-01008 and updated with CSP-01008/01. The Prince George's County Department of Environmental Resources has approved the 100-year floodplain delineation as shown on the plan. The wetlands delineation had been previously examined in the field by federal, state and local reviewers and determined to be correct. The 25-foot wetland buffers are correctly shown and 50-foot stream buffers are correctly indicated. Rare, threatened and endangered species (RTEs) are discussed below. Two geotechnical reports were received on February 24, 2006.

2. **“Development proposals for the mixed-use centers in the core area shall not disrupt or disturb the PCMA except for passive recreation activities such as low-impact trails and pedestrian/bicycle linkages or vehicular connections, such as the north-south connector road.”**

**Discussion:** Proposed impacts were examined in great detail during the review of Preliminary Plan of Subdivision 4-01026. The sequential use of avoidance, minimization and mitigation were used for the analysis. A condition has been proposed to further stress the importance of reviews of impacts to sensitive environmental features, should an opportunity arise for further analyses.

3. **“Vistas into the Environmental Envelope and PCMA for strategic locations in the mixed-use centers shall be provided.”**

**Discussion:** The buffer required by Stormwater Concept Plan CSD 8329131-2000-00, provides a contiguous green space between the proposed structures and the PCMA.

### **Mitigation**

1. **“Impacts to the Environmental Envelope, especially the PCMA, shall be avoided. Any impacts proposed to environmentally sensitive features will require the applicable evaluation and permits by regulatory agencies.”**

**Discussion:** Proposed impacts were examined in great detail during the review of Preliminary Plan of Subdivision 4-01026. The sequential use of avoidance, minimization and mitigation were used for the analysis. A condition has been proposed to further stress the importance of reviews of impacts to sensitive environmental features, should an opportunity arise for further analyses.

2. **“If mitigation is permitted by regulatory agencies, every attempt shall be made to mitigate disturbances to the Environmental Envelope within the core area, the sector plan area or Indian Creek Watershed, in that order of priority.”**

**Discussion:** Mitigation is proposed within the core area. The plan shows extensive restoration of woodland in areas that have been significantly impacted by the past mining activities on site. Preparation for planting will require removal of large quantities of concrete debris, reconfiguration of abandoned wash ponds into forested stormwater management water quality ponds, and placement of thousands of cubic yards of new topsoil. The timing of the planting areas on the land owned by the State of Maryland is tied into the wetland permit required for the development of the property.

### **Buffers**

1. **“Preservation areas or landscaped buffers shall be provided at the edge of mixed-use centers to transition development into the Environmental Envelope. Afforestation or reforestation plantings shall be consistent with the Woodland Conservation and Tree Preservation Ordinance.”**

**Discussion:** Stormwater Concept Plan CSD 8329131-2000-00 requires a 50-foot buffer from the edge of the 100-year floodplain and planting of the buffer with native trees and shrubs if none exist. This buffer is shown on the TCPII.

2. **“A 50-foot minimum wooded or vegetated buffer shall be maintained adjacent to streams, wetlands and floodplain.”**

**Discussion:** Stormwater Concept Plan CSD 8329131-2000-00 was approved by DER on December 11, 2000. Increased optional technologies for control of water quality have been developed since that approval. A copy of the Stormwater Management Concept approval letter, CSD 46821-2005-00, was received on April 4, 2006. The approval requires that all areas of the 100-year floodplain that are subject to approved cut or fill be planted with native trees and shrubs. The approval requires a 50-foot buffer from the edge of the 100-year floodplain and that the buffer be planted with native trees and shrubs if none exist. The Type II TCP shows the required planting.

#### **Review of Previously Approved Conditions**

The following text addresses previously-approved environmental conditions related to the subject applications. The text in bold is the actual text from the previous cases or plans.

#### **CSP-01008/01, PGCPB. No. 06-32**

6. **Prior to certification of the conceptual site plan, the tree conservation plan shall be certified by the Maryland Department of Natural Resources or any other representative designated by the State of Maryland.**

**Discussion:** The Type I Tree Conservation Plan, TCPI/147/04, was certified by the State of Maryland.

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.**

**Discussion:** Staff examined the site on August 15, 2001, with representatives of the applicant, the U.S. Army Corps of Engineers, the Maryland Department of the Environment, the Maryland Department of Natural Resources, the Washington Metro Area Transit Authority, and an environmental consultant serving as an advisor to the City of Greenbelt and the City of College Park. Originally, the north-south road was proposed to impact the wetlands along Narragansett Run at the widest part close to the Metro Green Line, impacting more than twice the area currently proposed. This was a cause of great concern, and staff was unable to support the previous application. However, the applicant has revised the north-south road so that it now impacts the wetlands at the narrowest point of Narragansett Run, minimizing the impact to the greatest extent possible. The actual construction of the road crossing is not proposed at this time and will be addressed in a subsequent application. Most of the area of the subject application is a former sand and gravel mining site that has been significantly altered from its natural state. The impacts proposed in this application are in conformance with the impacts reviewed and approved with Preliminary Plan 4-01026.

- 11. As part of each detailed site plan submission, the applicant shall submit a soils report. The report shall include a map with locations of boreholes and the borehole logs. Problem soil areas shall be shown on a plan map and, when appropriate, with cross sections. The report shall indicate proposed mitigation measures.**

**Discussion:** Two geotechnical reports were received on February 24, 2006. The report dated August 2005 focuses on the area of the subject application and shows the result of 47 boreholes and test pits. The report dated July 2005 focuses on the area immediately to the west that is the subject of DSP-05021 and shows the result of 36 additional boreholes and test pits. Each report contains logs of the material found in the boreholes and laboratory results of tests of soil samples. Multiple cross sections and plan-views delineate the areas of problem soils.

The reports detail a series of mitigation measures for installation of infrastructure and foundations. Most of the site will require the placement of Class I fill, significant areas will require the placement of Class II fill and only the peripheral areas will have Class III fill. This condition has been appropriately addressed.

- 12. As part of any detailed site plan submission that contains residential uses, the applicant shall submit a current Phase I Noise Study. If warranted by the Phase I Noise Study, applicant shall submit a Phase II noise study for review and approval by the Environmental Planning Section. The noise study shall be referred to the City of Greenbelt and City of College Park for review. The noise study shall measure noise impacts to the site, map the appropriate contours, and address appropriate mitigation measures to achieve acceptable noise levels.**

**Discussion:** There are noise impacts associated with the overall property from both the Metro line and I-95. Both CB-47-2000 and the Greenbelt Metro Sector Plan indicate a desire to provide a residential component in the development of this site. A noise study was received on March 22, 2006. The noise study indicates that this portion of the overall development is not impacted by noise that exceeds the State of Maryland standards for residential development. No further action regarding noise is required with regard to this detailed site plan.

- 13. Prior to or concurrent with the review of any preliminary plan of subdivision or detailed site plan, a revised stormwater management concept plan that considers an evaluation of new technologies for stormwater management shall be submitted. The use of low-impact development techniques and green buildings shall be considered and all reasonable efforts shall be made to utilize such techniques.**

**Discussion:** Stormwater Concept Plan CSD 8329131-2000-00 was approved by DER on December 11, 2000. Increased optional technologies for control of water quality have been developed since that approval. A copy of the Stormwater Management Concept approval letter, CSD 46821-2005-00, was received on April 4, 2006. The approval requires that all areas of the 100-year floodplain that are subject to approved cut or fill be planted with native trees and shrubs. The approval requires a 50-foot buffer from the edge of the 100-year floodplain and planting of the buffer with native trees and shrubs if none exist. Two on-site stormwater quality ponds are shown on the DSP and the Type II TCP. Runoff is to be directed to those ponds before it can be released into the Indian Creek stream valley. Fee-in-lieu contributions will be placed into an account dedicated to restoration of Paint Branch.

- 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.**

**Discussion:** The actual construction of the road crossing is not proposed at this time and will be addressed in a subsequent application.

- 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.**

**Discussion:** The actual construction of the road crossing is not proposed at this time and will be addressed in a subsequent application.

- 62. The cumulative environmental impacts associated with previously approved variation requests shall not be exceeded by any proposed development or construction within the project area.**

**Discussion:** The impacts proposed in this application are in conformance with the impacts reviewed and approved with Preliminary Plan 4-01026.

### **Environmental Review**

As revisions are made to the plans submitted, the revision boxes on each plan sheet shall be used to describe what revisions were made, when, and by whom.

1. This site is subject to the provisions of the Woodland Conservation and Tree Preservation Ordinance because the site has approved tree conservation plans. A revision to the Type II Tree Conservation Plan is required to satisfy the requirements of the ordinance.

The revised plan, TCPII/147/04-01, contains the entire 168.54 acres of the Greenbelt Metro project. The overall project has a woodland conservation threshold of 18.12 acres (15 percent of the net tract). The plan proposes clearing of 1.47 acres of the existing 1.87 acres of upland woodland. The plan also proposes clearing 3.00 acres of the existing 29.53 acres of wooded floodplain. The minimum woodland conservation requirement for the Greenbelt Station site is 21.49 acres. The plan proposes to meet the requirement by providing 8.61 acres of on-site planting within the 100-year floodplain where woodland does not currently exist and planting 16.51 acres on the adjacent State of Maryland property, for a total of 25.12 acres.

The design of the proposed woodland conservation areas is in conformance with the approved Type I Tree Conservation Plan, TCPI/27/00-01. The plan shows extensive restoration of woodland in areas that have been significantly impacted by the past mining activities on-site. Preparation for planting will require removal of large quantities of concrete debris, reconfiguration of abandoned wash ponds into forested stormwater management water quality ponds and placement of thousands of cubic yards of new topsoil.

The timing of the planting areas on the land owned by the State of Maryland is tied into the wetland permit required for the development of the property. The planting of all 16.51 acres will commence with issuance of the first permit.

**Comment:** The revised Type II Tree Conservation Plan, TCPII/147/04-01, meets the requirements of the Woodland Conservation Ordinance.

2. The site contains significant natural features, which are required to be protected under Section 24-130 of the Subdivision Regulations. The 100-year floodplain as shown on the plan meets the requirements. The wetlands delineation had been previously examined in the field and determined to be correct.

**Recommended Condition:** At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain all 100-year floodplain, all 50-foot floodplain buffers, stream buffers, wetlands and wetland buffers except for approved variation requests, and be reviewed by the Environmental Planning Section prior to certificate approval. The conservation easement shall be referred to the City of Greenbelt and the City of College Park for review prior to signature. The following note shall be placed on the plat:

“Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation is prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is permitted.”

3. The plan proposes impacts to stream buffers and wetland buffers. Impacts to these buffers are prohibited by Section 24-130 of the Subdivision Regulations unless the Planning Board grants a variation to the Subdivision Regulation in accordance with Section 24-113. The approval of a conceptual impact as part of CSP-01008 by the Planning Board or District Council does not relieve the applicant of the need to obtain a variation from the Subdivision Regulations. Some impacts were reviewed and approved with Preliminary Plan 4-01026; however, any new Preliminary Plan of Subdivision will require re-evaluation of all proposed impacts. The impacts shown on the Type II TCP are consistent with those approved with Preliminary Plan 4-01026

**Recommended Condition:** Prior to the issuance of any permit which proposes impacts to wetlands or wetland buffers or water of the United States, the applicant shall furnish the Environmental Planning Section, the City of College Park, and the City of Greenbelt with copies of the approved federal and/or state permits and provide evidence in the permit package that copies have been delivered.

4. A state endangered wildflower, Trailing Stichwort (*Stellaria alsine*) is known to occur on the site. Habitats of rare/threatened/endangered species should be evaluated as part of the TCP. The location of the population is not known to staff of the Environmental Planning Section.

**Discussion:** The Maryland Endangered Species Act requires review of all state permits by the Maryland Department of Natural Resources (MDNR). As stipulated by Maryland law, MDNR must issue a finding of no significant impact before the permit may be released by any state agency. As in prior cases, the Environmental Planning Section will coordinate with the applicant and MDNR



during the state permit review process. The condition proposed above ensures that copies of approved permits will be provided prior to permit issuance.

16. In a memorandum dated May 9, 2006 (Masog to Adams), the Transportation Planning Section offered the following comments:

There is an approved conceptual site plan and subdivision for the site. There are several transportation-related conditions on each plan, and the status of these conditions is summarized below:

**CSP-01008:**

- Condition 1: Establishes a trip cap for the entire property of 4,030 AM and 6,879 PM peak hour trips. The proposals are within the cap.
- Condition 2: Establishes three phases for the entire development, along with the transportation improvements to be constructed under each phase. The subject plan is within the first phase of development. The first four items are enforceable at the time of building permit. Items a(5), a(6), and a(7) each require that traffic signal warrant studies be done prior to detailed site plan approval. The plan package contains no evidence of submittal of these studies, which include Cherrywood Drive/Metro Access Roadway, Cherrywood Drive/Springhill Drive, and MD 193/site access. The needed studies have been submitted.
- Condition 3: States that the north-south connector roadway shall have a right-of-way of 80 feet minimum, with sidewalks provided on both sides. This is so reflected on the detailed site plans.
- Condition 4: Requires that a number of transit- and pedestrian-friendly measures be considered in reviewing future site plans. The subject plans are very straightforward and address the condition.
- Condition 37: Requires that all needed transportation improvements are secured through the bonding of a minimum of ten percent of the facility cost. Proof of such security must be provided prior to detailed site plan approval. Such proof has not been demonstrated; therefore, the plan should not move forward until the needed transportation improvements are secured with the appropriate transportation agencies.

**In a subsequent e-mail from the Transportation Planning Section (Masog to Adams, June 13, 2006), that section indicated that the required bonding information had been received and reviewed. In the opinion of the Transportation Planning Section “the bonding with SHA and the City of Greenbelt satisfies the requirement of the CSP and the preliminary plan conditions. Detailed site plans within Phase I, as identified by the transportation conditions in the CSP and preliminary plan, can now move forward.”**

- Condition 38: Requires the submittal of a report detailing the costs of all off-site transportation improvements at the time of detailed site plan. The needed report was submitted.

## **Preliminary Plan of Subdivision 4-01026**

- Condition 1: See above discussion for Condition 1 of CSP-01008.
- Condition 2: Establishes three phases for the entire development, along with the transportation improvements to be constructed under each phase. The subject plan is within the first phase of development. The first four items and the eighth item are enforceable at the time of building permit. Items a(5), a(6), and a(7) each require that traffic signal warrant studies be done prior to detailed site plan approval. These studies include Cherrywood Drive/Metro Access Roadway, Cherrywood Drive/Springhill Drive, and MD 193/site access. The needed studies have been submitted.
- Condition 3: States that the north-south connector roadway shall have a right-of-way of 80 feet minimum. This is so reflected on the detailed site plans.
- Condition 4: States that the right-of-way along Branchville Road shall have right-of-way of 35 feet from centerline. This will be enforced on the final plats.
- Condition 17: See above discussion for Condition 37 of CSP-01008.
- Condition 18: See above discussion for Condition 38 of CSP-01008.

Vehicular and pedestrian access within the site is acceptable.

The subject property was the subject of a 2001 traffic study and was given subdivision approval pursuant to a finding of adequate transportation facilities made in 2001 for Preliminary Plan of Subdivision 4-01026 and Conceptual Site Plan CSP-01008, as amended by revised findings made in 2005 in consideration of CB-36-2005. The uses proposed on this site plan are generally consistent with the uses proposed at the time of preliminary plan, making the basis for the preliminary and conceptual plan findings still valid.

17. In a memorandum dated April 14, 2006 (Shaffer to Wagner), the trails planner with the Transportation Planning Section offered the following comments:

The Greenbelt Metro Area Sector Plan identifies several trail, bicycle, and pedestrian issues that impact the subject site. The Sector Plan identifies many goals regarding bicycle and pedestrian access including the following:

- Develop a connected and continuous pedestrian and bicycle network that provides access to, through and from all areas within the sector plan area, particularly the transit station, mixed-use/activity centers, recreation areas and neighborhoods.
- Select bike routes by identifying key corridors that: (1) are in close proximity to residential areas; (2) serve potential destinations such as parks, shops, schools, employment areas, and the Greenbelt station; and (3) are continuous with efficient connections to surrounding neighborhoods and regional trails.
- Pedestrian routes to destination should be identified. Sidewalks should be provided along both sides of these public rights-of-way to provide safe and convenient pedestrian circulation.

- Bikeways (designated bike lanes) along Cherrywood Lane should remain for commuting purposes.
- A recreational/scenic stream valley trail shall be constructed in the core area to extend the Indian Creek Trail north to the station site and beyond.

Bicycle and pedestrian facilities are also recommended along the planned North-South Connector Road. The sector plan includes a variety of possible cross sections for this road, all of which include wide sidewalks or a bike/pedestrian trail along both sides. Extensive negotiations occurred between the applicant and the City of Greenbelt regarding the cross section for the North-South Connector Road. Staff supports the North-South Connector Road as depicted on DSP-04081. A fifteen-foot wide decorative sidewalk is indicated along both sides of the North-South Connector Road within the South Core. In conjunction with these wide sidewalks, designated bike lanes are shown along the connector road.

Standard and wide sidewalks will be crucial to making the development a walkable, transit oriented community. An extensive network of sidewalks, wide sidewalks, and trails are shown for the South Core on the submitted site plan. Standard (four and five-foot wide) sidewalks are shown throughout the subject application, including both sides of Stream Bank Lane and most of the private internal streets. Wide, decorative sidewalks are indicated along Metroland Parkway, as well as in-road designated bike lanes (see discussion below). Several internal sidewalks are also shown between units. These paths provide additional connections between streets and further enhance the pedestrian network. Staff supports these pedestrian and bicycle facilities.

Trails and trail connections are also shown in the open space within and around the South Core. These include an eight-foot wide asphalt trail around the perimeter of the South Core and a trail connection from Cherrywood Lane to the exercise trail and the South Core. A trail connecting Metroland Parkway to a pedestrian bridge over the railroad tracks is also indicated on the subject site. These trails are in conformance with approved CSP-01008. The trail within the open space around the South Core may ultimately serve as a segment of the Indian Creek Trail through the subject site. Details regarding the pedestrian bridge will be determined at a future phase, when development along the west side of Metroland Parkway is considered. The conceptual location of the pedestrian bridge currently shown is acceptable.

The bike lanes should be striped in conformance with the 1999 AASHTO Guide for the Development of Bicycle Facilities. This guide includes recommended striping and widths for designated bike lanes, both with and without on-street parking. The following guidelines are included by AASHTO:

- For areas with no on-street parking: Provide a 16-foot wide outside curb lane, with 11-foot travel lanes, a four-foot designated bike lane, and a one-foot gutter pan.
- For areas with on-street parking: Provide 13-feet for the area including the on-street parking and the designated bike lane. This will allow eight-feet for the parking, and an additional five feet for the bike lane.
- For areas with right-turn lanes: Provide the designated bike lane between the through lanes and the turn lane consistent with Figure 11 of the 1999 AASHTO Guide for the Development of Bicycle Facilities.

A standard sidewalk should be provided along the site's frontage of Branchville Road, as this is an important connection to the Lake Artemesia on the south side of MD 193. Branchville Road serves as a bicycle and pedestrian connection under MD 193 and to Lake Artemesia and the M-NCPPC Anacostia Tributaries Trails Network.

The master plan trail along Indian Creek will be mostly within land dedicated to the State of Maryland and/or the City of Greenbelt. Coordination between Greenbelt and the state regarding the location, maintenance, and operation of the trail will be necessary. Surface type and trail location will be especially important for this trail within the environmentally sensitive area.

The sector plan recommends “bike racks and lockers shall be provided at transit stops, libraries, schools, recreation centers, shopping areas and other activity centers.” This recommendation does not impact the residential subject application.

### **Sidewalk Connectivity**

A comprehensive network of standard and wide sidewalks is proposed. This includes standard sidewalks along both sides of most internal roads, and wide decorative sidewalks along both sides of Metroland Parkway. Internal paths are also provided at some locations, connecting parallel streets and providing additional connectivity within the South Core. Staff supports the sidewalk network as proposed.

18. The Prince George’s County Department of Environment Resources (DER) has approved Stormwater Management Concept Plan 46821-2005-00, dated January 14, 2006, expiring January 14, 2009, subject to 11 conditions. DER has indicated that the detailed site plan is consistent with the approved stormwater management concept plan.
19. The City of Greenbelt held a public hearing on April 24, 2006 on the subject application. However, the city has not yet formally transmitted a recommendation to the Planning Department.

### **RECOMMENDATION**

Based upon the foregoing evaluation, analysis and findings of this report, the Urban Design staff recommends that the Planning Board APPROVE DSP-04081 and TCPII/147/04-01 with the following conditions:

1. Prior to certificate approval, the plans shall be revised as follows:
  - a. The location of the stream valley trail shall be clarified graphically on the plan, and shall be no closer than 10 feet from any rear lot line.
  - b. The site plan shall be revised to include a 10-scale drawing of typical treatment of the three points where the stream valley trail intersects public streets. The treatment shall incorporate identification of public access points to the stream valley trail system, with appropriate signage, landscaping and bollards located to prevent routine entrance by motorized vehicles.
  - c. The structural soil plan shall be amended to provide structural soil connecting the tree pits in front of the live/work units.
  - d. The live/work building shall meet a 14–20 foot build-to line from the curb, and the sidewalk shall run from the curb to the face of the building, with special paving, street trees, street furniture and pedestrian lighting.
  - e. The interpretive signage and eight benches proposed along the stream valley trails shall be shown on the Landscape Plan.

- f. The large open space at the intersection of North Channel Drive and Stream Bank Lane shall be provided with a focal point, such as a pergola or gazebo with special paving, benches, pedestrian lighting, and attractive landscaping.
  - g. The final quantity of recreational facilities shall be provided and the cost of those facilities shall be determined in order to accurately calculate bond amounts for those facilities.
  - h. Top and bottom elevations shall be provided for all retaining walls. Location of the walls shall be clearly shown on the site and landscape plans, and typical construction details shall be provided.
  - i. Required parking space dimensions shall be demonstrated on the plan.
  - j. The 8-foot-wide stream valley trail shall be widened to 10 feet from Branchville Road to a point approximately 150 feet into the site, along the east side of SWM Pond 1 and 150 feet into the site from Cherrywood Lane. The trails shall be dimensioned to document this change and a transition area from 10 ft. to 8 ft. shall be labelled and dimensioned.
  - k. Townhouses with rear-loaded garages shall be shifted to be no more than 10 ft. from the front sidewalk.
2. At the time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain all 100-year floodplain, all 50-foot floodplain buffers, stream buffers, wetlands, and wetland buffers, except for approved variation requests, and be reviewed by the Environmental Planning Section prior to certificate approval. The conservation easement shall be referred to the City of Greenbelt and the City of College Park for review prior to signature. The following note shall be placed on the plat:
- “Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation is prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is permitted.”
3. Prior to the issuance of any permit which proposes impacts to wetlands or wetland buffers or water of the United States, the applicant shall furnish the Environmental Planning Section, the City of College Park, and the City of Greenbelt with copies of the approved federal and/or state permits and provide evidence in the permit package that copies have been delivered.