The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Development Review Division
301-952-3530

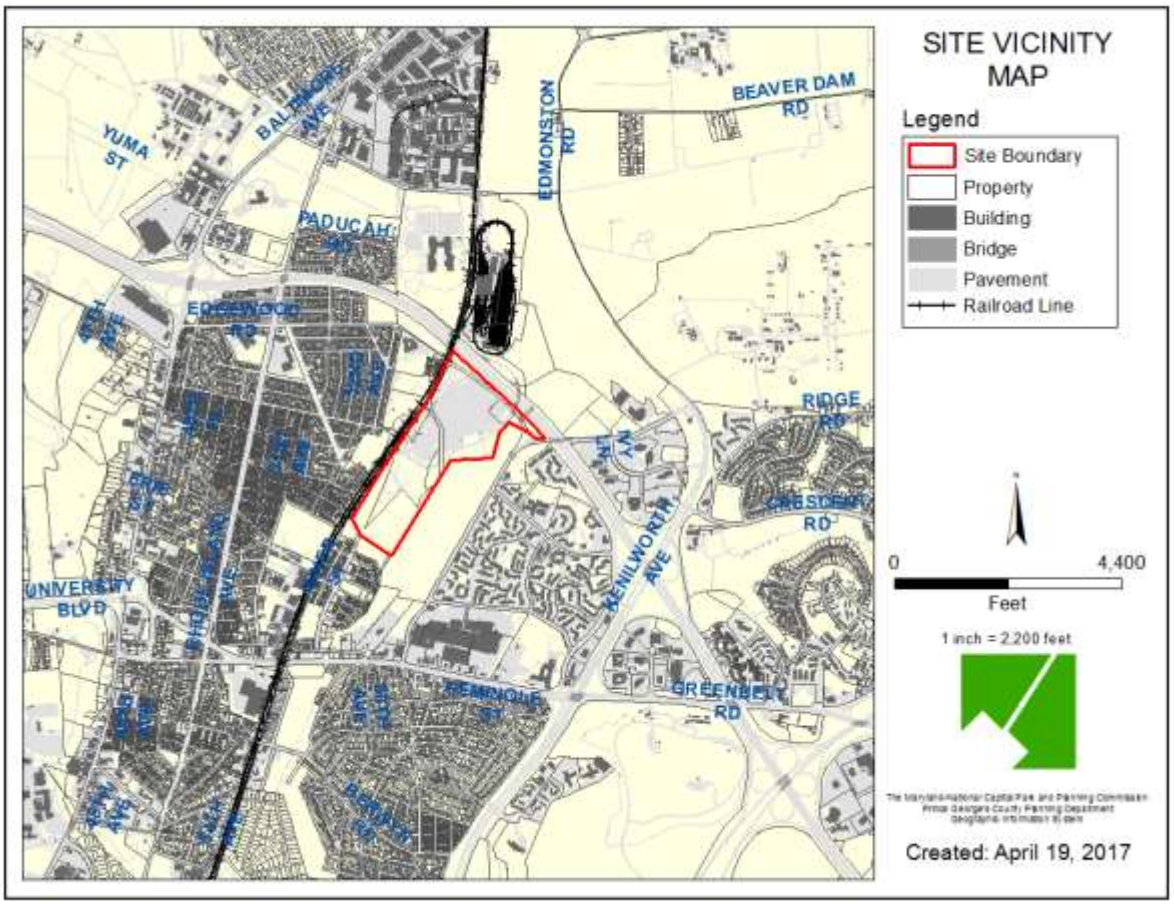
hNote: *Staff reports can be accessed at http://mncppc.iqm2.com/Citizens/Default.aspx.*

Detailed Site Plan (Infrastructure) DSP-16063

Application	**General Data**	
Project Name: Greenbelt Town Center Metro Garage **Location:** Located at the southeast corner of the intersection of Cherrywood Lane and the Capital Beltway (I-95/495). **Applicant/Address:** A. H. Smith Greenbelt Management, LLC Renard Development Company, LLC 6411 Ivy Lane Ste. 200 Greenbelt, MD 20770 **Owner/Address:** Washington Metropolitan Area Transit Authority (WMATA) 600 5th Street NW Washington, DC 20001	Planning Board Hearing Date:	04/27/17
	Staff Report Date:	04/21/17
	Date Accepted:	03/22/17
	Planning Board Action Limit:	05/21/17
	Plan Acreage:	121.48
	Zone:	M-X-T/D-D-O
	Dwelling Units:	N/A
	Gross Floor Area:	N/A
	Planning Area:	67
	Council District:	04
	Election District	21
	Municipality:	Greenbelt
	200-Scale Base Map:	211NE05

Purpose of Application	**Notice Dates**	
Detailed Site Plan (DSP) for Infrastructure for a mixed-use development project .	Informational Mailing:	01/09/17
	Acceptance Mailing:	03/22/17
	Sign Posting Deadline:	03/28/17

Staff Recommendation			**Staff Reviewer:** Jill Kosack, RLA, ASLA **Phone Number:** 301-952-4689 **E-mail:** Jill.Kosack@ppd.mncppc.org
APPROVAL	**APPROVAL WITH CONDITIONS**	**DISAPPROVAL**	**DISCUSSION**
	X		


SITE VICINITY MAP
Legend
Site Boundary
Property
Building
Bridge
Pavement
Railroad Line
BEAVER DAM RD
EDMONSTON RD
YUMA ST
PADUCAH PL
RIDGE RD
CRESCENT RD
KENILWORTH AVE
UNIVERSITY BLVD
RHODE ISLAND AVE
TENNESSEE AVE
GREENBELT RD
0
4,400
Feet
1 inch = 2,200 feet
Created: April 19, 2017

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan for (Infrastructure) DSP-16063
Type II Tree Conservation Plan TCPII-015-2017
Greenbelt Town Center Metro Garage
Expedited Transit-Oriented Development Project

The Urban Design staff has completed review of the detailed site plan for infrastructure and appropriate referrals. The following evaluation and findings lead to a recommendation of APPROVAL with conditions as described in the Recommendation section of this report.

EVALUATION

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

a. The Development District Overlay (D-D-O) Zone Standards of the 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment*;

b. The requirements of the Zoning Ordinance for the Mixed Use–Transportation Oriented (M-X-T) Zones, Development District Overlay Zone, Expedited Transit-Oriented Development Projects, and site design guidelines;

c. The requirements of Conceptual Site Plan CSP-01008 and its revisions;

d. The requirements of Preliminary Plan of Subdivision 4-01026;

e. The requirements of the 2010 *Prince George's County Landscape Manual*;

f. The requirements of the Prince George's County Woodland Conservation and Tree Preservation Ordinance;

g. The requirements of the Prince George's County Tree Canopy Coverage Ordinance;

h. Referral comments.

FINDINGS

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

1. **Request:** This detailed site plan for infrastructure (DSP) proposes to grade and develop infrastructure including the location and design of public roadways, an eight-story Washington Metropolitan Area Transit Authority (WMATA) parking garage, WMATA 'Kiss and Ride' and bus loop, event bus layover area, proposed pipes and trails on the subject property to prepare for a future multiphase mixed-use development, to possibly include a location for the Federal Bureau of Investigation (FBI).

2. **Development Data Summary:**

	EXISTING	**APPROVED**
Zone(s)	M-X-T/D-D-O	M-X-T/ D-D-O
Use(s)	WMATA Parking Lot, Bus Loop	WMATA parking garage, roadways
Acreage:	121.48	121.48
Floodplain	43.75	43.75
Area to be dedicated to public	-	18.89
Net acreage	77.73	58.84

3. **Location:** The overall Greenbelt Station development is located on the north side of Greenbelt Road (MD 193) and south of the Capital Beltway (I-95/495) in Planning Area 67 and Council District 4. The North Core of the project covered by this DSP is located in the northern portion of the larger development, south of the Capital Beltway, east of the WMATA rail lines, and west of Cherrywood Lane.

4. **Surrounding Uses:** Phase 2 within the North Core is bounded to the west by the Greenbelt Metro Station and associated rail lines; to the south by the Phase 1 residential development in the South Core, approved under Detailed Site Plan DSP-04081, as amended; to the east by the vacant land owned by the State of Maryland in the Reserved Open Space (R-O-S) Zone; and to the north by the Capital Beltway (I-95/495).

5. **Previous Approvals:** The 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment* retained the subject property in the Development District Overlay/Mixed-Use Transportation-Oriented (D-D-O/M-X-T) Zones.

   Conceptual Site Plan CSP-01008 was approved by the Prince George's County Planning Board on July 26, 2001 (PGCPB Resolution No. 01-160), and affirmed by the Prince George's County District Council on September 24, 2001, as a Metro Planned Community in the Heavy Industrial (I-2) Zone, pursuant to County Council Bill CB-35-2000. Subsequently, the October 2001 *Approved Greenbelt Metro Area Sector Plan and Sectional Map Amendment* (Greenbelt Area Sector Plan and SMA) rezoned the property to the M-X-T Zone. On September 15, 2005, the Planning Board approved a reconsideration of CSP-01008 (PGCPB Resolution No. 01-160(C)(A)) to incorporate transportation-related conditions proffered by the applicant, subject to 38 conditions.

   A revision to the Conceptual Site Plan, CSP-01008-01, was originally approved (PGCPB Resolution No. 06-32) by the Planning Board on February 2, 2006, and subsequently affirmed by the District Council on June 20, 2006, subject to 66 conditions. Conceptual Site Plan CSP-01008-01 was reconsidered and approved (PGCPB Resolution No. 06-32(A)) by the Planning Board on July 26, 2012, subject to 63 conditions. Conceptual Site Plan CSP 01008-02,

to revise specific conditions of CSP-08001-01, was approved (PGCPB Resolution No. 14-07) by the Planning Board on January 30, 2014 and by the District Council on June 2, 2014, with three conditions.

The site is currently known as Parcels A through D, recorded in Plat Book 91-77; Cherrywood Lane, to be vacated, recorded in Plat Book 91-77 and 69-67; Tax Parcel 84, Tax Parcel 11, Tax Parcel and 42. The site is subject to Preliminary Plan of Subdivision, PPS 4-01026, which was approved by the Planning Board on September 23, 1999, with a subsequent reconsideration approved on July 26, 2012 (PGCPB Resolution No. 01-130 (A/3)), subject to 19 conditions. The PPS consists of a total of 169.40 acres, which includes what is known the Greenbelt Station South Core and North Core areas. The subject DSP is for the North Core area.

The subject site also has an approved Stormwater Management Concept Plan (10387-2008-02), which is valid through April 26, 2019.

6. **Design Features:** The subject application proposes the first phase of the development for the Greenbelt Town Center project located on the site currently occupied by the WMATA parking lot, kiss and ride and bus loop for the Greenbelt Metro Station. This DSP for infrastructure proposes to redesign the majority of the western half of the property, which will now be separated from the eastern portion by the dedication and construction of the north-south connector road, Greenbelt Station Parkway, which will be dedicated to the City of Greenbelt. The entire western edge of the development is separated from the metro tracks by off-ramps from the Capital Beltway and the Metro Access Drive, which is proposed to be partially Maryland State Highway Administration (SHA) right-of-way and partially City of Greenbelt right-of-way. The new eastern half will retain the existing parking lot, with some minor improvements to add a temporary bus parking area. The parkway itself is a highly-modified, variable right-of-way including, in portions, a cycle track, expanded sidewalks, a landscaped median, and drop-off areas, as well as amenities like benches, bike racks and litter receptacles. Additionally, a realignment and improvements to the public right-of-way of Greenbelt Metro Drive, which runs along the northern edge of the property, are proposed along with connections into various SHA ramp improvements.

   Within the western portion, starting in the north, closest to the Capital Beltway, bus layover parking spaces are provided for events. This area will have a future podium mixed-use building above. Moving south, an access road from a signalized intersection off the parkway is proposed followed by an open paved service area for another future podium mixed-use building above. In all of these areas, the paved parking/bus areas are below the grade of the adjacent parkway, and the first floor of the future podium buildings will be at grade with the parkway. Next is the WMATA bus loop with a future podium mixed-use building above, which will include some ground level gross floor area that wraps the southern end of the bus loop. This will then include retail uses adjacent to an open public plaza in front of the main metro station entrance. This plaza will offer stairs, elevators and escalators up to the parkway level, bike lockers and racks, a bike-share facility, as well as a tunneled-pedestrian underpass to the potential FBI site to the east. The southern edge of the plaza will be open to the WMATA 'Kiss and Ride' area, which will again include a future mixed-use podium building above. Moving south, next is where the Metro Access Drive comes down to ground level and intersects with the parkway at a signalized intersection, followed by the WMATA parking garage. Immediately to the west of the garage, south of where the access drive turns, is a paved service yard and substation for metro. Access to the garage is provided via the access drive and driveways along the southern edge of the garage, adjacent to open areas that are proposed for a future residential building and recreational area. At the far southern end of the property, Greenbelt Station Parkway crosses over environmental features to connect to the roadway previously built in the South Core development.

The DSP also includes a trail along the western portion of the site, connecting to the South Core area, and a trail proposed to run to the east to connect across environmental features to Cherrywood Lane. These will be discussed further below.

Architecture
Architecture was submitted for the WMATA parking garage, which is the only structure proposed with this DSP. The eight-story, above-ground garage will contain 3,645 parking spaces for metro users, including six electric vehicle spaces, 35 handicapped accessible spaces, and 12 handicapped van-accessible spaces. It will be a standard open-air design with concrete walls, spandrels and infill panels in various finishes. Protruding stairwell columns are located on the southeast corner, and two along the northern facade. The garage, as well as the property it is located on, will be owned by WMATA. Architecture will be reviewed in future full-scale DSPs for the remainder of the site.

Lighting
The only lighting proposed with this DSP is within the public right-of-way, including a standard 26-foot-high pendant black cobra light and an approximately 18-foot-high black decorative street light. Photometrics were not provided for these areas as they will be determined by the operating agencies. Lighting was also not shown for the bus loop or kiss and ride areas as they will be lit from above by the future buildings overhead.

Signage
Only street and directional signage are included in this DSP application.

COMPLIANCE WITH EVALUATION CRITERIA

7. **2013 Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment:** The 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment* retained the property in the M-X-T Zone and superimposed the D-D-O Zone on the property. The proposed plan of development for infrastructure and the construction of a WMATA parking garage is located within the North Core Subarea.
Section 27-548.25(b) of the Zoning Ordinance requires that the Planning Board find that the site plan meets the applicable development district standards in order to approve it. The development district standards are organized into four main categories: Building Form, Architectural Elements, Sustainability and the Environment, and Streets and Open Spaces. Many standards do not apply to the subject application as it is for infrastructure only. In accordance with the D-D-O Zone review process, modification of the applicable development district standards is permitted, but the Planning Board must find that the alternative development district standards will benefit the development and the development district and will not substantially impair implementation of the Greenbelt Metro Area and MD 193 Corridor Sector Plan.

If approved with conditions, the subject application will conform to all of the recommendations and requirements, except for those from which the applicant has requested an amendment. In areas where staff is recommending that the amendment be approved, staff finds that granting of the amendment will not substantially impair implementation of the Greenbelt Metro Area and MD 193 Corridor Sector Plan.

The applicable development district standards warrant the following discussion:

a. **Building Form/Structured Parking** (page 229)

- **Parking structures shall be set back a minimum of 50 feet from the property lines of all adjacent streets (except rear alleys) to reserve room for liner buildings between the parking structure and the lot frontage. Liner buildings shall be a minimum of two stories in height and may be attached or detached from parking structures.**

Discussion: The garage will be owned and operated by WMATA, a public agency, to replace the existing surface parking lot. The garage has been located in accordance with specifications provided by WMATA. The parking garage will not be associated with or serve any specific building. The garage provides parking for commuters and frees up valuable land area to accommodate transit-oriented development, as is being proposed here. The applicant argues that no liner building is proposed or appropriate in this instance, as the purpose is to replace all of the parking as close as possible to the Metro Station. Therefore, an amendment is requested. The applicant argues that an amendment is necessary to eliminate the surface parking lot to accommodate a major governmental use. The parking garage is being constructed in accordance with WMATA standards and is not serving private development.

Comment: Staff concurs that because the parking garage will be publicly owned and is a commuter garage and will not serve any uses on the site, it is acceptable not to provide liner buildings between the structure and the lot frontage. For these reasons, staff supports the amendment request.

- **The maximum height of a parking structure shall not exceed the maximum principal building heights specified on pages 213 through 222 for the development district subarea in which the parking structure is located.**

Comment: The maximum building height allowed for the applicable subarea where the parking structure is located is eight stories (p. 214). The proposed garage is eight stories. No amendment is required.

- **Parking structures shall be built of durable, high-quality materials such as brick, decorative cast concrete panels, and natural or quality synthetic stone.**

Comment: The applicant states that the parking garage will be built of durable, high quality materials. The specific finishes for the garage, sandblasted concrete, have been specified by WMATA in conjunction with input from the City of Greenbelt.

- **The materials and design of all parking structures should reflect that of the associated building.**

Comment: This requirement is not applicable as the parking structure is not associated with a building and no other buildings are proposed at this time.

- **Under no circumstances shall unrelieved or undecorated parking structure facades of precast or poured-in-place concrete face existing residential communities. Features such as decorative panels, mesh screening with cultivated plant growth, or artwork should be incorporated on the facades facing existing residential communities to provide an attractive visual "front" to the homes and residents of the community.**

Comment: The proposed garage is located at the southern end of the subject property. At this location, it faces a vacant wooded parcel of land and does not face an existing residential community. There will be no visibility of the garage from any existing residential community.

8. **Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-X-T Zone, the requirements for Expedited Transit-Oriented Development (ETOD) Projects, and the requirements of the D-D-O Zone of the Zoning Ordinance.

a. Section 27-546(d), Site Plans, of the Zoning Ordinance includes required findings that must be made by the Planning Board, as follows:

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

The proposed development is in conformance with the purposes of the M-X-T Zone as stated in Section 27-542 of the Zoning Ordinance, as follows:

Section 27-542. Purposes.

(a) The purposes of the M-X-T Zone are:

(1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;

Comment: The site is the Greenbelt Metro Station and it is in the Greenbelt Regional Transit District as stated in the Prince George's County Growth Policy Map of the *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035). Regional Transit Districts are moderate- to high-density and intensity regional-serving centers, which are destinations for regional workers and residents that contain a mix of office, retail, entertainment, public and quasi-public, flex, and medical uses.

(2) To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses;

Comment: The 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment* recommends a medium- to high-density, transit-oriented, mixed-use development, including a major employment or Government Services Administration (GSA) campus on the subject property. The subject development will ultimately fulfill the vision of the area as described.

(3) To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment;

Comment: The proposed development plan takes full advantage of the inherent potential of this valuable property located adjacent to a metro station and the Capital Beltway. This application will conserve the value of the site and maximize the development potential inherent in the M-X-T Zone.

(4) To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;

Comment: The overall subject site is located directly adjacent to the metro station. This location is so well served by public transportation that users of the future development may not need an automobile due to convenient access to the metro station.

(5) To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;

Comment: The proximity of the site to the metro and the future anticipated mixed-use development, including a major GSA tenant, will encourage activity in the area by the future residents as they conduct their everyday business and leisure activities that will contributes to a 24-hour environment.

(6) To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;

Comment: The proposed land uses are not yet determined on the subject infrastructure DSP. However, the proposed lotting and roadway pattern allow for the ability of the future uses to blend together on multiple levels.

(7) To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;

Comment: This infrastructure plan only identifies the roadway and lotting pattern of the future mixed-use development. It will allow for the grading and installation of streets and other utilities. The full architecture will be submitted at a later date and should provide for a better understanding of the functional relationship among the uses and the

character of the development.

(8) To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;

Comment: This infrastructure DSP represents the first step of a multi-phase development. The site design of the subject DSP and future development will result in a mix of uses that will promote optimum land utilization of this prime location.

(9) To permit a flexible response to the market and promote economic vitality and investment; and

Comment: The subject application is proposing the infrastructure for the mixed-use development that was envisioned by the Greenbelt Metro Area and MD 193 Sector Plan.

(10) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning. (CB-84-1990; CB-47-1996; CB-78-2006)

Comment: Architecture was only provided for the proposed WMATA parking garage with this submittal. This is a public parking garage on proposed public property that conforms to the needs of WMATA.

(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;

Comment: The subject property was placed in the M-X-T Zone by the 2001 *Approved Greenbelt Metro Area Sector Plan and Sectional Map Amendment*. Therefore, this requirement is not applicable.

(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;

Comment: The proposed street pattern of the project will be physically integrated with the adjacent Capital Beltway, the roadway within the South Core residential development and Greenbelt Metro Drive, which connects to Cherrywood Lane. The ultimate development of the property will be examined for visual integration of the buildings with the adjacent developments and community.

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

Comment: This DSP is for infrastructure only and conformance with this requirement will be evaluated at the time of a full-scale DSP.

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

Comment: The subject application is only for grading and the infrastructure installation. Future plans will be submitted for review relating to the details of the development, including the architectural elevations. This portion of the development is capable of sustaining itself.

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

Comment: The DSP is the first phase of a multi-phase development. All future phases, which are still to be determined, will be required to be designed as self-sufficient entities that allow for effective integration of future phases.

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

Comment: This project is designed to be pedestrian-friendly with wide sidewalks and street trees throughout the project. The pedestrian system will connect to existing streets to create convenient access to the metro station and adjacent existing developments.

(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

Comment: This requirement will be further analyzed in the next phase of the review process, as this plan is only for grading and infrastructure on the site. However, the gathering places that are shown do provide for street furniture, landscaping and enhanced paving as required.

(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, will be provided by the applicant, or are incorporated in an approved public facilities financing and implementation program, 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.

Comment: This finding does not apply to the DSP for infrastructure.

(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 provided by the applicant.

Comment: The subject property was the subject of a 2001 traffic study, and was given Conceptual Site Plan (CSP) and Preliminary Plan of Subdivision (PPS) approvals pursuant to findings of adequate transportation facilities made in 2001 for both applications. Given that the basis for the PPS finding is still valid and that transportation facilities needed to serve the proposal will be available within a reasonable period of time and have been guaranteed by the applicant as required by conditions, the transportation staff finds that the subject property complies with the necessary findings for a detailed site plan as they relate to transportation.

(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 27-548.

Comment: The subject site is not a proposed Mixed-Use Planned Community.

b. The DSP application is also in conformance with additional regulations of the M-X-T Zone as follows:

Section 27-544. Regulations.

(a) Except as provided in Subsection (b), additional regulations concerning the location, size, and other provisions for all buildings and structures in the M-X-T Zone are as provided for in Divisions 3 and 4 of this Part, General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.

Comment: These regulations will apply at the time of a full-scale DSP that includes all the proposed development and proposed architecture for the development.

Section 27-547. - Uses permitted.

(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.

Comment: The subject application identifies the future development will include both residential and commercial uses.

Section 27-548. M-X-T Zone.

(d) Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land uses.

Comment: The landscaping, screening, and buffering issues have been reviewed along with this DSP. Finding 11 below provides a detailed discussion of an evaluation of the landscaping proposal.

(g) Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code.

Comment: The subject DSP includes multiple parcels, all of which have direct frontage and vehicular access to a public right-of-way.

c. In accordance with Section 27-107.01(a)(242.2)(B) of the Zoning Ordinance, the DSP is an eligible expedited transit-oriented development (ETOD) project as follows:

(242.2) Transit Oriented Development Project, Expedited: A development proposal, designated for expedited review in accordance with Section 27-290.01 of this Subtitle, where:

(B) for a constructed Washington Metropolitan Area Transit Authority ("WMATA") Metrorail station for which there is no approved TDOZ, the subject property has greater than fifty percent (50%) of its net lot area located within a one-half mile radius of the constructed WMATA Metrorail station as measured from the center of the transit station platform,

Comment: Almost the entire subject site is located within one-half mile of the Greenbelt Metro Station platform, for which there is no approved T-D-O Zone. Since this development project meets the location criterion, it is designated as an Expedited Transit--Oriented Development (ETOD) project.

Section 27-290.01 of the Zoning Ordinance sets out the requirements for reviewing ETOD projects, including submittal requirements, use restrictions, review procedures, the roles of the Planning Board and District Council, and the time limit for both Planning Board and District Council actions. Specifically, Section 27-290.01(b) provides the requirements for the uses and design of ETOD projects as follows:

(b) As a condition of site plan approval, an Expedited Transit-Oriented Development Site Plan shall:

(1) Use the best urban design practices and standards, including:

(A) Encouraging a mix of moderate and high density development within walking distance of a transit station to increase transit ridership, with generally the most intense density and highest building heights in closest proximity to the transit station and gradual transition to the adjacent areas;

Comment: The subject application is located within one-half mile of the Greenbelt Metro station and proposes a future dense mixed-use development, which will be fully determined in future phases.

(B) Reducing auto dependency and roadway congestion by:

(i) Locating multiple destinations and trip purposes within walking distance of one another;

(ii) Creating a high quality, active streetscape to encourage walking and transit use;

(iii) Minimizing on-site and surface parking; and

(iv) Providing facilities to encourage alternative transportation options to single-occupancy vehicles, like walking, bicycling, or public transportation use;

Comment: This infrastructure DSP proposed a high-quality active streetscape with alternative transportation options and allows for multiple future destinations located within walking distance of one another.

(C) Minimizing building setbacks from the street;

Comment: No buildings, except for the WMATA parking garage, are proposed with this DSP.

(D) Utilizing pedestrian scale blocks and street grids;

Comment: The DSP indicates the creation of pedestrian-scale blocks and a grid for future development of the site.

(E) Creating pedestrian-friendly public spaces; and

Comment: This infrastructure DSP allows room for the creation of pedestrian-friendly public spaces, which will be further detailed in future site plans.

(F) Considering the design standards of Section 27A-209.

Comment: The infrastructure DSP is consistent with the applicable design principals of Section 27A-209 regarding complete streets; multimodal transportation options; active street fronts; and location of parking, loading and other utility functions away from the street space.

(2) Provide a mix of uses, unless a mix of uses exists or is approved for development in the adjacent areas,

Comment: This DSP is for infrastructure only.

(3) Not include the following uses, as defined in Section 27A-106 or, if not defined in Section 27A-106, as otherwise defined in this Subtitle (or otherwise, the normal dictionary meaning):

(A) Adult entertainment;

(B) Check cashing business;

(C) Liquor store;

(D) Pawnshop or Pawn Dealer;

(E) Cemetery;

(F) Vehicle and vehicular equipment sales and services (also includes gas station, car wash, towing services, RV mobile home sales, and boat sales);

(G) Wholesale trade, warehouse and distribution, or storage (including self-service storage, mini-storage, and any storage or salvage yards);

(H) Industrial;

(I) Amusement park;

(J) Strip commercial development (in this Section, "Strip commercial development" means commercial development characterized by a low density, linear development pattern usually one lot in depth, organized around a common surface parking lot between the building entrance and the street and lacking a defined pedestrian system);

(K) Sale, rental, or repair of industrial or heavy equipment;

(L) Any automobile drive-through or drive-up service;

(M) Secondhand business (in this Section, a "Secondhand business" is an establishment whose regular business includes the sale or rental of tangible personal property (excluding motor vehicles) previously used, rented, owned or leased);

(N) Nail salon and similar uses designated as North American Industry Classification System (NAICS) No. 812113, except as an ancillary use;

(O) Beauty supply and accessories store (in this Section, a "Beauty supply and accessories store" is a cosmetology, beauty, or barbering supply establishment engaged in the sale of related goods and materials wholesale and/or retail.), except as an ancillary use; or

(P) Banquet halls, unless accessory to a restaurant, tavern, hotel, or convention center.

Comment: None of the above uses are included on this detailed site plan for infrastructure.

(4) Comply with the use restrictions of Section 27A-802(c), and

Section 27A-802(c) states the following:

(c) Public utility uses or structures including underground pipelines, electric power facilities or equipment, or telephone facilities or equipment; and railroad tracks or passenger stations, but not railroad yards, shall be permitted in all frontages (Building Envelope Standards), subject to the design regulations of this Subtitle. These uses or structures shall be designed to be harmonious to the overall design and character of the Urban Center District. Other public utility uses or structures including major transmission and overhead distribution lines and structures are prohibited within the Urban Centers and Corridor Nodes Districts.

Comment: This section of the Zoning Ordinance speaks about the installation of public utility structures around the perimeter of the development and creating a harmonious design around these necessary elements and the proposed development. The plans do reflect a power substation for WMATA, which is located between the parking garage and the existing off-site railroad lines. It will be fully screened from the majority of site users in that location.

(5) Be compatible with any site design practices or standards delineated in any Master Plan, Sector Plan or Overlay Zone applicable to the area of development. To the extent there is a conflict between the site

design practices or standards of subsection (b)(1), above, and those of a Master Plan, Sector Plan or Overlay Zone applicable to the area that is proposed for development under this Section, the site design practices and standards of the Master Plan, Sector Plan or Overlay Zone shall apply.

Comment: The application is generally compatible with the governing D-D-O requirements, and where the application deviates from the applicable D-D-O standards, the applicant has filed amendment requests in accordance with the requirements of the Zoning Ordinance. The alternative standards benefit the development and the development district, and will not substantially impair implementation of the D-D-O Zone.

(6) Nothing in this Section shall be interpreted to preclude projects that include the uses described in subsection (b)(3), above, from proceeding without the use of expedited review prescribed in this Section.

Comment: This requirement is not applicable to this DSP because none of the uses listed in (b)(3) are proposed within this DSP.

9. **Conceptual Site Plan CSP-01008 and its revisions:** Conceptual Site Plan CSP-01008 was superseded by CSP-01008-01 (PGCPB Resolution No. 06-32). This CSP applied to the entire 243-acre Greenbelt Station site, including the North Core, which is the subject of this DSP, and the South Core, which has been the subject of separate DSPs. It should be noted that pursuant to Section 27-290.01(a)(1)(B), a detailed site plan filed pursuant to the ETOD provisions may amend an existing conceptual site plan. The following conditions of that approval are applicable to the subject DSP:

1. Total development within the subject property shall be limited to 2,250 residences; 1,215,000 square feet of retail space; 1,200,000 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....

Comment: The proposals with the current application are within the overall trip cap. It needs to be noted that the Metro parking was never part of the trip cap for Greenbelt Station. While the parking associated with Metro has always been there and the impacts of the traffic using that parking has always been included in analyses, the traffic was present in the existing counts for the area. On the WMATA website, the Greenbelt Metro station is described as having 3,874 existing parking spaces. This plan proposes 3,752 parking spaces in the proposed garage and within the proposed kiss-and-ride area, along with 45 spaces for buses.

3. Future detailed site plans shall give full consideration to the provision of extensive nonvehicular amenities and design features. The following shall be considered:

(a) providing direct pedestrian connections between land uses and the Metrorail station rather than circuitous ones;

(b) sitting buildings closer to the Metrorail station and sitting related parking facilities farther away;

(c) placing building entrances closer to rather than farther from the pedestrian network; and

(d) providing a direct pedestrian/bicycle link between the Cherrywood Lane/Springhill Drive intersection, the north core area, and the Metrorail station.

Comment: A pedestrian/bicycle circulation plan has been included with the application which shows extensive bicycle and pedestrian connections between the proposed parcels and the Metro Station. These connections include direct links for pedestrian and bicycles from Cherrywood Lane/Springhill Drive. The siting of buildings and building entrances will be addressed in future full-scale detailed site plans.

5. A report detailing the cost of all off-site transportation facilities shall be submitted at the time of review of each detailed site plan. Such report shall be referred to the appropriate operating agencies for their review. Full concurrence of the agencies shall be required prior to detailed site plan approval, and any modifications to the report agreed upon by the applicant and the agencies shall be a part of the record for the detailed site plan.

Comment: This condition 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 was provided with the most recent Detailed Site Plan DSP-13045, Greenbelt Station, Phase 3, South Core. Given that no further improvements are triggered by this site plan, and no development is proposed, this condition is deemed to have been met.

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.

Comment: A variation from Section 24-113 of the Subdivision Regulations was granted with Preliminary Plan of Subdivision 4-01026 for impacts to regulated environmental features. Findings of general conformance with the previously approved impacts are discussed in this finding under Condition 62 noted below.

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.

Comment: A Geotechnical Engineering Report prepared by LANGAN, dated December 29, 2016 was submitted. The report includes subsurface profiles, lateral earth pressure diagrams for retaining walls, boring logs, cone penetration tests, flat plate dilatometer tests, and additional information. The report was prepared for the proposed parking garage only.

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.

Comment: While the property has a current approved and valid Stormwater Management Concept Plan (10387-2008-02) that was approved on April 26, 2016, with an expiration date of April 26, 2019, the approved facilities will not be constructed prior to the May 4, 2017 grandfathering deadline. Therefore, a new Site Development Concept (SDC) will be required. The new SDC will have to be updated to incorporate the current stormwater requirements for Environmental Site Design (ESD) to the Maximum Extent Practicable (MEP). A large portion of the property is currently a paved parking lot and, thus, will be able to qualify as redevelopment. Since the site has an existing stormwater facility providing some water quality volume, but not the first full inch of runoff treatment, then the requirement is to provide additional treatment to meet the first inch of runoff for the area that drains to it. Since the existing facility is proposed to be removed, treatment for the full inch will be provided. For impervious areas not draining to the facility, one-inch of runoff treatment is required for 75 percent of existing impervious area. For any increase in impervious compared to the existing, full ESD to the MEP must be provided. This stormwater management design approach will involve treatment facilities such as micro-bio retention facilities and bio-swales within the Greenbelt Station Parkway right-of-way, areas onsite in the vicinity of the WMATA parking garage, and within the new planned Metro Plaza.

The applicant originally proposed to redirect the stormwater that currently flows into the pond from the College Park drainage area to a proposed stream diversion that would carry the flow south through Narragansett Run, and ultimately into Indian Creek. However, this proposal has not been shown on any approved or proposed floodplain study or stormwater concept. The plans for the current application must be revised to show the stormwater management per the approved concept plan, however, a detailed site plan must be reviewed to incorporate ESD into the final site design. The ESD must be approved by the Department of Permitting, Inspections and Enforcement (DPIE). A future DSP is needed to find conformance with this condition of approval.

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

Comment: This DSP's conformance with the development district standards is discussed further in Finding 7 above.

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.

Comment: This application is the first detailed site plan for the North Core, but it is limited to certain public infrastructure improvements. The DSP includes the details of the streetscape for all streets proposed at this time, as well as the dimensions and details of all travel lanes, parking bays, sidewalks street trees and planting areas. The setback for the WMATA parking garage is provided, but the setbacks for future buildings will be detailed in future DSP applications.

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.

Comment: The proposed application is limited to certain public infrastructure necessary to create the developable areas to accommodate future development. Many of the design specifications listed in this condition have been included with the application, where appropriate. However, to the extent that details are required that are not proposed by this application, they will be addressed with future detailed site plans. No signage is proposed with this DSP.

19. In general, the building height in the north core area shall be 4-10 stories with a maximum height of 140 feet from finished grade, except landmark buildings, which may rise to 12 stories, with a maximum height of 165 feet from finished grade. Taller buildings shall be located in the maximum height zone as defined in the Greenbelt Metro Area Approved Sector Plan and Sectional Map Amendment. In the south core, building heights shall generally range from 2 to 5 stories, with a maximum height of 70 feet from finished grade. Additional building height may be granted as outlined in the Greenbelt Metro Area Approved Sector Plan and Sectional Map Amendment. Any height analysis submitted shall reflect the height review guidelines delineated in the Greenbelt sector plan.

Comment: This DSP for the North Core includes only one building, the WMATA parking garage, which is proposed to be eight stories high.

20. In order to optimize the use of transit, the following shall be taken into consideration:

a. Residential and office buildings in the north core area should be located close to the Metro station.

b. Below grade parking structures should be provided with buildings constructed over the parking structures.

c. Large, above-grade parking structures next to the Metro station are discouraged.

Comment: No residential or office buildings are proposed with this DSP. The proposed above-grade parking structure is not next to the Metro station.

21. When parking structures face a "main street," only one-third of the structure at the street level may be exposed to the street. The other two-thirds must contain retail stores and/or restaurants. All exposed areas of parking structures shall be designed with high-quality materials.

Comment: Pursuant to Section 27-290.01(a)(1)(B) of the Zoning Ordinance, the applicant proposes to amend this condition to exclude publicly-owned parking structures, as they believe was the original intention in the original CSP approval. This would then exempt the proposed

parking garage, which will be owned by WMATA. Staff agrees with this revision since the proposed parking structure will be publicly-owned and, additionally, because it is not located in a prime location relative to the Metro station itself.

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.

Comment: This DSP does not propose any shops or restaurants. This condition will be addressed in future DSPs, where applicable.

32. At the time of each Detailed Site Plan review, the developer shall submit plans to the Maryland Department of the Environment for review and comment and shall notify the City of College Park of each plan submittal. At the time of Detailed Site Plan review for any area that includes 100-year floodplain impacts, modeling data generated in conjunction with the Maryland Department of the Environment permitting process for floodplain fill shall be provided to the City of College Park. The City shall also be notified of any proposed changes to floodplain elevations. Floodplain mitigation shall fully compensate for all floodplain impacts in the project area including upstream and downstream.

Comment: Floodplain Study, FPS-200515, was submitted with the subject application. The floodplain study shows existing floodplain associated with the existing pond that is proposed to be filled with this application and upon which the WMATA garage is proposed. The floodplain study also shows approval for filling the pond within the floodplain and redirection of the stormwater flow that currently enters the pond from the west (College Park drainage area) and pipes the flow east under Greenbelt Parkway to outflow directly into Indian Creek. The plans for certification must show the floodplain impacts included in the approved floodplain study. A floodplain waiver for construction within a floodplain is required to be provided prior to grading permit.

34. Any detailed site plan submitted for development in the north core shall include the following elements:

a. Public open space areas (to include parks, plazas, sitting areas, gardens) and locations for informal gatherings. There shall be no less than one such open space per length of street frontage. Open spaces shall measure in aggregate, at least one acre. These spaces shall be open to the public, and open air.

b. A public open space in the vicinity of the Metro station that provides a memorable identity for the area.

c. Vertical mixed-use buildings around the Metro station.

d. Some residential uses located along the loop road to take advantage of views into the preservation area and to screen parking garages.

e. Office buildings configured along the Capital Beltway to screen parking garages.

Comment: The current application includes only public infrastructure to support future development. These issues will be addressed at the time of future detailed site plans.

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.

Comment: The 80-foot right-of-way is not reflected for the entire north/south connector road and the DSP should be revised prior to certification. There is sidewalk along the west side of the roadway. On the east side, a sidewalk is reflected up to the garage access driveway. Beyond this point, a decision was made to not include a sidewalk on the east side of the north-south connector roadway. This was done for three reasons: (1) this area forms the perimeter of the proposed FBI site and pedestrian activity could pose a security risk; (2) there are no uses on the east side of the roadway that could be accessed by a sidewalk; and (3) if a sidewalk were present, Metro patrons would be tempted to cross the connector roadway, which could be hazardous.

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

Comment: The submitted DSP does not include pedestrian crossings at all intersections along the north/south connector road; however, they do provide safe pedestrian access in appropriate locations. Due to the security needs of the intended FBI tenant on the east side of the road, it is not appropriate to have large amounts of through pedestrian traffic along their property. A crossing is provided near the south end of the site, away from the FBI site and interstate ramps, where general site users may cross to access trails. A tunnel under the parkway is proposed from the metro plaza to the FBI site, which will be the prime crossing location for pedestrian access to that site.

44. The applicant shall construct a wide sidewalk or multiuse trail along the west side of Cherrywood Lane, from Metro Access Drive to Breezewood Drive. The alignment, design and timing of such a sidewalk/trail shall be subject to the approval of by the City of Greenbelt, as determined prior to the issuance of the first building permit for building construction in the south core.

Comment: This improvement is not within the limits of the DSP and the applicant is coordinating this issue with the City of Greenbelt.

45. The applicant shall fund/construct one-half the total trail extension from Cherrywood Lane to connect with the pedestrian system of the North Core. Should redevelopment of Springhill Lake not occur, the applicant shall fund/construct the total complete trail extension. Timing for the construction of the trail extension shall be determined at the time of approval of the first detailed site plan for the north core.

Comment: This trail is shown on the submitted DSP within land owned by the State of Maryland. A proposed public use easement to the City of Greenbelt would ensure public access along this trail. This trail is shown in an environmental area with Rare, Threatened or Endangered Species (RTE), which may affect the alignment of the trail. But additional analysis is needed to determine if the trail is feasible and where the alignment should be to avoid the RTE. Staff is

recommending that the trail be postponed to a future DSP where the necessary stakeholders can be engaged, areas of crucial habitat more precisely delineated, and an alternative alignment determined.

46. The applicant shall establish a continuing funding mechanism for a trolley/tram or similar light transit system to provide a mobile connection between the north and south cores. Such tram shall be implemented at the time that the north/south connector road is complete between the south core and WMATA rail platform. Hours of operation shall be determined at the time of the first detailed site plan approval for the north core. The applicant shall explore with Springhill Lake and Beltway Plaza owners the funding of a local shuttle system (exclusive of the tram/trolley) linking Springhill Lake, Beltway Plaza, and the project area.

Comment: This site plan includes the infrastructure between the south core of the project to the Metro station, thereby providing the opportunity for residents of the south core to walk or use a bicycle to easily access the station. Future DSPs that are proposed subsequent to road construction should enforce this condition.

47. The conceptual site plan shall be revised to indicate at least one pedestrian connection from the north/south connector road to Branchville Road, and the continuation of these connections to Beltway Plaza to the east, and Lake Artemesia to the southwest. A second connection shall be provided if feasible. The applicant shall only be responsible to construct pedestrian sidewalk, path or trail, on the north side of Branchville Road along the frontage of the subject property. The following conditions pertain to trails:

a. Provide in-road bike lanes along both sides of the planned north/south connector road in conformance with AASHTO guidelines.

Comment: This facility is being implemented as designated bike lanes to the south and east of the subject site and a dedicated cycle track through the north core. The applicant has worked with the City of Greenbelt on the design of this facility and staff supports the cycle track as shown on the plans, or as modified by the City of Greenbelt. This will be the first cycle track built within Prince George's County and the facility will provide a safe, buffered bicycle route that is separated from both motor vehicle and pedestrian traffic.

b. Construct sidewalks on both sides of proposed and existing roads, unless waived by the appropriate agency.

Comment: The submitted plans show sidewalk or wide sidewalks at all appropriate locations. Staff recommends the provision of an eight-foot-wide sidewalk along the entire west side of Greenbelt Station Parkway.

c. The existing in-road, designated bicycle access shall be maintained along Cherrywood Lane.

Comment: No changes are proposed to the existing in-road bicycle access along Cherrywood Lane.

d. A stream valley trail shall be provided along the western edge of the

environmental envelope of Indian Creek, subject to the approval by the appropriate public agency. This trail shall be constructed to DPR standards. The trail shall include an interpretive program, as mentioned in the submitted conceptual site plan.

Comment: As discussed above, the DSP shows a trail through the Indian Creek stream valley, but staff recommends removal of the trail from this plan due to environmental impacts. The trail should be reconsidered in a future DSP after further study is carried out.

e. Bike racks shall be provided. Bike lockers shall be provided if deemed appropriate by the applicant and appropriate governmental agency. The appropriate number and locations will be determined at the time of each detailed site plan.

Comment: Bike racks are shown at ten locations along Greenbelt Station Parkway. Bicycle storage, including lockers and a bike share facility, is also indicated on the plans at the metro plaza level.

57. Low maintenance, drought-tolerant landscaping shall be provided in areas contained with or isolated by roads, highway ramps, utility structures, or any other physical feature that would render the area unfeasible for regular maintenance.

Comment: The subject DSP only proposes landscaping within the public rights-of-way, which will be maintained by the operating agencies. The landscaping proposed is in keep with the sustainability requirements of the 2010 *Prince George's County Landscape Manual.*

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 Greenbelt Metro Area Approved Sector Plan and Sectional Map Amendment shall be considered the basis for development and review of the common sign plan for the project.

Comment: The only signage proposed with this DSP is street and directional signage. Subsequent DSPs that include specific uses and buildings should include a common sign plan for the property.

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.

Comment: Again, the DSP does show public trails, but staff recommends postponing review of those facilities until more information can be provided regarding all of the potential environmental impacts.

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.

Comment: As discussed previously, the DSP as submitted shows the proposed location of trails and revised stormwater management design that would modify the previously approved impacts for this site. It was anticipated that additional impacts for trails would need to be reviewed with a DSP. The approved stormwater management concept design will need to be modified in order to meet the current stormwater regulations prior to any permits being issued for the site because the previously approved concept will not be implemented prior to the grandfathering deadline of May 4, 2017. New impacts may be needed for implementation of a revised stormwater concept. A DSP has been recommended to address the final site design with respect to trails and stormwater management.

Through recommended conditions of approval, the current DSP is required to be revised to remove the proposed trail and to show all stormwater management and floodplain impacts as previously approved, including a skewed bridge crossing for the extension of Greenbelt Station Parkway. Minor impacts are shown for the proposed road crossing, road extension, stormwater outfalls, and utility lines. The impacts needed to move forward with the plans as conditioned for approval are in substantial conformance with the previously approved variation. The impacts proposed in this application are in conformance with the impacts reviewed and approved with Preliminary Plan of Subdivision 4-01026. The future DSP for trails and stormwater management must include an updated statement of justification for the final impacts to regulated environmental features.

10. **Preliminary Plan of Subdivision 4-01026:** The following conditions were included in the approval of Preliminary Plan 4-01026 (PGCPB Resolution No. 01-130(A)/2) and are applicable to the review of the subject DSP for infrastructure:

6. At the time of Detailed Site Plan review, the applicant, his heirs, successors and/or assigns shall submit an environmental assessment for review by the Health Department. This assessment shall examine, but not be limited to, the following:

a. Existing ground water contamination.

b. The abandoned fuel storage tank associated with the abandoned office building.

c. The presence of lead batteries on-site.

d. Oil storage tanks.

e. Asphalt materials at the asphalt plant.

f. The impact of existing uses to Indian Creek.

Comment: A Phase I Environmental Site Assessment prepared by Louis Berger for the US General Services Administration (GSA) was submitted. This report is dated January 2015 and was prepared for a portion of the site covered by the subject DSP; not included was the 22.09-acre Parcel 84. The report concludes that no Recognized Environmental Conditions (REC's), Historical (HREC's), or Controlled REC's (CREC's) were found at the site. However,

the report does note that areas of fill material of unknown environmental quality were emplaced at the site for development of the surface parking lot and recommends that should GSA select this site for the FBI Headquarters, the soil and groundwater be characterized in support of worker health and safety, and the fill materials be properly handled.

12. The applicant shall provide a trail extension to the Indian Creek Stream Valley Trail. The trail 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.

Comment: The plans as submitted show a proposed trail connection from the north/south connector road (Greenbelt Station Parkway) to Cherrywood Lane, and another trail segment from the southwestern corner of the proposed parking garage to the previously approved trail stub located at the edge of the south core. Both proposed trail locations would significantly impact regulated environmental features.

The small trail segment proposed to run from the parking garage to the south core will impact streams and floodplain. The plans as submitted show two stream channel diversions in this location; however, because the stream diversion was not approved on the current stormwater concept, and has not been shown on any proposed concept plan, the applicant has agreed to postpone the proposal of the stream diversion and associated trail connection to allow for further evaluation of the impacts.

The proposed trail connection from Greenbelt Station Parkway to Cherrywood Lane may impact the habitat of documented Rare, Threatened, and Endangered (RTE) Species. According to the Maryland Department of Natural Resources (DNR) Natural Heritage Program staff, a state endangered wildflower, the Trailing Stichwort (Stellaria alsine), is an annual that inhabits the braided stream channels and banks. It does not occur in the exact same spot every year so the conservation goal is to protect the habitat that supports it. It appears highly likely that this trail would destroy some of that habitat and degrade the adjacent habitat due to the soil disturbance and increased light associated with trail construction. Because of the potential to destroy habitat associated with a documented RTE, the applicant has agreed to postpone the proposal of the trail connection for further evaluation of the impacts. The Maryland Endangered Species Act requires review of all state permits by the Maryland Department of Natural Resources (DNR). As stipulated by Maryland law, DNR must issue a finding of no significant impact before the permit may be released by any state agency. Additional time is needed for the applicant to work with DNR to determine if a trail is appropriate, and if so, to determine the most appropriate location.

Therefore, it is recommended that the trail connection from the WMATA parking garage to the South Core and the trail connection from Greenbelt Station Parkway to Cherrywood Lane be removed from the DSP. However, the trail connections, with full evaluation of the environmental impacts should be part of the next DSP for the North Core.

14. Prior to approval of detailed site plans in the north core, the Planning Board shall determine whether mandatory dedication of parkland to the City of Greenbelt should be required rather than private recreation facilities. The cap established by the approved Conceptual Site Plan for maximum park requirements shall be maintained.

Comment: The submitted DSP does not specify whether mandatory dedication of parkland or private recreation facilities are to be provided. However, in the Greenbelt City Council's decision

on the DSP, they stated that the playground area shown on Lot N-2 should be dedicated to the City for use as a park area. Therefore, a condition has been included in the Recommendation section of this report requiring the DSP to be revised as the City recommends.

15. At the time of Detailed Site Plan review, the location of a police substation of approximately 2,000 square feet shall be provided by the applicant in the North Core.

Comment: Although the subject DSP is for infrastructure, the conceptual location of future buildings has been shown. Therefore, a condition has been included in the Recommendation section of this report requiring the DSP to be revised to indicate the conceptual location for the future police substation.

17. The applicant (and his successors and/or assigns) shall fund all off-site transportation improvements required by this resolution through funding that secures a minimum of ten percent of facilities construction costs. Such funding will be accomplished by bonding (or a similar approved funding instrument) with either the Federal Highway Administration, the State Highway Administration, or the County Department of Public Works and Transportation, with said bonding amounts established pursuant to agreements by and between the applicant with the respective agency. Proof of such funding shall be required prior to Detailed Site Plan approval.

Comment: This condition 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 was provided with the most recent site plan for the South Core, DSP-13045. Given that no further improvements are triggered by this site plan, and no development is proposed on this site plan, this condition is deemed to have been met.

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.

Comment: The Transportation Planning Section determined that this infrastructure DSP falls within the transportation impacts evaluated with the CSP and PPS, and the Environmental Planning Section that the DSP, as modified by recommended conditions, will have environmental impacts that are in substantial conformance with those previously approved. Finally, the realignment of the north-south connector road (Greenbelt Station Parkway) was approved with Conceptual Site Plan CSP-01008-02 and the location is consistent with this DSP proposal.

11. **2010 Prince George's County Landscape Manual:** The proposed development is within the Development District Overlay (D-D-O) Zone of the 2013 Greenbelt Metro Area and MD 193 Corridor Sector Plan and SMA. The sector plan states that, except as modified by the D-D-O Zone standards, the regulations of the 2010 *Prince George's County Landscape Manual* (Landscape Manual) apply. However, due to the scope of this DSP, the site is only subject to Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual.

Section 4.9, Sustainable Landscaping Requirements—In accordance with Section 4.9, a certain percentage of plants within each plant type (including shade trees, ornamental trees, evergreen trees, and shrubs) should be native species (or the cultivars of native species). This infrastructure DSP only proposes shade trees and shrubs at this time, which require a minimum of 50 percent and 30 percent to be native species, respectively. A Section 4.9 schedule has been provided, as required, showing the provision of 61.3 percent native shade trees and 50 percent native shrubs.

Additionally, this section requires that no invasive species be proposed, but some are shown on the plant list. Therefore, a condition has been included in the Recommendation section of this report requiring this to be corrected.

12. **Prince George's County Woodland Conservation and Tree Preservation Ordinance:** This site is subject to the provisions of the Woodland Conservation and Tree Preservation Ordinance because the site has previously approved tree conservation plans. A Type 1 Tree Conservation Plan (TCPI-027-00) was approved with the preliminary plan application, PPS 4-01026. The Tree Conservation Plans approved to-date include the original overall site area of the north core, south core, and land that is now owned by the State of Maryland.

A Type II Tree Conservation Plan was submitted with the subject application. Because this is the first TCP for the north core of the subject site, the TCP as submitted has been assigned a new plan number (TCPII-015-2017). The site retains its grandfathered status with respect to the environmental regulations contained in Subtitles 24, 25, and 27 that came into effect on September 1, 2010 and February 1, 2012. The TCP will also retain the overall worksheet used on the previously approved TCPII. The cover sheet will be carried forward for both sets of plans, but the individual plan sheets for the north core and the south core will be separate moving forward. This will allow for the north and south core phases to move forward irrespective of one another. It will also allow for the phases within the north core to be more easily separated should the State seek jurisdictional review of the forest conservation on the potential FBI site.

The Woodland Conservation Threshold (WCT) for the overall 168.54-acre site is 15 percent of the net tract area or 17.95 acres. The total woodland conservation requirement based on the amount of clearing for both phases as shown on the plan is 26.46 acres. The woodland conservation requirement shown on the plan as submitted is proposed to be met with preservation and reforestation on the overall site (including the state property).

The TCPII as submitted must be revised to meet all technical requirements prior to certification of the DSP; however, the information submitted demonstrates general conformance with the Woodland Conservation and Tree Preservation Ordinance.

13. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance (TCC), requires a minimum percentage of tree canopy coverage on projects that require a grading permit. Properties that are zoned M-X-T are required to provide a minimum of 10 percent of the gross tract area in tree canopy coverage. The subject property is

121.48 acres in size, resulting in a tree canopy coverage requirement of 12.15 acres or 529,167 square feet. The DSP provides a TCC schedule indicating the requirement being met through on-site woodland conservation, as well as the planting various trees on the subject site. However, the site area used in the schedule was incorrect. Therefore, a condition has been included in the Recommendation section of this report requiring the numbers to be corrected prior to certification.

14. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

a. **Historic Preservation—**In a memorandum dated March 31, 2017, the Historic Preservation Section indicated that the subject property was extensively mined for sand and gravel in the mid to late-twentieth century. The subject property has also been extensively disturbed by the construction of the Greenbelt Metro Station. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. This proposal will not impact any historic sites, historic resources or known archeological sites.

b. **Community Planning—**In a memorandum dated March 30, 2017, the Community Planning Division provided a discussion of the development district standards that is incorporated into Finding 7 above, as well as the following comments on the subject application:

This property is located within the General Plan Growth Boundary of *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035). The property is also within a designated Employment Area. Plan Prince Georg's 2035 describes Employment Areas as areas commanding the highest concentrations of economic activity in four targeted industry clusters: healthcare and life sciences; business services; information, communication and electronics; and the Federal Government (page 106).

The Community Planning Division staff noted that the DSP did not show conformance with the parking garage standards. The applicant has requested an amendment to the standard. See above Finding 7 for detailed discussion.

c. **Transportation Planning—**In a memorandum dated April 4, 2017, the Transportation Planning Section offered an analysis of the DSP's conformance with the transportation-related CSP and PPS conditions, which is incorporated into Findings 9 and 10 above, respectively. The Transportation Planning Section concludes that the proposed detailed site plan complies with the necessary findings, as those findings may relate to transportation.

d. **Subdivision—**In a memorandum dated April 17, 2017, the Subdivision Review Section offered a discussion of the PPS conditions, which is incorporated into Finding 10 above. The Subdivision Review Section recommends approval of this DSP with two conditions that have been incorporated in the Recommendation section of this report.

e. **Trails—**In a referral dated April 11, 2017, the trails coordinator offered a discussion of the trails-related conditions attached to the prior approvals that is incorporated into Findings 9 and 10 above, as well as the following summarized comments:
The Transportation Planning Section has reviewed the submitted detailed site plan

application for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Plan and Sectional Map Amendment* (area master plan) in order to implement planned trails, bikeways, and pedestrian improvements.

A variety of master plan trail and bikeway recommendations impact the subject application. All of the internal roadways will be under the maintenance and operation of the City of Greenbelt. Bicycle facilities are recommended along both Greenbelt Station Parkway and Cherrywood Lane. Text from the area master plan regarding these facilities are copied below:

Cherrywood Lane

- Install a continuous sidewalk on the west side of Cherrywood Lane
- Install bike lanes as redevelopment begins to occur on the Beltway Plaza properties
- Provide intersection improvements to enhance sight distance and safety
- Install pedestrian improvements, such as crosswalks and sidewalks with the traffic circle

Greenbelt Station Parkway

- Construct bicycle lanes and provide a sidepath, in the short term; construct a hard surface trail with a bridge to link the South Core to the North Core until Greenbelt Station Parkway is completed

The master plan also recommends a variety of trails within the environmental setting of the site. These include a trail along the stream valley and several trail connections linking the Cherrywood Lane (and the adjacent apartments) with Greenbelt Station Parkway and the metro. These trails are important because they will provide access to the station from the nearby apartment complexes and surrounding communities. The area master plan includes the following text regarding these trail connections:

Indian Creek Stream Valley Park Trail

- Construct a hard surface trail with boardwalks, where appropriate to cross wetlands, throughout the Indian Creek stream valley east of the Greenbelt Metro Station North and South Cores. Provide linkages to both development areas, Breezewood Drive, and Springhill Drive. Connect the stream valley park trail to Branchville Road, and across MD 193 to the existing trail head west of 57th Avenue. Provide a short loop trail around the north, east, and south sides of the South Core development site, and link the trail to the Indian Creek stream valley trail.

The Complete Streets element of the MPOT reinforces the importance of incorporating sidewalks into new developments and includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

POLICY 1:
Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

POLICY 2:
All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

Based on input from the M-NCPPC Department of Parks and Recreation and staff's research, the following design features should be considered by the City of Greenbelt when implementing the cycle track and other improvements along Greenbelt Station Parkway:

a. Consider additional space for cyclists to queue while waiting to cross Greenbelt Station Parkway at Intersection #2. The space may be accommodated with pavement markings within the intersection or a reconfiguration to the radius islands.

b. Dedicated signal phases should be considered at Intersection #2 that would provide for protected movements for cyclists for some movements.

c. The standard sidewalk should be replaced with an eight-foot wide sidewalk (or sidepath) along the west side of Greenbelt Station Parkway within the South Core north of the traffic circle to provide safe bicycle access for northbound cyclists to the trail to the North Core.

d. Signage, signalization and pavement markings along the cycle track shall be coordinated with the City of Greenbelt and consistent with the April 11, 2017 memorandum from the City of Greenbelt Planning Director.

Transportation Conclusion
In conformance with the 2009 *Approved Countywide Master Plan of Transportation*, the 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Plan and Sectional Map Amendment*, the trails coordinator recommends eight conditions that have been included as conditions with some modifications in the Recommendation section of this report.

f. **Prince George's County Department of Parks and Recreation (DPR)—**In comments dated April 3, 2017, DPR indicated that they had no comment on the subject application because it is located outside of the Metropolitan District.

g. **Permit Review—**In a memorandum dated April 20, 2017, the Permit Review Section provided comments that have been addressed through conditions included in the Recommendation section of this report, as appropriate.

h. **Environmental Planning—**In a memorandum dated April 12, 2016, Environmental Planning staff offered a discussion of the DSP's conformance with the previous conditions of approval and the Woodland Conservation and Tree Preservation Ordinance which are discussed in Findings 9, 10 and 12 above, and the following additional comments:

(1) **Site Description:** The TCP covers a larger area than the DSP currently under review because the TCP covers both the North and South Cores of the overall property. The overall property is south of the Capital Beltway (I-95/495), north

of Greenbelt Road (MD 193), west of Cherrywood Lane, and is bounded by the Metro/CSX railway on the west. There are floodplains, streams, and wetlands on the overall site. The predominant soils found to occur according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS) include the Christiana-Downer complex, Russett-Christiana-Urban land complex, Udorthents reclaimed gravel pits, Urban land-Zekiah complex, Zekiah and Issue soils, and Udorthents loamy soils. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program, there are records of rare, threatened, and/or endangered species found to occur on or in the vicinity of this property. Forest Interior Dwelling Species (FIDS) are mapped on the northern portion of the site. No Historic or Scenic roads are affected by this proposal. The adjacent highways and Metro are significant nearby noise sources. The proposed trail and garage uses are not expected to generate significant noise. The site is located within the Established Communities of the Growth Policy Map and Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan*. According to the 2005 *Approved Countywide Green Infrastructure Plan*, the overall site contains Regulated Area, Evaluation Area, and Network Gap areas.

(2) **Natural Resource Inventory:** A Natural Resources Inventory Equivalency Letter, NRI-073-2017, was issued for the subject property on April 12, 2017. The previous plan approvals and a review of the most recent aerial imagery show that the site is in conformance. No additional information is required with respect to the NRI.

The Environmental Planning Section recommends approval of this DSP with conditions that have been included in this staff report with some modification to coordinate with other recommended conditions, and based on further coordination with the applicant regarding future construction.

i. **Prince George's County Fire/EMS Department—**In a memorandum dated March 23, 2017, the Office of the Fire Marshal provided standard comments regarding fire apparatus, hydrants, and lane requirements. Those comments will be enforced by the Fire/EMS Department in their separate permitting process.

j. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)—**At the time of the writing of this technical staff report, DPIE did not provide any comments on the subject application. Therefore, a condition has still been included in the Recommendation section of this report requiring that, prior to certification, documentation be provided from DPIE that the DSP is in conformance with the approved stormwater concept plan.

k. **Prince George's County Police Department—**At the time of the writing of this technical staff report, the Police Department did not provide comments on the subject application.

l. **Prince George's County Health Department—**In a memorandum dated April 4, 2017, the Environmental Engineering Program of the Prince George's County Health Department provided the following comments on the subject application:

(1) It is understood that this proposal is principally for the development of infrastructure and the construction of a WMATA garage to replace the existing surface parking lot. The depiction of proposed trails will contribute to the walkability and access to the site which can be exploited to render good health outcomes for the adjacent communities. This office looks forward to the receipt of future detailed site plans in order to assess the intent to protect the environment and facilitate healthy activities by creating green and open spaces, provide access to healthy food options, minimize adverse health outcomes from excessive noise and glare, and develop effective pedestrian/bicycle circulation, etc.

Comment: This is noted. The applicant should consider the mentioned health impacts in the final design of future DSPs.

(2) During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

Comment: This requirement will be enforced at the time of permit; however, a note should be provided on the DSP indicating conformance with these requirements.

(3) During the construction phases of this project, no noise should be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.

Comment: This requirement will be enforced at the time of permit; however, a note should be provided on the DSP indicating conformance with these requirements.

m. **Maryland State Highway Administration (SHA)**—In an e-mail dated March 30, 2017, SHA indicated that Interstate Access Point Approval (IAPA) will be required for the proposed access to I-495. The process has already been started, but it was revised to include the design elements that were added to accommodate the revised traffic from the GSA last fall. Instructions have been given to hold off on submitting the IAPA to the Federal Highway Administration (FHWA) until the official GSA site selection is announced.

n. **Washington Metropolitan Area Transit Authority (WMATA)**—In a memorandum dated April 6, 2017, WMATA offered the following comments on the DSP:

(1) Show Metro logo on parking garage stair towers.

Comment: This should be noted as an agency requirement, but is not required for DSP approval. The applicant may make this revision now if they deem it appropriate.

(2) Show width of sidewalk at the northbound 'Kiss and Ride' drop-off. Provide a shelter here if feasible.

Comment: This should be noted as an agency requirement, but is not required for DSP approval. The applicant may make this revision now if they deem it appropriate.

(3) Show location of future Metro 'Bike and Ride.' Previous plans showed it on the plaza just north of the station.

Comment: This should be noted as an agency requirement, but is not required for DSP approval. The applicant may make this revision now if they deem it appropriate.

(4) Three-inch raised table at bus entrance/exit road is an operational issue for Metro: tables are jarring to buses and riders, and drivers are instructed/required to stop at crosswalks in or approaching/leaving our bus loops. Also, it is likely that Greenbelt will be saddled with frequent maintenance here as heavy bus traffic will pound the table. A possible alternative is some kind of color coding/striping, etc., to draw attention to the crosswalk. We have conferred with Greenbelt City staff and the developer and both are amenable to removing the raised table.

Comment: This should be noted as an agency requirement, but is not required for DSP approval. The applicant may make this revision now if they deem it appropriate.

(5) Cycle track adjacent to and crossing Greenbelt Metro Drive should be at 90 degrees where it crosses the access road to the beltway on-ramp. If further study shows that it is not possible to effect 90 degrees, then mitigation measures to slow traffic on the ramp should include flashing lights, rumble strips and other similar warnings.

Comment: This should be noted as an agency requirement, but is not required for DSP approval. The applicant may make this revision now if they deem it appropriate.

(6) Show clearly on Sheets C1.03 and C1.04 the combined trail/sidewalk segment located between the Metro garage and station entrance.

Comment: The DSP does clearly indicate a wide sidewalk between the garage and metro station entrance.

o. **Washington Suburban Sanitary Commission (WSSC)**—At the time of the writing of this technical staff report, WSSC did not provide comments on the subject application.

p. **Verizon—**At the time of the writing of this technical staff report, Verizon did not provide comments on the subject application.

q. **Potomac Electric Power Company (PEPCO)—**At the time of the writing of this technical staff report, PEPCO did not provide comments on the subject application.

r. **City of Greenbelt—**In a memorandum dated April 11, 2017, the City of Greenbelt staff indicated that the City Council voted to approve Detailed Site Plan DSP-16063 subject to 27 conditions. They request that the Planning Board include them in the final resolution of approval as follows:

Environmental Considerations

(1) Final engineering of the Narragansett Run bridge crossing shall be designed to minimize impacts to the existing stream channel and shall consist of the minimum stream mitigation activities necessary to achieve the crossing.

A condition of the Prince George's District Council's approval of the Conceptual Site Plan for this development reads that "the cumulative environmental impacts associated with previously approved variation requests shall not be exceeded by any proposed development or construction within the project area" (CSP-01008/01 Condition #62).
The City does not support the wholesale realignment and stream relocation of Narragansett Run shown in the plan set and strongly discourages such an alignment. It is strongly recommended the Applicant meet with the City and Maryland Department of the Environment (MDE) staff to discuss the Greenbelt Station Parkway bridge crossing and its impacts to Narragansett Run.

Comment: Conditions in the Recommendation section of this report require the removal of the stream mitigation of Narragansett Run from this DSP. This issue can be reconsidered in future DSPs when the environmental impacts can be more closely examined.

(2) The proposed forest retention and restoration plans on the Tree Conservation Plan shall limit the removal of existing healthy trees. The City does not support the clearing of existing mature forest within the 100-year floodplain in order to create wetland habitat.

Comment: Environmental Planning staff found that the woodland conservation shown on the submitted TCPII is in substantial conformance with the approved TCPI, if amended as conditioned.

(3) The Applicant shall demonstrate at final engineering (permitting) of the storm drain network that the proposed outfall system addresses the following concerns:

(a) Storm water outfalls are aligned to discharge in a downstream orientation. Outfalls shall not discharge in a perpendicular nature.

(b) Channelization of the storm drain outfall in Outparcel B does not result in loss of existing mature forest and does not negatively impact the stable functioning of Narragansett Run.

The City is concerned that the direct outfall of untreated College Park stormwater to Indian Creek without tie in to a storm water management network could result in either no net improvement or worsening conditions of the Indian Creek stream bed. It is strongly recommended that the Applicant pursue tying this stormwater into a comprehensive stormwater management system. The City supports revisiting the use of Outparcel B as a storm water attenuation site subject to review by appropriate agencies and the City of Greenbelt.

Comment: This is noted. The applicant will have to resolve these issues with the City and DPIE prior to permitting.

(4) Prior to application for the first building permit, the Applicant shall obtain approval of a stormwater management concept plan that corresponds with the approved site plan. This plan shall be subject to City of Greenbelt review and approval. The City makes no endorsement or approval of stormwater

management facilities currently shown on DSP – 16063.

Comment: A condition has been included in the Recommendation section of this report regarding revising the stormwater management concept plan prior to grading permit to reflect the current regulations.

(5) Prior to final inspection and acceptance of public roads dedicated to the City, plantings at the "Concrete Mountain" mitigation site shall be completed and the open MDE permit closed out.

Comment: This should be noted as an agency requirement, but is not required for DSP approval.

Transportation

(6) The preferred South Core (Outparcel B) hiker/biker trail alignment connecting Greenbelt Station South Core to the WMATA Metro facilities shall be shown on approved plans for DSP-16063. The shown alignment may be subject to change based on further environmental studies. Construction of the trail shall begin upon approval of a final alignment.

Comment: Transportation Planning and Environmental Planning staff have recommended removal of this trail from the subject DSP, but have conditioned it to be reexamined in a future DSP when the environmental impacts and alignment can be further examined.

(7) Prior to Plan Certification the South Core trail connection shall be shown on DSP-16063 in such a manner as to meet prior CSP and Preliminary Plan of Subdivision approvals. This shall include at a minimum:

a. The addition of a 10-foot-wide side path to the western side of Greenbelt Station Parkway's bridge where it spans Narragansett Run.

b. Extension of the side path south of the bridge to make a direct crossing to the South Core Stream Valley Trail network.

c. A trail connection from the north side of the bridge span that ties directly into the southern side of the WMATA Metro garage's rear sidewalk. Final alignment subject to City of Greenbelt approval.

Comment: Rather than make all of these changes with the current DSP, Transportation Planning and Environmental Planning staff recommend requiring full evaluation of the appropriate alignment for the trail in a future DSP.

(8) The South Core hiker/biker trail to the WMATA Metro facilities shall be constructed of permeable materials.

a. The trail shall be sited to minimize impact to wetlands and environmental features such as Narragansett Run and forested areas.

b. The trail should be lit and security features such as call boxes and

cameras shall be incorporated into the design of the trail.

Comment: These requirements can be incorporated on a future DSP that includes the South Core trail.

(9) Prior to Plan Certification, the northern hiker/biker trail that connects the North Core to Cherrywood Lane through State of Maryland property shall be removed from DSP-16063.

Comment: A condition requiring this has been included in the Recommendation section of this report.

(10) Permit plan sets for future shared use paths shall incorporate recommended trail markings, especially at termination areas, per SHA's Bicycle Policy & Design Guidelines (2015).

Comment: This should be noted as an agency requirement, but is not required for DSP approval. The applicant may make this revision now if they deem it appropriate.

(11) The F-barriers proposed on Greenbelt Metro Drive are not sufficiently decorative to meet the standards and expectations for this development.

Prior to plan certification, the developer shall propose an alternative decorative barrier which shall be subject to City of Greenbelt review and State Highway Administration approval.

Comment: This should be noted as an operating agency requirement, but is not required for DSP approval. The applicant may make this revision now if they deem it appropriate.

(12) F-barriers shall be removed from the westbound direction on Greenbelt Metro Drive between Station 3+00 and 9+00. Regular curb shall be utilized and a landscape buffer between the road and cycle track shall be used where feasible.

Comment: This should be noted as an operating agency requirement, but is not required for DSP approval. The applicant may make this revision now if they deem it appropriate.

(13) Any future revision to DSP- 16063 that proposes the reduction of travel lanes on Greenbelt Station Parkway shall result in the allocation of additional area to provide for:

a. Street tree planting in the median of Greenbelt Station Parkway from Intersection #3 through Intersection #6.

b. The addition of street trees on the eastern side of northbound lanes on Greenbelt Station Parkway unless prohibited by either the security standards or site needs of the FBI headquarters.

Comment: This should be noted for future DSPs.

(14) The sidewalk on either side of the I-495 ramp pedestrian crossing at Intersection #6 shall be widened to eight feet.

Comment: This should be noted as an operating agency requirement, but is not required for DSP approval. The applicant may make this revision now if they deem it appropriate.

(15) The Applicant shall ensure adequate stormwater sheet flow from the cycle track into the adjacent biorentention/landscape area.

Comment: This should be noted as an operating agency requirement, but is not required for DSP approval. The applicant may make this revision now if they deem it appropriate.

(16) Signs indicating bicyclists should "stop for signal" are shown along the cycle track. The City strongly recommends bicycle signal heads be installed and timed in sequence with pedestrian and motorist signal movement along the length of the cycle track. These signals are necessary to avoid conflict between bicyclists and turning motorist movements. "No Right Turn on Red" should be utilized at these intersections to prevent motorist and bicycle/pedestrian conflicts. Signalization shall match recommendations of restricting vehicular turn movements where they may conflict with bicyclist movement through intersections.

Comment: This should be noted as an operating agency requirement, but is not required for DSP approval. The applicant may make this revision now if they deem it appropriate.

(17) The Applicant shall coordinate with the City and the State Highway Administration on the following issues:

a. Final Prince George's County Planning Board resolution should note that the City shall not be responsible for maintenance of the Greenbelt Metro Drive retaining wall which is designed to accommodate the State Highway Administration's stormwater managment facility.

Comment: The Planning Board cannot specify responsibility for maintenance of structures within dedicated public rights-of-way. It is up to the operating agencies to coordinate this prior to permitting.

b. The right-of-way lines shown on the plans near Intersection #6 and the SHA stormwater management facilities do not logically correspond to the road and site features of the plan. The right-of-way lines shall be adjusted to align between the northern edge of Greenbelt Metro Drive and the SHA maintained stormwater management facility/I-495 ramps. The final plat shall reflect a right-of-way line agreeable to both the City of Greenbelt and SHA.

Comment: The applicant has since submitted revised exhibits addressing existing and proposed parcels on the site. A condition has been included in the Recommendation section of this report requiring the DSP to be revised per this exhibit prior to certification.

c. The City and SHA shall establish a maintenance and operation agreement regarding intersection signal maintenance and signalization.

Comment: This is a private agreement, which the Planning Board will not be party to.

(18) Prior to plan certification, the following revisions shall be made at Intersection #2 regarding bicyclist facilities:

a. Address a possible conflict between a northbound rider, waiting to cross Greenbelt Station Parkway, and southbound driver making a permitted U-turn. The turn traces appear to conflict with the staging area where stationary cyclists would wait for their turn to cross.

b. Provide dashed outline and sharrow intersection markings for the southbound bike path as it transitions between the cycle track and the Greenbelt Station Parkway southbound bike lane.

c. It is strongly recommended the applicant redesign Intersection #2 to provide protected staging and movement zones for bicyclists as demonstrated in City's Figure 1.

Comment: This should be noted as an operating agency requirement, but is not required for DSP approval. The applicant may make this revision now if they deem it appropriate.

(19) Prior to plan certification and subject to final review and approval by the City, DSP-16063 shall be revised to address the cycle track termination/entrance on Greenbelt Metro Drive at Intersection #7 as outlined below:

a. Add "cross here" and directional arrow to the "End of Cycle Track" sign.

b. Near termination, design a physical separation between the west and east cycle track lanes to encourage eastbound users to make the provided crossing of Greenbelt Metro Drive and prevent wrong-way movement. City preference is for a planted median at least two feet in width.

c. Install a sign further west on Greenbelt Metro Drive that notifies users "Cycle Track Ends Prepare to Cross".

d. The F-barrier on Greenbelt Metro Drive should be removed allowing the eastbound cycle track to flare toward the crossing of Greenbelt Metro Drive

e. Install "Yield to pedestrians and bicyclists" sign at Intersection #7.

f. At Intersection #7, design a wider right-turn staging area with appropriate arrow markings for the eastbound bicyclist by adjusting the cycle track and sidewalk alignment north.

g. Pedestrian crossing markings should be installed at Intersection #7 where pedestrians cross the cycle track.

h. The bicycle lane markings shall continue through the driveway entrance to the GSA parcel at Intersection #7 by the installation of skip-striping and sharrows. It is recommended this skip-striping and sharrow marking be applied at all cycle track and bicycle track crossing throughout the

project area including Intersections # 2 and #3.

i. The cycle track should have a defined crossing separate from pedestrians. It should have a minimum width of six feet for bicyclists with "sharrow" markings and dashed outer lines and six feet for pedestrians with traditional crossing markings.

Comment: This should be noted as an operating agency requirement, but is not required for DSP approval. The applicant may make this revision now if they deem it appropriate.

(20) The plans shall be revised to show the bicycle lanes on Greenbelt Metro Drive ending approximately 120 feet west of the Cherrywood Lane intersection. Bicycle lanes shall transition from a dashed termination of the bike lane into sharrow markings. This transition is necessary to allow cyclists to safely merge with traffic and take the full lane through the traffic circle, enabling them to make left turns onto and from Cherrywood Lane and to join the bike lane on Greenbelt Metro Drive both from the slip lane and roundabout.

Comment: A condition requiring this has been included in the Recommendation section of this report.

WMATA Metro Garage

(21) The Applicant shall coordinate with the City and WMATA on the following issues regarding the Metro garage to reduce the dominance of the horizontal planes. This can be achieved by adding height to the vertical features above the roofline and through the addition of vertical column and infill panels. It is recommended the design of the garage be altered at a minimum as follows:

a. Alter the east building elevation to raise the sections of "precast shear wall" above the horizontal plane of the roof line. This change will improve the massing of the building profile and reduce its negative impact on the streetscape.

b. Install additional precast columns and infill panels to further break the horizontal dominance of the eastern façade.

c. To support the retail success in the development and full 24/7 use of the site, adjust the internal WMATA Station fencing so that the underpass to College Park and the Marc Station may remain open 24/7.

Comment: All of these recommendations require coordination with WMATA, which is the operating agency of these facilities. If the applicant and WMATA are in agreement with these revisions, they may be incorporated into the DSP prior to certification.

(22) Subject to WMATA approval, the Applicant shall provide bike parking in the Metro garage.

Comment: This should be noted and the applicant may make this revision now if WMATA agrees.

(23) Electronic vehicle charging stations shall be provided in the Greenbelt Metro garage.

Comment: The DSP indicates that there will be six electric vehicle parking spaces in the garage. It is unclear if charging stations are provided too, but the applicant should consider this if it is feasible and acceptable to WMATA.

Site Amenities

(24) The playground areas show on Lot N-2 shall be dedicated to the City for use as public park area with details for design and cooperative maintenance to be established under a DSP for Lot N-2.

Comment: A condition requiring this has been included in the Recommendation section of this report as it is relative to a PPS condition of approval discussed in Finding 10 above.

(25) The location and desirability for a bus stop pull-off on the southbound side of Greenbelt Station Parkway in front of the residential building shall be determined at the time of a future DSP for Lot N-2. If it is determined that a bus stop and bus shelter at this location is desirable, Greenbelt Station Parkway shall be reconstructed to accommodate this facility.

Comment: Due to previous conditions of approval, trolley/tram service will have to be considered with future DSPs for full development of the site. The issue of stops and facilities should be considered at that time.

(26) Benches shall be provided at intervals on Greenbelt Metro Drive where feasible and advisable.

Comment: Staff is uncertain of the appropriateness of benches along Greenbelt Metro Drive which is located in between the Capital Beltway and the potential FBI site. However, the applicant may make this revision now if they deem it appropriate.

(27) Future DSP's for Lot N-5 shall provide a kiosk in the Metro plaza. Details of the kiosk design will be determined in the future DSP but shall generally include such items as an area map, WMATA bus schedules, and "Welcome to Greenbelt" sign.

Comment: Previous conditions of approval require a common signage plan for the site. This will be reviewed in future DSPs when uses and full development are proposed. The applicant is encouraged to incorporate these considerations at that time.

s. **City of College Park—**The City of College Park indicated that their Council will review and vote on the subject DSP at their April 25th meeting and their staff will provide the decision at the Planning Board hearing.

t. **Town of Berwyn Heights—**At the time of the writing of this technical staff report, the Town of Berwyn Heights did not provide comments on the subject application**.**

15. As required by Section 27-285(b)(2) of the Zoning Ordinance, this infrastructure DSP is in conformance with the approved conceptual site plan.

16. As required by Section 27-285(b)(3) of the Zoning Ordinance, this Detailed Site Plan for Infrastructure satisfies the applicable site design guidelines as contained in Section 27-274 of the Zoning Ordinance, prevents off-site property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.

17. Per Section 27-285(b)(4) of the Zoning Ordinance, which became effective on September 1, 2010, a required finding for approval of a detailed site plan is as follows:

(4) The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible.

Comment: In a memorandum dated December 9, 2016, the Environmental Planning Section indicated that this DSP is grandfathered from this requirement because it has a previous approved Preliminary Plan of Subdivision (4-01026).

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and further recommends APPROVAL of this application as follows:

A. APPROVE the following Amendment to the Development District Standards as follows:

1. **Building Form/Structured Parking (page 229):** To allow for the parking structure to have no liner buildings between it and the lot frontage.

B. APPROVE Detailed Site Plan for Infrastructure DSP-16063, Type II Tree Conservation Plan TCPII-015-2017 for Greenbelt Town Center Metro Garage, subject to the following conditions:

1. Prior to certification of this detailed site plan (DSP), the following revisions shall be made or information provided:

a. Revise the DSP and associated plans of the subject application to reflect the existing and proposed property information consistent with Applicant's Parcel Exhibit B.

b. Remove the trail through the State of Maryland property from the plans.

c. Remove the trail through Outparcel B from the plans.

d. Provide documentation from the Department of Permitting, Inspections and Enforcement (DPIE) that the DSP is in conformance with the approved stormwater management concept plan.

e. Revise the details of the streetscape amenities to ensure that they are consistent in quality and style.

f. Provide notes on the plans in accordance with the Prince George's County Health Department's recommendations as follows:

> "During the demolition and construction phases, this project will conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control."
>
> "During the demolition and construction phases, this project will conform to construction activity noise control requirements as specified in the Code of Maryland Regulations (COMAR)."

g. Revise the DSP to indicate that the playground areas designated on Parcel N-2 shall be dedicated to the City of Greenbelt for use as a public park, with details for the design and cooperative maintenance to be established under a future DSP.

h. Revise the Greenbelt Station Parkway right-of-way with a minimum width of 80 feet.

i. Indicate the conceptual location for a future police substation.

j. Revise the plans to include an eight-foot-wide sidewalk along the entire west side of Greenbelt Station Parkway. The five-foot-wide sidewalk shall be replaced with an eight-foot-wide sidewalk between the private access drive to the future residential parcel and the southern limits of the north core.

k. The sidewalk along Greenbelt Metro Drive shall be widened to eight feet on either side of the I-495 ramp.

l. Revise the plans to show the bicycle lanes on Greenbelt Metro Drive ending approximately 120 feet west of its intersection with Cherrywood Lane. Bicycle lanes shall transition from a dash termination of the bike lane into Shared-Lane Markings (sharrows).

m. Add a bicycle repair station to the metro plaza level near the bike station.

n. Revise the plans to show a location for a Capital Bike Share station. This bike-share station shall be separate from the bicycle storage currently indicated on the metro plaza level.

o. Revise the landscape plan as follows:

(1) Revise the Tree Canopy Coverage schedule to list the correct gross tract area and show the requirement being met.

(2) Remove all invasive species from the plan.

p. Revise the TCPII to meet all technical requirements of Subtitle 25.

q. Revise the plans to show stormwater management based on the currently approved concept plan (10387-2008-02), including the removal of stream mitigation along Narragansett Run.

r. Provide dimensions of the parking spaces and access aisles for all types of spaces, including the handicap accessible spaces and passenger embark/debark areas.

s. Clearly identify the boundary of each phase.

t. Revise the plans to show stormwater management as shown on the Environmental Impact Exhibit A, prepared by Dewberry Consultants LLC, dated April 5, 2017, and submitted on April 10, 2017.

2. Prior to the issuance of a grading permit, a floodplain waiver approved by the Department of Permitting, Inspections and Enforcement (DPIE) shall be provided.

3. Prior to issuance of a grading permit, the currently approved concept plan (SDCP #10387-2008-02) shall be revised to conform with the approved DSP and to address current stormwater management requirements meeting Environmental Site Design (ESD) to the Maximum Extent Practicable (MEP). The impacts to Regulated Environmental Features shall not be increased from that approved in this DSP.

4. Prior to acceptance of the next DSP for the North Core property, the applicant shall evaluate the feasibility and environmental impacts/benefits of the following improvements:

a. An analysis shall be submitted showing a change in location of the outfall of the existing storm drain structure extending from Lackawana Street to outfall into Narraganset Run rather than Indian Creek. The evaluation of this modification shall include a revision to the approved floodplain study to address the impact of such a change. If it is determined that the environmental impacts/benefits support the change, a revised conceptual stormwater management plan shall be prepared and submitted.

b. The applicant shall prepare a plan for restoring and realigning Narraganset Run, including the portion of Narraganset Run which is subject to the proposed crossing by Greenbelt Station Parkway.

c. An analysis shall be submitted to address whether a trail connection from Greenbelt Station Parkway to Cherrywood Lane is appropriate given the presence of Trailing Stichwort (*Stellaria alsine*), a documented Rare, Threatened, and Endangered (RTE) Species, and its associated habitat. The applicant shall coordinate with City of Greenbelt staff, M-NCPPC Transportation Planning staff, Environmental Planning staff, and Maryland Department of Natural Resources (DNR) Natural Heritage Program staff. If feasible and appropriate, the location and alignment of the trail shall be determined as part of the DSP.

d. An analysis shall be submitted to determine the location of the trail connection from the WMATA parking garage to the South Core. The applicant shall

coordinate with City of Greenbelt staff, City of College Park staff, M-NCPPC Transportation Planning staff, Environmental Planning staff, and DPIE staff. This trail should be lit and security features, such as call boxes and cameras, shall be incorporated into the design.

e. The final impacts to regulated environmental features associated with trails, stream alteration and stormwater management shall be determined.