



# THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
TTY: (301) 952-4366  
www.mncppc.org/pgco

PGCPB No. 16-42

File No. DSP-13045

## RESOLUTION

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

WHEREAS, in consideration of evidence presented at a public hearing on March 17, 2016, regarding Detailed Site Plan DSP-13045 for Greenbelt Station, Phase 3, the Planning Board finds:

1. **Request:** The detailed site plan is for a portion of the South Core of the overall development known as Greenbelt Station. The proposed development consists of 165 townhouse lots and 3,000 square feet of commercial retail space.
2. **Development Data Summary:**

	<b>EXISTING</b>	<b>APPROVED</b>
Zone(s)	M-X-T/D-D-O	M-X-T/D-D-O
Use(s)	Vacant	Residential and Commercial
Acreage (gross)	13.16	13.16
100 Year Floodplain	1.95	1.95
Lots	-	166
Parcels	5	10
Commercial/ Retail GFA	0	3,000 square feet
F.A.R	0	0.6
Townhouse Units	0	165

### OTHER DEVELOPMENT DATA

<b>Total Parking Spaces</b>	<b>Required</b>	<b>Approved</b>
Townhouses (165 du @ 2.04 spaces/unit)	337 spaces	330 spaces
Off-street parking		40 spaces
<b>Total</b>		370 spaces
Commercial (3,000 square feet) (1/150 up to 3,000)	20 spaces	0 22 spaces
Handicap parking	2	0**
<b>Loading spaces</b>	1*	0

**Note\*** Conformance with Parking and Loading standards and handicap parking for the retail component will be required at such time that a DSP is submitted for the retail parcel.



**\*\* The applicant must provide two parking spaces for the physical handicapped for the public parking in the townhouse development.**

3. **Location:** The subject site is located on the west side of Greenbelt Station Parkway, approximately 1,800 feet north of its intersection with Greenbelt Road (MD 193), within the western portion of the larger Greenbelt Station development, in Planning Area 67 and Council District 4.
4. **Surrounding Uses:** Phase 3 within the South Core is bounded to the north by a stormwater management pond within Phase 1 of Greenbelt Station; to the south by the multifamily development Verde at Greenbelt Station also in the M-X-T Zone; to the west by WMATA/CXS rail tracks, and beyond by R-O-S-zoned property owned by the Board of Education (BoE), and industrial uses in the I-2 Zone; and to the east by Greenbelt Station Parkway and beyond, by property approved for townhouses and open space within Phases 1 and 2, in the M-X-T Zone.
4. **Previous Approvals:** Conceptual Site Plan CSP-01008 was approved by the Planning Board, on July 26, 2001 (PGCPB Resolution No. 01-160) and affirmed by the District Council, on September 24, 2001, as a Metro Planned Community in the I-2 Zone, pursuant to County Council Bill CB-35-2000. Subsequently, the October 2001 *Greenbelt Metro Area Approved Sector Plan and Sectional Map Amendment* rezoned the property to the M-X-T Zone. On September 15, 2005, the Planning Board approved (PGCPB Resolution No. 01-160(C)(A)) a reconsideration of CSP-01008 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.

A Preliminary Plan of Subdivision, 4-01026, was approved (PGCPB Resolution No. 01-130(A/3)) by the Planning Board on September 6, 2001 with 19 conditions. In addition, several detailed site plans (DSP) have been approved for the site.

An approved Stormwater Management Concept Plan and approval letter (9319-2007-03) were submitted with the subject application. The approval is valid until May 4, 2017. The General Notes should be revised to show the most current approval number.

5. **Design Features:** The proposed development represents the remaining portion of Phase 3 for the South Core of the overall Greenbelt Station development and consists of Lots 1-166. Along with the 165 townhouses, the proposal also includes a potential retail site or park on Lot 166.



The townhouses are laid out in a predominately grid pattern on the west side of the existing north-south connector road, Greenbelt Station Parkway. Access to the site from Greenbelt Station Parkway is via four access points: Access Drive 1 (which has shared access to the Verde at Greenbelt Station multifamily development to the south and is currently under construction) Road 'A,' South Center Drive and Stream Bank Lane, all private streets. All of the dwelling units will have rear-loaded garages accessed by alleys. The applicant is providing sixty-nine 16-foot-wide, fifty 20-foot-wide, and forty-six 24-foot-wide townhouse units.

Recreational facilities are provided on-site including pocket parks with sitting areas.

#### **Architecture**

Four models are proposed in this DSP: one NV model, the Tyson, and three Ryan models, the Strauss, Hepburn and Clarendon. The models range in height from three stories (Strauss, Hepburn) to four stories (Clarendon, Tyson) with single and two-car garages. The Clarendon model also has a one-car tandem garage.

<b>Ryan Home Models</b>	<b>Base Square Footage</b>	<b>Elevations*</b>
Hepburn	1,391	A,B,C,D,E,F
Strauss	2,034	A,B,C,D,E,F,G,H,J,K
Clarendon	1,804/1,943	A,B,C,D,E
<b>NV Homes Models</b>		
Tyson	2,844	G,H,J,K

Note\* The house template sheet should be revised to reflect only the models that are provided above.

The architectural design includes a variety of styles and materials, including full/partial brick, full/partial vinyl siding, and combinations thereof, with a variety of window, door, and roof treatments. Features include gables, optional dormers, covered stoops and bay windows. It is noted the Strauss and Hepburn models have been approved for other projects in the County. The side elevations of the Clarendon model do not show any standard windows or other architectural elements. A condition is included in this report to address this issue. In addition, the applicant submitted incomplete architectural details for the Clarendon V3 unit. Because this unit is in a completely different architectural style and has a completely different character from the other elevations, it is not included in the review of this DSP. Finally, to ensure a varied roofline, the Planning Board recommends that at least 50 percent of units in a building group have standard dormers. In addition, for those highly-visible end units as identified on Staff Exhibit #1, the side elevations should have a minimum of four architectural features in a balanced composition. A condition has been included in the Recommendation section of this report to address this. For the units accessed through private alleys, in order to achieve the desired streetscape, a standard cantilevered deck a minimum of four feet deep and ten feet wide should be provided.



6. **Zoning Ordinance Conformance:** The subject DSP has been reviewed for compliance with the requirements of Section 27-546 of the Site Plans for the M-X-T Zone and the site plan design guidelines of the Zoning Ordinance.

- a. Conformance with the M-X-T Zone Requirements:

**Section 27-546. Site Plans.**

- (d) **In addition to the findings required for the Planning Board to approve either the Conceptual or Detailed Site Plan (Part 3, Division 9), the Planning Board shall also find that:**

- (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. This portion of Phase 3 for the South Core will provide expanded living opportunities enhanced by open space areas for residents of the County. The DSP represents efficient land planning while permitting a flexible response to market conditions, and promotes the use of transit and non-vehicular transportation modes. The site design is consistent with the distinctive visual character and identity established by the CSP.

- (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;**

This requirement does not apply to this property.

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

The project has frontage on Greenbelt Station Parkway, South Center Drive, Stream Bank Lane, and Road 'A.' In accordance with the section above, this phase of the South Core development is designed with units fronting on main vehicular and pedestrian routes and streetscapes that encourage interaction among those who live, work or visit the area. The project is physically and visually integrated with the adjacent development, which was carefully designed to ensure visual and physical integration of all uses.



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

The proposed detailed site plan shows land use types and quantities consistent with those approved through the Conceptual Site Plan, which was found in conformance with the above requirement. If approved with the recommended conditions, the architecture will also be compatible with surrounding development previously approved for Greenbelt Station.

- (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;**

As noted above, this proposal includes residential units and possible commercial space that is part of a larger development that will be capable of sustaining itself. The proposed residential use will enlarge the existing selection of residential opportunities. The potential commercial use will enhance the quality of and contribute to the vitality of the development district as this purpose intends, while at the same time providing complimentary use to ensure that the townhouse development is successful.

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

The subject application represents Phase 3 of the development for the South Core. Two other DSPs have been approved for the South Core, which has been designed as a self-sufficient entity. The current site plan does not propose the staged development of the residential units. Parcel 1 will be developed as part of a future detailed site plan, once the final use for the site, as retail is determined.

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

The proposed pedestrian system has been comprehensively designed to integrate the previously approved phases of the South Core development. In accordance with the extensive sidewalk and trail network approved through the CSP, the pedestrian system will encourage pedestrian activity and provide linkages to the surrounding community.

- (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**

Pedestrian spaces and routes have been designed with attention to human scale and adequate lighting has been provided. Benches of a high-quality and durable material have been provided in the larger Parcel B common areas. Landscaping of appropriate type and scale has also been incorporated into the design. Should Parcel 1 be developed as parkland, it will be designed as a high-quality public park.

- (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.**

The DSP proposes 165 townhouse dwellings on a portion of the site included in Conceptual Site Plan CSP-08001-02, which found that the transportation systems were adequate and was approved by the Planning Board on January 30, 2014. The DSP meets this requirement.

- (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.**

The subject site contains only a total of 13.16 acres and was not approved as a mixed-use planned community.

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.**

The plan has been reviewed in accordance with the above Sections of the Zoning Ordinance. See Findings 2 and 10.

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

**(a) Maximum floor area ratio (FAR):**

- (1) Without the use of the optional method of development -- 0.40 FAR;  
and**
- (2) With the use of the optional method of development -- 8.00 FAR.**

The CSP approved a FAR of 0.6. The DSP has a FAR of 0.58 and is consistent with the FAR as approved in Conceptual Site Plan CSP-01008.

**(b) The uses allowed in the M-X-T Zone may be located in more than one (1) building, and on more than one (1) lot.**

The Greenbelt Station development is a Metro Planned Community which is a permitted use in the M-X-T Zone per County Council Bill CB-35-1998. The proposed development of townhouses and potential commercial space satisfies this requirement.

**(c) Except as provided for in this Division, the dimensions for the location, coverage, and height of all improvements shown on an approved Detailed Site Plan shall constitute the regulations for these improvements for a specific development in the M-X-T Zone.**

The DSP shows the required information that will be the guide for the development of the subject site.

**(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.**

The landscaping, screening, and buffering have been reviewed for this DSP in accordance with Landscape Manual requirements. Finding 10 below provides a detailed discussion on the plan's conformance with all applicable landscaping requirements.



- (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.**

The DSP proposes all private streets and alleys as approved in preliminary plan of subdivision in accordance with Subtitle 24. The site plan is in conformance with this requirement.

- (h) **Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand eight hundred (1,800) square feet in size, and shall have at least sixty percent (60%) of the full front façades constructed of brick, stone, or stucco. In addition, there shall be no more than six (6) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than six (6) dwelling units (but not more than eight (8) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than six (6) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development, and the end units on such building groups shall be a minimum of twenty-four (24) feet in width. The minimum building width in any continuous, attached group shall be twenty (20) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such building groups, and building width requirements and restrictions shall not apply to townhouses on land any portion which lies within one-half (½) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten (10) dwelling units. For purposes of this section, a building group shall be considered a separate building group (even though attached) when the angle formed by the front walls of two (2) adjoining rows of units is greater than forty-five degrees (45°). Except that, in the case of a Mixed-Use Planned Community, there shall be no more than eight (8) townhouses per building group, except when the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total**



**number of building groups in the total development, and the end units on such building groups shall be a minimum of twenty-four (24) feet in width. The minimum building width in any continuous, attached group shall be twenty-two (22) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front façade of any individual unit. Garages are preferred to be incorporated into the rear of the building or freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the District Council may approve a request to substitute townhouses, proposed for development as condominiums, for multifamily dwellings that were required as a condition of approval in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous plan approvals. Further, such townhouses are subject to all other requirements of the Zoning Ordinance.**

The DSP is not subject to this requirement. The subject property included in this DSP is part of larger project conceived as a Metro Planned Community in the I-2 Zone back in 2000 when the Council approved CB-47-2000. A Metro Planned Community is subject to both conceptual site plan and detailed site plan approvals. In 2001, the subject site was rezoned to the M-X-T Zone through the 2001 *Approved Greenbelt Metro Area Sector Plan and Sectional Map Amendment*. In the same year, the District Council approved a CSP for the entire project consisting of both North and South Cores. Subsequently in 2005, a DSP for south core previously approved minimum townhouse lot size at 1,240 square feet. The 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment* retained M-X-T Zone for the larger project again.

- (i) **The maximum height of multifamily buildings shall be one hundred and ten (110) feet. This height restriction shall not apply within any Transit District Overlay Zone, designated General Plan Metropolitan or Regional Centers, or a Mixed-Use Planned Community.**

There are no multifamily buildings proposed in this DSP. This requirement is not applicable to the subject DSP.

- (j) **As noted in Section 27-544(b), which references property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study**



was conducted by Technical Staff prior to initiation, regulations for Conceptual or Detailed Site Plans (such as, but not limited to density, setbacks, buffers, screening, landscaping, height, recreational requirements, ingress/egress, and internal circulation) should be based on the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change and any referenced exhibit of record for the property. This regulation also applies to property readopted in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006 and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance). (CB-46-1985; CB-1-1989; CB-56-1996; CB-13-2002; CB-40-2002; CB-78-2006; CB-93-2010)

As discussed previously, the subject site as part of a larger project was placed in the M-X-T Zone through both the 2001 and 2013 Sectional Map Amendments and meets the requirements for exemption from the requirements as stated in above Section 27-548(h). The DSP includes four townhouse products with unit widths at 16, 20 and 24 feet in order to provide various housing options for purchasers of various income levels. The products offered in this DSP meets the intent of M-X-T Zone.

- b. Conformance with the Greenbelt Metro Area Sector Plan and Development District Overlay Zone

Section 27-548.25 of the Zoning Ordinance requires the Planning Board to find that the site plan meets all applicable development district standards of the 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment*. The subject detailed site plan is exempt from this requirement as the original CSP was approved prior to the approval of the 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan*. However, as discussed in Finding 7(a), Condition 16 of Conceptual Site Plan CSP-01008-01 requires the detailed site plan to "consider the development district standards of the Greenbelt Area sector plan."

- 7. **Conformance with Conceptual Site Plan CSP-01008 and its revisions:** Conceptual Site Plan CSP-01008 was superseded by CSP-01008-01.

- a. **Conformance with Conceptual Site Plan CSP-01008-01:** The detailed site plan is in general conformance with the initial conceptual site plan as approved by the District Council on June 20, 2006 which included, amended or addressed all the conditions of the original CSP approved on July 26, 2001. The following conditions that are pertinent to the review of this DSP warrant discussion:



1. **Total development within the subject property shall be limited to 2,250 residences; 1,215,000 square feet of retail space; 1,600,000 square feet of general office space; and 300 hotel rooms, or different uses generating no more than the number of peak-hour trips (4,030 AM peak-hour vehicle trips and 6,879 PM peak-hour vehicle trips) generated by the above development.**

It is noted that this condition was revised in Preliminary Plan of Subdivision 4-41026-03.

The current DSP proposes 165 townhouse units which will generate 115 AM and 132 PM peak-hour trips. The cumulative trip generation for all approved uses is 511 AM and 587 PM trips in Phase 1 of the planned transportation improvements as shown below.

**Estimated Peak-Hour Trip Generation**

Application	Quantity	Approved Use	AM	PM
<b>Prior Approvals</b>				
DSP-04081-07	130	2-over 2 residences	91	104
DSP-04081-07	212	Attached residences	148	170
DSP-05021-01	302	Multi-family residences	157	181
<b>Current Application</b>				
DSP-13045	165	Attached residences	115	132
<b>Total with Current Application</b>			<b>511</b>	<b>587</b>

The current application is within the overall approved trip cap. It is further noted that the trip generation assumptions for the residential uses above do not take into account the sizable transit trip reductions that were assumed in the conceptual and subdivision plan approvals. Those reductions (25 percent for all residential) were based upon proximity to a Metro. At this time, Metro is not proximal to this area. The north-south connector roadway is not constructed yet. Persons living in this area who would try to walk to the Metrorail would need to traverse several streams plus tangled brush. Even if a shuttle bus were to be provided, that bus trip would be 10 to 12 minutes in length, not including the time spent on waiting for the bus. Until the north-south connector roadway provides the connection to the Metrorail station that was anticipated, the above trip generation figures should not be recomputed with a transit reduction.

- (a) **South Core -Development in the south core shall not exceed 983 housing units and 115,000 square feet gross floor area of neighborhood-serving retail and/or office. Up to 1022 dwelling units may be permitted subject to verification by the Transportation Planning Section that the additional dwelling units do not exceed the overall trip caps for the development. Neighborhood-serving retail and/or office shall include, at a minimum, 80,000 square feet which may be reduced as noted below.\* Development in the south core shall contain at least two of the following three land use types: residential, neighborhood commercial, and office.**



To date, 644 housing units have been approved in the South Core: 342 townhouse and two-family units pursuant to Detailed Site Plan DSP-04081 and 302 multi-family units pursuant to Detailed Site Plan DSP-05021. If the subject detailed site plan is approved, the total unit count for the South Core will be 809, which is in conformance with the above requirement. The requirement for neighborhood-serving retail further delineated in Condition 1(c)(ii) was revised in Condition 1 of the Conceptual Site Plan CSP-01008-02 which is discussed in Finding 7(b).

**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) siting buildings closer to the Metrorail station and siting 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. To minimize environmental impact, any connection from the North/South Connector Road or the North Core to Springhill Drive shall be nonvehicular (as shown on Map 17, page 88 of the Greenbelt Metro Area Approved Sector Plan and Sectional Map Amendment).**

The Metrorail station is beyond the extent of Detailed Site Plan DSP-13045. Sidewalks depicted in DSP-13045 will ultimately connect directly with Metrorail Station after Greenbelt Station Parkway is constructed.

**4. The applicant (and his successors and/or assignees) shall fund all off-site transportation improvements required by this resolution through funding that secures a minimum of ten percent of facilities construction costs per phase as described above in Condition No. 2.a and b. 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's 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.**



The applicant has submitted proof of bonding for MD 193 access improvements.

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.**

The applicant has provided the required report.

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

The Greenbelt Station Parkway alignment is not part of the subject application. No impacts are proposed with the subject application.

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.**

A report of Geotechnical Exploration prepared by Geo-Technology Associates, Inc., dated January 14, 2011 was submitted. The report includes a map showing the location of the boreholes, substrate profiles, and borehole logs. The map also shows the location of three different problematic soil conditions along with proposed mitigation measures. This condition has been met.

The Planning Board approves that prior to the issuance of the first permit for this DSP, the Geotechnical Exploration report prepared by Geo-Technology Associates, Inc. dated January 14, 2011, should be submitted for review to the Department of Permitting, Inspections and Enforcement (DPIE). The site should be developed in accordance with the recommendations of the Geotechnical Exploration report, or, as amended by DPIE.

12. **As part of any detailed site plan submission that contains residential uses, the applicant shall submit a current Phase I Noise Study. If warranted by the Phase I Noise Study, applicant shall submit a Phase II noise study for review and approval by the Environmental Planning Section. The noise study shall**



**be referred to the City of Greenbelt and City of College Park for review. The noise study shall measure noise impacts to the site, map the appropriate contours, and address appropriate mitigation measures to achieve acceptable noise levels.**

There are noise impacts associated with the overall property (the north and south core areas) from the CSX railway/ Metro green line, Greenbelt Road, and the Capital Beltway I-95/495. The current application for Phase 3 is far enough away from Greenbelt Road, a master plan designated Arterial roadway, and from I-95/495, a master plan designated freeway, that traffic generated noise is not a concern for this phase.

A noise study prepared by Hush Acoustics LLC, dated April 4, 2015, was submitted that focused only on the noise generated by the adjacent CSX railway/ Metro green line. The report was based on on-site sampling and determined that noise levels closest to the tracks, in the rear yards of the most affected lots will be as high as 75dB DNL (Day-Night Sound Level).

An addendum noise report was prepared by Hush Acoustics LLC, dated January 7, 2016. The report states that it is an addendum to a report dated February 28, 2012; however, the original noise report referenced in the addendum was not received or reviewed as part of the current application. The location of the unmitigated 65 dBA Ldn noise contour is provided; however, this noise contour must be shown on the DSP and the TCPII. The report describes a proposed noise wall to provide mitigation for the site; however, the layout shown in the exhibits and the specific lot numbers described in the report do not appear to match the layout shown on the most recently submitted DSP and TCPII plans.

A revised noise report should be submitted prior to certification of the DSP and TCPII to verify that the wall height and location as shown on the plans will provide sufficient mitigation for the outdoor activity areas below the required 65 dBA Ldn. The final location of the noise wall should be shown on the DSP and TCPII, including elevations and distances from adjacent lot lines. The final location of the noise wall should demonstrate a minimum distance of four feet on either side of the wall for construction and maintenance purposes. The Planning Board believes that this is a reasonable alternative for the subject site. A detail for the wall including the material, should be shown on the DSP and the TCPII prior to certification of the plans. The noise wall is shown to cross an existing 35-foot sewer easement. Prior to certification of the plans, written permission from WSSC should be provided demonstrating that they have granted authorization to construct a noise wall over their easement. The wall also appears to be partially located within a stormdrain easement and on a stormwater management parcel. The noise wall is not shown on the approved stormwater concept plan. Written permission from DPIE should be provided demonstrating that they have granted permission to construct a noise wall over their stormdrain easement and within the limits of a parcel containing a pond.



A second addendum noise report prepared by Hush Acoustics LLC, was submitted dated January 8, 2016. This report evaluates the potential noise reflections off the proposed noise wall back toward the Hollywood residential community located to the northwest of the subject site. Modeling was performed to estimate whether the proposed noise wall would amplify railroad noise at three identified receptors located within the Hollywood residential community. The resulting prediction indicates a potential sound level increase from 0.0 dB to 0.1 dB. The report states that a change of 3 dB would barely be perceptible and that an increase of 0.1 dB would not be noticeable.

The noise reports do not address interior noise, which is required to remain at or below 45 dBA Ldn. All building permits will be required to include a certification by a professional engineer with competency in acoustical analysis stating that building shells of structures have been designed to reduce interior noise levels to 45dBA Ldn or less. Conditions have been included in the Recommendation section of this report addressing the above issues.

A vibration study prepared by Hush Acoustics LLC, dated June 3, 2015, was submitted. The study was based on on-site sampling and determined that the measured vibration levels associated with the adjacent CSX railway/ Metro green line were all below 45 VdB (1 micro-inch per second). The measurements are below the Federal Transit Administration (FTA) and International Standards Organization (ISO) criteria for residential uses. No vibration impacts are anticipated.

- 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.**

An approved Stormwater Management Concept Plan and approval letter (No. 9319-2007-03) were submitted with the subject application. The plan shows a pond located on the northern portion of the site. The letter indicates that extended detention has been approved for water quality controls and that no quantity controls are required. A fee-in-lieu has been approved for attenuation/ quality control measures. No revisions are required for conformance with the approved Stormwater Management Concept.

- 14. The reports entitled "Hollywood Drainage Study" and "Hollywood Community Ground Water Levels" shall be submitted to the Prince George's County Department of Environmental Resources for evaluation. The conclusions of these reports shall be considered during the evaluation of stormwater management design for all detailed site plans and revised concept plans for preliminary plans.**



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

Detailed Site Plan DSP-13045 shows a grid pattern development with many crosswalks and sidewalks along through roads that will be pedestrian friendly. The site plan does not depict any bicycle facilities or bicycle parking. The majority of the proposed parcels are dedicated for residential use, although areas of open space are provided between building sticks on the west side of Road 'A.' A 0.5-acre parcel is labeled as a potential retail or park use adjacent to South Center Drive. Sidewalks are not consistently shown on the plans along Greenbelt Station Parkway.

A large central civic space, consisting of 2.9 acres that is to be dedicated to the City of Greenbelt, was provided in the previous Detailed Site Plan DSP-04081. Small pocket parks, close to the dwelling units, have been provided at regular intervals throughout the current DSP. Should Parcel 1 not be developed as commercial retail use, it will be developed as a 0.5-acre park.

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

The detailed site plan is generally consistent with all applicable development district standards with three notable exceptions. With regard to architectural finish material, the applicant is proposing vinyl siding which is not permitted in the DDO; however, it is being offered as a finish material consistent with approved architecture in previous phases. The applicant has indicated that there is insufficient space available to support fruit trees as encouraged in the Landscaping section of the standards. However, the two larger pocket parks between Lots 24 and 36 and Lots 72 and 80, would be able to accommodate fruit trees that would also add to the diversity of landscaping. Even though the applicant includes future builder NVR's Build Smart Program in the DSP, the information provided is limited to provision of energy star appliances only. The sustainable and environmental practice standards envisioned in the development district standards of the Greenbelt area sector plan encompass a wider range of green building techniques.

- 17. Concurrent with the review and approval of the first detailed site plan for each core area, plans, sections and details of the streetscape for all streets shall be provided for Planning Board approval, including building setbacks, the dimensions and details of all travel lanes, parking bays, sidewalks, street tree spacing, and planting areas.**

The detailed site plan is in conformance with the above requirement. Street sections were provided for the North-South Connector Road and all other public and private street types in Detailed Site Plan DSP-04081.



Private streets and alleys have been designed to be acceptable to the City of Greenbelt.

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.**

Detailed Site Plan DSP- 04081 was approved in conformance with the above requirements. Amenities for the current development consist of pocket parks with sitting areas.

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.**

The proposed townhouse buildings are three to four stories in height and are therefore in conformance with the above requirement. Specific architecture for the commercial building will be reviewed in a future revision to this detailed site plan and is not expected to be higher than 70 feet.

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.**

No impacts on the 100-year floodplain are proposed with the subject DSP application.

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

The site plan shows conformance with this requirement.

- 37. To the extent possible, the applicant shall avoid designing dead-end streets in the project area, as such designs present maneuverability difficulties for trash trucks, fire trucks, delivery vehicles, etc., and also disrupt effective and efficient police patrol patterns. Turn-around areas at the terminus of streets (such as hammerheads, bulb-outs, or cul-de-sac) shall not be permitted. The street network shall be based upon a grid pattern.**

The submitted plan contains a number of alleys. During discussions in 2014, the Transportation Planning Section developed a few guidelines to guide review of developments served by alleys. These guidelines include:

1. It is preferred that private alleys include a connection at each end by a standard circulating road.
2. Dead end private alleys shall be 18 feet in width minimum with an approved turnaround (T turnaround or cul-de-sac bulb) for alleys greater than 150 feet in length.
3. Dead end private alleys 150 feet in length or less shall be 18 feet in width minimum and may be approved without a turnaround.
4. Public street culs-de-sac will be designed to the County road standard, with any variances to be approved by the Director of DPW&T.

There are 11 instances where dead-end private alleys are used on this plan. All dead-ends are less than 150 feet in length. All alleys, however, meet Subtitle 24 standards requiring a minimum of 18 feet in width. It is observed that 86 of 165 units proposed by this site plan are situated along dead-end alleys. Nevertheless, staff finds that the site has an unusually narrow shape and is situated between the railroad tracks and a collector roadway, and this creates particular challenges. Constructing a complete grid pattern with no dead-end alleys would involve substantially more pavement. This situation would be more desirable as a



design solution than the current proposal. Therefore, it is found that the submitted plan is acceptable.

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

Pedestrian crossings are provided at most vehicle intersections along Road A. The pedestrian crossings along Greenbelt Station Parkway are not identified consistently on all the submitted plans. The Planning Board hereby approves staff's recommendation that all sidewalks and pedestrian crosswalks, including those crossing Greenbelt Station Parkway, South Center Drive, and Stream Bank Lane at their respective intersections, be shown consistently on all site plans.

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

Over 200 residential building permits have been issued for the overall development. The applicant and the City of Greenbelt have verified that the shuttle service is operational.

- 42. In the south core, the applicant shall provide a pedestrian only promenade integrated with commercial buildings. Decorative paving materials, such as brick, shall be used in the pedestrian promenade to distinguish the area visually from those that permit motorized vehicles.**

Conceptual Site Plan CSP-01008-02 eliminated the previous requirement for 80,000 square feet of commercial uses. Because only a small amount of retail (3,000 square feet) is currently proposed in conformance with Condition 1 of CSP-01008-02, this condition is no longer applicable.

- 43. The general location of the College Park pedestrian overpass on the west side of the railroad shall be between Huron Street and the City of College Park Public Works facility. The cities of College Park and Greenbelt shall review and approve the final location and design of the pedestrian overpass which shall also be subject to review and approval by CSX, WMATA and other agencies. The overpass shall be designed to provide a direct point of access which is visible from the North-South Connector Road. Entrance to the**



**overpass shall be ramped to provide handicapped access, and may include not more than one switchback in ramp direction, unless agreed to by the cities of Greenbelt and College Park. Circular ramps are not permitted, unless agreed to by the cities of Greenbelt and College Park. Subject to the approval of a detailed site plan for any property adjacent to the overpass, access to the overpass may be incorporated into a structure and/or the site details.**

This condition was removed from the plan by CSP-01008-02.

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

The proposed development provides a mix of townhouse unit types. Unit types with various massing and scale and with a mix of widths and design elements will provide a varied and attractive streetscape.

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

The proposed development is not adjacent to the steam valley park.

- 55. Street blocks shall be limited to lengths no greater than 400 feet in length, unless the curb line and/or building frontage is interrupted by an offset sufficient in size and design to create a functional public space.**
- 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.**

The limit of disturbance (LOD) shown for the current application is in substantial conformance with previous approvals that covered the same area of the site. Minor encroachments into the floodplain along the railway right-of-way were previously approved and continue to be shown as impacts.

**b. Conformance with Conceptual Site Plan CSP-01008-02**

- 1. The applicant shall designate an area for potential retail on a 0.5-acre site adjacent to the central park, west of Greenbelt Station**



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

The approval of Conceptual Site Plan CSP-01008-02 recognized the limited commercial market for this development and allowed for the removal of previously approved live-work units and eliminated the requirement for 80,000 square feet of commercial space in the South Core. Instead, a half-acre site is required to be designated for potential retail, which may be converted to parkland if it cannot be leased. Currently the plans label the commercial/park parcel as Lot 166, but it will need to be relabeled as "Parcel 1." The applicant has been issued over 150 building permits; however, the applicant must actively market the site for one year per an agreement with the City of Greenbelt and only initiated an active market effort in October 2015. Hence, at this time, it has not been definitively determined whether Parcel 1 will be used for retail or parkland purposes. The applicant will be required to submit a revised DSP once the use as retail is determined, showing conformance to all applicable zoning ordinance requirements. For now, this parcel should be labeled as a future development site.

The ownership and maintenance for South Center Drive (Parcel A-1), a private road which provides access to the parcel, must be established so the applicant can proceed to final plat. Maintenance and ownership of South Center Drive (Parcel A-1) should be jointly shared by the HOA and the owner of Parcel 1 if the parcel is developed as commercial retail. Because the ultimate use of the parcel has not yet been determined, South Center Drive (Parcel A-1) should be reflected on the DSP as to be jointly owned and maintained by the HOA and the applicant as tenants-in-common. When the determination is made regarding the development of Parcel 1, the applicant's partial ownership of South Center Drive (Parcel A-1) will be transferred to the owner of Parcel 1 if the parcel is developed as a commercial site. A determination should be made as to the use of Parcel 1 prior to the 85th building permit issued for this DSP. A condition addressing this issue is included the Recommendation section of this report.

In the event that the Parcel 1 is to be a park, Parcel A-1 should be entirely owned and maintained by the HOA. The City of Greenbelt has stated that only pedestrian access is necessary, which can be provided directly from Greenbelt Station Parkway. Therefore, no public use easements across private HOA land are necessary.

The Planning Board's decision is also subject to the following additional condition imposed by the District Council:



3. **The general location of the College Park pedestrian overpass shall be on the west side of the railroad south of the city's Public Works facility on industrial-zoned property west of the tracks with permission of the property owner and not adjacent to any existing residential homes. The establishment of said location shall not commit the applicant, heirs, successors, and assigns to construct said overpass nor detrimentally affect the development of any property within Greenbelt Station nor the receiving site on the west side of the railroad and subject to the approval of any property that contains any portion of said overpass including easements for construction. The cities of College Park and Greenbelt shall review and approve the final location and design of the pedestrian overpass which shall also be subject to review and approval by CSX, WMATA and other agencies including the M-NCPPC, applicant, heirs, successors, and assigns and any affected property owner. The overpass shall be designed to provide a direct point of access which is to the extent feasible visible from the North-South Connector Road as well as two call boxes and other appropriate security measures. Entrance to the overpass shall be ramped to provide handicapped access, and may include not more than one switchback in ramp direction, unless agreed to by the cities of Greenbelt and College Park and the M-NCPPC and any permitting agency. Circular ramps are not permitted, unless agreed to by the cities of Greenbelt and College Park and the parties noted above. Subject to the approval of a detailed site plan for any property adjacent to the overpass, access to the overpass may be incorporated into a structure and/or the site details.**

The Transportation Planning Section evaluated the applicant's proposed location for the pedestrian overpass in accordance with the above District Council condition. The overpass is depicted on the site plan as starting at Greenbelt Station Parkway, south of SWM Pond B, running west over the CSX tracks, and then south along the west side of the railroad tracks and terminating in an industrial-zoned area further west of the rail tracks. The pedestrian bridge crosses the rail tracks north of the Public Works facility and the subject site's residential development. There is one switchback on the east side of the rail tracks and a long north-south ramp and trail connecting to the industrial area where the College Park Department of Public Works is located, and eventually connecting to 51st Avenue.

Although this alignment provides a direct point of access to Greenbelt Station Parkway, does not use circular ramps, and has only one switchback in each ramp direction, the bridge does not cross the rail tracks at the location described in the condition and is closer to the residential homes on Huron Street. Hence, the proposed location of the pedestrian bridge is not strictly in compliance with the District Council resolution. Although the western connection to the bridge is south of the Public Works facility, the majority of the ramp and bridge is shown north of the Public Works facility, which is most certainly not a direct route. Moreover, any receiving site would be detrimentally affected by the overpass location.



The condition requires the cities of College Park and Greenbelt to review and approve the final location and design of the pedestrian overpass, which is further subject to review and approval by CSX, WMATA and other agencies including M-NCPPC, the applicant, and any affected property owner. Over the course of several meetings, multiple options were considered and evaluated by the applicant, staff and the cities of College Park and Greenbelt. During the meetings it became apparent that it would be impossible to meet every requirement of the condition because of its specific constraints. However, Planning Department staff favors an alternative proposed by the City of College Park.

The City of College Park preferred alternative would link the industrial area south of the Public Works facility with Greenbelt Station Parkway. A switchback on each side of the rail tracks would provide the distance required to ramp up to the necessary height to cross over the rail tracks. The switchback on the west side of the tracks would require an easement from the existing industrial property, and the switchback on the east side of the tracks and within the subject site would require the removal of at least four proposed residential units. This alignment would meet most of the criteria set forth in the District Council decision; however, the proposed alignment would require the ramp to the pedestrian bridge to be located in the center of the proposed subject site, which the applicant believes detrimentally affects the development of the property as it would necessitate the loss of some units. In addition, there is no assurance that the easements needed on the west side of the rail tracks would be able to be secured.

The two options described above both represent feasible alternatives to provide a pedestrian overpass linking Greenbelt and College Park at the subject site, though neither option meets all of the conditions set forth by the District Council while also meeting structural requirements. From the perspective of non-motorized transportation, an overpass that provides the shortest and most direct connection will mostly likely be the most convenient option for crossing the rail tracks. Furthermore, an overpass and access trail that is located among surrounding development will be perceived as a safer/more secure option compared with a trail that is isolated from surrounding development. In light of the parameters set forth by the District Council, this alignment is most responsive to the pedestrian overpass requirements, provides pedestrian access to both communities, and would improve multi-modal transportation opportunities in the area.

At the time of the Planning Board hearing for this application on March 17, 2016, the location of the pedestrian bridge as referenced in Condition 3 of the District Council Order for approving Conceptual Site Plan CSP-01008-02 had been fully analyzed. The City of College Park identified a preferred location, which is Option 2A from Slide 15 that is part of the record of this DSP. The City of Greenbelt opposed any pedestrian bridge whatsoever. The applicant was also opposing any pedestrian bridge to be shown on this DSP. Since the municipalities involved did not agree upon the location of the bridge as required by the aforementioned Condition 3 of the District Council, the Planning Board decided not to impose any conditions on the bridge at this time and not to show any location of bridge either on the site plan.



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

1. **Total development within the subject property shall be limited to 1,660 residences, of which no fewer than 350 shall be senior housing residences, 1,580,000 square feet of retail space, 1,860,000 square feet of general office space, and 550 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.**

The DSP is in conformance with this condition.

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.**

An environmental assessment for the entire South Core was submitted and reviewed with previously approved Detailed Site Plan DSP-04081.

9. **Detailed Site Plans for the residential portion of the development shall include a review of private recreation facilities. The applicant shall demonstrate to the satisfaction of the Planning Board that adequate provisions have been made to ensure future maintenance and retention of the proposed facilities.**

The applicant is proposing a number of landscaped pocket parks. The largest one includes two benches. The Planning Board approves staff's recommendation that four benches each be added to the two largest pocket parks.

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.**

Detailed Site Plan DSP-13045 does not include the area of the trail extension, therefore, this condition is not applicable to this review.

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.**

See above discussion for Condition 4 of Conceptual Site Plan CSP-01008-01.

18. **A report detailing the cost of all off-site transportation facilities shall be submitted at the time of review of the 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.**

See above discussion for Condition 5 of CSP-01008-01.

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;**

The proposed DSP is in conformance with this condition.

- b. **There will be no environmental disturbances beyond those contemplated with the original approval; and**

The proposed location of the College Park Pedestrian Access Bridge is partially within the 100-year floodplain easement; however, this was an environmental disturbance contemplated with the original approval.

- 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.

Detailed Site Plan DSP-13045 proposes an area that will be developed with either a commercial retail use or a park. South Center Drive (Parcel A-1) is proposed as one of two main entrances into the residential portion of the development, as well as the vehicular access road to Parcel 1. Direct access to Parcel 1 from Greenbelt Station Parkway is being denied by the City of Greenbelt to avoid a potentially hazardous traffic situation. In reviewing the current site plan it was the preference of the Planning Board to have South Center Drive (Parcel A-1) dedicated to the City of Greenbelt as a public, rather than a private road, to ensure that the access to the commercial site is not on private HOA property. For Parcel A-1 to be accepted as a public street, Condition 19(c) of the PPS requires a revision to the CSP. The applicant and the City of Greenbelt have stated that they are not prepared to move forward with a CSP revision, and the road will be developed as a private street.

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

The revised plan, Type II Tree Conservation Plan TCPII/147/04-03, contains the entire 168.54 acres of the Greenbelt Metro project. The plan is divided into two phases; the south core (Phase 1) and the north core (Phase 2). The overall project has a woodland conservation threshold of 17.95 (15% of the net tract). The plan proposes clearing of 1.52 acres of the existing 1.87 acres of net-tract woodland. The plan also proposes clearing 3.02 acres of the existing 29.75 acres of wooded 100-year floodplain. The woodland conservation requirement based on the amount of proposed clearing is 23.42 acres. The plan proposes to meet the requirement by providing 0.35 acres of on-site preservation, 8.81 acres of on-site planting within the priority planting areas including the 100-year floodplain, and 14.53 acres of planting on the adjacent State of Maryland property, for a total of 23.69 acres.

The design of the proposed woodland conservation areas is in conformance with the approved Type I Tree Conservation Plan, TCPI/27/00-01, and previous Type II Tree Conservation Plan approvals (TCPII-147-04-01). The plan requires technical changes to be in conformance with the Woodland Conservation Ordinance. The Environmental Planning Section recommended approval of this DSP and Type II Tree Conservation Plan TCPII-147-04-01 with conditions.

10. **The 2010 Prince George's County Landscape Manual:** The proposed development is within the 2014 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment* Development District; however, the site is not subject to the DDO Zone development district standards, or, in turn, to the Landscape Manual exemptions therein. Moreover, the site is in the M-X-T Zone, which specifically subjects the proposed development to the Landscape Manual.



The site is subject to the following 2010 *Prince George's County Landscape Manual* (Landscape Manual) sections: Section 4.1, Residential Requirements; Section 4.7, Buffering Incompatible Uses; Section 4.9, Sustainable Landscaping Requirements; and, Section 4.10 Street Trees Along Private Streets.

- a. **Section 4.1, Residential Requirements**—In accordance with this requirement, a specific number of shade and ornamental/evergreen trees is required to be provided on each residential lot or within common open space. The applicant has provided a landscape schedule indicating that this requirement has been met.
- b. **Section 4.7 Buffering Incompatible Uses**—This section requires that a buffer be provided between adjacent incompatible land uses. The entire western property line of the subject property abuts the CSX railroad right-of-way. The applicant has not provided the required schedule or shown the landscape buffer on the site plan demonstrating compliance with this section. The applicant must either demonstrate conformance or request alternative compliance, which at minimum should provide a 20-foot landscaped bufferyard, and a 25-foot building set back from the noise wall. Lots 61 and 31 should have a minimum 24-foot setback and Lots 76 and 81 should have a minimum 21-foot setback.

In a letter dated November 9, 2014, CSX expressed concern about the proximity of the proposed townhouse units to the railroad right-of-way with regard to safety (from potential derailment), noise (including horns) and vibrations from passing trains. It was recommended that a minimum 50-foot buffer be provided between residential units and the right-of-way in addition to fencing and/or berming along the common property line to mitigate potential physical, noise and vibration impacts.

The applicant is required to provide a landscape bufferyard in accordance with the requirements of Section 4.7 along the site's western property line adjacent to the railroad right-of-way, or request alternative compliance. In addition, a noise wall will be provided that will ensure noise and potential physical impacts will be mitigated. A vibration study was submitted based on on-site sampling that showed no vibration impacts to the units are anticipated.

During the public hearing, the City of Greenbelt requested to participate in reviewing future alternative compliance (AC).

- c. **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). The minimum percentage of plants of each plant type required to be native species and/or native species cultivars is specified below:



Shade trees	50%
Ornamental trees	50%
Evergreen trees	30%
Shrubs	30%

A Section 4.9 schedule has been provided which meets the requirements. However, the schedule will need to be revised to reflect any revisions to the types and amounts of plantings proposed.

- d. **Section 4.10, Street Trees Along Private Streets**—This section provides the standards for the amounts and planting specifications of street trees along private streets which, in this case, are under the jurisdiction of the City of Greenbelt. The applicant has provided the required schedule, however, the required five-foot-wide planting area is not wholly provided. To ensure the viability of the required plantings, the applicant should provide the entire four-foot-wide planting area as required.

11. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage on projects that require a grading permit for disturbing more than 5,000 square feet of a site. Properties that are zoned M-X-T are required to provide a minimum of ten percent of the gross tract area in tree canopy coverage. The subject property is 13.6 acres in size, resulting in a tree canopy coverage requirement of 1.36 acres. The TCC schedule shows a total area of 168.54 acres which is inclusive of the entire Tree Conservation Plan applicable to the subject DSP. Although it appears that the applicant is meeting or exceeding tree canopy coverage requirements, the TCC schedule should be revised to reflect only the area of the subject DSP.

12. **Further Planning Board Findings and Comments from Other Entities:** The summarized comments of the concerned agencies and divisions are as follows:

- a. **Community Planning Division**—The site is within the 2014 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment*. The site is located in the University Boulevard (MD 193) Corridor (the South Core focus area). An integrated mix of uses including residential, commercial (office and retail), park and open space, and institutional uses is recommended for North Core, while an integrated mix of uses including residential, commercial (office and retail), and park and open space uses is recommended for South Core; park and open space uses separate these two focus areas (Map 15, page 87). This application conforms to the land use recommendations of the 2014 sector plan.

Although this application is exempt from the requirements of the 2013 Greenbelt Metro Area and MD 193 Corridor Development District Overlay Zone (DDOZ), the applicant is required to *consider* the standards in accordance with Condition 16 of Conceptual Site Plan CSP-01008-01 and should be encouraged to pay particular attention to standards regarding building materials, sustainability, and streets and open space design in their



required consideration of the DDOZ standards. More specifically, the applicant should consider the following standards: Architectural Elements (Materials) on page 237, Sustainability and the Environmental on pages 241–244, and Streets and Open Spaces standards on pages 247–249. Consideration of these standards may offer the most benefit and potential enhancement to the design of the instant Detailed Site Plan application.

- b. **Transportation Planning Section**—The Transportation Planning Section provided a review of the DSP's conformance with the previous approvals of CSP-01008-01 and CSP-01008-02. The Transportation Section noted the subject property was the subject of a 2001 traffic study, and was given conceptual site plan and subdivision approval pursuant to findings of adequate transportation facilities made in 2001 for both applications. The basis for the preliminary plan finding is still valid and needed transportation facilities necessary to serve the proposal will be available within a reasonable period of time and have been guaranteed by the applicant as required by conditions. Access to the site and circulation within the site are acceptable. In consideration of the DSP's conformance to the applicable transportation-related conditions of previous approvals that the subject property complies with the necessary findings for a detailed site plan as those findings relate to transportation.
- c. **Trails**—The DSP was evaluated for conformance with the 2009 *Approved Countywide Master Plan of Transportation (MPOT)* 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment*, Preliminary Plan 4-01026, and Conceptual Site Plans CSP-01008-01/02. Specifically, a detailed analysis of the proposed pedestrian overpass is provided in Finding 7. The following additional summarized comments are provided below.

#### **2009 Approved Countywide Master Plan of Transportation**

Two master plan trail issues directly impact the subject property. Master plan trail or bikeway facilities are recommended along Greenbelt Station Parkway along the entire extent of the subject property. North of the subject site, this sidepath splits into two planned trails; a continuation of the sidepath along Greenbelt Station Parkway, and a hard surface trail that links directly to the Metrorail Station entrance. The second master plan trail that directly impacts the subject property is a bicycle lane recommended on Greenbelt Station Parkway, along the entire extent of the subject property. This bike lane continues along Greenbelt Station Parkway and turns into the Greenbelt Metrorail Station entrance (see MPOT plan map).

Additionally, there is a trail that does not directly impact the subject site, but is located approximately 75 feet northeast of the subject site and connects Greenbelt Station Parkway and Huron Street, across the rail tracks.

The Complete Streets Section of the MPOT 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.**

**POLICY 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO Guide for the Development of Bicycle Facilities.<sup>1</sup>**

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

The area master plan provides specific recommendations for Greenbelt Station Parkway (area master plan, page 130):

Bikeway or Trail Name	Facility Type	Limits	Comments
Greenbelt Station Parkway	On-road bike lanes and sidepath	MD 193 to Greenbelt Metro Station	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 area master plan also provides policies and strategies regarding the pedestrian and bicyclist for the development of the South Core, an area that completely encapsulates the subject site (area master plan, page 105).

**Policy 2: Incorporate an integrated and safe pedestrian, bicycle, and transit circulation network into the overall design of the site.**

**Strategy 2.1: Provide pedestrian and bicycle connections to North Core, Franklin Park at Greenbelt Station, the Indian Creek stream valley park, and Beltway Plaza.**

Five-foot sidewalks are included along the north side of Access Drive 1, both sides of Road 'A,' both sides of South Center Drive, and both sides of Stream Bank Lanes. A four-foot sidewalk is shown on the south side of the northernmost section of Road 'A.' The Planning Board approves staff's recommendation that this sidewalk be five feet wide.

---

<sup>1</sup> The 1999 AASHTO Guide has been updated. Roadways should be in conformance with the *Guide for the Development of Bicycle Facilities, 4th Edition*, published in 2012.



The area master plan includes additional standards for development within the area, including the subject site. The standards related to sidewalks are (area master plan, page 247) as follows:

- At the time of development, the developer/property owner is required to install sidewalks for the entire frontage of the site.
- Sidewalk materials should be continued across driveways whenever possible, and accent paving should be used to define pedestrian crossings.
- Asphalt shall not be permitted as a sidewalk material.

Although the site plan is not required to be in conformance with the development district standards, the site plan is in conformance with these standards.

The standards related to bicycle parking are (area master plan, page 226):

A minimum of one bicycle parking space shall be provided within the public or private frontage for every 10,000 gross square feet of retail space.

Bicycle racks shall be placed in highly-visible areas along the street or within parking garages as appropriate. Dedicated bicycle storage rooms may also be used to accommodate required bicycle parking spaces.

Although the applicant is not required to be in conformance with the sector plan development district standards, and the proposed retail use is only 3,000 gross square feet and therefore would not be subject to the minimum bicycle parking, the Planning Board recommends the applicant provide at least six bicycle parking spaces to be installed near the entrance of Parcel 1 for the proposed retail use in conformance with MPOT policies to encourage all modes of transportation. In addition, the proposed development is close to a Metrorail station and the area master plan envisions improved bicycle connectivity. If approved with the conditions included in the approval of this report, the DSP will be in conformance with all trail-related requirements.

- d. **Subdivision Review Section**—The Subdivision Review Section reviewed the DSP for conformance with the approved Preliminary Plan.

With the conversion of Lot 166 to Parcel 1 and the creation of an additional road parcel for South Center Drive, Parcel A-1, the total number of lots is 165 and the total number of parcels is 12. Dimension from the lot lines to both the retaining and noise mitigation walls should be provided. Generally a ten-foot-wide (five-foot-wide in both sides) clear area is required around the walls for inspection and maintenance by the HOA. The current layout (date stamped January 1, 2016) does not provide dimensions between the property line and the noise barrier to ensure this clear area is provided.



The dimension width of all utility easements should be shown, including stormdrain easements. The easements should cross at right angles and not run parallel and should not be collocated unless specifically allowed by WSSC. DPIE considers stormdrain systems within townhouse developments as public, not private systems, and the stormdrain easements should be shown on the DSP prior to certification.

Lots 37–42, 51–53, and 67–70 do not have an available public utility easement (PUE). The DSP should be revised to reflect a public utility easement abutting these lots prior to certification.

The College Park Pedestrian Access (bridge) is currently shown on Parcel S-6, which was included in Detailed Site Plan DSP-13045. Parcel S-6 was originally included with Detailed Site Plan DSP-04081. Prior to final plat the applicant shall revise the abutting DSP-04081 to remove Parcel S-6. With the conditions recommended above, the DSP is in substantial conformance with the preliminary plan of subdivision. Failure of the DSP and record plat to match (including bearings, distances, and lot sizes) will result in permits being placed on hold until the plans are corrected. There are no other subdivision issues at this time.

The recommended conditions have been included in the approval of this report.

- e. **Environmental Planning Section**—The project is grandfathered with respect to the environmental regulations contained in Subtitles 24, 25, and 27, which came into effect on September 1, 2010 and February 1, 2012 because the project has a previous preliminary plan approval (4-01026).

A Natural Resources Inventory Equivalency Letter NRI-EL-199-14 was issued for the subject property on January 5, 2015. The previous plan approvals and a review of the most recent aerial imagery show that no additional impacts to woodland or regulated environmental features are proposed within the limits of disturbance (LOD) for the current site development. No additional information is required with respect to the NRI.

A state endangered wildflower, Trailing Stitchwort (*Stellaria alsine*) is known to occur on the overall Greenbelt Station site. Habitats of rare, threatened, and endangered species should be evaluated as part of the TCP. The location of the population is not known to staff of the Environmental Planning Section; however, the area of the current application was the subject of previous review and approval for the rough grading that has occurred. No new clearing areas or impacts to regulated environmental features are proposed with the subject application; therefore, no impacts to rare, threatened, or endangered species are anticipated. The Environmental Planning Section recommends approval of Detailed Site Plan DSP-13045 subject to conditions, which are included in the approval of this report.



- f. **Historic Preservation Section**—It was determined that the application will have no impact on historic sites, historic resources or known archeological sites.
- g. **Department of Parks and Recreation(DPR)**—DPR indicated the subject site was not within the Metropolitan District, that it was in the City of Greenbelt municipal boundary, and therefore, had no comment.
- h. **Prince George's County Health Department**—On May 7, 2015, The Health Department provided the following comments.
  - (1) The site is within 350 feet of the CSX railroad/Metrorail lines and residential units are sited within the 65 dBA Ldn zone(s). Noise can be detrimental to health with respect to hearing impairment, sleep disturbance, cardiovascular effects, psycho-physiologic effects, psychiatric symptoms and fetal development. Sleep disturbances have been associated with a variety of health problems such as functional impairment, medical disability and increased use of medical services even amongst those with no previous health problems. Plans depict the noise area boundary and the narrative accompanying the plans make reference to a noise study that was performed. This office would appreciate the opportunity to review the noise study with the expectation that recommendations are included relative to modifications/adaptations/mitigation as appropriate to minimize the potential adverse health impacts of noise on the susceptible population.

The initial noise study was forwarded to the County Health Department.

- (2) There is an increasing body of scientific research suggesting that community gardens enhance nutrition and physical activity and promote the role of public health in improving quality of life. The developer should consider setting aside space for a community garden.

This comment has been provided to the applicant. The City of Greenbelt has also recommended that the applicant identify an area that could potentially serve as a community garden.

- (3) The public health value of access to active recreational facilities has been well documented. Indicate the location of all active recreational facilities for residents of all ages within ¼ mile of the proposed residences.

Recreation facilities including pocket parks with sitting areas, a tot-lot, and trails were approved for the South Core, and additional pocket parks are proposed in the current application.

- (4) Indicate the noise control procedures to be implemented during the construction phase of this project. No construction 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.

A condition addressing noise during construction has been included in the approval of this report.

- (5) During the demolition/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.

A condition addressing dust during construction has been included in the approval of this report.

- i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated June 3, 2015, DPIE provided comments on issues such as right-of-way dedication and roadway improvements for Greenbelt Station Parkway, coordination with the City of Greenbelt on the proposed roadways, storm drainage systems and facilities, as well as coordination of utilities. DPIE further stated that the DSP is consistent with approved Stormwater Management Concept Plan for the site, No. 9319-2007-02, dated October 08, 2014. Based upon the previous approvals, this site has obtained an administrative waiver from environmental site design (ESD) stormwater management requirements.
- j. **Prince George's County Fire/EMS Department**—In a memorandum dated March 9, 2015 the Office of the Fire Marshal provided standard comments regarding fire apparatus, fire hydrants, and lane requirements. These issues will be enforced by the Fire/EMS Department at the time of issuance of a permit.
- k. **Prince George's County Police Department**—In a memorandum dated March 17, 2015, the Police Department recommended that adequate spacing be provided between street trees and light fixtures to prevent future tree canopy from encroaching upon the light fixtures.
- l. **Washington Suburban Sanitary Commission (WSSC)**—In an e-mail dated April 7, 2015, WSSC provided comments and conditions relating to water and sewer service that will be required prior to issuance of a permit.
- m. **State Highway Administration (SHA)**—In an e-mail dated March 26, 2015, SHA indicated that they had no objection to the DSP. An access permit for the necessary roadway improvements has been issued.



- n. **Verizon**—In an e-mail dated April 3, 2015, Verizon indicated that the public utility easement (PUE) on the DSP met their requirements.
- o. **The City of College Park**—The City of College Park held a public hearing on January 12, 2016 on the subject application. In an e-mail provided January 14, 2016, the City Council passed a motion supporting DSP-13045, Phase 3, South Core, Greenbelt Station subject to four conditions referencing the pedestrian overpass and the potential retail/park site. Applicable conditions have been included in the Recommendation section of this report.
- p. **The City of Greenbelt**—The City of Greenbelt held a public hearing on February 22, 2016. In a letter dated February 23, 2016, the City of Greenbelt voted to approve Detailed Site Plan DSP-13045 subject to 41 conditions. The applicable conditions are included in the Recommendation section of this report. It is noted that the City of Greenbelt opposes any pedestrian overpass.

At the time of the public hearing for this DSP on March 17, 2016, the City of Greenbelt's Planning Director Celia W Craze presented 26 conditions that the City Council attached to their approval of DSP-13045. As requested by the City of Greenbelt, the applicant proffered to include those conditions into the Planning Board's resolution for approval of this DSP. The Planning Board approved the applicant's request. Of the 26 conditions (Condition A-Z), except for Condition A related to the pedestrian bridge that has been addressed, and Condition Y related to the timing of the development of a public park on Lot 166 in a Development Agreement that has been signed between the applicant and the City of Greenbelt, the remaining 24 conditions have been included in this resolution as proffered by the applicant.

- 13. As required by Section 27-285(b)(1) of the Zoning Ordinance, the detailed site plan will, if the conditions proposed below are fulfilled, represent a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
- 14. As required by Section 27-285(b)(4) of the Zoning Ordinance requires that a detailed site plan demonstrate that the regulated environmental features have been preserved and/or restored to the fullest extent possible. Because no new impacts are proposed to the regulated environmental features, this finding has been met.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Type II Tree Conservation Plan (TCPII-147-04-02) and further APPROVED Detailed Site Plan DSP-13045 for the above-described land, subject to the following conditions:



1. Prior to certificate approval of DSP-13045, the plans shall be revised or information shall be provided as follows:
  - a. Provide the following information on the plan:
    - (1) The site is in the Greenbelt Metro Area and MD 193 Corridor Sector Plan and DDO Zone.
    - (2) Show the FAR.
    - (3) Indicate the uses, ownership and zoning of the uses adjacent to the west side of the CSX railroad right-of-way.
    - (4) Provide the most current Stormwater Management Concept approval number and date.
    - (5) Indicate the minimum lot size proposed in the Subdivision
  - b. Add site plan notes as follows:

“All exterior lighting fixtures used in this development shall be full cut-off type.”

“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).”

“Parcel 1 shall not be used as a staging area during construction and shall be maintained as a level, graded green open space.”
  - c. Lot 166 shall be reflected as Parcel 1.
  - d. An additional parcel, labeled Parcel A-1, shall be created for South Center Drive. The parcel will be jointly owned and maintained by the HOA and the applicant and the applicant's heirs and assignees if the parcel is developed with a commercial use.
  - e. Revise all applicable notes and charts on the cover sheet, and the labeling on the DSP plan sheets, to reflect 163 lots and 12 parcels as shown on the DSP.
  - f. Revise the plans to show a public utility easement adjacent to Lots 37–42, 51–53, and 67-70.



- g. The noise wall shall be extended south, in the vicinity of Lot 1, to the maximum extent practical pending confirmation by WSSC and the sound engineer. A minimum four-foot-wide clearance from any townhouse lot or property boundary shall be provided for maintenance and inspection.
- h. A cross section of the noise wall shall be provided to show its relationship with railroad right-of-way and the retaining wall. A four-foot clear area on both sides of the noise wall for inspection and maintenance shall be maintained.
- i. A revised noise report shall be submitted to identify the final wall height and location based on the final layout. The wall shall provide sufficient mitigation for all outdoor activity areas to be at or below the required 65 dBA Ldn.
- j. Curbing shall be added around Parcel 1 along South Center Drive, Road 'A,' and the north side abutting the adjacent alley to clearly define the property line between Parcel 7 and HOA property (Parcel A).
- k. Provide a tracking table to ensure that 60 percent of all full front façades are constructed of brick and that at least 50 percent of units in a building group shall have standard dormers.
- l. Revise the House Templates sheet to reflect only the approved elevations.
- m. The House Templates sheet shall be revised to indicate all stoops are a minimum of four feet by four feet. No front stoops shall be located within a Public Utility Easement (PUE).
- n. Elevation "K" will be represented in at least one unit of each building group of the Tyson model.
- o. The Clarendon model shall be revised to show a minimum of two standard endwall features.
- p. The side elevations of the Clarendon units along Road 'A' shall include additional windows on the ground floor. Shutters will be provided, where appropriate, to match the front elevation of units.
- q. Rear elevations for townhouse units located west of Road 'A' shall be enhanced with window casings to match front and side elevations of units, whichever is applicable. The builder shall provide a variety of color options in vinyl siding.
- r. The units along Greenbelt Station Parkway shall be revised so that the raised finished floor height is a minimum of 24 inches above sidewalk grade.



- s. On highly-visible lots, the side elevations of all units shall have a minimum of four endwall features in a balanced composition in conjunction with additional brick as noted on the plans.
- t. Reflect all required utility easements on the plans. If the utility companies do not consent to an alternative utility easement, the detailed site plan shall reflect the standard ten-foot-wide public utility easement (PUE) along all public streets, and one side of private streets, which shall be reflected on the final plat.
- u. For units accessed through a private alley, a minimum four-foot-deep and ten-foot-wide cantilevered deck shall be provided.
- v. The applicant shall provide either the required Section 4.7 schedule demonstrating compliance with this section or request alternative compliance.
- w. The applicant shall provide the minimum four-foot-wide planting area and utilize structure soil to ensure the viability of the required plantings.
- x. Street trees shall be provided along all streets.
- y. A potential community garden area shall be designated on the northernmost pocket park in Parcel B. The composting and community garden may be added at the home owner's association discretion.
- z. A landscaped median shall be added to Stream Bank Lane which allows for maximum travel lane widths of 15 feet.
- aa. The applicant shall construct a low ornamental fence delineating the front yards of homes on Greenbelt Station Parkway from the public realm. If the applicant demonstrates that no fencing is allowable within the platted Public Utilities Easement (PUE), hedge rows will be planted to serve this purpose. Design of the fence or hedges are subject to City of Greenbelt review and approval.
- bb. Parcel 1 shall not be conveyed to the home owners' association if dedicated as public parkland.
- cc. The TCC schedule shall be revised to reflect only the area of the subject DSP.
- dd. Four additional benches shall be added to the two largest pocket parks.
- ee. All sidewalks and pedestrian crosswalks on Greenbelt Station Parkway along the entire frontage of the subject site and at all intersection legs including those crossing Greenbelt Station Parkway, South Center Drive, and Stream Bank Lane shall be shown as approved by DSP-04081 and DSP-13045 consistently on all the site plans.



- ff. The sidewalk on the south side of the northernmost section of Road 'A' shall be five feet wide.
- gg. A five-foot-wide sidewalk will be provided on Parcel G and F between Lots 118 and 119 and Lots 133 and 134.
- hh. The V3 version of the Clarendon model shall be removed from the plan set.
- ii. Written permission from WSSC shall be provided demonstrating that they have granted authorization to construct a noise wall over their easement.
- jj. Written permission from DPIE shall be provided to demonstrate that they have granted permission to construct a noise wall over their stormdrain easement and within the limits of a parcel containing a pond.
- kk. Building groups for Lots 1–6 and 7–12 shall be reduced from 6 units to 5 units each to restore the green open space as originally presented in prior submissions.
- ll. Stormdrain inlets will be appropriately sized to avoid placement within sidewalks.
- mm. Prior to certification, a detail shall be added to the plan set for stamped decorative concrete driveways. The following note shall be added to the Cover Sheet:

“All driveways within Detailed Site Plan DSP-13045 shall have stamped decorative concrete driveways; asphalt driveways shall not be permitted.”

- nn. Prior to certification, a note shall be added to the Cover Sheet which states:

“Should Parcel 1 be determined feasible for retail use, the commercial building and lot design shall be subject to review as a DSP revision.”
- oo. Prior to certification the curb cut for Parcel 1 will be eliminated.
- pp. Prior to certification, a note shall be added to the Cover Sheet which states:

“Rocks or other hardscape cover shall be prohibited as a landscaping method for rear-loaded townhome units. Areas of open soil between driveways shall be landscaped with either turf or shrub planting and mulch.”

- qq. Prior to certification, the high-visibility lot designation will be increased to a two-star designation for Lot 12.



- rr. Prior to certification, the high-visibility lot designation will be increased to a two-star designation for Lot 71.
- ss. Prior to certification, street trees shall be placed on the western side of Road 'A' between Lots 6–23.
- tt. Prior to certification, structured soils will be specified for all tree plantings located in alleys, near driveways, and for all street trees. A detail will be provided that references CU-Structural™ or an equivalent.
- uu. Prior to certification, the Landscape Plan will be revised to remove European Hornbeam. An alternative plant species will be specified.
- vv. Prior to building permit issuance, a typical planting plan for the townhome lots will be provided and is subject to City of Greenbelt approval. Front yards for homes front Greenbelt Station Parkway shall be heavily landscaped.
- ww. The Landscape Plan shall be revised as follows:
  - (1) Specify fruit trees in the two larger pocket park areas.
  - (2) Remove Green Ash (*Fraxinus pennsylvanica*) and replace with Swamp Oak trees (*Quercus bicolor*) in the courtyard of Lots 13–23. Green Ash shall be removed adjacent to Lots 85, 90 and 98 and be substituted with Honey Locust (*Gleditsia triacanthos*).
  - (3) Remove Red Oak (*Quercus rubrum* street trees and be replaced with Willow Oak (*Quercus phellos*).
  - (4) Specify Flowering Dogwood (*Cornus florida*) 'Appalachian Spring' for use throughout Detailed Site Plan DSP-13045.
  - (5) Specify Muskogee Crape Myrtle Tree in Lots 98–107.
  - (6) Specify Dynamite Crape Myrtle in the rear of Lots 157–165.
  - (7) Alternate Kousa Dogwood (*Cornus kousa*) and Redbud (*Cercis Canadensis*) in the alleys of Lots 37–43 and Lots 61–65.
  - (8) Alternate Kousa Dogwood (*Cornus kousa*) and Redbud (*Cercis Canadensis*) in the alleys of Lots 44–50.



- (9) Alternate Kousa Dogwood (*Cornus kousa*) and Fringe Tree (*Chionanthis virginicus*) in the alleys of Lots 67–71.
  - (10) Replace American Linden (*Tilia Americana*) with Little Leaf Linden (*Tilia cordata*) between Lot 141 and the adjacent alley.
  - (11) Alternate Kousa Dogwood (*Cornus kousa*) and Sweetbay Magnolia (*Magnolia virginicus*) in the alleys of Lots 81–84.
- xx. Shake and stone siding shall be prohibited from inclusion in the architectural design of Greenbelt Station. A full architectural design package shall be submitted to the City of Greenbelt by the applicant detailing all elevations and materials to be used in Greenbelt Station Phase 3.
2. Prior to certification, the DSP and TCPII shall be revised to show:
- a. The unmitigated 65 dBA Ldn noise contour;
  - b. The final location of the noise wall including elevation labels, and distance labels from adjacent lot lines.
3. Prior to certification, the TCPII shall be revised as follows:
- a. Show the final location of the proposed noise wall on the plan with a symbol that is distinctly different than other symbols on the plan.
  - b. Add a legend to all sheets showing all symbols on the plan.
  - c. Revise the Development Review QR code standard approval block on all sheets of the plan set to remove the TCP number as the project number and to reference the associated DSP number (DSP-13045).
  - d. Provide a detail of the noise wall.
  - e. Revise the TCPII approval block to remove the -02 reference in the plan number identification.
  - f. Add the TCPII approval block with all previous approval information typed-in to all sheets of the plan set.
  - g. The qualified professional certifying the plan shall sign all sheets of the plan set.
4. Prior to approval of final plat, the applicant shall:



- a. Revise the Detailed Site Plan DSP-04081 that includes the abutting property to remove Parcel S-6.
  - b. Demonstrate that a homeowners' association (HOA) has been established. The covenants shall be submitted to the Development Review Division (DRD) prior to recordation to ensure the rights of M-NCPPC Planning Department are included. The liber and folio of the declaration of covenants shall be noted on the final plat prior to recordation.
5. At time of final plat, the applicant and the applicant's heirs, successors, and/or assignees, shall grant a ten-foot-wide public utility easement (PUE) along one side of private streets and along all the public rights-of-way, or an alternative PUE acceptable to all applicable utility providers, as reflected on the approved DSP.
6. Prior to the approval of building permits, the applicant shall demonstrate that South Center Drive, Parcel A-1, has been conveyed to the HOA and the owner, heirs and assigns of Parcel 1 as tenants in common, unless Parcel 1 is dedicated to the City of Greenbelt as public parkland. The ownership of Parcel 1 is contingent on maintaining an ownership interest in the South Center Drive parcel which provides sole vehicular access to Parcel 1 if developed as commercial use.
7. Prior to approval of building permits, the applicant and the applicant's heirs, successors, and/or assignees, shall convey to the homeowners' association (HOA) land consistent with the approved preliminary plan of subdivision, and DSP. Land to be conveyed shall be subject to the following:
  - a. A copy of the recorded deed for the property to be conveyed shall be submitted to the Subdivision Review Section of the Development Review Division (DRD), Upper Marlboro.
  - b. All waste matter of any kind shall be removed from the property prior to conveyance, and all disturbed areas shall have a full stand of grass or other vegetation upon completion of any phase, section, or the entire project.
  - c. The conveyed land shall not suffer the disposition of construction materials, soil filling, other than the placement of fill material associated with permitted grading operation that are consistent with the permit and minimum soil class requirements, discarded plant materials, refuse, or similar waste matter.
  - d. Any disturbance of land to be conveyed to a HOA shall be in accordance with an approved detailed site plan. This shall include, but not be limited to, the location of sediment control measures, tree removal, temporary or permanent stormwater management facilities, utility placement, and stormdrain outfalls.
  - e. Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to a HOA. The location and design of drainage outfalls that adversely impact property to be



conveyed shall be reviewed and approved by DRD in accordance with the approved detailed site plan.

- f. The Planning Board or its designee shall be satisfied that there are adequate provisions to assure retention and future maintenance of the property to be conveyed.
8. Prior to the approval of building permits for residential buildings located within the unmitigated 65 dBA Ldn noise contour, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less.
9. Prior to the issuance of the first permit for this DSP, the Geotechnical Exploration report prepared by Geo-Technology Associates, Inc., dated January 14, 2011, shall be submitted for review to the Department of Permitting, Inspections and Enforcement. The site shall be developed in accordance with the recommendations of the Geotechnical Exploration report prepared by Geo-Technology Associates, Inc., dated January 14, 2011, or as amended by the Department of Permitting, Inspections and Enforcement (DPIE).
10. Prior to the issuance of the 85th building permit for this DSP, the applicant shall show either a commercial retail use in conformance with all applicable Zoning Ordinance requirements, or a park, on Parcel 1.
11. If Parcel 1 is conveyed to the City of Greenbelt as a public park, a revision to Detailed Site Plan DSP-13045 shall not be required.

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

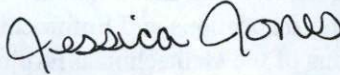
\* \* \* \* \*



This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Geraldo and Hewlett voting in favor of the motion, and with Commissioner Shoaff abstaining at its regular meeting held on Thursday, March 17, 2016, in Upper Marlboro, Maryland.

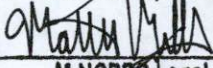
Adopted by the Prince George's County Planning Board this 14th day of April 2016.

Patricia Colihan Barney  
Executive Director

  
By Jessica Jones  
Planning Board Administrator

PCB:JJ:HZ:ydw

APPROVED AS TO LEGAL SUFFICIENCY.

  
M-NCPPC Legal Department  
Date 4/6/16