



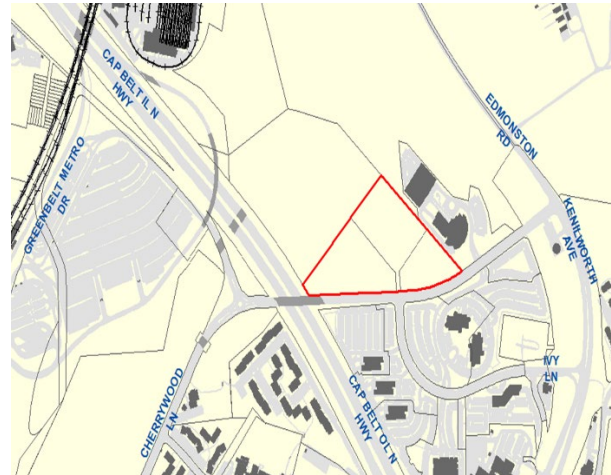
The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Development Review Division
301-952-3530

Detailed Site Plan Greenbelt Metro

DSP-19014

REQUEST	STAFF RECOMMENDATION
A multifamily development with 354 dwelling units and a clubhouse.	APPROVAL with conditions

Location: On the north side of Cherrywood Lane, approximately 800 feet west of its intersection with MD 201 (Kenilworth Avenue)



Gross Acreage:	15.89
Zone:	C-O/D-D-O
Dwelling Units:	354
Gross Floor Area:	395,307 sq. ft.
Planning Area:	67
Council District:	04
Election District:	21
Municipality:	Greenbelt
200-Scale Base Map:	212NE06
Applicant/Address: Greenbelt Apartments, LLC C/O The NRP Group, LLC 1228 Euclid Avenue Cleveland, OH 44115	
Staff Reviewer: Thomas Burke Phone Number: 301-952-4534 Email: Thomas.Burke@ppd.mncppc.org	

Planning Board Date:	01/09/20
Planning Board Action Limit:	01/23/20
Staff Report Date:	12/20/19
Date Accepted:	10/11/19
Informational Mailing:	02/27/19
Acceptance Mailing:	10/08/19
Sign Posting Deadline:	12/10/19

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION
PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-19014
Type 2 Tree Conservation Plan TCP2-033-2019
Greenbelt Metro

The Urban Design staff has completed its review of the subject application and referrals. The following evaluation and findings lead to a recommendation of APPROVAL with conditions, as described in the Recommendation section of this technical staff report.

EVALUATION

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

- a. The requirements of the Prince George's County Zoning Ordinance and the Development District Overlay (D-D-O) Zone standards of the 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment*;
- b. The requirements of Preliminary Plan of Subdivision 4-19010;
- c. The requirements of the 2010 *Prince George's County Landscape Manual*;
- d. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- e. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and
- f. Referral comments.

FINDINGS

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

1. **Request:** The application is for approval of a detailed site plan (DSP) for a multifamily development with 354 dwelling units and a clubhouse on 15.89 acres.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone	C-O/D-D-O	C-O/D-D-O
Use	Vacant	Multifamily Residential
Total Acreage	15.89	15.89
Total Gross Floor Area (GFA) (sq. ft.)	0	395,307
Total Multifamily Dwelling Units	0	354

OTHER DEVELOPMENT DATA

Parking Requirements	
Per Section 27-568 (1.33 spaces for studio and one-bedroom units plus 0.33 spaces for each bedroom in excess of one per unit)	
1.33 x 212 studio and one-bedroom units	282
1.66 x 123 two-bedroom units	205
1.99 x 19 three-bedroom units	38
Total Parking Required per Section 27-568	525
D-D-O Zone Parking Requirements	
Minimum required (70 percent of Section 27-568)	368
Maximum permitted (80 percent of Section 27-568)	420
Parking Spaces Provided	
Garage Spaces	36
Standard Spaces*	280
Compact Spaces	140
Total Parking Spaces Provided	456** (of which 13 handicapped accessible and 6 electric charging)
D-D-O Zone Bicycle Parking Standards	
Required (one space per two multifamily units)	177
Provided	136***

Notes: *The 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment* does not have specific requirements for the size of parking spaces; therefore, the applicable section of the Zoning Ordinance serves as the requirement. A departure from the size of parking spaces is required, as discussed in Finding 8 below.

**An amendment to the maximum number of spaces allowed by the 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment* was requested with this application. See Finding 7 below for the amendment request.

***An amendment to the minimum number of bicycle parking spaces required by the 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment* was requested with this application. See Finding 7 below for the amendment request.

3. **Location:** The subject property is located on the north side of Cherrywood Lane, approximately 800 feet west of its intersection with MD 201 (Kenilworth Avenue). The site is in the Capital Office Park subarea of the 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment* (Greenbelt Sector Plan and SMA).
4. **Surrounding Uses:** The site is comprised of three properties within Planning Area 67. The three properties combined form a triangular-shaped tract located at the northeast corner of the intersection of I-95/I-495 (Capital Beltway) and Cherrywood Lane. The site is bounded by Cherrywood Lane to the south with office uses in the Commercial Office (C-O) and Development District Overlay (D-D-O) Zones beyond, the United States District Courthouse on the abutting property to the north and east in the Open Space (O-S) and Reserved Open Space (R-O-S) Zones, and vacant land to the north and west located in the Rural Residential (R-R) Zone.
5. **Previous Approvals:** The site was rezoned from the R-18 to the C-O Zone per A-9540-C, approved by the Prince George's County District Council on November 25, 1985, with conditions to be addressed at the time of subdivision. The Greenbelt Sector Plan and SMA retained the subject property in the C-O Zone and superimposed a D-D-O Zone.

On October 27, 1994, the Prince George's County Planning Board approved Preliminary Plan of Subdivision (PPS) 4-94080 (PGCPB Resolution No. 94-333), which approved three parcels and one outlot, subject to conditions. Subsequently, PPS 4-19010 was approved by the Planning Board on October 10, 2019 (PGCPB Resolution No. 19-118), with conditions, and replaced 4-94080.

6. **Design Features:** The applicant is proposing to develop this site with two L-shaped multifamily buildings, with a total of 354 dwelling units, two 18-bay garage structures, indoor and outdoor recreation amenities, a clubhouse, and associated infrastructure. The buildings sit on either side of an entrance drive off of Cherrywood Lane, in the middle of site. Surface parking and the garages sit behind them and the clubhouse and outdoor amenity space sit at the northern terminus of the entrance drive. The dwelling units are proposed as follows:

- 55 studio units
- 157 one-bedroom units
- 123 two-bedroom units
- 19 three-bedroom units

Architecture

The residential buildings will be five stories, with façades containing a combination of brick masonry, cementitious siding, cementitious panels, metal, and glass. The elevations show curated elements, such as larger windows and more prominent massing, on the front corners to emphasize the entrance into the community. With the exception of the ground floor units, a mix of in-set and projecting balconies with metal railings are shown

throughout the buildings to provide private outdoor space for the residents. Some ground-level units will have access to private at-grade patios. The main entrances to the residential buildings will be central along the long façade of each building facing the entry drive. A steel canopy and decorative I-beam posts are provided to emphasize the prominence of the main building entrances, with a channel-letter sign offering the community name and building address across the top of the canopy.

The clubhouse is proposed as a single-story building located behind the residential buildings and utilizing the same mixture of materials and modern architectural style. The garage structures are proposed to be single-story, with façades containing cementitious siding and panels, roll-up garage doors, and decorative sconce lighting on either side of each bay door. The roofs have an approximately three to one slope and are clad with asphalt shingles.

Signage

The applicant is proposing one monument sign at the main entrance, one blade sign, six channel-letter building-mounted signs, and three building entry signs.

The monument sign will be in the median of the main entry drive and set back approximately 20 feet from the right-of-way of Cherrywood Lane. The sign will be double-faced, three feet in height, and 15 feet long, sitting on a three-foot-high pedestal, for a total height of six feet. Materials proposed include an aluminum cabinet painted to match the building colors, with a recessed face and halo-lit channel letters carrying the community name. The plan provided for review does not show the coloring proposed for the aluminum cabinet. A condition has been included in the Recommendation section of this report requiring this to be added. The sign otherwise meets the design criteria for signage in the Greenbelt Sector Plan and SMA.

The blade sign will be two-sided, three feet wide, 20 feet tall, vertically-mounted, and extending approximately four feet from the face of the western building. It will be located on the southern façade approximately 25 feet from the eastern edge. Like the monument sign, the blade sign will have an aluminum cabinet painted to match the building colors, with a recessed face and halo-lit channel letters carrying the community name in a vertical arrangement. The plan provided does not show the coloring proposed for the aluminum cabinet. Additionally, the DSP shows the blade sign located on the east façade, which is inconsistent with the landscape and lighting plan and the building elevations, which show and describe the sign located on the southern façade. Conditions have been included in the Recommendation section of this report to correct these inconsistencies.

The building elevations show a total of six channel-letter, building-mounted signs located on the parapet of the front and side corners on Cherrywood Lane; however, sign details were not provided, other than identifying them as “architectural signage.” Details including the materials, size, and illumination are required and must be consistent with the standards of the D-D-O Zone, as conditioned herein.

The building elevations show entry signs proposed on the canopies above the entrance to each of the residential buildings and the clubhouse; however, sign details were not provided. Details including the materials, size, and illumination, if any, are required and must be consistent with the standards of the D-D-O Zone, as conditioned herein.

Recreational Facilities

This DSP proposes on-site private indoor and outdoor recreation facilities, with a clubhouse, located behind the residential buildings. The approximately 7,100-square-foot clubhouse will include the leasing and administration office, a 24-hour fitness center, social and entertaining spaces, a business and conference center, locker rooms, and a package concierge. The plan does not identify the uses of the indoor spaces; therefore, a condition has been included in the Recommendation section of this report requiring this to be added. The outdoor space will include a swimming pool with a lounging deck, outdoor grilling stations, a fire pit, picnic tables, and social areas. Additional amenities on the property include indoor bicycle storage, a pet spa, a tot lot with play equipment, a community garden, bike racks throughout the community, benches throughout the community, and an entrance plaza with a bike share station. Sidewalk circulation is proposed throughout the community and connects with existing sidewalks on Cherrywood Lane.

COMPLIANCE WITH EVALUATION CRITERIA

7. 2013 Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment and the standards of the Development District Overlay (D-D-O)

Zone: The Greenbelt Sector Plan and SMA covers approximately 1.79 square miles of land adjacent to the Greenbelt Metro Station and along a portion of the MD 193 (University Boulevard) Corridor. The sector plan envisions development of the Greenbelt Metro Metropolitan Center as an interconnected, vibrant, and diverse mixed-use, transit-oriented eco-community and defines long-range land use and development policies, detailed zoning changes, design standards, and superimposes a D-D-O Zone on the sector plan area. The land use concept of the sector plan divides the plan area into seven subareas, with specific design criteria for urban design: block lengths, build-to lines, frontage, other setbacks, and building height; street design: complete streets; open space design; architectural design: building form, storefronts, and building materials; parking design; and signage design.

The subject property is located within the Capital Office Park subarea with a policy, associated strategies, and development standards articulated in the sector plan. The development district standards replace comparable standards and regulations required by the Prince George's County Zoning Ordinance. Wherever a conflict between the D-D-O Zone standards and the Zoning Ordinance or the 2010 *Prince George's County Landscape Manual* (Landscape Manual) occurs, the D-D-O Zone standards shall prevail. For development standards not covered by the D-D-O Zone, the standards in the Zoning Ordinance and Landscape Manual will serve as the requirement, as stated in Section 27-548.21 of the Zoning Ordinance.

Requests to Amend Development District Standards—The submitted application and statement of justification (SOJ) indicate the need to deviate from a number of development district standards in order to accomplish the proposed development on the subject property. In accordance with Section 27-548.25(c), Site Plan Approval, of the Zoning Ordinance, if the applicant so requests, the Planning Board may apply development standards which differ from the approved development district standards. These alternate standards may be approved if they can be found to benefit the development and the development district and will not substantially impair implementation of the master plan,

master plan amendment, or sector plan. These alternate standard requests are discussed as follows (all page numbers reference the sector plan):

1. Building Form, Capital Office Park, Lot Occupation (page 219)

The frontage at buildout shall be a minimum of 60 percent at the build-to line.

The applicant is proposing 39.7 percent frontage at the build-to line. The property is uniquely shaped as a triangle, with two acute angles at the frontage of Cherrywood Lane. Additionally, approximately 400 linear feet of the frontage on the west side of the property is occupied by an existing stormwater management (SWM) pond, that is to remain, and a 20-foot-wide Washington Suburban Sanitary Commission easement runs along the eastern side property line. These factors, combined with the topography along the frontage, reduce the net useable frontage and result in a net development of 53.4 percent of the frontage at the build-to line. This amendment will benefit the development and the development district by allowing this property to develop using the existing infrastructure, and will not substantially impair implementation of the sector plan, as neither property on either side is within the D-D-O Zone. Therefore, staff recommends that the Planning Board **approve** this amendment request.

2. Building Form, Capital Office Park, Build-to Lines (page 219)

The front principal build-to line for buildings fronting on Cherrywood Lane shall be 15 to 20 feet from the right-of-way.

The eastern building, identified on the DSP as 1000, has a variable setback from 29.6 feet to approximately 47 feet along the frontage, due to topography and an inward curve along Cherrywood Lane. The western building, identified on the DSP as 2000, is set back 22.87 feet from the right-of-way. The SOJ indicates that the additional setback is necessary for construction of retaining walls, resulting from the topography on the site.

To further activate the street frontage, the applicant is proposing a public plaza feature that will incorporate the proposed bike share station, benches, landscaping, and art or historical interpretive display. Staff disagrees that the proposed public plaza further activates the street as the SOJ suggests. As proposed, the plaza, which is set back over 40 feet from the right-of-way, would likely be perceived as a private amenity for exclusive use of the residents of the community. Staff recommends that small plazas on each side of the main entrance road be incorporated into the design of the community, as conditioned herein, so as to meet the purpose of the build-to line in activating the streetscape.

This amendment, if approved as conditioned, will benefit the development and the development district by allowing this property to accommodate the existing site topography, and will not substantially impair implementation of the sector plan, as neither property on either side is within the D-D-O Zone. Therefore, staff recommends that the Planning Board **approve** this amendment request.

3. Building Form, Parking, Parking Requirements (page 225)

The maximum number of off-street surface parking spaces permitted for each land use type (regardless of subarea) shall be equal to 80 percent of the minimum number of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance.

The maximum parking spaces permitted for the proposed 354 multifamily units, at 80 percent of the off-street spaces required in the Zoning Ordinance, is 420 parking spaces. This DSP proposes 456 parking spaces, which equates to approximately 8.5 percent over the maximum permitted. The applicant discussed the proposed parking in great detail with the City of Greenbelt and various City advisory boards. The SOJ indicates that City planning staff conducted a comparison analysis of projects within the city and concluded that parking issues do exist on projects developed pursuant to the D-D-O standard. The City, as well as the advisory committees, are generally supportive of the requested modification. Moreover, the applicant contracted with Lenhart Traffic Consulting to conduct an analysis in support of the increase to the maximum number of parking spaces.

Given that the majority of the parking spaces are located to the rear of the buildings, that the increase is relatively minor, and the provided parking analyses, this amendment will benefit the development and the development district, and will not substantially impair implementation of the sector plan. Therefore, staff recommends that the Planning Board **approve** this amendment request.

4. Building Form, Parking, Parking Requirements (page 226)

A minimum of one bicycle parking space shall be provided for every two multifamily dwelling units.

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.

Off-street parking requirements may be further reduced by a maximum of 20 percent beyond the requirements specified above if incentives and provisions that encourage the use of alternate modes of transportation (other than single-occupancy vehicles) included in the development. Features such as bike share stations, electric vehicle charging stations, shared car programs, financial incentives to employees for transit and car- and van-pooling, and the provision of private shuttle bus services, may qualify for parking reductions. The determination of appropriate parking reductions will be made at the time of detailed site plan approval based on evaluation of data provided by the applicant justifying reductions to the parking requirements.

The minimum bicycle parking space requirement for this 354-unit multifamily development is 177 spaces. The applicant is proposing a total of 136 spaces, with interior bicycle storage for 80 bikes within the eastern building, and 56 bicycle spaces located on racks throughout the site. Moreover, the applicant is pursuing a partnership with Capital Bike Share (or a similar program) to provide a bike share

station near the entrance to the site, and is installing six electric vehicle charging stations. The applicant contends that the strict application of this standard requires bike parking that far exceeds any reasonable amount that would be utilized. In addition, given the proposed bike parking (internal and external to the building), along with participation in a bike share program and the installation of six electric vehicle charging stations, the proposed bicycle parking will be sufficient and more than adequate to serve the development.

Given the provision of over 75 percent of the requirement, plus the location of a bike share facility on the property, this amendment will benefit the development and the development district, and will not substantially impair implementation of the sector plan. Therefore, staff recommends that the Planning Board **approve** this amendment request.

5. Building Form, Parking Access, Access of Off-Street Parking Lots and Structured Parking (page 227)

The vehicular access drive of a parking lot or garage shall be no wider than 22 feet.

The main entrance drive to the community is 55 feet wide, including a median. This entrance consists of a 22-foot-wide inbound lane, an 11-foot-wide median, and a 22-foot-wide outbound lane. The SOJ indicates that these widths are necessary to ensure safe movement in and out of the site, to allow emergency vehicles sufficient space, and meet the minimum standards of the Prince George's County Code. Given the provision of a median breaking up the driveway width, this amendment will benefit the development and the development district, and will not substantially impair implementation of the sector plan. Therefore, staff recommends that the Planning Board **approve** this amendment request.

6. Building Form, Parking Lots, Loading, and Service Areas, Parking Lots (page 228)

Parking lots shall be concealed from the primary frontage street, secondary frontage, or side street by a liner building whenever possible. When this is not possible, a wall, fence, or landscape strip shall be provided.

The two primary parking lots are concealed from Cherrywood Lane by the two residential buildings. The surface parking lot at the secondary entrance is not located behind the proposed buildings. Shrubs have been placed between Cherrywood Lane and the parking area to screen the parking lot from view. Staff finds that the parking area can be more effectively screened by providing additional evergreen shrubs in between the parking lot and Cherrywood Lane. A retaining wall, along with a 3.5-foot-high steel rail fence at the top of the slope, will conceal the proposed parking lot at the eastern end of the site. The topography along Cherrywood Lane creates a scenario where vehicle parking that is not located behind the building on the east side of the building is not visible from the right-of-way since it sits so much lower than road.

Given the grade difference and proposed landscaping, this amendment, if revised as conditioned, will benefit the development and the development district, and will not substantially impair implementation of the sector plan. Therefore, staff recommends that the Planning Board **approve** this amendment request.

7. Architectural Elements, Street Screens, Fences (page 236)

Chain-link fence shall not be permitted. An exception may be made only where necessary around publicly-owned recreation facilities or athletic courts.

Chain-link fences are not proposed near streets, sidewalks, or other pedestrian pathways, nor is it being proposed for any street screens. However, a black chain-link fence is planned around the proposed new SWM facility, which is necessary to ensure safety and the general welfare of citizens, as well as to discourage trespassing. Although the applicant does not believe that this standard prohibits the use of black chain link around the stormwater facility since it is to the back of the property behind the buildings and, therefore, not along the street, in the abundance of caution, a modification has been requested. The detail of the fence is provided on the DSP and is black in color to easily fade into the environmental features behind the site. The applicant contends that, for safety around the stormwater facility, this fence detail is necessary, but will not substantially impair the sector plan since it is not being used as a street screen.

Given that the proposed chain-link fence is not adjacent to the street, this amendment will benefit the development and the development district, and will not substantially impair implementation of the sector plan. Therefore, staff recommends that the Planning Board **approve** this amendment request.

8. Prince George's County Zoning Ordinance: The subject site plan has been reviewed for conformance with the applicable requirements of the C-O and D-D-O Zones and the site design guidelines. The following discussion is offered regarding these requirements:

- a. The project is subject to the applicable requirements of the Zoning Ordinance for the C-O Zone, which are not superseded by the D-D-O Zone.
- b. The applicant has proposed a site plan in accordance with Section 27-283, Site design guidelines, of the Zoning Ordinance that further cross-references the same guidelines as stated in Section 27-274 of the Zoning Ordinance, specifically in regard to parking, loading, internal circulation, service areas, and lighting.
- c. The Greenbelt Sector Plan and SMA does not have specific requirements for the size of parking spaces. Therefore, Part 11 of the Zoning Ordinance serves as the requirement; 9.5-foot by 19-foot spaces are required. The DSP proposes 9-foot by 18-foot standard parking spaces. Section 27-548.25(e), Site Plan Approval, for the D-D-O Zone specifically states:

(e) If a use would normally require a variance or departure, separate application shall not be required, but the Planning Board shall find in its approval of the site plan that the variance or departure conforms to all applicable Development District Standards.

The applicant seeks a departure for the standard parking space size. The DSP conforms to all development district standards, except for the seven for which amendments are requested and recommended for approval, as discussed in Finding 7 above. The applicant is requesting an amendment to allow for more than the maximum permitted number of parking spaces which, when considered in combination with the reduced parking space size, does not necessitate an increase in impervious surface. There are no other standards relative to parking space size and the proposed size is in keeping with industry standards and previous departures granted by the Planning Board. Therefore, staff recommends that the Planning Board approve this departure for the reduced parking space size.

9. **Preliminary Plan of Subdivision 4-19010:** The site is subject to PPS 4-19010 (PGCPB Resolution No. 19-118), approved by the Planning Board on October 10, 2019, for the development of 354 multifamily dwelling units on one parcel, subject to 17 conditions. Of the 17 conditions approved by the Planning Board, the following are applicable to the review of the subject DSP:

3. **Development of the site shall be limited to uses that would generate no more than 184 AM and 212 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

The development proposed with the subject DSP is consistent with the approved PPS. Consequently, the trip cap has not been exceeded.

5. **In conformance with the 2009 Approved Countywide Master Plan of Transportation and the 2013 Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following:**

- a. **A minimum 5-foot sidewalk along the subject site's entire frontage of Cherrywood Lane, unless modified by the City of Greenbelt.**
- b. **Retain the existing bike lane along Cherrywood Lane, during the implementation of road frontage improvements, unless modified by the City of Greenbelt.**

A sidewalk is shown along the majority of the site's frontage of Cherrywood Lane. However, a segment of the sidewalk is not provided along Cherrywood Lane between the two proposed access points to the site. As conditioned herein, staff recommends that, prior to certification of the DSP, the plans shall be revised to include the sidewalk along the site's entire frontage, unless modified by the City of Greenbelt. Retention of the bike lanes can be enforced by the City of Greenbelt at the time of access permits or at the time of road resurfacing.

6. **Prior to the approval of the first building permit for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities as**

designated below, in accordance with Section 24-124.01 of the Subdivision Regulations, have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:

- a. **One bikeshare docking station on the subject site to enable this form of transportation to be used by residents and visitors at the subject site. The vendor of the bikeshare must be approved by the Prince George's County Department of Public Works and Transportation (DPW&T). The final location of this docking station will be selected by the County and the applicant, based upon the requirements of the bikesharing system, and in a highly visible, convenient, and well-lit location on the subject site. The location requires at least four hours of solar exposure per day year-round. In the event an appropriate location cannot be located on-site that meets bikeshare siting criteria, DPW&T will select another off-site location for the station based upon the requirements of the bikesharing system in the County, as close as possible to the subject site.**
- b. **The applicant shall allow the Prince George's County Department of Public Works and Transportation or its contractors/vendors access to the subject site to install, service, and maintain the bikeshare station.**
- c. **Installation of one bus shelter at a location serving the subject site and complying with the requirements of Section 24-124.01.**

The bike share station and bus shelter are shown on the submitted DSP, consistent with Condition 6.

7. **Prior to acceptance of a detailed site plan, an exhibit shall be provided that illustrates the location, limits, and details of the bikeshare station and off-site bus shelter improvement approved with Preliminary Plan of Subdivision, PPS 4-19010, consistent with Section 24 124.01(f) of the Subdivision Regulations.**

The location and details of the proposed bike share station and off-site bus shelter were provided with this application. No additional exhibit is necessary.

13. **Prior to acceptance of a detailed site plan, a Phase II noise analysis that demonstrates that any outdoor activity areas are located outside of the mitigated 65 dBA Ldn and that the building structures proposed mitigate interior noise levels to 45 dBA Ldn or less shall be provided.**

A Phase II noise analysis was submitted with this application. The DSP reflects the mitigated 65 dBA Ldn, which is delineated in accordance with the Phase II noise analysis. All outdoor activity areas are located outside of this contour.

15. **Prior to approval of a detailed site plan, the applicant shall provide details of private recreational facilities, in accordance with the standards outlined in the Prince George's County Parks and Recreation Facilities Guidelines. The private recreational facilities shall be reviewed by the City of Greenbelt and shall include a pool, associated club house and amenities, pet spa, pet wash equipment, dog park, tot lot, and community garden.**

The City of Greenbelt provided a letter dated December 10, 2019 in support of the DSP and the recreational facilities proposed with conditions included in the Recommendation section of this report.

10. **2010 Prince George's County Landscape Manual:** The Greenbelt Sector Plan and SMA standards govern development in the D-D-O Zone. As stated in Chapter 6 of the sector plan, for development standards not covered by the D-D-O Zone, the Landscape Manual shall serve as the requirement. The proposed residential development is subject to Section 4.1, Residential Requirements; Section 4.3, Parking Lot Requirements; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual. The correct schedules are provided on the landscape plans, demonstrating conformance to all of these sections.

11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance because the site has a previously approved Type 1 Tree Conservation Plan (TCP1-009-2019). A companion Type 2 Tree Conservation Plan, TCP2-033-2019, has been submitted for review and is recommended for approval, subject to technical conditions included herein.

The current TCP2, as submitted, shows a woodland conservation threshold of 1.57 acres and a woodland conservation requirement of 3.34 acres. The worksheet proposes to meet this requirement with 3.34 acres of off-site woodland conservation credits, in conformance with the approved TCP1.

12. **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 (TCC) on projects that propose more than 5,000 square feet of disturbance. Properties zoned C-O are required to provide a minimum of 10 percent of the gross tract area to be covered by tree canopy. The subject site is 15.89 acres in size and requires 1.59 acres of TCC. The subject DSP provides the required schedule, however, it is completed incorrectly, as it counts off-site woodland. The TCC requirement will be met through the provision of proposed plantings and existing woodlands on-site, and the schedule must be adjusted to reflect this. Therefore, a condition is included herein requiring that the schedule be corrected.

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

- a. **Archeological Review**—In a memorandum dated October 18, 2019 (Stabler to Burke), incorporated herein by reference, the Historic Preservation Section determined that there are no historic sites or resources on, or adjacent to, the subject property. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that

the probability of archeological sites within the subject property is low. This proposal will not impact any historic sites or resources or known archeological sites.

- b. **Community Planning**—In a memorandum dated December 4, 2019 (Sams to Burke), incorporated herein by reference, the Community Planning Division provided findings regarding the D-D-O Zone standards.
- c. **Transportation Planning**—In a memorandum dated November 19, 2019 (Burton to Burke), incorporated herein by reference, the Transportation Planning Section provided the following summarized comments:

This plan shows two full-movement access points on Cherrywood Lane, whose locations are consistent with the PPS phase of the development. Regarding on-site circulation, staff finds the site layout to be acceptable.

The parking analysis shows that 525 spaces would normally be required to serve the number of units being proposed. However, pursuant to the requirements of a D-D-O Zone, this applicant is allowed a minimum of 368 surface spaces and a maximum of 420 surface spaces. A total of 456 surface spaces are being provided. Staff finds this acceptable.

The Transportation Planning Section concludes that the proposed DSP is deemed acceptable from the standpoint of transportation.

- d. **Trails**—In a memorandum dated December 16, 2019 (Shaffer to Burke), incorporated herein by reference, the trails planner provided findings of conformance with the previous conditions of approval, as well as the following summarized findings:

The internal sidewalk network is comprehensive, connects to all portions of the site, and provides access to the public right-of-way from the proposed buildings. The internal sidewalks shown on the DSP meet the intent of the 2009 *Approved Countywide Master Plan of Transportation* and its Complete Streets policies. The sidewalk along Cherrywood Lane should be extended along the entire length of the site's frontage.

- e. **Parks and Recreation**—In a memorandum dated October 21, 2019 (Asan to Burke), incorporated herein by reference, the Prince George's County Department of Parks and Recreation evaluated the application and determined that the site is exempt from mandatory dedication of parkland because it is located outside of the Maryland-Washington Metropolitan District and within the City of Greenbelt.
- f. **Subdivision Review**—In a memorandum dated December 6, 2019 (Davis to Burke), incorporated herein by reference, the Subdivision Review Section conducted an analysis of the PPS conditions, and recommended approval, as conditioned herein.

- g. **Environmental Planning**—In a memorandum dated December 9, 2019 (Juba to Burke), incorporated herein by reference, the Environmental Planning Section recommended conditions relating to technical issues on the TCP2, which are included in the Recommendation section of this report.

Preservation of Regulated Environmental Features/Primary Management Area

The site contains regulated environmental features. According to the TCP2, seven impacts to the primary management area stream buffer and the 100-year floodplain are proposed and include validating an existing pond facility, creation of an additional pond and associated SWM devices, parking areas, and associated grading. An SOJ for these impacts was previously reviewed and approved by the Planning Board in conjunction with the approval of PPS 4-19010 and Type 1 Tree Conservation Plan TCP1-009-2019. No additional impacts are proposed.

Stormwater Management

An approved SWM Concept Plan (59556-2018) was submitted with the subject application and is valid until May 31, 2022. According to the approval, the private system will utilize micro-bioretention, 100-year attenuation, and a detention pond. A floodplain waiver was issued under 58937-2018.

Soils

The predominant soils found to occur, according to the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, include the Christiana-Downer complex, Russett-Christian, Sassafras Urban land, Urban Land-Beltsville, Urban land-issue, Urban land-Russett-Christian, and Woodstown sandy loam complexes. According to available information, Marlboro clay is not found to occur on this property; however, Christiana complexes are present.

Christiana complexes are considered unsafe soils that exhibit shrink/swell characteristics during rain events, which make it unstable for structures. However, there are no slopes of significant concern identified within the area of this soil type, in relation to the proposed development. A geotechnical review was not requested with this application, but may be required for review with a future development application.

- h. **Prince George's County Fire/EMS Department**—At the time of the writing of this technical staff report, the Fire/EMS Department did not provide any comments on the subject application.
- i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of the writing of this technical staff report, DPIE did not provide any comments on the subject application.
- j. **Prince George's County Police Department**—At the time of the writing of this technical staff report, the Police Department did not provide any comments on the subject application.

- k. **Prince George’s County Health Department**—At the time of the writing of this technical staff report, the Health Department did not provide any comments on the subject application.
- l. **City of Greenbelt**—In a memorandum dated December 10, 2019 (Mayor Byrd to Hewlett), incorporated herein by reference, the City of Greenbelt recommended conditions included herein, as follows:

- 1. **The Applicant agrees to limit as much as practicable locating air conditioning condenser units along its Cherrywood Lane frontage. Where unavoidable, the Applicant shall site the units to minimize aesthetic impacts (i.e., limit/reduce the visibility of the units from Cherrywood Lane) by revising the Landscape Plan to include appropriate screening to be reviewed by the City.**

The D-D-O Zone standards require that mechanical equipment be completely screened, so as not to be visible from the sidewalks. Through plan revisions, the applicant has provided enhanced landscaping and a fence to screen the air condensers along its Cherrywood Lane frontage.

- 2. **The Applicant agrees to consider solar installation on the clubhouse and to submit evidence of such consideration to the City within six (6) months of DSP certification.**

Although installation of solar panels and other green materials are encouraged by the D-D-O Zone standards, they are not required. The applicant will have to demonstrate conformance to this condition to the City of Greenbelt, as appropriate.

- 3. **The Applicant agrees to submit a detailed list of equipment and plantings proposed for the dog park and tot lot including, but not limited to, play equipment and either a shade structure or shade trees prior to certification of the DSP by M-NCPPC.**

The applicant has provided revised plans showing equipment details for the tot lot and dog park. The revised landscape plans show trees to provide sufficient shade.

- 4. **The Applicant agrees to work with the City’s Arts Coordinator on identifying potential opportunities for the installation of public art within the social space at the proposed bike share station.**

Although installation of public art is encouraged by the D-D-O Zone standards, it is not required. The applicant will have to demonstrate conformance to this condition to the City of Greenbelt, as appropriate.

- 5. **The Applicant agrees to revise the Detailed Site Plan to remove the eight (8) parking spaces at the main exit of the development (extension of Ivy Lane on the left) and to revise the landscape plan to formalize the space into a site amenity or landscaped area that**

complements the plaza and landscaping on the opposite side of the street prior to certification of the DSP by M-NCPPC.

Staff concurs with this recommendation, relative to its importance in activating the streetscape in accordance with the purposes of the D-D-O Zone, as discussed in Finding 7 above. Therefore, a condition requiring the applicant to remove the eight parking spaces at the main exit of the development, and revise the landscape plan to formalize the space into a site amenity or landscaped area that complements the plaza and landscaping on the opposite side of the street has been included in the Recommendation section of this report.

- 6. Subject to the approval of the County Planning Board, the Applicant agrees to revise the Detailed Site Plan to show reverse angled parking along the main access Drive.**

Staff concurs with this recommendation. A condition requiring reverse angled parking along the main access drive is included in the Recommendation section of this report.

- 7. Subject to approval of the County Planning Board, the Applicant agrees to revise the detailed site plan to provide a marked pedestrian crossing across the main entrance to connect the sidewalks serving the western building to the sidewalks serving the eastern building at a location in close proximity to the proposed plaza area.**

Staff concurs with this recommendation as supporting a comprehensive pedestrian network on-site. A condition requiring a marked pedestrian crossing across the main entrance to connect the sidewalk serving the west building to the sidewalks serving the east building at a location in close proximity to the proposed plaza areas is included in the Recommendation section of this report.

- 8. The Applicant agrees to submit a LEED or equivalent scorecard demonstrating how the project incorporates green and sustainable building practices prior to the issuance of the Use & Occupancy permit.**

Leadership in Energy and Environmental Design (LEED) certification is not required in the Capital Office Park subarea of the D-D-O Zone. The applicant will have to demonstrate conformance to this condition to the City of Greenbelt, as appropriate.

- 9. The Applicant agrees to contact PEPCO for the purpose of exploring available incentives to improve energy efficiency and to provide the City evidence of such contact prior to project completion.**

The applicant will have to demonstrate conformance to this condition to the City of Greenbelt, as appropriate.

14. Based on the foregoing and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP, if revised as conditioned, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
15. As required by Section 27-285(b)(4) of the Zoning Ordinance, which became effective on September 1, 2010, a required finding for approval of a DSP is as follows:
 - (4) **The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

The preservation of environmental features was found with the approval of PPS 4-19010 and TCP1-009-2019, and continues to be found with the subject application. Therefore, staff notes that regulated environmental features have been preserved and/or restored to the fullest extent possible.

RECOMMENDATION

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

- A. APPROVE the alternative development district standards for:
 1. Building Form, Capital Office Park, Lot Occupation (page 219): To allow the frontage at buildout to be 39.7 percent at the build-to line.
 2. Building Form, Capital Office Park, Build-to Lines (page 219): To allow the build-to line for buildings fronting on Cherrywood Lane to be 29.6 feet to 47 feet for the eastern building and 22.87 feet for the western building.
 3. Building Form, Parking, Parking requirements (page 225): To allow 36 parking spaces greater than the maximum permitted 420 parking spaces.
 4. Building Form, Parking, Parking Requirements (page 226): To allow 41 bicycle parking spaces fewer than the minimum required 177 spaces.
 5. Building Form, Parking Access, Access of Off-Street Parking Lots and Structured Parking (page 227): To allow the vehicular drive of the entrance to the community to be 55 feet wide, with an 11-foot-wide median.
 6. Building Form, Parking Lots, Loading, and Service Areas (page 228): To allow certain parking areas to be concealed from Cherrywood Lane by the use of alternative methods.

7. Architectural Elements, Street Screens, Fences (page 236): To allow black chain-link fencing around the proposed new stormwater management facility behind the buildings.
- B. APPROVE Detailed Site Plan DSP-19014 and Type 2 Tree Conservation Plan TCP2-033-2019 for Greenbelt Metro, including a departure from the required parking space size, subject to the following conditions:
1. Prior to certificate approval of the detailed site plan (DSP), the applicant shall submit additional documentation and revise the plans, as follows:
 - a. Provide a color detail of the monument and blade signs.
 - b. Correct the blade sign location on all plans to show the single sign on the southern façade, consistent with the elevations provided.
 - c. Provide a detail for the channel-letter, building-mounted signs. The detail shall include the materials, dimensions, and method of illumination, if any, and must be consistent with the standards of the D-D-O Zone.
 - d. Provide a detail for the building entry signs. The detail shall include the materials, dimensions, and method of illumination, if any, and must be consistent with the standards of the D-D-O Zone.
 - e. Provide a floorplan showing the interior recreational facilities and the area for each use.
 - f. Provide small plaza areas with features, such as benches and/or a trellis, on each side of the main entrance road at the corners of the intersection with Cherrywood Lane to activate the street and provide an amenity immediately adjacent to the public realm.
 - g. Provide additional evergreen shrubs between the surface parking lot at the secondary entrance and Cherrywood Lane, to more effectively screen the parking.
 - h. Revise the DSP to darken the labeling of the bearings and distances for the property on Sheets 4–7.
 - i. Remove eight parking spaces at the main central exit of the development and revise the landscape plan to formalize the space into a site amenity or landscaped area that complements the plaza and landscaping on the opposite side of the entrance.
 - j. Show reverse-angled parking along the main access drive.
 - k. Provide a marked pedestrian crossing across the main entrance to connect the sidewalks serving the western building to the sidewalks serving the eastern building, at a location in close proximity to the proposed plaza area.

- l. Revise the symbols in the legend of the Type 2 tree conservation plan to be consistent with what is shown on the plan and to the same scale. Specifically, revise the symbol used for “cleared floodplain area” to be clearly distinguishable on the plan.
- m. Revise the landscape and lighting plan so that all proposed plant material within the primary management area is exclusively native material found within Prince George’s County.
- n. Correct the Tree Canopy Coverage schedule to only account for on-site plantings and existing woodlands.
- o. Include a standard sidewalk along the subject site’s entire frontage of Cherrywood Lane, unless modified in writing by the City of Greenbelt.

ITEM: 7

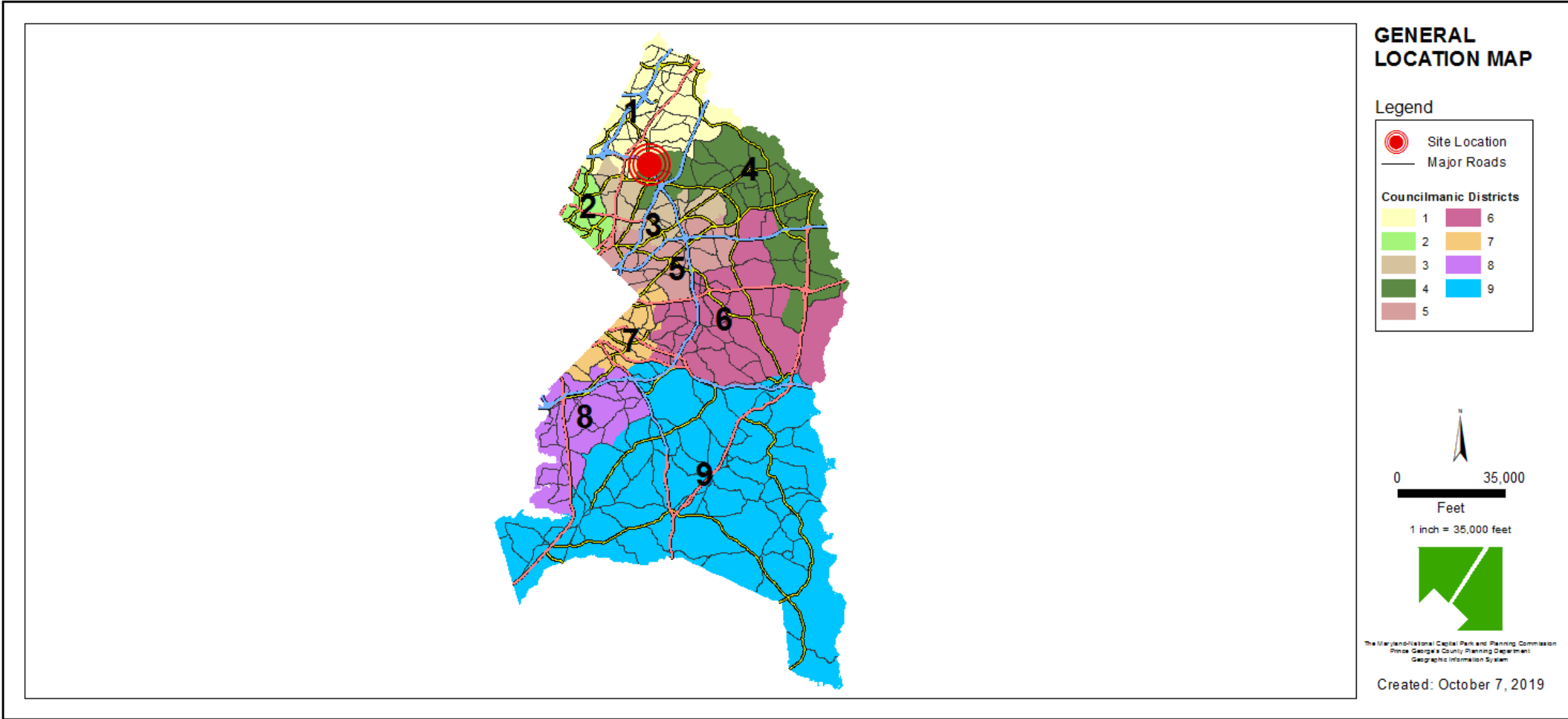
CASE: DSP-19014

GREENBELT METRO

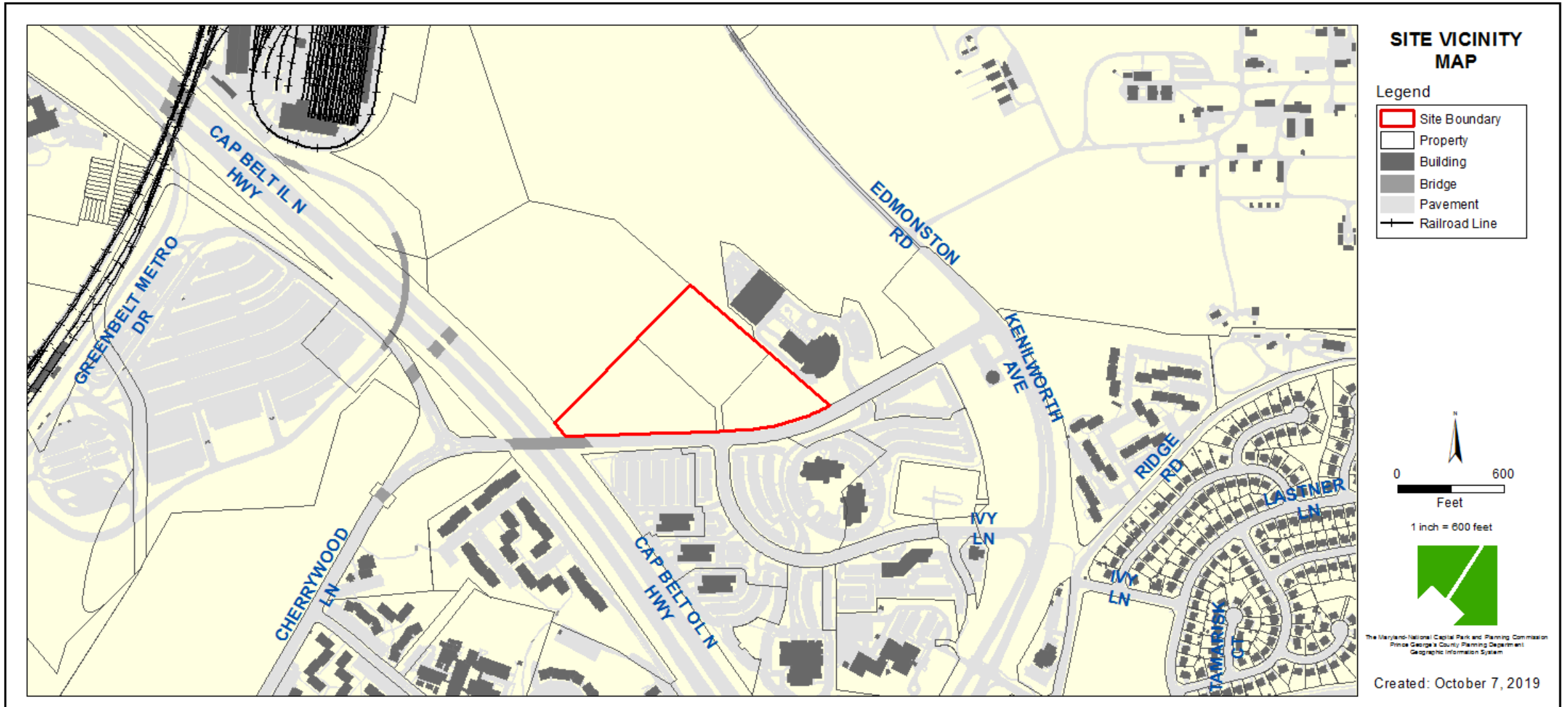
THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



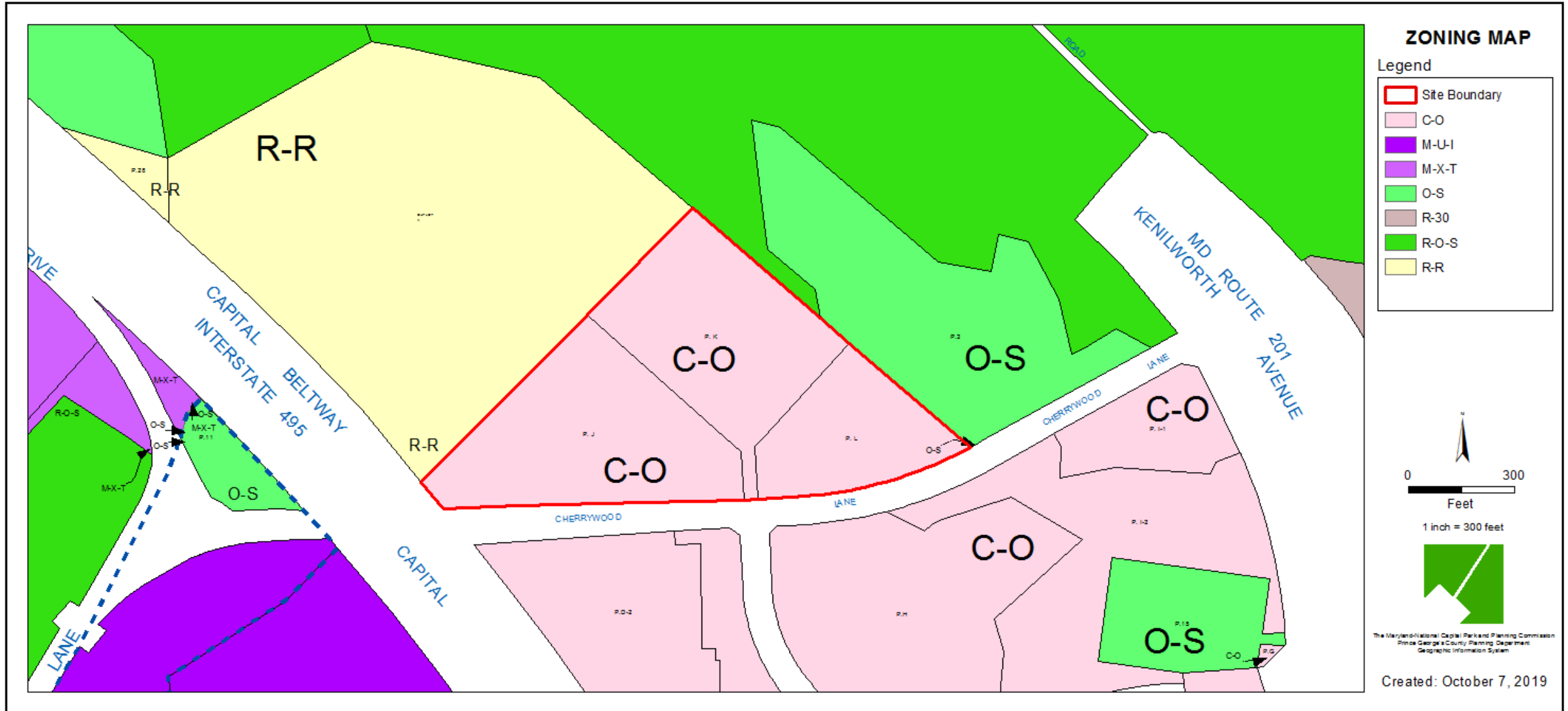
GENERAL LOCATION MAP



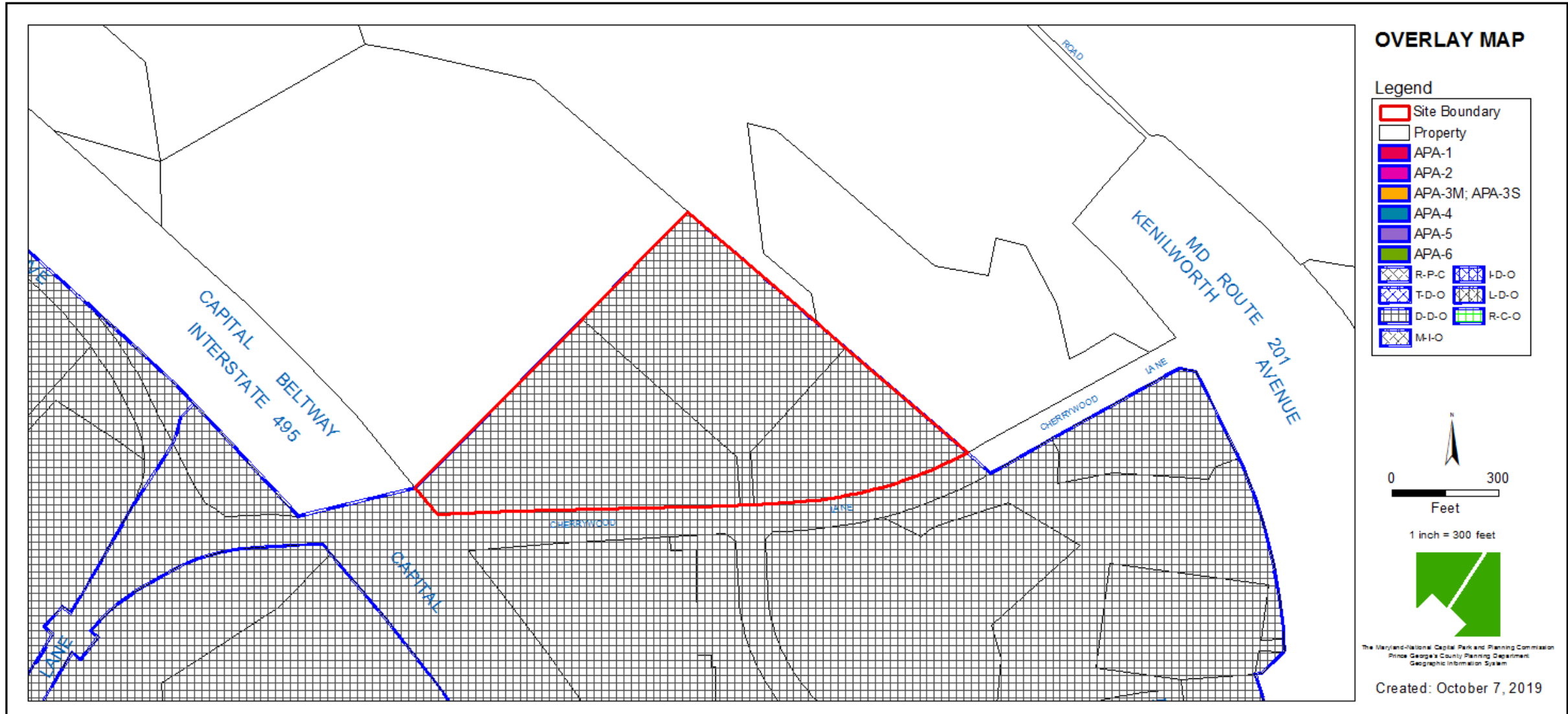
SITE VICINITY



ZONING MAP



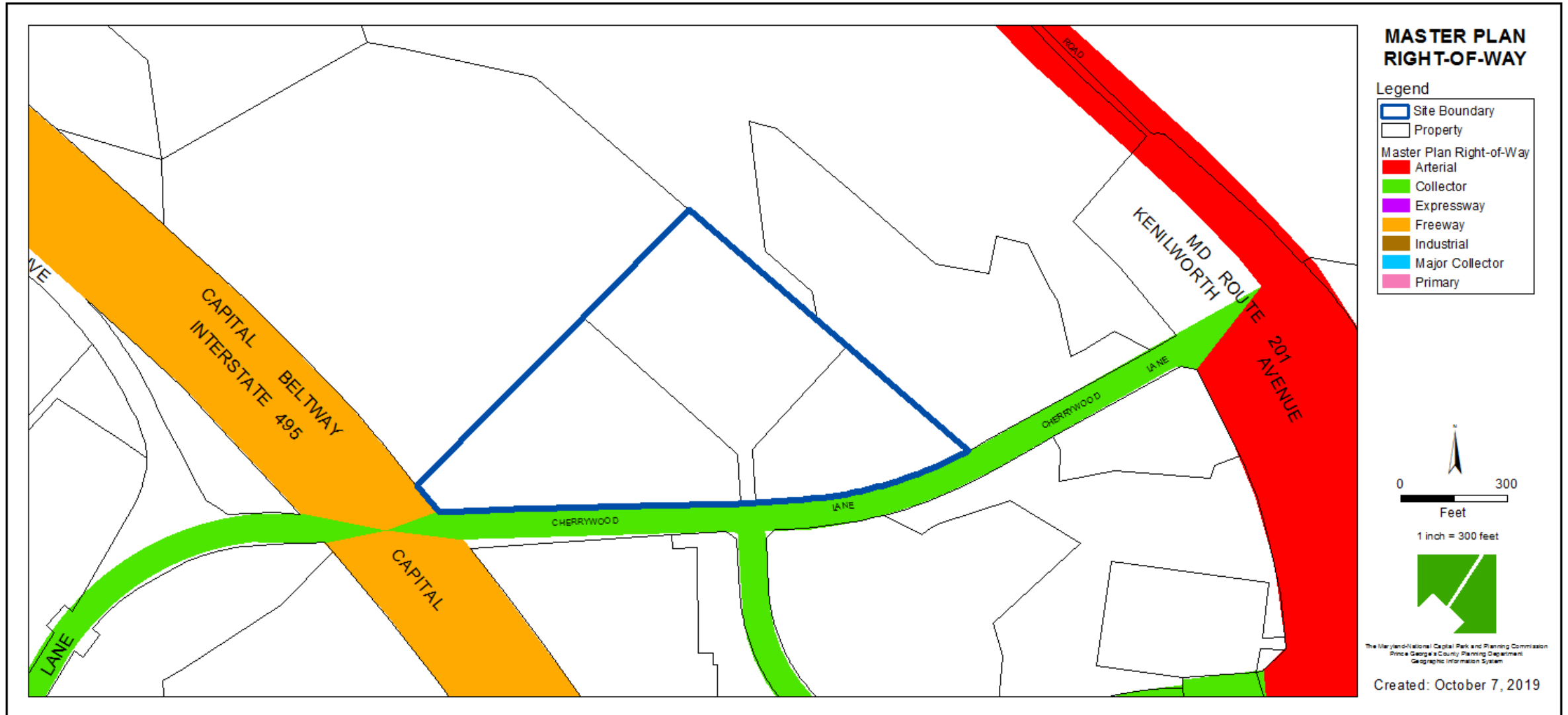
OVERLAY MAP



AERIAL MAP



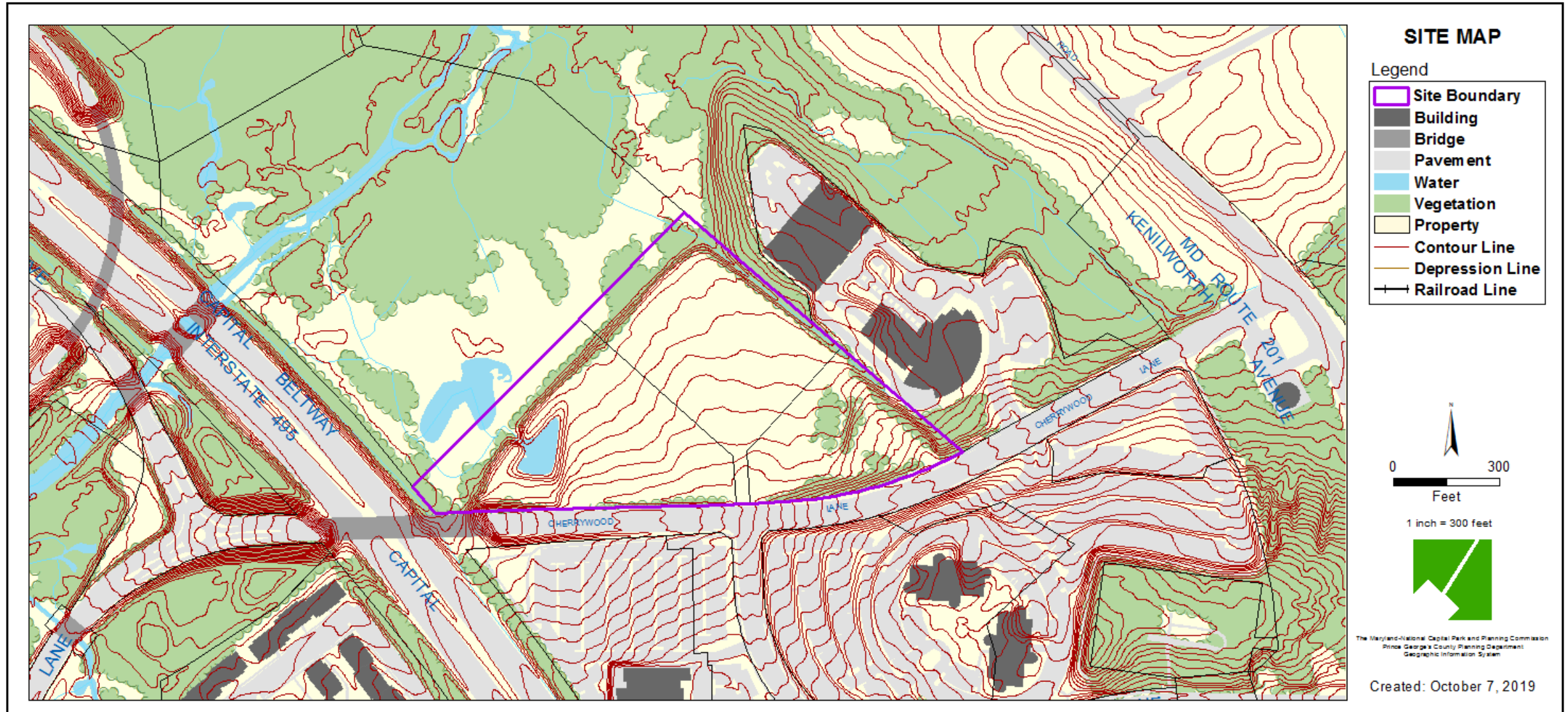
MASTER PLAN RIGHT-OF-WAY MAP



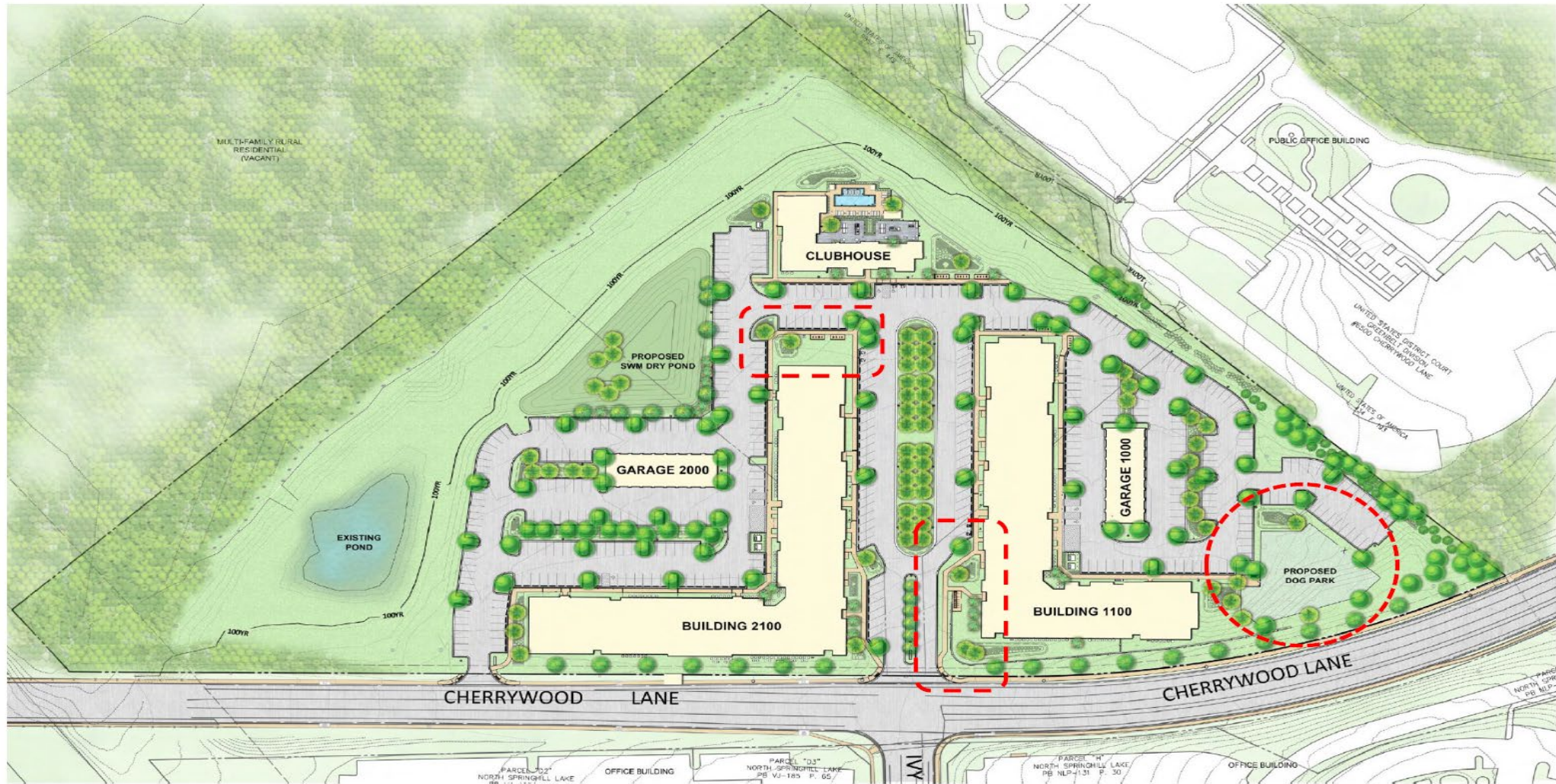
BIRDS EYE VIEW OF SITE AND VICINITY



SITE MAP



SITE RENDERING



PLAZA RENDERING



BUILDING 1000 ELEVATIONS



4 BUILDING 1000 - SOUTH ELEVATION
1/16" = 1'-0"



3 BUILDING 1000 - EAST ELEVATION
1/16" = 1'-0"



2 BUILDING 1000 - NORTH ELEVATION
1/16" = 1'-0"



1 BUILDING 1000 - WEST ELEVATION
1/16" = 1'-0"

BUILDING 2000 ELEVATIONS



4 BUILDING 2000 - WEST ELEVATION
1/16" = 1'-0"



3 BUILDING 2000 - NORTH ELEVATION
1/16" = 1'-0"



2 BUILDING 2000 - EAST ELEVATION
1/16" = 1'-0"



1 BUILDING 2000 - SOUTH ELEVATION
1/16" = 1'-0"



PERSPECTIVE OF SITE ENTRANCE



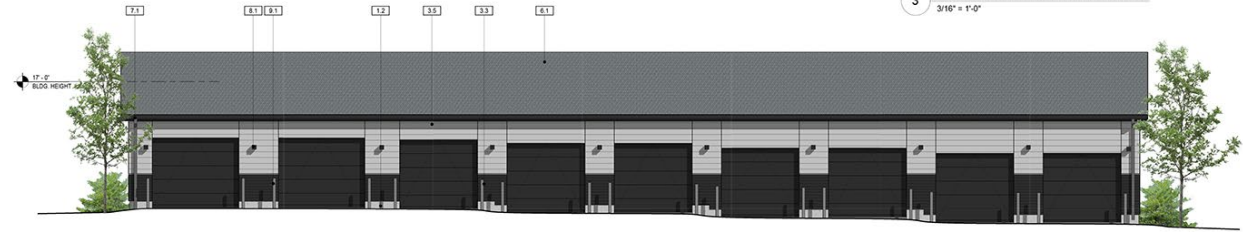
GARAGE ELEVATIONS



4 GARAGE 1000 - SOUTH ELEVATION
3/16" = 1'-0"



3 GARAGE 1000 - NORTH ELEVATION
3/16" = 1'-0"

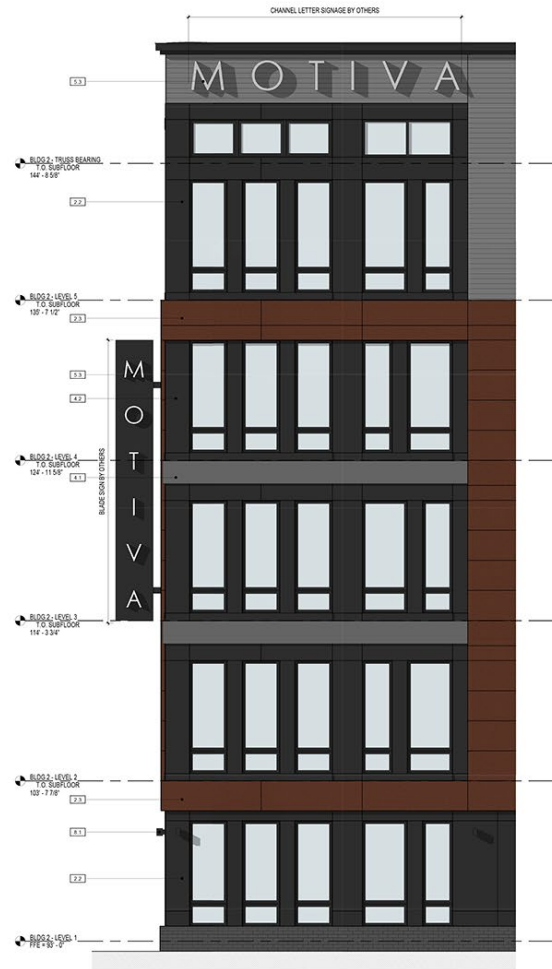


2 GARAGE 1000 - EAST ELEVATION
3/16" = 1'-0"

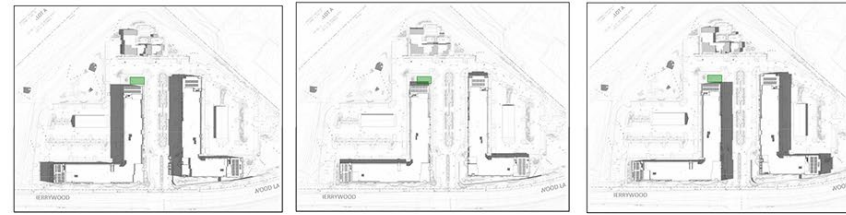


1 GARAGE 1000 - WEST ELEVATION
3/16" = 1'-0"

SIGNAGE AND SUN STUDY PLAN



3 BUILDING 2000 - EAST ELEVATION - BLADE SIGN



JUNE 20TH - 9 AM

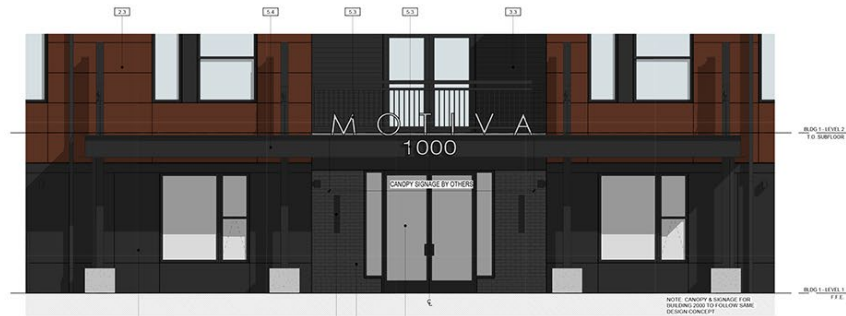
JUNE 20TH - 12 PM

JUNE 20TH - 3 PM

4 COMMUNITY GARDEN - SUN STUDY

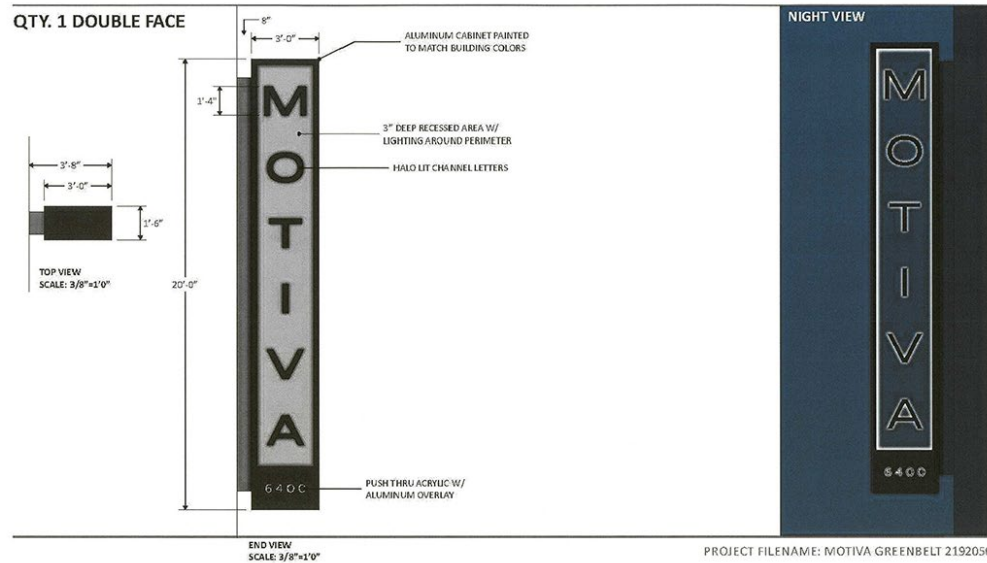


2 BUILDING ENTRY CANOPY - 3D VIEW



1 BUILDING ENTRY SIGNAGE - ENLARGED ELEVATION

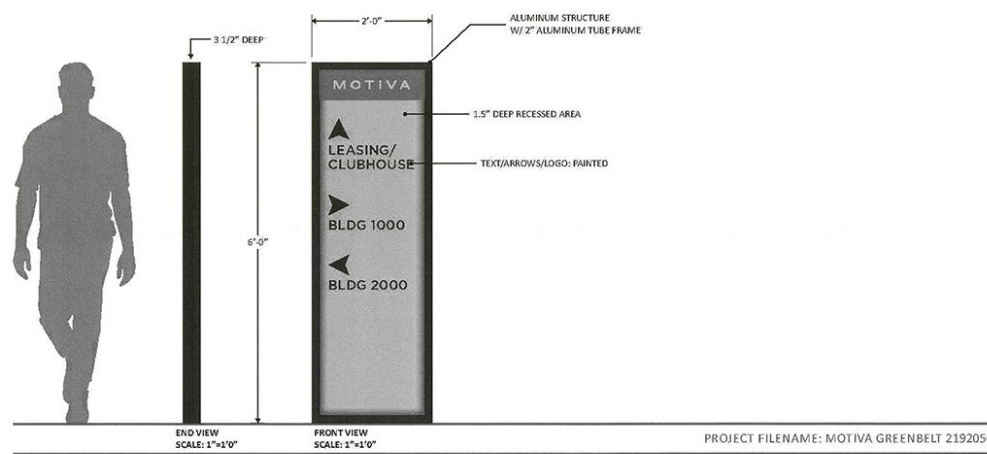
SIGNAGE



1 BUILDING BLADE SIGN
N.T.S.

SIGN TYPE: WYFND | WAYFINDING DIRECTIONALS

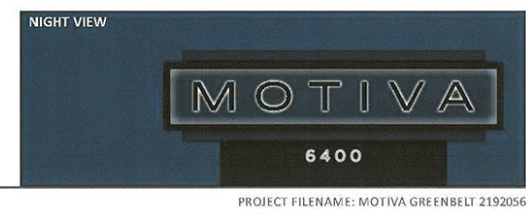
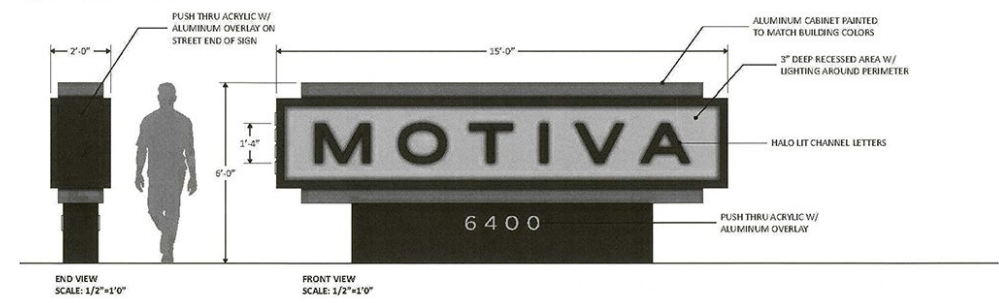
QTY. ?? SINGLE FACE



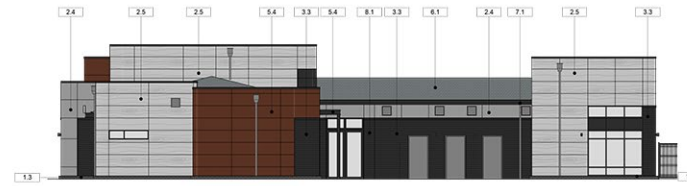
2 WAYFINDING SIGN
N.T.S.

SIGN TYPE: MNID | MAIN IDENTITY

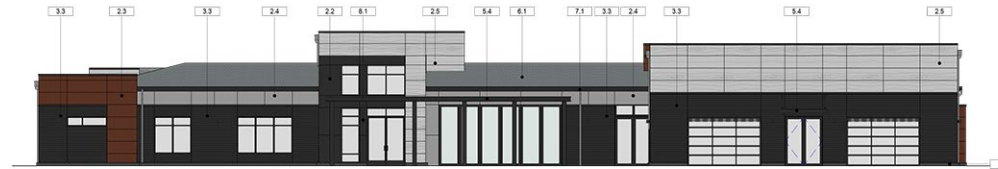
QTY. 1 DOUBLE FACE



CLUBHOUSE ELEVATIONS



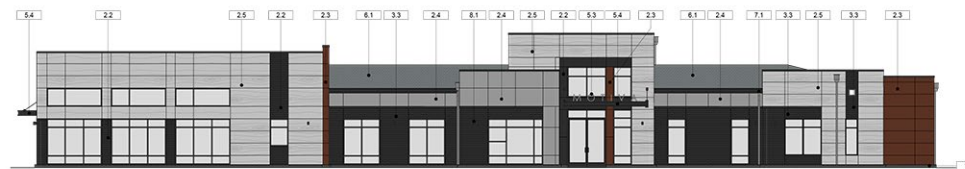
4 EAST ELEVATION
1/8" = 1'-0"



3 NORTH ELEVATION
1/8" = 1'-0"



2 WEST ELEVATION
1/8" = 1'-0"



1 SOUTH ELEVATION
1/8" = 1'-0"

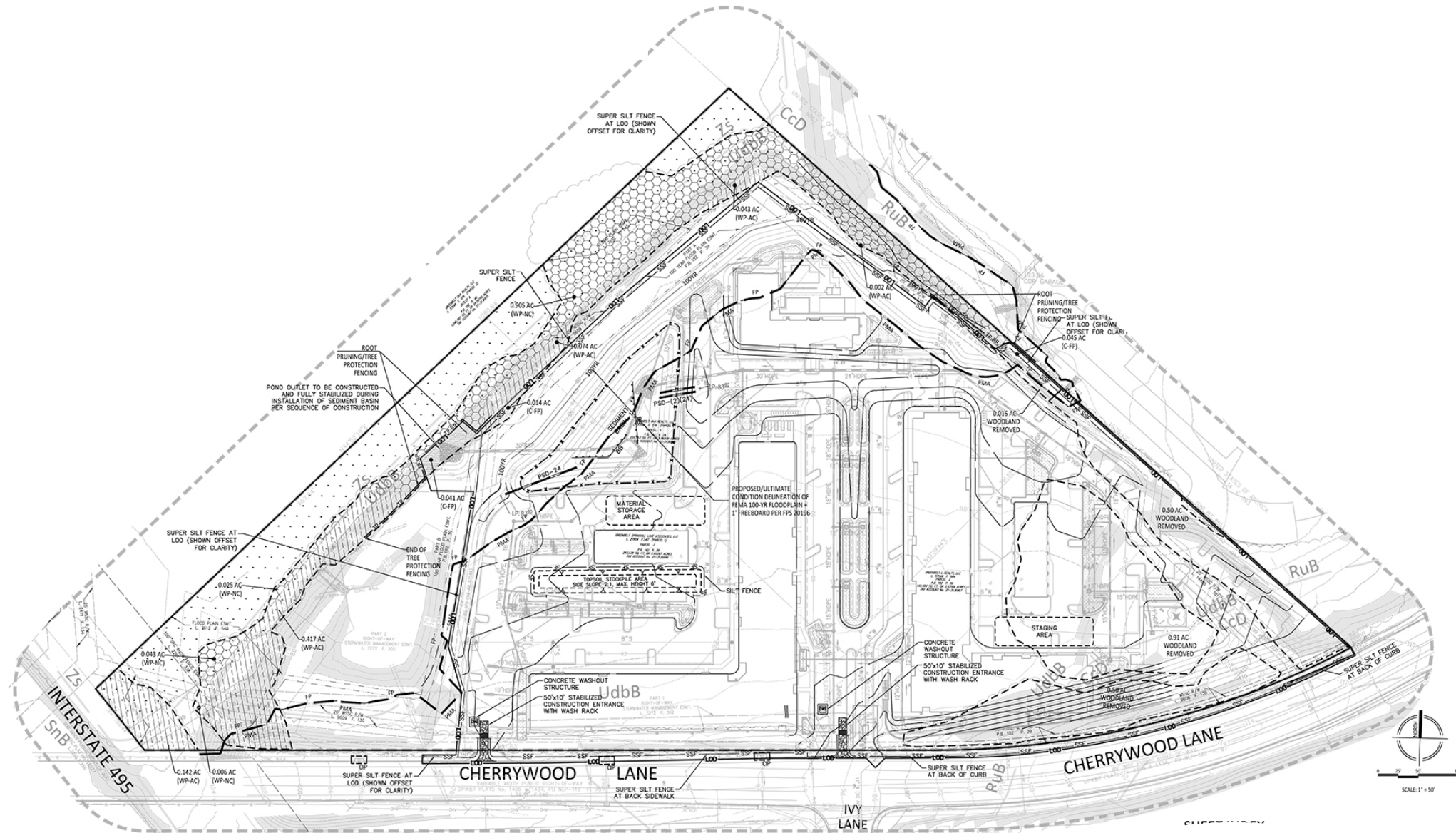
CLUBHOUSE RENDERING



CLUBHOUSE/AMENITY SPACE RENDERING



TREE CONSERVATION PLAN



**AMENDED
STATEMENT OF JUSTIFICATION
DSP-19014
Greenbelt Metro Multifamily**

OWNER: Greenbelt/Springhill Lake Associates, LLC
Greenbelt GKA Realty LLC
Greenbelt L Realty LLC
c/o Mack-Cali Realty/ D Danscuk
7 Sylvan Way, Suite 300
Parsippany, NJ 07054

**APPLICANT/
CONTRACT PURCHASER:** Greenbelt Apartments LLC
c/o The NRP Group, LLC
1228 Euclid Avenue, 4th Floor
Cleveland, Ohio 44115
Attention: Karl J. Alt

**ATTORNEY for the:
APPLICANT** Matthew C. Tedesco, Esq.
McNamee, Hosea, Jernigan, Kim, Greenan & Lynch, P.A.
6411 Ivy Lane, Suite 200
Greenbelt, Maryland 20770
(301) 441-2420 Voice
(301) 982-9450 Fax

CIVIL ENGINEER: VIKA
20251 Century Boulevard, Suite 400
Germantown, Maryland 20874
(301) 916-4100

REQUEST: Detailed Site Plan pursuant to Section 27-285(b) of the Zoning Ordinance and modifications to the Development District Standards pursuant Section 27-548.25(c) of the Zoning Ordinance to accommodate the development of multifamily residential dwelling units in the C-O/D-D-O Zone.

I. DESCRIPTION OF PROPERTY

1. Address – 6400, 6410, and 6420 Cherrywood Lane, Greenbelt, MD 20770.
2. Proposed Use – Multifamily residential development.
3. Incorporated Area – Greenbelt.

4. Council District – 4.
5. Property –Parcels J, K, and L.
6. Total Area – 15.89 Acres
7. Tax Map/Grid – 26/C-2.
8. Location – The site is located on the north side of Cherrywood Lane, approximately 800 feet west of its intersection with Kenilworth Avenue (MD Route 201).
9. Zoned: C-O/D-D-O.
10. 200 Sheet – 212NE06

II. COMMUNITY

The subject property is located in the 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment*. The subject property is surrounded by the following uses:

Northeast: United States Courthouse in the O-S Zone.

Northwest: Vacant land in the R-R Zone.

South: Cherrywood Lane, and beyond office buildings in the C-O Zone with a D-D-O.

The character of the community consists of commercial office buildings and a courthouse.

III. APPLICANT'S PROPOSAL

The subject property is currently unimproved, but is generally rough graded and includes a stormwater management pond. The total area of the property is 15.89 acres, and is known as Parcels J, K, and L, as reflected on a plat recorded in Plat Book VJ 182 at Page 39. This Detailed Site Plan (DSP-19014) is being submitted to accommodate the development of 354 multifamily residential dwelling units. Parking will be provided via surface parking lots primarily behind the multifamily building along with individual detached unit garages. Modifications to the parking standards are requested for the Greenbelt Metro multifamily development to reduce the size of the standard nonparallel parking spaces from 9.5 feet by 19.0 feet to 9.0 feet by 18.0 feet.

The Applicant is ranked nationwide in the Top 10 for multifamily companies, has delivered over 35,000 multifamily units in its history, and is a three-time recipient of the NAHB Multifamily Developer of the Year. This project will be the Applicant's first of several anticipated in Prince George's County. It is important to note that the Applicant develops, constructs, and self-performs property management of its projects, ensuring continuity throughout the lifecycle of the project.

Design Features

The site plan proposes two points of vehicular access from Cherrywood Lane. This transit-oriented-development that will, for the first time, create a mixed-use environment at the Capital Office Park, will provide 354 multifamily units located within a 0.6 mile walk or bike ride from the Greenbelt Metro Station. The project is located on the north side of Cherrywood Lane, approximately 800 feet west of its intersection with Kenilworth Avenue (MD Route 201) at the gateway to the Greenbelt Metro Metropolitan Center and Capital Office Park (Map 17: Greenbelt Metro Area and MD 193 Corridor Focus Areas, page 93). For that reason, great detail, time, and expense have gone into the site and building elevations, which, as reflected on the plans submitted herewith, reflect high quality design and material selections. The project's contemporary architecture with curated corner elements, will become a prominent feature visible to drivers, passengers, and pedestrians at the gateway to the Greenbelt Metro Metropolitan Center. The building façades will contain a combination of sustainable materials such as brick masonry, cementitious siding, cementitious panels, metal, and glass. One building mounted blade sign is proposed on the southwestern corner of multifamily building 2100. The residents of DSP-19014 are likely to serve major County employers such as the University of Maryland, the United States Department of Agriculture and NASA, among others.

The Applicant is also proposing an amenities package that includes, but not necessarily limited to, the following:

- Approximately 7,082 square feet of indoor amenity space and outdoor amenity space for its residents that will include the following:
 - Leasing and administration office;
 - Clubhouse with a 24-hour fitness center;
 - Indoor social and entertainment spaces;
 - Business and Conference Center;
 - Package Concierge;
 - Swimming pool with deck and locker rooms;
 - Outdoor grilling stations, fire pit and social areas;
- Indoor secured bicycle storage and personal storage;
- Outdoor bike racks;
- Dog Park with pet waste stations and Dog Wash Equipment (indoor);
- Tot-lot with play equipment;
- Community Garden;
- Entry Plaza with Bike Share Station

The details of these amenities are provided on the detailed site plan submitted in conjunction with the application, but are also included below:

Clubhouse:

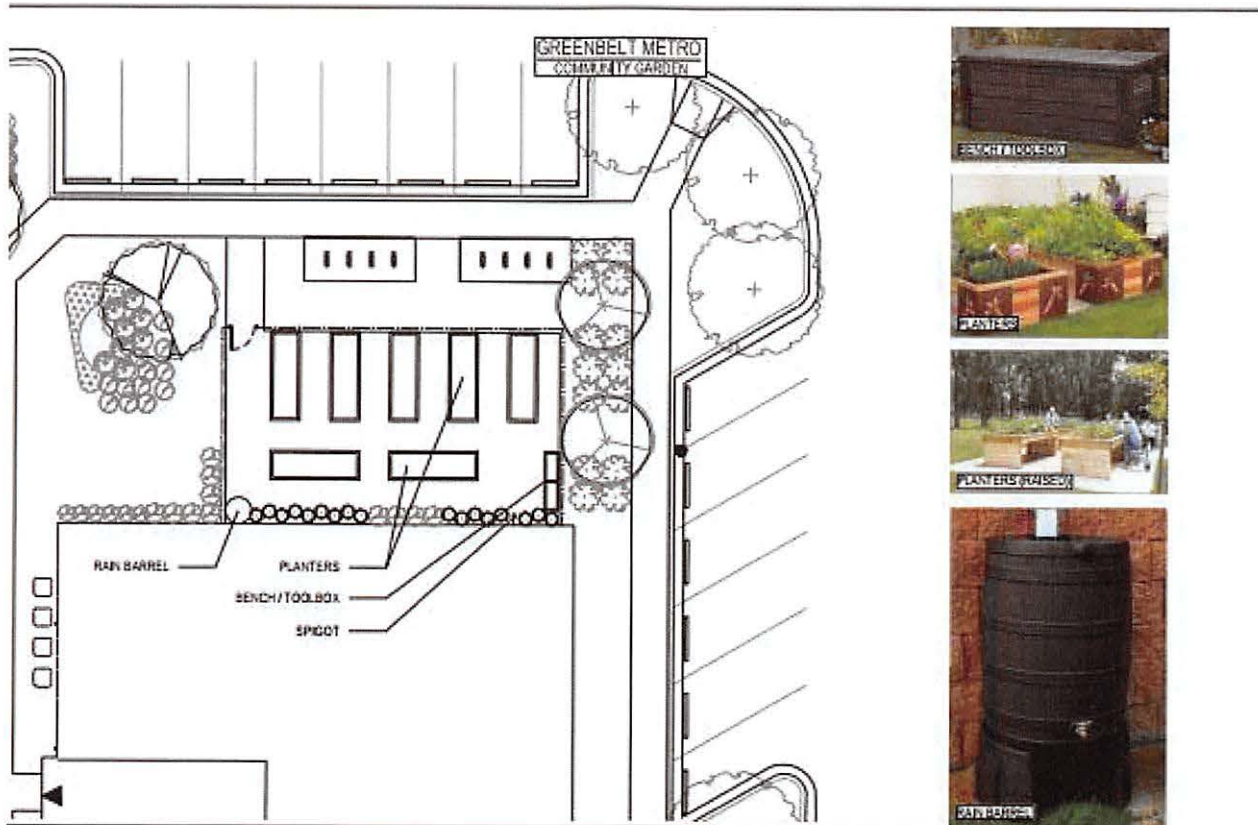
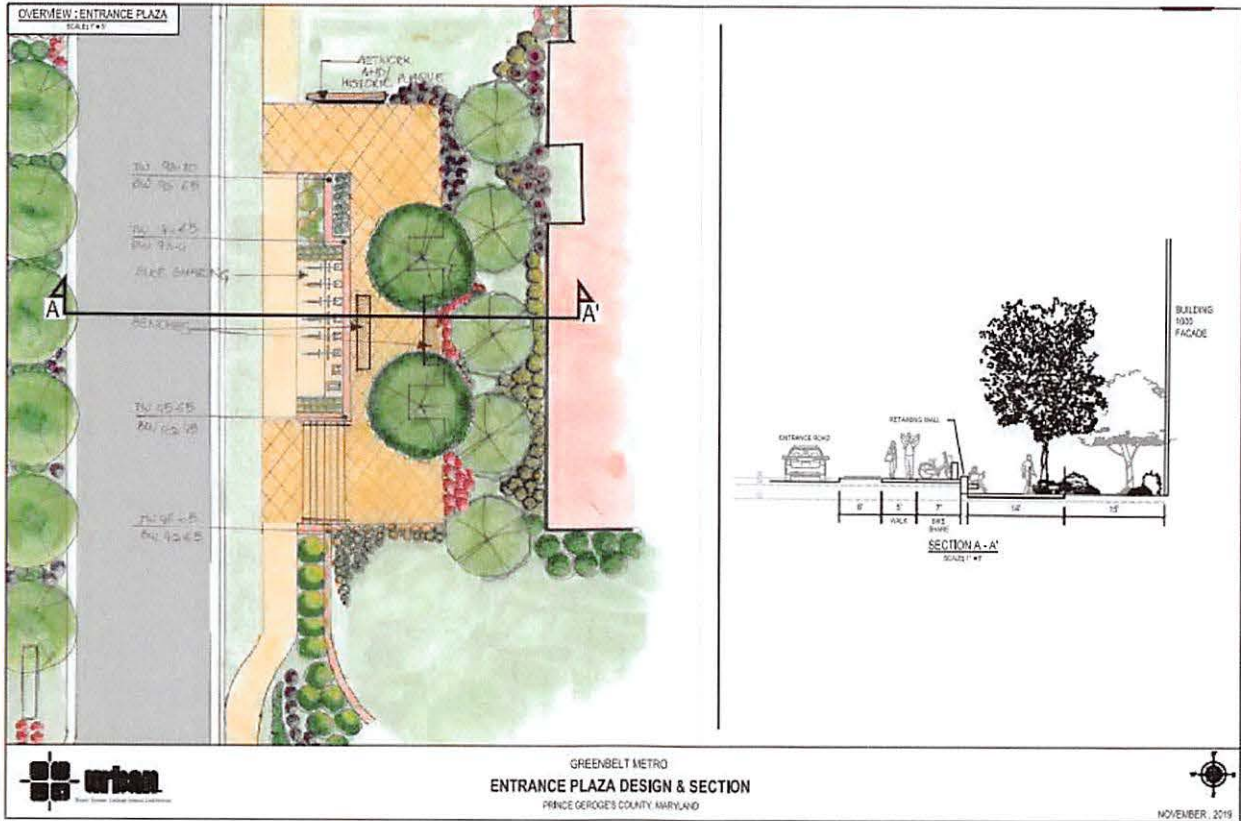


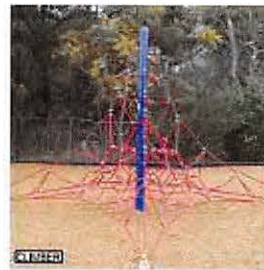
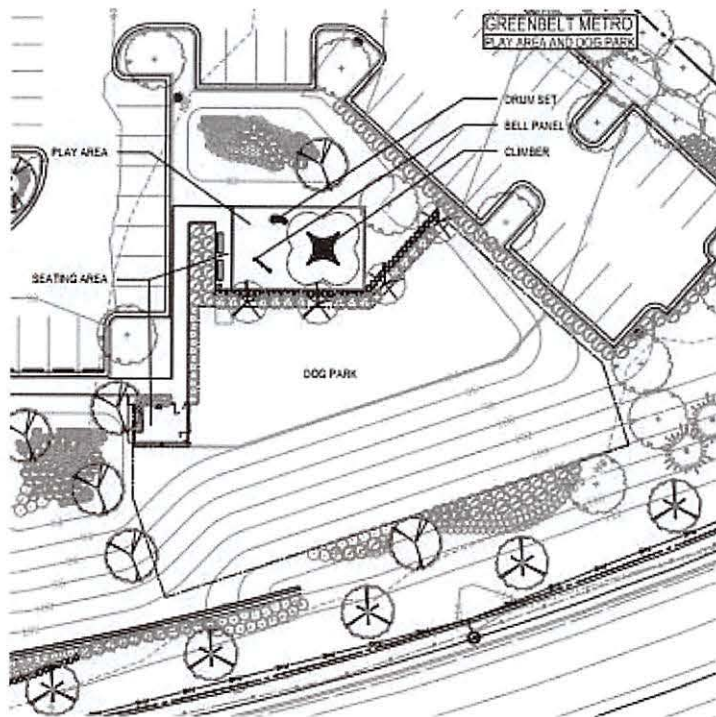
Rear perspective of Clubhouse and Pool:



Entry Plaza:







The amenities package listed above, as well as other site improvements, have evolved over time in response to numerous meetings with the City of Greenbelt City Council, the City of Greenbelt’s Planning Staff, the City of Greenbelt’s Advisory Planning Board (“APB”), the City of Greenbelt’s Parks and Recreation Advisory Board (“PRAB”), and the City of Greenbelt’s Advisory Committee on Environmental Sustainability (“Green ACES”).

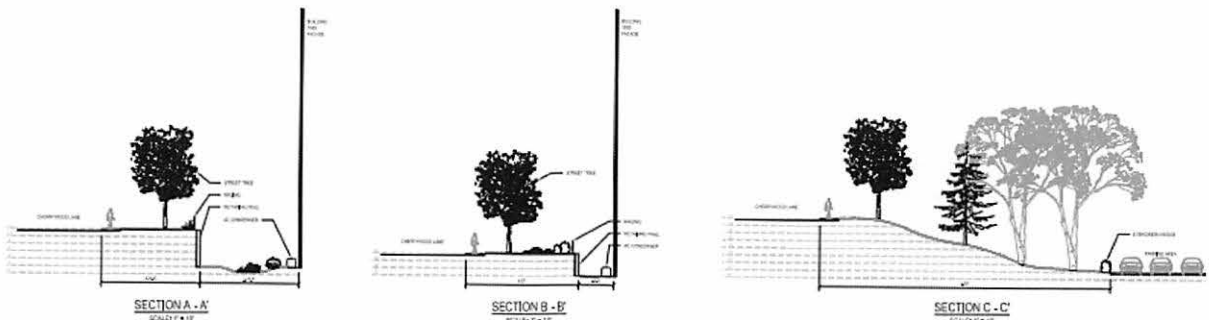
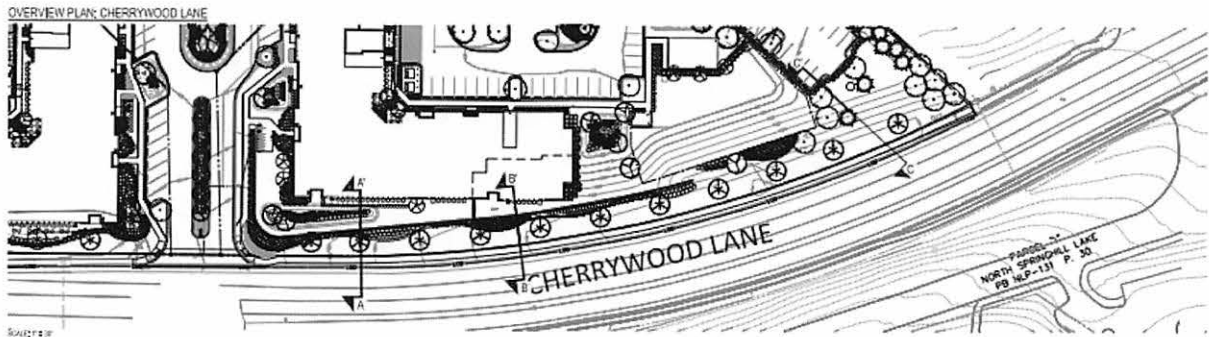
Each of the multifamily buildings will have elevator access, secured exterior ingress, interior climate-controlled corridors, trash and recycling rooms, resident and guest lobbies, mailrooms, large package reception, on-site management, secure bicycle storage, and interior resident storage.

Other environmentally sustainable features of the development and key locational features include the following:

- Close proximity to the Greenbelt Metro Station and existing commercial/retail centers;
- Service by four WMATA bus lines and the University of Maryland Shuttle at the property entrance;
- Resident bicycle storage located in the residential buildings, within the individual garages, and at bike rack locations in front of the buildings;
- Interior recycling chutes on every floor;
- Vehicle Charging Stations located in the parking lot and the ability to provide charging ports within the individual garages;
- On-site amenities include a fitness center to reduce additional auto trips;
- All apartments will be sub-metered for electricity and water consumption;

- The use of low flow plumbing features throughout the building;
- The Community Garden will have a cistern to capture and re-use rainwater;
- The Entry Plaza will incorporate a Capital Bike Share bicycle sharing system; and
- The applicant, in addition to frontage improvements, will be making a financial contribution of \$100,000.00 to the City of Greenbelt for its Green Streets Project along Cherrywood Lane.

The applicant is proposing one monument sign at the proposed main entrance that aligns with Ivy Lane. At its closest point, the sign is set back approximately 20.4 feet from the right-of-way and is located in the median. A second monument sign located to the west of the main entrance at a secondary entrance has been removed at the request of Staff and the City. The applicant has also significantly increased its landscape package along Cherrywood Lane. The added landscaping and screen fence were added to better screen any parking that could have been visible from Cherrywood Lane as well as to screen the HVAC condensers along Cherrywood Lane. Due to the added landscaping and screen fence, not to mention the topographical conditions that exist along the sites frontage, the applicant contends that parking (including the vast majority of the parking behind the two buildings) and the condensers will be screened. Below is a cross section of portions of Cherrywood Lane and the property frontage that graphically depicts the variations in grades and how the parking (not otherwise screened by the buildings) and the condensers will not be visible from Cherrywood Lane.



GREENBELT METRO
CHERRYWOOD LANE FRONTAGE SECTIONS
 PRINCE GEORGES COUNTY, MARYLAND

NOV

Pursuant to Section 27-285(b), a Detailed Site Plan is being filed to develop 354 multifamily residential dwelling units on this site. As discussed in detail below, the applicant contends that all of the requirements for a detailed site plan have been met.

IV. CRITERIA FOR DETAILED SITE PLAN APPROVAL

Section 27-285. Planning Board Procedures.

(b) Required findings.

- (1) **The Planning Board may approve a Detailed Site Plan if it finds that the plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use;**

COMMENT: The plan does represent a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development.

- (2) **The Planning Board shall also find that the Detailed Site Plan is in general conformance with the approved Conceptual Site Plan (if one was required).**

COMMENT: A conceptual site plan is not required for this development proposal.

- (3) **The Planning Board may approve a Detailed Site Plan for Infrastructure if it finds that the plan satisfies the site design guidelines as contained in Section 27-274, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.**

COMMENT: DSP-19014 is not a DSP for Infrastructure, this finding does not apply.

- (4) **The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

COMMENT: Natural Resources Inventory NRI-185-2018 was approved for this property on February 2, 2019 and is still valid. The NRI covered the entirety of DSP-19014, which consisted of 15.89 acres. DSP-19014 conforms to this requirement.

V. MODIFICATIONS TO PARKING STANDARDS

Section 27-558(a) of the Zoning Ordinance requires nonparallel standard parking spaces to be 9.5 feet by 19.0 feet. Modifications to the parking standards are requested for the Greenbelt Metro multifamily development to reduce the size of the standard nonparallel parking spaces from 9.5 feet by 19.0 feet to 9.0 feet by 18.0 feet. Section 27-548.25(e) of the Zoning Ordinance provides “[i]f a use would normally require a variance or departure, a separate application shall not be required, but the Planning Board shall find in its approval of the site plan that the variance or departure conforms to all applicable Development District Standards.” However, the Applicability Section of the Sector Plan states, on page 202, “for development standards not covered by the Greenbelt Metro Area and MD 193 Corridor DDOZ, the Zoning Ordinance . . . shall serve as the requirement as stated in Section 27-548.21.” Thus, since the DDO is silent on any regulation regarding the size of parking spaces, M-NCPPC Urban Design Section determined any modification to the parking standards will not require a departure, but instead will be reviewed as part of the detailed site plan.

Section 27-548.25. - Site Plan Approval.

(c) If the applicant so requests, the Planning Board may apply development standards which differ from the Development District Standards, most recently approved or amended by the District Council, unless the Sectional Map Amendment text specifically provides otherwise. The Planning Board shall find that the alternate Development District Standards will benefit the development and the Development District and will not substantially impair implementation of the Master Plan, Master Plan Amendment, or Sector Plan.

The applicant is providing a total of 456 parking spaces to serve the residential multifamily use, consisting of nine (9) handicap accessible surface parking spaces, thirty-six garage spaces (of which four of the garage spaces are handicapped accessible), one hundred and twenty-four (124) compact spaces¹, and two hundred and eighty-seven (287) standard parking spaces. For the standard 285 parking spaces, the applicant is proposing spaces that measure 9.0 feet by 18.0 feet. It is the applicant’s experience, as one of the top 10 national multifamily developers in the United States and three time Multifamily Developer of the Year, that spaces of this size will adequately serve this residential multifamily development. Indeed, other neighboring jurisdictions require parking dimensions similar to what the applicant is proposing here. Those jurisdictions include:

- Montgomery County: 8.5’ x 18’ for a standard perpendicular parking space (Sec. 5-E-2.22(b));
- Calvert County: 9.0’ x 18’ for a standard parking space (Sec. 6-3.01.C.);
- Charles County: 9.0’ x 18’ for a standard parking space (Sec. 297-336(A)); and
- Anne Arundel County: 9.0’ x 16’ for a standard parking space (Sec. 17-6-602).

¹ Section 27-559(a) allows up to one-third (1/3) of the required number of parking spaces in any parking lot to be compact car spaces. Although this section provides that one-third of the *required* number of spaces may be compact car spaces, the applicant is only utilizing one-third of the provided number of parking spaces to be compact car spaces. While the utilization of one-third of the provided number of spaces as compact car spaces results in the necessity to reduce the DDO parking standard through the requested modification, it limits the total number of compact car spaces utilized within the parking lot, which the applicant contends results in a better parking facility for the future residents and guests.

Generally, the purposes set forth in Subtitle 27 are to protect the health, safety and welfare of the residents and workers in Prince George's County. The purposes of this Subtitle will be equally well or better served by the applicant's proposal to reduce the size of the standard parking spaces and modify the DDO parking standard. The site will provide increased and attractive landscaping, an efficient parking design, safe on-site circulation, and stormwater management techniques that currently do not exist on the property. The modification will not negatively impact adjacent land or uses, and promotes the development of a compact multifamily development by making efficient use of the available area and this transit-oriented-development close to employment that will provide 354 multifamily units located within 0.6 mile walk from the Greenbelt Metro Station, and close proximity to the University of Maryland, within walking distance to numerous offices located in the Capital Office Park across Cherrywood Lane from the project; and the nearby USDA. The modification is necessary and the strict application of the standard would unnecessarily result in a loss in the total number of parking spaces offered to the future residents. Given the ongoing parking issues at other projects in the South Core², the applicant contends that the modification to the DDO standard is appropriate. Indeed, during the review of this application with the various City advisory boards (including APB, PRAB, and Green ACES) the number of proposed parking spaces was discussed in great detail. City Planning Staff, as well as the advisory committees, were supportive of the applicant's requested modification to the maximum number of parking spaces. In further support of the requested modification to increase the maximum number of parking spaces to 456 spaces, City Planning Staff conducted a comparison analysis of projects within the City, to evidence parking issues exist based on projects parking pursuant to the DDO standard. Moreover, the applicant contracted with Lenhart Traffic Consulting to conduct an analysis in support of the proposed increase to the maximum number of parking spaces. That analysis has been filed with this detailed site plan, and the applicant incorporates and adopts by reference the same herein.

Therefore, the applicant contends that the purposes of Subtitle 27 will be equally well or better served by the applicant's proposal. Moreover, it is worth noting that with the adoption of CB-13-2018 (once effectuated with the adoption of the Countywide Map Amendment ("CMA")), the Zoning Ordinance for Prince George's County will require 90° angled parking to be 9.0' x 18'. This newly adopted standard is consistent with the applicant's proposal. In addition, the applicant's request is consistent with the standards required by neighboring jurisdictions.

The proposed modification will in no way contribute to the congestion of traffic on the streets, but will lessen congestion and/or potential off-site impacts by providing a sufficient amount of on-site parking spaces necessary for the size of the project. That is, instead of the residents and guests needing to park on the roads or on adjacent parking lots, the site has been designed to accommodate all resident and guest parking on-site. The reduction to the standard parking space sizes and increase to the maximum number of spaces allowed will ensure that the subject property is developed and operates in a compact and efficient manner. Moreover, it will ensure that this project does not further exacerbate the parking issues currently being realized in other developments throughout the City, as referenced in the City's analysis.

² A review of Yelp and other online reviews of the Verde at Greenbelt Station, which has a lower parking ratio than proposed with DSP-19014, evidence that a consistent complaint is inadequate parking.
<https://www.yelp.com/biz/verde-at-greenbelt-station-greenbelt>

The reduction to the parking space size of 9.0 feet by 18.0 feet and increase of the maximum allowed parking spaces to 456 is the minimum necessary to provide sufficient/adequate parking to serve the 354 multifamily residential units. The parking, as proposed, would provide the maximum amount of standard spaces for the parking requirement.

The requested modification to the standard parking space size and number of spaces will not impair the visual, functional, or environmental quality or integrity of the site or surrounding environmental areas or existing development. The reduced standard parking space size and increase to the number of spaces provided would allow the parking required by the Zoning Ordinance to be entirely located on the multifamily parcel. This modification results in more parking spaces on-site, which will not be detrimental to the general neighborhood due to the fact that the multifamily residents will not need to look for areas off-site to park, such as along Cherrywood Lane or in the adjacent office park. Finally, this modification ensures that the applicant is able to accommodate the required 4.3 Internal Planting requirements in the Landscape Manual and provide all of the additional amenities agreed to with the City (to wit: community garden, dog park, tot-lot, and plaza) while ensuring sufficient/adequate parking for the new residents.

Based on the foregoing, the applicant contends that the criteria for the requested modification to the parking standards are met.

VI. MODIFICATION OF D-D-O ZONE REQUIREMENTS 27-548.25(c)

Section 27-548.25. - Site Plan Approval.

- (c) **If the applicant so requests, the Planning Board may apply development standards which differ from the Development District Standards, most recently approved or amended by the District Council, unless the Sectional Map Amendment text specifically provides otherwise. The Planning Board shall find that the alternate Development District Standards will benefit the development and the Development District and will not substantially impair implementation of the Master Plan, Master Plan Amendment, or Sector Plan.**

The submitted application and the justification materials provide the basis needed to deviate from a number of development district standards in order to accommodate the proposed development on the subject property, which will benefit the development and will not substantially impair the Sector Plan. These standards are discussed as follows:

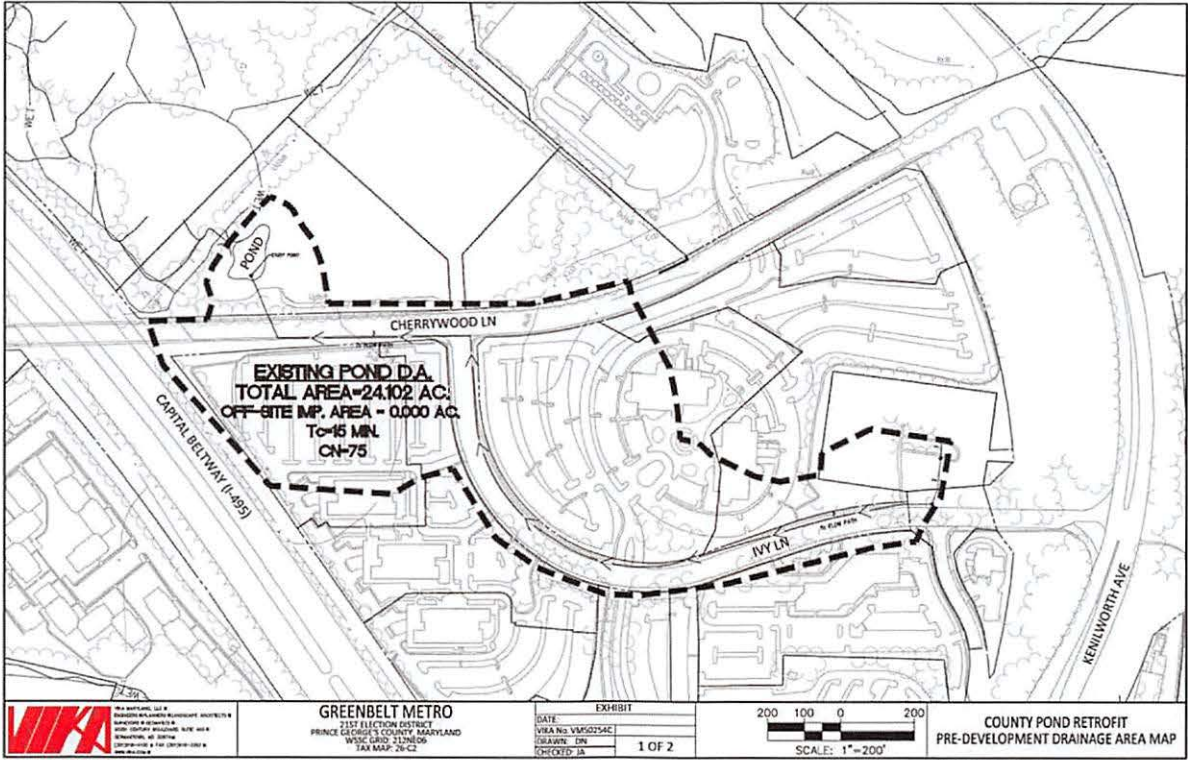
Building Form: Capital Office Park

Lot Occupation

The frontage buildout shall be a minimum of 60 percent at the build-to line.

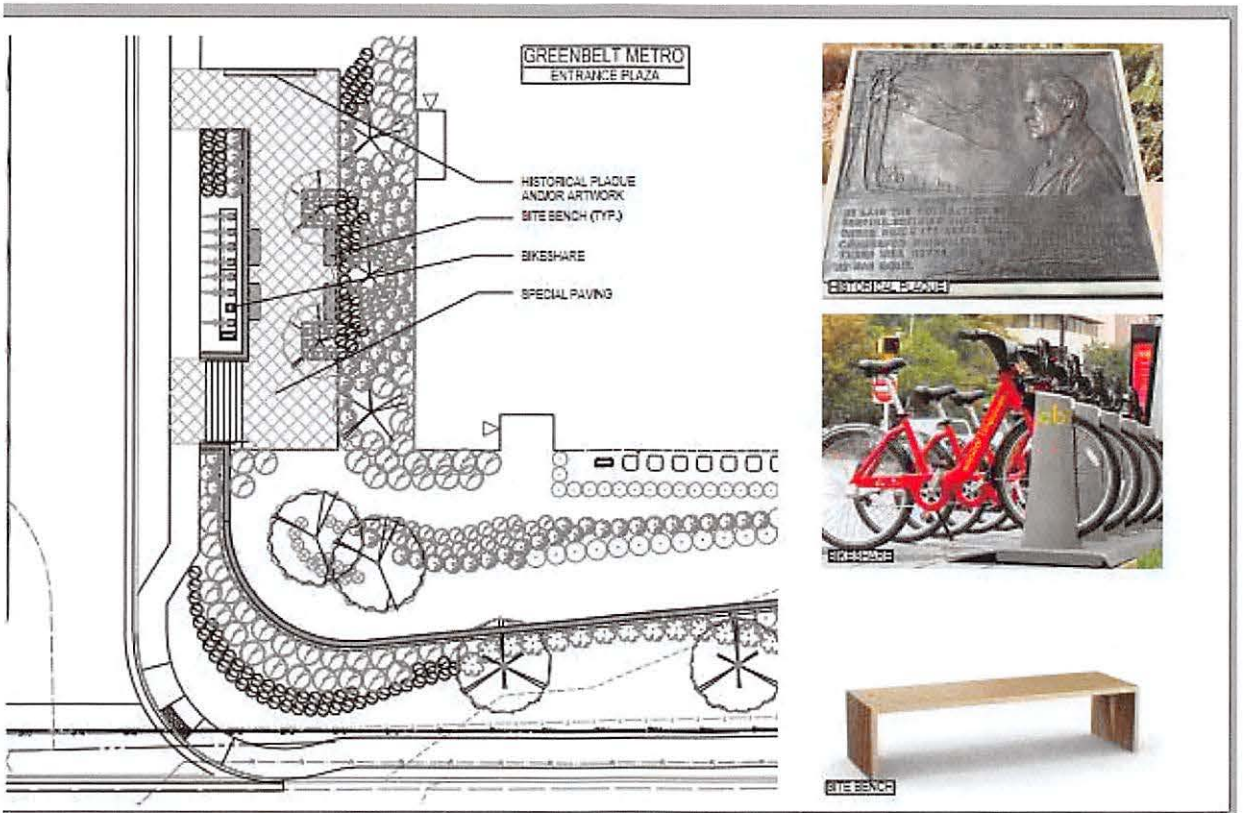
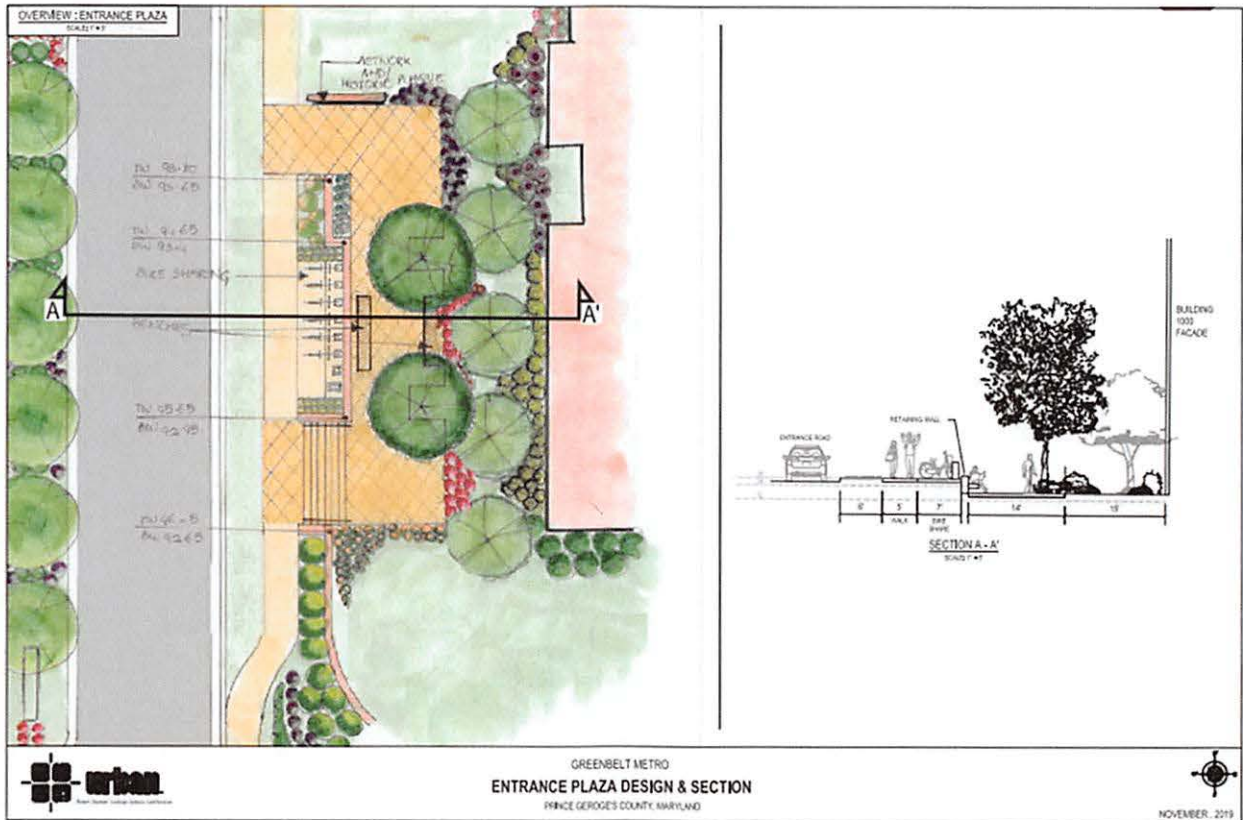
COMMENT: DSP-19014 proposes 39.7 percent at the build-to line, does not meet the 60 percent minimum. The property is uniquely shaped as a triangle, with the two acute angles at the frontage of Cherrywood Lane, and includes an existing stormwater management pond that was designed to

treat a drainage area on the south side of Cherrywood Lane, Ivy Lane and the parking on the north side of Ivy Lane (see graphic below). Moreover, there is an existing 20-foot wide WSSC easement that encumbers the eastern side of the property, which separates the remaining eastern frontage. The net result is that a significant portion of the property frontage is undevelopable.



The build-to line for DSP-19014 measures 1,387 total linear feet. The build-to line over this existing stormwater pond, which measures 305 linear feet, is unusable to the proposed development with DSP-19014. An existing 20-foot WSSC easement is located on the eastern side of the property, which separates the remaining property to the east, resulting in 48 linear feet of unusable build-to line. Removing the existing stormwater management pond and the existing WSSC easement build-to line measurements from the total results in a useable distance of 1,034 linear feet. Of the resulting 1,034 linear feet, DSP-19014 proposes a lot occupation of 53.4%. The applicant requests a modification to reduce the minimum standard from 60% to 39.7% due to the unusable development areas of the property based on the existing utilities contained on the subject property.

In further support of this modification, the applicant has redesigned DSP-19014 to add a public plaza at the site entrance off of Cherrywood Lane and Ivy Lane extended. The plaza incorporates the proposed bike share facility, adds decorative paving, benches, and envisions an art feature or historical plaque to signify (or educate) new residents of Greenbelts unique history/creation. Below are perspectives of the added plaza feature:



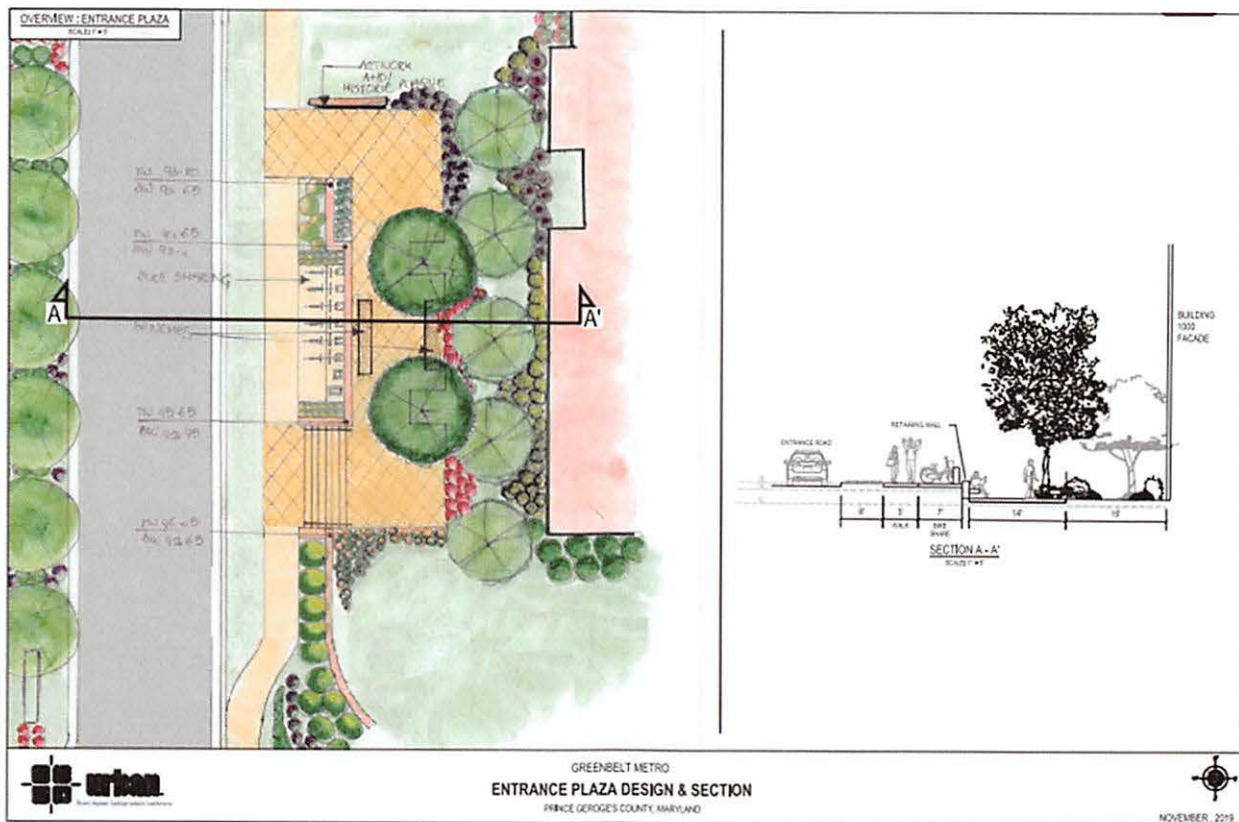
Orientation, Build-to Lines, and Yards

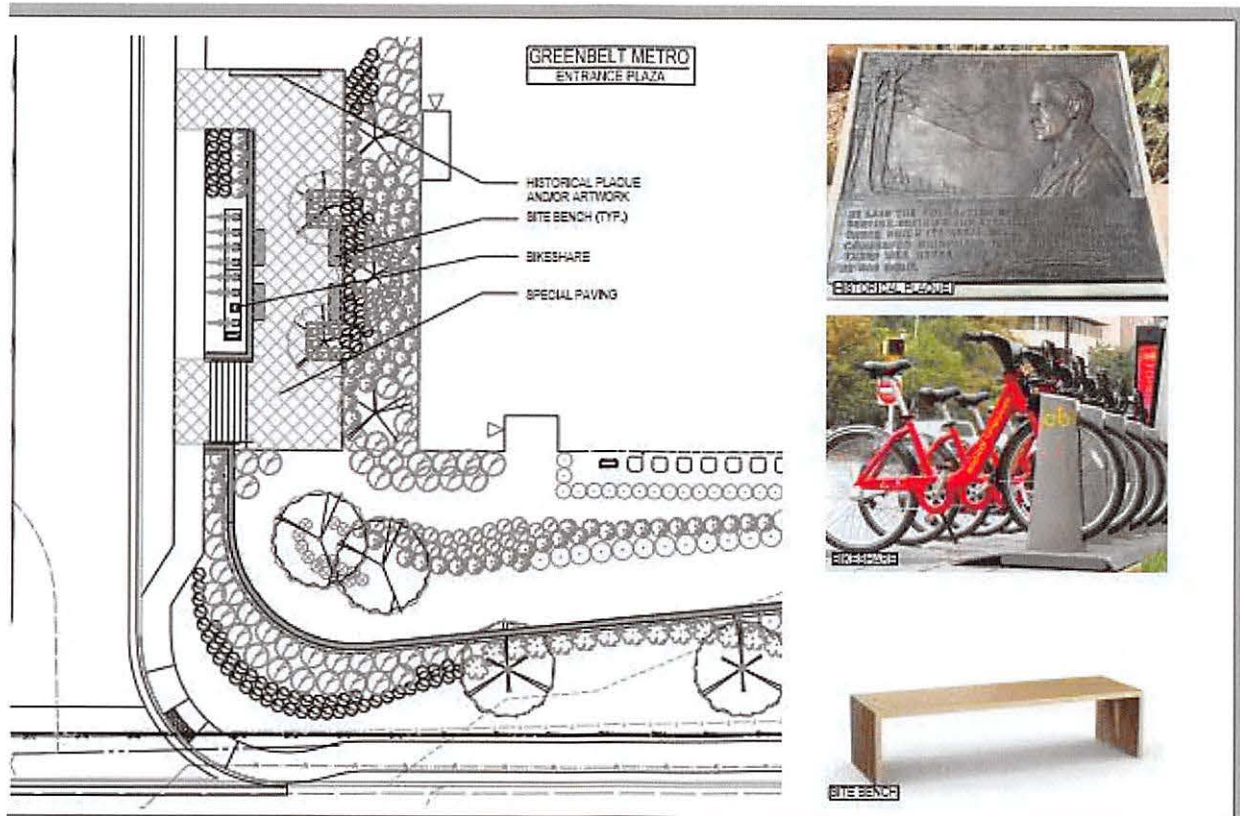
Build-to Lines

The front principle build-to line (g. 1) for buildings fronting Cherrywood Lane shall be 15 to 20 feet from the right-of-way.

COMMENT: Building 1000 is set back 29.6' from the right-of-way and Building 2000 is set back 22.87' from the right-of-way. The additional setback is required for the construction of the proposed retaining walls, which are necessary given the significant impacts the existing environmental features create for the ultimate developability of the property.

In further support of this modification, the applicant has redesigned DSP-19014 to add a public plaza at the site entrance off of Cherrywood Lane and Ivy Lane extended. The plaza incorporates the proposed bike share facility, adds decorative paving, benches, and envisions an art feature or historical plaque to signify (or educate) new residents of Greenbelts unique history/creation. Below are perspectives of the added plaza feature:





Moreover, the applicant revised its Landscape Plan to significantly increase the number of plant units along the property frontage and added a screen fence to further screen any views of the condensers. With the addition of the plaza and the increased landscape treatment, the applicant contends that the requested modification not only benefits the development, but will it will not substantially impair the Sector Plan.

Building Form

Parking Requirement

The maximum number of off-street surface parking spaces permitted for each land use type (regardless of subarea) shall be equal to 80 percent of the minimum number of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance.

The minimum number of off-street surface parking spaces required for each land use type shall be reduced from the minimum number of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance.

Subarea: Capital Office Park

Minimum Parking Required (As a Percentage of the Minimum Specified in Section 27-568(a)) = 70%.

COMMENT: DSP-19014 proposes 354 multifamily residential dwelling units. The DDO maximum parking requirement is eighty percent (80%) of the Section 27-568(a) requirement in the Zoning Ordinance, which would be 420 parking spaces. DSP-19014 proposes a total of 456 parking spaces, which is 34 spaces over the requirement. Additional justification for this

modification is provided on pages 9-11 of this statement of justification. In addition, and as mentioned above, the City and Lenhart Traffic Consulting have prepared separate analyses in support of the modification to increase the maximum number of parking spaces from 420 spaces to 456 spaces. By reference, the applicant hereby incorporates and adopts both analyses.

A minimum of one bicycle parking space shall be provided for every two multifamily dwelling units.

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.

Off-street parking requirements may be further reduced by a maximum of 20 percent beyond the requirements specified above if incentives and provisions that encourage the use of alternate modes of transportation (other than single-occupancy vehicles) included in the development. Features such as bike share stations, electric vehicle charging stations, shared car programs, financial incentives to employees for transit and car- and van-pooling, and the provision of private shuttle bus services, may qualify for parking reductions. The determination of appropriate parking reductions will be made at the time of detailed site plan approval based on evaluation of data provided by the applicant justifying reductions to the parking requirements.

COMMENT: The DDO minimum bicycle parking space requirement is 177 parking spaces. Interior bicycle storage for 80 bikes is proposed within Building 1000, and 56 bicycle spaces are located throughout the site. A total of 136 bicycle parking spaces are proposed. Moreover, the applicant is pursuing a partnership with Capital Bike Share (or some other similar program) for DSP-19014. Please see Sheet DSP-15 for the location of the proposed Capital Bike Share facility. The applicant requests a modification to this design standard for a reduction of the bicycle parking space requirement to 136 spaces. The applicant contends that the strict application of this standard requires bike parking that far exceeds any reasonable amount that would be utilized. In addition, given the proposed bike parking (internal and external to the building), along with participation in a bike share program, the proposed bicycle parking will be sufficient and more than adequate to serve the development.

Building Form: Parking Access

Access of Off-Street Parking Lots and Structured Parking

The vehicular access drive of a parking lot or garage shall be no wider than 22 feet.

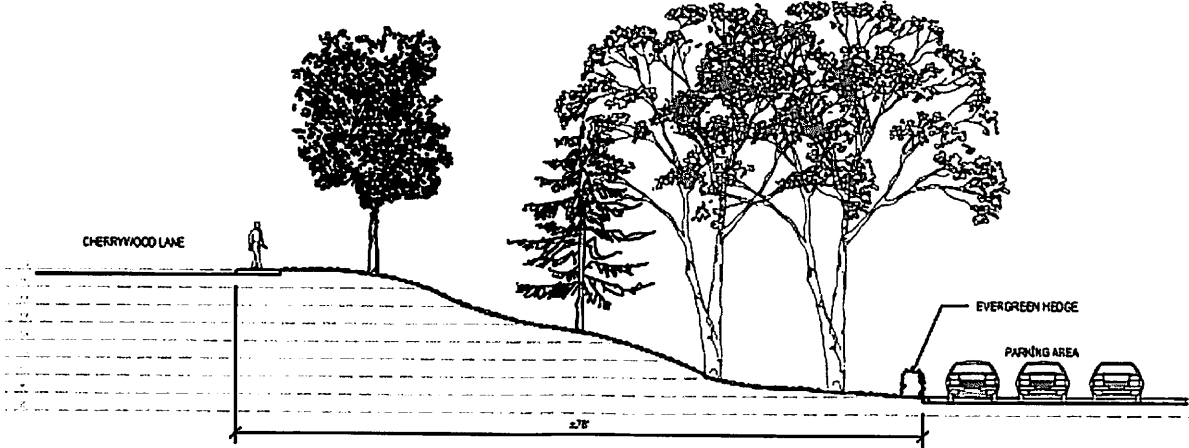
COMMENT: The main entrance to the multifamily residential is 55 feet wide. This entrance consists of a 22 foot wide inbound drive aisle, an 11 foot wide island, and a 22 foot wide outbound lanes. The secondary entrance to the west is 22 feet wide. These widths are necessary to ensure safe movement in and out of the site, to allow emergency vehicles sufficient space, and meet the minimum standards of the County Code. To further activate the street frontage, the applicant is proposing a public plaza feature that will incorporate the proposed bike share station, benches, landscaping, and art or historical plaque.

Parking Lots, Loading, and Service Areas

Parking Lots

Parking lots shall be concealed from the primary frontage street, secondary frontage, or side street by a liner building whenever possible. When this is not possible, a wall, fence, or landscape strip shall be provided.

COMMENT: The two primary parking lots are concealed from Cherrywood Lane by the two residential buildings. The western edge of the surface parking lot is not located behind the proposed buildings. However, a retaining wall along with a 3'-6" steel rail fence at the top of the slope will conceal the eastern edge of the proposed parking lot. Head-in parking is located along the main entry boulevard for easy access to both of the residential buildings. Further, the applicant recently amended its DSP to remove 27 parking spaces, located in the southeast corner of the property (along Cherrywood Lane), and replaced the same with a dog park and other amenities associated with the same including a tot lot. Finally, as indicated above, the topography along Cherrywood Lane creates a scenario where the vehicle parking that is not located behind the building on the east side of the building is not visible from the right-of-way since it sits so much lower than road. Below is a cross section that depicts this grade separation:



In addition, the applicant agreed to revise its Landscape Plan to increase plant units and plant material on either edge of the property to further screen any parking that is not otherwise screened by the building. The revised Landscape Plan has been filed in conjunction with the detailed site plan.

Parking Lot Landscaping Requirements

Parking lot landscaping requirements are as specified in the Landscape Manual. Durable, pervious surfaces should be used for surface parking lots when feasible. Gravel, and similar materials prone to dust, shall be prohibited.

COMMENT: Pervious paving materials are not an option due to the poor soil conditions on site. Bituminous asphalt is proposed. The Landscape Manual requirements are being satisfied. Several of the interior parking lot planting areas double as micro-bioretenion treatment facilities (for which there are 30 or more) and were approved as part of the site development concept plan. For details on this stormwater concept approval, please refer to the approved Site Development Concept Plan, Case #59556-2018-00, included with this submittal package.

Architectural Elements: Street Screens

Fences: Chain-link fence shall not be permitted. An exception may be made only where necessary around publicly-owned recreation facilities or athletic courts.

COMMENT: DSP-19014 does not propose chain link fences near streets, sidewalks, or other pedestrian pathways, nor is it being proposed for any street screens. However, a black chain link fence is planned around the proposed new stormwater management facility, which is necessary to ensure safety and the general welfare of citizens, as well as to discourage persons from trespassing into the stormwater management facility. Although the applicant does not believe that this DDO standard prohibits the use of black chain link around the stormwater facility since it is to the back of the property behind the buildings, and therefore, not along the street, in the abundance of caution, a modification has been requested. The detail of the fence is provided on the detailed site plan and is black in color to easily fade into the environmental features behind the site. The applicant contends that for safety around the stormwater facility, this fence detail is necessary, but will not substantially impair the Sector Plan since it is not being used as a street screen.

Freestanding and monument signs shall not exceed eight feet in height, and the maximum area of any single freestanding or monument sign shall not exceed 80 square feet. Freestanding and monument signs shall be constructed of durable, high-quality materials such as, but not limited to, decorative masonry, wrought iron, or weatherized decorative metals.

COMMENT: The proposed signage will not exceed 8 feet in height. The sign is decorative aluminum with a stone veneer base. Please see Landscape Plans Set Sheet DSP-22 for signage details.

Sustainability and the Environment

Leadership in Energy and Environmental Design (LEED®) Certification

LEED® standards for building, as set forth by the U.S. Green Building Council, or other similar rating system standards, should be reviewed and integrated into the design and construction process for all new development and renovation projects. LEED-Silver or better certification (or the equivalent) is desired for all new development.

LEED-Gold or platinum certification under an applicable LEED® rating system is encouraged for all development when feasible.

Developments composed of several buildings should pursue LEED® for Neighborhood Development certification.

COMMENT: DSP-19014 will follow LEED practices but does not plan to be certified. A list of the sustainable features include, but are not limited to:

SUSTAINABILITY FEATURES

- LEED for Homes v4: Easily Surpasses Certification, Likely Surpasses Silver
- Capital Office Park Becomes Mixed-Use (Opportunity to Walk to Work)
- Superior Bicycle Amenities
- 36% of the Site is Preserved
- Project Preserves Existing Floodplain Elevation
- Project Reduces Runoff Into the Indian Creek Watershed (No SWM Currently)
- Additional Pond is Included to Attenuate Up to a 100-Year Storm Event
- Over 30 ESD's Have Been Included and Distributed Throughout the Project
- Construction PM is LEED Accredited Individual Meters
- Programmable Thermostats
- High-Efficiency HVAC Equipment
- Energy Star Lighting
- Energy Star Appliance Packages

LOCATION & TRANSPORTATION

- Site was Previously Approved for (3) Office Buildings
- Multifamily Project Will Establish a Mix of Uses for the Capital Office Park
- Results in a 78% Reduction in Daily Automobile Trips (From Office)
- Transit-Oriented-Development (85% of NRP Mid-Atlantic's Projects are T.O.D.)
- 4 Different Ways to Get to the Greenbelt Metro Station (Without a Car)
- Significant Bike Amenities:
(Capital Bikeshare, Dedicated Lanes, 130 Interior Bike Parking Spaces, Bike Repair)
- On-site Amenities Also Significantly Reduces Automobile Trips
- Electrical Vehicle Charging Stations Come Standard at NRP



	AM TRIPS	PM TRIPS	TOTAL TRIPS
OFFICE BUILDINGS	945	875	1,820
PROPOSED MULTIFAMILY	184	212	396

In addition, the applicant is currently exploring solar opportunities for the clubhouse, if feasible.

Passive Solar and Ventilation Design

Provide shade for south-facing façades by designing properly-sized overhangs on south facing glazing. Mature trees can also fulfill the need for shade on south facing façades.

Solar tubes and skylights can reduce the need for electric lighting or provide sunlight to rooms that have few or no windows. These are encouraged because they provide natural daylighting to interior spaces.

COMMENT: DSP-19014 layout is subject to a limited development envelope. Given how restrictive the site is, there is no location to put solar facilities on the ground, and there is limited useable roof locations since there are condensers on the roof. However, the applicant is currently exploring solar opportunities on the roof of the clubhouse. Finally, this standard is not mandatory, but suggested. Regardless, and as provided above, there are a number of sustainable elements being incorporated into the project.

On-Site Energy Generation and Efficiency

In the case of pitched roofs, place photovoltaic panels on the slope that has the highest amount of solar gain.

In the case of flat-roofs, place photovoltaic panels behind a parapet so that they are not visible from the street, and orient them as closely as possible to the ideal angle for solar gain. Sun-tracking panels are encouraged.

Roof-mounted solar hot water and/or photovoltaic panels are encouraged to reduce grid demand energy use.

Phase out fossil-fuel climatization systems such as oil heating. Renewable energy sources, such as wind, solar, and geothermal generation, should be pursued.

COMMENT: These requirements were not incorporated with the design of DSP-19014. There is limited useable roof locations since there are condensers on the roof. Finally, this standard is not mandatory, but suggested. Regardless, there are a number of sustainable elements being incorporated into the project.

All lighting should use high-performance or LED lighting systems.

COMMENT: The majority of the lighting, if not all lighting, will meet this requirement.

Landscaping

Permanent irrigation systems shall only utilize captured rainwater and/or building graywater (with approved filtration systems). Potable water use shall not be permitted in permanent irrigation systems.

COMMENT: The irrigation system has not been designed yet. However, captured rainwater and/or building greywater will be considered in the design. With the introduction of the community garden, the applicant intends to utilize a cistern system to capture rainwater to support the needs of the garden facility.

Encourage on-site food production by planting fruit-bearing trees adapted to the local

climate.

Encourage setting aside areas and constructing composting areas and planting beds for the cultivation of fruits, vegetables, and herbs.

COMMENT: On-site food production, composting and areas for food cultivation are not possible due to the limited soil area left after development of this multifamily project, saving the area that will be utilized for a proposed community. With the commitment to provide the community garden, a modification to this DDO standard is no longer necessary.

Water Efficiency and Recharge

Surface parking areas, alleyways, and driveways should be constructed with durable, pervious paving materials (grass paver systems, porous paving, or pervious asphalt) to promote groundwater recharge and reduce stormwater runoff quantity and flow rates. Gravel is discouraged because of issues related to dust generation.

All at-grade walks (excluding public sidewalks) and pathways shall be constructed with pervious materials.

Capture slow runoff using exfiltration tanks, drainage swales, and other devices.

COMMENT: Pervious paving materials are not an option due to the poor soil conditions. DSP-19014 is utilizing micro bio-retention filtration systems throughout the development (approximately 30 in total), within the required parking lot internal green areas. See landscape plan sheets DSP-23 through DSP-26 for details. Moreover, the applicant is proposing a cistern to capture rain water, which will be used to irrigate the community garden plots.

Use low-flow water closets, faucets, showerheads, washing machines, and other efficient water-consuming appliances.

COMMENT: The fixtures proposed with DSP-19014 are intended to comply with this requirement.

Stormwater Management and Indian Creek

All new development within established floodplains shall comply with all adopted county, state, and federal environmental regulations to prevent unnecessary runoff and pressure on Indian Creek and the local watersheds.

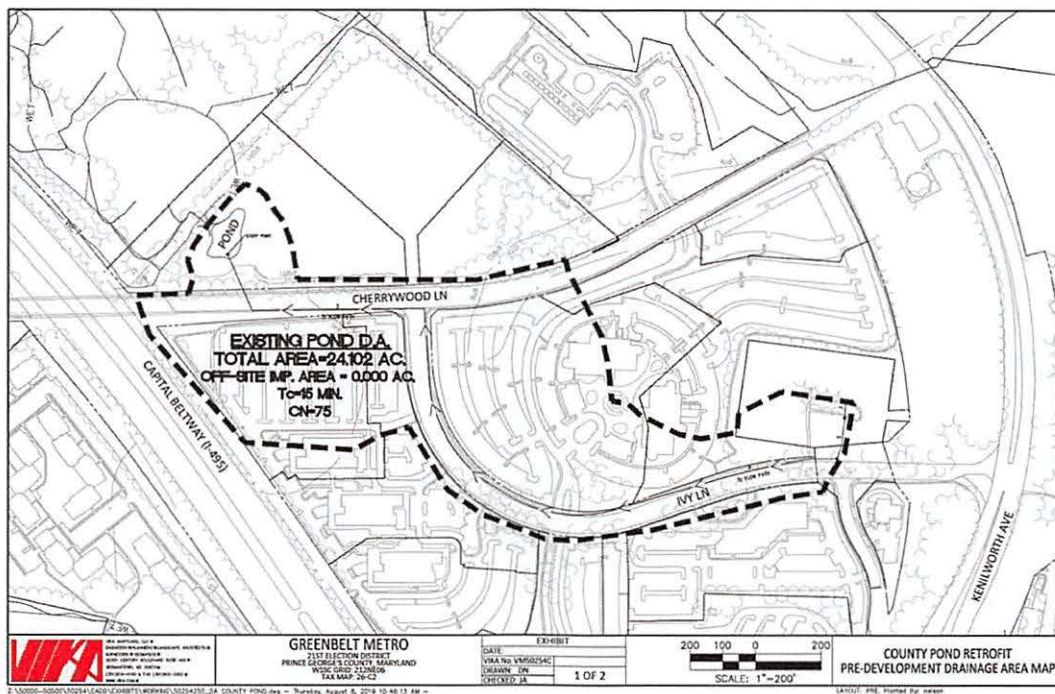
Underground or above-grade cisterns should be integrated into the site plan for all new development within or abutting Indian Creek. These cisterns will both reduce the amount of stormwater flowing into Indian Creek and help to store water on-site for uses, such as landscape irrigation.

Site grading, paving, and planting shall be done in a manner that minimizes off-site stormwater runoff.

Suburban stormwater management measures, such as regional storage and drainage ponds, shall be prohibited.

COMMENT: DSP-19014 has an existing drainage pond that will remain. However, it does not

have enough capacity to handle the run-off from the proposed development along with a 100 year attenuation, as it was designed to treat the stormwater for the existing Capital Office Park located on the south side of Cherrywood Lane (see graphic below). DSP-19014 proposes a new stormwater management pond (to capture/attenuate a 100-year storm event) and several small-scale stormwater management micro-bioretenion facilities (approximately 30), in accordance with current environmental site design practices. For details, please refer to the approved Site Development Concept Plan, Case #59556-2018-00, included with this submittal package. Finally, the development proposal contemplates the preservation of the floodplain.



Food Production

Local food production techniques are appropriate throughout the Greenbelt Metro Area and MD 193 Corridor development district. Cities are increasingly allowing urban agriculture and the raising of animals for supplies and reduction in energy consumption for food transport.

Community gardens provide a focus for recreation and sociability greater than that of private yards. They are also welcomed by apartment-dwellers who enjoy gardening. Community garden plots are not sold but rather left under municipal or private administration.

Green roofs also provide opportunities for food production, even as they mitigate carbon emissions and reduce stormwater runoff. They may be incentivized by giving developers bonuses for installing them.

Fruit trees may be included and designated for local food production.

COMMENT: The applicant is proposing a community garden with a cistern system to capture rain water. Green roofs are not proposed with DSP-19014; however, the applicant is exploring the possibility of adding solar panels to the roof of the clubhouse, if feasible.

Streets and Open Spaces

Streetscape

Streetscape refers to the area between the private property line and the edge of the vehicular lanes. Streets with on-street parking and bump-outs containing planted trees should be considered where appropriate.

COMMENT: DSP-19014 fronts on an existing public street, Cherrywood Lane. No new public streets are proposed with this project. The proposed buildings along Cherrywood Lane are separated from the public right-of-way by a change of grade and retaining walls. This resulting streetscape is proposed to be improved with landscaping and a sidewalk – including the new plaza feature at the project entrance (*see* above). A bicycle lane exists along the frontage of DSP-19014. The applicant is also proposing frontage improvements generally consistent with the City’s Complete Green Streets Policy, and has agreed to provide a \$100,000.00 financial contribution to the City of Greenbelt for future use for its Green Streets project.

Streets and Open Spaces

Streetscape, Amenities, and Street Trees

Streetscape Amenities

Amenities, such as benches, bicycle racks, trash receptacles, fountains, public artwork, game tables, moveable seating, mailboxes, and bus shelters, shall be required for all development. Streetscape amenities shall be consistent in design within a development project and should be consistent within each subarea.

All proposed streetscape amenities shall be indicated on detailed site plan submittals and shall include information of location, spacing, quantity, construction details, and method of illumination.

COMMENT: DSP-19014 is consistent with the streetscapes in the Capital Office Park, and frontage improvements along Cherrywood Lane will be consistent with the City’s Complete Green Streets Policy. The Applicant has provided bicycle racks within the development, and is pursuing a partnership with Capital Bike Share (or some equivalent program – consistent with WMATA’s preferred user) for DSP-19014. Finally, as indicated above, the applicant has also added a plaza feature to the project entrance off of Cherrywood Lane.

Open Space

Pervious paving materials are encouraged whenever possible to facilitate landscaping, tree growth, and the absorption and treatment of rainwater runoff.

COMMENT: Pervious paving materials are not an option due to the poor soil conditions. DSP-19014 is utilizing micro bio-retention filtration systems throughout the development (approximately 30 in total), even within the parking lot internal green areas. See landscape plan sheets DSP-23 through DSP-26 for details. Finally, the applicant is proposing a cistern system to capture rainwater that will then be used in the community garden.

VI. PRIOR APPROVALS

The subject property was originally part of a larger subdivision that included Outlot A to

the northwest, which was the subject of a Preliminary Plan of Subdivision (4-94080), approved by the Planning Board on November 17, 1994 with 10 conditions. The preliminary plan application approved 556,000 gross square feet of office space. The 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment* retained the subject property in the Commercial Office (C-O) Zone, and superimposed a development district overlay zone onto the property. Parcels J, K and L were recorded with final plat Book VJ 182 at page 39, recorded on December 22, 1997. Due to the change in use from office to residential, Staff determined that a new preliminary plan of subdivision would be required. In response to this determination, preliminary plan of subdivision 4-19010 was filed for the subject property for the proposed multifamily residential development. On October 10, 2019, the Planning Board approved 4-19010 with seventeen conditions, and on October 31, 2019, the Planning Board adopted resolution PGCPB No. 19-118

Preliminary Plan of Subdivision 4-19010

DSP-19014 is in conformance with all applicable conditions of approval for 4-19010.

VII. CONCLUSION

Based on the foregoing, as well as the detailed site plan and all other documents filed in conjunction with this application, the applicant respectfully requests the approval of DSP-19014 to develop 354 multifamily residential dwelling units and to reduce the standard parking spaces sizes to a minimum of 9.0 feet x 18 feet. The Applicant contends that this request, along with modifications to certain development district standards, will benefit the development and the Development District, and will not substantially impair implementation of the Sector Plan. This application, and the requests herein, meet the criteria of approval and are consistent with the goals of both the Sector Plan and General Plan, and as such, must be approved.

Respectfully submitted,

MCNAMEE HOSEA

By: 
Matthew C. Tedesco, Esq.

Date: November 27, 2019

Exhibit: City of Greenbelt Parking Examples

Below is some information specifically for the multifamily development at Greenbelt Station (VERDE) which has 302 units (186 -1BR and 116- 2BR). They provided over 30 more than required parking spaces and the City has experienced a lot of complaints/issues relating to parking problems and is currently trying to work with management on a solution. It is in the same/Greenbelt west same area of town, in the South core.

(Excerpted from PGCPB 06-188)

	REQUIRED	PROVIDED
Parking Required		
One Bedroom at 1.33 spaces per unit.	208	See total below
Two Bedroom at 1.66 spaces per unit.	216	See total below
Three Bedroom at 1.99 spaces per unit.	32	See total below
2,279-square foot leasing office at 1 per 250 square feet	10	See total below

Total Parking Required/Provided	466	506 (11 exterior; 495 interior)
Handicapped Spaces	10 (included above)	10 (included above)

(And this is from the DSP-05021)

OFFSTREET PARKING AND LOADING

REQUIRED PARKING SPACES

RESIDENTIAL: WITHIN 1 MILE OF A METRO STATION

1 BR 1.33 X 186 UNITS = 248

2 BR 1.66 X 116 UNITS = 193

LEASING OFFICE (2280 S.F.) 2280 X 1/250=10

TOTAL **451 SPACES**

PROVIDED PARKING SPACES

EXTERIOR SURFACE 12

INTERIOR STRUCTURED 471

TOTAL **483 SPACES**

PARKING SPACE SIZE: 9 ½' X 19' 9' X 19'

HANDICAPPED SPACES:

HC OVERALL 9 Required 14 Provided

VAN 2 Required 6 Provided

LOADING SPACES: 2 spaces Required 3 spaces Provided

NOTES:

1. Building Area reflects the current architecture plan. At time of building permit, the total area may adjust up to a maximum of 5% above or below the amount listed on this plan.
2. Only one use is proposed for this parcel and the peak parking demand is as required in Section 27-568 of the ZO. There are no multipurpose trips assumed for this use as described in Section 27-574(b)(1 through 4).
3. Per current parking layout, there are 14 Handicap Accessible Spaces (9 HC spaces required), of which 6 are van accessible. 2 van accessible spaces are located in surface parking, the remainder are located in the parking structure.
4. Surface parking area is 5,565 SF, which is less than 6,999 SF, and is therefore not subject to the Internal Greenspace Requirement (Schedule 4.3.1).

I hope this helps.

Judith Howerton, AICP
 Community Planner
 City of Greenbelt, MD
 Phone: (240) 542-2040

R E S O L U T I O N

WHEREAS, Greenbelt Sprghll LK Assoc LLC, Greenbelt GKA Realty LLC, and Greenbelt L Realty are the owners of a 15.89-acre parcel of land known as Parcel J, Parcel K, and Parcel L, said property being in the 21st Election District of Prince George’s County, Maryland, and being zoned Commercial Office (C-O) within the Development District Overlay (D-D-O) Zone; and

WHEREAS, on July 5, 2019, The NRP Group, LLC filed an application for approval of a Preliminary Plan of Subdivision for one parcel; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-19010 for Greenbelt Metro was presented to the Prince George’s County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on October 10, 2019, for its review and action in accordance with the Land Use Article of the Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George’s County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended APPROVAL of the application with conditions; and

WHEREAS, on October 10, 2019, the Prince George’s County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George’s County Code, the Prince George’s County Planning Board APPROVED Type 1 Tree Conservation Plan TCP1-009-2019, and further APPROVED Preliminary Plan of Subdivision 4-19010 for one parcel, with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised to:
 - a. Revise General Note 21 to provide the stormwater management concept plan approval date of May 31, 2019.
 - b. Revise General Note 4 to state the purpose of this subdivision is to consolidate three parcels into one parcel for a 354-unit multifamily development.
 - c. Revise General Note 5 to provide the previous PPS number, 4-94080, and include the approved Zoning Map Amendment number, A-9540-C.
 - d. Remove the “Lotting and Right of Way Diagram” from the plan.

2. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings, as set forth in this resolution of approval, shall require the approval of a new preliminary plan of subdivision prior to the approval of any building permits.
3. Development of the site shall be limited to uses that would generate no more than 184 AM and 212 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.
4. Development of this site shall be in conformance with the approved Stormwater Management Concept Plan (59556-2018-0) and any subsequent revisions.
5. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following:
 - a. A minimum 5-foot sidewalk along the subject site's entire frontage of Cherrywood Lane, unless modified by the City of Greenbelt.
 - b. Retain the existing bike lane along Cherrywood Lane, during the implementation of road frontage improvements, unless modified by the City of Greenbelt.
6. Prior to the approval of the first building permit for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities as designated below, in accordance with Section 24-124.01 of the Subdivision Regulations, have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:
 - a. One bikeshare docking station on the subject site to enable this form of transportation to be used by residents and visitors at the subject site. The vendor of the bikeshare must be approved by the Prince George's County Department of Public Works and Transportation (DPW&T). The final location of this docking station will be selected by the County and the applicant, based upon the requirements of the bikesharing system, and in a highly visible, convenient, and well-lit location on the subject site. The location requires at least four hours of solar exposure per day year-round. In the event an appropriate location cannot be located on-site that meets bikeshare siting criteria, DPW&T will select another off-site location for the station based upon the requirements of the bikesharing system in the County, as close as possible to the subject site.
 - b. The applicant shall allow the Prince George's County Department of Public Works and Transportation or its contractors/vendors access to the subject site to install, service, and maintain the bikeshare station.

- c. Installation of one bus shelter at a location serving the subject site and complying with the requirements of Section 24-124.01.
7. Prior to acceptance of a detailed site plan, an exhibit shall be provided that illustrates the location, limits, and details of the bikeshare station and off-site bus shelter improvement approved with Preliminary Plan of Subdivision, PPS 4-19010, consistent with Section 24-124.01(f) of the Subdivision Regulations.
8. Prior to approval of a final plat:
- a. The final plat shall grant a 10-foot-wide public utility easement along Cherrywood Lane, in accordance with the approved preliminary plan of subdivision.
 - b. A conservation easement shall be described by bearings and distances. The conservation easement shall contain the floodplain, as determined by the Prince George’s County Department of Permitting, Inspections and Enforcement, and all stream buffers shall be reviewed by the Environmental Planning Section prior to approval of the final plat. The following note shall be placed on the plat:

“Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M–NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed.”
9. Prior to signature approval of the preliminary plan of subdivision, the Type 1 tree conservation plan (TCP1) shall be revised, as follows:
- a. Revise all landscaped areas proposed to receive woodland conservation credit to meet the minimum size, width, and location requirements per Subtitle 25.
 - b. Remove the following forest stand delineation and natural resources inventory (NRI) information from the plan:
 - (1) The forest stand narrative
 - (2) The forest analysis and priorities table.
 - (3) All forest samples points from the plan and legend.
 - (4) The NRI general notes.
 - c. Have the qualified professional complete, sign, and date a TCP1 checklist.
 - d. Make the following revisions to the TCP1 General Notes:
 - (1) Revise General Note 1 by citing the correct Preliminary Plan of Subdivision number, 4-19010.

- (2) Revise General Note 7 by stating that the site is within the Environmental Strategy Area 1 (formerly the developed tier).
 - (3) Remove General Note 12.
 - e. Remove all tree protection devices from the plan.
 - f. Identify the location of all proposed utilities and their associated easements on the plan.
 - g. Identify the location of all proposed stormwater management easements on the plan.
 - h. Provide the assigned TCP number on the plan approval block.
 - i. Have the revised plan and TCP1 worksheet signed and dated by the qualified professional preparing the plan.
10. Development of this subdivision shall be in conformance with the approved Type 1 Tree Conservation Plan, TCP1-009-2019. The following note shall be placed on the final plat of subdivision:
- “Development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan, TCP1-009-2019, or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George’s County Planning Department.”
11. Prior to approval of permits for this subdivision, a Type 2 tree conservation plan shall be approved. The following note shall be placed on the final plat of subdivision:
- “This plat is subject to the recordation of a Woodland Conservation Easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 Tree Conservation Plan, when approved.”
12. Prior to issuance of any permits, which impact wetlands, wetland buffers, streams or waters of the United States, the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.
13. Prior to acceptance of a detailed site plan, a Phase II noise analysis that demonstrates that any outdoor activity areas are located outside of the mitigated 65 dBA Ldn and that the building structures proposed mitigate interior noise levels to 45 dBA Ldn or less shall be provided.

14. Prior to approval of a building permit, which includes residential dwelling units 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.
15. Prior to approval of a detailed site plan, the applicant shall provide details of private recreational facilities, in accordance with the standards outlined in the *Prince George's County Parks and Recreation Facilities Guidelines*. The private recreational facilities shall be reviewed by the City of Greenbelt and shall include a pool, associated club house and amenities, pet spa, pet wash equipment, dog park, tot lot, and community garden.
16. Prior to approval of a building permit, the timing of a financial payment of \$50,000.00 by the applicant to the City of Greenbelt's Parks and Recreation Department, for use towards City improvements planned for the Springhill Lake Recreation Center, shall be agreed upon.
17. Prior to approval of a final plat, the applicant shall submit three original Recreational Facilities Agreements (RFAs) to the City of Greenbelt for construction and maintenance of recreational facilities. Upon approval by the City of Greenbelt, the RFA shall be recorded among the Prince George's County Land Records with the Liber and folio noted on the final plat prior to recordation.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.
2. **Background**—The subject site consists of three existing properties, which are known as Parcel J, Parcel K, and Parcel L, all recorded in Plat Book VJ 182-39 on December 22, 1997. The site is located on the north side of Cherrywood Lane, approximately 800 feet west of its intersection with Kenilworth Avenue, and is in the Commercial Office (C-O) Zone within the Development District Overlay (D-D-O) Zone. The three properties combined form the subject site of approximately 15.89 acres.

The subject site was rezoned from the Multifamily Medium Density Residential (R-18) Zone to the C-O Zone, pursuant to the approval of Zoning Map Amendment A-9540-C. The site was also the subject of a previous Preliminary Plan of Subdivision (PPS) 4-94080 approved for office development. The subject application proposes 1 parcel for the development of 354 multifamily dwelling units. The site is currently vacant and mostly cleared with wooded areas occurring towards the site's perimeter.

The D-D-O Zone was established on the subject site by the 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment* (Greenbelt Metro Area and MD 193 Corridor Sector Plan and SMA). Section 27-461 of the Zoning Ordinance contains the

use table, which states the uses permitted in the C-O Zone. However, being classified in the D-D-O Zone relegates the subject site to the permitted uses for the C-O Zone found in the D-D-O Zone use table within the Greenbelt Metro Area and MD 193 Corridor Sector Plan and SMA, in accordance with Section 27-548.22(f) of the Zoning Ordinance.

The sector plan use table contains a number of footnotes and references to council bills. The Planning Board carefully considered the applicability of both the footnotes and council bills to the uses established in the D-D-O Zone use table. The Planning Board acknowledges that the footnotes and council bills appear to have been copied from the Zoning Ordinance and were included in the use table. However, the Planning Board has determined that, similar to the application of footnotes in the Zoning Ordinance, the footnotes to the use table only apply if they are noted adjacent to a use or category of uses. In addition, the Planning Board determined that the council bill references included in the use table are for informational purposes only, designed to provide reference into legislative history; whether found in the Zoning Ordinance or the use table of the D-D-O Zone, the inclusion of the council bill references does not alter the information in the use table.

A “Dwelling, Multifamily” use is permitted in the C-O Zone and is subject to Footnotes 46 and 65 per the use table found in Section 27-461. These two footnotes provide additional criteria for the permitting of multifamily dwellings in the C-O Zone. Nevertheless, the D-D-O Zone use table is the determinant for permitted uses on the subject site. This PPS proposes multifamily units on the site pursuant to the Dwelling, Multifamily use found in the use table on page 382 of the sector plan. While footnotes do appear in the use tables, no footnote is referenced adjacent to the particular Dwelling, Multifamily use in the use table. Given the determination on the applicability of footnotes previously mentioned, the Planning Board determined that no footnote applies to the particular Dwelling, Multifamily use proposed with this PPS.

3. **Setting**—The site is located on Tax Map 26 in Grid C-2 and is within Planning Area 67. The three properties combined form a triangular shaped tract located at the northeast corner of the intersection of the I-495/I-95 (Capital Beltway) and Cherrywood Lane. The site is bounded by Cherrywood Lane to the south with office uses in the C-O and D-D-O Zones beyond, the United States District Courthouse on abutting property to the north and east in the Open Space and Reserved Open Space Zones, and vacant land to the north and west located in the Rural Residential Zone.

4. **Development Data Summary**—The following information relates to the subject PPS application and the approved development.

	EXISTING	APPROVED
Zone	C-O/D-D-O	C-O/D-D-O
Use(s)	Vacant	Multifamily
Acreage	15.89	15.89
Parcels	3	1
Dwelling Units:	0	354
Variance	No	No
Variation	No	No

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard before the Subdivision and Development Review Committee on July 26, 2019.

5. **Previous Approvals**—The site was rezoned from the R-18 Zone to the C-O Zone per A-9540-C, approved by the Prince George’s County District Council on November 25, 1985. This approval rezoned the property to permit offices and allied commercial uses on the site, and was approved with the following condition:

The rezoning approved herein is subject to the condition that a development phasing plan be approved by the Planning Board at the time of subdivision. In this plan, transportation needs shall be assessed for each phase, to assure that necessary transportation improvements will be in place when they are needed.

The subject site was subdivided for office development in 1994 and phasing of transportation improvements were conditioned with the subdivision approval, as further detailed with PPS 4-94080 below. The subject PPS supersedes PPS 4-94080. The transportation adequacy requirements needed to support the proposed development have already been implemented, as further discussed in the Transportation finding of this resolution, and no further phasing is required.

The site was the subject of PPS 4-94080, approved by the Prince George’s County Planning Board on October 27, 1994 (PGCPB Resolution No. 94-333). This PPS was approved for three parcels and one outlot, subject to ten conditions, of which the following is applicable to the review of this PPS:

2. **In the event the County or State are prepared to construct the improvements summarized as "MD 201 at Ivy Lane" (CIP project no. FD666051) and are ready to release the project for advertisement of the bid for construction, the owners shall be obligated to pay \$250,000 to DPW&T even if the owners are not ready to apply for the first building permit. In such event, the owners shall deliver payment of the \$250,000 to DPW&T 60 days before advertisement of the project for construction bids, but only**

after receipt of written notice six months before the \$250,000 is due to be paid. After payment of the \$250,000, the first office building up to 200,000 square feet in size may be permitted without the requirement for any payment. Prior to the issuance of any building permit in excess of the first 200,000 square feet and up to 400,000 square feet, an additional payment in the amount of \$341,500 shall be made to DPW&T. Prior to the issuance of any building permit in excess of the first 400,000 square feet, the final payment in the amount of \$341,500 shall be made to DPW&T. Each payment shall be adjusted by the annual Composite Bid Price Index compiled by the Federal Highway Administration with the base year being 1994.

A letter was submitted by the applicant with this PPS dated May 12, 1998 (Kowalsky to Hewlett), which details that a payment by the property owner of \$250,000 was received by the Maryland State Highway Administration (SHA) done in agreement with the Prince George's County Department of Public Works and Transportation, to satisfy Condition 2. A new transportation analysis was conducted based on the proposed residential development of this PPS and the findings are provided in the Transportation finding. The peak-hour trips generated by the proposed residential development of this PPS are fewer than the trips generated by the 200,000 square feet of office space, for which the required payment has been made.

6. **Community Planning**—The *Plan Prince George's 2035 Approved General Plan* (Plan 2035) locates the subject property in the Greenbelt Metro Regional Transit District, which is one of eight regional transit districts identified in Plan 2035. The regional transit districts are described, as follows:

Moderate- to high-density and intensity regional-serving centers. Destinations for regional workers and residents that contain a mix of office, retail, entertainment, public and quasi-public, flex, and medical uses; the balance of uses will vary depending on the center's predominant character and function. Walkable, bikeable, and well-connected to a regional transportation network via a range of transit options. Density and intensity are often noticeably greater within a quarter mile of Metro and light rail stations.

Plan 2035 also locates the subject site within a designated employment area. As indicated in Plan 2035, employment areas have the highest concentrations of economic activity in the four targeted industry clusters: healthcare and life sciences; business services; information, communication, and electronics; and the Federal Government. Plan 2035 recommends continuing to support business growth in these geographic areas, particularly in the targeted industry clusters, concentrating new business development near transit where possible, improving transportation access and connectivity, and creating opportunities for synergies.

The subject property is also located within a Plan 2035 Innovation Corridor. The Innovation Corridor encompasses parts of the City of College Park, the City of Greenbelt, areas along the US 1 corridor, and the area surrounding the Beltsville Agricultural Research Center. The Innovation Corridor capitalizes on the synergy that comes from businesses, research institutions, and incubators being in close proximity to one another. The Innovation Corridor, as detailed in Plan 2035, has countywide importance as a key opportunity to leverage existing strengths and act as an employment catalyst.

Master Plan

The Greenbelt Metro and MD 193 Sector Plan and SMA identifies the approved future land use on the subject property as “Commercial (Office and/or Retail).” The site is located within the Capital Office Park Focus Area within the Greenbelt Metro Metropolitan Center.

Sectional Map Amendment/Zoning

The Greenbelt Metro and MD 193 Sector Plan and SMA retained the subject site in the C-O Zone and superimposed the D-D-O Zone over the site. Although the approved future land use on the site is Commercial (Office and/or Retail), multifamily is a permitted use in the C-O Zone.

As previously mentioned, the subject site was placed in the C-O Zone through approved A-9540-C in 1985, with one condition for the phasing of development to provide necessary transportation improvements. Following the 1985 rezoning, subsequent sectional map amendments in 1990 and 2001 applicable to the site show that the site was retained in the C-O Zone, with the D-D-O Zone being applied through the SMA. As the County Zoning Map did not reflect A-9540-C and should have given the condition of rezoning, an administrative correction to the Zoning Map and the SMA was authorized on October 10, 2019 to annotate the subject property in the Zoning Map as A-9540-C.

Overlay Zone

The platting of the proposed subdivision does not preclude conformance with the requirements of the Greenbelt Metro and MD 193 Sector Plan and SMA D-D-O Zone standards. The TCP submitted with this PPS shows a layout which does not conform to all of the D-D-O Zone standards. The intent of the D-D-O Zone standards is to shape high-quality public spaces with buildings and other physical feature to create a strong sense of place. The detailed site plan (DSP) will evaluate the site development proposal, at which time the applicant should demonstrate conformance with the following standards unless modified pursuant to Section 27-548.25(c): (the standards provided below with their page reference within sector plan, are provided in **BOLD** with comments immediately following):

- **The vehicular access drive of a parking lot or garage shall be no wider than 22 feet. (page 227)**

The Type 1 Tree Conservation Plan (TCP1) shows a proposed 55-foot-wide vehicular access to the development that exceeds the Building Form/ Parking Access standards by 33 feet.

- **When alleys, secondary frontage, or side streets are not present, primary frontage streets may be used as the primary source of access to off-street parking, with a driveway that either passes to the side of the building or thorough the building. See Figures 3 and 4 on the right. This condition should be avoided to the fullest extent possible... (page 227)**

The primary access shown on the TCP does not pass through the buildings or to the side of them as prescribed in the Building Form-Parking Access standards.

- **...fronts display a building's façade and shall face the public realm... (page 211)**

The building fronts do not face the public realm as required by the Building Orientation standards.

- **The frontage buildout shall be a minimum of 60 percent at the build-to line. (page 219)**

The buildings do not meet the 60 percent frontage buildout and build-to lines as required by the Lot Occupation standards for the Capital Office Park.

Pursuant to Section 24-121(a)(5) of the Subdivision Regulations, the proposed preliminary plan conforms to the Plan 2035 because the property is located in the Greenbelt Metro Regional District Center. Consistent with the residential development proposed, page 19 of Plan 2035 recommends directing the majority of the future employment and residential growth in the County to the Regional Transit Districts.

7. **Stormwater Management**—A Stormwater Management (SWM) Concept Plan (59556-2018-0) and letter were submitted with the subject application and were approved on May 31, 2019, with conditions requiring the use of micro-bioretenion, 100-year attenuation and a detention pond. The concept approval expires May 31, 2022. Development shall conform with the SWM concept approval and any subsequent revisions to ensure no on-site or downstream flooding occurs.
8. **Parks and Recreation**—The subject property is located within the City of Greenbelt, which is located outside the Maryland-Washington Metropolitan District. The City of Greenbelt provides its own parks and recreation to the residents of the City. According to Section 24-134(a) of the Subdivision Regulations, the proposed development is not subject to the mandatory dedication of parkland to the Maryland-National Capital Park and Planning Commission requirement because it is located outside the Maryland-Washington Metropolitan District. However, this code provision requires the mandatory dedication of parkland to a municipality, upon a request from such municipality. In accordance with Section 24-134(a), the City of Greenbelt requested that the mandatory dedication of parkland requirement be met through the provision of a fee-in-lieu and private on-site recreational facilities, as discussed further in the City of Greenbelt finding.

9. **Trails**—This PPS was reviewed for conformance with the 2009 *Approved Countywide Masterplan of Transportation* (MPOT) and the Greenbelt Metro Area and MD 193 Corridor Sector Plan and SMA. The site is located within the Greenbelt Metro Center and is subject to Section 24-124.01 (Adequacy of Bicycle and Pedestrian Facilities in Centers and Corridors) of the Subdivision Regulations and the “Transportation Review Guidelines, Part 2,” at the time of PPS.

One master plan trail impacts the subject site with continuous sidewalks and designated bicycle lanes recommended along Cherrywood Lane. The bicycle lanes are in place along the site’s frontage, but the sidewalk appears to extend along only part of the site’s frontage. Strategy 5.2 below, from the sector plan, supports the expansion of bikeshare to the Greenbelt Metro Area:

Strategy 5.2: Support both the City of Greenbelt and Prince George’s County in their efforts to study the feasibility of future bikeshare facilities. Consider bikeshare stations at Greenbelt Metro Station, Historic Greenbelt, Greenway Center, and Beltway Plaza as initial locations, and provide signage and education materials that will clearly indicate the regional connections to soon-to-be implemented bikeshare systems in College Park and the University of Maryland, College Park campus, as well as the expanding system in Washington, D.C. Support additional expansion of bikeshare programs to Berwyn Heights and other locations within and near the sector plan area.

The Prince George’s County Department of Parks and Recreation (DPR) has begun implementing bikeshare stations in the Anacostia Heritage Trails Area and plans to expand to the City of Greenbelt. The installation of a bikeshare station at the subject site is consistent with Strategy 5.2 and would assist the County’s efforts to expand bikeshare coverage in the area. As the site is approximately 4,500 feet or 0.85 miles from the Greenbelt Metro Station, it is beyond the 0.5-mile distance typically desired by pedestrians, but well within the range of a quick and convenient bikeshare trip. In addition, the bicycle lanes implemented by the City of Greenbelt along Cherrywood Lane and other municipal roads provide designated facilities for cyclists.

The D-D-O Zone of the area sector plan also includes specific requirements regarding bicycle parking, provided below from page 226 of the sector plan:

- **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.**
- **A minimum of one bicycle parking space shall be provided for every two multifamily dwelling units.**
- **A minimum of 4 bicycle parking spaces shall be provided for every 50 anticipated or actual employees of an office, mixed-use, civic/recreation, retail use, or combination of uses.**

- **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.**

Bicycle parking will be required in conformance with the D-D-O Zone, at the time of DSP. The amount, location, and type of bicycle parking will be evaluated with the DSP.

The D-D-O Zone also includes standards regarding appropriate parking reductions when programs like bikeshare are provided, including the following standard:

- **Off-street parking requirements may be further reduced by a maximum of 20 percent beyond the requirements specified above if incentives and provisions that encourage the use of alternate modes of transportation (other than single-occupancy vehicles) are included in the development. Features such as bike share stations, electric vehicle charging stations, shared car programs, financial incentives to employees for transit and car- and van-pooling, and the provision of private shuttle bus services, may qualify for parking reductions. The determination of appropriate parking reductions will be made at the time of detailed site plan approval based on evaluation of data provided by the applicant justifying reductions to the parking requirements.**

Because bikeshare is proffered as part of this PPS, this standard will be further evaluated at the time of DSP.

The D-D-O Zone also includes a standard for sidewalks to be 4–8 feet in width and dedicated exclusively to pedestrian activity.

The Complete Streets section 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.

Consistent with the policies of the MPOT, the conceptual site layout shown on the submitted TCP1 shows a comprehensive network of sidewalks provided on-site that connect the proposed buildings with the public right-of-way. The site's main ingress/egress point is designed with sidewalks, landscaping, and SWM. As the sidewalks proposed on-site connect all of the potential pedestrian destinations on-site and provide access to the sidewalk along the public right-of-way, no additional internal sidewalk connections are recommended at this time. The sidewalk network,

as shown on the TCP, does not preclude further evaluation of the sidewalk network at the time of DSP. In addition, frontage improvements along Cherrywood Lane should be consistent with the streetscape standards of the D-D-O Zone, unless modified pursuant to Section 27-548.25(c).

Review of the Bicycle and Pedestrian Impact Statement (BPIS) and Proposed Off-Site Improvements:

Due to the location of the subject site within the Greenbelt Metro Center, this PPS is subject to Council Bill CB-2-2012, which includes a requirement for the provision of off-site bicycle and pedestrian improvements. Section 24-124.01(c) includes the following guidance regarding off-site improvements:

- (c) As part of any development project requiring the subdivision or re-subdivision of land within Centers and Corridors, the Planning Board shall require the developer/property owner to construct adequate pedestrian and bikeway facilities (to the extent such facilities do not already exist) throughout the subdivision and within one-half mile walking or bike distance of the subdivision if the Board finds that there is a demonstrated nexus to require the applicant to connect a pedestrian or bikeway facility to a nearby destination, including a public school, park, shopping center, or line of transit within available rights of way.**

CB-2-2012 also includes specific guidance regarding the cost cap for the off-site improvements. The amount of the cost cap is determined pursuant to Section 24-124.01(c):

The cost of the additional off-site pedestrian or bikeway facilities shall not exceed thirty-five cents (\$0.35) per gross square foot of proposed retail or commercial development proposed in the application and three hundred dollars (\$300.00) per unit of residential development proposed in the application, indexed for inflation.

Based on Section (c) and the 354 residential units proposed, the cost cap for the application is \$106,200.

A scoping meeting was held with the applicant on May 3, 2019. The Greenbelt Metro was noted as a major bicycle/pedestrian trip generator and a bikeshare station was mentioned as a possible suitable off-site improvement for the site.

The bicycle and pedestrian impact statement exhibit shows both a bikeshare station and bus shelter installation. The Planning Board approved the off-site improvements proffered by the applicant. The bikeshare station needs to be coordinated with DPR, while the bus shelter installation needs to be coordinated with the City of Greenbelt.

Demonstrated nexus between the subject application and the off-site improvements:

Section 24-124.01(c) requires that a demonstrated nexus be found with the subject application in order for the Planning Board to require the construction of off-site pedestrian and bikeway facilities.

The bikeshare station proffered by the applicant will provide the future residents of the subject site with a non-motorized transportation option for accessing the Greenbelt Metro and other area destinations. The bus shelter will provide enhanced and protected facilities for the residents who choose to use bus transit to access regional destinations. Both facilities will provide beneficial amenities for future residents of the subject site and encourage the use of transit and active transportation for some trips consistent with the recommendations of the area master plan.

Finding of Adequate Bicycle and Pedestrian Facilities:

CB-2-2012 requires that the Planning Board make a finding of adequate bicycle and pedestrian facilities at the time of PPS. CB-2-2012 is applicable to preliminary plans within designated centers and corridors. The subject PPS is located within the designated Greenbelt Metro Center. CB-2-2012 also includes specific guidance on the criteria for determining adequacy, as well as what steps can be taken if inadequacies need to be addressed.

As amended by CB-2-2012, Sections 24-124.01(b)(1) and (2) include the following criteria for determining adequacy:

(b) Except for applications for development project proposing five (5) or fewer units or otherwise proposing development of 5,000 or fewer square feet of gross floor area, before any preliminary plan may be approved for land lying, in whole or part, within County Centers and Corridors, the Planning Board shall find that there will be adequate public pedestrian and bikeway facilities to serve the proposed subdivision and the surrounding area.

- 1. The finding of adequate public pedestrian facilities shall include, at a minimum, the following criteria:**
 - a. The degree to which the sidewalks, streetlights, street trees, street furniture, and other streetscape features recommended in the Countywide Master Plan of Transportation and applicable area master plans or sector plans have been constructed or implemented in the area; and**
 - b. The presence of elements that make is safer, easier and more inviting for pedestrians to traverse the area (e.g., adequate street lighting, sufficiently wide sidewalks on both sides of the street buffered by planting strips, marked crosswalks, advance stop lines and yield lines, “bulb out” curb extensions, crossing signals, pedestrian refuge medians, street trees, benches, sheltered commuter bus stops, trash receptacles, and signage. (These elements address many of the design**

features that make for a safer and more inviting streetscape and pedestrian environment. Typically, these are the types of facilities and amenities covered in overlay zones).

- 2. The finding of adequate public bikeway facilities shall, at a minimum, include the following criteria:**
 - a. The degree to which bike lanes, bikeways, and trails recommended in the MPOT and applicable area master plans or sector plans have been constructed or implemented in the area;**
 - b. The presence of specially marked and striped bike lanes or paved shoulders in which bikers can safely travel without unnecessarily conflicting with pedestrians or motorized vehicles;**
 - c. The degree to which protected bike lanes, on-street vehicle parking, medians or other physical buffers exist to make it safer or more inviting for bicyclists to traverse the area; and**
 - d. The availability of safe, accessible and adequate bicycle parking at transit stops, commercial areas, employment centers, and other places where vehicle parking, visitors, and/or patrons are normally anticipated.**

The Planning Board finds that the sidewalks and bicycle lanes proposed by the applicant on-site, and the proffered bikeshare station and bus shelter are adequate bicycle and pedestrian facilities to serve the subject property. The sidewalks proposed on-site and along Cherrywood Lane complement the Complete Streets network envisioned in the area master plan, while the bikeshare station will facilitate bicycle trips in the area and the bus shelter will provide enhanced transit accommodations consistent with the examples for adequate pedestrian and bikeway facilities mentioned in Section 24-124.01(d).

- 10. Transportation**—The PPS is required to consolidate three existing parcels into one parcel and to convert a proposed commercial subdivision in the C-O Zone to a residential subdivision. Transportation-related findings related to adequacy are made with this PPS, along with any determinations related to dedication, access, and general subdivision layout. Access and circulation are proposed by means of private driveways from existing Cherrywood Lane.

The site has been previously platted pursuant to PPS 4-94080 approved in 1994 with a trip cap of 945 AM and 875 PM peak-hour trips. Per Condition 2 of the resolution approving PPS 4-94080, the applicant was required to make a \$250,000 payment within 60 days of the advertisement of the MD 201 project by SHA. This payment was to be made regardless of whether the applicant was ready to seek building permits or not, and the applicant has provided a letter from SHA to the Planning Board, dated May 12, 1998 (Kowalski to Hewlett) stating that the \$250,000 payment was made to SHA. Per Condition 2, this payment entitled the applicant to develop up to

200,000 square feet of office space as Phase I of this development. The MD 201 roadway project referenced by the condition has been constructed and has been operational for nearly 20 years.

As noted above, the payment entitled the applicant to construct up to 200,000 square feet of office space as part of Phase I of the development, which would generate 400 AM and 370 PM peak-hour trips. The applicant has determined that the current proposal of 354 multifamily residences would generate 184 AM and 212 PM peak-hour trips. This trip generation would fall within the overall trip cap for the site. It also falls within Phase I as allowed by the payment that was made. There were other payments and transportation demand management requirements under the conditions that would have been triggered by later phases of development. Under this PPS, the residential trips will never exceed the equivalency of 200,000 square feet of office space, and so these additional requirements will never be triggered.

The subject property is located within Transportation Service Area 2, as defined in Plan 2035. As such, the subject property is evaluated according to the following standards:

Links and Signalized Intersections: Level of Service D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better.

Unsignalized Intersections: The procedure for unsignalized intersections is not a true test of adequacy, but rather an indicator that further operational studies need to be conducted. A three-part process is employed for two-way stop-controlled intersections:

(a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed.

The table below summarizes the trip generation in each peak-hour that was used in reviewing conformance with the trip cap for the site:

Trip Generation Summary: 4-19010: Greenbelt Metro								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Proposed Development for 4-19010								
Multifamily Residences	354	units	35	149	184	138	74	212
Total Proposed Trips for 4-19010			35	149	184	138	74	212
Trip Cap – 4-94080					945			875
Recommended Trip Cap for 4-19010					184			212

The applicant provided a trip generation memorandum as a part of the submittal. A traffic study was not needed because the site was previously platted pursuant to PPS 4-94080 with a trip cap of 945 AM and 875 PM peak-hour trips. Those trips have remained with the site as the subject properties were platted, in accordance with PPS 4-94080. The Planning Board concludes that the proposal is consistent with the trip cap established by the underlying platted subdivision. The subject PPS supersedes PPS 4-94080 for the subject site.

It is the Planning Board's understanding that the City of Greenbelt believes that a signal may be needed at the intersection of Cherrywood Lane, Ivy Lane, and the proposed site access, and that this applicant should have a responsibility for studying that signal and funding it. As previously stated, the Planning Board authorized the use of payments, described in Conditions 1 and 2 of the resolution for PPS 4-94080, in lieu of requiring the improvements listed in findings on pages 8 through 10 of the resolution.

This list of improvements included possible signalization of this intersection. The resolution clearly states that with the payment in 1998 of the \$250,000 that this applicant is entitled to obtain permits for up to 200,000 square feet of office space. This is equivalent to 285 AM and 295 PM trips, and the current proposal for 354 apartments generates 184 AM and 212 PM trips, which is recommended as the new trip cap for the site. The site has an entitlement achieved through platting the 1994 PPS and has paid money to gain entitlement to obtain building permits. The City owns and maintains Cherrywood Lane, and the City would have the authority to require improvements along the frontage and at the site's accesses. The exercise of that authority would provide a legal means of studying and obtaining funding for the signal at the site access, if warranted by the traffic impact study required by the City pursuant to the MOU between the City and the applicant. This is discussed in more detail in Finding 18 below.

The site is adjacent to Cherrywood Lane, a collector facility designated by the MPOT. Likewise, the Capital Beltway F-1 freeway facility is adjacent to the site. Dedication, in accordance with the master plan requirements, has occurred along both facilities with the platting of the site.

The Maryland Department of Transportation (MDOT) is currently conducting the I-495 and I-270 Managed Lanes Study. The subject site is adjacent to I-495, and alternatives under study as a part of this project may extend onto the subject site. The I-495 and I-270 Managed Lanes Study is not included in the MPOT or as part of the ultimate right-of-way for the area. It is strongly recommended that the applicant coordinate with MDOT and/or SHA to identify potential impacts.

The prior application A-9540-C included the following condition:

The rezoning approved herein is subject to the condition that a development phasing plan be approved by the Planning Board at the time of subdivision. In this plan, transportation needs shall be assessed for each phase, to assure that necessary transportation improvements will be in place when they are needed.

The applicant has indicated that PPS 4-94080 included findings and conditions, which were consistent with the conditional zoning approval.

Conformance to Section 24-124 was found with the approval of PPS 4-94080 (PGCPB Resolution No. 94-333), and several conditions were included with that approval, as noted below:

- 1. Prior to the issuance of any building permit for the first 200,000 square feet (or equivalent development generating 400 AM and 370 PM peak-hour trips), a payment in the amount of \$311,000 shall be made to the Department of Public Works and Transportation (DPW&T). Prior to the issuance of any building permit in excess of the first 200,000 square feet (or equivalent development generating 400 AM and 370 PM peak-hour trips) and up to 400,000 square feet (or equivalent development generating 800 AM and 740 PM peak-hour trips), an additional payment in the amount of \$311,000 shall be made to DPW&T. Prior to the issuance of any permit in excess of the first 400,000 square feet (or equivalent development generating 800 AM and 740 PM peak-hour trips), the final payment in the amount of \$311,000 shall be made to DPW&T. Each payment shall be adjusted by the annual Composite Bid Price Index compiled by the Federal Highway Administration, with the base year being 1994.**

This condition is related to Condition 2, and a payment of \$250,000 was made pursuant to Condition 2 in 1998 and thus, this condition was satisfied with that payment.

- 2. In the event the County or State are prepared to construct the improvements summarized as "MD 201 at Ivy Lane" (CIP project no. FD666051) and are ready to release the project for advertisement of the bid for construction, the owners shall be obligated to pay \$250,000 to DPW&T even if the owners are not ready to apply for the first building permit. In such event, the owners shall deliver payment of the \$250,000 to DPW&T 60 days before advertisement of the project for construction bids, but only after receipt of written notice six months before the \$250,000 is due to be paid. After payment of the \$250,000, the first office building up to 200,000 square feet in size (or equivalent development generating 400 AM and 370 PM peak-hour trips) may be permitted without the requirement for any payment.**

Although development proposed by PPS 4-94080 never occurred, the applicant provided the \$250,000 payment associated with the "MD at Ivy Lane" project in 1998. As such, the applicant was entitled to develop up to 200,000 square feet of office space or an equivalent development generating 400 AM and 370 PM peak-hour trips. The subject PPS includes 354 residential dwelling units, which would generate fewer trips than the initially permitted 200,000 square feet of office development. Since the current development will neither exceed the trips

associated with the 200,000 square feet of office nor the subsequent phases of development envisioned in the 4-94080 PPS, it is not necessary to retain these conditions in this approval. A new PPS, with an assessment of adequacy at that time, shall be required for any amount of development proposed for the subject site that would exceed the peak-hour trips associated with the 354 residential dwellings; 184 AM and 212 PM peak-hour vehicle trips.

Based on the findings presented in this section, the Planning Board concludes that adequate transportation facilities will exist to serve the subject subdivision, as required under Section 24-124.

11. **Schools**—This PPS has been reviewed for impact on school facilities, in accordance with Section 24-122.02 of the Subdivision Regulations, and the results of the analysis are as follows:

**Impact on Affected Public School Clusters
Multifamily Attached Dwelling Units**

Affected School Clusters #	Elementary School Cluster #1	Middle School Cluster #1	High School Cluster #1
Dwelling Units	354	354	354
Pupil Yield Factor	0.119	0.054	0.074
Subdivision Enrollment	42	19	26
Actual Enrollment in 2018	9,602	4,452	5,514
Total Enrollment	9,570	4,435	5,539
State Rated Capacity	8,780	4,032	5,770
Percent Capacity	109%	110%	96%

Section 10-192.01 of the Prince George’s County Code establishes school facilities surcharges and an annual adjustment for inflation. The current amount is \$16,698, as this project falls outside of I-95/I-495. This fee is to be paid to Prince George’s County at the time of issuance of each building permit.

12. **Public Facilities**—In accordance with Section 24-122.01, water and sewerage, police, and fire and rescue facilities are found to be adequate to serve the subject site, as outlined in a memorandum from the Special Projects Section dated August 16, 2019 (Hancock to Davis), incorporated by reference herein.
13. **Use Conversion**—The total development included in this PPS is for 354 multifamily units in the C-O and D-D-O Zone. If a substantial revision to the mix of uses on the subject property is proposed that affects Subtitle 24 adequacy findings, as set forth in the resolution of approval and reflected on the PPS, that revision of the mix of uses shall require approval of a new PPS, prior to approval of any building permits.

- 14. Public Utility Easement (PUE)**—In accordance with Section 24-122(a), when utility easements are required by a public company, the subdivider shall include the following statement in the dedication documents recorded on the final plat:

“Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748.”

The standard requirement for public utility easements is 10 feet wide along both sides of all public rights-of-way. The property’s frontage abuts Cherrywood Lane, which is a public road, and the subject PPS provides the required PUE.

- 15. Historic**—A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low. The subject property does not contain, and is not adjacent to, any Prince George’s County historic sites or resources. This proposal will not impact any historic sites, historic resources, or known archeological sites. A Phase I archeology survey is not required.

- 16. Environmental**—The following applications are previously reviewed for the subject property:

Development Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
NRI-185-2018	N/A	Staff	Approved	2/01/2019	N/A
4-19010	TCP1-009-2019	Planning Board	Approved	10/10/2019	19-118

Proposed Activity

The current application is for the consolidation of three lots into one parcel for development of two multifamily residential buildings.

Grandfathering

The project is subject to the current regulations of Subtitle 25 (2010 Woodland and Wildlife Habitat Conservation Ordinance) and Subtitle 27, that came into effect on September 1, 2010 and February 1, 2012, because the application is for a new PPS.

Master Plan Conformance

Conformance with the Green Infrastructure Plan

The site is within the designated network of the *Countywide Green Infrastructure Plan of the Approved Prince George’s County Resource Conservation Plan: A Countywide Functional Master Plan* and contains Regulated and Evaluation Areas. The mapped Regulated Areas extend onto the site beyond the regulated floodplain and the remainder of the site is mapped as Evaluation Area.

The site was cleared and graded prior to the enactment of the Woodland and Wildlife Habitat Conservation Ordinance (WCO). While proposed development will impact regulated environmental features, these features are located within the limits of previous disturbance and are not currently wooded. Two wooded areas located on the southeastern corner of the site are proposed to be cleared. These areas are within the Evaluation Area and have regenerated since the initial clearing. Minor clearing for a SWM outfall is proposed within the Regulated Area.

While the Green Infrastructure elements mapped on the subject site will be impacted, the overall site has been graded under previous approvals and the design of the site meets the zoning requirements and the intent of the growth pattern established in Plan 2035.

Conformance with the Sector Plan

The site is within the 2013 Greenbelt Metro Area and MD 193 Corridor Sector Plan and SMA. The site is mapped within the Capital Office Park Focus Area of the plan and is designated as Commercial (office and/or retail) land use. The Capital Office Park portion of the plan does not include specific environmental related policies or strategies. However, the environmental policies and strategies that are included in the sector plan are reflected in the Environmental Regulations, which are discussed in the next section.

Environmental Review

Natural Resources Inventory Plan/Existing Features

An approved Natural Resources Inventory, NRI-185-2018, was submitted with the application. There is a primary management area (PMA) comprised of streams and wetlands including their associated buffers, and floodplain. The forest stand delineation indicates the presence of two forest stands in the early to mid-successional stages. The site has 3.70 acres of gross tract woodland and no specimen trees.

Regulated Environmental Features

The site contains regulated environmental features, which are required to be preserved and/or restored to the fullest extent possible under Section 24-130(b)(5) of the Subdivision Regulations. The on-site regulated environmental features include streams and their associated 60-foot-wide buffers, wetlands and their associated 25-foot-wide buffers, and the 100-year floodplain.

Statement of Justification for impacts to Regulated Environmental Features

A statement of justification (SOJ) dated August 29, 2019 and associated exhibit were submitted by the applicant and included a request for seven PMA impacts associated with a pond and outfall, parking, micro-bioretenion, SWM facilities, a building, and areas associated with compensatory floodplain storage. These impacts total 1.77 acres of the overall 5.77-acre PMA, located on the 15.89-acre property.

The site was rough graded prior to the enactment of the WCO for the installation of a SWM pond and the installation of a sewer main that serves the adjacent federal courthouse, the subject site, and part of the office park on the south side of Cherrywood Lane. The sewer line has a 20-foot easement and is located largely within the PMA along the eastern and northern property boundaries.

Analysis of Impacts

Based on the SOJ, the applicant requested a total of seven impacts noted below:

Impacts 1, 2, 6, and 7: SWM Pond and Outfall, Compensatory Storage, and Bioretention Facilities

The existing SWM pond located on-site is functioning as designed under the regulations that were in place at the time of construction. Revisions to the pond to accommodate the development would require that the existing pond be redesigned under the current regulations and modified on-site accordingly. These revisions would require the pond to be raised and enlarged significantly, which would result in more PMA impacts than the approved design. For these reasons, the applicant proposed a separated SWM facility to address the requirements of the residential development.

The SWM pond has been placed in the lowest possible area of the site while not impacting the existing on-site sewer line and providing the required water quality and quantity controls required by code. The bioretention areas have been placed to provide water quality prior to draining into the proposed pond. The stormwater design and associated compensatory floodplain storage, along with a floodplain waiver have been approved by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) in SWM Concept Plans 59556-2018 and 58937-2018, respectively.

Impacts 3 and 4: Parking Areas

The parking was designed such that terminus of one parking bay is within the PMA, which accounts for approximately seven parking spaces. The on-site parking is located between the pond, bioretention areas, and the proposed building and is needed to serve the site. Compensatory storage for the impacts to the floodplain has been approved by DPIE.

Impact 5: Building and General Development

The site was previously rough graded and very little woodland has regenerated on the site. While the design for a proposed clubhouse building is located within the existing floodplain, this area was previously disturbed and is not wooded. DPIE has approved the SWM concept plan and floodplain waiver allowing the building in its proposed location because the ultimate floodplain elevation will be below the building.

The TCP1 showed planting within the PMA on the eastern portion of the site to the extent practicable. This planting cannot meet the woodland conservation requirements because the sewer connection is located in the stream valley, which reduces the width of the available planting area. However, the planting will meet the landscaping requirements, which may also allow for woodland conservation credits. Additional detail regarding this planting area must be provided.

The regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible based on the limits of disturbance shown on the submitted TCP.

Woodland Conservation

This property is subject to the provisions of the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the gross tract area is greater than 40,000 square feet and there are more than 10,000 square feet of existing woodlands. A Type 1 Tree Conservation Plan (TCP1-009-2019) was submitted with this PPS.

The TCP1 shows a woodland conservation threshold of 1.57 acres and a woodland conservation requirement of 3.32 acres. The worksheet shows this requirement will be met through a combination of 3.04 acres of off-site woodland conservation credits, and 0.28 acre of on-site landscape credits. The on-site landscape credits are comprised of two separate proposed landscape areas located in the northern corner of the property. The first proposed landscape area is 0.055 acre (2,396 square feet), which cannot be credited, as it does not meet the minimum 5,000 square-foot requirement to receive credit per Section 25-122(b)(1)(I). The second proposed landscape area is 0.227 acre (9,888 square feet), which meets the minimum 5,000 square feet requirement, but cannot be fully credited, as portions of this landscape area do not meet the minimum 35-foot-width requirement per Section 25-122(b)(1)(J). Both of these landscape areas may also potentially overlap with required SWM easements not currently shown on the TCP1 plan. Both of these areas must be revised to meet the required size, width, and location requirements to be credited.

17. **Urban Design**—The development of 354 multifamily residential dwellings will be subject to DSP approval. There is no previously approved DSP governing this site.

Conformance with the Zoning Ordinance and the D-D-O Zone of the 2013 Greenbelt Metro Area and MD 193 Corridor Sector Plan and SMA

At the time of DSP, conformance with the applicable D-D-O Zone standards will be analyzed. The D-D-O Zone standards replace the standards and regulations required by the Zoning Ordinance. Wherever a conflict between the sector plan and the Zoning Ordinance or 2010 *Prince George's County Landscape Manual* (Landscape Manual) occur, the D-D-O Zone shall prevail. For development standards not covered by the Sector Plan, the Zoning Ordinance or Landscape Manual requirements, govern the site, as stated in Section 27-548.04.

This PPS approves one parcel for the multifamily dwelling units, which is a permitted use pursuant to the D-D-O Zone use table. Based on the preliminary design, as shown on the TCP1, the proposed multifamily residential buildings do not comply with the D-D-O design standards, which shall be further reviewed at the time of DSP and may require revisions to the proposed development or modifications to design standards pursuant to Section 27-548.25(c).

Conformance with the 2010 Prince George's County Landscape Manual

Unless modified by the development district standards as stated on page 206 of the Greenbelt Metro Area and MD 193 Sector Plan and SMA, the proposed development is subject to the requirements of the Landscape Manual, including the following sections:

- a. Section 4.1, Residential Requirements
- b. Section 4.2, Requirements for Landscape Strips Along Streets
- c. Section 4.3, Parking Lot Requirements
- d. Section 4.4, Screening Requirements
- e. Section 4.9, Sustainable Landscaping Requirements
- f. Section 4.10, Street Trees along Private Streets

Conformance with the requirements of the Landscape Manual will be evaluated at time of DSP.

Conformance with the Tree Canopy Coverage Ordinance

Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development project that proposes more than 5,000 square feet of gross floor area, or disturbance, and requires a grading permit. Properties zoned C-O are required to provide a minimum of 10 percent of the gross tract area to be covered by tree canopy. The subject site is 15.89 acres in size and requires 1.59 acres of tree canopy coverage. Compliance with this requirement will be further evaluated at the time of DSP review.

- 18. City of Greenbelt**—The Greenbelt City Council convened on September 23, 2019 and reviewed the subject application. By letter dated September 24, 2019 (Jordan to Hewlett), the City of Greenbelt provided their support for this PPS with requested conditions. The recommended City Conditions 1 through 5 below have either been addressed in other findings and conditions herein; will be carried out through the permitting process authorized by the City of Greenbelt; or, as communicated to staff by the applicant and the City, will be executed through a Memorandum of Understanding between the applicant and the City of Greenbelt. The City’s recommended conditions are provided below in **BOLD**, with comments provided immediately following:

- 1. The applicant shall obtain a construction in the right-of-way permit from the City of Greenbelt for the construction of the proposed access drives on Cherrywood Lane, and frontage improvements prior to the issuance of the first building permit. The access permit application shall include a traffic impact study. The traffic impact study shall be conducted in accordance with the adopted M-NCPPC Transportation Guidelines, which shall also include an unsignalized intersection analysis for the Cherrywood Lane and Ivy Lane intersection. If that intersection fails the applicable unsignalized intersection analysis, the applicant shall then provide a signal warrant analysis, as required by the City, and if traffic improvements are required as a result of the findings of the traffic impact study, said improvement shall be funded and constructed by the applicant, with timing to be agreed upon prior to the issuance of the first building permit.**

As detailed in the Transportation finding, a traffic impact study was not warranted with this PPS because a required payment, conditioned from the previously approved PPS on the site, was made in 1998, which entitled the development of up to 200,000 square feet of office space on the subject site. It has been determined that the residential development approved with this PPS will fall within the trip cap entitled with the office development

for which the payment was made. The requirements stated herein may be carried out by the City of Greenbelt at the time of permitting.

2. **The applicant shall construct frontage improvements along Cherrywood Lane that include sidewalk, bike lane, lighting, bus stop/shelter, and street trees consistent with the City's approved Complete and Green Street Policy. In addition, the applicant agrees to contribute \$100,000.00 towards the City's Cherrywood Lane Complete and Green Street Project. Timing of said contribution shall be agreed upon prior to the issuance of the first building permit by the City.**

Ultimate frontage improvements associated with the development are determined by the City of Greenbelt, which has authority over the permitting of roadway improvements on Cherrywood Lane. The recommended City Condition 2 above will be determined by the City of Greenbelt at the time of permitting.

3. **The applicant agrees to provide off-site woodland mitigation/conservation in conformance with and pursuant to Subtitle 25 of the County Code and the Woodland and Wildlife Habitat Conservation Technical Manual, and agrees to work with the City to identify if there are any suitable woodland mitigation banks within the City. All costs associated with such mitigation shall be the responsibility of the Applicant.**

The TCP1 provides off-site woodland conservation in conformance with Subtitle 25. The location of off-site woodland conservation is prioritized from woodland conservation banks in the same sub-watershed as the site; then from banks within the same watershed; and lastly from banks within the county. The location of off-site woodland conservation will be addressed at the time of permitting for the project. The Planning Board has no objection to the meeting of off-site woodland conservation in the City, if such location is consistent with the locational priorities established in Subtitle 25.

4. **Excluding non-native invasive species, the applicant agrees to mitigate the loss of trees (≥6 inches in caliber) in the stream buffer associated with utility installation and grading operations. At the time of Detailed Site Plan, a mitigation plan shall be submitted for review by the City of Greenbelt.**

All required tree conservation requirements will be addressed with the submitted TCP1, in which the clearing in the stream buffer does not require replanting as part of an approved impact to the PMA. The provision of a mitigation plan for the loss of trees in the stream buffer, as part of the approved PMA impact, for utility installation and grading is not required, and would be above and beyond what is required by the Environmental Technical Manual. It has been communicated to staff that this condition will be reflected in a Memorandum of Understanding agreement between the applicant and the City of Greenbelt.

5. **At the time of Detailed Site Plan, the applicant shall submit a Phase II noise study in accordance with M-NCPPC guidelines for review by the City.**

Conditions of this approval address mitigation of noise on the site.

6. **At the time of Detailed Site Plan, the applicant shall submit a recreation package to the County and to the City of Greenbelt that includes details of the private recreational facilities in accordance with the standards outlined in the Prince George's County Park and Recreation Facilities Guidelines to include a pool and associated club house and amenities, pet spa, pet wash equipment, dog park, tot lot, and community garden. In addition, the applicant agrees to contribute \$50,000.00 to the City's Parks and Recreation Department for use towards City improvements planned for the Springhill Lake Recreation Center. Timing of said contribution shall be agreed upon prior to the issuance of the first building permit by the City.**
7. **Prior to the submission of a final record plat, the Applicant agrees to execute a Private Recreation Facilities Agreement with the City to provide for the retention and future maintenance of proposed private recreation facilities. The executed agreement shall be recorded among the land records of Prince George's County.**

The recommended City Conditions 6 and 7 above are pursuant to the City's request for the mandatory dedication of parkland requirement to be met with the provision of a fee-in-lieu and private recreational facilities. These two conditions have been incorporated within the Planning Board's approval.

19. **Noise**—This PPS proposes one residential parcel adjacent to I-95/I-495, a master-planned freeway. In order to address the noise generated by the freeway, the parcel is required to be platted with a depth of 300 feet, in accordance with Section 24-124(a)(4), and the PPS shows the required lot depth.

A Phase I noise analysis dated March 20, 2019 was prepared by Phoenix Noise and Vibration and was submitted by the applicant with this PPS. The analysis measured road noise from I-95/I-495 and Cherrywood Lane. The analysis addressed outdoor noise based on conceptual building location and the noise measurement results indicate that the site will be subject to noise levels above 65 dBA Ldn (day-night average noise level). The analysis further indicated that while areas of the site will be impacted by the 65 dBA Ldn noise contour, outdoor activity areas proposed on-site will be maintained below the 65 dBA Ldn noise limit based on the conceptual building location provided in the analysis. The noise study concluded that the proposed multifamily buildings will be impacted by noise levels above 65 dBA Ldn, and further analysis of the building architecture would be needed to determine whether an interior noise level of 45 dBA Ldn for the residences could be maintained. A Phase II noise analysis, which evaluates whether the building structures proposed will mitigate the noise impacts, should be provided prior to the acceptance of the DSP. To ensure that the necessary interior noise levels are maintained, at the time of building permit, all residential buildings should have acoustical certification, which shows that building shells have been designed to reduce interior noise levels to 45 dBA Ldn or less.

20. Planning Board Hearing—At the Planning Board Hearing, there was a discussion by the Planning Board and testimony given in regard to the applicability of the footnotes and council bill references found in the D-D-O Zone use table within the 2013 Greenbelt Metro Area and MD 193 Corridor Sector Plan and SMA. Testimony was given by Mr. Chad Williams, who was the project manager and principal author for the sector plan and SMA. In his testimony, Mr. Williams reaffirmed the Planning Board’s interpretation, as detailed in Finding 2 above, on the applicability of footnotes and council bill references found in the D-D-O Zone use table. Mr. Williams provided a discussion on the history and development of the sector plan and SMA and indicated that there was consideration and a deliberative action by the District Council to not include in the D-D-O Zone use table, Footnote 46, which provides specific requirements for multifamily dwellings in the C-O Zone, found in the use table of Section 27-461 of the Zoning Ordinance. Legal counsel for the opposing party argued that Section 27-548.23(b) prevents the D-D-O Zone standards from permitting density in excess of that permitted in the underlying zone. However, Mr. Williams concluded that the SMA, which placed the subject property in the D-D-O Zone, superseded the prior C-O zoning for the property, the applicability of the footnotes found in the Zoning Ordinance for the C-O Zone, and Section 27-548.23(b). In consideration of the testimony given by Mr. Williams, the legal analysis provided by the Planning Board’s Principal Counsel, and other evidence presented at the public hearing, the Planning Board disagreed with the opposing arguments and adopted the findings and legal conclusions regarding the applicability of Footnote 46 and Section 27-548.23(b), as recommended by technical staff and its Principal Counsel.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board’s action must be filed with Circuit Court for Prince George’s County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, Doerner, and Hewlett voting in favor of the motion at its regular meeting held on Thursday, October 10, 2019, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 31st day of October 2019.

Elizabeth M. Hewlett
Chairman

By Jessica Jones
Planning Board Administrator

EMH:JJ:CD:gh

October 18, 2019

MEMORANDUM

TO: Thomas Burke, Urban Design Section, Development Review Division

VIA: Howard Berger, Supervisor, Historic Preservation Section, Countywide Planning Division *HB*

FROM: Jennifer Stabler, Historic Preservation Section, Countywide Planning Division *JAS*
Tyler Smith, Historic Preservation Section, Countywide Planning Division *TAS*

SUBJECT: DSP-19014: Greenbelt Metro


The subject property comprised 15.89 acres on the north side of Cherrywood Lane, approximately 800 feet west of its intersection with Kenilworth Avenue. The subject application proposes a multifamily development with 354 units and a clubhouse. The subject property is Zoned C-O and D-D-O.

A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any Prince George's County historic sites or resources. This proposal will not impact any historic sites, historic resources or known archeological sites. A Phase I archeology survey is not recommended. Historic Preservation staff recommends approval of DSP-19014: Greenbelt Metro with no conditions.

December 17, 2019

MEMORANDUM

TO: Thomas Burke, Planner Coordinator, Urban Design Section,
Development Review Division

VIA: David A. Green, MBA, Master Planner, Community Planning Division 

FROM: Daniel Sams, Planner Coordinator, Neighborhood Revitalization Section, *DS*
Community Planning Division

SUBJECT: **DSP-19014 Greenbelt Metro**

FINDINGS

Community Planning Division staff find that, pursuant to Section 27-548.26(b)(2)(A) and (b)(5), the proposed amendments to the Greenbelt Metro Area and MD 193 Corridor Development District Overlay Zone and the proposed modification to the parking spaces size requirement set forth in 27-558(a) conform with the purposes and recommendations for the Development District, as stated in the 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan*.

Community Planning Division staff find that, pursuant to Section 27-548.25(b) of the Zoning Ordinance this Detailed Site Plan application does not meet a Building Form: Parking Access standard of the Greenbelt Metro Area and MD 193 Corridor Development District Overlay Zone. The applicant will need to request an amendment to the Development District Standards to meet the requirements of the Zoning Ordinance.

BACKGROUND

Application Type: Detailed Site Plan in a Development District Overlay Zone

Location: 6400, 6410, and 6420 Cherrywood Lane, Greenbelt, MD 20770

Size: 15.89 acres

Existing Uses: Unimproved

Proposal: Multifamily development with 354 units and a clubhouse

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: The property is in the Greenbelt Metro Regional Transit District. “Plan 2035 recommends directing the majority of future employment and residential growth in the County to the Regional Transit Districts. These medium- to high-density areas are envisioned to feature high-quality urban design, incorporate a mix of complementary uses and public spaces, provide a range of transportation options—such as Metro, bus, light rail, bike and car share, and promote walkability. They will provide a range of housing options to appeal to different income levels, household types, and existing and future residents,” (p.19). The property is also located in an Employment Area. “Plan 2035 recommends continuing to support business growth in these geographic areas—in particular in the targeted industry clusters—concentrating new business development near transit where possible, improving transportation access and connectivity, and creating opportunities for synergies,” (p. 19). The property is also located in the Innovation Corridor. “The Innovation Corridor capitalizes on the synergy that comes from businesses, research institutions, and incubators being in close proximity to one another. The Innovation Corridor has countywide importance as a key opportunity to leverage existing strengths and act as an employment catalyst,” (p. 288).

Sector Plan: *2013 Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan* identifies the approved future land use as “Commercial (Office and/or Retail)” on the subject property (p. 91). The property is located within the Capital Office Park Focus Area (p. 93).

Planning Area: 67

Community: Greenbelt & Vicinity

Aviation/MIOZ: This application is not located within an Aviation Policy Area or the Military Installation Overlay Zone.

SMA/Zoning: The *2013 Approved Greenbelt Metro Area and MD 193 Corridor Sectional Map Amendment* retained the subject property in the C-O (Commercial Office) Zone and superimposed a DDOZ (Development District Overlay) Zone.

REQUESTED AMENDMENTS TO DEVELOPMENT DISTRICT STANDARDS

Community Planning Division staff find that, pursuant to Section 27-548.26(b)(2)(A) and (b)(5), the following proposed amendments to the Greenbelt Metro Area and MD 193 Corridor Development District Overlay Zone conform with the purposes and recommendations for the Development District, as stated in the *2013 Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan*:

Standard	Page	Requested Amendment
Building Form: Capital Office Park: Lot Occupation	219	Reduction in frontage buildout at the build-to line from minimum of 60% to 39.7%
Orientation, Build-to Lines, and Yards: Build-to Lines	219	Increase in building setback from required 15-20 feet to 29.6 feet for Building 1000 and 22.87 feet for Building 2000

Building Form: Parking Requirements	225	Increase in maximum number of parking spaces from 420 to 454
Building Form: Parking Requirements	226	Reduction in minimum number of bicycle parking spaces from 177 to 136
Building Form: Parking Access	227	Increase in maximum vehicular access drive width from 22 feet to 55 feet
Building Form: Parking Lots, Load and Service Areas	228	Conceal parking lot by evergreen shrubs rather than wall or fence.
Architectural Elements: Street Screens	236	Install black chain-link fence around stormwater management facility at rear of property for safety and to discourage trespassing.

- c: Long-range Agenda Notebook
 Frederick Stachura, J.D., Planning Supervisor, Neighborhood Revitalization Section
 Community Planning Division

November 19, 2019

MEMORANDUM

TO: Tom Burke, Urban Design Section, Development Review Division
VIA: Tom Masog, Transportation Section, Countywide Planning Division
FROM: Glen Burton, Transportation Section, Countywide Planning Division
SUBJECT: **DSP-19014: Greenbelt Metro**

The Transportation Planning Section has reviewed the Detailed Site Plan (DSP-19014) application referenced above. This proposed development was the subject of a previously approved Preliminary Plan of Subdivision (PPS) 4-19010. This application proposes the construction of 354 multifamily dwelling units.

Background

Pursuant to PGCPB No. 19-118, the subject property is the subject of an approved PPS that was approved on October 10, 2019. The development was approved with multiple conditions, including the following that pertains to transportation:

3. *Development of the site shall be limited to uses that would generate no more than 184 AM and 212 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.*

Status: The development densities being proposed are consistent with the approved PPS. Consequently, this trip cap has not been exceeded.

Site Plan Review

A DSP review from the standpoint of transportation, is usually focused on site access and on-site vehicular circulation. This plan shows two full-movement access points on Cherrywood Lane, whose locations are consistent with the PPS phase of the development. Regarding on-site circulation, staff finds the site layout to be acceptable.

The parking analysis shows that 525 spaces would normally be required to serve the number of units being proposed. However, pursuant to the requirements of a development district overlay zone (DDOZ), this applicant is allowed a minimum of 368 surface spaces and a maximum of 420 surface spaces. A total of 418 surface spaces are being provided. Staff finds this acceptable.


Transportation Staff Conclusions

The Transportation Planning Section concludes that the detailed site plan is deemed acceptable from the standpoint of transportation.

December 16, 2019

MEMORANDUM

TO: Thomas Burke, Development Review Division

FROM:  Fred Shaffer, Transportation Planning Section, Countywide Planning Division

SUBJECT: **Detailed Site Plan Review for Non-Motorized Transportation Master Plan Compliance**

The following detailed site plan (DSP) was reviewed for conformance with the *Approved Countywide Master Plan of Transportation (MPOT)* and the *2010 Approved Central Annapolis Road Sector Plan* to provide the appropriate pedestrian and bicycle transportation recommendations.

Detailed Site Plan Number: DSP-19014

Development Case Name: Greenbelt Metro

Type of Master Plan Bikeway or Trail

Municipal R.O.W.*	<u>X</u>	Public Use Trail Easement	<u> </u>
PG Co. R.O.W.*	<u> </u>	Nature Trails	<u> </u>
SHA R.O.W.*	<u>X</u>	M-NCPPC – Parks	<u> </u>
HOA	<u> </u>	Bicycle Parking	<u>X</u>
Sidewalks	<u>X</u>	Trail Access	<u> </u>

Detailed Site Plan Background	
Building Square Footage (non-residential)	n/a
Number of Units (residential)	354
Abutting Roadways	Cherrywood Lane
Abutting or Nearby Master Plan Roadways	Cherrywood Lane
Abutting or Nearby Master Plan Trails	Sidewalks and bike lanes
Proposed Use(s)	Multifamily Units
Zoning	M-U-I
Centers and/or Corridors	Greenbelt Metro Center
Prior Approvals on Subject Site	4-19010

Previous Conditions of Approval

Approved Preliminary Plan (PPS) 4-19010 included numerous conditions of approval related to bicycle and pedestrian access:

5. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2013 *Approved Greenbelt Metro Area* and MD 193 Corridor Sector Plan and Sectional Map Amendment, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following:
 - a. A minimum 5-foot sidewalk along the subject site's entire frontage of Cherrywood Lane, unless modified by the City of Greenbelt.
 - b. Retain the existing bike lane along Cherrywood Lane, during the implementation of road frontage improvements, unless modified by the City of Greenbelt.

Comment: The submitted detailed site plan reflects the standard sidewalk along most of the subject property's frontage of Cherrywood Lane. Prior to signature approval, the plans shall be revised to include the sidewalk along the site's entire frontage, unless modified by the City of Greenbelt. The retention of the bike lanes can be enforced by the City of Greenbelt at the time of access permits or at the time of road resurfacing.

6. Prior to the approval of the first building permit for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities as designated below, in accordance with Section 24-124.01 of the Subdivision Regulations, have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:
 - a. One bikeshare docking station on the subject site to enable this form of transportation to be used by residents and visitors at the subject site. The vendor of the bikeshare must be approved by the Prince George's County Department of Public Works and Transportation (DPW&T). The final location of this docking station will be selected by the County and the applicant, based upon the requirements of the bikesharing system, and in a highly visible, convenient, and well-lit location on the subject site. The location requires at least four hours of solar exposure per day year-round. In the event an appropriate location cannot be located on-site that meets bikeshare siting criteria, DPW&T will select another off-site location for the station based upon the requirements of the bikesharing system in the County, as close as possible to the subject site.
 - b. The applicant shall allow the Prince George's County Department of Public Works and Transportation or its contractors/vendors access to the subject site to install, service, and maintain the bikeshare station.
 - c. Installation of one bus shelter at a location serving the subject site and complying with the requirements of Section 24-124.01.

Comment: The bikeshare station and bus shelter are shown on the submitted DSP consistent with Condition 6.

7. Prior to acceptance of a detailed site plan, an exhibit shall be provided that illustrates the location, limits, and details of the bikeshare station and off-site bus shelter improvement approved with Preliminary Plan of Subdivision, PPS 4-19010, consistent with Section 24-124.01(f) of the Subdivision Regulations.

Comment: The proposed bikeshare station and bus stop improvements are included on the submitted DSP and details for the facilities are incorporated into the plan sheets. No additional exhibit is necessary.

Review of Internal Sidewalk and Trail Improvements

The internal sidewalk network is comprehensive, connects to all portions of the site and provides access to the public right-of-way from the proposed buildings.

Compliance with the 2009 Countywide Master Plan of Transportation

In addition to the recommended sidewalks and bike lanes along Cherrywood Lane, the MPOT also includes a Complete Streets that reinforces the need for sidewalks and on-road bicycle facilities as new development occurs. Policy 1 from the Complete Streets element is copied below:

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

Comment: The internal sidewalks shown on the DSP meet the intent of the MPOT and its Complete Streets policies. The sidewalk along Cherrywood Lane should be extended along the entire length of the site's frontage.

Compliance with the 2013 Approved Greenbelt Metro Area and MD 193 Corridor Plan (area master plan)

The area master plan includes multiple strategies related to bicycle and pedestrian access that impact the subject site. Relevant strategies are copied below:

Strategy 5.2. Support both the City of Greenbelt and Prince George's County in their efforts to study the feasibility of future bikeshare facilities. Consider bikeshare stations at Greenbelt Metro Station, Historic Greenbelt, Greenway Center, and Beltway Plaza as initial locations, and provide signage and education materials that will clearly indicate the regional connections to soon-to-be implemented bikeshare systems in College Park and the University of Maryland, College Park campus, as well as the expanding system in Washington, D.C. Support additional expansion of bikeshare programs to Berwyn Heights and other locations within and near the sector plan area.

Comment: A location for a bikeshare station is shown on the submitted plans and Condition 6 of 4-19010 requires the provision of one bikeshare station on-site.

The Development District Overlay Zone includes the following standards regarding bicycle parking:

- A minimum of one bicycle parking space shall be provided for every two multifamily dwelling units.
- 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.

Comment: Based on the 354 units proposed, 177 bicycle parking spaces are required. The application includes bicycle racks in front of the buildings, a secure enclosure for protected bicycle parking and space within the individual garages. The amount and location of bicycle parking proposed is adequate to serve the subject site.

Recommended Conditions of Approval

1. Prior to signature approval, the detailed site plan shall be revised to include the standard sidewalk along the subject site's entire frontage of Cherrywood Lane, unless modified in writing by the City of Greenbelt.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

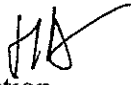
Department of Parks and Recreation

6600 Kenilworth Avenue Riverdale, Maryland 20737

MEMORANDUM

DATE: October 21, 2019

TO: Thomas Burke, Planner Coordinator
Urban Design Section
Development Review Division

FROM: Helen Asan, Land Acquisition Supervisor 
Land Acquisition / Development Review Section
Park Planning and Development Division

SUBJECT: **DSP-19014 GREENBELT METRO**

The staff of the Department of Parks and Recreation (DPR) has reviewed and evaluated the above referenced Detailed Site Plan (DSP). As per the Preliminary Plan of Subdivision (PPS) 4-19010 is exempt from Mandatory Dedication of parkland. The subject property is located outside of the Maryland-Washington Metropolitan District and within The City of Greenbelt Municipal Boundary. The City of Greenbelt provides its own parks and recreation to the residents of the City. The subject property is not adjacent to existing M-NCPPC parkland and the development will have no impact to existing M-NCPPC parkland.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.mncppc.org/pgco

December 6, 2019

MEMORANDUM

TO: Thomas Burke, Planner Coordinator, Urban Design Section

VIA: Sherri Conner, Supervisor, Subdivision and Zoning Section *SC*

FROM: Christopher Davis, Senior Planner, Subdivision and Zoning Section *CD*

SUBJECT: DSP-19014, Greenbelt Metro

The subject site is located on Tax Map 26 in Grid C-2, and is known as Parcels J, K, and L, recorded in Plat Book VJ 182-39. The three parcels combined are approximately 15.89 acres and are located in the Commercial Office (C-O) Zone within the Development District Overlay (D-D-O) Zone. The instant application proposes a multifamily building of 354 dwelling units and an associated clubhouse amenity building. The DSP correctly reflects the bearings and distances of the subject properties in accordance with record plat VJ 182-39.

The site is subject to preliminary plan of subdivision (PPS) 4-19010 (PGCPB Resolution No. 19-118), approved by the Planning Board on October 10, 2019 for one parcel for the development of 354 multifamily dwelling units, subject to 17 conditions. Of the 17 conditions approved by the Planning Board, the following are applicable to the review of the subject DSP:

- 3. Development of the site shall be limited to uses that would generate no more than 184 AM and 212 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

The development proposed with the subject DSP is consistent with the approved PPS. Conformance to Condition 3 should be reviewed and determined by the Transportation Planning Section.

- 5. In conformance with the 2009 Approved Countywide Master Plan of Transportation and the 2013 Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and**

Sectional Map Amendment, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following:

- a. **A minimum 5-foot sidewalk along the subject site's entire frontage of Cherrywood Lane, unless modified by the City of Greenbelt.**
- b. **Retain the existing bike lane along Cherrywood Lane, during the implementation of road frontage improvements, unless modified by the City of Greenbelt.**

A sidewalk is shown along the majority of the site's frontage of Cherrywood Lane. However, a segment of the sidewalk is not provided along Cherrywood Lane between the two proposed access points to the site. Conformance to Condition 5 should be reviewed and determined by the Transportation Planning Section.

7. **Prior to acceptance of a detailed site plan, an exhibit shall be provided that illustrates the location, limits, and details of the bikeshare station and off-site bus shelter improvement approved with Preliminary Plan of Subdivision, PPS 4-19010, consistent with Section 24-124.01(f) of the Subdivision Regulations.**

An exhibit has been included with the submittal of the subject DSP which shows the location and details of the proposed bikeshare station and off-site bus shelter. Conformance to Condition 7 should be reviewed and determined by the Transportation Planning Section.

13. **Prior to acceptance of a detailed site plan, a Phase II noise analysis that demonstrates that any outdoor activity areas are located outside of the mitigated 65 dBA Ldn and that the building structures proposed mitigate interior noise levels to 45 dBA Ldn or less shall be provided.**

A Phase II noise analysis was submitted with this application. The DSP reflects the mitigated 65 dBA Ldn which is delineated in accordance with the Phase II noise analysis. Conformance with Condition 13 should be reviewed and determined by the Urban Design Section.

15. **Prior to approval of a detailed site plan, the applicant shall provide details of private recreational facilities, in accordance with the standards outlined in the *Prince George's County Parks and Recreation Facilities Guidelines*. The private recreational facilities shall be reviewed by the City of Greenbelt and shall include a pool, associated club house and amenities, pet spa, pet wash equipment, dog park, tot lot, and community garden.**

Conformance with Condition 15 should be reviewed and determined by the City of Greenbelt.

Plan Comments

1. The bearings and distances are shown on the plan but should be darkened on sheets 4-7 of the DSP so that they are clearly legible.

Recommended Conditions

1. Prior to certificate approval of the DSP, the plans shall be revised to darken the labeling of the bearings and distances for the property on sheets 4-7 of the DSP.

This referral is provided for the purposes of determining conformance with any underlying subdivision approvals on the subject property and Subtitle 24. At the time of this DSP review, PPS 4-19010 has yet to obtain certificate approval and remains valid until October 31, 2021. The DSP has been found to be in substantial conformance with the preliminary plan of subdivision. All bearings and distances must be clearly shown on the DSP and be consistent with the record plat or permits will be placed on hold until the plans are corrected. There are no other subdivision issues at this time.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Countywide Planning Division
Environmental Planning Section

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.mncppc.org/pgco

301-952-3650

December 9, 2019

MEMORANDUM

TO: Thomas Burke, Planner Coordinator, Urban Design Section

VIA: Megan Reiser, Acting Planning Supervisor, Environmental Planning Section *MKR*

FROM: Marc Juba, Planner Coordinator, Environmental Planning Section *MKR Form US*

SUBJECT: Greenbelt Metro; DSP-19014 and TCP2-033-2019

The Environmental Planning Section has reviewed the above referenced Detailed Site Plan (DSP) and Type 2 Tree Conservation Plan initially received on October 11, 2019 and recommends approval subject to conditions listed at the end of this memorandum. Comments were given to the applicant at the Subdivision Review Committee (SDRC) meeting on November 1, 2019. Revised plans were subsequently submitted in response to these comments by the applicant for review on December 3, 2019.

Background

The Environmental Planning Section has previously reviewed the following applications and associated plans for the site:

Development Review Case #	Associated TCP # or NRI#	Authority	Status	Action Date	Resolution Number
NRI-185-2018	N/A	Staff	Approved	2/01/2019	N/A
4-19010	TCP1-009-2019	Planning Board	Approved	10/10/2019	19-118
DSP-19014	TCP2-033-2019	Planning Board	Pending	Pending	Pending

Proposed Activity

This application proposes the development of a 15.89-acre site in the C-O and D-D-O zones for the approval of a multifamily development with 354 units and a clubhouse.

Grandfathering

The site is subject to the environmental regulations contained in Subtitles 24, 25, and 27 that came into effect on September 1, 2010 and February 1, 2012, as the site is for a new use and has no prior TCP approvals prior to September 1, 2010.

Conditions of Previous Approval

There are no previously approved environmental conditions directly related to the subject application per PGCPB No. 19-118 for Preliminary Plan of Subdivision 4-19010.

ENVIRONMENTAL REVIEW

Natural Resources Inventory/Existing Conditions Plan

An approved Natural Resources Inventory, NRI-185-2018, was submitted with the application. There is Primary Management Area (PMA) comprised of streams and wetlands including their associated buffers, and floodplain. The Forest Stand Delineation (FSD) indicates the presence of two forest stands in the early to mid-successional stages. The site has 3.70 acres of gross tract woodland and no specimen trees. No revisions are required for conformance to the NRI.

Woodland Conservation

This property is subject to the provisions of the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the site has a previously approved Type 1 Tree Conservation Plan (TCP1-009-2019). A Type 2 Tree Conservation Plan (TCP2-033-2019) was submitted with this application.

The current TCP2 as submitted shows a Woodland Conservation Threshold (WCT) of 1.57 acres and a woodland conservation requirement of 3.34 acres. The worksheet proposes to meet this requirement with 3.34 acres of off-site woodland conservation credits in conformance with the approved TCP1.

There are additional technical revisions that need to be addressed on the TCP2 plan prior to certification. These revisions are specified in the recommended conditions at the end of this memorandum.

Preservation of Regulated Environmental Features/Primary Management Area

The site contains Regulated Environmental Features (REF). According to the TCP2, seven impacts to the Primary Manage Area (PMA) stream buffer and the 100-year floodplain are proposed and include validating an existing pond facility, creation of an additional pond and associated Stormwater Management (SWM) devices, parking areas, and building associated grading. A statement of justification for these impacts was previously reviewed and approved by the Planning Board in conjunction with the approval of Preliminary Plan 4-19010 and Type 1 Tree Conservation Plan TCP1-009-2019. No additional impacts are proposed.

Stormwater Management

An approved Stormwater Management Concept plan (59556-2018) was submitted with the subject application. According to the approval, the private system will utilize micro-bioretenion, 100-year attenuation and a detention pond. A floodplain waiver was issued under 58937-2018.

Soils

The predominant soils found to occur, according to the U.S. Department of Agriculture (USDA), Natural Resource Conservation Service (NRCS), Web Soil Survey (WSS), include the Christiana-Downer complex, Russett-Christiana, Sassafras-Urban land, Urban Land-Beltsville, Urban land-issue, Urban land-Russett-Christiana, and Woodstown sandy loam complexes. According to available information, Marlboro clay is not found to occur on this property; however, Christiana complexes are present.

Christiana complexes are considered unsafe soils that exhibit shrink/swell characteristics during rain events, which make it unstable for structures. However, there are no slopes of significant concern identified within the area of this soil type in relation to the proposed development. A geotechnical review was not requested with this application but may be required for review with a future development application.

No further action is needed as it relates to this application. A soils report may be required by the Prince George's County Department of Permits, Inspections and Enforcement (DPIE) in future phases of development.

Summary of Recommended Conditions

The Environmental Planning Section recommends approval of DSP-19014 and TCP2-033-2019 subject to the following findings and conditions:

Findings

1. The REFs on the subject property have been preserved and/or restored to the fullest extent possible based on the Limits of Disturbance (LOD) shown on the tree conservation plan submitted for review.

Conditions

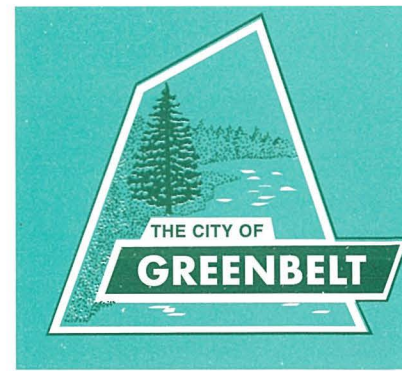
1. Prior to certification of the DSP, the TCP2 shall be revised as follows:
 - a. All symbols in the legend must be revised to be consistent with what is shown on the plan and to the same scale. Specifically, revise the symbol used for "cleared floodplain area" to be clearly distinguishable on the plan.
2. Prior to certification of the DSP, the Landscape Plan must be revised so that all proposed plant material within the PMA is exclusively of native material found within Prince George's County.

If you have any questions concerning this review, please contact me at marc.juba@ppd.mncppc.org or at 301-883-3239.

CITY OF GREENBELT

25 CRESCENT ROAD, GREENBELT, MD. 20770-1886

December 10, 2019



Chair Elizabeth M. Hewlett
Prince George's County Planning Board
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

CITY COUNCIL
Colin A. Byrd, Mayor
Emmett V. Jordan, Mayor Pro Tem
Judith F. Davis
Leta M. Mach
Silke I. Pope
Edward V.J. Putens
Rodney M. Roberts

RE: Detailed Site Plan (DSP 19014) – NRP Greenbelt Metro

Dear Chair Hewlett:

The Greenbelt City Council has reviewed the Detailed Site Plan (DSP) for Greenbelt Metro, and on December 9, 2019 voted 4 to 2 to support the DSP with conditions. Attached is a list of the conditions approved by the City Council, and accepted by the applicant. The City respectfully requests that its conditions are supported by the Prince George's County Planning Board, and included as conditions of approval by the Planning Board, if the Board approves the DSP.

Over the last year, the Applicant has worked closely with the City to address the city's concerns relating to open space, transportation, recreation and the environment. The City believes that with the Applicant's agreement to the City's conditions, these issues will be adequately addressed and looks forward to supporting this project as it moves towards construction.

Thank you for the opportunity to review and comment. If you have any questions regarding the City's position on this matter please contact Judith Howerton, Community Planner II at (240) 542-2040.

Sincerely,

Colin A. Byrd
Mayor

Attachment

cc. City Council
Honorable Todd Turner, County Council Chair
Nicole Ard, City Manager
Terri Hruby, Director of Planning and Community Development
Judith Howerton, Community Planner II
Christopher Davis, M-NCPPC, Subdivision and Zoning
Todd Pounds, City Solicitor
Matt Tedesco, McNamee Hosea

A NATIONAL HISTORIC LANDMARK

(301) 474-8000 FAX: (301) 441-8248

www.greenbeltmd.gov



City of Greenbelt
Detailed Site Plan (DSP 19014) – NRP Greenbelt Metro

Greenbelt City Council Conditions of Support

December 9, 2019

1. The Applicant agrees to limit as much as practicable locating air conditioning condenser units along its Cherrywood Lane frontage. Where unavoidable, the Applicant shall site the units to minimize aesthetic impacts (i.e., limit/reduce the visibility of the units from Cherrywood Lane) by revising the Landscape Plan to include appropriate screening to be reviewed by the City.
2. The Applicant agrees to consider solar installation on the clubhouse and to submit evidence of such consideration to the City within six (6) months of DSP certification by M-NCPPC.
3. The Applicant agrees to submit a detailed list of equipment and plantings proposed for the dog park and tot lot including, but not limited to, play equipment and either a shade structure or shade trees prior to certification of the DSP by M-NCPPC.
4. The Applicant agrees to work with the City's Arts Coordinator on identifying potential opportunities for the installation of public art within the social space at the proposed bike share station.
5. The Applicant agrees to revise the Detailed Site Plan to remove the eight (8) parking spaces at the main exit of the development (extension of Ivy Lane on the left) and to revise the landscape plan to formalize the space into a site amenity or landscaped area that complements the plaza and landscaping on the opposite side of the street prior to certification of the DSP by M-NCPPC.
6. Subject to the approval of the County Planning Board, the Applicant agrees to revise the Detailed Site Plan to show reverse angled parking along the main access Drive.
7. Subject to the approval of the County Planning Board, the Applicant agrees to revise the detailed site plan to provide a marked pedestrian crossing across the main entrance to connect the sidewalks serving the western building to the sidewalks serving the eastern building at a location in close proximity to the proposed plaza area.
8. The Applicant agrees to submit a LEED or equivalent scorecard demonstrating how the project incorporates green and sustainable building practices prior to the issuance of the Use & Occupancy permit.
9. The Applicant agrees to contact PEPCO for the purpose of exploring available incentives to improve energy efficiency and to provide the City evidence of such contact prior to project completion.

EXHIBIT'S LIST

Regular Planning Board Meeting

JANUARY 9, 2020

Exhibits Transmitted to Development Review Division

AGENDA ITEM #7 – DETAILED SITE PLAN

DSP-19014 – GREENBELT METRO

The following exhibits were accepted and entered into the record:

Applicant's Exhibit No. A	Depiction additional landscape	1 page
Applicant's Exhibit No. B	Proposed Amended Conditions	1-page
Applicant's Exhibit No. C	Plaza Exhibits	4-pages

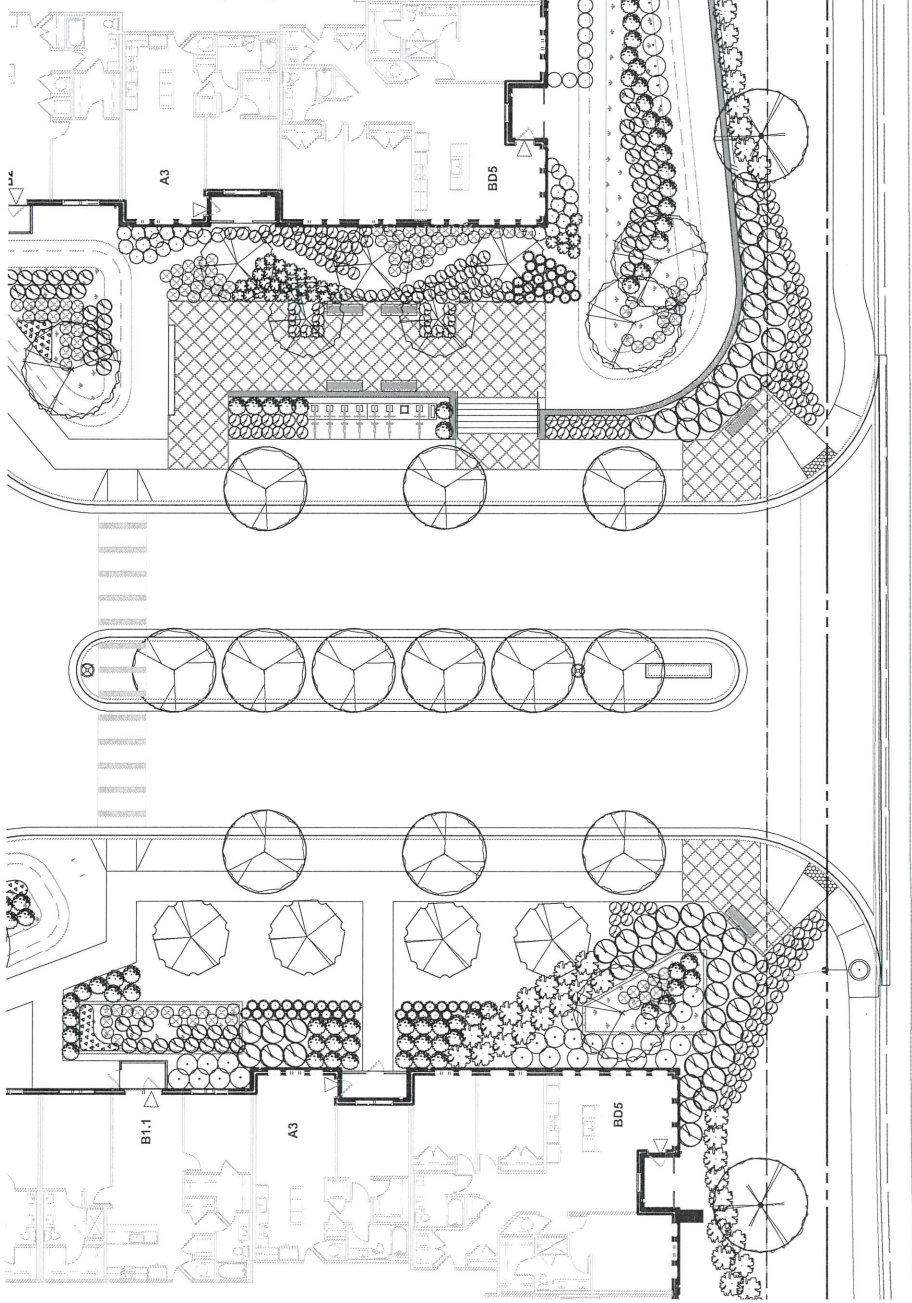
MARIE PROCTOR – January 9, 2020

Marie Proctor 1/9/2020

Sign and Date

REC'D BY PGCPBON 1-9-2020
TEM # 7 CASE # DSP19014
EXHIBIT # Applicant's Exhibit A

A.E.
A



COMB ON 19-2020
CASE # DSP 19014
EXHIBIT # Applicants Exhibit B

Item 7
Exhibit B

GREENBELT METRO DSP-19014

* * * * *

Applicant's Proposed Amended Condition:

RECOMMENDATION

* * * * *

B. APPROVE Detailed Site Plan DSP-19014 and Type 2 Tree Conservation Plan TCP2-033-2019 for Greenbelt Metro, including a departure from the required parking space size, subject to the following conditions:

1. Prior to certificate approval of the detailed site plan (DSP), the applicant shall submit additional documentation and revise the plans, as follows:

* * * * *

c. Provide a detail for the channel-letter, building-mounted signs. The detail shall include the materials, dimensions, and method of illumination, if any, and must be consistent with the applicable development district standards ~~of the~~ for this D-D-O Zone.

d. Provide a detail for the building entry signs. The detail shall include the materials, dimensions, and method of illumination, if any, and must be consistent with the applicable development district standards ~~of the~~ for this D-D-O Zone.

* * * * *

f. Provide small plaza areas with features additional landscaping, a bench, and scored concrete to match the bike share plaza, ~~such as benches and/or a trellis~~, on each side of the main entrance road at the corners of the intersection with Cherrywood Lane, as shown on Applicant's Exhibit A, to activate the street and provide an amenity immediately adjacent to the public realm.

~~g. Provide additional evergreen shrubs between the surface parking lot at the secondary entrance and Cherrywood Lane, to more effectively screen the parking.~~

* * * * *

m. Revise the landscape and lighting plan so that all proposed plant material within the primary management area is consistent with the plant material listed in the Native Plants of Prince George's County, 1997-1998 ~~exclusively native material found within Prince-George's County.~~

* * * * *

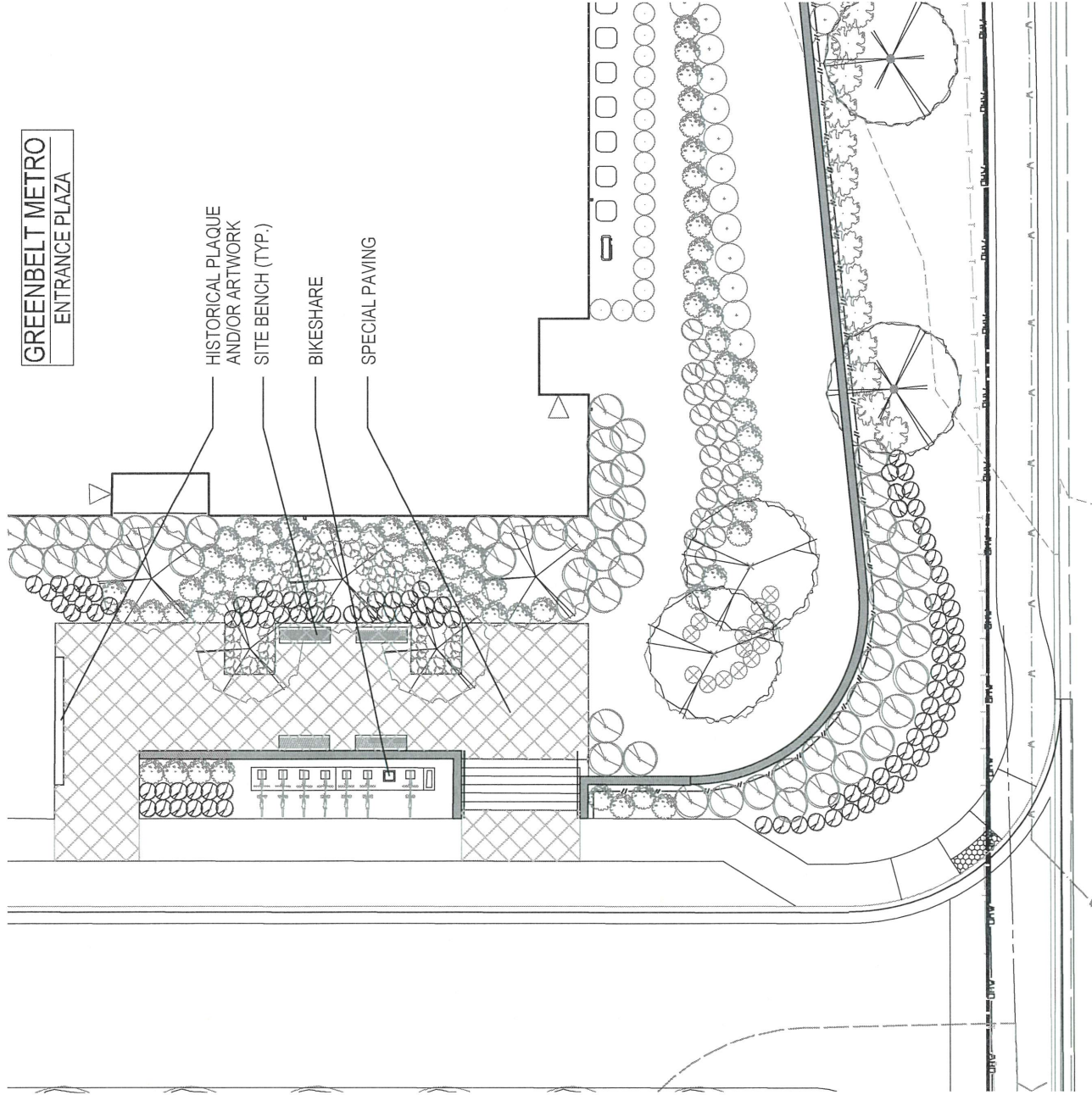
KEY:

Underscoring indicates language added to conditions.

~~Strikethrough~~ indicates language deleted from conditions.

Asterisks *** indicate intervening existing conditions that remain unchanged.

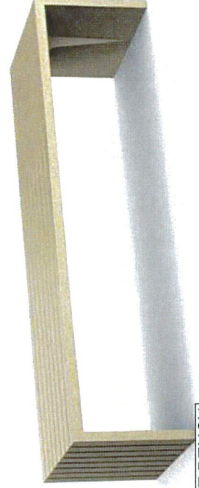
**GREENBELT METRO
ENTRANCE PLAZA**



HISTORICAL PLAQUE



BIKESHARE



SITE BENCH

