

North Core Station



DESIGNS BY EDRAW

This is a rendering of what the buildings might look like based on the Greenbelt station Alternative A site plan, one of three alternatives submitted. The view is from the Beltway with the state-owned environmentally sensitive lands along Indian Creek on the left. The mixed use commercial center is in the foreground with the twin towers office/hotel complex in the background.

Three Designs Are Presented For Development Near Metro

by James Giese

Three concept plans for Greenbelt Station have now been submitted to the Prince George's Planning Board for consideration and approval, along with a preliminary plan of subdivision. None will necessarily be the final plan of development for this major 132-acre undertaking proposed for the land between the Capital Beltway and Greenbelt Road and between Cherrywood Lane and the CSX railroad tracks. Just west of Greenbelt, the land borders College Park on the east and Berwyn Heights on the north. The developers of the property, Metroland Developers, LLC, have declared the three concept plans to be "not binding" on the applicant, a future purchaser, except as the applicant may so represent in the processing and review of the Greenbelt Station project.

The Greenbelt City Council will hold a special meeting on Monday, July 2 at 8 p.m. in the council room of the Municipal Building to review these plans. Although the three plans differ, they are similar in many respects. All divide the property into two

sections. The northern, referred to as the north core, consists of 78 acres located primarily on Greenbelt Metro Station property where the parking lots now exist. This land lies within the Greenbelt city limits.

The southern section, referred to as the south core, is the former A. H. Smith property. It lies in an unincorporated area, not a part of any municipality. It consists of 54 acres.

In all three proposals, the two cores would be connected by a new planned road running northward from a new intersection with Greenbelt Road and ending at the Beltway. There it would connect with the present Metro Drive and, according to the proposed preliminary plan of subdivision, a full interchange with the Beltway.

Such an interchange has not yet been approved by the State Highway Administration, which is currently studying its feasibility and design concepts. State approval and incorporation into its Capital Improvement Program for funding or developer funding will be required for the preliminary

plan of subdivision to meet the adequate public facilities test required by the county, according to Celia Craze, director of planning and community development for the city.

The proposed north-south road will bridge over the old Branchville Road in order to intersect with Greenbelt Road, which is elevated at the proposed point of intersection because it crosses over the CSX railroad tracks. Construction of both this road and the additional ramps for the Beltway interchange will impact on floodplain and wetlands.

North Core

The north core will be subdivided into three parcels that could be sold off separately to builders; they could also be developed in their entirety by one developer. One concept plan shows how the property might look if there were separate builders, another if it were conceived as an integrated development by a single builder. All plans call for a mixture of retail stores, offices, hotels, and apartment resi-

See CONCEPTS, page 12

CONCEPTS continued from page 1

dences. All plans also call for a shopping center with four major stores as anchor tenants. Contract purchaser Westfields is expected to develop the shopping center.

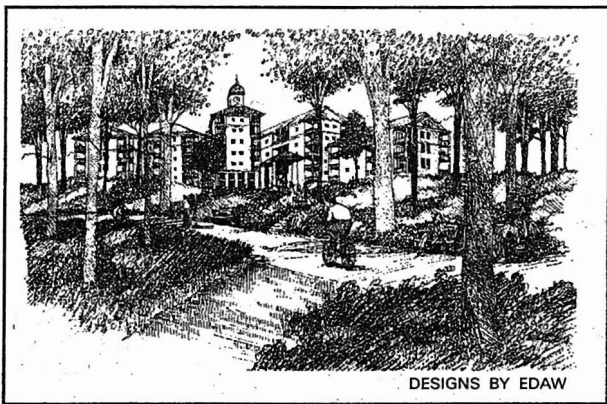
While the county council, in CB-47, legislated that the plan was to be for a "main street" commercial district, all plans appear to resemble designs for major shopping malls rather than main street type developments where access to stores is from a street instead of a mall. Included in the proposals at various locations are two 20-story office buildings. Other office and residential buildings would be up to 15 stories in height. A hotel is included in the concept plans.

Parking will be located primarily in parking structures above or below ground or both. Some surface parking will also be provided. It is not clear how parking would be divided between Greenbelt Station users and Metro users. However, a walkway at the level of the station

platform is planned so that Metro users can walk into a plaza where they can access facilities at the new development or take elevators to various parking garage levels. There will also be access at the present station entrance level where space would be provided for "kiss and ride" drop off and for bus parking.

South Core

The south core area is divided into two parcels. It is intended that one area would be used for smaller retail stores like those that might be found at Greenway Center. There would also be a mixture of offices and residences. The residences could vary from



A view of a residential building in the South Core of Greenbelt Station based on the site plan.

large apartment buildings to townhouses and from two to eight stories in height. Senior housing is also envisioned.

The north-south road, referred to in the plans as the spine road, would be a divided roadway with a 16-foot landscaped median. A variety of pedestrian ways are also proposed, ranging from sidewalks to multi-purpose trails. The plan proposes a combination of surface and structured parking.