

Case No. SP-01008/01

Applicant: Greenbelt Metropark, LLC

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND,  
SITTING AS THE DISTRICT COUNCIL

ORDER AFFIRMING PLANNING BOARD DECISION, WITH CONDITIONS

IT IS HEREBY ORDERED, after review of the administrative record, that the decision of the Planning Board in PGCPB No. 06-32, to approve with conditions a conceptual site plan for a revision to a Planned Metro Community, SP-01008/01, for a project referred to as Greenbelt Station, on approximately 243.01 acres of land in the M-X-T Zone, north of Greenbelt Road, between Metro/CSX tracks and Cherrywood Lane, and from Branchville Road to I-495, Greenbelt, is hereby:

AFFIRMED, for the reasons stated by the Planning Board, whose decision is hereby adopted as the findings of fact and conclusions of law of the District Council, except as otherwise provided herein:

Affirmance of the Planning Board's decision is subject to the following conditions:

1. Total development within the subject property shall be limited to 2,250 residences; 1,215,000 square feet of retail space; 1,600,000 square feet of general office space; and 300 hotel rooms, or different uses generating no more than the number of peak-hour trips (4,030 AM peak-hour vehicle trips and 6,879 PM peak-hour vehicle trips) generated by the above development.
  - (a) South Core -- Development in the south core shall not exceed 983 housing units and 115,000 square feet gross floor area of neighborhood-serving retail and/or office. Up to 1022 dwelling units may be permitted subject to verification by the Transportation Planning Section that the additional dwelling units do not exceed the overall trip caps for the development. Neighborhood-serving retail and/or office shall include, at a minimum, 80,000 square feet which may be reduced as noted below\*. Development in the south core shall contain at least two of the following three land use types: residential, neighborhood commercial, and office.

- (b) North Core -- The development of the north core shall conform to the following maximum floor area and housing unit counts:

Use Type Maximum Floor Area/Unit Count

Residential 1,267 housing units  
 Retail 1,100,000 square feet gross floor area  
 Office 1,600,000 square feet gross floor area  
 Hotel 300 units (The maximum number of hotel rooms may be increased by petition during approval of a detailed site plan. However, any additional hotel must be of high quality, having features such as valet service, full service restaurant, room service, on-site laundry, business center, wi-fi access, ornamental lobby with atrium, security, and/or concierge services, and similar amenities.)

Use Type Minimum/Maximum Use Mix

Residential:	30-50 percent of total gross floor area
Retail:	10-30 percent of total gross floor area
Office:	25-60 percent of total gross floor area

- (c) In addition to these basic development parameters, all future development for the South Core shall be in general conformance with the illustrative plan dated January 13, 2006, in regards to site layout, development pattern, and the intended relative amounts of development of different types and their relationships and design. Development for the North Core shall be in general conformance with the illustrative plan dated June 2006, unless revised. A copy is attached as Exhibit A.

South Core:

- i. A single building of two over two condominiums will contain commercial retail/office space on the first floor, which shall be constructed on the east side of the connector road prior to the issuance of residential building permits in excess of 100 dwelling units on the east side of the connector road. If deemed successful under commercially reasonable standards\*, the applicant may construct additional similar buildings.
- ii. A minimum of 80,000 square feet of commercial retail/office shall be constructed prior to the issuance of residential building permits in excess of 785 dwelling units. The minimum square footage may be reduced to 60,000 SF upon a demonstration that the space has not been determined to be commercially feasible\*.

\*If the applicant constructs a condominium building with retail and/or office space, and at the time of constructing subsequent condominium buildings, if the applicant has continuously

marketed the space for a period of one year through an exclusive listing agent, and has been unable to lease more than 75% of the retail and/or office capacity, then the requirement to provide the space in subsequent condominium buildings may be waived by the Planning Board and the minimum square footage requirements may be reduced accordingly, subject to such conditions as the Planning Board decides to impose. The Planning Board's decision may be reviewed by the District Council.

North Core:

- i. At least 500,000 square feet of commercial space with a minimum 75,000 square feet of office shall receive building permits prior to the release of residential permits for over 500 dwelling units.
  - ii. At least 125,000 square feet of additional office space shall receive building permits prior to release of residential permits for over 800 dwelling units.
  - iii. The north core shall be required to provide retail uses, office uses, and residential uses. This requirement shall supersede the provisions of Section 27-475.06.03(b)(1)(H) of the Zoning Ordinance, which requires that at least two of the three categories listed therein be included in the development.
- (d) Prior to signature approval, the conceptual site plan and the illustrative plan for the south core shall be revised as follows:
- i. A single building of two over two condominiums on the east side of the connector road, facing the village green will show commercial retail/office space on the first floor.
  - ii. Show minimum of 80,000 square feet of commercial retail/office space on the plan.
  - iii. Label all private recreational areas, proposed locations for all entertainment and cultural activities, public service and dining areas within the commercial area.
  - iv. Show the proposed location of the proposed College Park overpass.
- (e) No movie theater is permitted. However, should no substantial improvements be made to any existing theater within one mile of the subject property, the applicant may file a detailed site plan that includes a theater. The applicant shall demonstrate that the theater is commercially necessary for the retail development of the subject property. The District Council shall have discretion in whether to allow the requested movie theater.

2. The site shall be developed in two phases, within the context of planned transportation improvements. Prior to the issuance of any building permits within the subject property during the given phase, the following road improvements associated with the phase shall have:
  - (a) Full financial assurances; or
  - (b) Permits for construction through the operating agency's access permit process, and
  - (c) An agreed-upon timetable for construction with the appropriate operating agency.
- A. Phase I: Limited to uses generating no more than the number of peak-hour trips 439 AM peak-hour vehicle trips and 933 PM peak-hour vehicle trips). The transportation improvements include:
  - i. MD 193/Rhode Island Avenue: Construct a second left-turn lane along the southbound Rhode Island Avenue approach. Construct a third westbound through lane beginning east of the intersection and extending west to the northbound US 1 ramp. Modify signals and pavement markings as needed.
  - ii. MD 193/Greenbelt Road: Construct a second left-turn lane along the westbound MD 193 approach. Modify signals and pavement markings as needed.
  - iii. Cherrywood Lane/Springhill Drive: Prior to the approval of the first detailed site plan for the subject property, the applicant shall submit an acceptable traffic signal warrant study to the appropriate operating agency/agencies at this location. If deemed warranted by the responsible agency, the applicant shall bond the signal with the appropriate agency prior to the release of the initial building permit, and install the signal if directed prior to the release of the bonding for the signal.
  - iv. MD 193/Site Access: Construct this access point to SHA standards as a signalized intersection, with separate outbound right-turn and left-turn lanes and exclusive left-turn and right-turn lanes into the site. Also, prior to the approval of the first detailed site plan for the subject property, the applicant shall submit an acceptable traffic signal warrant study to the appropriate operating agency/agencies at this location. If deemed warranted by the responsible agency, the applicant shall bond the signal with the appropriate agency prior to the release of the initial building permit and install the signal if directed prior to the release of the bonding for the signal.
  - v. Cherrywood Lane/Metro Access Drive: Install a single lane roundabout.

- B. Phase II: Limited to uses generating no more than the number of peak-hour trips (4,030 AM peak-hour vehicle trips and 6,879 PM peak-hour vehicle trips). The transportation improvements include:
- i. MD 193/site access: Construct a second left-turn lane along the southbound site access approach. Modify signals and pavement markings as needed.
  - ii. I-95/I-495/Greenbelt Metro Access Drive: Provide a new ramp into the site from northbound I-95/I-495 and a new ramp from the site onto southbound I-95/ I-495 (complete existing I-95/I-95/ Greenbelt Metro Access Drive interchange).
  - iii. MD 193/62nd Street: Construct a second northbound approach lane (within the existing right-of-way). Modify traffic signal and pavement markings as needed.
  - iv. MD 201: Construct or bond the following road improvements to MD 201. These road improvements are the improvements that are required to meet the Adequate Public Facilities Ordinance. At the current time, improvements to MD 201 are not listed in the State Highway Administration's Consolidated Transportation Program. The applicant will either make the improvements noted below or provide funding to the appropriate governmental agency at a cost of \$3.5 million (with appropriate inflation index) toward the ultimate MD 201 improvements.
    - (a) MD 201/Cherrywood Lane: Construct a second northbound through lane, begin 1,000 feet south of Cherrywood Lane and extend north for 2,500 feet. Construct a second left-turn lane along the eastbound Cherrywood Lane approach. Modify traffic signal and pavement markings as needed.
    - (b) MD 201/Sunnyside Avenue: Construct second through lane northbound and southbound along MD 201 a total distance of 2,500 feet in each direction. Modify traffic signal and pavement markings as needed.
3. Future detailed site plans shall give full consideration to the provision of extensive nonvehicular amenities and design features. The following shall be considered:
- (a) providing direct pedestrian connections between land uses and the Metrorail station rather than circuitous ones;
  - (b) siting buildings closer to the Metrorail station and siting related parking facilities farther away;
  - (c) placing building entrances closer to rather than farther from the pedestrian network; and

- (d) providing a direct pedestrian/bicycle link between the Cherrywood Lane/Springhill Drive intersection, the north core area, and the Metrorail station. To minimize environmental impact, any connection from the North/South Connector Road or the North Core to Springhill Drive shall be nonvehicular (as shown on Map 17, page 88 of the Greenbelt Metro Area Approved Sector Plan and Sectional Map Amendment).
4. The applicant (and his successors and/or assignees) shall fund all off-site transportation improvements required by this resolution through funding that secures a minimum of ten percent of facilities construction costs per phase as described above in Condition No. 2.a and b. Such funding will be accomplished by bonding (or a similar approved funding instrument) with either the Federal Highway Administration, the State Highway Administration, or the County's Department of Public Works and Transportation, with said bonding amounts established pursuant to agreements by and between the applicant with the respective agency. Proof of such funding shall be required prior to detailed site plan approval.
  5. A report detailing the cost of all off-site transportation facilities shall be submitted at the time of review of each detailed site plan. Such report shall be referred to the appropriate operating agencies for their review. Full concurrence of the agencies shall be required prior to detailed site plan approval, and any modifications to the report agreed upon by the applicant and the agencies shall be a part of the record for the detailed site plan.
  6. Prior to certification of the conceptual site plan, the tree conservation plan shall be certified by the Maryland Department of Natural Resources or any other representative designated by the State of Maryland.
  7. At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain all 100-year floodplain, stream buffers, wetlands and wetland buffers except for approved variation requests, and be reviewed by the Environmental Planning Section prior to certificate approval. The conservation easement shall be referred to the City of Greenbelt and the City of College Park for review prior to signature. The following note shall be placed on the plat:

“Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation is prohibited without prior written consent from the M-NCPPC Planning Director.”
  8. All planning, design and engineering shall reflect options and standards that are sensitive to the natural environment. All reasonable measures available to minimize disturbance of wetlands, 100-year floodplain, woodlands, natural steep slopes and other environmentally sensitive areas in the construction and installation of any infrastructure, including the north/south collector road, shall be used.

9. At least 30 days prior to any scheduled Planning Board hearing for a preliminary plan, a variation request in conformance with Section 24-113 shall be submitted for each individual impact to streams, stream buffers, wetlands, or wetland buffers.
10. Prior to the issuance of any permit that proposes impacts to wetlands or wetland buffers or waters of the United States, the applicant shall furnish the Environmental Planning Section, the City of College Park, and the City of Greenbelt with copies of the approved federal and/or state permits and provide evidence in the permit package that copies have been delivered.
11. As part of each detailed site plan submission, the applicant shall submit a soils report. The report shall include a map with locations of boreholes and the borehole logs. Problem soil areas shall be shown on a plan map and, when appropriate, with cross sections. The report shall indicate proposed mitigation measures.
12. As part of any detailed site plan submission that contains residential uses, the applicant shall submit a current Phase I Noise Study. If warranted by the Phase I Noise Study, applicant shall submit a Phase II noise study for review and approval by the Environmental Planning Section. The noise study shall be referred to the City of Greenbelt and City of College Park for review. The noise study shall measure noise impacts to the site, map the appropriate contours, and address appropriate mitigation measures to achieve acceptable noise levels.
13. Prior to or concurrent with the review of any preliminary plan of subdivision or detailed site plan, a revised stormwater management concept plan that considers an evaluation of new technologies for stormwater management shall be submitted. The use of low-impact development techniques and green buildings, shall be considered and all reasonable efforts shall be made to utilize such techniques.
14. The reports entitled "Hollywood Drainage Study" and "Hollywood Community Ground Water Levels" shall be submitted to the Prince George's County Department of Environmental Resources for evaluation. The conclusions of these reports shall be considered during the evaluation of stormwater management design for all detailed site plans and revised concept plans for preliminary plans.
15. Emphasis shall be placed on a mixed-use development that is pedestrian-and bicycle-friendly, a grid street pattern with buildings close to the sidewalk, and civic areas with plazas and parks at regular intervals. Buildings may be set back from a street to provide for outdoor uses such as cafes.
16. All detailed site plans shall consider the development district standards of the Greenbelt Area sector plan.

17. Concurrent with the review and approval of the first detailed site plan for each core area, plans, sections and details of the streetscape for all streets shall be provided for Planning Board approval, including building setbacks, the dimensions and details of all travel lanes, parking bays, sidewalks, street tree spacing, and planting areas.
18. The design specifications and materials for site-wide amenities, signage, lighting, street furniture and recreational facilities shall be approved by the Planning Board with the first detailed site plan for the north core and the first detailed site plan for the south core, which plans may be submitted separately. Also, at the time of the first detailed site plan for the north or south core, specific amenities that are considered site-wide will be identified, and those amenities that may be different between the north and the south core will be identified. In addition, the first detailed site plan shall provide a refined layout that shows the locations and general dimensions of all civic components, including parks, plazas, recreational areas and green areas/open spaces. Special attention shall be paid to address size, lighting, design and scale of any signage facing the Hollywood neighborhood.
19. In general, the building height in the north core area shall be 4-10 stories with a maximum height of 140 feet from finished grade, except landmark buildings, which may rise to 12 stories, with a maximum height of 165 feet from finished grade. Taller buildings shall be located in the maximum height zone as defined in the Greenbelt Metro Area Approved Sector Plan and Sectional Map Amendment. In the south core, building heights shall generally range from 2 to 5 stories, with a maximum height of 70 feet from finished grade. Additional building height may be granted as outlined in the Greenbelt Metro Area Approved Sector Plan and Sectional Map Amendment. Any height analysis submitted shall reflect the height review guidelines delineated in the Greenbelt sector plan.
20. In order to optimize the use of transit, the following shall be taken into consideration:
  - (a) Residential and office buildings in the north core area should be located close to the Metro station.
  - (b) Below grade parking structures should be provided with buildings constructed over the parking structures.
  - (c) Large, above-grade parking structures next to the Metro station are discouraged.
21. When parking structures face a “main street,” only one-third of the structure at the street level may be exposed to the street. The other two-thirds must contain retail stores and/or restaurants. All exposed areas of parking structures shall be designed with high-quality materials and shall be designed to blend in with the character of the surrounding buildings. Brick facades shall be the predominant façade design scheme.

22. Each detailed site plan shall specify that all tree pits along the streets that have shops and restaurants and in all plazas shall be connected with a continuous noncompacted soil volume under the sidewalk. Details of how this will be accomplished shall be included on the plans and shall be agreed upon by the Planning Board or its designee. The use of "CU-Soil" as a "structural soil" or other equal product for shade trees planted in tree pits is strongly encouraged.
23. Prior to the issuance of residential building permits, the applicant, his heirs, successors and/or assignees shall pay a public schools surcharge of \$7,412 per dwelling unit (adjusted for inflation), pursuant to CB-31-2003.
24. At the time of detailed site plan submission for any retail in the North Core, a refined economic analysis shall be submitted to justify the support of a high quality main street retail shopping and entertainment complex. This analysis shall justify the amount of retail space proposed for the high intensity, regionally oriented North Core area.
25. The applicant, his successors, and/or assignees shall provide adequate, private and/or public recreational facilities in accordance with the standards outlined in the Park and Recreation Facilities Guidelines. A complete recreational package shall be provided at the time of the first detailed site plan for each core and shall include facilities in the amount of \$1,750,000 at a minimum.
26. The private recreational facilities shall be reviewed by the Urban Design Review Section of Development Review Division (DRD) for adequacy and proper siting, prior to approval of a detailed site plan by the Planning Board.
27. The developer, his successors, and/or assignees shall satisfy the Planning Board that there are adequate provisions to assure retention and a future maintenance of the proposed recreational facilities.
28. Three original, executed recreational facilities agreements (RFAs) or similar alternative shall be submitted to DRD for its approval, three weeks prior to a submission of a grading permit. Upon approval by DRD, the RFA or alternative instrument shall be recorded among the land records of Prince George's County, Upper Marlboro, Maryland.
29. A performance bond, letter of credit or other suitable financial guarantee, in an amount to be determined by DRD, shall be submitted at least two weeks prior to applying for building permits.
30. The north/south connector road alignment may shift at the time of preliminary plan, detailed site plan, final plat, and/or permit to reflect adjustments required to reduce environmental or other impacts. The technical and economic feasibility of bridging over these environmental features should be considered in analyzing alternatives.

31. Prior to the issuance of a grading permit for an area that includes the WMATA wetland mitigation area, should a permit to develop that area be granted by the Army Corps of Engineers, the developer, his successors, heirs or assignees shall provide the City of College Park with existing hydrology data for North College Park to serve as a base line of information for the assessment of actual flooding impacts. This will also include the federal and state permits, including the supporting data. The developer shall be required to take whatever reasonable measures necessary to prevent any actual flooding impacts.
32. At the time of each Detailed Site Plan review, the developer shall submit plans to the Maryland Department of the Environment for review and comment and shall notify the City of College Park of each plan submittal. At the time of Detailed Site Plan review for any area that includes 100-year floodplain impacts, modeling data generated in conjunction with the Maryland Department of the Environment permitting process for floodplain fill shall be provided to the City of College Park. The City shall also be notified of any proposed changes to floodplain elevations. Floodplain mitigation shall fully compensate for all floodplain impacts in the project area including upstream and downstream.
33. At the time of preliminary plan, realign the internal loop road to avoid the permanent impacts to stream buffers and streams, unless a variation is approved by the Planning Board at the time of preliminary plan approval.
34. Any detailed site plan submitted for development in the north core shall include the following elements:
  - (a) Public open space areas (to include parks, plazas, sitting areas, gardens) and locations for informal gatherings. There shall be no less than one such open space per length of street frontage. Open spaces shall measure in aggregate, at least one acre. These spaces shall be open to the public, and open air.
  - (b) A public open space in the vicinity of the Metro station that provides a memorable identity for the area.
  - (c) Vertical mixed-use buildings around the Metro station.
  - (d) Some residential uses located along the loop road to take advantage of views into the preservation area and to screen parking garages.
  - (e) Office buildings configured along the Capital Beltway to screen parking garages.
35. The applicant shall make all reasonable efforts to include within the neighborhood serving commercial area of the South Core a boutique grocery store (such as Trader Joe's, Balducci's, or Whole Foods). This grocery store shall be oriented to provide access to an outdoor sitting/gathering area, adjacent to the adjoining retail/commercial users.

36. The north/south connector road shall have a right-of-way of no less than 80 feet with sidewalks on both sides along its entire length, except where the road crosses Narragansett Run, at which point the road width shall be narrowed to reduce environmental impacts. Other public rights-of-way widths shall be dictated and approved by the appropriate governing agency.
37. To the extent possible, the applicant shall avoid designing dead-end streets in the project area, as such designs present maneuverability difficulties for trash trucks, fire trucks, delivery vehicles, etc., and also disrupt effective and efficient police patrol patterns. Turn-around areas at the terminus of streets (such as hammerheads, bulb-outs, or cul-de-sac) shall not be permitted. The street network shall be based upon a grid pattern.
38. At the time of the first detailed site plans for the south core, the applicant shall provide a plan which generally depicts vehicle circulation, deliveries, and access to the rear of the development.
39. Pedestrian crossings shall be provided at all intersections along the north/south connector road, unless waived by the appropriate agency.
40. A hiker/biker trail located to the north, east and south of the medium-density residential area, located east of the north/south connector road within the south core, shall be connected to the north/south connector road, Branchville Road and Cherrywood Lane opposite Breezewood Drive. This portion of trail shall be phased to be constructed concurrent with construction of the medium-density residential area as described herein.
41. Prior to the issuance of the 200th residential building permit (rental apartment buildings are assumed to be one permit per building regardless of the number of dwelling units), the applicant shall provide a pedestrian and service vehicle connection from the terminus of the north/south connector road to connect with the WMATA Metrorail platform. In the event the applicant provides a shuttle service from the south core to the WMATA Metrorail platform or another service is provided, the condition to provide a pedestrian and vehicular connection is waived, subject to approval of a schedule for shuttle operations is approved by the City of Greenbelt and the County.
42. In the South Core, the applicant shall provide a pedestrian only promenade integrated with commercial buildings. Decorative paving materials, such as brick, shall be used in the pedestrian promenade to distinguish the area visually from those that permit motorized vehicles.
43. The general location of the College Park pedestrian overpass on the west side of the railroad shall be between Huron Street and the City of College Park Public Works facility. The cities of College Park and Greenbelt shall review and approve the final location and design of the pedestrian overpass which shall also be subject to review and approval by CSX, WMATA and other agencies. The overpass shall be designed to provide a direct point of access which is

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

44. The applicant shall construct a wide sidewalk or multiuse trail along the west side of Cherrywood Lane, from Metro Access Drive to Breezewood Drive. The alignment, design and timing of such a sidewalk/trail shall be subject to the approval of by the City of Greenbelt, as determined prior to the issuance of the first building permit for building construction in the South Core.
45. The applicant shall fund/construct one-half the total trail extension from Cherrywood Lane to connect with the pedestrian system of the North Core. Should redevelopment of Springhill Lake not occur, the applicant shall fund/construct the total complete trail extension. Timing for the construction of the trail extension shall be determined at the time of approval of the first detailed site plan for the North Core.
46. The applicant shall establish a continuing funding mechanism for a trolley/tram or similar light transit system to provide a mobile connection between the North and South Cores. Such tram shall be implemented at the time that the north/south connector road is complete between the south core and WMATA rail platform. Hours of operation shall be determined at the time of the first detailed site plan approval for the North Core. The applicant shall explore with Springhill Lake and Beltway Plaza owners the funding of a local shuttle system (exclusive of the tram/trolley) linking Springhill Lake, Beltway Plaza, and the project area.
47. The conceptual site plan shall be revised to indicate at least one pedestrian connection from the north/south connector road to Branchville Road, and the continuation of these connections to Beltway Plaza to the east, and Lake Artemesia to the southwest. A second connection shall be provided if feasible. The applicant shall only be responsible to construct pedestrian sidewalk, path or trail, on the north side of Branchville Road along the frontage of the subject property. The following conditions pertain to trails:
  - (a) Provide in-road bike lanes along both sides of the planned north/south connector road in conformance with AASHTO guidelines.
  - (b) Construct sidewalks on both sides of proposed and existing roads, unless waived by the appropriate agency.
  - (c) The existing in-road, designated bicycle access shall be maintained along Cherrywood Lane.

- (d) A stream valley trail shall be provided along the western edge of the environmental envelope of Indian Creek, subject to the approval by the appropriate public agency. This trail shall be constructed to DPR standards. The trail shall include an interpretive program, as mentioned in the submitted conceptual site plan.
  - (e) Bike racks shall be provided. Bike lockers shall be provided if deemed appropriate by the applicant and appropriate governmental agency. The appropriate number and locations will be determined at the time of each detailed site plan.
- 48. Design consideration shall be given to mixing unit types to avoid mono-cultures of housing, and to avoid continuous groupings of similar unit types, scale and massing. Where appropriate, buildings shall provide for a vertical mix of uses to create a mix of uses on a site specific and neighborhood basis.
  - 49. In the South Core, if residential units are sited to back of the stream valley park, creating a visual barrier between public spaces and the stream valley open space, protection of broad view sheds to the stream valley and State of Maryland open spaces shall be a primary objective in locating buildings.
  - 50. Any public building proposed for the civic open space in the South Core, or other public space in the project area, shall be conceptually designed by the applicant, to include plan views and elevations, at the applicant's cost, to ensure consistency in design, scale, and use of materials. The civic open space in the South Core shall be oriented to create a focal point for the South Core and shall reflect a visual and functional connection with public spaces on the opposing side of the north/south connector road. The building program shall be defined by the public agency responsible for the funding and operation of the structure.
  - 51. Where appropriate, the applicant shall utilize techniques such as smart parking, shared use parking, pay-to-park facilities, car sharing, etc., to control the supply of and demand for parking with the overarching goal of reducing the number of vehicle trips.
  - 52. No freestanding cellular towers, antennas, or monopoles are permitted. Cellular towers, antennas, monopoles and other similar devices may be incorporated into or on top of a separate building.
  - 53. No auto dependent uses are permitted. Auto dependent uses include businesses with drive-through windows, car washes, and gas or service stations. Banks and pharmacies with drive-up windows are permitted in the South Core, so long as the drive-up is related to a walk-in retail or service establishment.
  - 54. Large blank building walls are not permitted when facing public areas, such as streets, parking lots, recreation areas, or zones of pedestrian activity.

55. Street blocks shall be limited to lengths no greater than 400 feet in length, unless the curb line and/or building frontage is interrupted by an offset sufficient in size and design to create a functional public space.
56. The retail component in the North or South Core shall not be planned, designed, or constructed to be considered a mall, as defined by the Urban Land Institute as, “a covered shopping center characterized by inward-facing shops facing an enclosed walkway instead of the surrounding parking lot.” Retail components shall be designed consistent with a “main street” or “lifestyle” design.
57. Low maintenance, drought-tolerant landscaping shall be provided in areas contained with or isolated by roads, highway ramps, utility structures, or any other physical feature that would render the area unfeasible for regular maintenance.
58. Concurrent with the submission of the first detailed site plan for each core, a common sign plan for the subject property shall be submitted. The height of freestanding/monument exterior signs shall generally not exceed six feet in height for the area encompassing the main signage area. Combined with other architectural features (architectural bases, structures, planters, mounds), the height of freestanding/monument signs may be allowed to exceed six feet in height, as reviewed and approved by the City of Greenbelt. With the exception of 4, page 179 (Freestanding or Monument Signs), the design guidelines set forth in the Greenbelt Metro Area Approved Sector Plan and Sectional Map Amendment shall be considered the basis for development and review of the common sign plan for the project.
59. The applicant shall provide a public civic/open space area in the South Core, measuring approximately 200 feet in width by 700 feet in length, extending from the north/south connector road to the Indian Creek stream valley. The civic/open space shall be designed to include, at a minimum, a formal gathering place, seating areas, a building for civic/public use, and other design elements that will define the total civic/open space and relate the space and uses to the neighborhood, streetscape, landscaping, and community in general. Prior to the issuance of the 200<sup>th</sup> building permit (as defined above), the applicant shall submit proof of compliance with this condition. Such proof may be demonstrated by approved plans with requisite permits.
60. Prior to certification of the Conceptual Site Plan, a determination shall be made as to any additional public streets provided, subject to approval of the City of Greenbelt.
61. At the time of the review of the first detailed site plan for each core area, the applicant shall provide a plan showing all proposed private and public trails, including the identification of public access points to the proposed stream valley trail system.

62. The cumulative environmental impacts associated with previously approved variation requests shall not be exceeded by any proposed development or construction within the project area.
63. In the South Core, the loop road between the civic open space and the adjacent open space leading to the stream valley shall be narrowed to the minimum width necessary to accommodate two travel lanes. Parking shall be prohibited between the civic open space and the open space adjacent to the stream valley. A decorative and textured pavement material shall be used for this length of street to demonstrate the connection between the adjacent open spaces.
64. The applicant shall initiate a School Facilities Planning Task Force in conjunction with Prince George's County Public School System, the City of Greenbelt, the City of College Park, and property owners of other proposed substantial developments.
65. The Project shall not be grandfathered from TDR acquisition requirements. The TDR legislation may contain an inclusionary provision that captures Greenbelt Metro. It is anticipated that TDR acquisition requirements will be offset with additional density. It is also anticipated that the number of units will be a small percentage of the total number of units.
66. The following Considerations shall be addressed at the time of Detailed Site Plan:
  - (a) The applicant shall make all reasonable efforts to include a "senior housing" (age-restricted) component in the South Core. The applicant shall demonstrate its efforts as part of the Detailed Site Plan process. The District Council may require one multifamily building to contain "senior housing."
  - (b) The applicant shall design all retail office, hotel or multifamily buildings or public buildings to satisfy the LEED Silver standard.

Ordered this 20th day of June, 2006, by the following vote:

In Favor: Council Members Dernoga, Bland, Campos, Dean, Exum, Harrington, Hendershot and Knotts

Opposed:

Abstained: Council Member Peters

Absent:

Vote: 8-0-1

COUNTY COUNCIL OF PRINCE GEORGE'S  
COUNTY, MARYLAND, SITTING AS THE  
DISTRICT COUNCIL FOR THAT PART OF  
THE MARYLAND-WASHINGTON REGIONAL  
DISTRICT IN PRINCE GEORGE'S COUNTY,  
MARYLAND

By: \_\_\_\_\_  
Thomas E. Dernoga, Chairman

ATTEST:

\_\_\_\_\_  
Redis C. Floyd  
Clerk of the Council