

**ADVISORY PLANNING BOARD  
REPORT TO COUNCIL**

**REPORT NO. 2017-01  
April 5, 2017**

**SUBJECT: Greenbelt Town Center and Metro Garage  
Pre Application # DSP-16063**

**BACKGROUND:**

Renard Development submitted application materials for an Infrastructure Detailed Site Plan (DSP) for the Greenbelt Town Center and Metro Garage Parcels N1-N7. The project is located in the vicinity of the existing Greenbelt Metro Station. The DSP covers grading and site layout for major roads and lots of the development. It also shows the replacement WMATA facilities which will be constructed to include structured parking, a kiss & ride loop, and a new bus loop. Much of the road layout is impacted by requirements of the Federal Highway Administration, State Highway Administration, and WMATA. The Board has spent considerable time discussing the circulation patterns, focusing particularly on pedestrian and bicycle access.

The Applicant presented prior concepts of the development plan to the Board at its meetings on 5/27/2015 and 7/8/2015. The board held additional meetings to discuss a new submission of the plan design on 1/11/2017, 2/1/2017, and 2/8/2017. At this last meeting the Board recommended the following comments be included in a draft version of this report:

- There should be some grade separation between the cycle tract and sidewalk which will assist blind pedestrians in distinguishing and navigating between the paths.
- Placement of bicycle parking facility on the Greenbelt Station Parkway elevation.
- Oppose increase of parking spaces in the GSA parcel
- Provide staging areas (2-stage queue box) for bicycles to make crossings at Intersections #2 and #6.

Many of the comments the Board made at prior meetings, including those outlined above, have been addressed in the revised plan currently under review.

**ANALYSIS:**

The Board met April 5, 2017 to review a newly revised DSP submission for this development. In general, the Board is very pleased with the improvements made to the site plan since it last reviewed them. While the Board has previously expressed concern about the width and number of lanes planned for Greenbelt Station Parkway, it is pleased with the current plans treatment of the street area fronting the development. Many of the crossing intersections that were worrisome have been addressed and the plan includes a cycle track fronting the majority of the development.

The Board would like the plan to show bike parking and recommends it be located in the WMATA garage and in the Plaza near the entrance to the metro. The Board believes wayfinding signage will be essential to help pedestrians, bicyclists, and motorists navigate throughout the development. In particular the Board would like clear wayfinding signage to be provided near the WMATA parking structure, the Plaza, the intersection of Greenbelt Station Parkway toward the kiss & ride loop, and at the most northern intersection near the bus loop entrance where pedestrians and bicyclist will first encounter retail development.

The Board notes that the approved stormwater management plan is not updated to reflect the proposed site plan layout. The current plans do show some concept level facilities that need to be further designed with more detail. Future plans should fully treat stormwater to the highest regulatory standards available. Understanding the process by which the County is reviewing the project, the Board acknowledges that the plan will be updated prior to permit issuance but not necessarily before approval of the DSP under review. Therefore, the Board previously recommending that the City seek review and approval control to the maximum extent possible and the Board's understanding is this has been achieved.

The Board is aware that WMATA has requested removal of the raised crosswalk located at the bus loop entrance. The Board supports the continued presence of the raised crosswalk.

**RECOMMENDATION:**

The Board recommends approval of the Greenbelt Town Center and Metro Garage Infrastructure DSP with the following comments:

- 1) The Applicant should provide public bike parking throughout the development but especially within the WMATA garage and the metro entrance plaza.
- 2) The Applicant should provide clear directional way finding for pedestrians and bicyclist throughout the development but particularly concentrating on major intersections.
- 3) All raised crosswalks shown in the plan should remain.

Respectfully submitted,

Brian Gibbons  
Chair

This report was adopted by a vote of 4-0-1 with 1 absent member and 1 vacancy