

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



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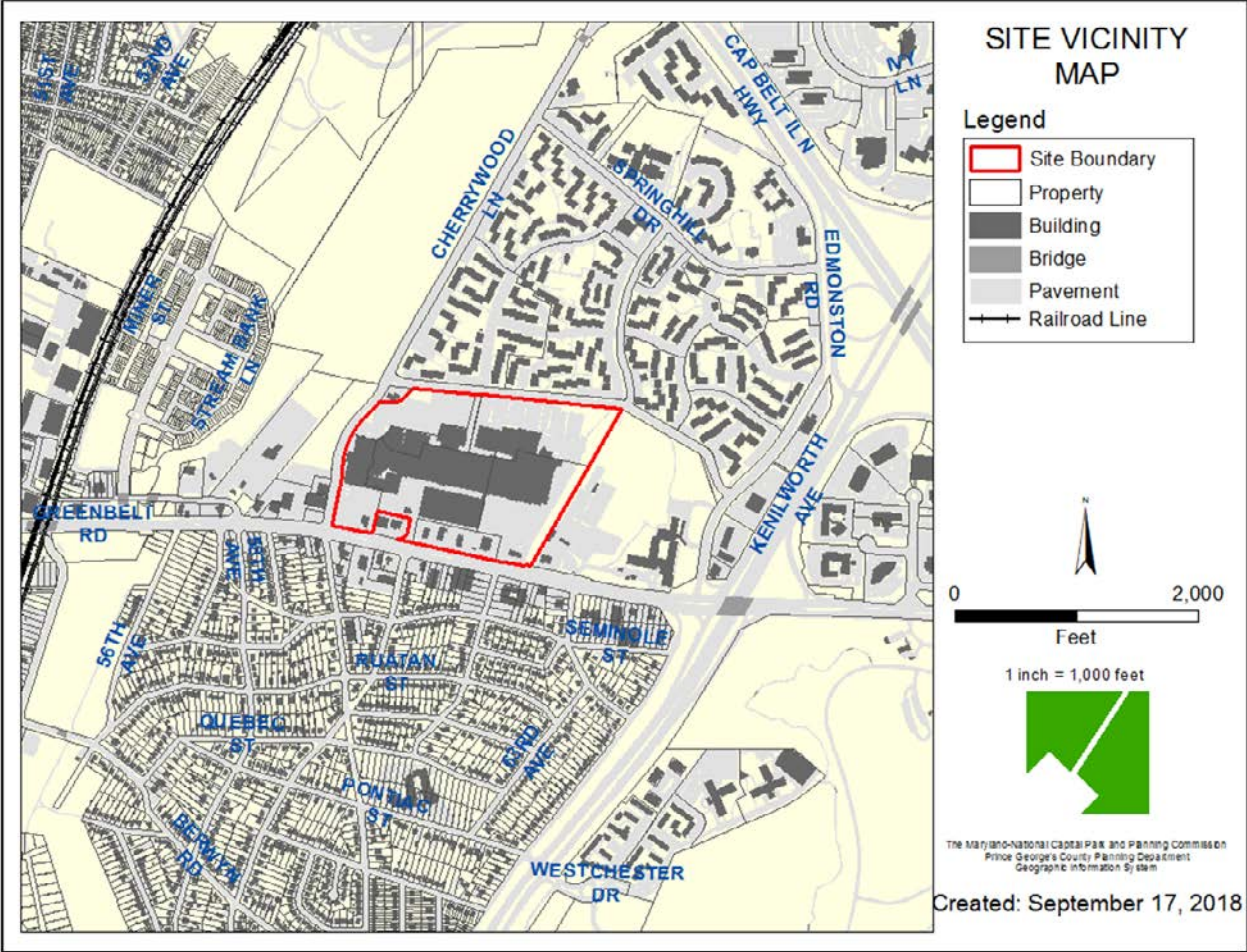
Conceptual Site Plan

CSP-18010

Application	General Data	
Project Name: Beltway Plaza Location: On the north side of MD 193 (Greenbelt Road), south of Breezewood Drive and east of Cherrywood Lane. Applicant/Address: G.B. Mall, LP 4912 Del Ray Avenue Bethesda, MD 20814	Planning Board Hearing Date:	03/14/19
	Staff Report Date:	02/26/19
	Date Accepted:	12/10/18
	Planning Board Action Limit:	Waived
	Plan Acreage:	53.88
	Zone:	M-U-I/D-D-O
	Dwelling Units:	2,500
	Gross Floor Area:	700,000 sq. ft.
	Planning Area:	67
	Council District:	04
	Election District:	21
	Municipality:	Greenbelt
	200-Scale Base Map:	210NE05

Purpose of Application	Notice Dates	
A mixed-use, multi-phase project consisting of 175 to 250 two-family or single-family attached dwelling units; 875 to 2,250 multifamily dwelling units; and 435,000 to 700,000 square feet of commercial use	Informational Mailing:	10/03/18
	Acceptance Mailing:	10/03/18
	Sign Posting Deadline:	02/12/19

Staff Recommendation		Staff Reviewer: Henry Zhang, AICP LEED AP Phone Number: 301-952-4151 Email: Henry.Zhang@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Conceptual Site Plan CSP-18010
Type 1 Tree Conservation Plan TCP1-008-10
Beltway Plaza

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

EVALUATION

This conceptual site plan application was reviewed and evaluated for compliance with the following criteria:

- a. The 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment* and standards of the Development District Overlay (D-D-O) Zone.
- b. The requirements of the Prince George's County Zoning Ordinance in the Mixed Use-Infill (M-U-I) and D-D-O Zones and the site design guidelines;
- c. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- d. The requirements of other site plan-related regulations;
- e. Referral comments.

FINDINGS

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

1. **Request:** The subject application proposes a conceptual site plan (CSP) for a mixed-use development consisting of 175 to 250 two-family (two-over-two) or single-family attached (townhouse) dwelling units; 875 to 2,250 multifamily dwelling units; and 435,000 to 700,000 square feet of commercial retail use, to be constructed in five phases.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone (s)	M-U-I/D-D-O	M-U-I/D-D-O
Use(s)	Integrated Shopping Center	Single-Family Attached, Two-Family Attached, Multifamily, and Commercial/Retail
Acreage	53.88	53.88
Commercial Gross Floor Area (GFA)	884,320 sq. ft.*	435,000–700,000 sq. ft.
Total Units (Maximum)	-	2,500
Single-Family and Two-family Attached		175–250
Multifamily Dwelling Units		87–2,250

Note: *Per page 208 of the 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment*

3. **Location:** The subject site is located on the north side of MD 193 (Greenbelt Road), south of Breezewood Drive and east of Cherrywood Lane. The property is also located in Planning Area 67, in Council District 4.
4. **Surrounding Uses:** The subject property is bounded to the north by the right-of-way of Breezewood Drive, and beyond is a multifamily apartment community, also known as Franklin Park at Greenbelt Station (formerly Empirian Village), which is in the Mixed Use–Infill (M-U-I) and Development District Overlay (D-D-O) Zones. To the west of the subject property, across Cherrywood Lane, is the other part of Beltway Plaza, which is zoned M-U-I and D-D-O; to the east of the subject property is the Greenbelt Middle School site in the Open Space (O-S) Zone. There is a small property zoned Commercial Shopping Center (C-S-C) and D-D-O in the southeast quadrant of the intersection of Cherrywood Lane and Breezewood Drive that is not part of this application. Additionally, the commercially developed existing Parcel BB, which is zoned M-U-I and D-D-O and located north of MD 193, along the southern edge of the subject application, is not part of the CSP.
5. **Previous Approvals:** The 2001 *Approved Sector Plan and Sectional Map Amendment for the Greenbelt Metro Area* rezoned the larger Beltway Plaza, including the subject site, from the Light Industrial (I-1) Zone to the C-S-C Zone and superimposed a D-D-O Zone on the property. In addition, the shopping center was granted a Departure from Sign Design Standards (DSDS-403), which was approved in 1989 (PGCPB Resolution No. 89-555), to allow a maximum of 2,141 square feet of building sign area for the entire Beltway Plaza Mall.

Conceptual Site Plan CSP-05007, formerly referred to as Greenbelt Town Center at Beltway Plaza, was submitted on August 8, 2006, to rezone a portion of the subject property (approximately 15.4 acres) from C-S-C to M-U-I. On January 13, 2011, the Prince George’s County Planning Board heard CSP-05007, but the decision ended in a tie vote. The Prince George’s County District Council never took any action on this CSP. On March 5, 2013, the District Council adopted Council Resolution CR-14-2013 for the purposes of approving and adopting the *Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment* (Greenbelt Metro Area and MD 193 Sector Plan and SMA) and rezoned the entire Beltway Plaza property from C-S-C to M-U-I and D-D-O.

6. **Design Features:** The proposed CSP will introduce a maximum of 2,500 residential dwelling units into an existing commercial shopping center, with a reduction in the commercial square footage. The application will also alter the mix of the retail and commercial services on the site to create a new mixed-use town center with 24-hour vibrancy. The proposal will utilize all existing access points off MD 193 and Cherrywood Lane and create an additional access point off Breezewood Drive to serve the new residential uses. The existing on-site grid street pattern will be further reinforced. Per the applicant’s statement of justification (SOJ), the entire development will be constructed in five phases, described as follows:

Phase 1—Residential Transition Zone and Multifamily: Phase 1 contemplates the infill redevelopment of the existing surface parking lot areas on the north side of the subject property. This area is identified as the “Residential Transition Zone,” and is generally bounded by Breezewood Drive to the north, and the existing mall “ring road” to the south. This area is proposed to be exclusively residential in character and is anticipated to contain approximately 175 to 250 townhomes and/or two-over-two residential dwelling units, and 100 to 500 multifamily dwelling units. A new street/sidewalk connection opposite Cherrywood Terrace is envisioned, as well as a potential new street connection opposite the existing eastern parking lot entrance. A new vehicular entrance is also envisioned on Cherrywood Lane in order to potentially consolidate multiple existing driveways in that general vicinity. The existing ring road within the Residential Transition Zone is proposed to be converted into a safe, pedestrian-oriented, urban street section with on-street parking, street trees, and street furniture. Multiple amenities, such as pocket parks, mews, sidewalks, and trailhead connections, are conceptually envisioned, along with environmental site design features. A tot lot and a pedestrian connection to the existing Greenbelt Middle School is proposed. Parking along Breezewood Drive would be encouraged to activate the streetscape in this district, as well as the construction of a new sidewalk along the length of the southern portion of Breezewood Drive. Shared parking is proposed in this phase.

Additionally, Phase 1 also includes redevelopment of the area immediately adjacent to the south of the existing surface parking lot areas, on the north side of the subject property, identified as the Residential Transition Zone, proximate to the existing Garage B. This phase contemplates the addition of new multifamily residential dwelling units, utilizing the existing structured parking Garage B, or a possible reconstruction over the existing commercial/retail space. This area is proposed to be predominantly residential in nature, with vertically integrated mixed-uses possible on those commercial anchor spaces that are contemplated for long-term retention. On-site amenities, such as a fitness center, swimming pool, and meeting spaces, will be determined with the detailed site plan (DSP). New residential units in this area are proposed to complement the proposed Residential Transitional Zone units in the northern portion of Phase 1, so as to form a residential-character neighborhood, helping to obscure much of the rear portion of the shopping mall. Shared parking is also proposed in this phase.

Phase 2—Neighborhood Shopping Center: Phase 2 contemplates redevelopment of those areas immediately adjacent to the existing grocery anchor on the western portion of the mall, in the area described as the “neighborhood shopping center” district. This phase will likely require partial demolition of the mall superstructure in order to accommodate a repositioning of the surface parking lot, in order to enhance the utility, function, and accessibility of the grocery store. New development is proposed in the form of multifamily units (possibly age-restricted) on podiums with surface parking underneath. Dwelling unit counts in this area are anticipated to range from 225 to 500 units. A new vehicular and pedestrian connection is envisioned in the front of the grocery anchor, connecting the northern ring road with the parking lot abutting Greenbelt Road. This phase will necessitate reconfiguration of the existing surface parking lot, proximate to the Cherrywood Lane and Greenbelt Road intersection. New replacement commercial development

in this area allows for multiple buildings, anticipated to be ground-floor commercial/retail uses with potential office and flex uses above, totaling 150,000 to 200,000 square feet. A primary vehicular and pedestrian connection from the main entrance on Greenbelt Road to the northern ring road is proposed. Shared parking is proposed in this phase.

Phase 3—Amenity Core and Mixed-Use Neighborhood Core: Phase 3 is the most complex portion of the phased redevelopment of the mall and is the area identified as the “Amenity Core” and “Mixed-Use Neighborhood Core.” This phase will require substantial demolition of large portions of the remaining mall superstructure, with anticipated retention of the existing mall anchor store spaces. New development and replacement commercial yield in this area will generally utilize the existing Garage A, or a possible reconstruction. Dwelling unit counts in this area are anticipated to be up to 725 total units. New replacement commercial space in this area allows for multiple buildings, anticipated to be ground-floor commercial/retail uses with predominantly residential uses above, totaling 125,000 to 175,000 square feet. An intensive amenity core is proposed, along with the timed redevelopment of this area, to anchor the development and provide an outdoor, civic-style gathering space with urban amenities and programmed activities. An urban plaza with amenities, including fountains, a splash pad, meeting/gathering space, an event lawn, and enhanced retail/dining experiences, such as café-style dining, is envisioned as the primary focus of the site. An additional street connection will be made from Garage B to the existing southern ring road. Significant streetscape improvements will be provided, including parallel on-street parking and site furnishings such as benches, trash receptacles, street lights, and bike racks.

Phase 4—Destination Retail Spaces: Phase 4 includes the existing parking lot immediately adjacent to the easternmost retail anchor in the area identified as “destination retail” on the CSP. This phase will require infill of portions of the existing parking lot and a possible newly structured parking facility. The existing retail anchor space is proposed to be retained, with new development being predominantly mixed-use in character. Dwelling unit counts in this area are anticipated to range from 175 to 250 units, and new replacement commercial/retail is anticipated to range from 40,000 to 60,000 square feet. Streetscape improvements are proposed to be expanded to complete the conversion of the ring road into a safe, pedestrian-oriented, urban street section with on-street parking, street trees, and site furnishings such as benches, trash receptacles, street lights, and bike racks.

Phase 5—Retail Pad Sites: This phase includes the existing retail pad sites located in the area identified as “Pad Site Retail,” along the frontage of MD 193. This area offers the highest visibility and convenient access to Greenbelt Road that fills a much-needed convenience and highway retail segment to support the overall retail diversification and community-needs strategies. Views into the site through the pad sites are important to maintain for the overall project benefit, and only limited potential infill of this area is anticipated. Future commercial development in this area allows for the potential of multiple buildings, anticipated to be freestanding or possibly vertical mixed-use, with predominantly office uses above, totaling approximately 15,000 to 25,000 square feet of new space. Repositioning of the pad sites is also possible, in response to future market conditions, and may allow for interior streetscape and pedestrian improvements to the secondary ring road.

The proposed five phases may not be the exact order of the construction, which will be decided by the market and the applicant’s business plan.

COMPLIANCE WITH EVALUATION CRITERIA

7. **2013 Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment and standards of the Development District Overlay (D-D-O) Zone:** The Greenbelt Metro Area and MD 193 Sector Plan and SMA defines long-range land use and development policies, detailed zoning changes, design standards, and a D-D-O Zone for the Greenbelt Metro Metropolitan Center and a portion of the University Boulevard (MD 193) Corridor, west of Kenilworth Avenue (MD 201), to ensure that the development of land meets the goals and objectives of the sector plan. Five themes inform the plan vision and infiltrate every aspect of the future development and redevelopment of the sector plan area: sustainability, connectivity and safety, economic development, neighborhood preservation and conservation, and quality of life.

The SMA (page 202) requires that a CSP be approved prior to a DSP submittal for development within the North Core and Beltway Plaza subareas. These CSPs should outline a comprehensive approach to redevelopment of the subject properties, including a general indication of phasing, future land uses, and future connections to adjacent properties. The submitted CSP provides an indication of phasing and future land uses, as well as pedestrian and vehicular connections to adjacent properties. The applicant's submitted SOJ, dated January 18, 2019, incorporated herein by reference, outlines the proposed comprehensive approach to redevelopment of the property.

The sector plan prescribes specific policies and strategies for redevelopment of the Beltway Plaza on pages 105–108. The sector plan also provides illustrative site plan diagrams that show how the site could evolve in a comprehensive manner. These illustrative site plan diagrams should not be construed as a mandate. The sector plan recognizes that market conditions will dictate specific phasing and uses. Specifically, the sector plan envisions three general stages for the redevelopment of the Beltway Plaza Mall, as follows (page 107):

In the near-term, residential infill and integrated public open spaces are constructed in the rear of the property along Breezewood Drive to frame the street. New landscaping, lighting, and pedestrian paths create a welcoming transition to Franklin Park at Greenbelt Station. Liner uses and appropriate buffering conceal parking. Streetscape improvements are made along MD 193 to complete sidewalk networks and widen existing sidewalks, provide street trees, and accommodate bicycles.

In the medium-term, a new pedestrian and transit-oriented grid system begins to form, bisecting the Beltway Plaza Mall while retaining its principal anchors. Direct road connections from Cherrywood Terrace, Cunningham Drive, and 62nd Avenue are constructed into the core of the site. New high-quality retail uses frame the intersections of MD 193 and Cherrywood Lane and MD 193 and Cunningham Drive, and serve as gateways to the center while retaining many of the mall's pad sites and maintaining unobstructed view corridors to the mall's anchor tenants. The MD 193 streetscape is improved in concert with State Highway Administration improvements to the roadway, with emphasis on dedicated bicycle facilities.

At buildout, the Beltway Plaza Mall will be transformed into a vibrant and competitive mixed-use center featuring a network of walkable streets, pedestrian-oriented development, and attractive open spaces. The mall's largest tenants continue to anchor the site while new retail and office uses, plazas, and pocket parks define its street grid and the MD 193 Corridor.

The proposed five phases in this CSP generally mirror the sector plan's vision for Beltway Plaza and are consistent with the sector plan's policies and strategies.

8. **Prince George's County Zoning Ordinance:** The subject CSP has been reviewed for compliance with the requirements of the M-U-I and D-D-O Zones and the site plan design guidelines of the Zoning Ordinance.
- a. The subject application is in conformance with the requirements of Section 27-548.22 (Uses) of the Zoning Ordinance, which governs uses in the D-D-O Zone. The proposed townhouses, two-family attached and multifamily dwelling units, and a variety of commercial/retail uses are permitted in the M-U-I and D-D-O Zones.
 - b. In accordance with Section 27-548.25 (Site Plan Approval) of the Zoning Ordinance, the proposed development will be subject to DSP review prior to obtaining building permits. This section further requires a DSP approval that is consistent with D-D-O Zone standards. Since this is a CSP, the site's conformance with the D-D-O Zone standards, such as building form, parking, lighting, and signage, will be reviewed at the time of DSP.
 - c. Section 27-274 of the Zoning Ordinance provides design guidelines regarding parking, loading and circulation, lighting, views, green area, site and streetscape amenities, grading, service areas, public spaces, and architecture. The CSP has been reviewed and found to be in conformance with the applicable site design guidelines contained in Section 27-274(a), summarized as follows:
 - (2) **Parking, loading, and circulation.**
 - (A) **Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site.**
 - (B) **Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians.**
 - (C) **Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers.**

The proposed CSP illustrates that all parking and loading areas are located and designed to provide safe and efficient vehicular and pedestrian circulation throughout the entire site.

- (3) **Lighting.**
 - (A) **For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the design character.**

This CSP anticipates that at least some activities will take place in the evening and will provide adequate lighting levels for safe vehicular and pedestrian movements. The site lighting will provide new residents and future patrons of the commercial/lifestyle component with a bright, safe atmosphere, while not causing a glare or spilling onto adjoining properties, as the applicant would anticipate using full cut-off light fixtures.

(4) Views.

(A) Site design techniques should be used to preserve, create, or emphasize scenic views from public areas.

This plan is designed to preserve, create, or emphasize views from the public roads and adjoining property. All buildings will be designed to provide a modern, clean, and strong presence along road frontages. Other views and public areas will be emphasized through the anticipated use of sitting areas, along with sidewalks, to collectively connect the various components of the project.

(5) Green Area.

(A) On site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use.

An amenity core is proposed to anchor development and provide attractive outdoor places that promote an engaged user experience and diverse socialization. This proposed amenity core establishes a well-positioned, civic-style gathering space and plaza with amenities and uses that provide four seasons of interest. Amenities within the core include fountains, a splash pad, landscape planting, meeting/gathering space, an event lawn, and enhanced retail/dining experiences, such as café-style dining. The primary focus of the site is geared toward the retail and dining experience.

Plantings within the proposed stormwater facilities will be developed to enhance the surrounding settings by incorporating native and resilient plant communities. These location-specific planting designs will provide the biology necessary to complete each living system within the facility and potentially reduce maintenance costs. The proposed stormwater facilities are viewed as potential site assets and habitat opportunities that tie together spaces, while providing improved water quality.

The experience of the site will be largely dictated by strategic, aesthetic landscape planting that will encourage circulation, enhance architecture, and compliment the hardscape throughout the development. Planting will be sensitively located to provide adequate view sheds to complimentary spaces to further engage the user. Each proposed green area and its subsequent vegetative enhancement will be assessed for both context hardiness and ecological benefit to the development.

(6) Site and streetscape amenities.

- (A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site.**

The proposed site and streetscape amenities will contribute to an attractive and coordinated development. That is, the site fixtures will be of a durable, high-quality material and will be attractive, which will enhance the site for future residents and patrons. Within a number of the phases, additional street connections and streetscape amenities are proposed.

(7) Grading.

- (A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts.**

Although the vast majority of the site is currently developed, grading will be necessary. Nevertheless, all grading and landscaping will help to soften the overall appearance of the improvements, once constructed. To the fullest extent practical, all grading will be designed to minimize disruption to existing topography.

(8) Service Areas.

- (A) Service areas should be accessible, but unobtrusive.**

Service areas, such as loading areas to serve the commercial retail development, will be conveniently located and screened. Where possible, service areas will be designed to serve multiple buildings, so that the number can be limited.

(9) Public Spaces.

- (A) A public space system should be provided to enhance a large-scale commercial, mixed use, or multifamily development.**

Numerous public spaces have been envisioned on the site to serve different uses. A centrally located public green has also been proposed. Additional design aspects will be provided at the time of DSP review.

(10) Architecture.

- (A) When architectural considerations are references for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with unified, harmonious use of materials and styles.**

- (B) The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.**
- (C) These guidelines may be modified in accordance with section 27-277.**

Architectural elevations are not required at the time of CSP. However, the CSP complies with the design guidelines by providing images of possible architecture of high quality. At the time of DSP, the applicant will ensure that all architecture for the residential units and commercial/retail redevelopment will provide a high quality of building materials and a variety of architectural elements.

(11) Townhouses and Three-Family Dwellings.

- (A) Open space areas, particularly areas separating the rears of buildings containing townhouses, should retain, to the extent possible, single or small groups of mature trees. In areas where trees are not proposed to be retained, the applicant shall demonstrate to the satisfaction of the Planning Board or the District Council, as applicable, that specific site conditions warrant the clearing of the area. Preservation of individual trees should take into account the viability of the trees after the development of the site.**
- (B) Groups of townhouses should not be arranged on curving streets in long, linear strips. Where feasible, groups of townhouses should be at right angles to each other, and should facilitate a courtyard design. In a more urban environment, consideration should be given to fronting the units on roadways.**
- (C) Recreational facilities should be separated from dwelling units through techniques such as buffering, differences in grade, or preservation of existing trees. The rears of buildings, in particular, should be buffered from recreational facilities.**
- (D) To convey the individuality of each unit, the design of abutting units should avoid the use of repetitive architectural elements and should employ a variety of architectural features and designs such as roofline, window and door treatments, projections, colors, and materials. In lieu of this individuality guideline, creative or innovative product design may be utilized.**
- (E) To the extent feasible, the rears of townhouses should be buffered from public rights-of-way and parking lots. Each application shall include a visual mitigation plan that identifies effective buffers between the rears of townhouses abutting public rights-of-way and parking lots. Where there are no existing trees, or the retention of existing vegetation is not practicable, landscaping, berming, fencing, or a combination of these techniques may be used. Alternatively, the applicant may consider designing the rears of townhouse buildings such that they have similar features to the fronts, such as reverse gables, bay windows, shutters, or trim.**

(F) Attention should be given to the aesthetic appearance of the offsets of buildings.

The CSP complies with the design guidelines by providing images of possible future townhouse models to be used on this site. At the time of DSP, the applicant will ensure that all townhouses will be of high quality.

Additional design guidelines governing lighting, architecture, grading, and site and streetscape amenities will be reviewed at the time of DSP, when the specific information is available.

9. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This site is subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property has previously approved tree conservation plans (TCP). A Type 1 Tree Conservation Plan, TCP1-008-10, was submitted with this CSP. This site is proposed to be phased in the future (five phases total). The previously approved and implemented TCP2 was not phased, and only covered a portion of the subject property, so a separate TCP2 will be required at the time of DSP.

An approved Natural Resources Inventory Equivalency Letter, NRI-156-2018, was issued for this application. However, the letter states that a full NRI, with a simplified forest stand delineation, will be required for all future applications covering the entire land area included in the application, approved under the current regulations.

The site has an overall woodland conservation threshold of 15 percent or 8.08 acres. A total of 0.89 acre of woodlands are proposed to be cleared with all phases. According to the worksheet, the cumulative woodland conservation requirement for all phases of development is 8.97 acres. The TCP1 proposes to meet this requirement through a combination of 1.39 acres of preservation and 7.28 acres of fee-in-lieu, in the amount of \$99,055.44. Staff does not support the use of fee-in-lieu with this project, as the total conservation requirement exceeds the one acre or less requirement, and the proposed fee-in-lieu will not address a specific identified countywide conservation priority. Therefore, a revision to demonstrate how the woodland conservation will be met is required. Staff supports the use of further on-site or off-site mitigation, instead of fee-in-lieu. In addition to the removal of the fee-in-lieu, there are several minor revisions that need to be addressed on the TCP1. These revisions are specified in the recommended conditions below.

10. **Other site plan-related regulations:** Additional regulations are applicable to site plan review that usually require detailed information, which can only be provided at the time of DSP. The discussion provided below is for information only.
- a. **2010 Prince George's County Landscape Manual**—The Applicability and Administration Section of the Greenbelt Metro Sector Plan and SMA (page 202) specifically states that development district standards replace comparable standards and regulations required by the Zoning Ordinance or the *Prince George's County Landscape Manual* (Landscape Manual). For development standards not covered by the Greenbelt Metro Area and MD 193 Corridor D-D-O Zone, the Zoning Ordinance and the Landscape Manual shall serve as the requirements. This development in the M-U-I and D-D-O Zones will be subject to the development district standards and requirements of the Landscape Manual, at the time of DSP.

- b. **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 require a building or grading permit for more than 5,000 square feet. Properties zoned M-U-I are required to provide a minimum of 10 percent of the gross tract area covered by tree canopy. The subject site is 53.88 acres in size and the required TCC is 5.4 acres. Conformance with the requirements of the Tree Canopy Coverage Ordinance will be ensured at the time of DSP for the subject project.

11. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral memoranda are incorporated herein by reference in this report, and the major comments are summarized, as follows:

- a. **Historic Preservation**—In a memorandum dated December 28, 2018 (Stabler to Zhang), the Historic Preservation Section indicated that the subject property is adjacent to the Greenbelt National Register Historic District (67-004-00). There are no Prince George’s County historic sites or districts on or adjacent to the subject property. This proposal will not impact any historic sites, historic resources, or known archeological sites. The Historic Preservation Section recommends approval of this application, with no conditions.
- b. **Community Planning**—In a memorandum dated February 5, 2019 (Dodgshon to Zhang), the Community Planning Division provided a discussion of the general plan’s vision for this area, as well as a discussion of the sector plan’s recommendations. Pursuant to Part 3, Division 9, Subdivision 2, of the Zoning Ordinance and the Greenbelt Metro Area and MD 193 Corridor D-D-O Zone, sector plan conformance is not required for this application. Development must show compliance with the development district standards during the DSP process.
- c. **Transportation Planning**—In a memorandum dated February 7, 2019 (Masog to Zhang), the Transportation Planning Section provided comments on this application, as follows:

The approval of the CSP is subject to the findings given in Section 27-276(b) of the Zoning Ordinance and the referenced site design guidelines, which contain no transportation adequacy-related references or requirements. For these reasons, a traffic study was not required for review with this application. It shall be noted that this site will need to go through the preliminary plan of subdivision (PPS) process, and transportation adequacy will be reviewed at that time.

The application is a CSP for a mixed-use development consisting of uses having the following trip generation (with the use quantities shown in the table at the upper end of the ranges specified in the SOJ):

Trip Generation Summary: CSP-18010 Greenbelt Town Center at Beltway Plaza								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Retail	700,000	square feet	317	194	511	1059	1148	2207
Less Pass-By (20 percent per Guidelines)			-63	-39	-102	-212	-230	-442
Net Trips for Retail			264	155	419	847	918	1765
Townhouse/ Two-Over-Two	250	units	35	140	175	130	70	200
Multi-Family	2250	units	225	945	1170	878	473	1351
Net Trips for Residential			260	1085	1345	1008	543	1551
Total Proposed Trips			524	1240	1764	1855	1461	3316

When reviewing these trips, the following must be noted:

- The trips are based on the maximum levels of development given in the SOJ. The ultimate proposed development mix will involve lower quantities than shown above.
- The site contains a large retail center that has not been factored into the above analysis, and any adequacy determination will be based on net new trips, and not the total.
- By being mixed-use, many trips generated will remain internal to the site, and this effect has not been considered in the above chart.
- There may be other trip generation rates and/or reductions that are proposed by the applicant at the time of PPS.

Access and circulation have been reviewed. With six proposed access points (two each to MD 193, Cherrywood Lane, and Breezewood Drive), access is acceptable. The issue of access will be further examined during later stages of review. A greater concern involves private streets on the site and street cross sections that will be used. Particularly near residences, streets should have lighting, landscaping, and amenities for walkers, and this will be examined during later stages of review.

Cherrywood Lane is a master plan collector roadway with a proposed width of 80 feet. The current right-of-way is adequate, and no additional dedication is required from this plan. MD 193 is a master plan arterial with a right-of-way varying from 120 feet to 200 feet. The current right-of-way is adequate, and no additional dedication is required from this plan.

The Transportation Planning Section concluded that, from the standpoint of transportation, it is determined that this plan is acceptable and meets the findings required for a CSP, as described in the Zoning Ordinance.

- d. **Subdivision Review**—In a memorandum dated December 18, 2018 (Davis to Zhang), the Subdivision Review Section provided multiple comments that were addressed with revised plans, as well as the following information.

Pursuant to Section 24-121(a)(3) of the Subdivision Regulations, when lots are proposed on land adjacent to an existing or planned roadway of arterial or higher classification, they shall be designed to front on either an interior street or service road. The applicant is proposing lots adjacent to MD 193, a master-planned arterial. The CSP indicates that existing access points to the site from MD 193 are to remain. Continued access to MD 193, as proposed, will require approval of a variation from Section 24-121(a)(3) at the time of PPS.

All the proposed lots will need to have direct access to and frontage on a public street. The status of the proposed interior streets will need to be determined at the time of PPS and must conform to Section 24-128 of the Subdivision Regulations.

Any residential dwelling units adjacent to MD 193, a master-planned arterial roadway, may be subject to noise impacts above the state standard for interior (45 dBA Ldn) and exterior activity areas (65 dBA Ldn). A Phase II noise study may be required at the time of PPS to ensure that the spatial relationships can accommodate mitigation measures, if appropriate.

Pursuant to Section 24-121(a)(4), any residential lots or parcels adjacent to MD 193 will be required to have a minimum lot depth of 150 feet.

- e. **Environmental Planning**—In a memorandum dated February 5, 2019 (Juba to Zhang), the Environmental Planning Section indicated that Christiana complex soils are mapped on this property. Christiana complexes are considered unsafe soils that exhibit shrink/swell characteristics during rain events, which make it unstable for structures. A geotechnical review is not required at this time, but a soils report may be required by the Prince George’s County Department of Environmental Resources (DOE) in future phases of development.

The site has an approved Stormwater Management Concept Plan, 46825-2005-02, and associated letter that is in conformance with the current code, which is valid until September 19, 2019. The approved concept plan is consistent with the CSP.

The Environmental Planning Section recommends approval of this CSP, with conditions regarding minor revisions to the TCP, that have been included in the Recommendation section of this report.

- f. **Trails**—In a memorandum dated February 1, 2019 (Lewis-DeGrace and Masog to Zhang), the trails planner reviewed the CSP application for conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the Greenbelt Metro Area and MD 193 Corridor Sector Plan and SMA, in order to implement planned trails, bikeways, and pedestrian improvements. The trails planner provided an extensive discussion on issues, such as sidewalks, bicycle parking and improvements, alignment of the master plan trails, and cross sections of the proposed roadways, that must be addressed at the time of PPS and DSP reviews. Two trails-related conditions have been included in the Recommendation section of this report.

- g. **Prince George’s County Department of Parks and Recreation (DPR)**—In a memorandum dated February 10, 2019 (Sun to Zhang), DPR stated that the subject property is located outside of the Maryland-Washington Metropolitan District and within

the City of Greenbelt municipal boundary. The subject property is not adjacent to any existing parkland and the development has no impact on existing parkland. According to Section 24-134 (a) of the Subdivision Regulations, at the time of PPS, the subject development will be exempt from mandatory dedication of parkland to the Maryland-National Capital Park and Planning Commission.

- h. **Maryland State Highway Administration (SHA)**—At the time of the writing of this technical staff report, SHA did not offer comments on the subject application.
- i. **Prince George’s County Fire/EMS Department**—At the time of the writing of this technical staff report, the Fire/EMS Department did not offer comments on the subject application.
- j. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated February 22, 2019, DPIE stated that the proposed CSP is consistent with the approved site development concept plan for stormwater management on the subject site.
- k. **Prince George’s County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on the subject application.
- l. **Prince George’s County Health Department**—At the time of the writing of this technical staff report, the Health Department did not offer comments on the subject application.
- m. **City of Greenbelt**—The Greenbelt City Council’s resolution, dated February 20, 2019, is incorporated herein by reference. The City Council reviewed the application and voted 4 to 1, on February 11, 2019, to support the CSP, with 45 conditions. City staff and the applicant have worked together, but are not in full agreement on the proposed conditions, which are vital to the Council’s support of the application. These conditions were provided under several subtitles, including Transportation/Circulation, Environmental, and Urban Design, and Recreation. The Urban Design Section has reviewed all of the conditions and provides the following responses:

The majority of the Transportation/Circulation conditions involve street, alley, and sidewalk improvements, as well as bicycle parking and electric vehicle charging stations, that are issues to be reviewed at time of PPS and DSP, when adequacy of public facilities and specific site details are analyzed. This applies as well to requests for a parking plan, a circulation plan, an exploration of a circulator bus, and a bikeshare stations. The applicable D-D-O Zone has various standards relative to these issues that will need to be met in future applications.

The environmental conditions involve a noise study, which is a required submittal element at the time of PPS, soils for street trees, environmental site design, police services, crime prevention through environmental design best practices, and green features in surface parking lots.

Urban design conditions relate to requiring a diversity of housing unit types and limiting townhouse units, neither of which is a requirement of the zoning or the CSP. They also

require conformance with potential future zoning policy, integration, and improvements of the existing mall, including its parking, architecture, art, signage, paving, and lighting.

Recreation conditions require addressing mandatory land dedication requirements, providing private facilities, review by the City of Greenbelt, and requirements for the facilities and land.

Again, all of these issues mentioned will be reviewed at time of PPS and DSP, when adequacy of public facilities and specific site details are analyzed. The applicable D-D-O Zone has various standards relative to these issues that will need to be met in future applications.

12. Based on the foregoing and as required by Section 27-276(b)(1), the CSP, if approved with the proposed conditions below, 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.

13. Section 27-276(b)(4) provides the following required finding for approval of a CSP:

The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).

According to the submitted plans, there are no regulated environmental features located on-site or immediately adjacent to the site. Therefore, this finding can be said to have been met, as there are no features to preserve or restore on the subject property.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Conceptual Site Plan CSP-18010 and Type 1 Tree Conservation Plan TCP1-008-10 for Beltway Plaza, subject to the following conditions:

1. Prior to certificate approval of the conceptual site plan, the following revisions shall be made, or information shall be provided:
 - a. Revise the title block to remove the text “Phasing Plan” under “Conceptual Site Plan.”
 - b. Show the existing platted 10-foot-wide public utility easements (PM 218-95).
 - c. Revise the Type 1 tree conservation plan (TCP1), as follows:
 - (1) Add the TCP1 case number to each of the TCP1 approval blocks.
 - (2) Revise the TCP worksheet to remove the use of fee-in-lieu as the remaining requirement and show it to be met with off-site woodland conservation, after all on-site methods have been exhausted.

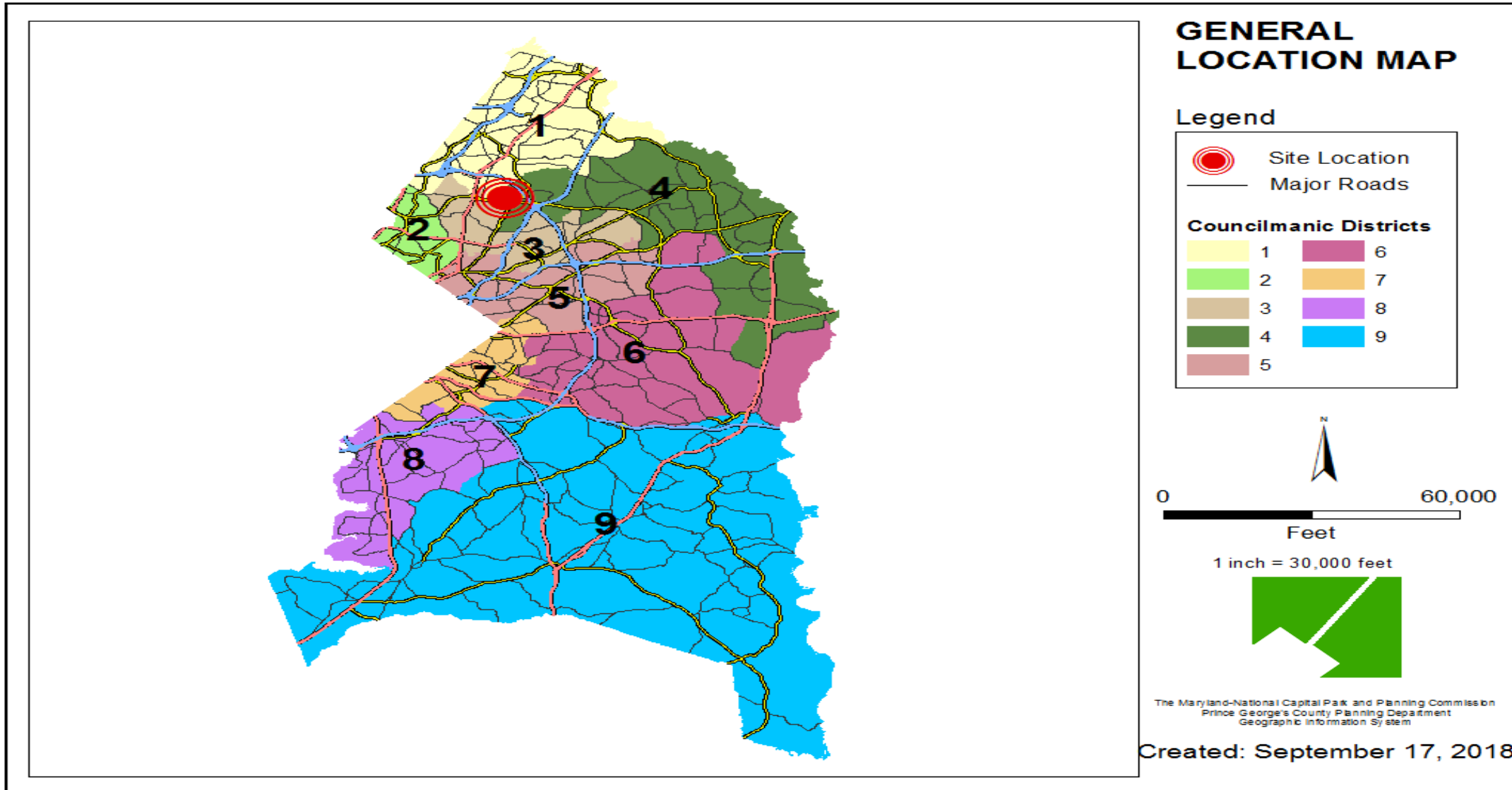
- (3) Revise the TCP worksheet to ensure that each phase of the project meets its woodland conservation requirement at the time of its implementation, instead of meeting it as part of a later phase of development.
 - (4) Revise all woodland preservation areas to meet the minimum size requirements to receive credit.
 - (5) Remove all woodland preservation from paved areas.
 - (6) Remove all woodland preservation within five feet of travel aisles and parking areas and within, or adjacent to, parking lots.
 - (7) Remove all woodland preservation within 10 feet of areas used for truck loading, unloading, or service areas.
2. Prior to acceptance of a preliminary plan of subdivision, the applicant shall:
 - a. Submit a bicycle and pedestrian exhibit depicting the master plan trails, bikeways, and sidewalks that will be provided on the subject site.
 - b. Provide cross sections for all internal roads that includes dimensions for the sidewalks and any on-road bicycle facilities.
 3. Prior to approval of a detailed site plan for the project, the applicant shall provide sidewalks on both sides of all internal roads, consistent with the Complete Streets policies of the *2009 Approved Countywide Master Plan of Transportation*.

ITEM: 6

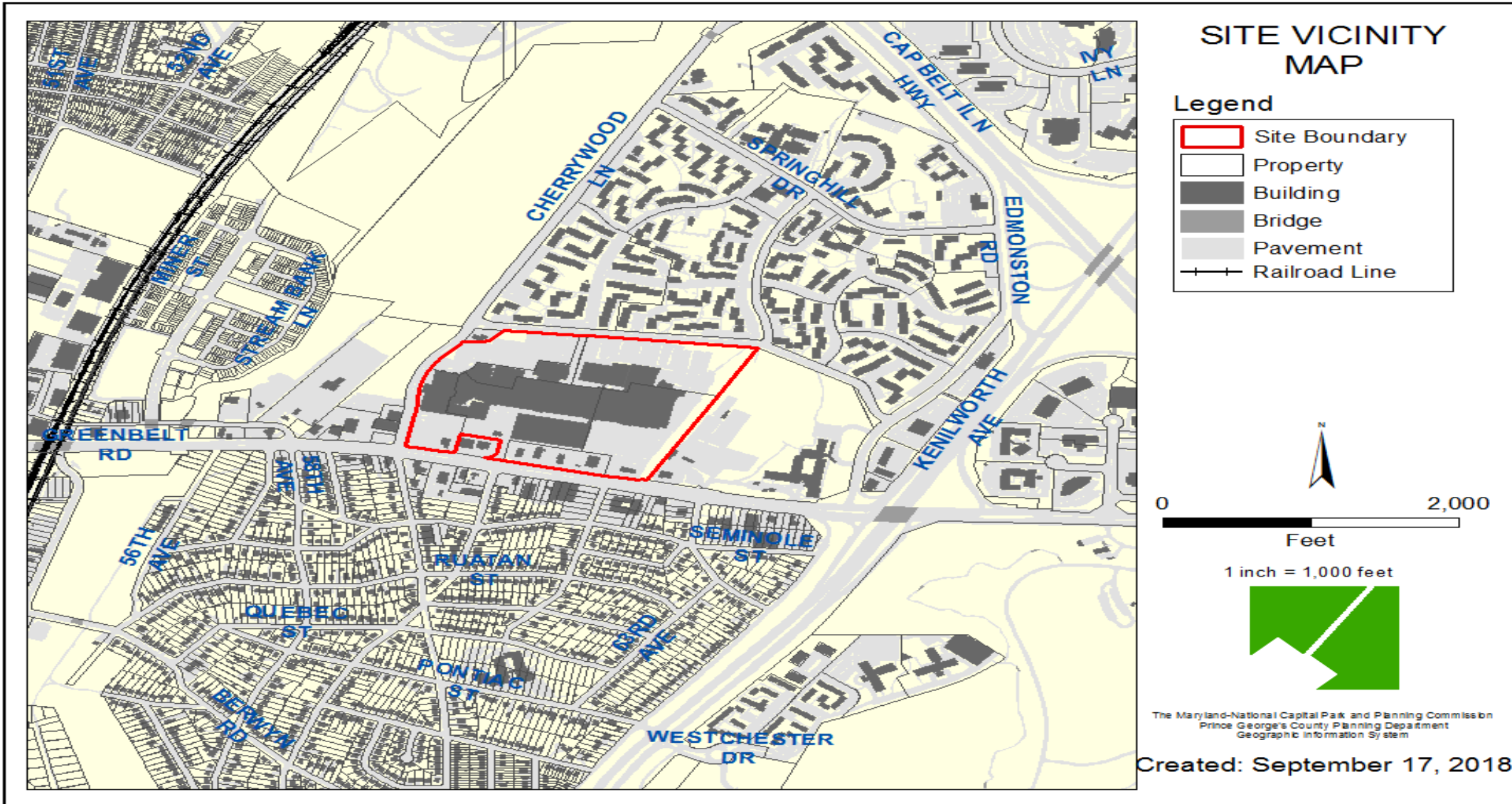
CASE: CSP-18010

BELTWAY PLAZA

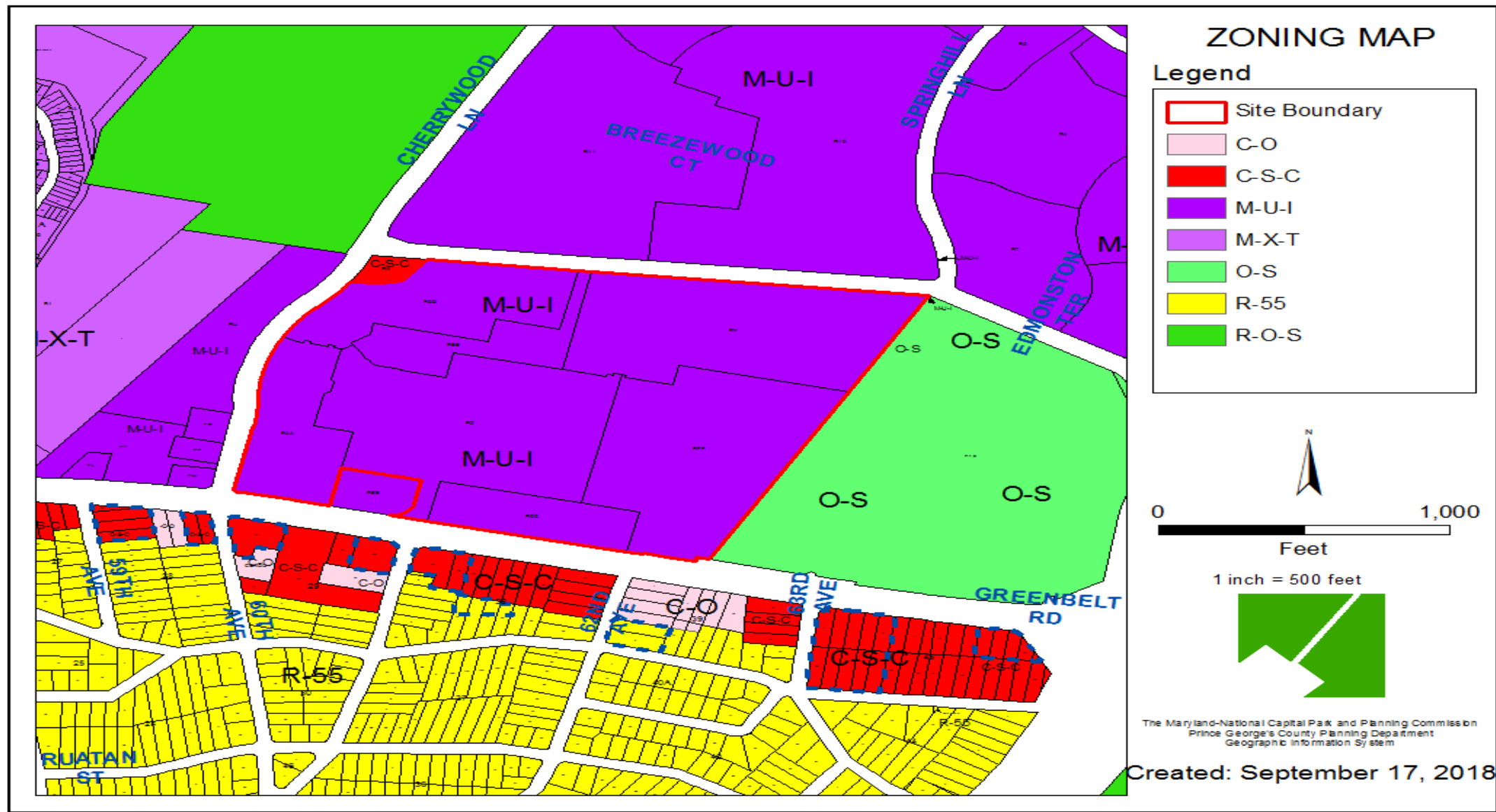
GENERAL LOCATION MAP



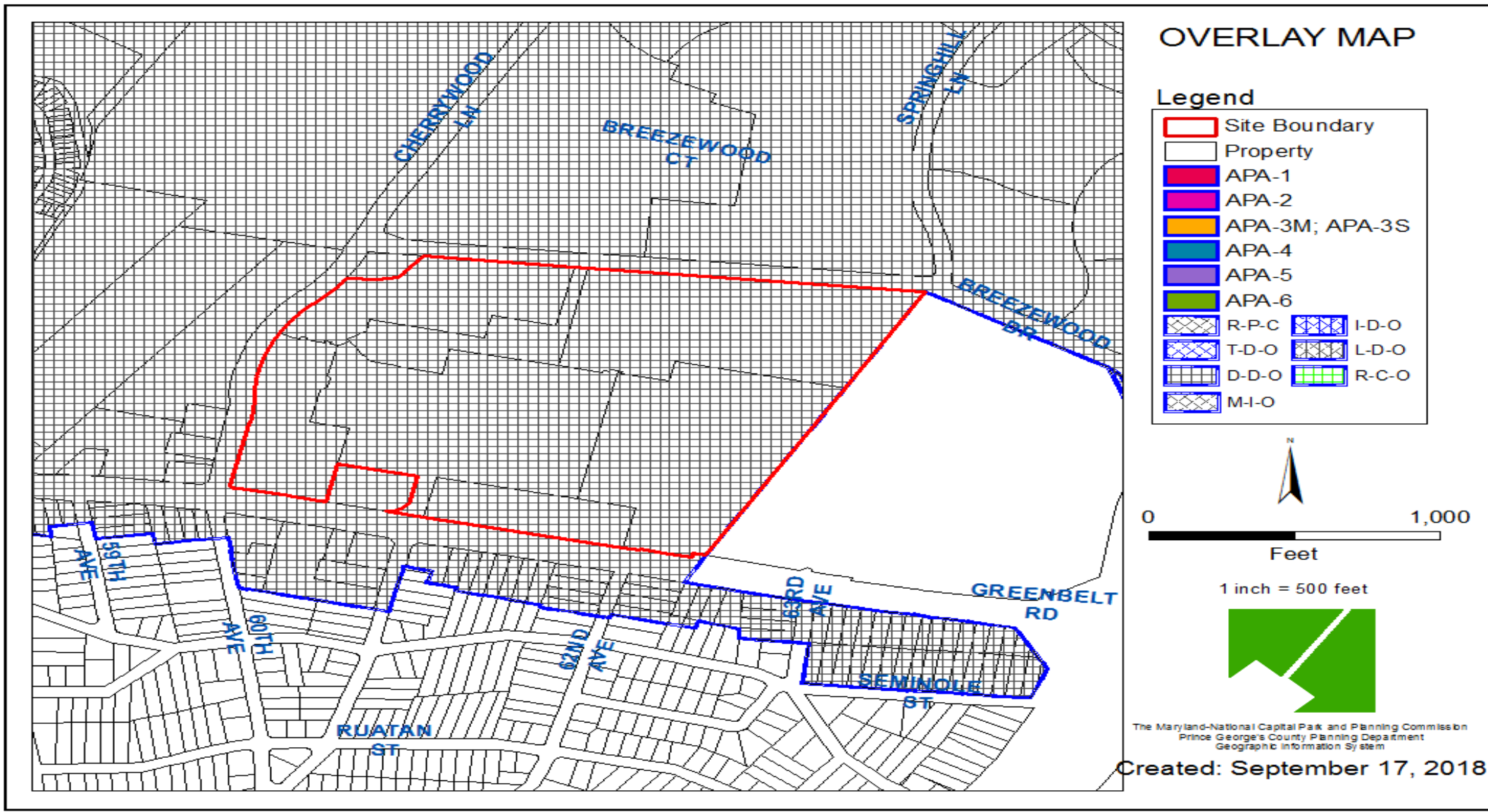
SITE VICINITY



ZONING MAP



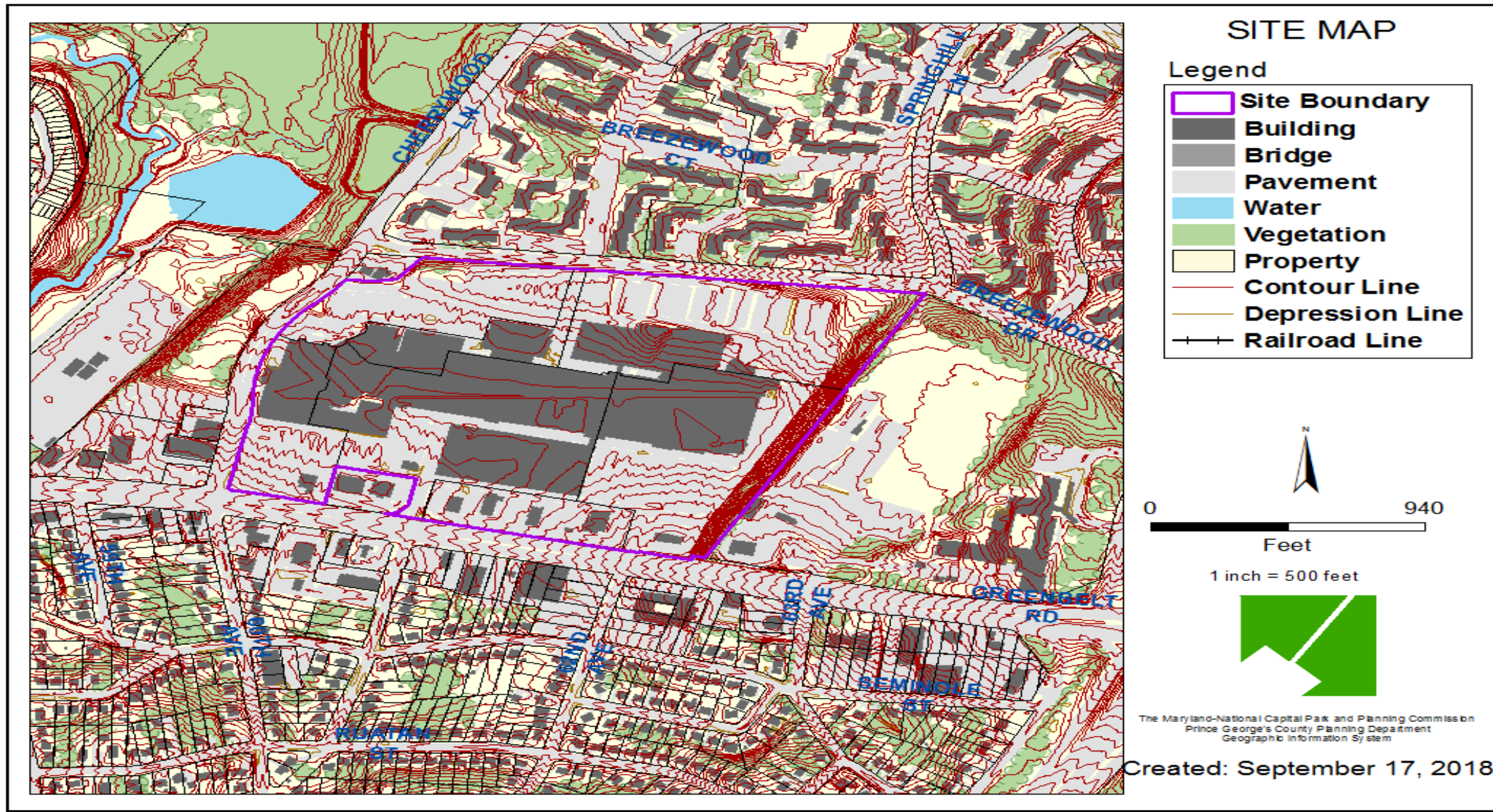
OVERLAY MAP



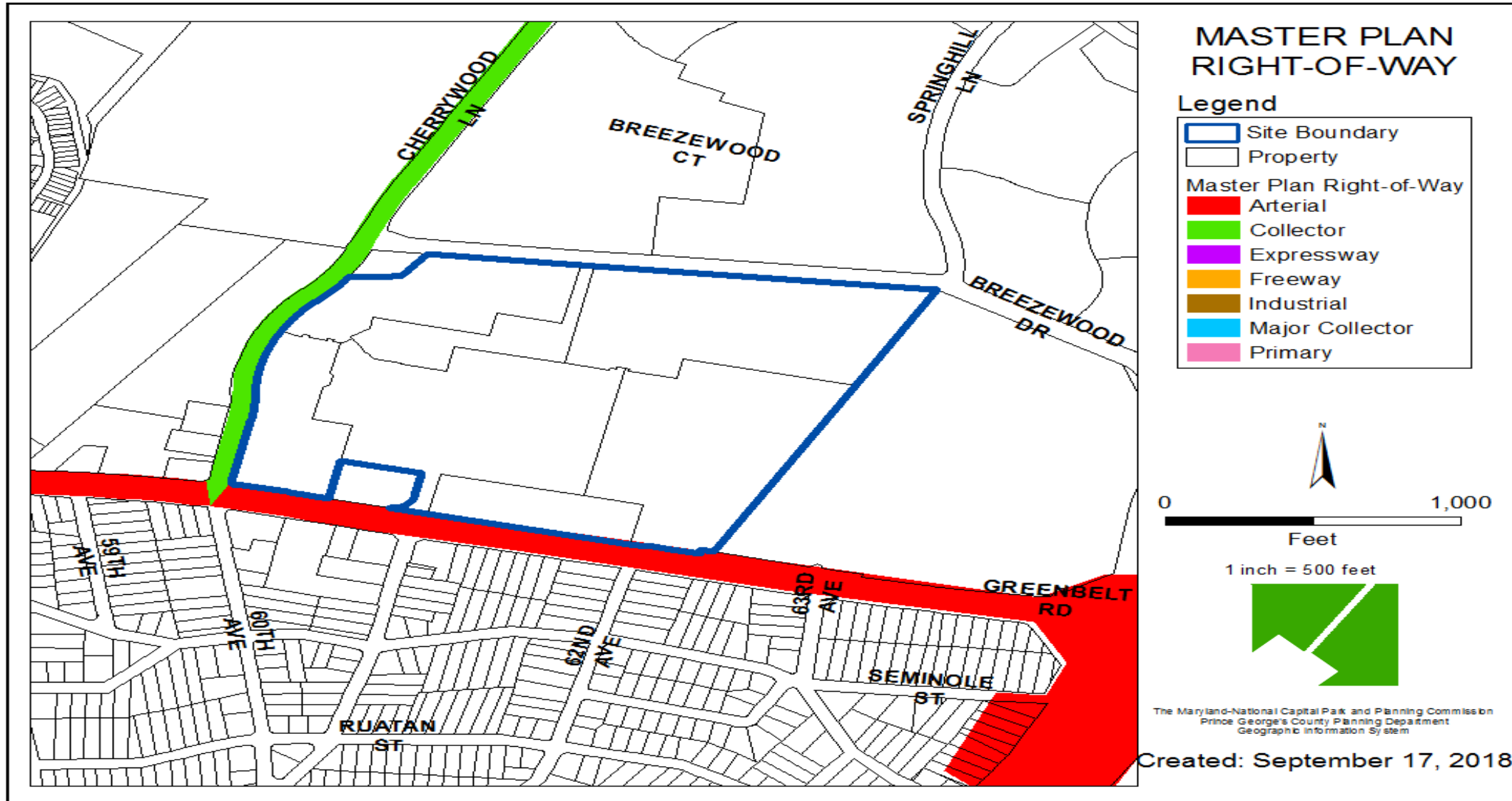
AERIAL MAP



SITE MAP



MASTER PLAN RIGHT-OF-WAY MAP



BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



APPROVED ZONING



MASTER DEVELOPMENT PLAN



Key

- 20' Rear Integral Townhomes
- 20' Rear Integral Townhomes
- 20' Stacked Townhomes
- Senior Housing
- Multi-Family
- Multi-Family over Retail
- Ex. Retail to remain
- Office/Flux over Retail
- Ex. Expanded Parking Garage

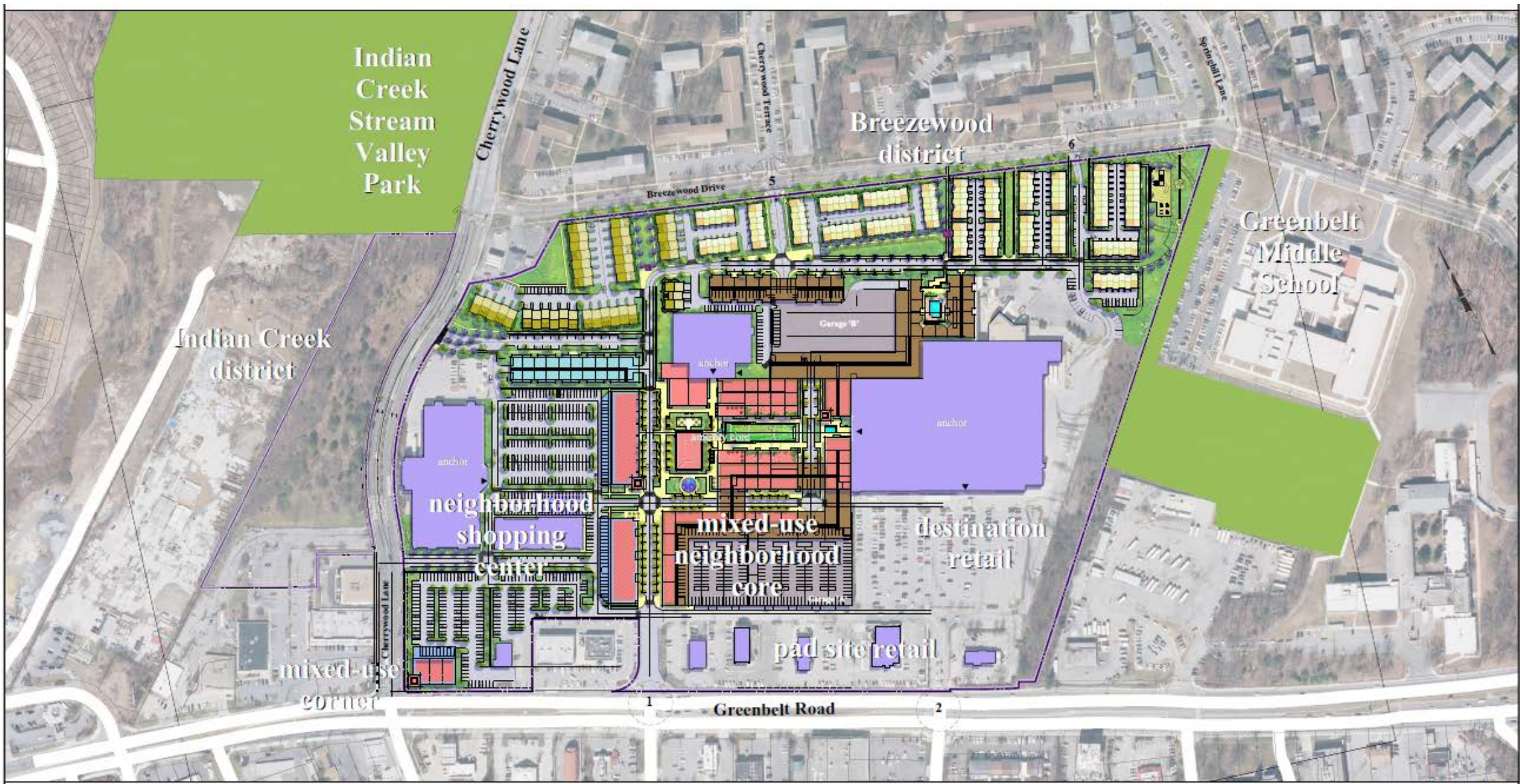
- Metrolinx Stop
- Pocket Park/Open Space/Amenity
- BSTD
- Streetscape Improvements
- Intersection Reference #

General Notes:
 This Master Development Plan (MDP) is a vision document meant to establish a feasible and responsible future infill/redesign framework for the existing Selsey Plaza Shopping Center. The framework is created primarily in response to well-documented land use and market trends that indicate serious near and long term instability in the marketplace for conventional, single-use shopping malls. This disruption potentially places neighborhood-serving retail services, municipal tax revenue and local employment opportunities at risk. In response, this MDP proposes creation of a more resilient mixed-use neighborhood anchored by civic amenities, diverse land use including housing, retail and other commercial uses consistent with the Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan. This project requires a phased implementation in order to remain feasible to dynamic market conditions, minimize physical and operational impacts to existing uses/lease agreements and to balance proposed improvements with commensurate levels of development.
 The plan as indicated is conceptual and may vary subject to application submittal, review and regulatory approvals as applicable.

- MDP Core Design Principles:**
- 1.1. Maximize program and operational impacts to existing uses and market conditions wherever program integration is possible.
 - 1.2. Phase development only as market conditions allow.
 - 1.3. Maximize program viability, land use and increase the service absorption and other benefits to market needs.
 - 1.4. Ensure vehicle form, curb, housing type and employment opportunities are provided/available in order to meet community/market needs.
 - 1.5. Maximize service high quality to corridors and provide adequate signage and street parking, rights to ensure an efficient and successful retail environment.
 - 2.1. Maximize program integration to existing and proposed uses and support of adjacent and surrounding.
 - 2.2. Create land-use adjacent to the transit corridor for the use and enjoyment of adjacent and surrounding.
 - 2.3. Maximize program integration to adjacent and surrounding.
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BELTWAY PLAZA ILLUSTRATIVE



NOTE: The lot layout is for illustrative

BP PLAZA CENTER RENDERING



BREEZEWOOD DRIVE



Breezewood Drive

Pedestrian connectivity and roadway/ streetscape improvements, showing proposed townhomes on existing plaza parking lot with additional landscaping and open spaces

LINEAR PARK AND URBAN PLAZA



Linear Park and Urban Recreation Plaza

Linear park central to the neighborhood, with large open spaces for passive and active play, with an urban plaza providing seating areas, gardens, and gathering places for social recreation

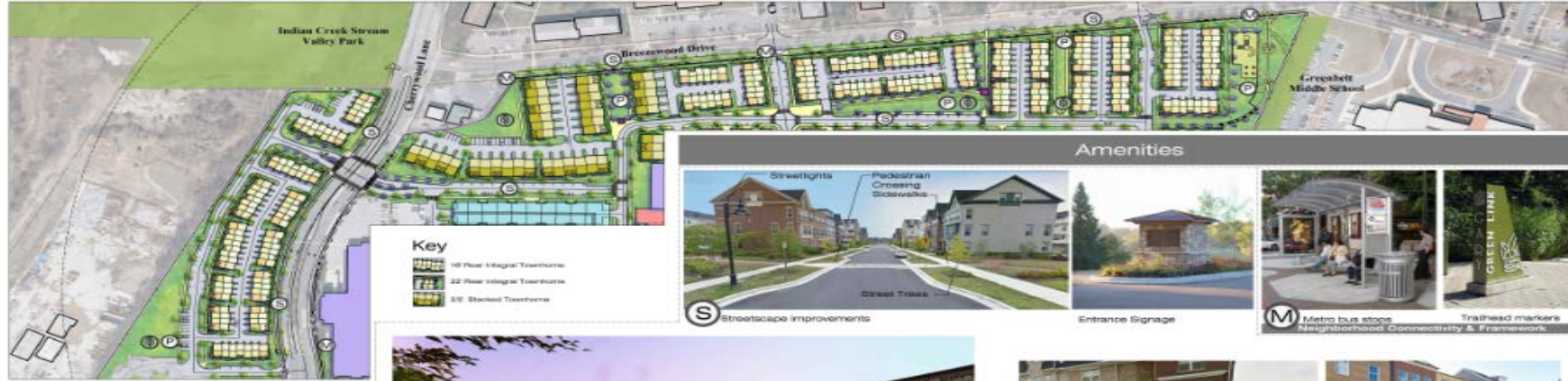
URBAN RECREATION PLAZA



Urban Recreation Plaza

Urban public space with seating areas, open lawn, gardens, and wifi plaza providing places for social interaction and relaxation

RESIDENTIAL NEIGHBORHOOD VISION



Housing Variety and Choice



Environmental Stewardship & Sustainability



Places to Work and Play



MIXED-USE CENTER VISION



Amenities

- Bike racks
- Pedestrian bridge
- Metro bus stops
- Trailhead markers

Environmental Stewardship & Sustainability

- Existing Target becomes new anchor
- Close hand shell & maintenance wings with simple facade
- Black steel and glass pedestrian bridge
- Outdoor seating area and marquee restaurant

Neighborhood Connectivity & Framework

- Close underground restaurant structure
- Outdoor area tables

Housing Variety & Choice

- Residential above retail
- Senior housing

- Splashpad
- Pocket parks and gathering spaces



LIFESTYLE CENTER - AMENITY CORE





December 28, 2018

MEMORANDUM

TO: Henry Zhang, Urban Design Section, Development Review Division

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

FROM: Jennifer Stabler, Historic Preservation Section, Countywide Planning Division *JKS*
Tyler Smith, Historic Preservation Section, Countywide Planning Division *TJS*

SUBJECT: **CSP-18010: Beltway Plaza**

The subject property comprises 53.88 acres located on the north side of Greenbelt Road at the northeast quadrant of its intersection with Cherrywood Lane in Greenbelt, Maryland. The subject application proposes a mixed use and multi-phase project consisting of 175 to 250 two-over-two and townhouse units, 875 to 2,250 multi-family dwelling units and 435,000 to 700,000 square feet of commercial use. The subject property is Zoned M-U-I and is in a Development District Overlay Zone.

The subject property is adjacent to the Greenbelt National Register Historic District (67-004-00). There are no Prince George's County Historic Sites or Districts 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 the probability of archeological sites within the subject property is low. This proposal will not impact any historic sites, historic resources or known archeological sites.

Historic Preservation staff recommends approval of CSP-18010 with no conditions.

MN
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION



Prince George's County Planning Department
Community Planning Division


14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

301-952-3972

February 5, 2019

MEMORANDUM

TO: Henry Zhang, AICP-LEED AP, Master Planner, Development Review Division

VIA: Scott Rowe, AICP, CNU-A, Planning Supervisor, Long-Range Planning Section, ^{SR}
Community Planning Division
David A. Green, Master Planner, Community Planning Division 

FROM: Adam Dodgshon, Planner Coordinator, Long-Range Planning Section, Community
Planning Division AD

SUBJECT: **CSP-18010, Beltway Plaza**

FINDINGS

Pursuant to Part 3, Division 9, Subdivision 2 of the Zoning Ordinance and the Greenbelt Metro Area and MD 193 Corridor Development District Overlay Zone, Master Plan conformance is not required for this application. Development must show compliance with the development district standards of the overlay zone during the Detailed Site Plan process.

BACKGROUND

Application Type: Conceptual Site Plan inside an overlay zone.

Location: Beltway Plaza, north side of Greenbelt Road (MD 193), at the northeast quadrant of its intersection with Cherrywood Lane

Size: 53.88 acres

Existing Uses: Commercial Retail, Restaurant, Cinema, Bank

Proposal: The applicant proposes a comprehensive redevelopment approach including approximately 6 phases consisting of approximately 175-250 Townhouses/2 over 2 units; 875-2,250 multi-family units and 435,000-700,000 sq. ft. of commercial retail.

CSP-18010, Beltway Plaza

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: This application is located in the Greenbelt Metro Area and also the Employment Area policy area. The vision for the Regional Transit Districts is to develop as moderate-to-high-density and intensity regional-serving centers. Destinations for regional workers and residents that contain a mix of office, retail and 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 with a quarter mile of Metro and light rail stations. Employment areas have the highest concentrations of economic activity in one of 4 targeted industry clusters – healthcare and life sciences; business services; information, communication, and electronics (ICE); and the Federal Government. 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 (Page 19)

Master Plan: The 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan* recommends an integrated mix of uses at Beltway Plaza: Residential; Commercial (office and retail); Park and Open Space land uses on the subject property.

In addition, the Sector Plan also makes the following recommendations that affect the subject property: It identifies Beltway Plaza as a phased redevelopment site stating: "The size, consolidated ownership and strategic location of Beltway Plaza position the shopping center to redevelop over time into a vibrant, pedestrian-friendly, mixed-use landmark along the MD 193 Corridor" (Page 106). Preferred elements of the "realistic and thoughtful phasing plan" on Page 106 should involve: a circulation network establishing internal streets; a coordinated landscape, signage and lighting plan drawing on lessons from historic Greenbelt; a sustainability plan looking at reducing impervious surfaces and improving water quality; a land use program with a mix of uses, establishing gateways on MD 193 at Cherrywood Lane, Cunningham Drive, and 62nd Avenue framed by multi story buildings, public plazas and landmark structures, transitions in height across the site and a vibrant, safe pedestrian-oriented development; a coordinated parking management plan for the phased redevelopment.

Planning Area: 67

Community: Beltway Plaza Focus Area

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

SMA/Zoning: The 2013 *Sectional Map Amendment for the Greenbelt Metro Area and MD 193 Corridor* reclassified the subject property from the Development District Overlay/Commercial Shopping Center (D-D-O/C-S-C) Zone to the D-D-O/Mixed-Use Infill (M-U-I) Zone.

DEVELOPMENT DISTRICT OVERLAY ZONE CONFORMANCE ISSUES:


None. When received, the DSP will have to conform to the relevant Development District Standards.

c: Long-range Agenda Notebook

Frederick Stachura, Supervisor Neighborhood Revitalization Section Community Planning Division

February 7, 2019

MEMORANDUM

TO: Henry Zhang, Urban Design Section, Development Review Division
FROM:  Tom Masog, Transportation Planning Section, Countywide Planning Division
SUBJECT: **CSP-18010: Greenbelt Town Center at Beltway Plaza**

Proposal

The applicant is seeking a Conceptual Site Plan (CSP) approval for the purpose of redeveloping a retail center into a mixed-use retail and residential development.

Background

This CSP is on a site that is currently developed with a retail center of 924,445 square feet (according to tax records). It is proposed to be developed with a mix of retail and residential uses, as described in the table below.

A CSP for this site was originally reviewed during 2009, and that application requested a rezoning to the M-U-I Zone. At that time, the Transportation Planning Section commented that there seemed to be no reason within that rezoning process to review traffic. At that time, however, the applicant proffered a traffic study for review during the CSP, and the study was done and reviewed in 2010.

By means of the *Approved Greenbelt Metro Area and MD 193 Corridor Plan and Sectional Map Amendment*, the subject site was rezoned to the M-U-I Zone. The Sector Plan itself does not speak to any traffic-related standards or procedures in connection with the CSP process. There are a couple of uses within the M-X-T Zone that require traffic review at CSP. This proposal is not in the M-X-T Zone – it is M-U-I. Also, any property placed in the M-X-T Zone by Sectional Map Amendment must, per 27-546(d)(9), demonstrate transportation adequacy, but again this site is in the M-U-I Zone and has no such requirement. The approval of the CSP is subject to the finding given in Section 27-276(b)(1). This finding, and the referenced site design guidelines within the finding, contain no transportation adequacy-related references or requirements. For these reasons, a traffic study was not required for review of this application, and the transportation review will not include issues of transportation adequacy.

It shall be noted that this site will need to go through the preliminary plan of subdivision process, and transportation adequacy will be reviewed at that time.

Review Comments

The application is a Conceptual Site Plan for a mixed-use development consisting of the following uses having the following trip generation (with the use quantities shown in the table at the upper end of the ranges specified in the Statement of Justification):

Trip Generation Summary: CSP-18010: Greenbelt Town Center at Beltway Plaza								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Retail	700,000	square feet	317	194	511	1059	1148	2207
Less Pass-By (20 percent per Guidelines)			-63	-39	-102	-212	-230	-442
Net Trips for Retail			264	155	419	847	918	1765
Townhouse/Two-Over-Two	250	units	35	140	175	130	70	200
Multi-Family	2250	units	225	945	1170	878	473	1351
Net Trips for Residential			260	1085	1345	1008	543	1551
Total Proposed Trips			524	1240	1764	1855	1461	3316

When reviewing these trips, the following must be noted:

- The trips are based on maximum levels of development given in the Statement of Justification. The ultimate proposed development mix will involve lower quantities than shown above.
- The site contains a large retail center that has not been factored into the above analysis, and so any adequacy determination will be based on net new trips, and not the total.
- By being mixed-use, many trips generated will remain internal to the site, and this effect has not been considered above.
- There may be other trip generation rates and/or reductions that are proposed by the applicant at preliminary plan of subdivision.

Access and circulation have been reviewed. With six proposed access points (two each to MD 193, Cherrywood Lane, and Breezewood Drive), access is acceptable. The issue of access will be further examined at later stages of review. A bigger concern involves private streets on the site and street cross-sections that will be used. Particularly near residences, streets should have lighting, landscaping and amenities for walkers, and this will be examined at later stages of review.

Cherrywood Lane is a Master Plan collector roadway with a proposed width of 80 feet. The current right-of-way is adequate, and no additional dedication is required from this plan.

Greenbelt Road (MD 193) is a Master Plan arterial with a right-of-way varying from 120 feet to 200 feet. The current right-of-way is adequate, and no additional dedication is required from this plan.

Conclusion

From the standpoint of transportation, it is determined that this plan is acceptable and meets the findings required for a Conceptual Site Plan as described in the Zoning Ordinance.

December 18, 2018

MEMORANDUM

TO: Henry Zhang, Urban Design Section
VIA: Sherri Conner, Subdivision and Zoning Section *for force*
FROM: Christopher Davis, Subdivision and Zoning Section *CD*
SUBJECT: Greenbelt Town Center at Beltway Plaza, CSP-18010 (previously CSP-05007)

The subject site contains seven different record parcels located on Tax Map 26 in Grid A-4 known as Parcel FF (6200 Greenbelt Road, 523,171 square feet), Parcel CC (6100 Greenbelt Road, 140,000 square feet), Parcel Y (6051 Breezewood Drive, 514,453 square feet), Parcel Z (6050 Greenbelt Road, 556,773 square feet), Parcel AA (6000 Greenbelt Road, 214,215 square feet), Parcel EE (5705 Cherrywood Lane, 137,371 square feet) and Parcel DD (6001 Breezewood Drive, 261,225 square feet), recorded in the Beltway Plaza subdivision in Plat Book PM 218-95 on March 30, 2007, and are further described in a deed recorded among the Prince George's County Land Records in Liber 10643 folio 462. All the subject parcels are correctly identified in the General Notes and on the site plan.

The site is approximately 53.88 acres and is within the Mixed-Use-Infill (M-U-I) Zone and within the Development District Overlay (DDO) Zone. The site is subject to the 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan*. The site is located on the north side of Greenbelt Road (MD 193), in the northeast quadrant of its intersection with Cherrywood Lane.

The subject conceptual site plan (CSP) proposes a comprehensive redevelopment of the existing shopping center site into a six-phase, mixed-use development including residential dwelling units consisting of a mix of 175-250 townhouse/two- over-two dwellings, 870-2,250 multifamily dwellings, and 435,000-700,000 square feet of commercial retail space. Given that this CSP application proposes a mixed-use development with the addition of residential uses on the subject site, a preliminary plan of subdivision (PPS) will be required pursuant to Section 24-107 of the Subdivision Regulations.

Plan Comments

The following comments were provided to the applicant at the Subdivision and Development Review Committee Meeting on January 11, 2018. Staff has not yet received revised plans and will expect that the following comments will have been addressed. Once revised plans are received a revised referral will be provided.

1. Pursuant to Section 24-121(a)(3) of the Subdivision Regulations, when lots are proposed on land adjacent to an existing or planned roadway of arterial or higher classification, they shall be designed to front on either an interior street or service road. The applicant is proposing lots adjacent to MD 193 (Greenbelt Road), a master planned arterial. The CSP indicates that existing access points to the site from MD 193 (Greenbelt Road) are to remain. Continued access to MD 193 (Greenbelt Road) as proposed will require approval of a variation from Section 24-121(a)(3) at the time of PPS.
2. The CSP does not indicate the existing parcels associated with the subject site. The plans should be revised to show all existing legal properties within the boundaries of the CSP, and the disposition of all structures.
3. All the proposed lots will need to have direct access and frontage to a public street. The status of the proposed interior streets will need to be determined at the time of PPS and must conform to Section 24-128 of the Subdivision Regulations. The Conceptual site plan should indicate if the applicant proposes public streets and/or private streets and alleys. Cross sections of these interior streets must be provided on the Conceptual Site Plan in accordance with Section 27-273(e)(11) to ensure that the layout can accommodate street trees, a pedestrian environment, and lighting consistent with any recommendations of the Urban Design Section.
4. Any residential dwelling units adjacent to MD 193 (Greenbelt Road), a master planned arterial roadway, may be subject to noise impacts above the State standard for interior (45 dBA Ldn) and exterior activity areas (65 dBA Ldn). Prior to approval, the conceptual site plan and TCP should be revised to delineate the 65 dBA Ldn unmitigated noise contour along MD 193. A Phase II noise study may be required at the time of PPS to ensure that the spacial relationships can accommodate mitigation measures if appropriate.
5. Pursuant to Section 24-121(a)(4) of the Subdivision Regulations, any residential lots or parcels adjacent to MD 193 (Greenbelt Road) will be required to have a minimum lot depth of 150 feet.
6. The existing platted 10-foot-wide public utility easements (PUE) (PM 218-95) are not shown on the CSP. The plans should be revised to show the PUEs and such PUEs will be required to be shown on the PPS.

This referral is provided for the purposes of determining conformance with any underlying subdivision approvals on the subject property and Subtitle 24. All bearings and distances must be clearly shown on the CSP and must be consistent with the legal description of the properties. Additional comments may be generated when revised plans are submitted. There are no other subdivision issues at this time.

February 5, 2019

MEMORANDUM

TO: Henry Zhang, Master Planner, Urban Design Section, DRD

VIA: Katina Shoulars, Supervisor, Environmental Planning Section, CWPD *KJ*

FROM: Marc Juba, Senior Planner, Environmental Planning Section, CWPD *MJ/ACS*

SUBJECT: CSP-18010; Greenbelt Town Center at Beltway Plaza

The Environmental Planning Section has reviewed the above referenced Conceptual Site Plan received on December 26, 2018 and recommends approval with conditions.

Background

This subject property was previously reviewed by the Environmental Planning Section as part of the construction of Beltway Plaza in 1960, which has been revised on numerous occasions. The eastern portion of the site was reviewed as Type II Tree Conservation Plan TCPII/030/00. Since the Sector Plan and Sectional Map Amendment for the Greenbelt Metro Area were approved by the Prince George's District Council in October 2001, Beltway Plaza has continued to be redeveloped in accordance with that plan and has been redesigned over the years for improvements. Subsequently, a CSP with the same case number was previously reviewed under a public hearing before the Prince George's County Planning Board on January 13, 2011. A motion to adopt staff's findings and a recommendation of approval was sent to the District Council for CSP-18010. However, the approval for this plan was never finalized. Although the current application is under the same CSP number it is for a different layout over a larger area from what was previously reviewed by staff and the Prince George's County Planning Board. Because the original case was never approved, this case is subject to current regulations.

Please note that a Natural Resources Inventory plan has been submitted by the applicant and is currently being processed. The Environmental Planning Section has not previously reviewed any other plans associated with this case.

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.

Proposed Activity

This Conceptual Site Plan proposes the redevelopment of the 53.88-acre site with a mixed use and multi-phase project consisting of 175-250 two-over-two and townhouse units; 875-2,250 multifamily units and 435,000-700,000 square feet of commercial use.

Plan Prince George's 2035 Approved General Plan (May 2014)

The site is located within the Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan*.

Environmental Review

Existing Conditions/Natural Resource Inventory

An approved NRI equivalency letter (NRI-156-2018) was issued for use with this application. However, the letter states that a full NRI with a simplified Forest Stand Delineation (FSD) will be required for all future applications covering the entire land area included in the application, approved under the current regulations. No further information is required at this time.

Soils

The predominant soils found to occur on-site, according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include Elkton-Urban land complex, Christiana-Downer-Urban land complex, Christiana-Downer complex, Fallsington-Urban land complex, Galestown-Urban land complex, Sassafras-Urban land complex, Urban land-Russett-Christiana complex.

According to available information, no Marlboro clay exist onsite; however, Christiana complexes are mapped on this property. Christiana complexes are considered unsafe soils that exhibit shrink/swell characteristics during rain events, which make it unstable for structures. The area of proposed development has already been previously graded and developed. No steep slopes are identified on areas where structures are proposed on-top of steep slopes. A geotechnical review is not required at this time.

This information is provided for the applicant's benefit. 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 Environmental Resources (DOE) in future phases of development.

Woodland Conservation

This site is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property has previously approved tree conservation plans. A Type 1 Tree Conservation Plan (TCPI-008-10) was submitted with this conceptual site plan application. This site is proposed to be phased in the future (five phases total). The previously approved and implemented TCP2 was not phased, and only covered a portion of the subject property, so a separate TCP2 will be required at the time of the detailed site plan.

The site has an overall woodland conservation threshold of 15 percent or 8.08 acres. A total of 0.89 acres of woodlands are proposed to be cleared with all phases. According to the worksheet, the cumulative woodland conservation requirement for all phases of development is 8.97 acres. The TCP2 proposes to meet this requirement through a combination of 1.39 acres of preservation, and 7.28 acres of fee-in-lieu in the amount of \$99,055.44. Staff does not support the use of fee-in-lieu with this project, as the total conservation requirement exceeds the one acre or less requirement and the proposed fee-in-lieu will not address a specific Identified Countywide conservation priority. Therefore, a revision to demonstrate how

the woodland conservation will be met is required. Staff supports the use of further on-site or off-site mitigation instead of fee-in-lieu.

In addition to the removal of the fee-in-lieu, there are several minor revisions that need to be addressed on the TCP2 plan. These revisions are specified in the recommended conditions below.

Regulated Environmental Features

According to information available on PGAtlas, there are no regulated environmental features located on-site or immediately adjacent to the site.

Stormwater Management

The site has an approved Stormwater Management Concept Plan #46825-2005-02 and associated letter that is in conformance with the current code, which is valid until September 19, 2019. The approved concept plan is consistent with the conceptual site plan.

Summary of Recommended Conditions

The Environmental Planning Section recommends approval of Conceptual Site Plan CSP-05007 subject to the following conditions:



Recommended Conditions

- 1) Prior to certification of the conceptual site plan, The TCP1 shall be revised as follows:
 - a) Add the TCP1 case number to each of the TCP1 approval blocks.
 - d) The TCP worksheet shall be revised to remove the use of fee -in-lieu as the remaining requirement and show it to be met with off-site woodland conservation after all on-site methods have been exhausted.
 - e) The TCP worksheet shall be revised such that each phase of the project meets its woodland conservation requirement at the time of its implementation, instead of meeting it as part of a later phase of development.
 - f) Revise all woodland preservation areas to meet the minimum size requirements to receive credit.
 - g) Remove all woodland preservation from paved areas.
 - h) Remove all woodland preservation five feet from travel aisles and parking areas in and adjacent to parking lots.
 - i) Remove all woodland preservation from 10 feet from areas used for truck loading, unloading, or service areas.

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

February 1, 2019

MEMORANDUM

TO: Henry Zhang, AICP, Development Review Division
VIA:  Fred Shaffer, Planner Coordinator, Transportation Planning Section
FROM: Marc Lewis-DeGrace, AICP, Transportation Planning Section, *MLDG*
 Tom Masog, Master Planner, Transportation Planning Section

SUBJECT: Conceptual Site Plan Review for Master Plan Compliance

The following Conceptual Site Plan (CSP) was reviewed for compliance with the 2009 *Approved Countywide Master Plan of Transportation (MPOT)* and the 2013 *Greenbelt Metro Area and MD 193 Corridor Sectional Map Amendment (SMA) and Sector Plan (Greenbelt Plan)*.

Conceptual Site Plan Number: CSP-18010

Name: Greenbelt Town Center at Beltway Plaza

Background:

This application proposes to redevelop an existing commercial center into a mixed-use development. The proposed development is planned to consist of 175-250 townhouses/two over two units, 875-2,250 multi-family units, and 435,000 - 700,000 square feet of commercial retail.

The MPOT calls for a wide sidewalk or sidepath along the subject property's frontage of Greenbelt Road (MD 193). "Provide continuous pedestrian and bicycle accommodations along MD 193 with either a wide sidewalk or sidepath for pedestrians and recreational cyclists, and wide curb lanes, bike lanes, or shoulders for on-road bicyclists." (MPOT p. 26) At the Detailed Site Plan (DSP) phase of this application, the applicant shall depict either a wide sidewalk or a sidepath along their frontage of MD 193. The applicant shall also depict bicycle lanes along MD 193. Generally, bicycle lanes are provided by the State Highway Administration (SHA) through striping.

The Greenbelt Plan calls for "a continuous sidewalk on the west side of Cherrywood Lane" along the subject property's frontage (Greenbelt Plan p. 128). The Greenbelt Plan calls for the installation of on-road bike lanes along Cherrywood Lane. "Install bike lanes as redevelopment begins to occur on the Beltway Plaza properties." (Greenbelt Plan p.128) At the Detailed Site Plan (DSP) phase of this application, the applicant shall depict a sidewalk along the subject property's frontage of Cherrywood Lane. At the DSP phase of this application, the applicant shall depict bike lanes along Cherrywood Lane. This construction shall be coordinated with the approval of SHA.

The Greenbelt Plan calls for a shared-use roadway and sidepath along Breezewood Drive. "Install shared lane markings (sharrows) and a sidepath to complete a safe, child-friendly connection..." (Greenbelt Plan p.128). At the DSP phase of this application, the applicant shall depict a shared-use roadway (sharrows) and sidepath along the applicant's frontage of Breezewood Drive.

The Greenbelt Plan calls for construction of the Beltway Plaza Trail along the subject property's eastern property line. (Greenbelt Plan p.128). At the DSP phase of this application, the applicant shall depict the alignment of the Beltway Plaza Trail.

This site is in a designated corridor (University Boulevard) and will be subject to Transportation Review Guidelines – Part 2 and Section 24-124.01. The applicant shall scope a Bicycle and Pedestrian Impact Statement (BPIS) study prior to submission of the Preliminary Plan application and submit the completed BPIS with the Preliminary Plan application.

The MPOT calls for sidewalks along both sides of all new internal roads. "Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers." (MPOT p. 9)

At the DSP phase of this development, the applicant shall depict sidewalks along both sides of all internal roads. These sidewalks shall connect to the sidewalk network along all external roadways where appropriate.

The Greenbelt Plan calls for the introduction of bicycle parking through development and redevelopment. "Provide bicycle parking, including bicycle racks and lockers, to encourage and facilitate bicycle travel." (Greenbelt Plan p. 134) At the DSP phase of this application, the applicant shall depict the location and size of bicycle parking at all commercial buildings and multi-family residential buildings.

In summary, as this application progresses, the applicant should provide the following items at the Preliminary Plan and Detailed Site Plan phases:

At Preliminary Plan:

The applicant shall scope a BPIS prior to the submission of a Preliminary Plan. The applicant shall provide the completed BPIS with the Preliminary Plan application.

At Detailed Site Plan:

- The applicant shall depict either a wide sidewalk or a sidepath along their frontage of MD 193. The applicant shall also depict bicycle lanes along MD 193.
- The applicant shall depict a sidewalk along the subject property's frontage of Cherrywood Lane. The applicant shall also depict bike lanes along Cherrywood Lane.
- The applicant shall depict a shared-use roadway (sharrows) and sidepath along the applicant's frontage of Breezewood Drive.
- The applicant shall depict the alignment of the Beltway Plaza Trail.
- The applicant shall depict sidewalks along both sides of all internal roads. These sidewalks shall connect to the sidewalk network along all external roadways where appropriate.
- The applicant shall depict the location and size of bicycle parking at all buildings.

Conclusion:

In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2013 *Greenbelt Metro Area and MD 193 Corridor Sectional Map Amendment (SMA) and Sector Plan* the applicant and the applicant's heirs, successors and/or assigns shall provide the following information with submission of the Preliminary Plan of Subdivision:

1. A bicycle and pedestrian exhibit depicting the master plan trails, bikeway, and sidewalks that will be provided on the subject site.
2. Road cross sections for all internal roads that include dimensions for the sidewalks and any on-road bicycle facilities.
3. The Bicycle and Pedestrian Impact Statement consistent with the requirements, provisions and cost cap contained in Section 24-124.01.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation

6600 Kenilworth Avenue Riverdale, Maryland 20737

MEMORANDUM

DATE: February 10, 2019

TO: Henry Zhang, Master Planner
Urban Design Section
Development Review Division

VIA: Helen Asan, Acting Supervisor *HA*
Land Acquisition / Development Review Section
Park Planning and Development Division

FROM: Paul J. Sun, RLA, Land Acquisition Specialist *PJS*
Park Planning and Development Division
Department of Parks and Recreation

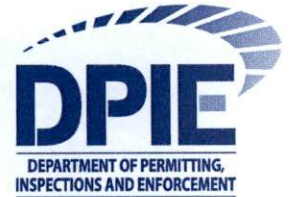
SUBJECT: **CSP-18010 GREENBELT TOWN CENTER AT
BELTWAY PLAZA**

The subject property is located outside of the Maryland-Washington Metropolitan District and within the City of Greenbelt Municipal Boundary. The subject property is not adjacent to existing parkland and the development has no impacts to existing parkland. According to Section 24-134 (a) of the Prince George's County Subdivision Ordinance: at the time of the Preliminary Plan of Subdivision, the subject development will be exempt from Mandatory Dedication of Parkland to the Maryland National Capital Park and Planning Commission (M-NCPPC).



Angela D. Alsbrooks
County Executive

THE PRINCE GEORGE'S COUNTY GOVERNMENT
Department of Permitting, Inspections and Enforcement
Site/Road Plan Review Division



MEMORANDUM

February 22, 2019

TO: Henry Zhang, Urban Design Section
Development Review Division, M-NCPPC

FROM: *for* Mary C. Giles, P.E., Associate Director
Site/Road Plan Review Division, DPIE

RE: Beltway Plaza
Conceptual Site Plan No. CSP-05007

CR: Greenbelt Road - (MD-193)
CR: Cherrywood Lane - City of Greenbelt
CR: Breezewood Drive - City of Greenbelt



In response to the Conceptual Site Plan No. CSP-05007 referral, the Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The project is located at 6000 Greenbelt Road, on the north side of Greenbelt Road, at the northeast quadrant of its intersection with Cherrywood Lane. Greenbelt Road is a Maryland State Highway Administration (SHA) maintained roadway; therefore, coordination with SHA is required.
- Applicant is proposing development of 175-250 Two-Over-Two and townhouse units; 875-2,250 multifamily dwelling units and 435,000-700,000 square feet of commercial use.
- The Proposed Conceptual Site Plan CSP -05007 is consistent with the approved Site Development Concept Plan Number 46825-2005-02. This Concept Plan approval to be revised at the time of preliminary plan to meet current SWM requirements of ESD to the MEP.
- This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approval phase:

9400 Peppercorn Place, Suite 230, Largo, Maryland 20774
Phone: 301.636.2060 ♦ <http://dpi.e.mypgc.us> ♦ FAX: 301.925.8510

Henry Zhang
February 22, 2019
Page 2

- a) Final site layout, exact impervious area locations are shown on plans;
- b) Exact acreage of impervious areas has been provided on the concept plan;
- c) Proposed grading is shown on plans;
- d) Delineated drainage areas at all points of discharge from the site have been provided on the concept plan;
- e) Stormwater volume computations have been provided with the concept plan;
- f) Erosion/sediment control plans that contain the construction sequence, and any phasing necessary to limit earth disturbances and impacts to natural resources, and an overlay plan showing the types and locations of ESD devices and erosion and sediment control practices are not included in this submittal;
- g) A narrative in accordance with the Code has not been provided.
- h)

Please submit any additional information described above for further review at time of fine grading permit.

If you have any questions or need additional information, please contact Mr. Steve Snyder, District Engineer for the area, at 301.883.5710.

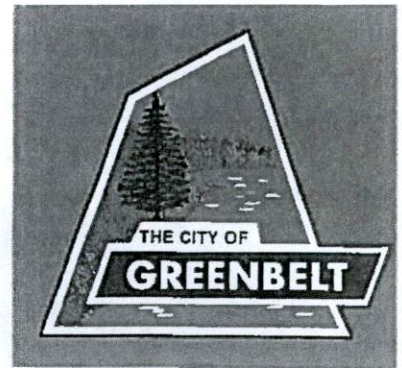
MCG:DJK:dar

cc: Steve Snyder, P.E., District Engineer, S/RPRD, DPIE
Yonas Tesfai, P.E., Engineer, S/RPRD, DPIE
Salman Babar, Engineer, S/RPRD, DPIE
G.B. Mall, LP, 4912 Del Ray Avenue, Bethesda, MD 20814
McNamee Hosea, 6411 Ivy Lane, Suite 200, Greenbelt, MD 20770

CITY OF GREENBELT, MARYLAND

DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT

15 CRESCENT ROAD, SUITE 200, GREENBELT, MARYLAND 20770-1897



February 20, 2019

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

RE: Conceptual Site Plan (CSP-18010) – Beltway Plaza

Dear Chairman Hewlett:

The Greenbelt City Council has reviewed the Conceptual Site Plan (CSP) for the proposed redevelopment of Beltway Plaza and voted 4 to 1 on February 11, 2019, to support the CSP with conditions. Enclosed is a list of conditions approved by the City Council.

The City first met with the applicant regarding the subject CSP in August 2018. Since that time the City has continued to work closely with the Applicant to address the City's concerns regarding phasing, the number and type of housing units, the impacts on traffic and school capacity, and the lack of formal open space. While the City acknowledges that there are significant issues that remain unresolved at this time, specifically regarding housing types, formal open space, and recreation facilities, the City Council believes the enclosed conditions of support adopted by the City Council provide safeguards necessary to ensure the City's concerns/issues will be addressed at the appropriate stages of the development review process. The City is committed to working with the Applicant to reach agreement on these conditions prior to the Planning Board hearing, but to date no agreement has been reached.

As mentioned previously, the City continues to have concerns about the number of housing units proposed in the CSP and strongly believes that, as the redevelopment proposal proceeds through the development review process, it is necessary to carefully evaluate the amount of development that is sustainable in terms of the provision of public safety, open space, and school capacity.

The City views a phased mixed-use redevelopment of the Beltway Plaza Mall as an exciting opportunity for the City and Prince George's County and is committed to continuing to work with Beltway Plaza and the County to bring positive change to the City and the County.

The City respectfully requests that the Planning Board adopt the City Council's conditions of approval in any action taken by the Board as these conditions are vital for the City's position of support.

The City looks forward to working with you and your staff on this project, as well as other projects planned for the City of Greenbelt. If you have any questions regarding the City's position on this matter please contact Molly Porter, Community Planner (301) 345-5417. As always, thank you for the opportunity to comment on this application.

Sincerely,



Emmet V. Jordan
Mayor, City of Greenbelt

Enclosure

Cc: The Honorable Todd M. Turner
Greenbelt City Council
Henry Zhang, M-NCPPC- Development Review Division
Marc Kapastin, Quantum Companies
Matthew Tedesco, McNamee Hosea
Nicole Ard, City Manager
Terri Hruby, Director of Planning & Community Development

**City of Greenbelt Conditions for Support
Conceptual Site Plan (CSP-18010) - Beltway Plaza**

Transportation/Circulation

1. The applicant shall work with City Planning staff to design streets and alleys that allow maneuverability of non-standard vehicles such as trash trucks, fire trucks, delivery vehicles, etc. throughout the project area.
2. Once implemented, the City of Greenbelt's Complete and Green Streets Policy shall apply to all new streets and reconstruction of existing streets, to the fullest extent practical.
3. At the time of the first Detailed Site Plan, the applicant shall submit a schedule for the design, engineering, and construction of streetscape improvements on the property's frontage with Cherrywood Lane.
4. At the time of the first Detailed Site Plan, the applicant shall submit a schedule for the design, engineering, and construction of a contiguous sidewalk along Greenbelt Road and implementation of other streetscape improvements as recommended in the Approved Greenbelt Metro Area and MD 193 Corridor Plan and Sectional Map Amendment, unless modified by Maryland State Highway Administration and/or the Detailed Site Plan. The alignment, design and timing of such sidewalk shall be subject to the approval of the City of Greenbelt and Maryland State Highway Administration, as determined prior to the issuance of the first building permit.
5. At the time of the first Detailed Site Plan, the applicant shall be responsible for the evaluation, conceptual design and conceptual engineering of the entirety of Breezewood Drive to accommodate the increased traffic generated from the redevelopment of Beltway Plaza. At the time of the first detailed site plan, the applicant shall provide a schedule for the complete final engineering and construction of said improvements for the property's frontage on Breezewood Drive. This shall be designed to City of Greenbelt standards and approved by the City. The applicant shall make every effort to reduce the loss of on-street parking on Breezewood Drive.
6. Prior to or concurrent with the first Detailed Site Plan, the Applicant shall submit a pedestrian/bicycle circulation plan that provides for a continuous and comprehensive pedestrian and bicycle network within the project area to link residential, commercial, transit and civic uses, such as schools and community centers.
7. Right of Way design and construction details shall be to City standards, as may be modified from time to time and permitted and inspected by City inspectors, and accepted upon completion.
8. All curb cuts on Breezewood Drive and Cherrywood Lane shall be designed to City of Greenbelt standards and subject to the approval of the City. All curb cuts shall be minimized to the greatest extent possible.

9. Bike racks and/or lockers should be provided. The appropriate number and locations will be determined at the time of each Detailed Site Plan.
10. Electric vehicle charging stations should be provided. The appropriate number and locations will be determined at the time of each Detailed Site Plan.
11. Detailed site plans that include a townhouse and/or two family attached component shall provide a parking plan that demonstrates how adequate parking will be provided. On-street parking on Breezewood Drive or other public roads/streets shall not be included in the Applicant's parking tabulations.
12. At the time of the first Detailed Site Plan, the applicant shall explore with Franklin Park at Greenbelt Station, Morning Calm Management, the Greenbelt Metro Station South Core development, and when feasible Greenbelt Metro Station developers on the funding of a local circulator creating a mobile connection between the properties and Greenbelt Metro Station.
13. The applicant shall explore with Prince George's County Department of Public Works and Transportation the installation of a Capital Bikeshare station at Beltway Plaza.
14. At the time of each Detailed Site Plan, the applicant shall submit a transportation circulation plan showing all public transportation stops and amenities.

Environmental

1. As part of any Preliminary Plan of Subdivision submission, the applicant shall submit a Noise Study for review and approval by M-NCPPC and the City of Greenbelt. The Noise Study shall measure noise impacts to the site, provide the required contours, and provide any required mitigation measures to achieve acceptable noise levels.
2. Each Detailed Site Plan should specify that all tree pits along the streets that have shops, restaurants, plazas, and/or other uses shall be connected with a non-compacted 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, Silva Cells, or other equal product for shade trees planted in tree pits is strongly encouraged.
3. Where appropriate, Environmental Site Design techniques shall be incorporated into the development to the maximum extent practical by making design, materials, and construction decisions based on environmental considerations. Consideration should be given to green building technologies including but not limited to solar, green roofs, permeable pavement, bio-retention/rain gardens, dry wells, and rainwater recycling, etc. where feasible. The applicant shall complete a LEED scorecard or other comparable evaluation criteria for each Detailed Site Plan submitted.
4. All Detailed Site Plans shall show the Environmental Site Design techniques intended for use within the limits of each respective Detailed Site Plan.
5. At the time of Preliminary Plan of Subdivision, the Applicant shall work with the City to evaluate impacts on police services and identify mitigation opportunities, including exploring the need and feasibility of a police substation.

6. Detailed site plans shall incorporate CPTED best practices to the maximum extent practical.
7. At the time of the first Detailed Site Plan, the applicant shall attempt to engage with Target and Giant to incorporate green features into the surface parking lots along the front of the existing Beltway Plaza Mall, including but not limited to the planting of shade trees, bioretention areas, and landscaped medians.

Urban Design

1. A mix of residential unit types shall be provided to encourage diversity in ownership types, income levels, and age groups. Consideration shall be given during all phases to implementing cooperative housing, senior housing, affordable housing, workforce housing, or other alternatives which will increase housing choice and opportunities. Design consideration shall be given to mixing unit types in all phases of development to avoid mono-cultures of housing and avoid continuous groupings of similar unit types, scale, and massing. With the exception of townhomes or two family attached units, buildings shall provide a vertical mix of uses to the fullest extent practical.
2. A diversity of residential unit types shall be included in Phase 1 of the redevelopment. This mix shall include senior living opportunities and units which would be considered workforce housing. The applicant shall market diverse housing types using industry standards for a period of no less than one year. If it is determined not to be financially feasible at the time of the 175th building permit, the applicant shall agree to adhere to the minimum number of units proposed in Phase 1 as detailed in the phasing plan.
3. Should Prince George's County adopt an inclusionary zoning policy at a future date, the applicant shall agree to incorporate those standards into any Detailed Site Plan that has not been previously approved by the Prince George's County Planning Board.
4. The number of townhouses shall not exceed 10% of the total housing units.
5. At the time of the every Detailed Site Plan that proposes development that faces the existing mall structure, the applicant must demonstrate how the proposed development will be integrated into the existing mall layout with regard to pedestrian experience and view sheds.
6. At the time of first Detailed Site Plan, the applicant shall evaluate opportunities to improve the mall frontage, including but not limited to masking the existing parking structure and incorporating green features into the surface parking lots.
7. Detailed Site Plans shall demonstrate how parking and access will be retained to serve the existing retail during and after construction.
8. If any property or building is dedicated to the City for public use associated with civic activities in the project area, it shall be designed by the applicant, at the applicant's cost, to ensure consistency in design, scale, and use of materials. The building program shall be defined by the City.

9. Unless modified via an amendment at the time of each Detailed Site Plan as provided by the Development District Overlay Zone (DDOZ) regulations, the development shall comply with the standards and regulations of the DDOZ.
10. At the time of each Detailed Site Plan, design consideration should be given to limiting or eliminating any large blank building walls that face residential areas or public areas, such as streets, parking lots, recreation areas, or zones of pedestrian activity.
11. Unless modified at the time of Detailed Site Plan, all signage shall conform to the design guidelines set forth in the Approved Greenbelt Metro Area and MD 193 Corridor Plan and Sectional Map Amendment.
12. As required by the Development District Standards and specified in the Approved Greenbelt Metro Area and MD 193 Corridor Plan and Sectional Map Amendment, the DSP shall show the location, quantity and dimensions of gateway signs.
13. For each Detailed Site plan submitted, the applicant should provide appropriate open space to meet the needs of the proposed development. The Applicant should maximize open space opportunities through improving building layouts, increased building height, and/or modifying building types proposed.
14. At the time of each Detailed Site Plan that includes a parking garage within the DSP area, the parking garage shall be modified and designed to incorporate architectural design and/or aesthetic improvements to the facades to the fullest extent practical.
15. The design and construction of buildings shall utilize a variety of building materials, elevations, roof lines, and design details appropriate to a high quality residential community and reflecting a coherent thematic design approach.
16. Townhouses shall be rear-loaded and should not exhibit blind gables along Breezewood Drive to the fullest extent practical. There shall be no private residential driveway entrances off of Breezewood Drive. Their design and landscaping should emulate the simplicity and openness of garden apartments and row houses in Historic Greenbelt. Community-based sculpture, pathways creating geometric patterns, extensive glazing, integral balconies, flat roofs doubling as decks, cubical entrance canopies, glass block patterning, curved corners, walls in various light-tone colors with contrasting striping are distinctive elements found in Greenbelt's pre-1945 housing, shopping center and community center.
17. Concurrent with the review and approval of the first Detailed Site Plan for each phase of the redevelopment, the applicant agrees to work with the City to identify opportunities for public art.
18. At the time of Detailed Site Plan for the corresponding development proposed therein, the following issues shall be addressed:
 - a. Rooflines for all dwelling types shall be varied and provide for appropriate interest to the streetscape
 - b. Entrance features shall be submitted for review and shall be appropriately coordinated in design and location

- c. Special paving materials shall be provided in appropriate areas, such as the amenity core area
- d. Lighting fixtures throughout the development shall be coordinated in design
- e. Multifamily buildings within the development shall be reviewed to ensure adequate but not excessive parking areas in close proximity to all units
- f. The location of future bus stops/shelters, pedestrian connections, and crosswalks shall be shown on the plans, subject to the controlling agency/operating authority.
- g. Details (including consideration of waterfalls or fountains) shall be provided for the "Proposed Splash pad and fountains" shown on the Master Redevelopment Plan and detailed in the Statement of Justification.
- h. The dimensions of the proposed pool shall be provided
- i. Long term viability and maintenance of proposed landscaped areas including use of native plants and need for irrigation shall be addressed

Recreation

1. The Preliminary Plan of Subdivision shall address mandatory parkland dedication requirements. Upon approval of the City of Greenbelt, applicant may provide monetary contributions, land, facilities, or a combination thereof to satisfy such requirements. As the City is not within the Metropolitan District, the City must agree to and accept the final proposed recreation/parks program for the redevelopment project.
2. In addition to meeting mandatory parkland dedication requirements, the applicant, his successors, and/or assigns, shall provide adequate, private recreational facilities to service the needs of the future population of the Beltway Plaza development. A complete recreational package shall be provided at the time of the first Detailed Site Plan for the corresponding development area. Private recreation facilities and amenities which serve a single property shall not be considered as satisfying this condition.
3. A determination of adequate recreation facilities shall be made by the City for each phase of the redevelopment pursuant to County requirements.
4. The private recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division (DRD) and the City of Greenbelt for adequacy and proper siting, prior to approval by the PGCPB of a Detailed Site Plan for the corresponding development area
5. The applicant is responsible for the clean-up, removal of debris, rough grading, and installation of utilities (up to the property line) for any land dedicated to the City of Greenbelt, subject to the City's approval such activities as described herein are to be completed in conjunction with the schedule for construction and improvements, as defined by the ultimate ownership agency, or at the time of land development of any land adjacent to the land referenced herein.

6. Open space (to include parks, plazas, sitting areas and gardens) shall be dispersed throughout the proposed development and be included in all phases of the redevelopment. The open space/park network shall (at a minimum) include informal play areas sufficient in size to accommodate informal play activities (i.e., Frisbee, wiffle ball, etc.), plazas, tot lots, playgrounds, and opportunities for active and passive recreation for all ages.

**AMENDED
STATEMENT OF JUSTIFICATION
CSP-18010**

Beltway Plaza

OWNER/APPLICANT: GB Mall Limited Partnership
4912 Del Ray Avenue
Bethesda, MD 20814-2517

ATTORNEY/AGENT: Matthew C. Tedesco, Esq.
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LAND PLANNING: Rodgers Consulting
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REQUEST: Conceptual Site Plan (CSP-18010) to outline a comprehensive redevelopment approach including approximately five (5) phases consisting of approximately 175-250 townhouse/two over two units; 875-2,250 multifamily units, and 435,000-700,000 square feet of commercial retail.

I. DESCRIPTION OF PROPERTY

1. Location – Located on the north side of Greenbelt Road (MD 193), at the northeast quadrant of its intersection with Cherrywood Lane.
2. Use –Comprehensive redevelopment approach including approximately five (5) phases consisting of approximately 175-250 townhouse/two over two units; 875-2,250 multifamily units, and 435,000-700,000 square feet of commercial retail.
3. Incorporated Area – Greenbelt.
4. Council District – 4.
5. Parcels – Parcels AA, CC, DD, FF, Y, and Z.
6. Total Area – 53.88 acres.

7. Tax Map/Grid – 26/A-4.
8. Zoned: M-U-I/D-D-O.
9. Zoning Map – 210NE05.

II. APPLICANT'S PROPOSAL

A Conceptual Site Plan for Beltway Plaza (CSP-05007, formerly referred to as “Greenbelt Town Center at Beltway Plaza”) was accepted on August 8, 2006 by the Development Review Division of the Maryland-National Capital Park and Planning Commission (“M NCPPC”). Pursuant to Section 27-548.26(b)(1)(B), as originally filed, the application sought to rezone a portion of the subject property (approximately 15.4 acres) from the C-S-C Zone to the M-U-I Zone. On January 13, 2011, CSP-05007, as then submitted, was the subject of a public hearing before the Prince George’s County Planning Board. That hearing ended in tie vote, so no action was taken by the Planning Board on CSP-05007. On January 25, 2011, CSP-05007, as then submitted, was transmitted to the County Council of Prince George’s County, sitting as the District Council. On March 5, 2013, the District Council adopted CR-14-2013 for the purposes of approving and adopting the Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment. Among other things discussed in more detail infra, the SMA (Change Number 2), in order to “allow for a mix of uses to support the sector plan’s recommendations for the phased, comprehensive redevelopment of the [Beltway Plaza property] over time into a pedestrian friendly, mixed-use development”, rezoned the entire Beltway Plaza property from the C-S-C Zone to the M-U-I Zone. The adoption of the SMA and subsequent rezoning of the subject property effectively addressed the original request made in CSP-05007 to rezone the subject property. Thus, the District Council never had a hearing nor took any action on CSP-05007, and the full case record remained with M-NCPPC. Since that time, the case has remained “pending” with no additional action until now.

Pursuant to the Applicability and Administration Section of the 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment*, the applicant is requesting a Conceptual Site Plan (CSP-18010), currently in review, to outline a comprehensive redevelopment approach that contemplates approximately 5 phases consisting of approximately 175-250 townhouse/2 over 2 units; 875-2,250 multifamily units, and 435,000-700,000 square feet of commercial retail. Specifically, the Sector Plan provides that “[a] conceptual site plan shall be approved prior to detailed site plan submittal for development within the . . . Beltway Plaza subarea.” (Sector Plan at p. 202). The Sector Plan further provides that the “conceptual site plan should outline a comprehensive approach to redevelopment of the subject properties, including a general indication of phasing, future land uses, and future connections to adjacent properties.” (*Id.*). Accordingly, the conceptual site plan submitted in conjunction with this application provides a comprehensive approach for the future redevelopment of Beltway Plaza.

The Sector Plan acknowledges that “the size, consolidated ownership, and strategic location of Beltway Plaza position the shopping center to redevelop *over time* into a vibrant, pedestrian friendly, mixed use landmark along the MD 193 Corridor.” (*Id.* at p. 106; emphasis added). At the heart of this application, as recommended in the Sector Plan, is a strategic,

realistic, and thoughtful phasing plan with design elements that facilitate infill development and redevelopment while ensuring the site remains economically marketable/viable (to the fullest extent practicable). Indeed, nationwide, every shopping center owner, right now, is thinking about (and should be planning for) the center's longevity. That is accomplished, as recommended and envisioned in the Sector Plan, by providing phasing to accommodate the future redevelopment of a live, work, and play environment to transition the mall into a life-style center with 24/7 vibrant experiential mixed uses including residential units, commercial/retail space, restaurants, office (medical or other professional spaces), and Urban Recreational Areas. The 2017 *Prince George's County Competitive Retail Market Strategic Action Plan* acknowledged that the current issue with the retail market in the County is quality. The Study expressed the need for shopping centers to avoid the vicious cycle of downward trending rents and marginalized centers, by instead densifying these centers with mixed-uses that include housing and commercial. Some examples of this strategy being successfully implemented throughout the region include Westfield Montgomery; Springfield Town Center; White Flint Mall; Pike and Rose; Fairfax Corner; Kentlands; and Villages of Urbana Town Center. This proposal will facilitate the future redevelopment of the Beltway Plaza shopping center into a life-style center that provides a balance of true mixed-uses that will create an energy curve that supports retailers and restaurants (among other uses). Simply put, to facilitate longevity, a comprehensive, strategic, realistic, and thoughtful phasing plan with design elements that facilitate infill development and redevelopment is needed – if not overdue.

Again, the conceptual site plan filed in conjunction with this application seeks to establish a feasible and responsible future infill/redevelopment framework for the existing Beltway Plaza Shopping Center. This framework is created primarily in response to well-documented land use and market trends that indicate serious near and long term instability in the marketplace for conventional, single-use shopping malls. This disruption potentially places neighborhood-serving retail services, municipal tax revenue, and local employment opportunities at risk. In response, the applicant is proposing a more resilient mixed-use neighborhood anchored by civic amenities, diverse land uses including housing, retail and other commercial uses consistent with the Sector Plan. This project requires a phased implementation in order to remain flexible to dynamic market conditions, minimize physical and operational impacts to existing uses/lease agreements and to balance proposed improvements with commensurate levels of development.

As designed, the conceptual site plan seeks to target five (5) Core Design Principles, as follows:

1. Market;
2. Planning/Urban Design/Amenities/Connectivity;
3. Housing;
4. Infrastructure; and
5. Environment.

1. Market

The Design Principles that make up Market include:

- a. Limit physical and operational impacts to existing uses until market conditions necessitate broader implications.
- b. Phase development only as market conditions allow.
- c. Maximize regulatory flexibility with diversity of allowable land uses and intensities to enhance absorption and allow nimble response to market conditions.
- d. Ensure various formats of retail, housing types and employment opportunities are provided/maintained in order to meet community/market needs.
- e. Maintain/enhance high visibility corridors and provide adequate separate and shared parking regimes to ensure an efficient and successful retail environment.

2. Planning/Urban Design/Amenities/Connectivity

The Design Principles that make up Planning/Urban Design/Connectivity include:

- a. Create a compact, safe, walkable urban neighborhood center for the use and enjoyment of residents and consumers.
- b. Create identifiable adjacent districts to coordinate proper design context and development timing.
- c. Leverage anchor tenants to attract smaller scale shops.
- d. Leverage programmed amenities to draw residents, consumers and employers.
- e. Provide streetscape improvements that enhance the functionality and aesthetic character of the neighborhood.
- f. Identify and improve multi-modal accessibility throughout the site to access key community nodes.
- g. Utilize flexible bulk regulation design standards to promote urban form and a pedestrian scale.
- h. Substantially conform to the Greenbelt Sector Plan.

3. Housing

The Design Principles that make up Housing include:

- a. Provide the potential for housing diversity to reach a broad spectrum of socioeconomic residents.
- b. Provide dense housing types in order to allocate sufficient land as common open space/pocket parks.
- c. Provide the potential for both home ownership and leasing opportunities.
- d. Provide realistic and cost effective housing typologies.

4. Infrastructure

The Design Principles that make up Infrastructure include:

- a. Improve certain property frontages to help complete neighborhood pedestrian networks.
- b. Revitalize and update certain corridor, parking facilities, landscape, hardscape and wayfinding features.

- c. Maximize utilization of existing Metrobus service and accessibility to Greenbelt Metro.
- d. Maximize opportunities for residents to access/utilize the Indian Creek Stream Valley Park and Greenbelt Middle School.
- e. Leverage existing parking facilities for both commercial and residential use.

5. Environment

The Design Principles that make up Environment include:

- a. Incorporate modern Environmental Site Design features and techniques for improved water quality.
- b. Convert portions of existing, underutilized parking lots to pervious surfaces with street trees and landscaping.
- c. Convert certain redeveloped aging building systems to modern energy efficient construction.
- d. Provide livable spaces through co-location of green infrastructure in pocket parks, buffers and edges.

These Design Principles have been well thought out and, to the fullest extent practical, included in the conceptual design of the phasing plan proposed with the conceptual site plan. Again, the purpose of the conceptual site plan, in this instance, is to create a strategic, realistic, and thoughtful phasing plan that is not only responsive to the above-mentioned design principles, but is also flexible to quickly respond to the ever changing and dynamic market conditions, minimize physical and operational impacts to existing uses/lease agreements, and balance proposed improvements with commensurate levels of development. The foregoing shapes the basis for the proposed phasing as follows.

Summary of Proposed Phasing

Phase 1 (Residential Transition Zone and Multifamily)

Phase 1 contemplates the redevelopment/infill of the existing surface parking lot areas on the north side of the subject property. This area is identified as the "Residential Transition Zone," and is generally bounded by Breezewood Drive to the north, and the existing mall "ring road" to the south. This area is proposed to be exclusively residential in character, and is anticipated to contain approximately 175-250 townhomes and/or 2-over-2 residential dwelling units, and 100-500 multifamily dwelling units. A new street/sidewalk connection opposite Cherrywood Terrace is envisioned as well as a potential new street connection opposite the existing eastern parking lot entrance (subject to final grading/engineering feasibility). A new vehicular entrance/intersection is also envisioned on Cherrywood Lane in order to potentially consolidate multiple existing driveways in that general vicinity. The existing ring road within the Residential Transition Zone is proposed to be converted into a safe, pedestrian-centric, urban street section with on-street parking, street trees and site furnishings (benches, trash receptacles, street lights, bike racks, etc., to be determined with the detailed site plan). Multiple amenities such as pocket parks, mews, sidewalk and trailhead connections are conceptually envisioned, along with Environmental Site Design ("ESD") features. A tot-lot and connection to the existing Greenbelt Middle School is proposed. Parking along Breezewood Drive would be encouraged to

activate the streetscape in this district as well as the construction of a new sidewalk along the length of the southern portion of Breezewood Drive. Shared/mixed-use parking is proposed in this phase.

Additionally, Phase 1 contemplates redevelopment/infill of the area immediately adjacent/south of the existing surface parking lot areas on the north side of the subject property, identified as the "Residential Transition Zone," proximate to the existing Garage 'B.' This phase contemplates the addition of new multifamily residential dwelling units, utilizing the existing structured parking garage 'B' or a possible reconstruction in the general area of garage 'B' over existing commercial/retail space (subject to engineering/structural feasibility). This area is proposed to be predominantly residential in character with vertically integrated mixed-uses possible on those commercial anchor spaces that are contemplated for long-term retention. On-site urban amenities such as a fitness center, swimming pool, meeting spaces, etc. will be determined with the detailed site plan. New residential units in this area are proposed to complement the proposed Residential Transitional Zone units in the northern portion of Phase 1 so as to form a residential-character neighborhood, helping to obscure much of the rear portion of the mall superstructure. Shared/mixed-use parking is proposed in this phase.

Phase 2 (Neighborhood Shopping Center)

Phase 2 contemplates redevelopment/infill of those areas immediately adjacent to the existing grocery anchor on the western portion of the mall, in the area described as the "neighborhood shopping center" district. This phase will likely require partial demolition of the mall superstructure in order to accommodate a repositioning of the surface parking lot in order to enhance the utility, function and accessibility for the grocery store. New development is proposed in the form of multifamily units (possible age-restricted units), as podium/surface-parked. Dwelling unit ranges in this area are anticipated to range from 225 – 500 dwelling units. A new vehicular/pedestrian connection is envisioned along the front of the grocery anchor, connecting the northern "ring road" with the parking lot abutting Greenbelt Road. This phase will necessitate the reconfiguration of the existing surface parking lot proximate to the Cherrywood Lane/Greenbelt Road intersection. New/replacement commercial yield in this area allows for multiple buildings, anticipated to be ground-floor commercial/retail uses with potential office/flex uses above, totaling approximately ±150,000 – 200,000 square feet. The primary vehicular/pedestrian connection from the main entrance on Greenbelt Road to the northern ring road is proposed. Shared/mixed-use parking is proposed in this phase.

Phase 3 (Amenity Core & Mixed-Use Neighborhood Core)

Phase 3 is the most complex portion of the phased redevelopment of the mall and is the area identified as the "Amenity Core" and "Mixed-Use Neighborhood Core." This phase will require substantial demolition of large portions of the remaining mall superstructure, with anticipated retention of the existing mall anchor store spaces. New development/replacement commercial yield in this area will generally utilize the existing garage "A," or a possible reconstruction/addition (subject to engineering/structural feasibility). Dwelling unit ranges in this area are anticipated to be in increments of ±250 units, up to 725 total units. New/replacement commercial yield in this area allows for multiple buildings, anticipated to be ground-floor commercial/retail uses with predominantly residential uses above totaling approximately ±125,000 – 175,000 square feet. An intensive amenity core is proposed along with the timed

redevelopment of this area to anchor the development and provide an outdoor, civic-style gathering space with urban amenities and activities. An urban-style plaza with amenities such as fountains, splash pad, meeting/gathering space, event lawn and enhanced retail/dining experiences such as café-style dining is envisioned at the primary locus of the site. An additional street connection will be made from garage "B" to the existing southern "ring road." Significant streetscape improvements will be provided such as parallel on-street parking, site furnishings (benches, trash receptacles, street lights, bike racks, etc., to be determined at the time of detailed site plan).

Phase 4 (Destination Retail)

Phase 4 includes the existing parking lot immediately adjacent to the easternmost retail anchor in the area identified as "destination retail" on the conceptual site plan. This phase will require infill of portions of the existing parking lot and a possible new structured parking facility. The existing retail anchor space is proposed to be retained, with new development being predominantly mixed-use in character. Dwelling unit ranges in this area are anticipated range from 175 to 250 dwelling units, new/replacement commercial/retail is anticipated to range from 40,000 to 60,000 square feet. Streetscape improvements are proposed to be expanded to complete the conversion of the ring road into a safe, pedestrian-centric, urban street section with on-street parking, street trees and site furnishings (benches, trash receptacles, street lights, bike racks, etc., to be determined at the time of detailed site plan).

Phase 5 (Pad Site Retail)

Phase 5 comprises of the existing retail pad sites located in the area identified as "Pad Site Retail" along the frontage of MD 193. This area offers the highest visibility and convenient access to Greenbelt Road and as such, fills a much needed convenience and highway retail segment to support the overall retail diversification and community-needs strategy. Views into the site through/beyond the pad sites are important to maintain for the overall project benefit, and only limited potential infill of this area is anticipated. Long term future commercial yield in this area allows for the potential of multiple buildings, anticipated to be free-standing or possibly vertical mixed-use, with predominantly office uses above, totaling approximately 15,000 – 25,000 square feet of new space. Re-positioning of the pad sites is also possible in response to future market conditions without regard to phasing and may allow for interior streetscape and pedestrian improvements to the secondary ring road.

III. COMMUNITY

Beltway Plaza consists of approximately 53.88 acres of land in the M-U-I/D-D-O Zone, and is on the north side of Greenbelt Road (MD 193), at the northeast quadrant of its intersection with Cherrywood Lane. To the north, across Breezewood Drive, include multifamily residential units in the M-U-I Zone. To the south of the property, across Greenbelt Road, are existing properties in the C-S-C Zone. To the west of the property, Cherrywood Lane, and beyond are commercial uses as well as vacant land in the M-U-I Zone, and to the east of the property is land in the O-S Zone that includes property utilized by the Board of Education (i.e., Greenbelt Middle School).

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

IV. CRITERIA FOR APPROVAL OF A CONCEPTUAL SITE PLAN & DESIGN GUIDELINES

The following Sections of the Prince George's County Zoning Ordinance are applicable to this application.

Sec. 27-276. Planning Board procedures.

(b) Required findings.

(1) The Planning Board may approve a Conceptual Site Plan if it finds that the Plan represents a most 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. If it cannot make this finding, the Planning Board may disapprove the Plan.

COMMENT: Based on the points and reasons provided herein, in addition to the evidence filed in conjunction with this application, the applicant contends that this CSP represents the most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for the intended uses. Furthermore, it is worth highlighting that the M-U-I Zone does not require the approval of a conceptual site plan; however, the Sector Plan, for the Beltway Plaza subarea, requires a conceptual site plan prior to submittal of a detailed site plan. The basis for the Sector Plan's requirement to obtain a conceptual site plan for the Beltway Plaza subarea is to "outline a comprehensive approach to redevelopment of the subject properties, including a general indication of phasing, future land uses, and future connections to adjacent properties." (Sector Plan at p. 202). The CSP submitted in conjunction with this application provides for a comprehensive approach to redevelop the subject property that includes phasing, future land uses, and future connections to adjacent properties. Consequently, this requirement and the requirement of the Sector Plan are met.

(2) The Planning Board may approve a Conceptual Site Plan for a Mixed-Use Planned Community in the E-I-A or M-X-T Zone if it finds that the property and the Plan satisfy all criteria for M-X-T Zone approval in Part 3, Division 2; the Plan and proposed development meet the purposes and applicable requirements of the M-X-T Zone; the Plan meets all requirements stated in the definition of the use; and the Plan shows a reasonable alternative for satisfying, in a high-quality, well-integrated mixed-use community, all applicable site design guidelines.

COMMENT: This criterion is not applicable. Beltway Plaza is not a Mixed-Use Planned Community, as that term is defined in Section 27-107.01(a)(151.1) of the Zoning Ordinance, and the subject property is not located in the M-X-T Zone. Again, the M-U-I Zone does not require the approval of a conceptual site plan; however, the Sector Plan, for the Beltway Plaza subarea, requires a conceptual site plan prior to submittal of a detailed site plan. The basis for the Sector

Plan's requirement to obtain a conceptual site plan for the Beltway Plaza subarea is to "outline a comprehensive approach to redevelopment of the subject properties, including a general indication of phasing, future land uses, and future connections to adjacent properties." (Sector Plan at p. 202). The CSP submitted in conjunction with this application provides for a comprehensive approach to redevelop the subject property that includes phasing, future land uses, and future connections to adjacent properties.

(3) The Planning Board may approve a Conceptual Site Plan for a Regional Urban Community in the M-X-T Zone if it finds that proposed development meet the purposes and applicable requirements of the M-X-T Zone and the Plan meets all requirements stated in the definition of the use and Section 27-544 of this Code.

COMMENT: Not applicable. Beltway Plaza is not a Regional Urban Community, as that term is defined in Section 27-107.01(a)(197.1) of the Zoning Ordinance, and the subject property is not located in the M-X-T Zone. Again, the M-U-I Zone does not require the approval of a conceptual site plan; however, the Sector Plan, for the Beltway Plaza subarea, requires a conceptual site plan prior to submittal of a detailed site plan. The basis for the Sector Plan's requirement to obtain a conceptual site plan for the Beltway Plaza subarea is to "outline a comprehensive approach to redevelopment of the subject properties, including a general indication of phasing, future land uses, and future connections to adjacent properties." (Sector Plan at p. 202). The CSP submitted in conjunction with this application provides for a comprehensive approach to redevelop the subject property that includes phasing, future land uses, and future connections to adjacent properties.

(4) The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).

COMMENT: The site is currently developed with over 800,000 square feet shopping mall and large expansive parking fields – including structured parking. A Natural Resources Inventory Equivalency Letter was approved for the CSP review (to wit: NRI-156-2018). A Tree Conservation Plan Type 1 has been submitted with this this application. Finally, an approved stormwater management plan and concept approval letter was issued (to wit: Case No.: 46825-2005-02). Therefore, regulated environmental features are either being preserved or have already been impacted by prior approvals accommodating the existing development.

Sec. 27-546. Site plans.

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

(1) The proposed development is in conformance with the purposes and other provisions of this Division;

COMMENT: The proposed application is in direct response to the Sector Plan's vision, goals, recommendations to provide a realistic and thoughtful phasing plan and design elements that

fulfill infill development and future redevelopment ensuring the site remains economically marketable/viable (to the fullest extent practicable). The plan submitted herein attempts to accommodate most of the suggestions/recommendation provided for in the Sector Plan's "Beltway Plaza Illustrative Phasing Plan," and is consistent with the Urban Land Institute's recent Technical Assistant Panel Report on "Creating a Future for Greenbelt Road/MD 193. (See Sector Plan at p. 106-107 and Appendix A). Indeed, the pending application proposes a comprehensive phasing plan for the future redevelopment of the Beltway Plaza shopping center that utilizes five cored design principles (outlined above). The overall phasing plan for the repurposing and redevelopment of the Beltway Plaza mall will create a "live/work" component that does not currently exist. Furthermore, this application undoubtedly promotes reinvestment in, and provides appropriate redevelopment of, an older large scale commercial center that will, over time, create an attractive and distinctive community center for shopping, socializing, living, and will promote economic vitality with varying residential product types. This is certainly true with the proposed phasing and ultimate redevelopment of superstructure and underutilized parking fields.

(2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;

COMMENT: Not applicable. The property is located in the M-U-I Zone.

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

COMMENT: The requirement for a conceptual site plan, in this instance, stems from the Sector Plan requirement to "outline a comprehensive approach to redevelopment of the subject properties, including a general indication of phasing, future land uses, and future connections to adjacent properties." (Sector Plan at p. 202). Consequently, in as much as this criterion is even applicable, the phasing plan for the future redevelopment of Beltway Plaza utilizes five core design principles resulting in a development that will catalyze the community and rejuvenation of the MD 193 corridor. At build-out, the redeveloped mall, as outlined in the phasing summary above, will be completely transformed into a vibrant and competitive mixed-use center featuring a network of walkable streets, pedestrian-oriented development, and attractive open/ amenity spaces. The mall's largest tenants will continue to anchor the site while new residential, retail, office, plaza, and amenity uses define its street grid and the MD 193 Corridor. This will result in compilation of both physical and visual integration with the area.

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

COMMENT: The proposed conceptual site plan is the first step to better interconnect Beltway Plaza with development in the vicinity by creating a vibrant and diverse mixed-use metropolitan center (i.e., a life-style center) that provides new housing, employment, and recreational

opportunities by capitalizing on the property's location to existing transportation network/assets (including Metro) and improved pedestrian-oriented commercial/office potential. With the subsequent detailed site plans that will be required prior to building permits, the development scheme will be tested against the applicable development district standards to ensure the project achieves the vision of the Sector Plan. This will further ensure compatibility with existing and proposed development in the vicinity of the property.

(5) The mix of uses, arrangement and design of buildings and other improvements, and provision of public amenities reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;

COMMENT: The design of buildings in mass and structure fit well into the site and provide for the development of a cohesive development of residential and commercial structures on-site. Please also refer to the phasing summary above for a detailed analysis of each phase and development proposal therewith.

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

COMMENT: It is intended that the development associated with this CSP will be staged and developed as separate entities, with separate plans of development moving forward dependent on market demands and trends. Regardless, the applicant contends that the development will be self-sufficient as each phase moves forward. Indeed, the Sector Plan recommended near-term, medium-term, and build-out phases, which are generally consistent with the applicant's proposed phasing. Critically important to propose phasing of this redevelopment project is to ensure flexibility to quickly respond to the every changing and dynamic market conditions, minimize physical and operational impacts to existing uses/lease agreements, and balance proposed improvements with commensurate levels of development.

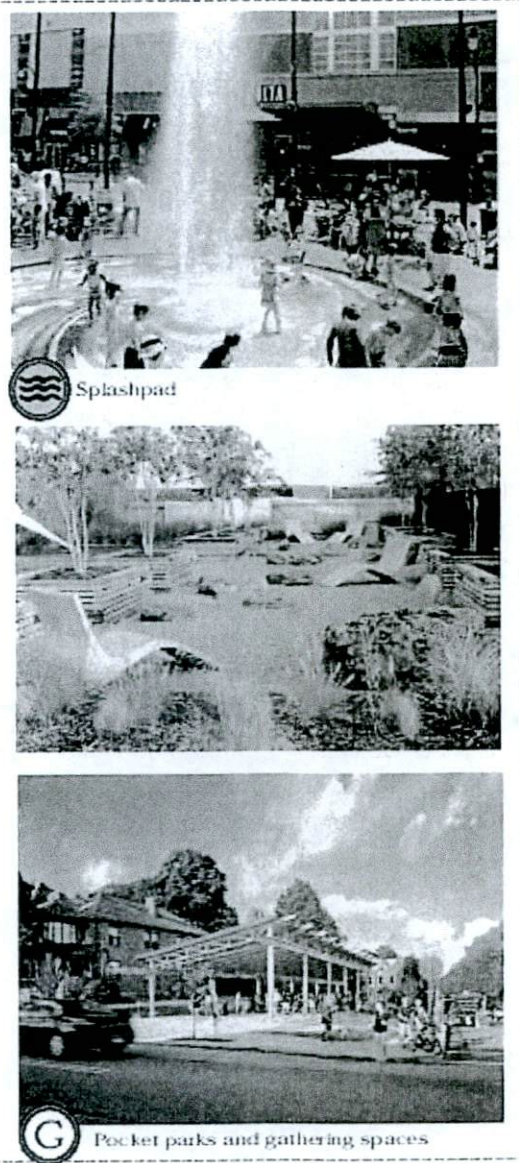
(7) The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;

COMMENT: The proposed CSP contemplates upwards of five distinct phases (i.e., Residential Transition Zone and Multifamily; Neighborhood Shopping Center and Senior Living Residential; Amenity and Mixed-Use Neighborhood Core; Destination Retail; and Pad Site Retail) outlined above. Each of these areas will include and provide convenient accessible pedestrian systems.

(8) On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and

COMMENT: At the time of DSP, it is expected that the areas of the development that will be used for pedestrian activities or as gathering places for people will provide human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial). Some of these

amenities may include the following:



(9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant, or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.

COMMENT: Not applicable. The property is located in the M-U-I Zone.

(10) On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant.

COMMENT: Not applicable. The subject application is for a conceptual site plan for the redevelopment of Beltway Plaza Mall. Subsequently, a preliminary plan and detailed site plan will be required approvals to proceed with the proposed redevelopment envisioned with CSP-05007. Although a transportation adequacy test is not required with the CSP, the applicant has contracted with Lenhart Traffic Consulting, Inc., if any questions arise regarding transportation adequacy associated with the phasing plan.

(11) On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.

COMMENT: Not applicable. The property is located in the M-U-I Zone.

Section 27-274. Design Guidelines

Generally, Section 27-274 provides design guidelines regarding parking, loading, and circulation; lighting; views; green area; site and streetscape amenities; grading; service areas; public spaces; and architecture. It is worth noting that every sub-part of Section 27-274(a) uses the word "should" when describing each of the guidelines. Thus, none of the design guidelines are mandatory; instead, they are as they appear, guidelines used to promote the purposes of the zone. Consequently, the Planning Board is authorized to approve a conceptual site plan so long as the plan promotes the development in accordance with the principles for the orderly, planned, efficient, and economic development contained in the Sector Plan; and explains the relationship among proposed and existing uses, illustrates approximate locations where buildings and other proposed improvements may be placed, and generally describes recreational facilities, building architecture, and street furniture to be used on the final plan. Ultimately, a future detailed site plan will be filed that will show much more details and the Planning Board is authorized to approve said future detailed site plan so long as the plan represents a *reasonable alternative to satisfying the guidelines* – without requiring unreasonable costs or detracting substantially from the utility of the proposed development for its intended (and *permitted*) use.

Generally, as guidelines, that applicant and its consultants, as much as practical, have designed the site in conformance with said guidelines, but due to not yet having a builder, is limited in the amount of detail that can be shown. As contemplated in Section 27-272, said detail and specificity at the time of conceptual site plan is not required; however, generally, the applicant has endeavored to satisfy the following design guidelines to the fullest extent practical:

- Parking lot have been designed to provide safe and efficient vehicular and pedestrian circulation within the site;
- Parking spaces have been designed to be located near the use that it serves;
- Parking aisles have been oriented and designed to minimize the number of parking lanes crossed by pedestrians;
- Plant materials will be added to the parking lot for the commercial use to avoid large expanses of pavement;
- The loading area will be clearly marked and separated from parking areas;
- Light fixtures will be designed to enhance the site's design character;
- Luminosity and location of exterior fixtures will enhance user safety and minimize vehicular /pedestrian conflicts;
- Lighting will be designed to enhance building entrances and pedestrian pathways;
- The pattern of light pooling will be directed to the site;
- The site complies with the Landscape Manual or seeks Alternative Compliance for any requirements that cannot be met by proposing landscaping that will be equal to or better than what would be required;
- Public amenities including outdoor seating, bike racks, benches, etc. will be proposed; and
- Building architecture and materials will be high quality and visually interesting.

Specifically, the applicant offers the following:

(1) General.

- (A) The Plan should promote the purposes of the [Detailed] Site Plan.

COMMENT: The purposes of the Detailed Site Plan are found in Sections 27-281(b) and (c).

Section 27-281. Purpose of Detailed Site Plans.

(b) General purposes.

- (1) The general purposes of Detailed Site Plans are:

- (A) To provide for development in accordance with the principles for the orderly, planned, efficient and economical development contained in the General Plan, Master Plan, or other approved plan;
- (B) To help fulfill the purposes of the zone in which the land is located;
- (C) To provide for development in accordance with the site design guidelines established in this division; and
- (D) To provide approval procedures that are easy to understand and consistent for all types of Detailed Site Plans.

(c) Specific purposes.

- (1) The specific purposes of Detailed Site Plans are:

- (A) To show the specific location and delineation of buildings and structures , parking facilities, streets, green areas, and other physical

features and land uses proposed for the site;

(B) To show specific grading, planting, sediment control, tree preservation, and storm water management features proposed for the site;

(C) To locate and describe the specific recreation facilities proposed, architectural form of buildings, and street furniture (such as lamps, signs, and benches) proposed for the site; and

(D) To describe any maintenance agreements, covenants, or construction contract documents that are necessary to assure that the Plan is implemented in accordance with the requirements of this Subtitle.

COMMENT: This Conceptual Site Plan will promote the purposes found in Section 27-281 as well as the requirements of the Sector Plan to provide phasing, future land uses, and future connections to adjacent properties. Specifically, this plan helps to fulfill the purposes of the M-U-I Zone in which the subject property is located. A mixed use development consisting of a mix of residential units and commercial retail use(s) are permitted in the M-U-I Zone. Future detailed site plans will give an illustration as to the approximate location and delineation of all proposed buildings, parking, streets, green areas, and other similar physical features and land uses proposed for the site.

In addition to the purposes set forth in Section 27-281, Section 27-274 further requires the Applicant demonstrate the following:

(2) Parking, loading, and circulation

(A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site.

(B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians.

(C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers.

COMMENT: The proposed Conceptual Site Plan illustrates that all parking and loading areas are located and designed to provide safe and efficient vehicular and pedestrian circulation throughout the entire site.

(3) Lighting.

(A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the design character.

COMMENT: This Conceptual Site Plan anticipates at least some activities taking place in the evening and will provide adequate lighting levels for safe vehicular and pedestrian movements. The site lighting will provide the new residents and future patrons of the commercial/life-style component with a bright, safe atmosphere while not causing a glare or light bleeding onto adjoining properties, as the applicant would anticipate using full cut-off light fixtures. Although a specific detail of all residential and commercial lighting has not yet been identified, some

possible examples of public lighting may include the following:



(4) Views.

- (A) Site design techniques should be used to preserve, create, or emphasize scenic views from public areas.

COMMENT: This Conceptual Site Plan complies with the design guidelines outlined in sub-part (4). This plan is designed to preserve, create, or emphasize views from the public roads and the adjoining property. All buildings will be designed to provide a modern, clean and strong presence along road frontages. Other views and public areas will be emphasized through the anticipated use of sitting areas along with sidewalks to collectively connect the various components of the project. Possible examples of these views and use of public areas are provided below in subpart 9.

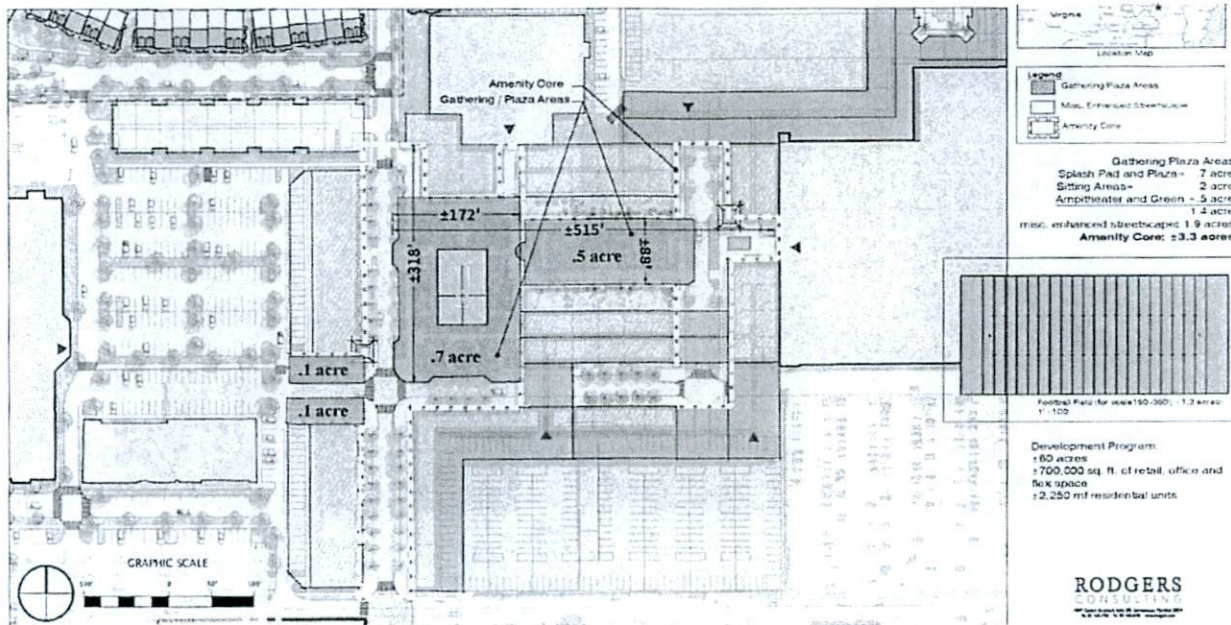
(5) Green Area.

- (A) On site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use.

COMMENT: An intensive amenity core is proposed along with the timed redevelopment of this area to anchor development and provide attractive outdoor places that promote an engaged user experience and diverse socialization. This proposed amenity core establishes a well-positioned civic-style gathering space and plaza with amenities and uses that provide four seasons of interest. Amenities within the core include fountains, splash pad, space creating landscape planting, meeting/gathering space, event lawn and enhanced retail/dining experiences such as café-style dining. The primary focus of the site is geared toward the retail and dining experience.

Plantings within the proposed ESD facilities will be developed to enhance the surrounding settings by incorporating native and resilient plant communities. These location specific planting designs will provide the biology necessary to complete each living system within the facility and potentially reduce maintenance costs. The proposed ESD facilities are viewed as potential site assets and habitat opportunities that tie together spaces while providing improved water quality.

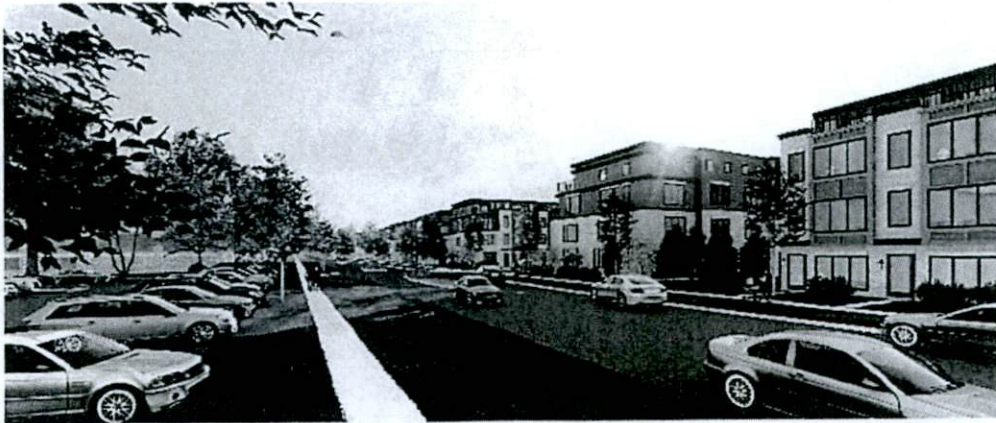
The experience of the site will be largely dictated by strategic, aesthetic landscape planting that will encourage circulation, enhance architecture, and compliment the hardscape throughout the development. Planting will be sensitively located to provide adequate view sheds to complimentary spaces to further engage the user. Each proposed green area and its subsequent vegetative enhancement will be assessed for both context hardness and ecological benefit to the development.



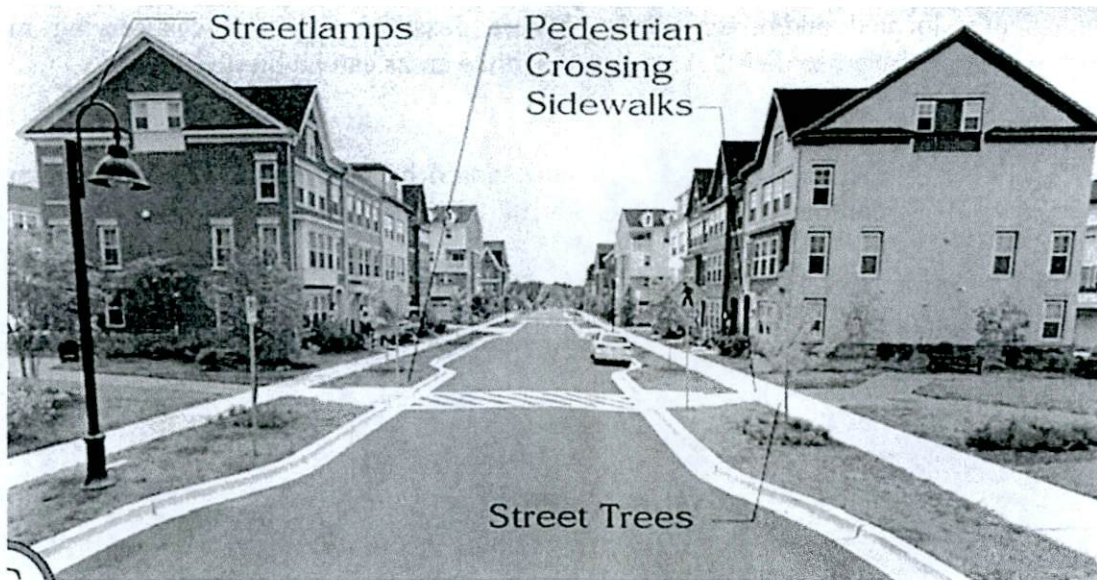
(6) Site and streetscape amenities.

(A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site.

COMMENT: The Conceptual Site Plan submitted with this application complies with the design guidelines outlined in sub-part (6). The proposed site and streetscape amenities will contribute to be attractive and coordinated with the development. That is, the site fixtures will be durable high quality material and will be attractive, which will enhance the site for the future residents and patrons. As further referenced above, within a number of the proposed phases, additional street connections and street scape amenities are proposed. Some possible examples of site fixtures and anticipated streetscape are provided below.



Breezwood Drive, with proposed Townhome units, landscaping, additional pedestrian sidewalks and road improvements.



(7) Grading.

(A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts.

COMMENT: This Conceptual Site Plan complies with the design guidelines outlined in sub-part (7). Although the vast majority of the site is currently developed, grading will be necessary. Nevertheless, all grading and landscaping will help to soften the overall appearance of the improvements once constructed. The proposed development will address the needs and expectations of the modern consumer. To the fullest extent practical, all grading will be designed to minimize disruption to existing topography.

(8) Service Areas.

(A) Service areas should be accessible, but unobtrusive.

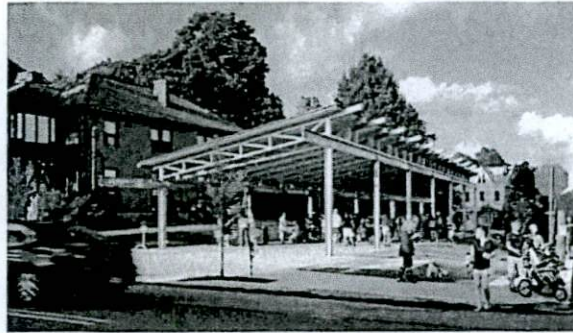
COMMENT: Service areas, like loading areas to serve the commercial retail development, will

be conveniently located and/or screened. Where possible, service areas serving multiple buildings will be designed so that the number of service areas can be limited.

(9) Public Spaces.

(A) A public space system should be provided to enhance a large-scale commercial, mixed use, or multifamily development.

COMMENT: Some possible examples of public space systems are provided below and described above.





(10) Architecture.

(A) When architectural considerations are references for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with unified, harmonious use of materials and styles.

(B) The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.

(C) These guidelines may be modified in accordance with section 27-277.

COMMENT: Architectural plans are not required at the time of CSP. However, the Conceptual Site Plan complies with the design guidelines outlined in sub-part (10). At the time of Detailed Site Plan, the applicant will endeavor to ensure that all architecture for the residential units and redevelopment of the commercial/retail/office space will provide a high quality of building materials and provide a variety of architectural elements. Some possible examples of possible residential and commercial architecture are provided below.





(11) Townhouses and Three-Story Dwellings.

(A) Open space areas, particularly areas separating the rears of buildings containing townhouses, should retain, to the extent possible, single or small groups of mature trees. In areas where trees are not proposed to be retained, the applicant shall demonstrate to the satisfaction of the Planning Board or the District Council, as applicable, that specific site conditions warrant the clearing of the area. Preservation of individual trees should take into account the viability of the trees after the development of the site.

(B) Groups of townhouses should not be arranged on curving streets in long, linear strips. Where feasible, groups of townhouses should be at right angles to each other, and should facilitate a courtyard design. In a more urban environment, consideration should be given to fronting the units on roadways.

(C) Recreational facilities should be separated from dwelling units through techniques such as buffering, differences in grade, or preservation of existing trees. The rears of buildings, in particular, should be buffered from recreational facilities.

(D) To convey the individuality of each unit, the design of abutting units should avoid the use of repetitive architectural elements and should employ a variety of architectural features and designs such as roofline, window and door treatments, projections, colors, and materials. In lieu of this individuality guideline, creative or innovative product design may be utilized.

(E) To the extent feasible, the rears of townhouses should be buffered from public rights-of-way and parking lots. Each application shall include a visual mitigation plan that identifies effective buffers between the rears of

townhouses abutting public rights-of-way and parking lots. Where there are no existing trees, or the retention of existing vegetation is not practicable, landscaping, berming, fencing, or a combination of these techniques may be used. Alternatively, the applicant may consider designing the rears of townhouse buildings such that they have similar features to the fronts, such as reverse gables, bay windows, shutters, or trim.

(F) Attention should be given to the aesthetic appearance of the offsets of buildings.

COMMENT: The Conceptual Site Plan complies with the design guidelines outlined in sub-part (11). At the time of Detailed Site Plan, the applicant will endeavor to ensure that all townhouses and three-story dwelling residential units will provide a high quality of building materials and comply with the design standards outlined in sub-part (11). Some possible examples of possible townhouse residential dwellings are provided below.



V. MASTER PLAN CONFORMANCE

Beltway Plaza

Policy 1: Support the phased, comprehensive redevelopment of Beltway Plaza into a pedestrian-friendly, mixed-use development (see pages 106 and 107).

Strategies

Strategy 1.1. Rezone the entire Beltway Plaza property to permit comprehensive, well- designed, mixed-use redevelopment.

Strategy 1.2. Require the approval of a conceptual site plan prior to detailed site plan submittal. This conceptual site plan should outline a comprehensive approach to redevelopment, including a general indication of phasing, future land uses, and future connections to adjacent properties.

Strategy 1.3. Incorporate a mix of housing types that are attractive to a range of homebuyers and renters. Concentrate townhomes at the rear of the property as a transition to the residential uses along Breezewood Drive at Franklin Park at Greenbelt Station and encourage multifamily types throughout the site. Discourage single- family detached development. Include neighborhood-

servicing retail uses on the ground floor of new buildings to meet convenience needs of existing and future residents.

Strategy 1.4. Encourage a mix of pedestrian- oriented uses, designed both vertically within individual buildings and horizontally among multiple buildings, as the property redevelops.

Strategy 1.5. Frame the MD 193 Corridor with enhanced landscaping; a wide, continuous sidewalk; and, over the medium- to long-term, new mixed-use commercial development featuring rear-oriented parking.

Strategy 1.6. Provide urban design standards to guide the redevelopment of Beltway Plaza and ensure high-quality streets and streetscape, open and public spaces, and building form and architecture.

Strategy 1.7. Incorporate environmental site design techniques and innovative approaches to stormwater management, reduction of impervious surfaces, green roofs, and other sustainable development practices in all phases of redevelopment.

Strategy 1.8. Work with the property owner to address the constraints existing long-term leases pose to redevelopment. Consider financial incentives, guarantees for relocation, and other techniques that may encourage tenants to take a flexible approach to redevelopment.

Strategy 1.9. Prior to the submission of any conceptual or detailed site plans, the applicant should conduct community outreach meetings to collaborate with and obtain input and feedback from area residents and the City of Greenbelt and Town of Berwyn Heights.

Strategy 1.10. Integrate and amenitize safe, attractive, and accessible public open spaces in all phases of redevelopment.

Policy 2: Ensure the character of new development is connected to and compatible with Franklin Park at Greenbelt Station to the north and the commercial uses along the southern side of MD 193.

Strategies

Strategy 2.1. Incorporate clear pedestrian- and bicycle-friendly linkages that connect Beltway Plaza to Franklin Park at Greenbelt Station and the Town of Berwyn Heights.

Strategy 2.2. In coordination with the Town of Berwyn Heights and the City of Greenbelt, encourage redevelopment to frame new gateways along MD 193 at Cherrywood Lane, Cunningham Drive, and 62nd Avenue.

Beltway Plaza Illustrative Phasing Plan

The size, consolidated ownership, and strategic location of Beltway Plaza position the shopping center to redevelop over time into a vibrant, pedestrian-friendly, mixed-use landmark along the MD 193 Corridor. Two elements will prove critical to the site's evolution—public-private

investment in infrastructure and streetscape improvements, and a realistic and thoughtful phasing plan and design elements that facilitate infill development and redevelopment while ensuring the site is examined comprehensively.

Any proposed phasing plan should involve a commitment by the property owner to comprehensively craft:

- ❖ A circulation network that establishes a system of internal streets, scaled, as appropriate, for pedestrian, bicycle, and transit use, and new connections between MD 193 and Breezewood Drive and to Franklin Park at Greenbelt Station across Breezewood Drive.
- ❖ A coordinated landscaping, signage, and lighting plan and design theme that incorporates lessons from historic Greenbelt while encouraging the site to shape its own unique sense of place.
- ❖ A sustainability plan that demonstrates the site's holistic and innovative approaches to reducing impervious surfaces, improving water and air quality, and limiting noise and light pollution.
- ❖ A land use program that:
 - Requires a mix of uses—including ground-floor retail; a range of housing types; and public, open spaces—while providing flexibility to the property owner to respond to market demands.
 - Establishes gateways along MD 193 at Cherrywood Lane, Cunningham Drive, and 62nd Avenue, and frame/define these gateways with multi-story buildings placed close to the streets, publicly accessible plazas, landmark structures or features, and special landscaping and signage treatments.
 - Transitions in height, building types, and building massing to ensure a more compatible relationship to the mixed-use residential neighborhood at Franklin Park at Greenbelt Station.
 - Fosters a vibrant and safe, pedestrian-oriented environment.
- ❖ A coordinated parking management plan that encourages shared- parking and minimizes the visual impact of surface parking lots and parking garages through appropriate screening and landscaping.

This sector plan should serve as a guide for the phased redevelopment of the Beltway Plaza holdings. The following illustrative site plan diagrams show how the site could evolve in a comprehensive manner. These illustrative site plan diagrams should not be construed as a mandate. The sector plan recognizes that market conditions will dictate specific phasing and uses.

TOP: In the near-term, residential infill and integrated public open spaces are constructed in the rear of the property along Breezewood Drive to frame the street. New landscaping, lighting, and pedestrian paths create a welcoming transition to Franklin Park at Greenbelt Station. Liner uses and appropriate buffering conceal parking. Streetscape improvements are made along MD 193 to complete sidewalk networks and widen existing sidewalks, provide street trees, and accommodate bicycles.

COMMENT: The proposed phasing plan above adheres to this recommendation.

MIDDLE: In the medium-term, a new pedestrian and transit- oriented grid system begins to form, bisecting the Beltway Plaza Mall while retaining its principal anchors. Direct road connections from Cherrywood Terrace, Cunningham Drive, and 62nd Avenue are constructed into the core of the site. New high-quality retail uses frame the intersections of MD 193 and Cherrywood Lane and MD 193 and Cunningham Drive, and serve as gateways to the center while retaining many of the mall's pad sites and maintaining unobstructed view corridors to the mall's anchor tenants. The MD 193 streetscape is improved in concert with State Highway Administration improvements to the roadway, with emphasis on dedicated bicycle facilities.

COMMENT: The proposed phasing plan above adheres to this recommendation.

BOTTOM RIGHT: At buildout, the Beltway Plaza Mall is transformed into a vibrant and competitive mixed-use center featuring a network of walkable streets, pedestrian-oriented development, and attractive open spaces. The mall's largest tenants continue to anchor the site while new retail and office uses, plazas, and pocket parks define its street grid and the MD 193 Corridor.

COMMENT: The proposed phasing plan above adheres to this recommendation.

VI. PRIVATE RECREATIONAL FACILITIES


The applicant will be proposing private facilities that will ultimately be determined at the time of preliminary plan of subdivision review with future phases.

VII. CONCLUSION

Based on the foregoing, as well as all of the development plans filed in conjunction with this application, the applicant respectfully requests the approval of CSP-18010.

Respectfully submitted,

MCNAMEE HOSEA

By 
Matthew C. Tedesco, Esq.

Date: January 18, 2019

EXHIBIT'S LIST

3/14/19 PGCPB REGULAR MEETING

ITEM 6 CSP-18010 GREENBELT TOWN CENTER AT BELTWAY PLAZA

Applicant's Exhibit No. 1:

Letter dated 2/18/19 to Chair Elizabeth M. Hewlett, PGCPB, from Susan A. Walker, President, Greenbelt Community Development Corporation (1 page)

ORIGINALS TO: DRD 3/28/19

February 18, 2019

REC'D BY PGCPB ON 3.14.19
ITEM # 6 CASE # CSP-18010
EXHIBIT # App'l E. No. 1

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

RE; Conceptional Site Plan (CSP 18010) - Beltway Plaza

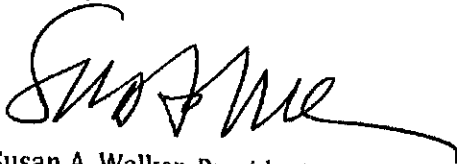
Dear Chair Hewlett:

The Greenbelt Community Development Corporation (GCDC) is supportive of the Conceptional Site Plan for Beltway Plaza that is being presented to the Planning Board by Quantum Companies and their consulting partners. The GCDC thinks that the Mixed Use Renovation of the Beltway Plaza area does the following things for the area:

1. Updates the mall so that it is more attractive to consumers;
2. Provides a place to live, shop and find entertainment within a walk able area.
3. Gets away from a covered mall concept that is being converted all over the United States to a mixed use model;
4. Remodels and updates retail space;
5. Provides the possibility of affordable housing for seniors, disabled and multi-families;
6. Increases the tax base with the addition of various types of house such as condos, townhouses and apartments;
7. Increases amenities such as restaurants, open spaces to eat and places to sit, shuttle transportation throughout the remodeled area, and play areas for children; and
8. Complements the Greenbelt Boulevard Project proposed by the Urban Land Institute and that GCDC also supports.

We realize that the Conceptual Site Plan is only the first step in the process of the development, but we are excited about the possibilities and committed to working with the City of Greenbelt, Beltway Plaza/Quantum and the Prince George's County Planning Board through to the completion of his project.

Sincerely,



Susan A. Walker, President
Greenbelt Community Development Corporation

CC: Greenbelt City Council, Quantum