

RESOLUTION

WHEREAS, the Prince George’s County Planning Board is charged with the approval of Conceptual Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George’s County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on March 14, 2019, regarding Conceptual Site Plan CSP-18010 for Beltway Plaza, the Planning Board finds:

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	APPROVED
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		875–2,250

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 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. The Planning Board 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. The Planning Board 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 conditions of this resolution.

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. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral memoranda are incorporated herein by reference in this resolution, and the major comments are summarized, as follows:
 - a. **Historic Preservation**—The Planning Board found 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.

b. **Community Planning**—The Planning Board 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**—The Planning Board found the following:

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 Planning Board 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**—The Planning Board made the following findings:

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**—The Planning Board found 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.

- f. **Trails**—The Planning Board 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 Planning Board discussed the 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 this resolution.
- 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. At the time of PPS, the subject development will be subject to mandatory dedication of parkland in accordance with Section 24-134 (a) of the Subdivision Regulations.
- h. **Maryland State Highway Administration (SHA)**—At the time of this resolution, SHA did not offer comments on the subject application.
- i. **Prince George’s County Fire/EMS Department**—At the time of this resolution, 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 this resolution, the Police Department did not offer comments on the subject application.
- l. **Prince George’s County Health Department**—At the time of this resolution, 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, Urban Design, and Recreation. The Planning Board reviewed all of the conditions and provided 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, which 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 station. 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.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Type 1 Tree Conservation Plan TCP1-008-10, and further APPROVED Conceptual Site Plan CSP-18010 for the above-described land, 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*.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Doerner, with Commissioners Washington, Doerner, Bailey, and Hewlett voting in favor of the motion, and with Commissioner Geraldo absent at its regular meeting held on Thursday, March 14, 2019, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 28th day of March 2019.

Elizabeth M. Hewlett
Chairman

By Jessica Jones
Planning Board Administrator

EMH:JJ:HZ:gh