

R E S O L U T I O N

WHEREAS, the Prince George’s County Planning Board is charged with the approval of Detailed 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 September 9, 2021, regarding Detailed Site Plan DSP-20020 for Beltway Plaza Phase 1, the Planning Board finds:

1. **Request:** Phase 1 of the redevelopment of Beltway Plaza, to include 750 multifamily residential dwelling units, a hotel, recreation center, and limited streetscape improvements.
2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	M-U-I/D-D-O	M-U-I/D-D-O
Use(s)	Commercial	Commercial, residential, hotel
Acreage	53.88	53.88
Parcels	16	16
Square Footage/Gross Floor Area (GFA)	910,785	954,562*

NOTE: *A minor inconsistency was noted in the proposed gross floor area (GFA). General Note 9 of the DSP indicates that 954,562 square feet of GFA is proposed, whereas the sum of the proposed uses shows 954,617 square feet of GFA. A condition has been included herein for this inconsistency to be addressed. The total GFA noted includes the area of the existing mall building, proposed hotel, and proposed recreation center.

OTHER DEVELOPMENT DATA

Parking and Loading Schedule- Phase 1

Parking	Rate	Number of Parking Spaces Required	Parking Provided
Building 1A		468	476
1-bedroom units (171)	1.33 spaces/unit	228	
2-bedroom units (144)	1.66 spaces/unit	240	
Building 1B		390	362
1-bedroom units (148)	1.33 spaces/unit	197	
2-bedroom units (116)	1.66 spaces/unit	193	
Building 1C*		253	638*
1-bedroom units (96)	1.33 spaces/unit	128	
2-bedroom units (75)	1.66 spaces/unit	125	
Proposed Hotel*			
92 hotel rooms	1 space/2 rooms	46	
Proposed Recreation Center		26	425
Office space (421 sq. ft.)	1 space/250 sq. ft.	2	
Instructional Space (71 student capacity)	1 space/3 students	24	

Parking	Rate	Number of Parking Spaces Required	Parking Provided
Additional Surface Parking Proposed in Phase 1 Area			97
Existing Surface and Structured Parking to Remain in Phase 1 Area			183
TOTAL PARKING PHASE 1		Required per Section 27-568	Provided
		1,183	2,181
Loading- Phase 1	Rate	Number of Loading Spaces Required	Loading Spaces Provided
Proposed Multifamily	1 space/100–300 units		
Building 1A		2	1
Building 1B		1	1
Building 1C		1	1
Hotel	1 space/10,000–100,000 sq. ft.	1	1
TOTAL LOADING PHASE 1		5	4
<i>Beltway Plaza Sitewide Parking – for informational purposes</i>			
<i>Existing/ Remaining Mall Space</i>			
<i>AMC Theatre (528 seats)</i>	<i>1 space/4 seats</i>	<i>132</i>	
<i>Integrated Shopping Center (733,627 sq. ft. GLA)</i>	<i>1 space/ 200 sq. ft. gross leasable area</i>	<i>3,669</i>	
<i>Existing Surface and Structured Parking to Remain Outside of Phase 1 Area</i>			<i>1,873</i>

Parking	Rate	Number of Parking Spaces Required	Parking Provided
		4,984**	4,054**
		<i>Minimum required per D-D-O</i>	
		2,492**	

<i>Beltway Plaza Sitewide Loading – for informational purposes</i>			
<i>Existing Mall</i>	<i>22 existing spaces</i>	<i>11</i>	<i>22</i>
<i>Phase 1</i>		<i>5</i>	<i>4</i>
<i>Total Loading – Phase 1 and Remaining Plaza***</i>		<i>Required***</i>	<i>Provided***</i>
		<i>16</i>	<i>26</i>

NOTE: *The proposed parking quantity shown for Building 1C is inclusive of 496 parking spaces provided in Garage 3 and 142 additional podium parking spaces provided under the building. Parking spaces in Garage 3 are allocated for use by Building 1C (124 spaces), the hotel (46 spaces), and mall users (306 spaces).

**Provided as per the requirements specified in the 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment*, (Building Form – Parking, page 225) the minimum parking required for Beltway Plaza is 50 percent of the minimum specified number of parking spaces required, per Section 27-568(a) of the Prince George’s County Zoning Ordinance. The maximum number of off-street surface parking spaces permitted for each land-use type (regardless of subarea) shall be equal to 80 percent of the minimum number of required off-street parking spaces, in accordance with Section 27-568(a). In addition, the parking requirements further note that if structured parking is provided, the maximum number of off-street parking spaces permitted may be increased to a level to be determined during the approval of the DSP. This DSP provides greater than the minimum parking required by the sector plan, and provides structured parking, which allows for the maximum number of off-street parking spaces permitted to be increased to a level determined by the approval of a DSP, in accordance with the sector plan.

***The 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment* does not have a standard for the required quantity of loading spaces, and Mixed Use-Infill Zone regulations allow the site plan to establish such development regulations. As such, the DSP for Phase 1 proposes no changes to existing

loading spaces associated with existing mall buildings, and to provide one loading space per proposed multifamily building and a single loading space the hotel.

3. **Location:** The subject site is located on the south side of Breezewood Drive, east of the intersection with Cherrywood Lane. The site is further located within Planning Area 67, Council District 4, and in the City of Greenbelt.
4. **Surrounding Uses:** The subject property is bound to the north by the right-of-way of Breezewood Drive, with multifamily residential development in the Mixed Use-Infill (M-U-I) Zone beyond; to the east by land in the Open Space Zone, which is developed with the Greenbelt Middle School, athletic fields, and school bus parking facility; to the south by a commercial development in the M-U-I Zone, the right-of-way of MD 193 (Greenbelt Road), and commercial development in the Commercial Shopping Center (C-S-C) and Commercial Office Zones beyond; and to the west by the right-of-way of Cherrywood Lane, with commercially developed land and undeveloped woodland in the M-U-I Zone beyond.
5. **Previous Approvals:** The Beltway Plaza site is the subject of multiple prior approvals. In 1989, the Prince George's County Planning Board approved Departure from Sign Design Standards DSDS-403, which allowed for a maximum of 2,141 square feet of building signage area for the Beltway Plaza mall building. The subject DSP does not affect existing mall building signage, therefore DSDS-403 remains unchanged and valid for the existing mall building.

The Planning Board approved Alternative Compliance AC-020005 in 2000 for the landscape buffer provided along Beltway Plaza's eastern boundary shared with the school property. AC-020005 allowed for the bufferyard to be planted with fewer plant units than required at the time. This alternative compliance approval predates the 2013 approval of the *Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment* (Greenbelt Metro Area and 193 Corridor Sector Plan and SMA), which specifies that the provisions of the Landscape Manual regarding alternative compliance do not apply within the development district (page 206).

The 2001 *Approved Sector Plan and Sectional Map Amendment for the Greenbelt Metro Area* rezoned the Beltway Plaza property from the Light Industrial Zone to the C-S-C Zone and superimposed the Development District Overlay (D-D-O) Zone.

The Sectional Map Amendment contained in the 2013 *Approved Greenbelt Metro Area and 193 Corridor Sector Plan and SMA* rezoned the Beltway Plaza site from the C-S-C and D-D-O Zones to the M-U-I and D-D-O Zones. The SMA for the Beltway Plaza parcels notes "the rezoning will allow for a mix of uses to support the sector plan's recommendations for the phased, comprehensive redevelopment of the site over time into a pedestrian-friendly, mixed-use development."

The Planning Board approved Conceptual Site Plan CSP-18010, on March 28, 2019 (PGCPB Resolution No. 19-35) for redevelopment of Beltway Plaza, subject to three conditions. The CSP provides for a five-phased redevelopment of the site, to consist of up to 250 two-family and/or single-family attached dwelling units, and up to 2,250 multifamily units (for a maximum of 2,500

total residential units), as well as a range of 435,000 to 700,000 square feet of commercial development. Phase 1, as described in the CSP, is for development of a residential transition zone on the north side of the Plaza site. The CSP anticipates this area will be exclusively residential in character and includes the transformation of the existing mall ring road in the Phase 1 area into a pedestrian-oriented urban street. The CSP envisions the development of up to 250 single-family detached, and/or two-over-two residential dwelling units and up to 500 multifamily units. Amenities including new sidewalks and park areas are to be included, and activation of the Breezewood Drive streetscape is encouraged.

The Planning Board approved Preliminary Plan of Subdivision PPS 4-19023 on March 12, 2020 (PBCPB Resolution No. 2020-26) subject to 18 conditions. The PPS approved development of up to 2,500 multifamily dwelling units and up to 700,000 square feet of commercial space on 55 parcels at the Beltway Plaza site. The approved development concept includes a reduction in commercial area on-site, to be achieved in phases by razing sections of the existing mall building and replacing it with mixed-use buildings. Additional residential and mixed-use buildings are to be located at the core of the development, as well as in outlying areas of the site. While the mix of residential unit types changed from the CSP with the approval of this PPS, the number of allowable units is within the maximum units that were permitted by the CSP. The PPS further found that while the sector plan includes recommendations for a mix of housing types to be included in the redevelopment of the Plaza, it also provides flexibility for design to respond to market conditions.

6. **Design Features:** This DSP provides for the first of a five-phased plan to redevelop Beltway Plaza, an existing shopping mall site, into a pedestrian-friendly mixed-use community. The existing site is comprised of multiple parcels totaling 53.88 acres and is currently developed with a mall, two parking structures, surface parking, and multiple commercial pad sites. The mall spans across the central portion of the site with the parking structures generally adjacent to the northern and southern sides of the building. The pad sites are located adjacent to Greenbelt Road in the southern portion of the site. The remainder of the site is predominantly surface parking lots.

The first phase of redevelopment of Beltway Plaza proposes improvements to the existing streetscape adjacent to Greenbelt Road and development of 20 acres of land in the northern section of site, adjacent to Breezewood Drive as shown in Figure 1. Along Greenbelt Road, enhancements are proposed to landscaping and pedestrian and bicycle infrastructure. The spatial needs for these improvements require 83 existing parking spaces to be reduced from standard-sized to compact spaces. The Planning Board finds the streetscape enhancements acceptable, subject to minor modifications as conditioned herein.

The DSP proposes development of three multifamily residential buildings (Buildings 1A, 1B, and 1C) with 750 total dwelling units, a 92-room hotel, parking structures, and a recreation center in the northern portion of the site, which is currently developed with surfacing parking lots. The DSP proposes two new private streets with sidewalks to integrate the new development with the existing mall property and surrounding neighborhood. Street A will be located to the north of the mall building and south of the new proposed buildings, and will provide a new east-west connection across the site. It will provide a new consolidated vehicular and pedestrian access

point at Cherrywood Drive on the west side of the site and will connect with the existing mall loop road on the east side of the mall building. Street B will create a vehicular and pedestrian connection from Breezewood Drive to Street A. This street will be located between Building 1B and Building 1C on-site and will create a new intersection at Breezewood Drive with Cherrywood Terrace. A separate pedestrian promenade is provided between Building 1A and Building 1B to connect sidewalks along Breezewood Drive with sidewalks internal to the site. This walkway area will consist of several amenities such as seating areas, decorative landscaping, and water features. To the south of Building 1B, the streetscape of the south side of Street A is designed as an “art walk” and includes seating areas and a series of spaces and plinths dedicated to the display of art pieces. The streetscape along the southside of Breezewood Drive is essentially designed as a linear park. This space features a 10-foot-wide multi-use path, multiple seating and gathering areas, pergolas, and play equipment.

The proposed multifamily buildings will front on Breezewood Drive and are labeled Buildings 1A, 1B, and 1C on the DSP. Each residential building includes a mix of one-bedroom and two-bedroom units, and are five stories in height with art deco design elements in their façades, including setbacks to create stepped outlines and simple geometric ornamentation. Architectural elevations for each building are included with the DSP; however, courtyard elevations were not provided for Buildings 1A and 1B. A condition has been included herein for these details to be provided. Each building includes an internal courtyard with private recreational amenities for residents, and internal or attached structured parking, with Building 1C and the hotel sharing a single parking structure. Building 1C also includes podium parking under a portion of the structure. Each parking structure includes accessible parking spaces and 10 electric vehicle charging stations. The majority of the new parking garage spaces are 9 feet by 18 feet. This is a smaller size than required by Part 11 of the Zoning Ordinance for nonparallel spaces, and the applicant has requested to modify this parking standard for 1,929 new parking garage spaces, in accordance with Section 27-548.25(e) of the Zoning Ordinance, as further discussed in Finding 9.

Parking Garage 1 will be fully wrapped by Building 1A. On Parking Garage 2, the western and northern façades will be wrapped by Building 1B, while its eastern and southern façades will be visible from Street A and adjacent buildings. The larger, eastern façade of Garage 2 is proposed to be wrapped with a combination of perforated metal screening with printed images on the upper levels and vegetative screening on its lower levels. The southern façade of Garage 2 does not include screening, and a condition for screening treatment to be added in this location is included herein.

The northern and southern façades of Garage 3 are visible to Breezewood Drive and Street A. The northern façade is clad with a variety of materials and colors and patterned to have an appearance similar to Building 1C, which is directly adjacent to the garage. This is an appropriate technique for improving the appearance of this parking structure. The southern façade of Garage 3 includes an entrance to Street A, but is unadorned and unscreened. The Planning Board finds that the southern façade of Garage 3 shall receive a similar treatment to its northern façade. The western elevation of Garage 3 includes vegetative screening on its lower levels and perforated metal screen with printed imagery on upper levels. Portions of the eastern façade of

Garage 3, not obscured by Building 1C, are visible to Street A and provides an entrance to Building 1C from Breezewood Drive. These façades are unadorned and unscreened, but highly visible. The Planning Board finds that visual interest and screening must be added to the exposed areas of the eastern façade of Garage 3.

Garage 4, located west of the recreation center, has its western and northern façades visible to Streets A and B. Its eastern façade abuts the recreation center, and its southern façade directly faces the existing mall building. Screening treatment is necessary for the southern side of Garage 4, as future phases of the Plaza redevelopment will open the view to this area. The western façade of Garage 3 will be highly visible and includes one central space dedicated for changeable art on printed mediums mounted to metal frame, and two spaces for “possible mural area” at the southwest and northwest corners. A space for ground-mounted artwork is shown at the base of the western façade. The Planning Board finds that the “possible mural” areas are shown as dedicated for murals, screening, or other public art. The northern façade of Garage 4 includes spaces for changeable art to hang on the face of the garage as screening, and the art walk space is located at its base. Plinths and display places for art are located along the lower part of the northern façade. For both the western and northern façades of Garage 4, the Planning Board finds that additional screening and/or visual interest shall be added through dedication of façade space for permanent murals, adding a variety of materials or colors to accentuate the art deco elements of the building, or other treatments to further enhance screening of the garage and visual interest on its façades.

Building 1A is in the northeastern corner of the site and includes 315 multifamily units and a 476-space parking structure internal to the building. Vehicular access to the building is provided by two access driveways, one driveway along the south side of Breezewood Drive, and one driveway along the northwest corner from Street A. A single loading space is provided adjacent to the driveway at Street A. Courtyard recreational amenities include seating areas, firepits, an artificial turf lawn, and a swimming pool. A 2,532-square-foot rooftop amenity area is also shown on the north side of Building 1A. The DSP does not identify specific recreational features to be provided with the rooftop amenity space. A condition has been included herein for such details to be provided on the plan.

Building 1B is located directly west of Building 1A and east of Street B. This building will contain 264 multifamily units and an attached parking structure with 362 spaces at its southeast corner. The eastern and southern façades of this parking structure will be visible from the pedestrian promenade between Building 1A and Building 1B and from Street A. Vehicular access to the parking structure will be provided via one access driveway at the southeast corner of the building, from Street A. Building 1B includes two courtyards with recreation amenities. An eastern courtyard is completely internal to the building and includes seating and lounging areas, grill stations, and firepits. The western courtyard includes a swimming pool, firepits, and seating areas.

Building 1C is located west of Street B and east of the proposed hotel. A parking structure is attached to the western side of Building 1C and adjacent to the eastern side of the hotel. The parking structure is shared between the two buildings. The DSP is inconsistent in noting the

number of parking spaces in this structure. Sheet 1 of the DSP notes 496 spaces, while Sheet 3C shows 479 spaces. A condition has been included herein for this discrepancy to be corrected. Vehicular access for Building 1C and its associated parking structure is from Breezewood Drive, at the northwest corner of Building 1C, and from Street A to the south side of the parking structure. Two courtyards with recreational amenities are provided with Building 1C. The eastern courtyard includes grilling stations, seating areas, and sculptures. The western courtyard includes seating areas, a picnic area, a misting pad, a reflecting pool, and lawn areas.

The 92-room hotel is proposed in the northwestern corner of the site, to the west of the parking structure shared with Building 1C, and to the east of Cherrywood Lane. An existing off-site gas station is north of the hotel site. Vehicular access to the hotel is provided through the adjacent parking structure shared with Building 1C. The façade design of the hotel is generally complimentary to the multifamily residential buildings also proposed by this DSP.

The proposed recreation center will be in a renovated space that is part of the northeastern portion of the existing mall building. The existing parking structure, directly west of the proposed recreation center space, will be renovated as part of the DSP. The recreation center will be approximately 27,000 square feet and include two sport courts, training and instructional spaces, storage, and an office. The DSP notes this recreation center is to be dedicated for the use of the City of Greenbelt. The Greenbelt City Council presented terms regarding construction and timing of conveyance of the recreation center in their letter of approval with conditions of this DSP, which have been incorporated herein, as appropriate. Development of the recreation center and rehabilitation of the adjacent parking structure are the only modifications to the existing mall structure proposed as part of Phase 1 redevelopment. The rehabilitated parking structure adjacent to the recreation center includes 425 spaces for facility and mall users.

A signage program is provided with the DSP and includes building-mounted identity signs for each residential building, the hotel and the recreation center, as well as freestanding monument signs, and decorative pedestrian-scale pillars identifying the larger Beltway Plaza development. Interpretative and wayfinding signs are also provided throughout the Phase 1 development area. For site identity signage, a total of six monument signs are proposed with five different designs. These signs are designed in general conformance with the criteria of the D-D-O Zone, but more signs that are permitted by the D-D-O Zone are being requested. The applicant has requested a modification to the associated D-D-O Zone standard as discussed in Finding 8.

Photometric plans included with the DSP focus on new pole-mounted lighting proposed with the development of the northern portion of the site. Other existing mall property lighting is to remain. Adequate exterior lighting is generally provided for private Streets A and B. However, the photometric plans do not show any building-mounted or pedestrian-scale lighting provided in areas such as at building entrances or pedestrian plazas. The Planning Board finds the inclusion of pedestrian-scale lighting at appropriate locations throughout the Phase 1 development is necessary and appropriate. Minor technical revisions to the photometric plans are also required.

7. The requirements of the 2013 Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment:

The Sector Plan contained in the 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and SMA* contains long-range land use and development policies and design standards. The Sectional Map Amendment contains detailed zoning changes and imposes a D-D-O Zone. The land use concept for the Sector Plan defines six subareas within the Greenbelt Metro Area and MD 193 Corridor development district for the purposes of examining issues and opportunities and formulating recommendations. Detailed development requirements and recommendations are provided for these six distinct areas within the Sector Plan: North Core, South Core, Franklin Park and Greenbelt Station, Capital Office Park, Beltway Plaza, and MD 193 Corridor. The purpose of these standards is to shape high-quality public spaces and buildings and other physical features to create a strong sense of place for Greenbelt and Berwyn Heights.

The *Sector Plan* includes specific design standards and recommendations to guide the redevelopment of the Beltway Plaza site. The Sector Plan also requires a CSP be approved prior to DSP submittal for the Beltway Plaza's redevelopment. As outlined in Finding 5, CSP-18010 was approved for this project on March 28, 2019 and included a general indication of phasing, future land uses, and future connections to adjacent properties. The Sector Plan recommends an integrated mix of uses at Beltway Plaza, to consist of residential, commercial (office and retail), and park and open space (see Map 16 on page 91).

The Planning Board heard testimony that the proposed DSP did not conform to various provisions in *Plan 2035* that may contradict design standards provided for in the *Sector Plan* while the applicant testified that compliance to the *Sector Plan* was the appropriate standard. *Plan 2035* (page 270) specifically provides that all planning documents adopted and approved prior to the date of the adoption of *Plan 2035* remain in full force and effect (with the exception of tiers, corridors, and centers) until those plans are revised or superseded by subsequently adopted and approved plans. Therefore, this DSP is evaluated against the requirements of the *Sector Plan*.

8. Development District Standards of the Development District Overlay Zone:

Section 27-548.25(b) of the Zoning Ordinance requires a DSP meet the applicable Development District Standards. The Planning Board may also approve development standards that differ from the Development District Standards if the alternate standards will benefit the development and not substantially impair implementation of the Sector Plan.

Testimony was heard that proposed development did not conform to the Sector Plan because it was contrary to comprehensive planning, is proceeding in phases, and allows for deviations. The Planning Board also examined substantial evidence supporting the requested deviations in the applicant's Statement of Justification and testimony. The phasing of development was provided for in both the Sector Plan and the CSP and is permitted by the Zoning Ordinance

through the application and approval of more than one DSP. Furthermore, the Planning Board did not find any testimony suggested the proposed deviations would substantially impair implementation of the Sector Plan but, rather, were in accord with the phasing of development.

The relevant Design Standards in the 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and SMA* are described below in **BOLD** followed by the Planning Board's findings. As addressed herein, the Planning Board finds the application meets the Development Standards, including permitted deviations, because it will assist in achieving the mixed-use vision for the redevelopment of Beltway Plaza.

Building Form

Lot Occupation—The frontage buildout shall be a minimum of 60 percent at the build-to line.

Phase 1 includes buildings fronting on Breezewood Drive. A build-to line for buildings along Breezewood Drive is required to be between 20 and 30 feet from the right-of-way. The DSP proposes a variable-width build-to line on Breezewood Drive, as is further discussed under "Build-to Lines" below.

The DSP provides 26.3 percent frontage buildout within 20 to 30 feet of the right-of-way of Breezewood Drive. This lesser frontage buildout is purposeful and allows for the provision of publicly accessible open space as part of the overall redeveloped Breezewood Drive streetscape. The building frontage and associated streetscape layout evolved through the entitlement process to incorporate the provision of a linear series of small pocket parks along Breezewood Drive. The proposed modified frontage buildout at the build-to line achieves this and is aligned with the sector plan's strategies for Beltway Plaza's redevelopment, including integrating and amenitizing accessible public open spaces in this first phase of redevelopment. The Planning Board is supportive of the provision of publicly accessible open space along Breezewood Drive as part of this DSP. The Planning Board further supports the modified frontage buildout at the build-to line of 26.3 percent along Breezewood Drive.

Orientation, Build-to Lines, and Yards

Build-to Lines—The front principal build-to line for buildings along Breezewood Drive shall be between 20 and 30 feet from the right-of-way.

The DSP provides a variable-width build-to line from the right-of-way of Breezewood Drive of approximately 10 feet to 84 feet. The placement of buildings in this arrangement allows for the creation of publicly accessible open space in the Breezewood Drive frontage space. The shallowest (10-foot) build-to line is provided at the western edge of Building 1C, at the far western edge of the Breezewood Drive frontage. Moving westward, the park space between Buildings 1B and 1A and Breezewood Drive

widens to 80+ feet. The Planning Board supports the modified, variable-width, principal build-to line for buildings along Breezewood Drive.

Build-to Lines—The build-to line for buildings along any internal street built within the Beltway Plaza site as part of a comprehensive, phased redevelopment shall be between 10 and 20 feet from the edge of the curb.

Building 1B, Garage 2, the hotel, and most of Building 1C, meet this criterion. Modifications to this requirement are requested for Garage 3, where a variable-width build-to line of approximately 16 to 27 feet is provided; for the western portion of Building 1C, where a variable-width build-to line of approximately 10 to 80 feet is provided; for Garage 4 and the recreation center, where a build-to line of 20 to 30 feet is provided; and at Building 1A, where a build-to line of approximately 12 to 65 feet is provided.

The locations where modified build-to lines are not proposed are primarily located along curves in the roadway, and/or in areas where wider pedestrian spaces or stormwater management (SWM) facilities are provided. The Planning Board finds the variable-width build-to line proposed along internal streets to be acceptable.

Massing

Massing—Massing requirements are shown for new construction within the Greenbelt Metro Area and MD 193 Corridor development district and are designed to ensure that new development is responsive to issues of scale, natural lighting, and pedestrian comfort. An expression line is required above the second story. Buildings shall include a setback after eight stories. The maximum height of an arcade varies with building heights.

Buildings proposed by this DSP are less than eight stories and do not include setbacks or arcades. The Planning Board finds this acceptable. Proposed buildings are five stories in height with an expression line shown above the first floor, which is appropriate for buildings of this scale. A modification is requested to allow for the expression line above the first floor rather than above the second floor. The Planning Board supports this modification request. Testimony was received questioning the density of the development as it impacts properties to the north of the site. The applicant noted, however, that massing along Breezewood was actually less than the maximum allowable height of 6 stories (with the exception of one building due to grade) and the pocket parks and open spaces with varying frontages along Breezewood were designed to further reduce such impacts.

Parking Access

Access of Off-Street Parking Lots and Structured Parking—When alleys, secondary frontage, or side streets are not present, primary frontage streets may be

used as the primary source of access to off-street parking, with a driveway that either passes to the side of the building or through the building. See Figures 3 and 4 on the right. This condition should be avoided to the fullest extent possible to reduce the number of driveways.

Modification to this requirement is proposed to allow for driveway access from Breezewood Drive to Garage 1, internal to Building 1A and to Garage 3, adjacent to Building 1C. Both Garages 1 and 3 each include two proposed access points, one from Street A and one from Breezewood Drive. The modification is proposed at Garage 1 to allow for two access points to accommodate safe and sufficient access to, and through, the structure and Building 1A. The second access point at Breezewood Drive for Garage 3 is necessary due to the change in elevation on this portion of the site. The Breezewood Drive entry point to Garage 3 is located on a driveway shared with Building 1C, on the eastern side of Garage 3, in general conformance with this requirement.

Both driveways for these two modified entrance points to Garages 1 and 3 from Breezewood Drive are sensible. The Planning Board finds the two driveway access points to Breezewood Drive are designed in conformance with prescribed criteria, and that the DSP in general has minimized the number of driveways accessing primary frontage streets. The Planning Board supports the requested modification of this design requirement.

Parking Lots, Loading, and Service Areas

Parking Lots—Off-street surface parking areas shall be set back a minimum of 20 feet from all property lines along streets, except along alleys.

Existing off-street surface parking areas located at the western end of the proposed development, on the south side of Street A, are proposed to remain and be modestly reconfigured within the project site. These parking areas will be set back approximately 10 feet from the property line along Street A. The DSP notes these parking lots will be removed with future phases of Plaza redevelopment. The Planning Board supports the applicant's request for a 10-foot setback from Street A, given these parking lots will be removed in future phases of the project.

Loading and Service Areas—Loading and service areas shall not be visible from streets, except alleys. These areas shall be located a minimum of 30 feet away from public sidewalks.

Loading and Service Areas—Loading and service areas should be hidden from public view by street screens such as fences or street walls.

With the new multifamily buildings and hotel, the location of loading spaces was selected to ensure they would not be visible from Breezewood Drive or its sidewalks. In addition,

the new loading spaces proposed are in sensible locations adjacent to their associated buildings. Adjacent to the internal street and sidewalk network, little room exists for placement of the loading spaces at least 30 feet from sidewalks, or in locations completely screened from view from the public realm. The layout provided with the DSP places loading spaces internal to the site in locations that seek to balance the competing spatial needs of the site design. The Planning Board supports the proposed locations of loading spaces for the new buildings.

Structured Parking

Structured Parking—Parking structures shall be set back a minimum of 50 feet from the property lines of all adjacent streets (except rear alleys) to reserve room for linear buildings between the parking structure and the lot frontage. Linear buildings shall be a minimum of two stories in height and may be attached or detached from parking structures.

The DSP does not propose linear buildings to be located fully between parking structures and adjacent roadways. Garages 1 and 2 are designed to be integrated into the footprints for Buildings 1A and 1B. Garage 1 is entirely within the footprint of Building 1A and is located farther than 50 feet from property lines shared with all adjacent roadways. Garage 2 is partially wrapped by Building 1B. The northern portion of Garage 2 is more than 50 feet from the property line shared with Breezewood Drive. The southern portion of Garage 2 is set back approximately 12 feet from the property line shared with Street A. The northern façade of Garage 3 is approximately 20 feet from the property line shared with Breezewood Drive and the southern façade is approximately 10 feet from the property line shared with Street A. Garage 4, to the west of the recreation center, is set back approximately 30 feet from the property line shared with Street A. Where garage façades are highly visible from adjacent streets, architectural screening and artwork are provided to soften the façades and add visual interest. The Planning Board supports the requested modifications to this criteria as an appropriate consideration to collocate the garages with their intended uses while meeting the intent of this requirement for screening garages from adjacent sites and streets.

Architectural Elements

Signage—A maximum of one freestanding or monument sign shall be permitted for each commercial shopping center, office park, or mixed-use development exceeding 100,000 square feet in size.

Signage—A maximum of one freestanding or monument sign shall be permitted for each residential development exceeding 200 dwelling units.

These standards allow for a total of two freestanding or monument signs to be included with the Phase 1 redevelopment area. A total of six monument signs, with five different designs, are proposed for installation with this DSP. These are labeled Major Monument

Sign A, Minor Monument Signs A, B and C, and Wall Sign on the DSP. Each of these monument signs conforms with the size and materials criteria of the D-D-O Zone, as they do not exceed 80 square feet in sign area and are made of high-quality materials. The proposed monument signs are designed to work in connection with a branded wayfinding signage program and pedestrian-scale site identity pillars. The Planning Board finds the number of monument signs proposed with Phase 1 development at Beltway Plaza to be excessive and does not support the inclusion of six monument signs. However, the Planning Board is supportive of a total of three monument signs for Phase 1 development, to be located at Street B's intersection with Breezewood Drive, at the AMC Plaza, and at the intersection of Street A and Cherrywood Lane. A condition has been included for the number of monument signs proposed to be adjusted.

The DSP does not specifically request modification of these two requirements, and a condition is included for the plans to be adjusted accordingly.

Sustainability and the Environment

Water Efficiency and Recharge—Surface parking areas, alleyways, and driveways should be constructed with durable, pervious paving materials (grass paver systems, porous paving, or pervious asphalt) to promote groundwater recharge and reduce stormwater runoff quantity and flow rates. Gravel is discouraged because of issues related to dust generation.

Water Efficiency and Recharge—All at-grade walks (excluding public sidewalks) and pathways shall be constructed with pervious materials.

Streets and Open Spaces

Open Space—Pervious paving materials are encouraged whenever possible to facilitate landscaping, tree growth, and the absorption and treatment of rainwater runoff.

Soils on-site are considered heavily compacted and hydrologic soil group Type D is present on the site; both conditions are not conducive to stormwater infiltration and are not supportive of the use of pervious pavement. SWM on-site is to be addressed through other means of quantity and quality controls, subject to an approved SWM concept plan. The Planning Board finds the requested modification, to not include pervious pavement in the site design, is appropriate given site conditions.

- 9. Requirements of the Zoning Ordinance in the Mixed Use–Infill (M-U-I) Zone:** Pursuant to Section 27-548.21 of the Zoning Ordinance and the 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and SMA*, only those development standards in the M-U-I Zone specifically replaced by the *Sector Plan and SMA* are modified. All other requirements of the M-U-I Zone are unaffected.

Pursuant to Section 27-546.15, one of the purposes of the M-U-I Zone is to implement the recommendations in the 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and SMA* to encourage residential or commercial infill development in areas where most properties are already developed, to encourage innovation in the planning and design of infill development, and to create community environments enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses.

As to uses, the *Sector Plan and SMA* includes specific recommendations regarding future uses at the Beltway Plaza site, which includes residential, commercial, and office. CSP-18010 was approved for the entirety of the Beltway Plaza site and established a comprehensive approach to the mixed-use redevelopment of the site. The uses specified by the *Sector Plan and SMA* and approved in the CSP govern allowed uses for Beltway Plaza and are not otherwise limited by Section 27-547 of the Zoning Ordinance and the uses proposed in the DSP conform the *Sector Plan and SMA* and CSP-18010

As to regulations, given the *Sector Plan and SMA's* direction and requirement for an approved CSP to guide redevelopment of Beltway Plaza, the intent of Section 27-546.18(b) is applicable as the CSP and this DSP will set out the regulations to be followed for the subject development and used as a guide for future phases of the redevelopment project.

Specific to parking requirements, the proposed modified parking space size, Section 27-548.25(e) provides that a separate departure does need to be filed and reviewed as the site is within a D-D-O Zone. However, in this case, the D-D-O Zone is silent on regulations regarding the size of parking spaces, and the sector plan states that when development standards are not addressed by the D-D-O Zone, those standards of the Zoning Ordinance shall serve as the requirements stated in Section 27-548.21. In this instance, the applicant's modification of the parking space size will not require a departure and the request is being considered as part of the DSP. The Planning Board reviewed the modification request and supports the modified parking space sizes, as provided on the DSP.

10. **The requirements of Conceptual Site Plan CSP-18010:** The Planning Board approved CSP-18010 on March 28, 2019 (PGCPB Resolution No. 19-35) for redevelopment of Beltway Plaza, subject to three conditions. One condition is applicable to the review of this DSP, as follows:

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*.**

The DSP provides sidewalks on both sides of all internal roads with one exception. Sidewalks are not provided on the south side of Street A, adjacent to the northeast corner of the existing mall, where there are existing loading and service areas utilized by mall tenants. Sidewalks were not provided here to avoid conflicts between pedestrians and commercial truck traffic. In this location, a sidewalk would be inappropriate due to the context and character of the loading area. On the opposite side of Street A in this

location, a 10-foot-wide shared-use path is provided to accommodate pedestrian and cyclist movement. The placement of sidewalks along internal roadways, as shown on the DSP, is consistent with the CSP and Complete Streets policies of the 2009 *Approved Countywide Master Plan of Transportation*.

11. The requirements of Preliminary Plan of Subdivision 4-19023: The Planning Board approved PPS 4-19023 on March 12, 2020 (PBCPB Resolution No. 2020-26), subject to 18 conditions. Those conditions applicable to the review of this DSP are discussed, as follows:

2. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings, as set forth in a resolution of approval, shall require approval of a new preliminary plan of subdivision prior to approval of any building permits.

The uses proposed with the subject DSP do not represent a substantial revision to the mix of uses contemplated at the time of 4-19023. Though the PPS did not create a specific entitlement for a hotel use, a hotel was cited in the resolution for the PPS as a possible future use. In addition, while the 891,747 square feet of remaining commercial GFA is above the 700,000 square foot total permitted in the PPS, the GFA is still being reduced, and is anticipated to be further reduced with future DSPs. The 750 multifamily dwelling units proposed are within the 2,500 permitted. No Subtitle 24 adequacy findings will be affected.

3. Total development within the subject property shall be limited to uses that would generate no more than 1,703 AM and 2,882 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.

The table below summarizes trip generation in each peak hour that will be used in reviewing conformance with the trip cap for the site:

Trip Generation Summary: DSP-20020: Beltway Plaza								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Trip Cap from PPS 4-19023			--	--	1,703	--	--	2,882
Current Proposal								
Apartments	750	Units	78	312	390	293	157	450
- Internal Trips			-2	-3	-5	-135	-69	-204
- Transit Trips (six percent of non-internal)			-5	-19	-24	-9	-5	-14
Net Residential Trips			71	290	361	149	83	232
Hotel	92	Rooms	24	17	41	22	21	43
- Internal Trips			0	-2	-2	-7	-3	-10
Net Hotel Trips			24	15	39	15	18	33
Retail/Commercial								
- Existing	807,234	Sq. Ft.						
- Less Space to be Razed	-46,607	Sq. Ft.						
- Plus Recreation Center	+27,068	Sq. Ft.						
- Net After This Phase	787,695	Sq. Ft.	339	207	546	1201	1302	2503
- Internal Trips			-5	-2	-7	-69	-139	-208
- Pass-By Trips (20 percent of non-internal)			-67	-41	-108	-226	-233	-459
Net Retail/Commercial Trips			267	164	431	906	930	1836
Net Off-Site Trips for Proposal			362	469	831	1070	1031	2101

The trip cap considers the existing shopping center plus the entire 2,500 residences proposed at the time of PPS. The current plans reflect 30 percent of the proposed residential units, a hotel, and a small loss of retail space. It is determined that the proposal is within the approved trip cap. Also, at this time there is no reason to impose any staging conditions to ensure compliance with the trip cap; the existing retail/commercial square footage can, from an adequacy standpoint, co-exist with the proposed new uses on the site.

- The use of full cut-off optic light fixtures shall be demonstrated at the time of detailed site plan. Lighting shall be focused away from adjoining residences located to the north of the property and away from the regulated area located to the west of the property to minimize intrusion into wildlife habitat.**

A photometric plan and lighting details provided with the DSP show appropriate lighting levels will be provided. Full cut-off optics are to be utilized, and photometric plans show off-site impacts of site lighting are minimized.

- 9. Prior to acceptance of a detailed site plan for the subject site, the applicant shall provide a revised street section exhibit that includes shared roadway infrastructure for bicyclists, including shared roadway (sharrow) markings and share the road street signage.**

This condition has been satisfied by the submission of street cross sections for Streets A and B, as well as a sharrow and bike lane marking exhibit.

- 10. Unless requested to be modified pursuant to Section 27-548.25(c), prior to acceptance of a detailed site plan for the subject site, the applicant shall provide an exhibit demonstrating compliance with the Development District Overlay Zone's sidewalk streetscaping requirements and the bicycle parking requirements.**

Both the DSP and exhibits show that the required sidewalk streetscaping and bicycle parking requirements have been met. Streetscape amenities such as landscaping, lighting, seating areas, bicycle fix-it stations, and bicycle racks are provided throughout streetscape areas, as appropriate. With regard to the location and existence of sidewalks, the Planning Board notes that, pursuant to Section 27-282(g), a detailed site plan application may amend an existing conceptual site plan and the DSP and exhibits are found to be in conformance with the sidewalk streetscaping contained in CSP-18010.

- 11. Prior to the acceptance of the first detailed site plan, the applicant shall provide an overall exhibit that illustrates the on-site pedestrian and bicyclist adequacy improvements throughout the entire subdivision, consistent with Section 24-124.01(f) of the Subdivision Regulations. These improvements shall include:**

- a. Sidewalks along all internal roads, excluding alleyways;**
- b. Pedestrian lighting throughout the subject site and along all internal shared-use paths;**
- c. Marked crosswalks throughout the subject site;**
- d. Pedestrian intersection improvements at MD 193 (Greenbelt Road) and Beltway Plaza, including removing and replacing the 8-inch curb and gutter, installing 137 linear feet of sidewalk and an ADA ramp, replacing existing poles with new generation Accessible Pedestrian Signals and signal heads on the west and north legs, installing new generation Accessible Pedestrian Signals, pavement markings, and mast arm-structure for the westbound and northbound movements;**
- e. Street trees, benches, trash receptacles, and other pedestrian amenities throughout the subject site;**

- f. A bus shelter on the northside of MD 193 (Greenbelt Road), at the intersection of 60th Avenue.**
- g. Bicycle signage and pavement markings along all internal roads;**
- h. Separated and striped bicycle lanes, where feasible;**
- i. Bicycle parking near the entrances of all nonresidential uses;**
- j. Safe and secure bicycle parking convenient for residents of the multifamily buildings;**
- k. Two bicycle fix-it stations.**

With each detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications, and details of the on-site pedestrian and bicyclist adequacy improvements listed in this condition that are within the limits of the applicable DSP.

Exhibits were provided illustrating on-site pedestrian and bicycle improvements for the Phase 1 project area, and relevant items are shown on DSP plans with details provided as appropriate, with two exceptions. First, the DSP does not address the requirement of Condition 11d, pertaining to the replacement of existing poles with new generation accessible pedestrian signals, signal heads, and mast arm-structure for the westbound and northbound movements. Second, site plans do not show a bus shelter on the north side of Greenbelt Road at the intersection of 60th Avenue, as required by Condition 11f. Conditions are included to address these omissions.

- 16. Prior to acceptance of each detailed site plan within the respective phases, the applicant shall provide an exhibit that illustrates the location, limits, specifications, and details of the off-site pedestrian and bicyclist adequacy improvements, as described in Conditions 12, 13, 14 and 15, consistent with Section 24-124.01(f) of the Subdivision Regulations.**

An Off-Site Bicycle and Pedestrian Adequacy Exhibit was provided and addresses the requirements of Condition 12 for this first phase of the Beltway Plaza redevelopment. Conditions 13, 14, and 15 are associated with future phases of the Plaza's redevelopment and are not applicable to this DSP.

- 18. Prior to approval of a detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall submit a dry utility plan to demonstrate that each phase of the development provides adequate areas for utility placement.**

The required utility plan was submitted and demonstrates that all proposed Phase 1 development will be adequately served from public utility easements located along Breezewood Drive and Cherrywood Lane.

12. The 2010 Prince George's County Landscape Manual: The proposed development is subject to the requirements of the D-D-O Zone, which replaces the underlying zoning regulations. The D-D-O Zone includes landscaping and streetscape standards. In addition, as they are not addressed by the D-D-O Zone, Landscape Manual requirements applicable for this DSP include Section 4.1-4, Residential Requirements for Multifamily Dwellings; Section 4.2, Landscape Strips Along Streets; Section 4.3-2, Parking Lot Interior Planting Requirements; Section 4.7, Buffering Incompatible Uses; Section 4.9, Sustainable Landscaping Requirements; and Section 4.10, Street Trees Along Private Streets. The Planning Board reviewed the landscape plans submitted with the DSP and finds them to be in conformance with the applicable requirements of the D-D-O Zone and the Landscape Manual.

13. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance: 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, TCP1-008-10-01, was approved with PPS 4-19023. This TCP1 approved the site to be developed in five phases. The previously approved and implemented TCP2-030-00, was not phased, and only covered a portion of the subject property. The revised TCP2-030-00-01, has also divided the site into five separate phases, with this DSP covered in Phase 1.

The site has an overall woodland conservation threshold of 15 percent or 8.08 acres. According to the TCP2 worksheet, a total of 0.88 acre of woodlands are proposed to be cleared with Phase 1, with a total of 1.33 acres of clearing for all phases. The cumulative woodland conservation requirement for Phase 1 is 9.37 acres, and is 9.41 acres for all phases of development. The TCP2 proposes to meet the requirement of Phase 1 through a combination of 0.22 acre of preservation, 0.04 acre of afforestation/reforestation, and 9.11 acres of off-site mitigation (2.10 acres of which has already been met and recorded for this site on TCP2-08-92 under Liber 9255 folio 460 per assignment as noted on TCP2-030-00 recorded in Liber 13871 Folio 204). Technical corrections and clarifications to the TCP2 are needed and are addressed by conditions included herein. While testimony was received arguing that certain conservation method priorities in Section 25-122(c) were not followed by staff, no evidence was provided to support this claim and the Planning Board found no basis for reevaluating the TCP2.

14. Prince George's County Tree Canopy Coverage Ordinance: Section 25-128, Tree Canopy Coverage Requirements, requires properties in the M-U-I Zone to provide a minimum tree canopy coverage (TCC) of 10 percent. As a planned phased redevelopment of a previously developed site, per Section 25-128(c), TCC requirements shall be calculated based on the area within the limit of disturbance shown on the site plan. The TCC schedule, provided with the DSP landscape plans for this first phase of the Beltway Plaza redevelopment, shows the area within the limit of disturbance as 20.56 acres. As such, 2.07 acres in TCC is required in the Phase 1 area, and plans provide 2.45 acres of TCC, satisfying the requirement.

- 15. Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:
- a. **Historic Preservation**—The Planning Board adopts, herein by reference, a memorandum dated May 17, 2021 (Stabler and Smith to Bossi), which notes that the probability of archeological sites within the subject property is low, and a Phase I archeology survey is not recommended. The subject property does not contain historic resources, but is adjacent to the Greenbelt National Historic Landmark District (67-000-00) and Greenbelt School, a County-designated historic site. The proposal will not affect any Prince George’s County historic site or resources.
 - b. **Community Planning**—The Planning Board adopts, herein by reference, a memorandum dated August 4, 2021 (Garnaas-Holmes to Bossi), which reviews applicant-requested amendments to D-D-O standards and finds that, pursuant to Section 27-548.25(c), the proposed amendments to the Greenbelt Metro Area and MD 193 Corridor Sector Plan D-D-O Zone benefit the development and the Development District and will not substantially impair implementation of the applicable sector plan.
 - c. **Transportation**—The Planning Board adopts, herein by reference, a memorandum dated August 13, 2021 (Masog to Bossi), which notes that there are no transportation-related findings associated with a site plan in the M-U-I Zone and parking is governed by the D-D-O standards. Access and circulation shown for Phase 1 are acceptable and consistent with the PPS. The DSP is in conformance with traffic-related conditions of approval of the CSP and PPS, including the trip cap. From the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a DSP, as described in the Zoning Ordinance. Testimony was heard concerning the location of two access driveways on the site off of Breezewood Drive and the potential for traffic to conflict with the interchange at Cherrywood Lane. Contrary testimony noted that 8-10 driveways already existed on the north side of Breezewood and the two access driveways reflected a consolidation of access that would be an improvement over multiple access points. Testimony was also heard that the location of the access driveways 350 feet from the intersection met all requirements for standard driveway access design in relation to intersections. It was also noted that matters relating to adequate off-site public facilities were not subject to review at the time of DSP. Therefore, the Planning Board found the driveway designs appropriate.
 - d. **Subdivision**—The Planning Board adopts, herein by reference, a memorandum dated August 9, 2021 (Diaz-Campbell to Bossi), an analysis of the DSP’s conformance with conditions of approval of the PPS is presented. The layout of the DSP is in general conformance with 4-19023, with three notable adjustments associated with Street A, open space parcels, and the inclusion of a loop driveway and recreation center, which are determined to be acceptable. A final plat will be required prior to issuance of any permits. Several technical adjustments are required to the DSP.

- e. **Pedestrian and Bicycle Facilities**—The Planning Board adopts, herein by reference, a memorandum dated August 15, 2021 (Jackson to Bossi), which provides an analysis of conformance with bicycle and pedestrian relevant conditions of prior approvals. The submitted site plan proposes vehicular and pedestrian circulation that generally accommodates the needs of pedestrians, bicyclists, and motor vehicle operators through the provision of sidewalks, crosswalks, a shared-used path along Breezewood Drive, adding and improving pedestrian sidewalks, providing pedestrian-friendly features, and the conversion of the existing ring road into a pedestrian-centric and bicycle-friendly facility through the use of shared lane markings and R4-11/Bicycles May Use Full Lane signs, while retaining existing motor vehicle access.
- f. **Permits**—The Planning Board adopts, herein by reference, a memorandum dated June 7, 2021 (Bartlett to Bossi), which notes technical corrections needed to the DSP, which were addressed in subsequent plan revisions.
- g. **Environmental Planning**—The Planning Board adopts, herein by reference, a memorandum dated August 10, 2021 (Juba to Bossi), which notes that the site has an approved Natural Resources Inventory Plan (NRI-156-2018-01), which shows that there are no regulated environmental features or specimen trees on-site. Because no regulated environmental features will be impacted by the proposed development, these features have been preserved and/or restored in a natural state to the fullest extent possible, in accordance with the requirement of Subtitle 24-130(b)(5) of the Subdivision Regulations. TCP2-030-00-01, submitted with this DSP, shows the woodland conservation requirements for the Phase 1 project area being met through preservation, afforestation/reforestation, and off-site mitigation. Technical corrections and clarifications are needed to the TCP2. The site has an approved SWM Concept Plan 38318-2020-00, which is valid until April 27, 2024. Testimony was heard from experts on behalf of both project opponents and the applicant concerning stormwater facility design and functionality. The Planning Board noted, however, that stormwater analysis is undertaken at the time of preliminary plan of subdivision, not DSP, and a finding was made at that time that the existence of the approved stormwater concept plan met the requirements of the Subdivision Regulations. Further evaluation, therefore, including approval of a final plan and any appeal of the concept plan, would fall within the purview of the Department of Permitting, Inspections and Enforcement. The Planning Board also noted that the County has the professional expertise to evaluate stormwater matters and is in the best position to address such matters.
- h. **Department of Permitting, Inspections and Enforcement**—The Prince George’s County Department of Permitting, Inspections and Enforcement did not provide comments on the DSP.
- i. **Prince George’s County Health Department**—The Planning Board adopts, herein by reference, a memorandum dated August 3, 2021 (Adepoju to Bossi), which notes that there are approximately 5 to 10 existing carry-out/convenience store food facilities and

two markets/grocery stores within a 0.5 mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes. There is public health value in the provision of active recreational facilities and the creation of pedestrian-friendly amenities that encourage walkability and connection to neighboring communities. In addition, during construction, appropriate noise and dust control per State and County codes should be followed.

- j. **Maryland State Highway Administration**—The Planning Board adopts, herein by reference, an email dated August 2, 2021 (Woodroffe to Bossi), in which the Maryland State Highway Administration noted that an access permit would be required for frontage improvements proposed along Greenbelt Road.
 - k. **City of Greenbelt**—The Planning Board adopts, herein by reference, a letter dated August 16, 2021 (Byrd to Hewlett) with three attachments, which notes the Greenbelt City Council voted on a motion to support the DSP by a vote of five to one on August 9, 2021. The Council’s support is subject to 31 conditions discussed herein. The three attachments included with the letter of support are a construction phasing exhibit for work proposed by the DSP, elevations for Garage 3, and exhibits showing plans for frontage improvements. The phasing exhibit shows the development of each residential building with its adjacent open space and streetscape improvements to be made at the time of building construction. Buildings 1A and its associated site features are anticipated to be constructed first, followed by construction of Building 1B, and then Building 1C, and their associated site features.

The remaining City conditions generally address topics outside the scope of the Zoning Ordinance, or items that have already been incorporated into the DSP. The City has indicated the intent to enter into a memorandum of understanding with the Beltway Plaza applicant to address remaining City conditions. The City of Greenbelt has further adopted a phasing exhibit that details the order of items to be constructed with this Phase 1 DSP.
 - l. **Washington Suburban Sanitary Commission**—The Planning Board adopts, herein by reference, a letter dated June 24, 2021, and associated annotated plans (WSSC to Quantum Companies), in which WSSC provided standard water and sewer comments to be addressed through WSSC’s separate permitting processes.
 - m. **Fire/EMS Department**—The Planning Board adopts, herein by reference, an email dated May 13, 2021 (Reilly to Bossi), in which the Fire Department provided comments pertaining to fire access and location of grills and fire features.
14. For the aforementioned reasons, including but not limited to the design features identified in Finding 6, the Planning Board finds the DSP will create a development of wide variety while achieving the goals of the site design guidelines contained in Section 27-274 of the Zoning Ordinance. The DSP-20020 also conforms to CSP-18010, including the proposed phasing of

development, and will result in a project that represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

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:

A. APPROVED the alternative development district standards for:

- 1. Lot Occupation—The frontage buildout shall be a minimum of 60 percent at the build-to line.**

To allow for 26.3 percent frontage buildout within 20 to 30 feet of the right-of-way of Breezewood Drive.

- 2. Build-to Lines—The front principal build-to line for buildings along Breezewood Drive shall be between 20 and 30 feet from the right-of-way.**

To allow a variable-width build-to line from the right-of-way of Breezewood Drive of approximately 10 feet to 84 feet.

- 3. Build-to Lines—The build-to line for buildings along any internal street built within the Beltway Plaza site as part of a comprehensive, phased redevelopment shall be between 10 and 20 feet from the edge of the curb.**

To allow for a variable-width build-to line of approximately 16 to 27 feet for Garage 3; a variable-width build-to line of approximately 10 to 80 feet for the western portion of Building 1C; for Garage 4 and the recreation center, where a build-to line of 20 to 30 feet is provided; and at Building 1A, where a build-to line of approximately 12 to 65 feet is provided.

- 4. Massing—Massing requirements are shown for new construction within the Greenbelt Metro Area and MD 193 Corridor development district and are designed to ensure that new development is responsive to issues of scale, natural lighting, and pedestrian comfort. An expression line is required above the second story. Buildings shall include a stepback after eight stories. The maximum height of an arcade varies with building heights**

To allow for an expression line above the first story of all proposed residential buildings.

- 5. Access of Off-Street Parking Lots and Structured Parking—When alleys, secondary frontage, or side streets are no present, primary frontage streets may be used as the primary source of access to off-street parking, with a driveway that either passes to**

the side of the building or through the building. See Figures 3 and 4 on the right. This condition should be avoided to the fullest extent possible to reduce the number of driveways.

To allow for driveway access from Breezewood Drive to Garage 1, internal to Building 1A, and to Garage 3, adjacent to Building 1C.

6. Parking Lots—Off-street surface parking areas shall be set back a minimum of 20 feet from all property lines along streets, except along alleys.

To allow for a 10-foot setback for parking lots proposed on the western portion of the site from Street A.

7. Loading and Service Areas—Loading and service areas shall not be visible from streets, except alleys. These areas shall be located a minimum of 30 feet away from public sidewalks.

To allow for loading and service areas to be visible from Street A and within less than 30 feet from public sidewalks where otherwise not feasible, as shown on the DSP.

8. Loading and Service Areas—Loading and service areas should be hidden from public view by street screens such as fences or street walls.

To allow for loading and service areas to be in public view where street screens, such as fences or street walls, are not implementable.

9. Structured Parking—Parking structures shall be set back a minimum of 50 feet from the property lines of all adjacent streets (except rear alleys) to reserve room for linear buildings between the parking structure and the lot frontage. Linear buildings shall be a minimum of two stories in height and may be attached or detached from parking structures.

To allow for parking structures to be located less than 50 feet from the property lines of all adjacent streets.

10. Signage—A maximum of one freestanding or monument sign shall be permitted for each residential development exceeding 200 dwelling units.

To allow for two freestanding or monument signs and one wall sign for residential development associated with Phase 1 redevelopment of Beltway Plaza.

11. Water Efficiency and Recharge—Surface parking areas, alleyways, and driveways should be constructed with durable, pervious paving materials (grass paver systems, porous paving, or pervious asphalt) to promote groundwater recharge and reduce

stormwater runoff quantity and flow rates. Gravel is discouraged because of issues related to dust generation.

To allow for the use of impervious paving materials and for stormwater management (SWM) to be addressed through other means of quantity and quality controls, subject to an approved SWM concept plan.

12. Water Efficiency and Recharge—All at-grade walks (excluding public sidewalks) and pathways shall be constructed with pervious materials.

To allow for the use of impervious paving materials and for stormwater management (SWM) to be addressed through other means of quantity and quality controls, subject to an approved SWM concept plan.

13. Open Space—Pervious paving materials are encouraged whenever possible to facilitate landscaping, tree growth, and the absorption and treatment of rainwater runoff.

To allow for the use of impervious paving materials and for stormwater management (SWM) to be addressed through other means of quantity and quality controls, subject to an approved SWM concept plan.

B. APPROVED Detailed Site Plan DSP-20020 and Type 2 Tree Conservation Plan TCP2-030-00-01, for Beltway Plaza Phase 1, subject to the following conditions:

1. Prior to signature approval of this detailed site plan (DSP), the following revisions shall be made to the plans and additional specified documentation submitted:
 - a. On the coversheet, revise the proposed gross floor area in General Note 9 and/or the explanatory note next to it so that the numbers are consistent.
 - b. Revise General Note 17 on the coversheet and/or the plan drawings so that the gross floor area of the recreation center is shown consistently.
 - c. On the plan drawings, show proposed Parcels KK and JJ as to be dedicated to the community association. Show a public use easement over each of the two parcels.
 - d. Incorporate the parcel exhibit into the DSP plan set. Ensure all parcel labels on the exhibit correctly match those on the other DSP plan sheets. Ensure all parcels are labeled rather than only those within the Phase 1 area.
 - e. Clarify and correct for consistency throughout the DSP, the total gross floor area associated with Phase 1, as provided in General Note 9 of the DSP cover sheet.

- f. Add a note to the Detailed Site Plan identifying the features to be provided with the 2,532-square-foot rooftop amenity area on the north side of Building 1A. These features shall include, but may not be limited to, the following design elements; shade structure (e.g., a pergola or trellis) and sitting areas that include outdoor chairs, tables, and/or sofas.
- g. Correct the label for the proposed number of residential units for Building 1A on Sheet 3C of the DSP.
- h. Provide screening, artwork, or other architectural treatments (e.g., decorative spandrel system) to soften the appearance of the parking structures and add visual interest to the development to the southern facades of Parking Garages 2, 3, and 4, the eastern façade of Parking Garage 3, and northern and western façades of Garage 4. The exact treatment shall be evaluated and approved by the Urban Design Section of the Prince George's County Planning Department in consultation with the City of Greenbelt Department of Planning. In addition, the southern façade of garage 4 shall be further evaluated with future detailed site plans associated with subsequent phases of development, and may be modified at the time to provide additional, screening, artwork, or other architectural treatments if it is determined that additional treatments are needed to soften its appearance.
- i. Correct the number of parking spaces shown for Parking Garage 3 to be consistent throughout the DSP.
- j. Correct Note 1 on the photometric plans, adjust symbology for light poles shown on the DSP, and correct associated lighting details. Details for lighting are shown on Sheet 35, whereas Sheet 36 is referenced.
- k. Add pedestrian-scale, building-mounted, or freestanding lighting in appropriate areas of the site, such as adjacent to building entrances and in pedestrian plazas.
- l. Correct Sheet 3B regarding Development District Overlay Zone signage standards to show an amendment is necessary to one residential signage standard that limits the quantity of freestanding signage permitted on-site, as detailed in Finding 8.
- m. Revise the BPIS exhibit to address the requirement of Condition 11d of Preliminary Plan of Subdivision 4-19023 pertaining to the replacement of existing poles with new generation accessible pedestrian signals, signal heads, and mast arm-structures for the westbound and northbound movements at the intersection of Beltway Plaza and Greenbelt Road by adding a note to the exhibit.

- n. Revise the BPIS exhibit to depict a City of Greenbelt bus shelter on the north side of Greenbelt Road at the intersection of 60th Avenue, as required by Condition 11f of Preliminary Plan of Subdivision 4-19023.
- o. Extend the existing sidewalk fully around the Road B cul-de-sac with sidewalk ramps and a crosswalk across the driveway to the parking deck.
- p. Revise the Sharrow and Bike Lane Marking Exhibit to change the red color of the bicycle lane and sharrow markings and the R3-17/BIKE LANE and R4-11/BIKES MAY USE FULL LANE signage to black and provide an “ENDS” plaque for the westernmost R3-17/BIKE LANE sign, unless modified by the applicable operating agency with written correspondence. Provide a note to the DSP specifying that Sharrows are to be provided on Roads A and B and MD 193 in accordance with the Sharrow Exhibit, unless modified by the applicable operating agency with written correspondences.
- q. Label all bicycle parking racks, seating, trash receptacles, and other pedestrian and bicycle features shown in the landscape plan.
- r. Correct the label for the width of the shared-use path on the left side of Sheet 14 of the landscape plan to be “10-foot-wide.”
- s. Provide a 5-foot-wide walkway instead of a 4-foot-wide walkway on Sheet 18 of the landscape plan.
- t. Correct Sheet 3B under landscaping standards to indicate a community garden space is being provided.
- u. Add a new general note to the plan indicating that all site features and amenities associated with the development of each building shall be completed with their associated building. This shall include recreation facilities and streetscape features as applicable.
- v. Provide a crosswalk with a median refuge on Street B, between Buildings 1B and 1C connecting the sidewalks along the south side of the Breezewood Drive Triangle Park.
- w. Provide planting details for the median island at the intersection of Street B and Breezewood Drive.
- x. Revise plans and details to provide recycling bins at all locations where trash cans are provided.

- y. Revise the design of the retaining wall proposed south of Building 1A to include the use of decorative materials, such as split-faced masonry, cast in/stamped concrete, etc.
 - z. Add a sheet indicating the location of all wayfinding signage to be included with Phase 1.
 - aa. Include elevations in the architectural plans for facades in the courtyard areas of all applicable buildings.
 - bb. Revise plans to show a maximum of three monument signs and the wall sign at Building 1A provided as part of Phase 1 and remove details of signage types not to be included. Additional freestanding or monument signs will be reviewed with future phases of development and associated detailed site plan review.
 - cc. On the coversheet, revise General Note #7 to state that the plan proposes 12 parcels and 4 residual parcels.
2. Prior to certification of the detailed site plan, the Type 2 tree conservation plan (TCP2) shall be revised, as follows:
- a. Label and delineate the phase boundaries for all proposed phases on all relevant sheets of the TCP2.
 - b. Revise all woodland treatment area labels to be broken down by development phase on the plan.
 - c. Revise the acreage of all woodland treatment area labels on the plan so they are consistent with those on the cover sheet and so their tallies are consistent with the TCP2 worksheet.
 - d. Remove the old superseded TCP2 tree save labels from the plan.
 - e. Update the TCP worksheet as necessary once the above changes have been made.
 - f. Update TCP2 General Note 6 to correctly state that the property is within Environmental Strategy Area One (formerly the Developed Tier).
 - g. Provide the previous approval information on the approval block on each sheet of the TCP2.
 - h. Add a copy of the invasive species management plan onto the TCP2.
 - i. Make the following revisions to the Woodland Afforestation/Reforestation Plant Schedule:

- (1) Specify a caliper or container size for each of the evergreen trees specified on the plan.
 - j. Remove the Specimen Tree Sign detail from the TCP2.
 - k. Add the standard Typical Upright Staking Detail to the TCP2, per the 2018 Environmental Technical Manual.
3. Prior to certification of the Type 2 tree conservation plan for this site, documents for the required woodland conservation easements shall be prepared and submitted to the Environmental Planning Section for review by the Office of Law, and submission to the Prince George’s County Land Records for recordation. The following note shall be added to the standard Type 2 tree conservation plan notes on the plan, as follows:
- “Woodlands preserved, planted, or regenerated in fulfillment of woodland conservation requirements on-site have been placed in a woodland and wildlife habitat conservation easement recorded in the Prince George’s County Land Records at Liber _____ Folio _____. Revisions to this TCP2 may require a revision to the recorded easement.”
4. Prior to approval of a final plat, the final plat shall include public utility easements consistent with those shown on Preliminary Plan of Subdivision 4-19023, unless a variation is approved with the plat to eliminate the required easements.
5. Any ground-mounted HVAC or mechanical units associated with the residential buildings shall require appropriate screening from public views.

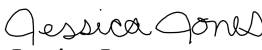
BE IT FURTHER RESOLVED, that an appeal of the Planning Board’s action must be filed with the District Council of Prince George’s County within thirty (30) days following the final notice of the Planning Board’s decision.

* * * * *

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 Geraldo, seconded by Commissioner Bailey, with Commissioners Geraldo, Bailey, Doerner and Hewlett voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, September 9, 2021, in Upper Marlboro, Maryland.

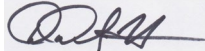
Adopted by the Prince George's County Planning Board this 30th day of September 2021.

Elizabeth M. Hewlett
Chairman

By 
Jessica Jones
Planning Board Administrator

EMH:JJ:AB:nz

APPROVED AS TO LEGAL SUFFICIENCY



David S. Warner
M-NCPPC Legal Department
Date: September 28, 2021