



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

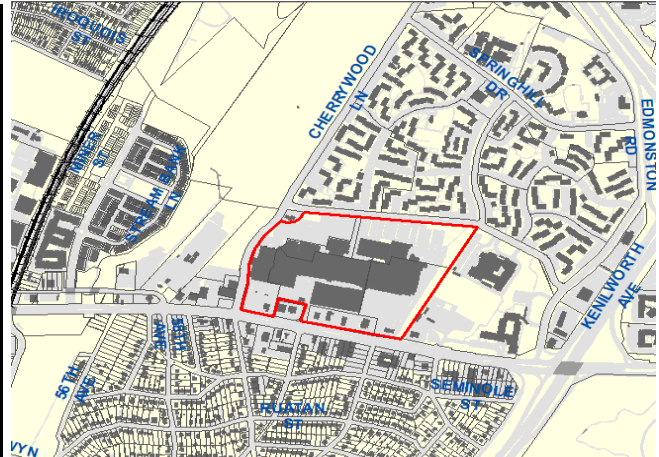
Preliminary Plan of Subdivision

Beltway Plaza

4-19023

REQUEST	STAFF RECOMMENDATION
This application was continued from the February 6, 2020 Planning Board hearing. 55 parcels for a mixed-use development of 2,500 multifamily dwelling units and 700,000 square feet of commercial development.	APPROVAL with conditions
Variation from Section 24-121(a)(3) Variation from Section 24-121(b)(12)	APPROVAL APPROVAL

Location: On the north side of MD 193 (Greenbelt Road), in the northeast quadrant of its intersection with Cherrywood Lane.	
Gross Acreage:	53.88
Zone:	M-U-I/D-D-O
Gross Floor Area:	700,000 sq. ft.
Lots:	0
Parcels:	55
Planning Area:	67
Council District:	04
Election District:	21
Municipality:	Greenbelt
200-Scale Base Map:	210NE05 & 211NE05
Applicant/Address: GB Mall Limited Partnership/Quantum Company 4912 Del Ray Avenue Bethesda, MD 20814-2517	
Staff Reviewer: Eddie Diaz-Campbell Phone Number: 301-952-3665 Email: Eddie.Diaz-Campbell@ppd.mncppc.org	



Planning Board Date:	02/20/2020
Planning Board Action Limit:	03/11/2020
Mandatory Action Timeframe:	140 days
Staff Report Date:	02/10/2020
Date Accepted:	10/07/2019
Informational Mailing:	03/14/2019
Acceptance Mailing:	10/02/2019
Sign Posting Deadline:	01/07/2020

Note: Staff reports can be accessed at <http://mncppc.iqm2.com/Citizens/Default.aspx>

Table of Contents

OVERVIEW	3
SETTING	4
FINDINGS AND REASONS FOR STAFF RECOMMENDATION.....	5
1. Development Data Summary	5
2. Previous Approvals	5
3. Community Planning	7
4. Stormwater Management.....	7
5. Parks and Recreation.....	8
6. Trails.....	8
7. Transportation	16
8. Private Roads.....	25
9. Schools.....	26
10. Public Facilities	26
11. Use Conversion.....	26
12. Public Utility Easement (PUE)	26
13. Historic	29
14. Environmental.....	29
15. Urban Design.....	32
16. City of Greenbelt.....	33
17. Noise.....	33
RECOMMENDATION	34

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Plan of Subdivision 4-19023
Type 1 Tree Conservation Plan TCP1-008-10-01
Beltway Plaza

OVERVIEW

The subject site is located on the north side of MD 193 (Greenbelt Road), in the northeast quadrant of its intersection with Cherrywood Lane. This preliminary plan of subdivision (PPS) includes Parcels AA, CC, DD, EE, FF, Y, and Z of Beltway Plaza, recorded in Plat Book PM 218 pages 95 and 96, and totals 53.88 acres. Parcels BB and N are excluded from this application. The site is located in the Mixed Use-Infill (M-U-I) and Development District Overlay (D-D-O) Zones and is subject to the 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment* (sector plan). The property is currently developed with an enclosed shopping mall and several outlying pad sites, with a total commercial square footage estimated at 910,785 square feet of gross floor area based on information contained in the sector plan (page 208).

A PPS is required in order to divide land for a mixed-use development proposal. The applicant proposes conversion of the shopping mall into a mixed-use town center-style community with multifamily residential, retail, office, and hotel components. Specifically, 2,500 multifamily dwelling units and 700,000 square feet of commercial space on 55 parcels are proposed. The applicant's concept for development of the site can be seen in an undated illustrative plan received December 13, 2019, incorporated by reference herein. The concept development includes a reduction in commercial area from 910,785 square feet to 700,000 square feet, to be achieved in phase by razing a large part of the mall and replacing it with mixed-use buildings. Select areas of the mall, including ones holding three of the existing anchor tenants, are to remain. Most of the pad sites along MD 193 are to remain as well. The multifamily units are to be located in the mixed-use buildings at the core of the development, as well as in outlying residential buildings, which would replace most of the mall parking lot. Parking is proposed to be largely within proposed parking structures.

The site is subject to a prior approved Conceptual Site Plan, CSP-18010, which was approved by the Prince George's County Planning Board in March 2019. The CSP includes five phases of development for the subject site, including Phase I for the northern and eastern parts of the site, dedicated mostly to residential uses; Phase II for the western part of the site, known as the "neighborhood shopping center" area; Phase III for the central part of the site, known as the "amenity core" and "mixed use neighborhood core" areas; Phase IV for a small area of the eastern part of the site, an area of destination retail; and Phase V for the southern part of the site, which includes retail pad sites. Though the subject PPS does not reapprove these five phases, they are used as the basis for phasing the extensive off-site bicycle and pedestrian improvements required

from this development for adequacy. These improvements are discussed in detail in the Trails finding of this technical staff report.

The site abuts MD 193 to the south, an existing arterial roadway. Section 24-121(a)(3) of the Prince George's County Subdivision Regulations requires that sites adjacent to an arterial roadway not access those roads directly and, instead, be designed to front on an interior or service road. The applicant requests approval of a variation for direct access onto MD 193 to preserve three existing site entrances, as discussed further in this technical staff report.

The applicant has also requested a variation to omit placement of public utility easements (PUE) along certain proposed interior private roads in the development. Section 24-128(b)(12) of the Subdivision Regulations requires a PUE along at least one side of all private rights-of-way. The plan, as designed, would omit placement of PUEs along private Streets B, C, E, F, G, and H, as well as portions of Streets A and D. This request is discussed further in this technical staff report.

Staff recommends approval of the PPS, subject to conditions, as well as approval of the two variation requests.

SETTING

The subject property is located on Tax Map 26 in Grids A4 and B4, within Planning Area 67 and Council District 4. The subject property is bounded to the north by the right-of-way of Breezewood Drive, and beyond by the multifamily apartment community known as Franklin Park at Greenbelt Station, which is in the M-U-I and D-D-O Zones. To the west is the right-of-way for Cherrywood Lane, with an additional part of the existing Beltway Plaza development zoned M-U-I and D-D-O located beyond. To the east of the subject site is the Greenbelt Middle School in the Open Space Zone. The subject site is bound to the south by the right-of-way for MD 193, with commercial properties in the Commercial Shopping Center (C-S-C), Commercial Office, and D-D-O Zones beyond.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

- Development Data Summary**—The following information relates to the subject PPS application and the proposed development.

	EXISTING	PROPOSED
Zone	M-U-I/D-D-O	M-U-I/D-D-O
Use(s)	Commercial Shopping Center	Mixed Use Commercial and Multifamily Residential
Acreage	53.88	53.88
Gross Floor Area	910,785 square feet	700,000 square feet
Dwelling Units	0	2,500
Parcels	7	55
Lots	0	0
Outlots	0	0
Variance	No	No
Variation	No	Yes 24-121(a)(3) 24-121(b)(12)

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard at the Subdivision and Development Review Committee (SDRC) meeting on November 1, 2019. The requested variations from Sections 24-121(a)(3) and 24-121(b)(12) were accepted on October 7, 2019, and also heard at SDRC on November 1, 2019, as required by Section 24-113(b) of the Subdivision Regulations. A variation from Section 24-128(b)(7)(A) was submitted with this application, but was subsequently withdrawn (Tedesco to Diaz-Campbell, email correspondence dated January 3, 2020).

- Previous Approvals**—Departure from Sign Design Standards DSDS-403, approved in 1989, allowed for a maximum of 2,141 square feet of building sign area for the entire Beltway Plaza Mall. Signage proposals for the redevelopment project will be evaluated at the time of detailed site plan (DSP).

In the year 2000, Alternative Compliance AC-020005 was approved for buffering between the mall and the school site to the east. This application was associated with a permit (3000488-199-G) to construct a 40,526 square foot addition on the east side of the mall. The AC allowed the required bufferyard to be planted with 205 seedlings, and 15 shade trees in lieu of the required 1,215 plant units. Standards of the Landscape Manual will apply to the redevelopment of Beltway Plaza, with conformance to be reviewed at the time of DSP.

The 2001 *Approved Sector Plan and Sectional Map Amendment for the Greenbelt Metro Area* rezoned the entirety of 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.

CSP-05007 was submitted in August 2006 and was the subject of a public hearing before the Planning Board in January 2011. The motion to approve the CSP concluded with a 2-2 tie vote, which resulted in no action taken by the Planning Board on the case. Prince George's

County Planning Department records further indicate the case was dismissed as of February 21, 2019.

Parcels AA, BB, CC, DD, EE, FF, Y, and Z of Beltway Plaza were recorded in Plat Book PM 218 pages 95 and 96 in March 2007. Beltway Plaza consisted of parcels A, F, J, N, O, R, V, W, and X prior to this resubdivision. Parcel N was excluded from the resubdivision and still exists today, though it is no longer considered part of Beltway Plaza. No PPS was required prior to the plat of resubdivision because it adjusted the common boundary lines without creating any additional lots, pursuant to Section 24-108(a)(3) of the Subdivision Regulations.

The sector plan was approved by the District Council in March 2013 and rezoned the entire Beltway Plaza property from the C-S-C and D-D-O Zones to the M-U-I and D-D-O Zones.

CSP-18010 was approved by the Planning Board in March 2019. The CSP proposes redevelopment of the Beltway Plaza site into a mixed-use, town center-style community. The development concept reduces the existing commercial area of the site and introduces a maximum of 2,500 residential dwelling units to the site, 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. The subject PPS does not propose two-family or single-family attached dwelling units and, instead, provides for a maximum of 2,500 multifamily dwelling units. The sector plan includes recommendations for a mix of housing types and a transitional residential area fronting Breezewood Drive, to be included in the redevelopment of the Plaza, but also provides flexibility for design to respond to market conditions. While the mix of residential unit types has changed, the number of units proposed is within the maximum permitted by the CSP and will be further evaluated at the time of DSP.

The following conditions of approval from CSP-18010 are applicable to this PPS:

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.**

The applicant has submitted a connectivity network exhibit that indicates the existing and proposed trails, bicycle facilities, and sidewalks within the subject site. The applicant has also provided two internal street section exhibits showing sidewalks, motor vehicle travel lanes, and parking lanes; one street section includes an 8-foot-wide, multi-use trail separated from the roadway. Staff recommends that these street sections be updated prior to acceptance of any DSPs for the subject site, to include on-road shared roadway markings and signs for bicyclist use.

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 submitted PPS and connectivity exhibit show sidewalks on most of the internal roads. Staff recommends that this condition of approval be maintained and, prior to acceptance of a DSP for the subject site, the applicant shall provide sidewalks along all internal roads.

3. **Community Planning**—The subject site is within the area of the sector plan, which reclassified the property to the M-U-I and D-D-O Zones. Conformance with the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) and sector plan are evaluated as follows:

Plan 2035

Plan 2035 designates this application in the Established Communities Growth Policy Area. The vision for the Established Communities area is context-sensitive infill and low- to medium-density development. The property is also within a designated Employment Area. Plan 2035 describes Employment Areas as areas commanding the highest concentrations of economic activity in four targeted industry clusters: healthcare and life sciences; business services; information, communication and electronics; and the Federal Government (page 106). The property is also located in the Plan 2035 designated Innovation Corridor. The Innovation Corridor “[e]ncompasses parts of the City of College Park, City of Greenbelt, areas along the US 1 corridor, and areas surrounding the Beltsville Agricultural Research Center. The Innovation Corridor capitalizes on the synergy that comes from businesses, research institutions, and incubators being in close proximity to one another. The Innovation Corridor has countywide importance as a key opportunity to leverage existing strengths and act as an employment catalyst” (page 288).

Sector Plan

The sector plan recommends mixed-use land uses on the subject property. In addition, the property is located in the Beltway Plaza Focus Area (page 93). Approved CSP-18010 conforms to Beltway Plaza Strategy 1.2, which states “Require the approval of a conceptual site plan prior to detailed site plan submittal. This conceptual site plan should outline a comprehensive approach to redevelopment, including a general indication of phasing, future land uses, and future connections to adjacent properties” (page 105).

Pursuant to Section 24-121(a)(5), staff finds that this application conforms to the sector plan. In addition, staff finds that, pursuant to Section 24-121(a)(1), the subdivision is proposed to be platted in conformance with all the requirements of the Greenbelt Metro Area and MD 193 Corridor D-D-O Zone. The development must show compliance with the development district standards of the overlay zone during the DSP process.

4. **Stormwater Management**—An expired Stormwater Management (SWM) Concept Plan, 46825-2005-03, and associated letter that were in conformance with the current code, approved on April 26, 2019 and valid until September 19, 2019, were submitted with this PPS. The approved concept plan is inconsistent with the PPS and Type 1 tree conservation plan (TCP1). The associated approval letter had eight conditions. The expired plan proposes stormwater quality and quantity attenuation through implementation of three submerged

gravel wetlands and 19 micro-bioretenion facilities scattered across the site. An underground storage area for 100-year attenuation is also being proposed beneath a parking lot, within Phase II, as shown on the TCP1.

As part of the DSP process, a valid and approved SWM concept plan will be required. Development must be in conformance with the SWM concept plan, or subsequent revisions, to ensure that on-site or downstream flooding does not occur.

5. **Parks and Recreation**—The subject property is located within the City of Greenbelt, which is located outside of the Washington Metropolitan District. The City of Greenbelt provides its own parks and recreation to the residents of the city. According to Section 24-134(a) of the Subdivision Regulations, this development is exempt from mandatory dedication of parkland to the Maryland-National Capital Park and Planning Commission (M-NCPPC) because it is located outside of the Maryland-Washington Metropolitan District.

The applicant is providing private on-site recreation facilities to serve residents and visitors to the site. These are shown, in concept, on the applicant's Structure/Open Space Plan exhibit received on December 13, 2019, incorporated by reference herein. In addition, the applicant is proffering 20,000 square feet of interior space for use by the City of Greenbelt Department of Parks and Recreation. Because formal comments have not been received from the City of Greenbelt regarding this application, it has not yet been determined whether or not the City will agree that the proffered facilities are sufficient.

Parcels A, B, C, E, H, I, J, K, N, P, Q, R, and X are listed on the PPS as open space parcels. All of these are proposed on the PPS as to be retained by the property owner. These parcels should, instead, be dedicated to a private entity which will be responsible for their perpetual maintenance. This is necessary to ensure the open space parcels are used for their intended purpose and not treated as potential development parcels. A public use easement should be dedicated to the City of Greenbelt to cover the open space parcels intended for public use (but not the ones intended for the private use of the residents).

6. **Trails**—This PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the sector plan to provide the appropriate pedestrian and bicycle transportation recommendations. The property is located within the designated University Boulevard Corridor; therefore, it is subject to Section 24-124.01 of the Subdivision Regulations and the "Transportation Review Guidelines, Part 2." The following master plan trails are abutting or nearby:

- MD 193 Sidepath North
- Breezewood Drive Shared Use Path
- Breezewood Shared Roadway
- Beltway Plaza Tail Connector
- Cherrywood Terrace Shared Roadway
- Cherrywood Lane Bike Lane
- Cherrywood Lane Sidepath West
- 60th Avenue, Cunningham Drive, 62nd Avenue, and 63rd Avenue Shared Roadways

Review of Proposed On-Site Improvements

The proposed on-site improvements include an internal street network that provides pedestrians early direct access to all parts of the property. The Beltway Plaza Trail Connector is shown as an eight-foot-wide trail connecting Breezewood Drive to the interior of the site and the pedestrian network. In addition, an eight-foot-wide trail is shown along the subject site's frontage on Breezewood Drive.

Pursuant to Section 24-121(a)(9), the proposed PPS provides walkways with rights-of-way at least 10 feet wide through all blocks over 750 feet long.

Pursuant to Section 24-123(a)(6) of the Subdivision Regulations, the proposed PPS indicates the location of all land for bike trails and pedestrian circulation systems that are indicated on a master plan, County Trails Plan, or abutting existing or dedicated trails.

Review of Connectivity to Adjacent/Nearby Properties

The subject site fronts on MD 193 to the south, Breezewood Drive to the north, and Cherrywood Lane to the west. Directly east of the subject site is Greenbelt Middle School. There are existing sidewalks along Cherrywood Lane and a portion of MD 193. The applicant has proposed to build pedestrian walkways on their frontage of Breezewood Drive and the pedestrian gap along MD 193. In addition, the submitted plans include the Beltway Plaza Trail Connector, a trail on the eastern side of the property that connects Breezewood Drive with the pedestrian network within the property. The proposed walkways will provide connectivity to the adjacent properties.

Master Plan Compliance

Master Plan of Transportation (MPOT): The Complete Streets element of the MPOT reinforces the need for multimodal transportation and the accommodation of pedestrians and bicyclists along all transportation facilities (pages 9–10):

POLICY 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

POLICY 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

POLICY 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO Guide for the Development of Bicycle Facilities.

POLICY 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.

Staff recommends that sidewalks be provided along all internal roads, except alleys; pavement markings or signage be provided on all internal streets to indicate a shared roadway for use by people driving and bicycling; and bicycle parking be provided throughout the subject site. The applicant shall provide an exhibit prior to acceptance of the

first DSP that indicates the location of all sidewalks, bicycle markings or signage, and bicycle parking.

2013 Approved Greenbelt Metro Area and MD 193 Corridor Plan and Sectional Map Amendment (Sector Plan): The sector plan includes the following relevant policies and strategies for non-motorized transportation:

POLICY 2: Improve bicycle, pedestrian, and vehicular accessibility throughout the sector plan area and within adjacent communities by filling in missing linkages and ensuring the internal network is pedestrian- and bicycle-friendly through appropriate design, including traffic calming techniques.

Strategy 2.2: Provide traffic-calming measures such as speed tables, chicanes (curved roadway design elements), roundabouts, and other techniques to discourage through traffic from using local residential streets.

Strategy 2.3: Incorporate complete streets principles when redesigning any existing street or when developing new street designs on developing sites.

POLICY 3: Incorporate walkable street sections and provide the safety, connectivity, access, and mobility connections necessary to implement a complete and comprehensive pedestrian network.

Strategy 3.2: Ensure the pedestrian network is fully integrated with the land use pattern and future developments to provide access to open space, public plazas, and other features.

Strategy 3.5: Provide amenities such as pedestrian-scale lighting and signage, benches, water fountains, trash receptacles, building awnings, and cafe seating to encourage pedestrian use.

Strategy 3.6: Encourage all new development and redevelopment to incorporate pedestrian and bicyclist facilities beyond the minimum required levels to maximize the importance of these non-vehicular modes of transportation and improve comfort and use levels.

Strategy 3.7: Reduce the number of curb cuts along major roadways such as MD 193, connect parking lots, and provide connected street connections away from the main roads to reduce potential pedestrian and vehicle conflicts.

POLICY 4: Recognize that cyclists have different abilities and comfort levels related to bicycling in traffic as vehicles, and those cyclists' skills and abilities may change over time as new cyclists become more experienced.

Strategy 4.1: Provide a robust network of paths and off-street facilities, where feasible and safe, to accommodate travel by unskilled cyclists.

POLICY 5: Facilitate bicyclists within the Greenbelt Metropolitan Center and along the MD 193 Corridor through development and redevelopment so that bicycle routes are enhanced or established.

Strategy 5.2: Consider bikeshare stations at Greenbelt Metro Station, Historic Greenbelt, Greenway Center, and Beltway Plaza as initial locations and provide signage and education material that will clearly indicate the regional connections to soon-to-be implemented bike systems.

Strategy 5.3: Provide bicycle parking, including bicycle racks and lockers, to encourage and facilitate bicycle travel.

The applicant submitted renderings of the proposed project, which include illustrative designs of the sidewalks, bus stops, and bike racks. Staff will evaluate traffic calming measures, pedestrian-scaled lighting, and other pedestrian facilities, such as benches and trash receptacles, at the time of DSP. The submitted street cross sections and connectivity exhibit include spaces for pedestrian, vehicular and bicycle travel, for the shared-use paths. The sidewalk network, as proposed, connects to the internal plaza and amenity spaces. The proposed development does not increase the number of curb cuts along MD 193.

The D-D-O Zone associated with the sector plan includes sidewalk width requirements as part of the required streetscape elements (page 246). The overlay zone also requires a minimum of one bicycle parking space for every 10,000 gross square feet of retail, a minimum of one bicycle parking space for every two multifamily dwelling units, and a minimum of four bicycle parking spaces for every 50 anticipated employees for nonresidential uses.

The submitted plans do not include detailed streetscapes, nor the total number of bicycle parking spaces. Staff recommends that, prior to acceptance of a DSP, the applicant demonstrate compliance with the streetscape and bicycle parking requirements.

Adequate Public Pedestrian and Bikeway Facilities

The subject site is in the University Boulevard Corridor and is subject to Section 24-124.01 and the "Transportation Review Guidelines, Part 2."

Review of On-Site Adequacy: The proposed development application does not include a specific list of on-site pedestrian and bicycle facilities. The applicant submitted a BPIS exhibit and cost estimate, which included on-site improvements. The on-site improvements of this exhibit include:

1. a bicycle repair station,
2. a bikeshare station/corral,
3. four bus shelters for existing bus stops, and
4. pedestrian intersection improvements at MD 193 and Beltway Plaza site entrance.

There are also alternative on-site improvements, should the proffered improvements not be feasible. These include:

- A. two new bus stops with shelters, and
- B. a second on-site bikeshare station.

In addition, the applicant has provided a connectivity exhibit, street cross-section exhibits, and renderings to illustrate the type of pedestrian and bicycle facilities and amenities that will be provided on-site.

These on-site improvements will contribute to meeting pedestrian and bicycle adequacy on-site. Staff does not recommend including the two new bus stops with shelters as an alternative improvement. There is no information from transit operating agencies that indicates modifying existing transit service or planned service that would require new bus stop locations. Staff further recommends, in order to meet the minimum bicycle and pedestrian facilities necessary for on-site adequacy pursuant to Section 24-124.01(b), that the applicant shall provide:

- 1. sidewalks along all internal roads, except alleys;
- 2. pedestrian-scaled lighting through the subject site and along all internal shared-use paths;
- 3. marked crosswalks throughout the subject site;
- 4. pedestrian intersection improvements proffered by the applicant at MD 193 and Beltway Plaza;
- 5. street trees, benches, trash receptacles, and other pedestrian amenities throughout the subject site;
- 6. bus shelters at the bus stops on the south side of Breezewood Drive at the intersection with Cherrywood Lane, and on the north side of MD 193 at the intersection with 60th Avenue;
- 7. bicycle signage and pavement markings along all internal roads;
- 8. separated and striped bicycle lanes within the subject site, where feasible;
- 9. two bicycle fix-it stations within the subject site;
- 10. bicycle parking near the entrances of all nonresidential uses; and
- 11. safe and secure bicycle parking convenient for residents of the multifamily buildings.

These improvements are not subject to cost cap for off-site facilities and shall be included on the site plan at the time of acceptance of a DSP.

Cost Cap for Off-Site Adequacy: The cost cap for the site is \$893,121. This number was developed by multiplying the nonresidential square footage that is being demolished and rebuilt by \$0.35, adding the number of dwelling units (2,500 DUs) multiplied by \$300, and then adjusting the total amount for inflation based on the U.S. Bureau of Labor Statistics Cost Price Index between June 2013, the effective date of the adequacy legislation, and today.

Review of the Off-Site Improvements: The applicant submitted a BPIS exhibit and cost estimate, which included on-site improvements. The applicant met with M-NCPPC staff, Maryland State Highway Administration (SHA) staff, and City of Greenbelt staff on January 7, 2020, to discuss additional off-site pedestrian and bicycle adequacy improvements. The off-site improvements proffered by the applicant include:

1. a flashing pedestrian beacon at the crosswalk near the Springhill Lake Recreation Center;
2. an extension of the multi-use trail on Breezewood drive from the subject site to Cherrywood Lane with two ADA ramps;
3. Replacement of 90 linear feet of four-foot-wide sidewalk along Cherrywood Lane with a five-foot-wide sidewalk and five ADA ramps;
4. a new 738 linear feet, five-foot-wide sidewalk on the west side of Cherrywood Lane;
5. replacement of 1,780 linear feet, four-foot-wide sidewalk on the east side of Cherrywood Lane with a five-foot-wide sidewalk and seventeen ADA ramps;
6. replacement of 3,102 linear feet, four-foot-wide sidewalk, along the east side of Cherrywood Lane from Breezewood Drive to Greenbelt Metro Drive, with a five-foot-wide sidewalk and fourteen ADA ramps;
7. one capital bikeshare station/corral; and
8. three bus shelters.

The applicant has also provided two alternative improvements, should any of the proffered improvements not be feasible at the time of construction. These improvements include:

- A. a replacement of 232 linear feet, four-foot-wide sidewalk, on the north side of MD 193 from 58th Avenue to 59th Avenue, with a five-foot-wide sidewalk and five ADA ramps; and
- B. one new bus stop with shelter on the south side of MD 193.

The applicant has also provided a proposed phasing plan for the timing of these improvements. City of Greenbelt staff has also provided a list of recommended improvements. These include:

1. installation of a sidewalk along the west side of Springhill Lane,

2. bicycle repair stations,
3. rectangular rapid flashing beacons on Cherrywood Lane near the Springhill Lake Recreation Center,
4. an extension of the proposed multi-use trail along Breezewood Drive to Cherrywood Lane, and
5. a portion of the Cherrywood Lane Complete and Green Street project. The City of Greenbelt provided cost estimates for the Cherrywood Lane Complete and Green Street project.

The off-site improvements proffered by the applicant, with modifications incorporating desired improvements from the City of Greenbelt, will contribute to meeting pedestrian and bicycle adequacy off-site. Staff recommends replacing the single pedestrian flashing beacon at the crosswalk near the Spring Hill Lake Recreation Center with a rectangular rapid-flashing beacon. This type of beacon is pedestrian-activated. Per the Manual on Uniform Traffic Control Devices Interim Approval 21 (March 20, 2018), the rectangular rapid flashing beacon is a more effective indication to drivers that pedestrians are using an uncontrolled marked crosswalk. Additionally, a rectangular rapid flashing beacon at the crosswalk crossing Cherrywood Lane approximately 500 feet north of MD 193 would be well-used by people walking to and from the subject site.

The extension of the multi-use trail on Breezewood Way and the replacement of the sidewalk on the east side of Cherrywood Lane are improvements that would be valuable to pedestrians traveling to and from the subject site. Similarly, the proffered new sidewalk on the west side of Cherrywood Lane would serve the subject site well.

While the proffered improvements to replace the sidewalks on the north side of Breezewood Drive and the east side of Cherrywood Lane would upgrade the existing facilities, staff recommends extending the proffered new sidewalk along the west side of Cherrywood Drive to the intersection of Cherrywood Lane and Greenbelt Metro Drive, instead of replacing these existing sidewalks. This new sidewalk is also recommended by the City of Greenbelt, and plans for this sidewalk have been developed. The sidewalk replacements proffered by the applicant would be an appropriate alternative project.

The applicant has proffered a single bikeshare station to be placed on the subject site and staff recommends including a second bike share station/corral to be located off-site at a location chosen by the applicant and the Prince George's County Department of Public Works and Transportation (DPW&T) to create a better network and increase the convenience of using the bikeshare in Greenbelt.

In addition to the proffered on-site bicycle fix-it station, an additional off-site fix-it station located near the Springhill Lake Recreation center would prove useful to people bicycling to and from the subject site.

Lastly, staff does not recommend including the new off-site bus stop with shelter as an alternative improvement. There is no information from transit operating agencies that indicates modifying existing transit service or planned service that would require new bus stop locations.

Staff recommends modifying the proffered off-site improvements, as well as including additional improvements, to meet the finding for off-site pedestrian and bicycle adequacy. To reflect the minimum bicycle and pedestrian facilities necessary for off-site adequacy pursuant to Section 24-124.01(b), the applicant shall provide:

1. A rectangular rapid-flashing beacon at the crosswalk crossing Cherrywood Lane, near the Springhill Recreation Center;
2. A rectangular rapid-flashing beacon at the crosswalk crossing Cherrywood Lane, approximately 500 feet north of MD 193;
3. A multi-use trail along the south side of Breezewood Drive, from the subject site boundary to Cherrywood Lane, and three ADA ramps;
4. Replacement of the existing 90-foot-long, 4-foot-wide sidewalk on the east side of Cherrywood Lane, with a 6-foot-wide sidewalk and five ADA ramps;
5. A new 5-foot-wide sidewalk on the west side of Cherrywood Lane, from the bus stop approximately 430 feet north of MD 193 to the intersection of Cherrywood Lane and Greenbelt Metro Drive, as recommended by the City of Greenbelt;
6. Two bikeshare stations/corrals, each for twelve bicycles, one located on the subject site and the other off-site at a location determined by DPW&T and the applicant;
7. One bicycle fix-it station located at the Spring Hill Recreation Center;
8. A bus shelter, built to City of Greenbelt standards, with appropriate solar-powered lighting, located on the north side of Breezewood Drive, at the intersection with Cherrywood Lane;
9. A bus shelter, built to City of Greenbelt standards, with appropriate solar-powered lighting, located on the east side of Cherrywood Lane, north of the intersection with Breezewood Drive;
10. A bus shelter, built to City of Greenbelt standards, with appropriate solar-powered lighting, located on the west side of Cherrywood Lane, approximately 430 feet north of MD 193.

Staff recommends the following improvements be included as alternative improvements, should any of the above recommendations not be feasible at the time of construction. The appropriate operating agency shall determine whether an improvement is feasible.

- A. Replacement of 1,780 feet of the sidewalk on the north side of Breezewood Drive with a five-foot-wide sidewalk and 17 ADA ramps;
- B. Replacement of 3,102 feet of sidewalk along the east side of Cherrywood Lane with a five-foot-wide sidewalk and 14 ADA ramps;
- C. Replacement of 232 feet of sidewalk on the north side of MD 193 from 58th Avenue to 59th Avenue with a 5-foot-wide sidewalk and five ADA ramps;
- D. A third bikeshare station/corral for 12 bicycles.

Staff also recommends phasing these improvements in time with construction of the total development. The estimated costs of the proposed off-site pedestrian and bicycle adequacy improvements are within the cost cap pursuant to Section 24-124.01(c).

Finding of Demonstrated Nexus of Off-Site Improvements: The staff-recommended off-site pedestrian and bicycle improvements listed above will provide facilities for people walking and bicycling, both to and from the subject site and to nearby destinations, including nearby residential areas, the Greenbelt Middle School, the Greenbelt Metrorail station, and the Springhill Lake Recreation Center.

Pursuant to Section 24-124.01, staff finds that there is a demonstrated nexus between the improvements for the proposed development and nearby destinations.

Adequacy Summary for Public Bicycle and Pedestrian Facilities

Based on the requirements and criteria contained in Section 24-124.0, staff finds that the pedestrian and bicycle facilities are adequate with the recommended conditions provided as part of this technical staff report.

7. **Transportation**—The application analyzed is a PPS for a mixed-use development. The applicant is proposing a mix of commercial and residential (multifamily) uses. The traffic impact analysis (TIA) submitted by the applicant was based on adding 2,500 residential units to the site. Because the amount of commercial space on site is decreasing to 700,000 square feet, the TIA assumes for the sake of simplifying its calculations that the existing commercial space and its traffic remains in place. This results in some overstatement of the traffic impact of the overall development at the time of full buildout. Using trip generation rates from the “Transportation Review Guidelines, Part 1,” the proposed development based on 2,500 residential units and 700,000 commercial square feet would generate 1,654 AM and 2,470 PM total off site trips. However, because of the way the TIA was conducted, the recommended trip cap is ultimately based on adding the new residential trips alone, according to the Guidelines (1,208 AM and 1,015 PM trips), to the total trips for the existing shopping center (619 AM and 2,334 PM), according to field counts, less a 20% pass-by rate for the shopping center. This leads to an ultimate recommended trip cap of 1,703 AM and 2,882 PM peak-hour trips.

The proposed development will impact the following intersections deemed to be critical:

- Cherrywood Lane and Greenbelt Metro Drive
- Cherrywood Lane and Breezewood Drive
- Breezewood Drive and west site access

- Breezewood Drive and Cherrywood Terrace/site access
- Breezewood Drive and east site access
- Breezewood Drive and Edmonston Road
- Cherrywood Lane and north site access
- Cherrywood Lane and central site access
- Cherrywood Lane and site access/parking lot
- MD 193 and Cherrywood Lane/60th Avenue
- MD 193 and Bank of America site access
- MD 193 and Mattress Discounters site access
- MD 193 and Cunningham Drive/site access
- MD 193 and 62nd Avenue/site access
- MD 193 and Edmonston Road

The findings and recommendations outlined below are based upon a review of the materials and analyses conducted, consistent with the Guidelines.

The subject property is located within Transportation Service Area 1, as defined in Plan 2035. As such, the subject property is evaluated according to the following standards:

Links and Signalized Intersections: Level of Service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better.

Unsignalized Intersections: The procedure for unsignalized intersections is not a true test of adequacy, but rather an indicator that further operational studies need to be conducted.

For two-way stop-controlled intersections a three-part process is employed: (a) vehicle delay is computed in all movements using the Highway Capacity Manual (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed.

For all-way stop-controlled intersections a two-part process is employed: (a) vehicle delay is computed in all movements using the Highway Capacity Manual (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed.

For a roundabout, the ratio of volume to capacity is recommended at 0.85. With written consent of the operating agency, a volume to capacity between 0.85 and 0.90 can be approved by the Planning Board.

Analysis of Traffic Impacts

The application is for a PPS that includes residential and commercial uses. The trip generation is estimated using trip rates and requirements in the Guidelines. Pass-by and internal trip capture rates are in accordance with the Institute of Transportation Engineers Trip Generation Manual 10th Edition and the Guidelines. The table below summarizes trip generation in each peak-hour that will be used in reviewing traffic for the site:

Trip Generation Summary: 4-19023: Beltway Plaza								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Multifamily residential	2,500	Units	260	1,040	1,300	975	525	1,500
Less Internal			-5	-10	-15	-310	-110	-420
Less Transit (6 percent)			-15	-62	-77	-40	-25	-65
Net Residential Trips			240	968	1,208	625	390	1,015
Retail	700,000	Square feet	311	191	502	1,101	1,192	2,293
Less Internal			-10	-5	-15	-110	-310	-420
Less Pass-By (20 percent)			-60	-37	-97	-198	-176	-374
Net Retail Trips			241	149	390	793	706	1,499
Total Off-Site Trips, 4-19026 (sum of bold numbers)			481	1,117	1,598	1,418	1,096	2,514
Total Trips, Existing Shopping Center (approximately 825,000 square feet with 800,000 square feet leased)			371	248	619	1,273	1,061	2,334

A December 2018 TIA was submitted and accepted as part of this application. A December 2019 TIA was provided with responses to Maryland State Highway Administration (SHA) comments. Finally, a January 2020 revised TIA with modified transit mode shares was provided for review, and that study has formed the basis for this analysis. The following tables represent results of the analyses of critical intersections under existing, background, and total traffic conditions:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
Cherrywood Lane and Greenbelt Metro Drive	0.309**	0.359**	--	--
Cherrywood Lane and Breezewood Drive	12.2*	23.1*	--	--
Breezewood Drive and west site access	Future	--	--	--
Breezewood Drive and Cherrywood Terrace/site access	11.2*	12.5*	--	--
Breezewood Drive and east site access	Future	--	--	--
Breezewood Drive and Edmonston Road	65.1*	46.2*	--	--
Cherrywood Lane and north site access	11.4*	12.6*	--	--
Cherrywood Lane and central site access	13.0*	16.6*	--	--
Cherrywood Lane and site access/parking lot	20.6*	123.8*	--	--
MD 193 and Cherrywood Lane/60th Avenue	1,067	1,096	B	B
MD 193 and Bank of America site access	9.7*	9.8*	--	--
MD 193 and Mattress Discounters site access	9.6*	9.6*	--	--
MD 193 and Cunningham Drive/site access	784	926	A	A
MD 193 and 62nd Avenue/site access	814	1,081	A	B
MD 193 and Edmonston Road	20.1*	18.5*	--	--
<p>*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the "Guidelines", delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.</p> <p>**Capacity for a roundabout is reported as a volume to capacity ratio. A volume to capacity of 0.85 is acceptable, and volume to capacity ratios up to 0.90 can be determined to be acceptable in certain cases.</p>				

Background traffic has been developed for the study area using a listing of two approved developments in the area. A 0.5 percent annual growth rate for a period of six years has been assumed. Staff's analysis includes 46,000 square feet of general office within Parcels I-1 and I-2 approved, pursuant to PPS 4-97086 for North Springhill Lake.

Much consideration was given regarding the Greenbelt Station development. The area within this development that is at issue is termed the "North Core;" this area is nearest the Greenbelt Metrorail Station and is planned as the densest part of the development with a mix of uses. While the North Core is approved development, it cannot be developed until several things happen. The massive 3,400-space commuter parking lot serving the station must be at least partially reconfigured into a parking structure. More importantly, from the standpoint of transportation adequacy, development within the North Core is fully conditional upon ramps to the inner loop of the Capital Beltway (I-95/I-495) and from the outer loop of the Capital Beltway (i.e., ramps to and from the east).

- These ramps are needed to serve North Core traffic that would otherwise use local streets within Greenbelt to reach the ramps at the I-95/I-495/ MD 201 interchange. These ramps, along with the opening of the existing ramps at this location to general traffic, will also serve existing traffic within Greenbelt that would need to access the Capital Beltway.
- These ramps are not funded in either the County or the State capital improvement programs, nor are they bonded, designed, and scheduled for construction by the applicant.
- In most cases, developments that cannot occur without improvements in place are not specifically addressed in adequacy analyses. In this case, the North Core would generate 3,468 AM and 5,796 PM peak-hour trips. This is two and one-half to three times the size of the development being considered by this plan. The proposed Capital Beltway ramps are improvements that the subject site does not need, absent the traffic generated by the North Core, in order to move forward.

The Guidelines (page 52, top paragraph) make provision for this type of circumstance. While (generally) the application of adequacy study assumes that the developments will eventually occur in the order that they were reviewed, that is not true in this case. For development in the North Core to occur, the two new ramps must be constructed, and the two existing ramps must be opened to general traffic (the two existing ramps only serve traffic using the Metrorail station). Provided that it is shown that development within the subject site can move forward without need of the Greenbelt Station ramps, it is fully appropriate to not include the ramps and the North Core as background, particularly given that development within the North Core cannot occur without the ramps being fully funded, designed, and scheduled for construction.

Beyond the unfunded Greenbelt Station ramps, no other facilities are programmed for improvement with 100 percent construction funding within the next six years in the current Prince George's County Capital Improvement Program (CIP) or the Maryland Department of Transportation Consolidated Transportation Program (CTP). In consideration of the above

information, a second analysis was done to evaluate the impact of background developments. The analysis revealed the following results:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
Cherrywood Lane and Greenbelt Metro Drive	0.330**	0.451**	--	--
Cherrywood Lane and Breezewood Drive	13.9*	35.6*	--	--
Breezewood Drive and west site access	Future	--	--	--
Breezewood Drive and Cherrywood Terrace/site access	11.3*	12.8*	--	--
Breezewood Drive and east site access	Future	--	--	--
Breezewood Drive and Edmonston Road	80.7*	54.0*	--	--
Cherrywood Lane and north site access	11.8*	13.4*	--	--
Cherrywood Lane and central site access	14.0*	18.7*	--	--
Cherrywood Lane and site access/parking lot	23.5*	179.5*	--	--
MD 193 and Cherrywood Lane/60th Avenue	1,142	1,146	B	B
MD 193 and Bank of America site access	9.7*	9.9*	--	--
MD 193 and Mattress Discounters site access	9.6*	9.7*	--	--
MD 193 and Cunningham Drive/site access	813	968	A	A
MD 193 and 62nd Avenue/site access	844	1,121	A	B
MD 193 and Edmonston Road	21.5*	19.9*	--	--
<p>*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the "Guidelines", delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.</p> <p>**Capacity for a roundabout is reported as a volume to capacity ratio. A volume to capacity of 0.85 is acceptable, and volume to capacity ratios up to 0.90 can be determined to be acceptable in certain cases.</p>				

Given that the existing shopping center, as measured, has very similar trip generation to the published rates, the retail portion of the development has not been factored into the analysis of total traffic. To do that, one would need to subtract the existing approximately 800,000-square-foot center and then add the proposed 700,000-square-foot center. Even that process would not be ideal, as pass-by trips would need to be added as well. By assuming that the retail space and its traffic remains in place, there is some overstatement of the traffic impact of the overall development at the time of full buildout.

The following critical intersections, interchanges, and links identified above, when analyzed with the programmed improvements and total future traffic, as developed using the Guidelines, including the site trip generation as described above, operate as follows:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
Cherrywood Lane and Greenbelt Metro Drive	0.467**	0.534**	--	--
Cherrywood Lane and Breezewood Drive (standards for passing are shown in parentheses)				
Delay Test (50 seconds or less)	20.9***	56.0***	Pass	Fail
CLV Test for All-Way Stop (1,150 or less)	--	794	Pass	Pass
Breezewood Drive and west site access	14.8*	15.6*	--	--
Breezewood Drive and Cherrywood Terrace/site access	14.6*	19.5*	--	--
Breezewood Drive and east site access	11.3*	11.6*	--	--
Breezewood Drive and Edmonston Road (standards for passing are shown in parentheses)				
Delay Test (50 seconds or less)	247.4*	144.6*	Fail	Fail
Minor Street Volume Test (100 or fewer)	367	248	Fail	Fail
CLV Test (1,150 or less)	933	865	Pass	Pass
Cherrywood Lane and north site access	14.8*	18.0*	--	--
Cherrywood Lane and central site access	15.3*	21.1*	--	--
Cherrywood Lane and site access/parking lot (standards for passing are shown in parentheses)				
Delay Test (50 seconds or less)	28.8*	236.1*	Pass	Fail
Minor Street Volume Test (100 or fewer)	--	279	Pass	Fail
CLV Test (1,150 or less)	--	726	Pass	Pass
MD 193 and Cherrywood Lane/60th Avenue	1,241	1,196	C	C
MD 193 and Bank of America site access	9.8*	10.0*	--	--
MD 193 and Mattress Discounters site access	9.7*	9.8*	--	--
MD 193 and Cunningham Drive/site access	1,064	1,122	B	B
MD 193 and 62nd Avenue/site access	1,038	1,217	B	C
MD 193 and Edmonston Road	23.4*	23.9*	--	--
*In analyzing two-way stop-controlled intersections, a three-step procedure is employed in which the greatest average delay in seconds for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume is computed and compared to the approved standards. According to the "Guidelines", all three tests must fail in order to require a signal warrant study.				
**Capacity for a roundabout is reported as a volume to capacity ratio. A volume to capacity of 0.85 is acceptable, and volume to capacity ratios up to 0.90 can be determined to be acceptable in certain cases.				
***In analyzing all-way stop-controlled intersections, a two-step procedure is employed in which the greatest average delay in seconds for any movement within the intersection and the critical lane volume are computed and compared to the approved standards. According to the "Guidelines", both tests must fail in order to require a signal warrant study.				

The table above shows no inadequacies within the study area. Three unsignalized intersections have high delays during at least one peak-hour, but each intersection passes the multi-step review processes that are defined in the Guidelines.

Within the process of reviewing the TIS, several issues have been identified that require further explanation:

- The TIS has analyzed two points of access along Breezewood Drive, and the plan has been reconfigured to show three. Given that all site traffic oriented toward Breezewood Drive has been assigned to two access points, and that both access points operate within the delay standards in the Guidelines, it is believed that distributing this same traffic among three points of access would result in improved operations and lower delays at any one access point.

- Concerns have been raised about not extending the study area for this site to the signalized intersections at MD 193 and MD 201. The interchange consists of three signalized intersections along MD 193. Using recent counts and developing background and total traffic consistently with intersections within the study area, the three intersections would operate, as follows, under total traffic (i.e., with the development in place):
 - The intersection of MD 193 with the southbound MD 201 ramps would operate at LOS C with a CLV of 1,234 in the AM peak-hour. In the PM peak-hour, the intersection would operate at LOS C with a CLV of 1,281.
 - The intersection of MD 193 with the northbound MD 201 off-ramp would operate at LOS A with a CLV of 731 in the AM peak-hour. In the PM peak-hour, the intersection would operate at LOS C with a CLV of 1,160.
 - The intersection of MD 193 with the northbound MD 201 on-ramp would operate at LOS A with a CLV of 936 in the AM peak-hour. In the PM peak-hour, the intersection would operate at LOS A with a CLV of 902.
 - In summary, it is determined that the three intersections within the MD 193/MD 201 interchange would all operate well within the CLV standard under total traffic.
- Concerns have been raised about not extending the study area for this site to the signalized intersection at MD 193 and Greenbelt Station Parkway. Using recent counts and developing background and total traffic consistently with intersections within the study area, this intersection would operate, as follows, under total traffic (i.e., with the development in place): LOS B with a CLV of 1,050 in the AM peak-hour and, in the PM peak-hour, the intersection would operate at LOS B with a CLV of 1,077. Therefore, it is determined that the intersection of MD 193 and Greenbelt Station Parkway would operate well within the CLV standard under total traffic.
- Concerns have been raised about not extending the study area for this site to the signalized intersection at MD 201 and Cherrywood Lane. Using recent counts and developing background and total traffic consistently with intersections within the study area, this intersection would operate, as follows, under total traffic (i.e., with the development in place): LOS A with a CLV of 919 in the AM peak-hour and, in the PM peak-hour, the intersection would operate at LOS A with a CLV of 951. Therefore, it is determined that the intersection of MD 201 and Cherrywood Lane would operate well within the CLV standard under total traffic.

Given that the analysis has been based on the residential development proposed with its traffic assigned atop the existing traffic generated by the existing Beltway Plaza shopping center, it is recommended that a trip cap consisting of the residential development, plus the total trips generated by the existing shopping center, be imposed.

This cap includes 1,208 AM and 1,015 PM peak-hour residential trips. It also includes the 619 AM and 2,334 PM peak-hour commercial trips (as measured by traffic counts in the field), less a 20 percent pass-by rate, or 495 AM and 1,867 PM commercial trips. The resulting trip cap would be 1,703 AM and 2,882 PM peak-hour trips.

In the TIS, the applicant proffers several improvements needed to improve operations at two study area intersections:

- At the MD 193 and Cunningham Drive/site access intersection, the results of the SHA-required queuing analysis indicate a need to lengthen the eastbound left-turn lane along MD 193. The TIS estimates the required length to be 335 feet; this modification should be done by the applicant at the time of the initial building permit.
- At the MD 193 and 62nd Avenue/site access intersection, the results of the SHA-required queuing analysis indicate a need to lengthen the eastbound left-turn lane along MD 193. The TIS estimates the required length to be 155 feet; this modification should be done by the applicant at the time of the initial building permit.
- At the MD 193 and Cunningham Drive/site access intersection, the TIS recommends that the northern leg of the intersection be modified to make the crossing more accessible for pedestrian traffic. Currently pedestrians walking along the north side of MD 193 must cross a channelized dual right-turn lane in order to cross the site access. The applicant proposes to remove the channelization, reduce the radius of the right turns into and out of the site, and add a marked crosswalk. This modification should be done by the applicant at the time of the initial building permit.

Master Plan Roads

MD 193 is a master plan arterial facility with a minimum proposed width of 120 feet and a variable right-of-way. The right-of-way is acceptable, as shown on the plan. Cherrywood Lane is a master plan collector facility with a minimum proposed width of 80 feet. Once again, the right-of-way is acceptable, as shown on the plan. In both cases, the existing widths are consistent with or exceed the master plan requirements.

Variation Request

Access to the site is proposed from MD 193 by means of three private roadways or driveways into the site. A variation request for access from MD 193 has been supplied and reviewed. Section 24-121(a)(3) requires that lots proposed on land adjacent to an existing or proposed planned roadway of arterial or higher classification be designed to front on either an interior street or service roadway. The proposed parcels within the site have been deemed to not meet this requirement. The applicant requests a variation pursuant to Section 24-113. There are four criteria that must be met for this variation to be approved. It is noted that a letter of opposition to this variation request, dated January 3, 2020 (Nelson to Masog), was received and is incorporated by reference herein. The criteria, with discussion, are noted below:

(1) The granting of the variation will not be detrimental to the public safety, health, or welfare, or injurious to other property;

MD 193 is an arterial roadway. It is built to arterial standards and divided by a median. The vehicular access is being proposed as two full-access points at existing signals, plus a right-in/right-out access that currently exists in a location where there is no median break. Arguments have been presented on both sides of this issue. Under the Subdivision Regulations, the Planning Board can take action to eliminate access to MD 193, and MD 193 would become safer by reducing the number of access points. It is believed, however, that a safer MD 193 would result in increased traffic impacts to Cherrywood Lane and Breezewood Drive. Traffic from this site would be forced into the neighborhoods north of the site – residential and commercial traffic alike – and this would be an undesirable impact. A heavily used service drive parallel to MD 193 could cut off the retail uses on the site from MD 193, which is a major bicycle and pedestrian corridor recognized within the sector plan. Removing an access that exists can often create unintended consequences. All three access points to this site exist; they were legally permitted by SHA and are designed to provide safe ingress and egress, without creating congestion within the site and detrimental impacts off-site.

(2) The conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties;

The applicant asserts that there is a uniqueness when considering three access points that have been in existence for more than 40 years. The opposition states that there is nothing unique about “a large, flat stretch of land surrounded by other flat stretches of land.” If this site were undeveloped, that would be true, but this site is proposed for redevelopment with many of the existing structures to remain in place for the foreseeable future.

It is noted that there are topographical and ownership issues in attempting to change this plan to have a more eastward orientation. The applicant once again makes the case that otherwise orienting the site toward Cherrywood Lane and Breezewood Drive would overwhelm those streets, and it is agreed that such a change would create difficulties in achieving the vision of the sector plan.

(3) The variation does not constitute a violation of any other applicable law, ordinance, or regulation; and

It does not appear that the access would violate any law, ordinance, or regulation. Access to MD 193 is regulated by SHA, and the access will eventually be reviewed in detail under SHA’s access permit process.

- (4) Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out;**

The applicant notes that the site only has access on three sides, with one of those sides being MD 193. The applicant believes that fronting the retail toward MD 193 is very purposeful and that the plan, as put forward, provides a transition between the retail uses along MD 193 and the residential uses to the north. This creates a better arrangement, with the commercial uses making greater usage of MD 193 for access and egress. Between the topographical issues east of this site and the proximity of existing buildings on the west side of the site to Cherrywood Lane, it is agreed that attempting to impose a service drive at the front of the property to direct on-site traffic away from MD 193 creates a hardship. Such a service drive would be not be possible to implement, unless buildings that are proposed to remain are otherwise razed.

- (5) In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where multifamily dwellings are proposed, the Planning Board may approve a variation if the applicant proposes and demonstrates that, in addition to the criteria in Section 24-113(a), above, the percentage of dwelling units accessible to the physically handicapped and aged will be increased above the minimum number of units required by Subtitle 4 of the Prince George's County Code.**

The site is in the M-U-I Zone and, therefore, this criterion is not applicable.

By virtue of positive findings for each of the criteria for variation approval, staff finds that a variation from Section 24-124(a)(3) for access onto MD 193 is supportable. The applicant has put forth a reasonable circulation plan that neither results in congestion within the site, nor off-site detrimental impacts. Staff believes that the planning and design requirements codified in Section 24-121 would be served by the configuration, as proposed.

Based on the preceding findings, adequate transportation facilities will exist to serve the proposed subdivision, as required, in accordance with Section 24-124, with conditions.

- 8. Private Roads**—Private roads are proposed with this development; internal access and circulation are acceptable. The use of private streets to serve the subdivision may be approved by the Planning Board in the D-D-O Zone according to Section 24-128(b)(8). However, these streets should not be retained by the owner, as currently shown on the PPS, but instead be conveyed to a community association affiliated with the mixed-use project to ensure perpetual use and maintenance of these areas by the overall development. The PPS currently reflects an access easement over the private roads; however, conveyance of the private road parcels to a community association established for this site will obviate the need for the use of easements over these areas. The easement should be removed from the plans.

9. **Schools**—This PPS was reviewed for impact on school facilities, in accordance with Section 24-122.02 of the Subdivision Regulations and Council Resolution CR-23-2003 for the residential units proposed, and the following is concluded:

Residential Impact on Affected Public School Clusters by Dwelling Units (DU)

Affected School Clusters #	Elementary School Cluster 1	Middle School Cluster 1	High School Cluster 1
Total Dwelling Units (TDU):	2500 DU	2500 DU	2500 DU
Multifamily	2500 DU	2500 DU	2500 DU
Pupil Yield Factor (PYF):			
Multifamily	0.119	0.054	0.074
Multifamily	298	135	185
Actual Enrollment in 2018	9,602	4,452	5,514
Total Enrollment	9,900	4,587	5,699
State Rated Capacity	8,780	4,032	5,770
Percent Capacity	113%	114%	99%

Section 10-192.01 of the Prince George’s County Code establishes school surcharges and an annual adjustment for inflation. The current amount is \$9,741, as this project is located within the Capital Beltway. This fee is to be paid at the time of issuance of each building permit.

Nonresidential

The commercial portion of the subdivision is exempt from a review for schools because it is a nonresidential use.

10. **Public Facilities**—In accordance with Section 24-122.01, water and sewerage, police, and fire and rescue facilities are found to be adequate to serve the subject site, as outlined in a memorandum from the Special Projects Section dated February 5, 2020 (Thompson to Diaz-Campbell), provided in the backup of this technical staff report and incorporated by reference herein.
11. **Use Conversion**—The total development included in this PPS is proposed to be 2,500 multifamily dwellings and 700,000 square feet of commercial development in the M-U-I and D-D-O Zones. If a substantial revision to the mix of uses on the subject property is proposed that affects Subtitle 24 adequacy findings, that revision of the mix of uses would require approval of a new PPS prior to approval of any building permits.
12. **Public Utility Easement (PUE)**—Section 24-122(a) of the Subdivision Regulations requires that, when utility easements are required by a public company, the subdivider shall include the following statement in the dedication documents recorded on the final plat:

“Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748.”

The standard requirement for PUEs is 10 feet wide along both sides of all public rights-of-way. The subject site fronts on public rights-of-way Breezewood Drive to the north, Cherrywood Lane to the west, and MD 193 to the south. The required PUEs along the public streets are delineated on the PPS as existing.

Private streets are also proposed which require PUEs. Section 24-128(b)(12) requires that 10-foot-wide PUEs be provided along one side of all private streets. The plan, as designed, would omit placement of PUEs along private Streets B, C, E, F, G, and H, as well as portions of Streets A and D. The applicant requests approval of a variation from Section 24-128(b)(12) to omit placement of the PUE along these streets. The applicant is proposing that the PUEs should be reviewed and designed at the time of DSP, in order to provide both greater flexibility to detail and the ability to plan the utilities associated with a complex development in a manner that is responsive to the multiple phases of development that will occur over extended periods of time.

Variation

Section 24-113 requires that the following criteria are met. The criteria are in **bold** text below, while staff findings for each criterion are in plain text.

(a) Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle and Section 9-206 of the Environment Article; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon the evidence presented to it in each specific case that:

(1) The granting of the variation will not be detrimental to the public safety, health, or welfare, or injurious to other property;

The locations of the PUE proposed with this PPS provide utility service for the mixed-use development blocks through the existing 10-foot-wide PUEs located along the frontage of MD 193, Cherrywood Lane, and Breezewood Drive, and the proposed PUE along one side of private Streets A and D. By requesting flexibility to accommodate the review of the PUEs until the DSP, the intent of the PUE requirement is met with the DSP review of the alternate location. The PPS proposed location of the PUE at the public street frontage of the mixed-use development blocks minimizes the conflict between the wet and dry utilities, and allows flexibility to plan a complex development that will be done in phases over extended periods of time, with each DSP and resulting PUE design being considered separately and with input from the utility companies. The alternative location of the PUEs will not result in any reduction of utility availability or service to the development. Therefore, the granting of the variation will not be detrimental to the public safety, health, or welfare, or injurious to other property.

- (2) The conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties.**

The condition on which this variation is based is unique to the property because it will facilitate development of the property as envisioned with the adoption of the 2013 Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment. The variation request, which will allow the mixed development to be served with PUEs located, reviewed, and designed at the time of DSP, meets the intent of the PUE requirement. Unnecessary design limitations would exist if the regulation were strictly applied because, if these PUEs were established at the time of PPS, they would negatively affect the applicant's future ability to place buildings, open space, and other site features in a space tightly constrained by the density called for with a large mixed-use development. Creative design and coordination with the utility companies during the DSP review is necessary to accommodate all utilities, while also ensuring adequate space exists for all elements of the development.

- (3) The variation does not constitute a violation of any other applicable law, ordinance, or regulation.**

This PPS and this variation request for the location of PUEs was referred to the Washington Suburban Sanitary Commission (WSSC), Verizon, the Potomac Electric Power Company, the Southern Maryland Electric Cooperative, the Baltimore Gas and Electric Company, Washington Gas, Comcast, and AT&T. AT&T provided a response indicating they have facilities in the area, but did not comment on the variation request. Responses regarding the variation request were not received from the other agencies. The proposed utilities will be designed in direct coordination with the individual utility companies, in order to meet all requisite requirements and design standards. The variation from Section 24-122(a) is unique to, and under the sole authority of, the Planning Board. Approval of this variation request will not constitute a violation of any other applicable law, ordinance, or regulation.

- (4) Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out.**

The uniqueness of the property is imposed by both the scale of and the constraints on the redevelopment, which must consider access from the surrounding roads, with some existing access points to remain, as well as the portions of the mall building which will not be razed. Denial of this variation request would result in a hardship to the property owner because it would impose unnecessary design limitations, by limiting both the ability to work within the constraints of the site features to remain, as well as the ability to place future buildings, open space, and other site features. Denial of the variation would also create a hardship for the owner/developer by

limiting the ability to realize the development originally envisioned by the sector plan, development that is tightly constrained even within the boundaries of a large site due to the density called for by a large mixed-use development.

- (5) **In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where multifamily dwellings are proposed, the Planning Board may approve a variation if the applicant proposes and demonstrates that, in addition to the criteria in Section 24-113(a), above, the percentage of dwelling units accessible to the physically handicapped and aged will be increased above the minimum number of units required by Subtitle 4 of the Prince George's County Code.**

This subpart is not applicable because the property is in the M-U-I Zone.

Staff finds that the site is unique to the surrounding properties, and the variation request is supported by the required findings. Approval of the variation will not have the effect of nullifying the intent and purpose of the Subdivision Regulations, which is to guide development according to Plan 2035 and the area master plan.

Therefore, staff recommends approval of the variation from Section 24-128(b)(12) to allow omission of the PUEs along private Streets B, C, E, F, G, and H, as well as portions of Streets A and D, as shown on the PPS. Staff further recommends that a utility plan, approved by the affected utility providers, be submitted prior to DSP approval.

13. **Historic**—A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low. A Phase I archeology survey is not recommended on the subject property. The subject property is adjacent to the Greenbelt National Historic Landmark District (67-000-00). However, this proposal will not impact any historic sites, historic resources, or known archeological sites.
14. **Environmental**—The Environmental Planning Section has reviewed the PPS and associated Type 1 Tree Conservation Plan TCP1-008-10-01. A Natural Resources Inventory (NRI-156-2018-01) was approved for this site on April 5, 2019. The Environmental Planning Section has not previously reviewed any other plans associated with this case.

Grandfathering

This project is not grandfathered, with respect to the environmental regulations contained in Subtitle 24 that came into effect on September 1, 2010, because the application is for a new PPS. This project is subject to the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) and the 2018 Environmental Technical Manual.

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

The site is located within Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map, as designated by Plan 2035.

2017 Countywide Green Infrastructure Plan

Although the northwestern corner of the site is mapped within an evaluation area, within the May 2017 *Countywide Green Infrastructure Plan* (Green Infrastructure Plan) of the *Approved Prince George's County Resource Conservation Plan*, this area is fully developed and isolated from regulated portions of the network by Cherrywood Lane to the west and Breezewood Drive to the north. No regulated environmental features are associated with this mapped evaluation area.

While the green infrastructure elements mapped on the subject site will be impacted, the overall site has been graded under previous approvals, and the design of the site meets the zoning requirements and the intent of the growth pattern established in Plan 2035.

Based on the proposed layout, the project demonstrates substantial conformance with the applicable policies and strategies of the Green Infrastructure Plan.

Sector Plan Conformance

This site falls within the Beltway Plaza section of the approved sector plan. In the approved sector plan, the Beltway Plaza section and the Environmental Infrastructure section contains goals, policies, and strategies. The following strategies and policies have been determined to be applicable to the current project. The text in **bold** is from the master plan and the plain text provides comments on plan conformance.

Beltway Plaza Section (Policy 1):

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

Environmental Infrastructure Section:

Policy 1: Restore and enhance water quality in the Indian Creek stream system and other areas that have been degraded and preserve water quality in areas not degraded.

Policy 2: Conserve water and avoid using potable water for non-potable uses.

Policy 3: Reduce flooding and its detrimental effects on human and natural resources.

Policy 4: Implement environmentally sensitive design (ESD) building techniques and reduce overall energy consumption.

Implementing conservation landscaping techniques that reduce water consumption and the need for fertilizers or chemical applications is encouraged.

The capture and reuse of stormwater for grey water or other uses should be incorporated into the site's final design, to the fullest extent possible.

A final stormwater design plan will be required by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) prior to a permit that will evaluate the water quality of runoff that will discharge off-site. The site is located outside of the designated floodplain.

Policy 5: Preserve and enhance the existing urban tree canopy.

The site was previously developed with a shopping mall with multiple buildings and associated parking. Only the easternmost edge of the site is wooded. Conformance with Subtitle 25, Division 3, the Prince George's County Tree Canopy Coverage Ordinance, will be required at the time of DSP, subject to review by the Urban Design Section.

Policy 6: Reduce light pollution and intrusion into residential communities and environmentally sensitive areas.

The use of alternative lighting technologies is encouraged, so that light intrusion onto surrounding residential areas to the north and into the green corridor associated to the west of Cherrywood Drive is minimized. The use of full cut-off optic light fixtures should be used. Lighting will be further evaluated at the time of DSP.

Environmental Review

As revisions are made to the plans submitted, the revision boxes on each plan sheet shall be used to describe the changes, the date made, and by whom.

Existing Conditions/Natural Resource Inventory

An approved Natural Resources Inventory, NRI-156-2018-01, was submitted with the application. There are no regulated environmental features such as streams, non-tidal wetlands, and their associated buffers. The site contains no 100-year floodplain or primary management area. A small area of man-made steep slopes is located along the eastern boundary of the site. No specimen trees exist on-site. One forest stand exists on-site covering a total of 2.28 acres along the eastern boundary of the site. This forest stand is characterized as an early successional forest dominated by a mix of Willow Oak, American Holly, and invasive Bradford Pear. No further information is required at this time.

Environmental Features

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

Woodland Conservation

This site is subject to the provisions of the WCO because the property has previously approved TCPs. A Type 1 Tree Conservation Plan (TCP1-008-10-01) was submitted with this PPS application. The site development is proposed to be phased (five phases total). The previously approved and implemented Type 2 tree conservation plan (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.

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 9.23 acres. The TCP1 proposes to meet this requirement through a combination of 0.24 acre of preservation and 8.99 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).

The proposed limits of disturbance are currently not shown on the TCP1 and must be added. There are several additional minor revisions that need to be addressed on the TCP1. These revisions are specified in the conditions of this technical staff report.

15. **Urban Design**—The PPS proposes the creation of 55 parcels to support redevelopment of the subject site from a large, suburban shopping center into a mixed-use town center to include up to 2,500 multifamily residential dwelling units. The proposal consists of 17 mixed-use parcels for commercial/residential, 13 parcels for open space, 10 parcels for commercial only, 9 parcels for private roads, 5 parcels for residential only, and 1 parcel for parking lot development.

Redevelopment of the Beltway Plaza site into a mixed-use, town-center style development is desired by the sector plan. This PPS is a significant step in achieving the sector plan's vision. The requirements of the D-D-O Zone leave significant design requirements to be vetted through the DSP process. Illustrative images provided in the PPS package were helpful for envisioning the proposed massing of buildings and general feel of public spaces to be created through the project, which should be maintained at the time of DSP.

Conformance with the Requirements of the Prince George's County Zoning Ordinance and Development District Overlay (D-D-O) Zone standards of the 2013 Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment

In accordance with the 2013 Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment, the D-D-O Zone standards replace comparable standards and regulations in the Zoning Ordinance. Wherever a conflict exists between the D-D-O Zone standards and the Zoning Ordinance or *Prince George's County Landscape Manual* (Landscape Manual), the D-D-O Zone shall prevail. For development standards not covered by the D-D-O Zone, the Zoning Ordinance or Landscape Manual shall serve as the requirements, as stated in Section 27-548.21 of the Zoning Ordinance. The D-D-O Zone requires DSP review of the proposed redevelopment of Beltway Plaza, including the development of 2,500 residential dwelling units. Conformance with the applicable D-D-O Zone, Zoning Ordinance, and Landscape Manual requirements will be evaluated at the time of DSP. There is no previously approved DSP governing the site.

The D-D-O Zone standards that are relevant to the review of this PPS and future DSP are summarized, as follows (all page references are to the sector plan):

- a. Pages 206–208 provides an inventory of gross floor area of the Beltway Plaza buildings within the boundaries of the D-D-O Zone, as of March 2013. This inventory shall be considered the baseline development square footage of each building, with subsequent additions counting toward the D-D-O Zone exemption thresholds for existing shopping centers and independent pad sites, as specified on page 208.

- b. The D-D-O Zone standards (pages 209–249) have specific requirements for building orientation, public utility easements, massing, step-back transitions, landscape buffers, parking spaces, parking access and lots, loading and service areas, structured parking, drive-throughs, gas stations, bedroom percentages, architectural elements, signage, sustainability and the environment, streets, and open space.

The D-D-O Zone standards provide guidance and requirements for street screens (page 236), sustainable landscaping (page 242), streetscapes (pages 245–246), and open space (page 249). The sector plan also notes that the Landscape Manual provisions for alternative compliance and Section 4.7, Buffering Incompatible Uses, do not apply in the D-D-O Zone. However, most standards of the Landscape Manual will apply to the redevelopment of the Beltway Plaza. This project's conformance with the applicable landscape standards will be reviewed at the time of DSP.

Tree Canopy Coverage Ordinance

Section 25-127(b)(1)(I) of the Zoning Ordinance states that properties subject to the tree canopy coverage (TCC) requirements of a D-D-O Zone are exempt from the Tree Canopy Coverage Ordinance. The Greenbelt Metro Area and MD 193 Corridor Sector Plan D-D-O does not include such requirements and, as such, the proposed Beltway Plaza redevelopment project will be subject to the requirements of Section 25-128, which requires a minimum TCC of 10 percent for properties in the M-U-I Zone. The 53.88-acre site will be required to provide 5.4 acres of TCC. Conformance with this requirement will be evaluated at the time of DSP.

- 16. **City of Greenbelt**—As of the writing of this technical staff report, the City of Greenbelt has not provided its final comments or recommendation on this instant PPS.
- 17. **Noise**—A Phase I noise analysis, dated May 3, 2019, was prepared by Phoenix Noise and Vibration and was submitted by the applicant with this PPS. The analysis measured road noise from MD 193. The analysis addressed outdoor noise based on conceptual building location, and the noise measurement results indicate that the site will be subject to noise levels above 65 dBA Ldn. The noise analysis accounted for the fact that the layout of the site buildings and other features, such as outdoor activity areas, is subject to change. The analysis stated that, if there will be any outdoor activity areas on a later site plan, further analysis may be required. The analysis further stated that all residential units exposed to noise levels above 65 dBA Ldn require further analysis to determine whether the proposed building architecture will be capable of maintaining interior noise levels at the required limit of 45 dBA Ldn. This analysis can only be conducted once architectural plans are further developed. A Phase II noise study should be provided prior to acceptance of each DSP, which evaluates how noise impacts will be mitigated for the proposed buildings and any outdoor activity areas. To ensure that the necessary interior noise levels are maintained, at the time of building permit, all affected residential buildings should have acoustical certification that building shells have been designed to reduce interior noise levels to 45 dBA Ldn or less.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised to:
 - a. Remove the outdated approval block from the plan per Prince George's County Planning Department Bulletin 5-2019. Save a 2-inch square blank space in the lower right corner of the plan for placement of a new certification approval.
 - b. Show all of the private streets and open space parcels as to be conveyed to a community association, rather than as to be retained by the owner.
 - c. Remove the access easement shown over the private streets.
 - d. Determine whether the existing easements marked "potentially to be abandoned" will be abandoned or not, and label them appropriately.
 - e. Show a public use easement, to be dedicated to the City of Greenbelt, over the open space parcels, which will be open to the public, if any.
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.
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 above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.
4. Prior to approval of a final plat, the applicant, the applicant's heirs, successors and/or assigns shall provide the following:
 - a. Ten-foot-wide public utility easements shall be shown on the final plat along all public streets and portions of private streets, in accordance with the approved preliminary plan of subdivision.
 - b. An executed Public Use Easement Agreement or Covenant, to the benefit of the City of Greenbelt for use of the on-site open space and/or community building space, to The Maryland-National Capital Park and Planning Commission. The easement agreement shall contain the rights of the receiving public entity, be recorded in land records, and the Liber/folio shown on the final plat prior to recordation. The final plat shall reflect the location and extent of the easement.
 - c. Demonstrate that a community association been established for the subdivision. The draft covenants shall be submitted to the Subdivision and Zoning Section of the Development Review Division to ensure that the rights of The Maryland-National Capital Park and Planning Commission are included. The liber/folio of the declaration of covenants shall be noted on the final plat prior to recordation.

5. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan, TCP1-008-10-01. The following note shall be placed on the final plat of subdivision:

“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-008-10-01 or most recent revision), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of The Maryland-National Capital Park and Planning Commission (M-NCPPC), Prince George’s County Planning Department.”
6. Prior to signature approval of the preliminary plan of subdivision, the Type 1 tree conservation plan (TCP1) shall be revised to meet all the requirements of Subtitle 25 of the Prince George’s County Code. Required changes include, but are not limited to, the following:
 - a. Add the limits of disturbance to the plan.
 - b. Complete the TCP1 approval block by typing in the in previous approval information.
 - c. Revise the TCP1 worksheet to indicate that the plan number is for 4-19023, not CSP-18010.
7. 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.
8. Prior to approval of building permits, the applicant and the applicant’s heirs, successors, and/or assignees shall convey to the community association the private streets and open space parcels, as identified on the approved preliminary plan of subdivision and detailed site plan. Land to be conveyed shall be subject to the following:
 - a. A copy of the deed for the property to be conveyed shall be submitted to the Subdivision and Zoning Section of the Development Review Division, Upper Marlboro, Maryland.
 - b. All waste matter of any kind shall be removed from the property, and all disturbed areas shall have a full stand of grass or other vegetation upon completion of any phase, section, or the entire project.

- c. The conveyed land shall not suffer the disposition of construction materials or soil filling, other than the placement of fill material associated with permitted grading operation that are consistent with the permit and minimum soil class requirements, discarded plant materials, refuse, or similar waste matter.
 - d. Any disturbance of land to be conveyed to the association shall be in accordance with an approved site plan and tree conservation plan. This shall include, but not be limited to, the location of sediment control measures, tree removal, temporary or permanent stormwater management facilities, utility placement, and stormdrain outfalls.
 - e. Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to the association. The location and design of drainage outfalls that adversely impact property to be conveyed shall be reviewed and approved by the Development Review Division.
 - f. The Prince George's County Planning Board, or its designee, shall be satisfied that there are adequate provisions to ensure retention and future maintenance of the property to be conveyed.
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.
 10. 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.
 11. Prior to the acceptance of a detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications, and details of the 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 south side of Breezewood Drive, at the intersection of Cherrywood Lane;
 - g. A bus shelter on the north side of MD 193 (Greenbelt Road), at the intersection of 60th Avenue;
 - h. Bicycle signage and pavement markings along all internal roads;
 - i. Separated and striped bicycle lanes, where feasible;
 - j. Bicycle parking near the entrances of all nonresidential uses;
 - k. Safe and secure bicycle parking convenient for residents of the multifamily buildings;
 - l. Two bicycle fix-it stations.
12. Prior to approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of the Subdivision Regulations, have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:
- a. A multi-use trail along the south side of Breezewood Drive, from the subject site boundary to Cherrywood Lane, and three ADA ramps;
 - b. A replacement of the existing 90-foot sidewalk on the east side of Cherrywood Lane south of Breezewood Drive, with a five-foot-wide sidewalk and five ADA ramps;
 - c. A bus shelter, built to City of Greenbelt standards, with appropriate solar-powered lighting, located on the north side of Breezewood Drive, at the intersection with Cherrywood Lane;
 - d. A bus shelter, built to City of Greenbelt standards, with appropriate solar-powered lighting, located on the east side of Cherrywood Lane, north of the intersection with Breezewood Drive;
- Should any of the above improvements be determined by the appropriate operating agency, with written documentation, to be infeasible at the time of construction, the operating agency may replace that improvement with an alternative improvement:
- e. Replacement of 1,780 feet of sidewalk on the north side of Breezewood Drive from Cherrywood Lane to Springhill Lane with a five-foot-wide sidewalk and seventeen ADA ramps;
 - f. Replacement of 3,102 feet of sidewalk along the east side of Cherrywood Lane from Breezewood Drive to Greenbelt Metro Drive with a five-foot-wide sidewalk and fourteen ADA ramps;

- g. Replacement of 232 feet of sidewalk on the north side of MD 193 (Greenbelt Road) from 58th Avenue to 59th Avenue with a five-foot-wide sidewalk and five ADA ramps;
 - h. A third bikeshare station/corral for 12 bicycles.
13. Prior to approval of any building permit within the limits of Phase 2, as described in Conceptual Site Plan CSP-18010, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of the Subdivision Regulations, have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:
- a. A 5-foot-wide sidewalk on the west side of Cherrywood Lane, from the bus stop approximately 430 feet north of MD 193 (Greenbelt Road) to the intersection of Cherrywood Lane and Greenbelt Metro Drive, as designed by the City of Greenbelt;
 - b. A rectangular rapid-flashing beacon at the crosswalk crossing Cherrywood Lane, approximately 500 feet north of MD 193 (Greenbelt Road);
 - c. A bus shelter, built to City of Greenbelt standards, with appropriate solar-powered lighting, located on the west side of Cherrywood Lane, approximately 430 feet north of MD 193 (Greenbelt Road).

Should any of the above improvements be determined by the appropriate operating agency with written documentation to be infeasible at the time of construction, the operating agency may replace that improvement with an alternative improvement:

- d. replacement of 1,780 feet of sidewalk on the north side of Breezewood Drive from Cherrywood Lane to Springhill Lane with a five-foot-wide sidewalk and seventeen ADA ramps;
- e. replacement of 3,102 feet of sidewalk along the east side of Cherrywood Lane from Breezewood Drive to Greenbelt Metro Drive with a five-foot-wide sidewalk and fourteen ADA ramps;
- f. replacement of 232 feet of sidewalk on the north side of MD 193 (Greenbelt Road) from 58th Avenue to 59th Avenue with a five-foot-wide sidewalk and five ADA ramps;
- g. A third bikeshare station/corral for 12 bicycles.

14. Prior to approval of any building permit within the limits of Phase 3, as described in Conceptual Site Plan CSP-18010, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of the Subdivision Regulations, have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:
 - a. Two bikeshare docking stations/corrals for 12 bicycles each. The vendor of the bikeshare must be approved by the Prince George's County Department of Public Works and Transportation (DPW&T). The final locations of the docking stations will be selected by DPW&T and the applicant, based upon the requirements of the bikesharing system, and be in a highly visible, convenient, and well-lit location on the subject site. One of the stations/corrals shall be located on the subject site and the other station/corral shall be located off the subject site. The location requires at least four hours of solar exposure per day, year-round. In the event an appropriate location cannot be located on-site that meets bikeshare siting criteria, DPW&T will select other off-site locations for the stations, based upon the requirements of the bikesharing system in the County.
15. Prior to approval of any building permit within the limits of Phase 4, as described in Conceptual Site Plan CSP-18010, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of the Subdivision Regulations, have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:
 - a. A rectangular rapid-flashing beacon at the crosswalk crossing Cherrywood Lane, near the Springhill Recreation Center;
 - b. One bicycle fix-it station located at the Spring Hill Recreation Center;

Should any of the above improvements be determined by the appropriate operating agency, with written documentation, to be infeasible at the time of construction, the operating agency may replace that improvement with an alternative improvement:

- c. replacement of 1,780 feet of sidewalk on the north side of Breezewood Drive from Cherrywood Lane to Springhill Lane with a five-foot-wide sidewalk and seventeen ADA ramps;
- d. replacement of 3,102 feet of sidewalk along the east side of Cherrywood Lane from Breezewood Drive to Greenbelt Metro Drive with a five-foot-wide sidewalk and fourteen ADA ramps;
- e. replacement of 232 feet of sidewalk on the north side of MD 193 (Greenbelt Road) from 58th Avenue to 59th Avenue with a five-foot-wide sidewalk and five ADA ramps;
- f. A third bikeshare station/corral for 12 bicycles.

16. Prior to acceptance of any detailed site plan, 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 above, consistent with Section 24-124.01(f) of the Subdivision Regulations.
17. Prior to the initial building permit for residential development, the following road improvements proffered by the applicant in the traffic impact study shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency (with improvements designed, as deemed necessary, to accommodate bicycles and pedestrians):
 - a. MD 193 (Greenbelt Road) at Cunningham Drive/site access; lengthen the eastbound left-turn lane along MD 193 to 335 feet in length, or as otherwise determined by the Maryland State Highway Administration at the time of permit.
 - b. MD 193 (Greenbelt Road) at 62nd Avenue/site access; lengthen the eastbound left-turn lane along MD 193 to 335 feet in length, or as otherwise determined by the Maryland State Highway Administration at the time of permit.
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 approved by the affected utility providers to demonstrate that each phase of development provides adequate areas for utility placement.

STAFF RECOMMENDS:

- Approval of Preliminary Plan of Subdivision 4-19023
- Approval of Type 1 Tree Conservation Plan TCP1-008-10-01
- Approval of a Variation from Section 24-121(a)(3)
- Approval of a Variation from Section 24-121(b)(12)