



CITY COUNCIL WORK SESSIONS AGENDA

**Council Chambers
25 Crescent Road
Monday, February 04, 2019
8:00 PM**

Work Session Packet - Agenda

- *Introductions*
- *Council Discussion*
- *Questions and Answers*
- *Other Council Business/Informational Items*

Beltway Plaza Redevelopment Proposal

[Beltway Plaza CSP Staff Recommendation.pdf](#)

[PRAB Memo- Beltway Plaza 1-28-19.pdf](#)

[Beltway_Plaza_Redevelopment--Green_ACES_Recommendations__Final_11-13-18_.pdf](#)
[WS170316.pdf](#)

[WS181114ba.pdf](#)

[APB Report Beltway Plaza CSP.pdf](#)

[CIVP-CSP-18010.pdf](#)

City Council Work Sessions Agenda Item Report

Meeting Date: February 4, 2019

Submitted by: Molly Porter

Submitting Department: Planning

Item Type: Work Session Item

Agenda Section:

Subject:

Beltway Plaza Redevelopment Proposal

Suggested Action:

Attachments:

[Beltway Plaza CSP Staff Recommendation.pdf](#)

[PRAB Memo- Beltway Plaza 1-28-19.pdf](#)

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City of Greenbelt, Maryland

Memorandum

TO: Nicole Ard, City Manager

FROM: Molly Porter, Community Planner I

VIA: Terri Hruby, Director of Planning and Community Development

Date: January 30, 2019

SUBJECT: Beltway Plaza Redevelopment

Background:

Planning Staff has been engaged with Quantum Companies since 2005 regarding proposals for the redevelopment of Beltway Plaza (BWP). In 2006, a Conceptual Site Plan (CSP) was submitted to the Maryland-National Capital Park and Planning Commission (M-NCPPC). At the time the plan included 700 multifamily dwelling units in the northern portion of the property and 22,000 square feet of commercial space. The 2006 CSP proceeded to a public hearing with the Prince George's County Planning Board without City support. The hearing ended in a tie vote and the site plan had been pending at the County level since that time. BWP reengaged with the site plan and submitted an updated CSP to M-NCPPC which was referred to the City on December 10, 2018.

The current CSP proposes a mixed-use five (5) phase development that includes an approximate total of 175-250 townhouses/two family attached units, 875-2,250 multifamily units, and 435,000-700,000 square feet of commercial space. Staff feels that there is great opportunity and necessity to redevelop Beltway Plaza. This sentiment is reinforced by both the *2013 Greenbelt Metro Area and MD 193 Corridor Plan* and the recent Urban Land Institute Technical Assistance Panel Report titled, *Creating a Future for Greenbelt Road/MD-193*. Staff met with BWP in August of 2018 to discuss the updated redevelopment proposal. Since that time, BWP has presented to the Advisory Planning Board (August 15, 2018 and January 2, 2019), Green ACES (September 25, 2018), and the Parks and Recreation Advisory Board (January 16, 2019). BWP also presented their redevelopment plans at the November 14, 2018 City Council work session.

The Advisory Planning Board recommends support with conditions of the subject application. Attached to this document are concerns and comments about the subject property from GreenACES and the Parks and Recreation Advisory Board. A Prince George's County Planning Board hearing has been scheduled for March 14, 2019.

Description of the Plan

The current CSP for the subject property proposes a mixed-use five (5) phase development:

- Phase 1 (Residential Transition Zone): 175-250 townhouses/two family attached units and 100-500 multifamily dwelling units
- Phase 2 (Neighborhood Shopping Center): 225-500 multifamily dwelling units (possible age-restricted units) and 150,000-200,000 SF of commercial space
- Phase 3 (Amenity Core & Mixed-Use Neighborhood Core): 125,000-175,000 square feet of commercial space and 250-725 multifamily units built in increments of 250 units
- Phase 4 (Destination Retail): 40,000-60,000 square feet of commercial space and 175-250 multifamily dwelling units
- Phase 5 (Pad Site Retail): 15,000-25,000 square feet of commercial space

The above phases are under consideration in the current CSP, but the representatives from Beltway Plaza have presented a Master Development Plan (MDP) that includes properties on the west side of Cherrywood Lane. On these properties the MDP illustrates townhouses on the currently undeveloped portion of Cherrywood Lane between Breezewood Drive and Greenbelt Road. Staff has raised their preference that this land be dedicated as formal open space. On the northwest corner of the Cherrywood Lane and Greenbelt Road intersection the MDP depicts a multifamily building with retail on the ground floor. The representatives have indicated that these properties would be included in future CSP submissions. Staff has raised their concern about the CSP process being conducted in a piecemeal fashion and their preference that this redevelopment be considered in terms of the entire planned redevelopment.

Prince George's County New Zoning and Subdivision Regulations

Since the County's newly adopted zoning and subdivision regulations are not scheduled to go into effect until 2020, the current CSP will be subject to current zoning and subdivision regulations as it moves through the development review process from CSP to Preliminary Plan of Subdivision to Detailed Site Plan approvals. As requested by Council, staff reviewed the newly adopted zoning and subdivision regulations in order to determine whether this development would conform. Under the new zoning regulations the M-U-I zone has been deleted. Based on the test case done by the consulting firm, Clarion Associates, the planning staff has evaluated this redevelopment proposal with the assumption that the BWP property will be zoned Commercial, General, Office (CGO). The test case document also contemplated this location being zoned Local Transit Oriented Edge, but because of its distance from the Greenbelt Metro Station this zoning designation is unlikely.

The purpose of the CGO Zone is to, "provide lands for a diverse range of businesses, civic, and mixed-use development, typically at major intersections where visibility and good

access are important, in a form that supports connections and a balance between automobile access and pedestrian-friendliness.”

To a large extent staff found that the redevelopment is in conformance with the new regulations with the following exceptions. According to Section 24-3510 of the new Subdivision Regulations a Certificate for Schools Adequacy would be required under the new subdivision regulations. Staff also noted that Section 27-5202 outlines that the CGO zone does not permit two-family units, such as the two-over-two dwellings that are included in the current Beltway Plaza redevelopment CSP.

Purposes and Regulation of Mixed Use Infill (M-U-I) Zoning:

The entire site is zoned M-U-I. The purpose of this zone is to permit a mix of residential and commercial uses as infill development in areas which are already substantially developed. The specific purposes of this flexible zone include: implementing recommendations in approved plans, encouraging innovation in the planning and design of infill development, and promoting smart growth principles by encouraging efficient use of land and public facilities and services. M-U-I zones do not require the submission of a CSP, but a CSP has been submitted for the subject property to fulfill Strategy 1.2 of the *Greenbelt Metro Area and MD 193 Corridor Plan* which requires the approval of a CSP prior to a Detailed Site Plan (DSP) submission.

Development District Overlay Zone:

The subject property is located within a Development District Overlay Zone (DDOZ). The DDOZ is intended to ensure that the development project meets the goals established for the district in a Master Plan, Master Plan Amendment, or Sector Plan.

According to the *Greenbelt Metro Area and MD 193 Corridor Plan*, the specific purpose for this DDOZ is to shape high-quality public spaces with buildings and other physical features to create a strong sense of place for the City of Greenbelt and the Town of Berwyn Heights, consistent with the land use and urban design recommendations in the Sector Plan.

The DDOZ standards address building configuration, lot occupation, building setbacks, building orientation, architectural elements, and parking. The DDOZ states that the minimum number of parking spaces required for each land use shall be reduced by 50% of the spaces required in Section 27-568(a) of the Zoning Ordinance. The DDOZ also requires the following documentation at the time of Detailed Site Plan:

- Architectural elevations in full color
- Street and streetscape sections
- Build-to lines
- A parking schedule and plan

- Supporting documentation where requested in the development district standards (e.g., and design details, signage details including color, size, percentage of commercial frontage, type, and locations of all signs on or adjacent to buildings, and graphic representation of the proposed location of signage on the building, etc.).
- A list of all applicable development district standards as well as a list of standards that have not been fulfilled and explanations as to why they have not been fulfilled, in the form of a signed and dated justification statement.

Consistency with the 2013 Greenbelt Metro Area and MD 193 Corridor Plan

The 2013 Sector Plan states support for a phased comprehensive redevelopment of Beltway Plaza, with a focus on the development being pedestrian-friendly and mixed-use. At this time staff has completed a review of the development proposal and its consistency with the approved Sector Plan and has the following comments:

Strategy 1.3 of the Sector Plan states that townhouses should be concentrated in the rear of the property and multifamily included throughout the property. While the development proposal does show townhouses in the rear of the property there is concern about the quantity of townhouses proposed and that Phase I of the development proposal consists only of residential development. The Urban Land Institute Technical Assistance Panel Report (ULI TAP), *Creating a Future for Greenbelt Road/MD-193*, proposes mid-rise housing with an emphasis on senior housing along the north side of the site to create a transition to the Franklin Park at Greenbelt Station development. Staff prefers this proposal by the ULI TAP report, particularly the inclusion of senior housing in the first phase of the redevelopment.

Strategy 1.5 requires the framing of the MD 193 corridor with enhanced landscaping, a wide continuous sidewalk, and new mixed-use commercial development featuring rear-oriented parking over the medium to long term. The ULI TAP report echoes the importance of Greenbelt Road improvements noting the need for a comprehensive bicycle network, addressing gaps in sidewalks, and creating a stronger sense of place via trees and landscaping (p. 16). Streetscape improvements on MD 193 continue to be absent from the CSP after staff has raised this issue multiple times.

Strategy 1.10 details that attractive and accessible public open spaces are integrated into all phases of redevelopment. The CSP is not consistent with this strategy of the Sector Plan. There are few areas designated as greenspace on the Master Development Plan and there is concern that there are no large functional greenspaces in the earlier phases of the development.

Issues:

As stated previously, staff has conducted a review of the redevelopment proposal for the redevelopment of Beltway Plaza. Staff has raised several areas of concern about the development

as presented. Phase 1 which consists exclusively of residential development is of particular concern for staff because of the lack of the proposed public benefit.

The first concern is the number of housing units, particularly townhouses, included in this proposal. While the range of units proposed differs throughout the submitted documents, staff believes that the number of housing units should be restricted to the lower limit shown for each phase on the CSP. This limit shall apply unless the additional units to be constructed are age restricted units. How the townhouses and multifamily units in the first phase will be integrated into the existing mall structure remains a question. The development proposal needs to include more diverse housing types such as affordable housing and senior housing in all phases of the redevelopment. Prince Georges County does not have an inclusionary zoning policy but surrounding areas such as Montgomery County have implemented inclusionary zoning. Staff believes that a minimum of 10% of the total housing units built should be moderately priced dwelling units (MPDU).

The Master Development Plan depicts senior housing in Phase 2 of the redevelopment. This is a housing type that is needed in the City and has been noted by staff on several occasions as an important element to any redevelopment plan. The wording of the application, however, indicates that the proposed plan does not commit to building the age restricted units, saying only, "New development is proposed in the form of multifamily units (possible age-restricted units), as podium/surface parked." Staff believes that a stronger commitment to including senior housing in the redevelopment is essential.

A concern that has been discussed on multiple occasions is how the increased population in Greenbelt West will affect the recreation facilities and needs. In general there is a lack of formal functional open space and recreational facilities in this redevelopment proposal. An amenity core has been proposed as part of Phase 3. According to the application this will include, "an urban-style plaza with amenities such as fountains, splash pad, meeting/gathering space, event lawn and enhanced retail/dining experiences such as café-style dining is envisioned at the primary locus of the site." Concern remains however about a lack of formal open space in the earlier phases which include approximately 175-250 townhomes and 325-1000 multifamily dwelling units. As there is no timeline to date for Phase 3 staff has great concerns about constructing these residential units without formal open space.

This development would be required to adhere to the mandatory dedication of parkland regulations during the subdivision process. These regulations state that the amount of land dedicated will be based on the number of dwelling units allowed per acre. The Subdivision regulations to provide for the developer to pay a fee in lieu of dedication equal to five percent (5%) of the total new market value of the land as stated on the final assessment notice issued by the State Department of Assessments and Taxation. Given the lack of City owned open space in Greenbelt West, and the growing population in this area, staff believes the Preliminary Plan of

Subdivision must adequately address mandatory dedication of parkland requirements as determined by the City.

As stated previously this plan largely ignores the frontage on Greenbelt Road which is a significant issue in the 2013 Sector Plan. Staff has raised the concern that the plan needs to include the installation of a contiguous sidewalk along Greenbelt Road which would fill in the gap of sidewalk between Cunningham Drive and 62nd Avenue. Staff also believes that beautification and streetscape improvements, including timed pedestrian signals, are necessary on the property's frontage on Greenbelt Road, Cherrywood Lane and on the entirety of Breezewood Drive.

While BWP has revised the CSP to include the pad sites for future redevelopment, staff would like to see detail on what is envisioned for these sites and how they will be integrated into the redevelopment. The pad sites, included in Phase 5 of the CSP, remain in their current state on the MDP giving no indication of what is envisioned.

There is concern about how this redevelopment will impact school and transportation capacity. As of September 30, 2017, the Prince George's County Official Enrollment report found that schools in the City of Greenbelt are over capacity. The utilization of Greenbelt schools ranges from 107% (Greenbelt Elementary) – 150% (Springhill Lake Elementary). The BWP property is located in the developed tier where school facility tests are not required under the current subdivision regulations. Staff believes this strengthens the argument for increasing the amount of senior housing and minimizing the number of townhomes included in the plan.

There are also concerns about the impact this development will have on transportation capacity. Staff has been notified that a traffic impact study is underway and will review this study when it is complete. At this time there are questions about the internal and external connectivity of the development and staff believes that connectivity and accessibility issues need to be more strongly addressed in the proposal. The impact that this redevelopment will have on Breezewood Drive needs to be addressed and appropriate redesign elements will need to be completed by the applicant in order to accommodate an increase in traffic.

In addition to these concerns staff has voiced that more green features, such as green roofs and stormwater best practices need to be incorporated into this development which is consistent with Strategy 1.7 of the Sector Plan.

Conclusion:

Staff believes that the redevelopment of BWP offers a great opportunity for Greenbelt West and the City of Greenbelt as a whole, however, there are significant concerns about the current proposal. The number and type of housing units, the impact on school and transportation capacity, and the lack of formal open spaces and recreation facilities are concerns that need to be addressed. City staff believes that continued collaboration with BWP is necessary to ensure that

the goals of the *Greenbelt Metro Area and MD 193 Corridor Plan* are met and the redevelopment of BWP meets the needs of Greenbelt residents.

Staff Recommendation:

Staff supports a phased mixed-use redevelopment of the Beltway Plaza property, but continues to have concerns about several areas of the proposed conceptual site plan. Based on these concerns staff has formulated a draft list of conditions for support. Assuming agreement can be reached on these conditions, staff recommends the City Council support the CSP. Staff is prepared to review this memo and draft conditions with City Council at its work on February 4, 2019. These conditions will be shared with the Applicant on Thursday, January 31st and staff will be working with them over the next week to gain agreement on the conditions in preparation of City Council taking a formal position on the CSP at its regular meeting, scheduled for February 11, 2019. A Prince George's County Planning Board hearing is scheduled for March 14, 2019 and comments are due to M-NCPPC by February 20, 2019.

Attachments Included:

Staff Conditions

Conceptual Site Plan for Beltway Plaza
Staff Conditions: 1/31/2019

Transportation/Circulation

1. The applicant shall avoid designing dead-end streets, one-way streets and alley-ways in the project area, as such designs present maneuverability difficulties for trash trucks, fire trucks, delivery vehicles, etc., and also disrupts effective and efficient police patrol patterns. Turn-around areas at the terminus of streets (such as hammerheads, bulb-outs, or cul-de-sacs) shall not be permitted.
2. The City of Greenbelt's Complete and Green Streets Policy shall apply to all new streets and reconstruction of existing streets.
3. Prior to the completion of Phase 1, the applicant shall implement streetscape improvements on the property's frontage with Greenbelt Road and Cherrywood Lane and the entirety of Breezewood Drive.
4. Prior to the completion of Phase 1, the applicant shall construct a contiguous sidewalk along Greenbelt Road and install other streetscape improvements as outlined in the Approved Greenbelt Metro Area and MD 193 Corridor Plan and Sectional Map Amendment. The alignment, design and timing of such sidewalk shall be subject to the approval of the City of Greenbelt, as determined prior to the issuance of the first building permit.
5. Concurrent with the first Detailed Site Plan the applicant shall be responsible for the engineering and redesign of the entirety of Breezewood Drive to accommodate the increased traffic generated from the redevelopment of Beltway Plaza. This shall be designed to City of Greenbelt standards and approved by the City. The applicant shall make every effort to reduce the loss of on-street parking on Breezewood Drive.
6. Prior to or concurrent with the first Detailed Site Plan, the Applicant shall submit a pedestrian/bicycle circulation plan that provides for a continuous and comprehensive pedestrian and bicycle network within the project area and in the vicinity to link residential, commercial, transit and civic uses, such as schools and community centers.
7. All areas dedicated as City right-of-way, subject to City approval, shall be dedicated to standards as defined by the City. Right-of-way width and road cross-sections will be determined at the time of Detailed Site Plan. Design and construction details shall be to City standards, as may be modified from time to time. All City streets shall be constructed to City standards, permitted and inspected by City inspectors, and accepted upon completion.
8. To the greatest extent possible curb cuts shall be minimized.
9. All curb cuts on Breezewood Drive and Cherrywood Lane shall be designed to City of Greenbelt standards and subject to the approval of the City.

10. Bike racks and lockers shall be provided. The appropriate number and locations will be determined at the time of each Detailed Site Plan.
11. Parking for the townhome development shall include more parking than is mandated by the County. A parking plan shall be submitted that demonstrates how adequate parking will be provided for the townhome and two-family attached development. On-street parking on public roads/streets shall not be included in the Applicant's parking tabulations.
12. Concurrent with the submission and approval of the first Detailed Site Plan the applicant shall explore with Franklin Park at Greenbelt Station, the Greenbelt Metro Station South Core development, and when feasible Greenbelt Metro Station developers on the funding of a local circulator creating a mobile connection between the properties and Greenbelt Metro Station.
13. The applicant shall explore with Prince George's County Department of Public Works and Transportation the installation of a Capital Bikeshare station at Beltway Plaza.
14. At the time of each Detailed Site Plan, the applicant shall submit a transportation circulation plan showing all public transportation stops and amenities.

Environmental

1. As part of any Detailed Site Plan submission, the applicant shall submit a Noise Study for review and approval by the Environmental Planning Section and the City of Greenbelt. The Noise Study shall measure noise impacts to the site, map the appropriate contours, and address appropriate mitigation measures to achieve acceptable noise levels.
2. Each Detailed Site Plan shall specify that all tree pits along the streets that have shops, restaurants, plazas, and/or other uses shall be connected with a continuous non-compacted soil volume under the sidewalk. Details of how this will be accomplished shall be included on the plans and shall be agreed upon by the Planning Board or its designee. The use of CU-Soil as a structural soil or other equal product for shade trees planted in tree pits is strongly encouraged.
3. Where appropriate, low impact development techniques shall be incorporated in the development by making design, materials, and construction decisions based on environmental considerations. Green building technologies such as green roofs, bio-retention/rain gardens, etc. shall be incorporated where appropriate. The redevelopment shall be constructed to LEED or comparable standards.
4. During the review of the preliminary plan, the site shall be evaluated for all opportunities to implement low impact development techniques including but not limited to bioretention walls, dry wells, and rainwater recycling. All Detailed Site Plans shall show the use of all applicable low impact development techniques.

5. Prior to or concurrent with the first Preliminary Plan of Subdivision, the Applicant shall work with the City to address the impacts of the proposed redevelopment of Beltway Plaza on public safety as it pertains to City services.

Urban Design

1. A mix of residential unit types shall be provided to encourage diversity in ownership types, income levels, and age groups. A diversity of residential unit types shall be included in Phase 1 of the redevelopment. This mix shall include senior living opportunities, and units which would be considered work-force housing. Design consideration shall be given to mixing unit types to avoid mono-cultures of housing, and will avoid continuous groupings of similar unit types, scale and massing. With the exception of single-family attached, buildings shall provide for a vertical mix of uses to create a mix of uses on a site specific and neighborhood basis.
2. Consideration shall be given during all phases to implementing cooperative housing, senior housing, affordable housing, work-force housing, or other alternatives which will increase housing choice and opportunities.
3. The plan shall include 10% affordable housing units and/or moderately priced dwelling units, as defined as affordable to households earning 30%-80% or less of the area median income in all phases of the redevelopment.
4. The number of townhouses shall not exceed 10% of the total housing units.
5. At the time of the first Detailed Site Plan the applicant must demonstrate how Phase 1 will be integrated into the existing mall layout with regards to pedestrian experience and views from the townhomes.
6. Detailed Site Plans shall demonstrate how parking and access will be retained to serve the existing retail during and after construction.
7. The number of housing units shall be restricted to the lower limit shown in each phase on the CSP in order to maximize the opportunity for greenspace and lower the impact on school capacity. This limit shall apply unless the additional units to be constructed are age restricted units. (This condition may change based on traffic impact study)
8. Any public building proposed for the civic open space, or other public space in the project area, shall be designed by the applicant, at the applicant's cost, to ensure consistency in design, scale, and use of materials. The building program shall be defined by the City.
9. Unless modified, via an amendment as provided by the Development District Overlay Zone (DDOZ) regulations, the development shall comply with the standards and regulations of the DDOZ.
10. Large blank building walls are not permitted when facing residential areas or public areas, such as streets, parking lots, recreation areas, or zones of pedestrian activity.

11. All signage shall conform to the design guidelines set forth in the Approved Greenbelt Metro Area and MD 193 Corridor Plan and Sectional Map Amendment.
12. As required by the Development District Standards, and specified in the Approved Greenbelt Metro Area and MD 193 Corridor Plan and Sectional Map Amendment, the DSP shall show the location, quantity and dimensions of gateway signs.
13. At least 25% of the total dwelling units developed shall be for sale units. For sale units shall be distributed among the various housing types and income levels. For rent units shall also include a variety of housing types and rent and income levels.
14. For each Detailed Site plan submitted, the applicant shall provide appropriate open space to meet the needs of the proposed development. The Applicant shall maximize open space opportunities through improving building layouts, increased building height modifying building types proposed.
15. Parking garages shall be modified and constructed to incorporate architectural design and/or landscape features to screen them from adjacent buildings, pedestrians, and motorists.
16. The design and construction of buildings shall utilize a variety of building materials, elevations, roof lines and design details appropriate to a high quality residential community, and reflecting a coherent thematic design approach.
17. All townhouse, multifamily and commercial retail space shall be subject to the provisions of the Zoning Ordinance applicable to the M-U-I zone.
18. Townhouses must be rear-loaded and should not exhibit blind gables along Breezewood Drive. Their design and landscaping should emulate the simplicity and openness of garden apartments and rowhouses in Historic Greenbelt. Community-based sculpture, pathways creating geometric patterns, extensive glazing, integral balconies, flat roofs doubling as decks, cubical entrance canopies, glass block patterning, curved corners, walls in various light-tone colors with contrasting striping are distinctive elements found in Greenbelt's pre-1945 housing, shopping center and community center which can be easily referenced instead of fake Victorianism.
19. Concurrent with the review and approval of the first Detailed Site Plan for each phase of the redevelopment the applicant agrees to work with the City to identify opportunities for public art.
20. At the time of Detailed Site Plan, the following issues shall be addressed:
 - a. Rooflines for all dwelling types shall be varied and provide for appropriate interest to the streetscape
 - b. Entrance features shall be submitted for review and shall be appropriately coordinated in design and location
 - c. Special paving materials shall be provided in appropriate areas, such as the amenity core area
 - d. Lighting fixtures throughout the development shall be coordinated in design

- e. Multifamily buildings within the development shall be reviewed to ensure adequate but not excessive parking areas in close proximity to all units
- f. The location of future bus stops/shelters, pedestrian connections, and crosswalks shall be shown on the plans.
- g. Details (including consideration of waterfalls or fountains) shall be provided for the “Proposed Splash pad and fountains” shown on the Master Redevelopment Plan and detailed in the Statement of Justification.
- h. The dimensions of the proposed pool shall be provided

Recreation

1. The Preliminary Plan of Subdivision shall address mandatory dedication requirements. Alternatively, upon approval of the City of Greenbelt, applicant may provide monetary contributions, land or a combination thereof to satisfy such requirements. As the City is not within the Metropolitan District, the City must agree to and accept the final proposed recreation/parks program for the redevelopment project.
2. In addition to meeting mandatory dedication requirements, the applicant, his successors, and/or assigns, shall provide adequate, private recreational facilities to service the needs of the future population of the Beltway Plaza development. A complete recreational package shall be provided at the time of the first Detailed Site Plan. Private recreation facilities and amenities which serve a single property shall not be considered as satisfying this condition.
3. Public and private recreation facilities shall be included in each phase of the redevelopment.
4. The private recreational facilities shall be reviewed by the Urban Design Review Section of Development Review Division (DRD) and the City of Greenbelt for adequacy and proper siting, prior to approval of a Detailed Site Plan by the Planning Board.
5. The applicant is responsible for the clean-up, removal of debris, rough grading, and installation of utilities (up to the property line) for any land dedicated to the City of Greenbelt, subject to the City’s approval such activities as described herein are to be completed in conjunction with the schedule for construction and improvements, as defined by the ultimate ownership agency, or at the time of land development of any land adjacent to the land referenced herein.
6. Open space (to include parks, plazas, sitting areas and gardens) shall be dispersed throughout the proposed development and be included in all phases of the redevelopment. The open space/park network shall (at a minimum) include informal play areas sufficient in size to accommodate informal play activities (i.e., Frisbee, wiffle ball, etc.), plazas, tot lots and opportunities for active and passive recreation for all ages.
7. The developer, his/her successors, and/or assignees shall satisfy the Planning Board that there are adequate provisions to assure retention and future maintenance of the proposed recreational facilities.

**PARK AND RECREATION ADVISORY BOARD
REPORT TO CITY COUNCIL**

Subject: Beltway Plaza Redevelopment Plan Review

Background: Several PRAB members attended the City Council Work Session on November 14, 2018, during which representatives from Quantum Companies, Rodgers Consulting, and McNamee Hosea presented the Beltway Plaza Redevelopment conceptual site plan. PRAB provided comments and questions in the Work Session materials packet, which are reiterated below. The representatives also presented at the PRAB meeting on January 16, 2019 and addressed some of the concerns.

Recommendations: PRAB understands that the conceptual site plan is a general guide and is not a final, approved construction plan. As such, PRAB recommends that the following priorities, as well as the previously provided comments and questions, should be considered as planning continues:

- Maximize open spaces for active and passive recreational opportunities, such as large grassy areas, undeveloped forest areas (the Indian Creek District), a dog park and other amenities
- Develop a partnership among the developers, the City and the Recreation Department for programs, services, and open spaces, including the coordination of facilities for recreation programming in addition to open space areas
- Continue to consider smart growth planning practices
- Maintain open communication and involvement with the community

PRAB also requests that City Council considers these comments and questions, which were included in the November 14, 2018 Work Session materials packet:

- Are there any proposed park(s) in addition to the proposal's "pocket park/open space/amenity" designation? If so, please provide the location and attributes of the proposed park. If there is not a park being proposed as part of the plan, please explain why.
- Please define the number of pocket parks, open spaces and amenity locations, including the largest, smallest, and average size for each of these locations.
- Is there a dog park?
- Do the "pocket park/open space/amenity" locations have a generalized focus or are they designed to meet specific needs for the envisioned resident populations? What are the percentage age breakdowns of the envisioned resident populations (e.g., seniors, families with small children)? Associated with the age breakdowns, please indicate if the "pocket park/open space/amenity" locations will be designed with park and recreation equipment for the residents. Please include any detail on any playground equipment for small children, areas for teens, seniors, picnic areas and ball fields. Please describe any lighting and safety measures being installed as part of the proposed plans.
- Will there be a location for fairs, concerts, musical events?
- Will the envisioned parks and/or "pocket park/open space/amenity" locations be used primarily by local residents within the Beltway Plaza redevelopment plan or does the developer also foresee usage by business patrons and residences of the surrounding areas?
- How will residents be able to maximize access to the Indian Creek Stream Valley Park?

Respectfully submitted by:
Jacob Chesnutt, PRAB Chair
Brandon 'Ric' Gordon, PRAB Vice-Chair



Greenbelt Advisory Committee on Environmental Sustainability

**GREENBELT ADVISORY COMMITTEE ON ENVIRONMENTAL SUSTAINABILITY
GREENBELT GREEN TEAM
November 13, 2018**

SUBJECT: Proposed Beltway Plaza Redevelopment

Green ACES supports the inclusion of the following features that were presented and discussed by project consultants in the conceptual site plans presentation for the proposed Beltway Plaza Redevelopment at the Green ACES meeting on September 25, 2018:

- Stormwater management best practices such as bioretention systems, swales, rain gardens, rain barrels.
- Ecological forest areas that would provide a landscape with tree canopy that reduces temperature and absorbs rainfall and promotes nutrient absorption/removal.
- Microbial soil content/bioengineered soils conducive to good microbes, removal of pollutants, and stormwater runoff absorption.
- Plant selection conducive to soil conditions and attracting native wildlife species.
- Pervious surfaces.
- Community gardens.
- Pedestrian friendly, hiker/biker connections. Walkability/biking access to Metro train station.
- Green roofs.
- Solar energy systems and energy-efficient design and construction.
- Dog park.
- Other green areas and open space.
- General lower maintenance and high aesthetic value of proposed redevelopment.
- Connectivity to Franklin Park.
- Mixed income housing.
- Planning to accommodate additional need for school capacity and community/public services (police, fire, etc.) as a result of residency increase from the new housing in the redevelopment.

In addition, we recommend that suggestions for zero waste practices given by Green ACES and Green Team members at the meeting also be incorporated into the redevelopment plans. These suggestions include:

- Paired bins for recycling and landfill.
- Space for composting food waste from Plaza restaurants, grocery stores, other food retail outlets, and local residents. We recommend consideration of an enclosed, in-vessel composting system that would require a minimum of space and would alleviate concerns about nuisance factors of odor, rodents, and leakage.
- Drop-off facility for other recycling/repurposing needs such as: batteries, cell phones, clothing and shoes, candy wrappers, snack bags, food and drink pouches, glasses, cork, Brita filters, health and beauty packaging.

WORK SESSION OF THE GREENBELT CITY COUNCIL held Thursday, March 16, 2017, to meet with Beltway Plaza.

Mayor Jordan started the meeting at 7:35 pm. The meeting was held in the Council Chambers of the Municipal Building.

PRESENT WERE: Councilmembers Judith F. Davis, Leta M. Mach, Silke I. Pope, Edward V.J. Putens, Rodney M. Roberts and Mayor Emmett V. Jordan. Councilmember Konrad E. Herling was unable to attend because he was attending a class.

STAFF PRESENT WERE: Nicole Ard, City Manager; Celia Craze, Director of Planning and Community Development; and Shaniya Lashley-Mullen, Administrative Assistant.

ALSO PRESENT WERE: Kap Kapastin, Fred Wine and Alex Forbes, Quantum Management; Brian Gibbons, Advisory Planning Board; Mr. Dylan Sinn, Greenbelt News Review; Bill Orleans and others.

Mr. Kapastin stated that the new Chief of Security of Beltway Plaza (BWP) is former Greenbelt Police Officer John Rogers. Mr. Wine provided an update on a police incident at BWP two weeks ago that caused the AMC Theaters to shut down for three hours.

Mr. Wine reported that BWP has less than a 1% vacancy rate and all the major tenants were doing well. He said that Gus's Chicken should be open by mid-April and they are currently working on getting a Peruvian Chicken near TJ Maxx. Mr. Wine said Five Below moved into the space vacated by Party City, Metro PC moved into the space vacated by Radio Shack and Mission BBQ moved into the space vacated by Atlanta Bread. He mentioned upcoming events at BWP include a Wall of Fame Event for Gustavo Torres and Casa Maryland, a bike safety event on May 6 and 13, a table tennis tournament on April 29, a mariachi band on May 5 and 6 and National Night Out with Franklin Park.

Mayor Jordan asked about the Zip Car located on Greenbelt Road at Cherrywood Lane. Mr. Wine answered that the Zip Car is not being used very much.

In response to a question sent in by Mr. Herling, Mr. Wine said they are hopeful that Greenbelt will be selected for the new FBI Headquarters. He noted that, if that doesn't happen, they are prepared to consider other options for the future of BWP.

Mayor Jordan extended an invitation to Quantum Management to attend the work session on Monday, March 20, with Greenbelt Community Development Corporation, the Town of Berwyn Heights and the City of College Park regarding the Greenbelt Road Corridor. Mayor Jordan explained the Urban Land Institute Technical Assistance Panel Program.

Mr. Wine expressed interest in working with the City developing an economic development plan.

Mr. Kapastin reported on the Main Street Fairness Act of 2017 (HB 123 and SB 0855) that establishes appropriate sales taxing for online shopping businesses. Mayor Jordan stated that

the National League of Cities is trying to get the sales tax back to the local municipalities. Council requested Mr. Moran send a letter indicating its support of the bill. Mr. Kapastin also reported that the AMC Theaters will be closing down four theaters soon for remodeling and these theaters will reopen in May. The theater will have a new bar and seating. Another four theaters will then shut down for remodeling and they will reopen by July 4th.

Mr. Wine stated that there are plans to redo the parking lot behind Gus's Famous Fried Chicken. He said they are checking with security regarding the 18 wheeler trucks and Bolt and Metro busses that park in that area.

Mayor Jordan advised the profile of the area near BWP is changing and Greenbelt Station Phase III will soon be done. Ms. Craze stated that Phase III will include another 1000 townhomes and 302 apartments.

Mr. Kapastin stated they had provided approximately 150 gift boxes that included coupons, maps and goodie bags to new residents at Greenbelt Station. He added that the Greenbelt Station homeowners association had used the AMC Theaters as a meeting location.

Bill Orleans asked and was provided answers to several questions.

Informational Items

Several informational items were discussed.

The meeting ended at 9:34 p.m.

Respectfully Submitted

*Shaniya Lashley-Mullen
Administrative Assistant*

WORK SESSION OF THE GREENBELT CITY COUNCIL held Wednesday, November 14, 2018, to discuss the Beltway Plaza Redevelopment.

Mayor Jordan started the meeting at 8:03 p.m. The meeting was held in the Community Center, Room 201.

Present were Judith F. Davis, Leta M. Mach, Silke I. Pope, Colin A. Byrd, Edward V. J. Putens, Rodney M. Roberts and Mayor Emmett V. Jordan.

Ms. Mach left the meeting at 10:03 pm.

Staff members present were Nicole Ard, City Manager; Terri Hruby, Planning Director; Molly Porter, City Planner; Judith Howerton, City Planner and Bonita Anderson, City Clerk.

Also present were Alex Villegas, Matthew Leakan of Rodgers Consulting, Inc.; Matthew Tedesco, Marc “Kap” Kapastin, Beltway Plaza; members of the Advisory Planning Board (APB), Greenbelt Advisory Committee on Environmental Sustainability (Green ACES) and the Park and Recreation Advisory Board; Bill Orleans, Kathleen Gallagher, Greenbelt News Review.

Beltway Plaza Redevelopment

Mayor Jordan reviewed the background history that was provided by the planning staff. The Planning staff noted in their memo, that they had been engaged with Quantum Companies, since 2005, about the proposed redevelopment of Beltway Plaza. In 2006, a Conceptual Site Plan (CSP) was submitted to Maryland-National Capital Park and Planning Commission (M-NCPPC). At the time the plan included 700 multifamily dwelling units at the rear of the site and 22,000 square feet of commercial space. The 2006 CSP proceeded to a public hearing with the Prince George’s Planning Board without City support and the hearing ended in a tie vote. This site plan is still pending at the county level and recently BWP has expressed interest in reengaging with the previous site plan. Currently, staff is conducting a preliminary review of the latest development proposal. Staff to date has not received the official referral of the CSP from the County.

Mr. Tedesco reviewed the framework of the project. He noted that they were trying to work within that framework of the Greenbelt Metro Area and MD 193 Corridor Sector Plan, which was adopted in 2013. Mr. Tedesco also noted that they are seeking feedback on the CSP, from the City officials and the boards and committees. The approach is to put together a comprehensive phasing plan and they have been working on a master plan.

Mr. Tedesco indicated the commercial retail marketing is currently declining and the plan is to come up with a long-term solution. He reported the redevelopment will consist of mixed use development.

Ms. Porter noted that staff believes that the redevelopment of BWP offers a great opportunity for Greenbelt West and that the City of Greenbelt as a whole. However, she noted there are significant concerns about the current proposal. Ms. Porter noted the number and type of housing units, the impact on school and transportation capacity, and the lack of formal open spaces and recreation facilities as concerns that need to be addressed. City staff believes that more collaboration with

BWP is necessary to ensure that the goals of the Greenbelt Metro Area and MD 193 Corridor Plan are met and the redevelopment of BWP meets the needs of Greenbelt residents.

Mr. Kapastin presented to the Council the status of the existing conditions of Beltway Plaza. Currently, the occupancy of the mall space is about 95% leased and the rear parking lot is being utilized by a driving school for driving lessons.

The City of Greenbelt's Advisory Planning Board noted in their recommendation that the open spaces provided under the proposal are too small and scattered to be truly functional. The recreation facilities/amenities do not appear to be sufficient. The recent Greenbelt Station development represents a good example of cooperation between the City of Greenbelt and developers to devise a real park for multiple recreational and contemplative uses. Open space can be provided by increasing density through building height or by devoting the roofs of sheltered parking to open space activities. Conversely open space at the ground level could be freed by erecting housing above existing parking decks. There is a need for more robust landscaping throughout the development plan and provision of amenities for pedestrian traffic and interaction. The development needs to incorporate the best contemporary and leading sustainable and environmental practices including construction and stormwater management best practices.

Mayor Jordan inquired about the percentage of the residential will be owner occupied and rental. The firm responded that currently they didn't have a percentage calculation. Currently, the square footage is about one million with eight hundred square footage is retail.

Ms. Mach inquired if the parking structure in the front of the shopping center would remain. The firm stated that the parking structure will stay with some cosmetic revitalization. Ms. Mach stated is not in agreement with the parking structure staying in place.

Mr. Roberts noted that the master plan is showing 2,000 additional units and that there aren't enough playing fields in Greenbelt West. He also stated that there is too much density at Greenbelt Station. He also noted with the schools being over crowded, that there was not enough thought about where the children would attend school.

Ms. Ard suggested arranging a field trip to Pike and Rose with the firm, to see an example of what they want to do at Beltway Plaza.

There were informational items discussed.

The meeting ended at 10:16 pm.

Respectfully submitted,

*Bonita Anderson
City Clerk*

**ADVISORY PLANNING BOARD
REPORT TO COUNCIL**

**REPORT NO. 2019-01
Date: 1/30/2019**

**SUBJECT: Beltway Plaza
CSP-18010**

BACKGROUND: Quantum Companies submitted a Conceptual Site Plan (CSP) to the Maryland-National Capital Park and Planning Commission, to redevelop and repurpose the Beltway Plaza Property (BPP) site from a retail shopping center to a mixed-use development. The CSP indicates a range of 175-250 townhomes and 875-2,250 multifamily dwelling units and 435,000 - 700,000 square feet of commercial space. The proposed phased redevelopment calls for a neighborhood shopping center and other destination commercial/retail and residential uses situated between the anchor tenants. The residential district on the north side of the property would include townhomes, multifamily housing, and senior housing. The pad sites facing Greenbelt Road are included in Phase 5 and a smaller mixed-use development is proposed at the northeast corner of the intersection of Greenbelt Road and Cherrywood Lane.

The Advisory Planning Board (APB) met with representatives from Beltway Plaza on August 15, 2018 and January 2, 2019. Based on these meetings and the CSP submittal documents, APB reviewed the conceptual site plan proposed by Beltway Plaza for a phased mixed-use redevelopment.

ANALYSIS: The City of Greenbelt's Advisory Planning Board recognizes the opportunity presented by The Quantum Companies' desire to redevelop BPP which is bound by Greenbelt Road, Cherrywood Lane, and Breezewood Drive. We see that this project can be a great addition to the makeup of the City of Greenbelt and add to the range of its current housing choices, which emphasize design quality, the provision of recreational amenities, greenery and walkability.

The Greenbelt West landscape east of Cherrywood Lane consists largely of three properties; Beltway Plaza, Franklin Park at Greenbelt Station Apartments, and public property consisting of schools and recreation space. Commercial and professional office space is found along Edmonston Road between Greenbelt Road and Springhill Drive.

The redevelopment of BPP represents the opportunity for the City to actively participate in crafting a neighborhood which establishes a desirable destination for living, working, shopping and recreation. A neighborhood that is accessible, sustainable and incorporates the best and leading practices in urban/suburban development, in housing, in the provision of open space, and in all modes of transportation including pedestrian. By doing so the BPP will not only reflect our expectations for a "Greenbelt development" but will become an exemplar of sustainable, accessible communities in the 21st century.

While APB recognizes the opportunity presented by the desire for redevelopment, the Board has raised several issues regarding this proposal. APB has discussed with Quantum Companies that any proposed housing stock not merely reflect what is currently available in the City. The Board shared examples of creative, sustainable, and accessible housing options with the representatives from Beltway Plaza.

APB expressed interest in the examples of townhomes that were presented on January 2nd that respect the architectural style that is prevalent in Historic Greenbelt. Concerns remain, however, about the total number of housing units and the townhomes proposed in part because of the existing number of townhomes in Greenbelt West. Concern also remains about how the residential units proposed in the first phase will be integrated into the existing mall structure. The Board has raised the necessity of including affordable and senior housing components in the first phase of the redevelopment and has shared with representatives from Beltway Plaza organizations that can provide for such housing.

The Board has conveyed on multiple occasions that the open spaces provided under the proposal are too small and scattered to be truly functional. The Board has noted the additional strain this redevelopment will place on recreation facilities in Greenbelt West. Recreation facilities/amenities do not appear to be sufficient, particularly in Phase 1 which is exclusively residential development.

The proposed redevelopment will impact school and transportation capacity and needs to affirmatively address these issues. With regard to transportation the plan needs to address how the site will accommodate increased pedestrian traffic and all modes of transportation, including public transportation, within the site as well as to and from the site.

RECOMMENDATION: The Board recommends City Council support the CSP for Beltway Plaza with the following conditions:

1. Concurrent with the submission and approval of the first detailed site plan, the applicant shall undertake engineering studies and implement complete and green street improvements along the property's frontage with Greenbelt Road and Cherrywood Lane, and on the entirety of Breezewood Drive.
2. The existing parking structures shall be masked using architectural elements and/or green walls.
3. Concurrent with the review and approval of the first Detailed Site Plan for each phase of the redevelopment the applicant agrees to work with the City to identify opportunities for public art.

4. Concurrent with the submission and approval of the first Detailed Site Plan the applicant shall explore with Franklin Park at Greenbelt Station, the Greenbelt Metro Station South Core development, and when feasible Greenbelt Metro Station developers on the funding of a local circulator creating a mobile connection between the properties.
5. The plan shall include affordable housing units and/or moderately priced dwelling units, as defined as households earning 30%-80% or less of the area median income in all phases of the redevelopment. Senior housing, meaning units that are restricted to individuals age 55 and older, shall also be included in all phases of the redevelopment. Cooperative housing should be considered at all stages of development.
6. At the time of each detailed site plan the applicant shall demonstrate how parking and access will be retained to serve the existing retail during construction.
7. Where appropriate, low impact development techniques shall be incorporated in the development by making design, materials, and construction and stormwater management best practices. The redevelopment shall be constructed to LEED or comparable standards.
8. Large blank building walls shall not be permitted when facing public areas, such as streets, parking lots, recreation areas, or zones of pedestrian activity
9. The Applicant shall provide additional public open space which may include increasing density through building height or by devoting the roofs of sheltered parking to open space activities.
10. Townhouses must be rear-loaded and should not exhibit blind gables along Breezewood Drive. Their design and landscaping should emulate the simplicity and openness of garden apartments and rowhouses in Historic Greenbelt. Community-based sculpture, pathways creating geometric patterns, extensive glazing, integral balconies, flat roofs doubling as decks, cubical entrance canopies, glass block patterning, curved corners, walls in various light-tone colors with contrasting striping are distinctive elements found in Greenbelt's pre-1945 housing, shopping center and community center which can be easily referenced instead of fake Victorianism. Examples of this style townhouse can be found in Exhibit A which contains the presentation APB received from BPP on January 2, 2019.
11. At the time of first detailed site plan the applicant shall provide a plan for the greening of the surface parking lots along the front of the existing Beltway Plaza Mall, including but not limited to the planting of shade trees, bioretention areas, and landscaped medians.
12. Electric vehicle charging stations shall be provided. The appropriate number and locations will be determined at the time of each Detailed Site Plan.
13. At the time of each Detailed Site Plan, the applicant shall submit a transportation circulation plan showing all public transportation stops and amenities and locations for rideshare pickup/drop off locations.

The Board's recommendation passed by a vote of 6 to 0.

Respectfully submitted,

Keith Chernikoff

Chair

Attachments:

Exhibit A: BPP presentation to APB January 2, 2019

BELTWAY PLAZA

ADVISORY PLANNING BOARD MEETING | JANUARY 2 2018

 **LENHART TRAFFIC CONSULTING, INC.**
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
TEL: (410) 216-3333
FAX: (443) 782-2288
www.lenharttraffic.com

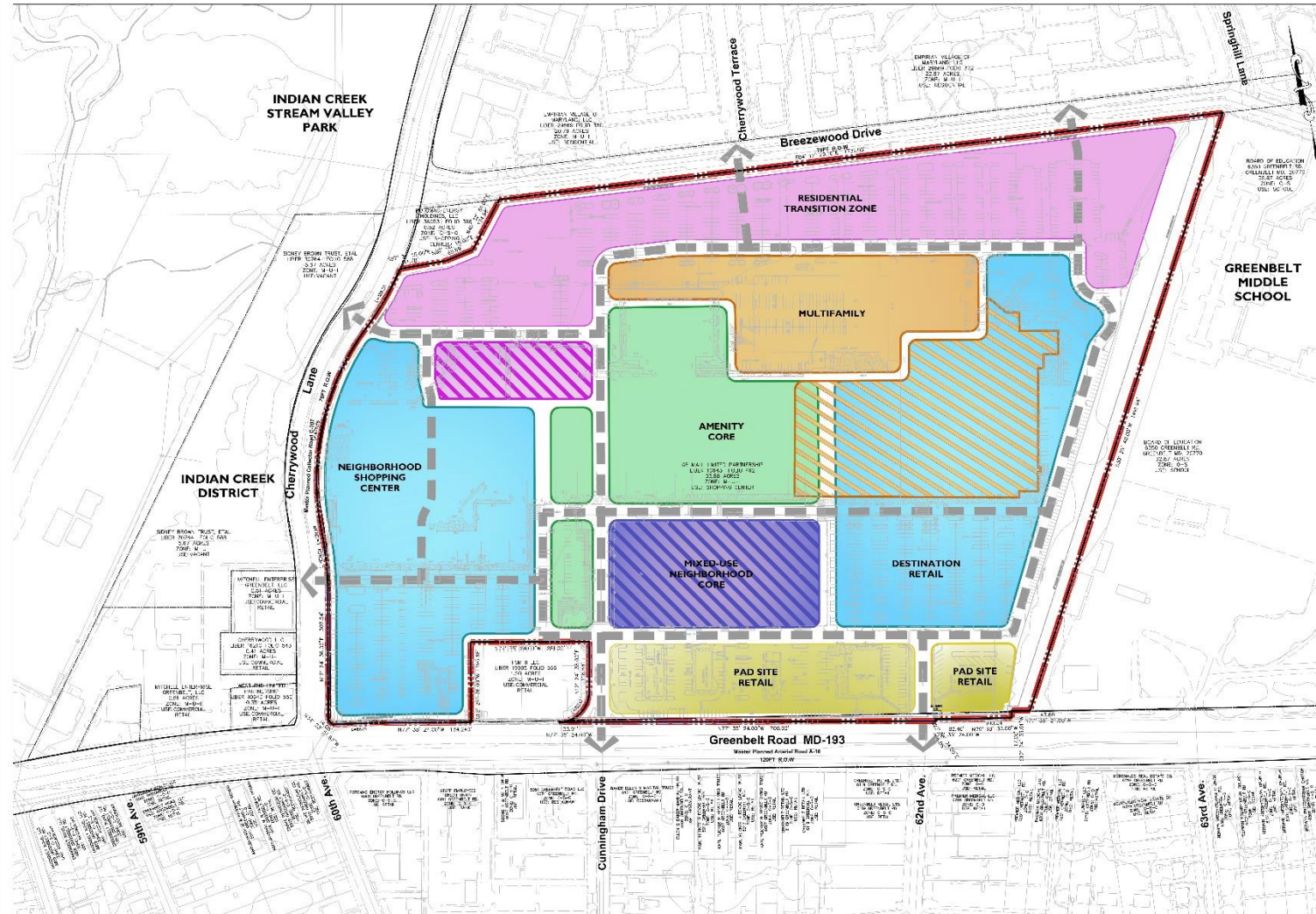
QUANTUM
COMPANIES

MH | **McNamee Hosea**
Attorneys & Advisors

RODGERS | Knowledge
CONSULTING | Creativity
Enduring Values

CONCEPTUAL SITE PLAN
AS SUBMITTED

CONCEPTUAL SITE PLAN CSP-05007 BELTWAY PLAZA



VICINITY MAP
1:2000

LEGEND

- SUBJECT PROPERTY BOUNDARY
- PROPOSED HIGHWAY & ROAD
- PROPOSED BI & ACCESS
- RESIDENTIAL - MULTI-FAMILY
- RESIDENTIAL - SINGLE-FAMILY A, 1-2 CBH
- RESIDENTIAL - SENIOR LIVING
- COMMERCIAL/RETAIL AREA
- MIXED USE
- CORE AREA
- RESIDENTIAL - MULTI-FAMILY OVER EXISTING (COMMERCIAL)
- FUTURE COMMERCIAL

PHASING PLAN

PHASE 1: RESIDENTIAL ATTACHED (TOWNHOME OR TOWNHOMES) 17X 130.00 FT
 PHASE 2: RESIDENTIAL (MULTI-FAMILY) 100 224.00 FT
 PHASE 3: COMMERCIAL/RETAIL 150X 220.00 FT
 PHASE 4: RESIDENTIAL (MULTI-FAMILY) 225 100.00 FT
 PHASE 5: COMMERCIAL/RETAIL 125X 135.00 FT
 PHASE 6: COMMERCIAL/RETAIL 250 130.00 FT
 PHASE 7: COMMERCIAL/RETAIL 100X 100.00 FT
 PHASE 8: COMMERCIAL/RETAIL 17X 130.00 FT
 PHASE 9: COMMERCIAL/RETAIL 100X 100.00 FT
 PHASE 10: COMMERCIAL/RETAIL 200X 100.00 FT

GENERAL NOTES:

- EXISTING WATER/SWITCHER LOCATION
- PROPOSED WATER/SEWER REGULATION
- PROPOSED WATER AND SEWER WITHIN RESIDENTIAL AREAS TO BE PUBLIC. ALL OTHER COMMERCIAL AREAS TO BE PRIVATE.
- STORMWATER MANAGEMENT PLAN NUMBER: 0605 2302 01

UTILITY NOTES:

- EXISTING WATER/SWITCHER LOCATION
- PROPOSED WATER/SEWER REGULATION
- PROPOSED WATER AND SEWER WITHIN RESIDENTIAL AREAS TO BE PUBLIC. ALL OTHER COMMERCIAL AREAS TO BE PRIVATE.
- STORMWATER MANAGEMENT PLAN NUMBER: 0605 2302 01

APPROVAL

PROJECT NAME: BELTWAY PLAZA
 PROJECT NUMBER: CSP-05007

OWNER/DEVELOPER:
 Quantum Companies
 c/o Fred Wine
 The Quantum Building
 4912 Del Ray Avenue
 Beltsville, MD 20814

CONSULTING:
RODGERS CONSULTING
 1811 Northside Lane, Suite 100 Largo, Maryland 20775
 PH 301.946.0200 FX 301.946.0226 www.rodgers.com

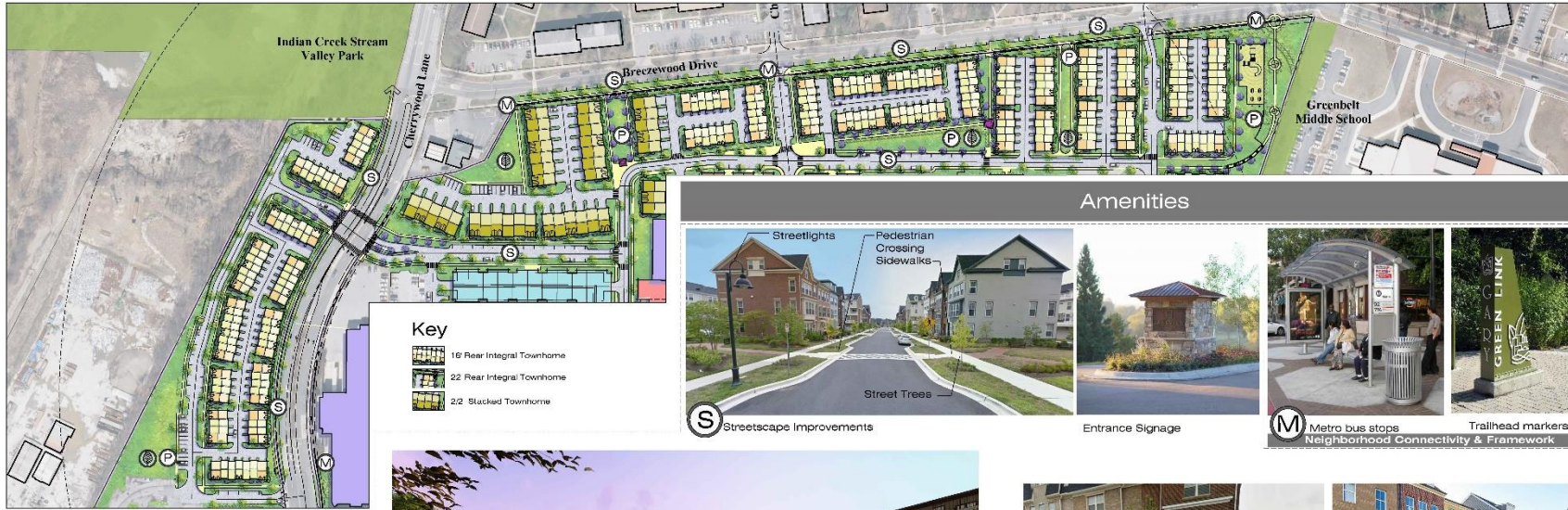
GRAPHIC SCALE
 0 10 20 30 40 50 Feet

NOTE: Conceptual Site Plans are not required for properties in the M-U-1 zone, however this CSP is being submitted to fulfill the requirements of the 2013 Greenbelt Metro area and MD-193 Corridor Plan and Sectional Map Amendment (S.M.A.). The S.M.A. requires a Conceptual Site Plan to be approved prior to submittal of a Detailed Site Plan. The CSP is to show phasing of redevelopment, future land uses, and future connections to adjacent properties, all of which are reflected on the above.

REASON	DATE	REVISION	DATE	REV. BY	DATE	Owner/Developer:
						Quantum Companies c/o Fred Wine The Quantum Building 4912 Del Ray Avenue Beltsville, MD 20814

PRELIMINARY NOT FOR CONSTRUCTION

HOUSING DIVERSITY & AMENITIES



Housing Variety and Choice



Units of different sizes and configurations



Rooftop terraces



2/2 stacked townhomes



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



Large, passive open spaces for exercise or play



P Play Areas



G Pocket parks, seating areas, and gathering spaces



Jogging paths



Dog Park



N Neighborhood picnic and bbq areas



Urban recreation with wifi plazas, collaboration spaces, restful seating plazas and open spaces

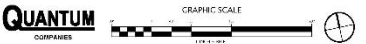
Places to Work and Play

Amenities

Streetlights
Pedestrian Crossing Sidewalks
Street Trees

Entrance Signage

M Metro bus stop
Neighborhood Connectivity & Framework
Trailhead markers



Note: Exhibit for illustrative purposes only and to imply design intent. Final architecture, plan layout, materials and details to be determined at CSP stage.

DRAFT

Neighborhood Visioning
Housing Diversity and Amenities



Community Responsibility

Design Principles

Neighborhood Connectivity & Framework

Environmental Stewardship & Sustainability

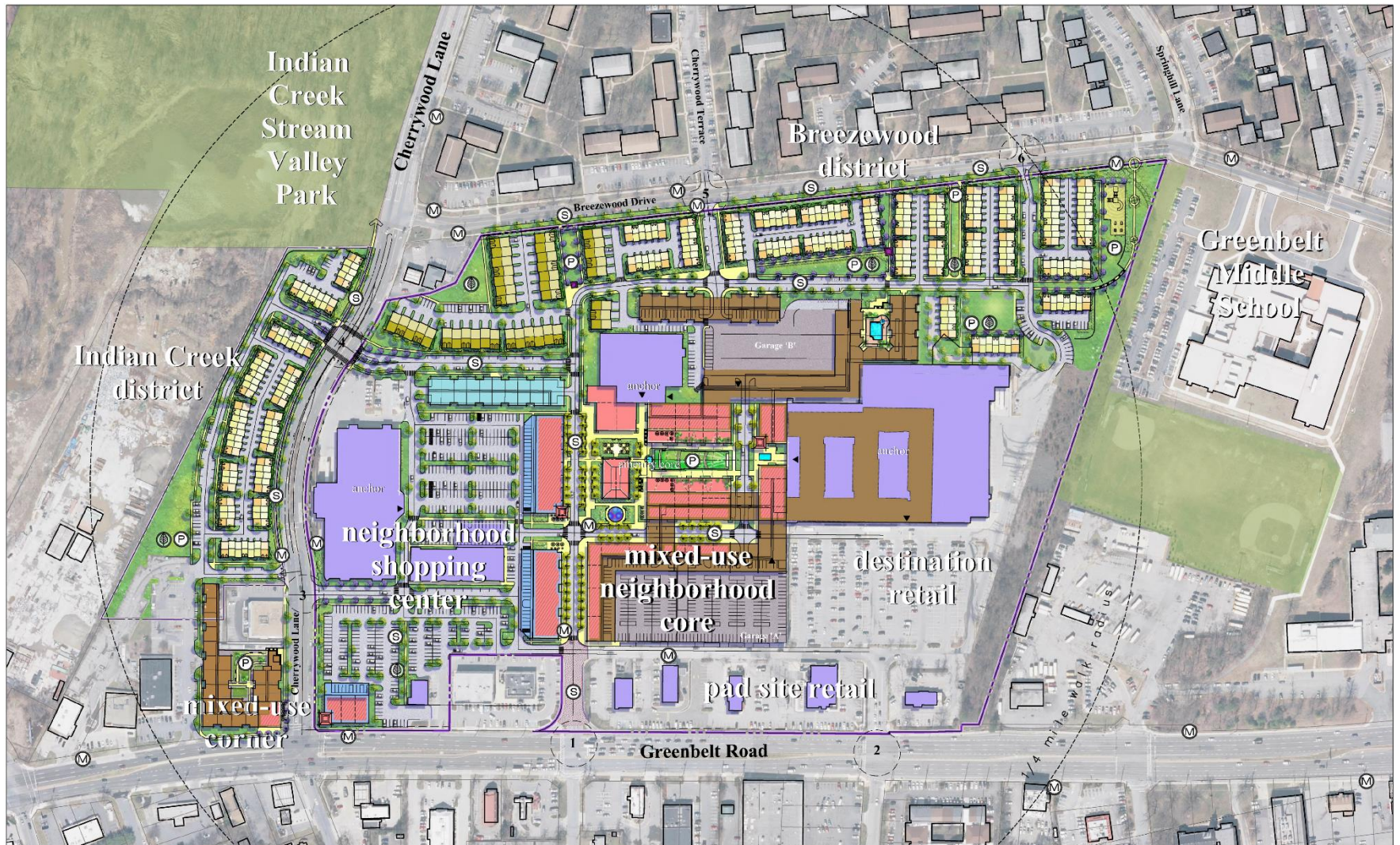
Housing Variety and Choice

Sustainable Phasing

Places to Work and Play



MASTER DEVELOPMENT PLAN



Key

	2C Rear Integral Townhome		M Metrobus Stop
	2C' Rear Integral Townhome		P Pocket Park/Open Space/Amenity
	2Z Stacked Townhome		ESD
	Multi-Family		S Streetscape Improvements
	Multi-family over Retail		1 Intersection Reference #
	Ex. Retail to remain		
	Office/Flex over Retail		
	Ex./expanded Parking Garage		

General Notes:

This Master Development Plan (MDP) is a vision document meant to establish a feasible and reasonable future infill/redevelopment framework for the existing Beltway Plaza Shopping Center. This framework is created primarily in response to well-documented land use and market trends that indicate serious near and long term instability in the marketplace for conventional, single use shopping malls. This situation potentially places neighborhood serving retail services, municipal tax revenue and local employment opportunities at risk. In response, this MDP proposes creation of a more resilient mixed-use neighborhood anchored by civic amenities, diverse land uses including housing, retail and other commercial uses consistent with the Approved Greenbelt Metro Area and MD 153 Corridor Sector Plan. This project requires a phased implementation in order to remain flexible to dynamic market conditions, minimize physical and operational impacts to existing users/lease agreements and to balance proposed improvements with commensurate levels of development.

The plan as indicated is conceptual and may vary subject to application, submittal, review and regulatory approvals as applicable.

MDP Core Design Principles:

- 1.1. Utilize existing and operational streets for transit, open and market conditions to create a livable, walkable environment.
- 1.2. Place development on an existing or improved street grid and preserve the existing street grid and the existing street grid to the extent possible.
- 1.3. Integrate various forms of transit, including transit, to provide a comprehensive transit system to support existing and future transit.
- 1.4. Integrate various forms of transit, including transit, to provide a comprehensive transit system to support existing and future transit.
- 2.1. Maximize transit connectivity.
- 2.2. Create a transit corridor, walkable and bikeable, to provide a comprehensive transit system to support existing and future transit.
- 2.3. Integrate various forms of transit, including transit, to provide a comprehensive transit system to support existing and future transit.
- 2.4. Integrate various forms of transit, including transit, to provide a comprehensive transit system to support existing and future transit.
- 2.5. Integrate various forms of transit, including transit, to provide a comprehensive transit system to support existing and future transit.
- 2.6. Integrate various forms of transit, including transit, to provide a comprehensive transit system to support existing and future transit.
- 2.7. Integrate various forms of transit, including transit, to provide a comprehensive transit system to support existing and future transit.
- 3.1. Maximize the potential for housing density to create a vibrant and diverse community.
- 3.2. Maximize the potential for housing density to create a vibrant and diverse community.
- 3.3. Maximize the potential for housing density to create a vibrant and diverse community.
- 3.4. Maximize the potential for housing density to create a vibrant and diverse community.
- 4.1. Integrate various forms of transit, including transit, to provide a comprehensive transit system to support existing and future transit.
- 4.2. Integrate various forms of transit, including transit, to provide a comprehensive transit system to support existing and future transit.
- 4.3. Integrate various forms of transit, including transit, to provide a comprehensive transit system to support existing and future transit.
- 4.4. Integrate various forms of transit, including transit, to provide a comprehensive transit system to support existing and future transit.
- 5.1. Integrate various forms of transit, including transit, to provide a comprehensive transit system to support existing and future transit.
- 5.2. Integrate various forms of transit, including transit, to provide a comprehensive transit system to support existing and future transit.
- 5.3. Integrate various forms of transit, including transit, to provide a comprehensive transit system to support existing and future transit.



DRAFT

Master Development Plan



Community Responsibility

Design Principles

Neighborhood Connectivity & Framework

Environmental Stewardship & Sustainability

Housing Variety and Choice

Sustainable Phasing

Places to Work and Play

RODGENS CONSULTING

PERSPECTIVES



Breezewood Drive

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



Linear Park and Urban Recreation Plaza

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



Urban Recreation Plaza

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

Beltway Plaza

Greenbelt, Prince George's County

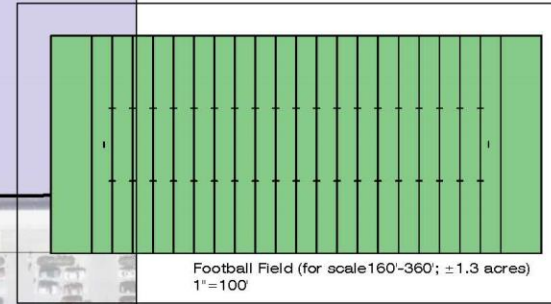
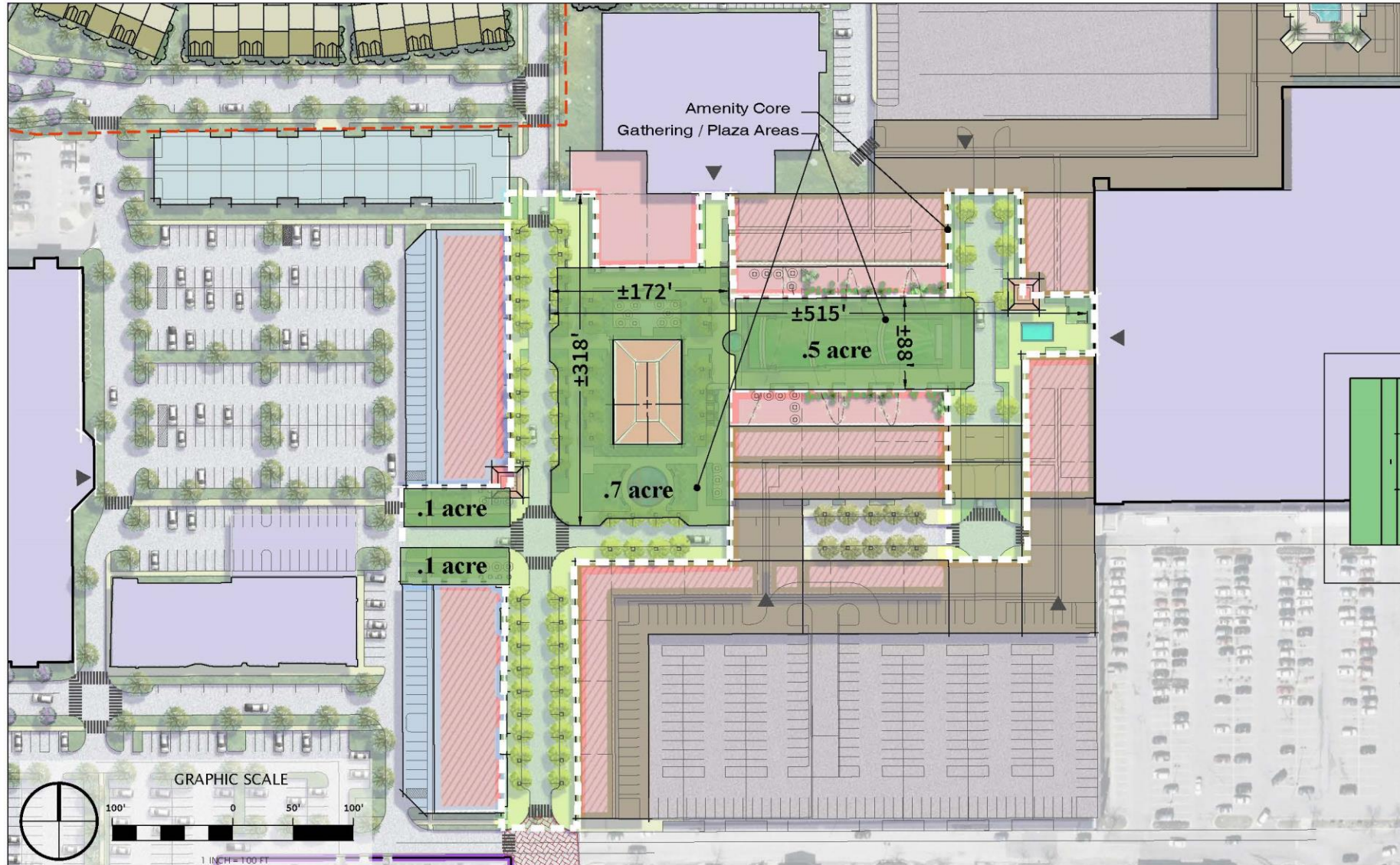


Location Map

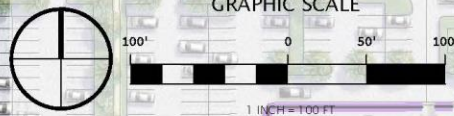
Legend

- Gathering/Plaza Areas
- Misc. Enhanced Streetscape
- Amenity Core

Gathering/Plaza Areas
 Splash Pad and Plaza= .7 acre
 Sitting Areas= .2 acre
 Amphitheater and Green = .5 acre
 1.4 acre
 misc. enhanced streetscape: 1.9 acres
Amenity Core: ±3.3 acres



Development Program:
 ±60 acres
 ±700,000 sq. ft. of retail, office and flex space
 ±2,250 mf residential units



COMPARABLE LIFESTYLE CENTERS

Bethesda Row

Bethesda, Montgomery County

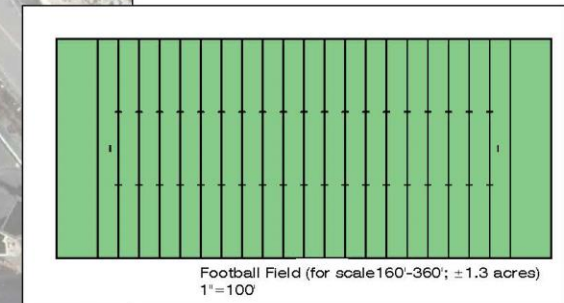
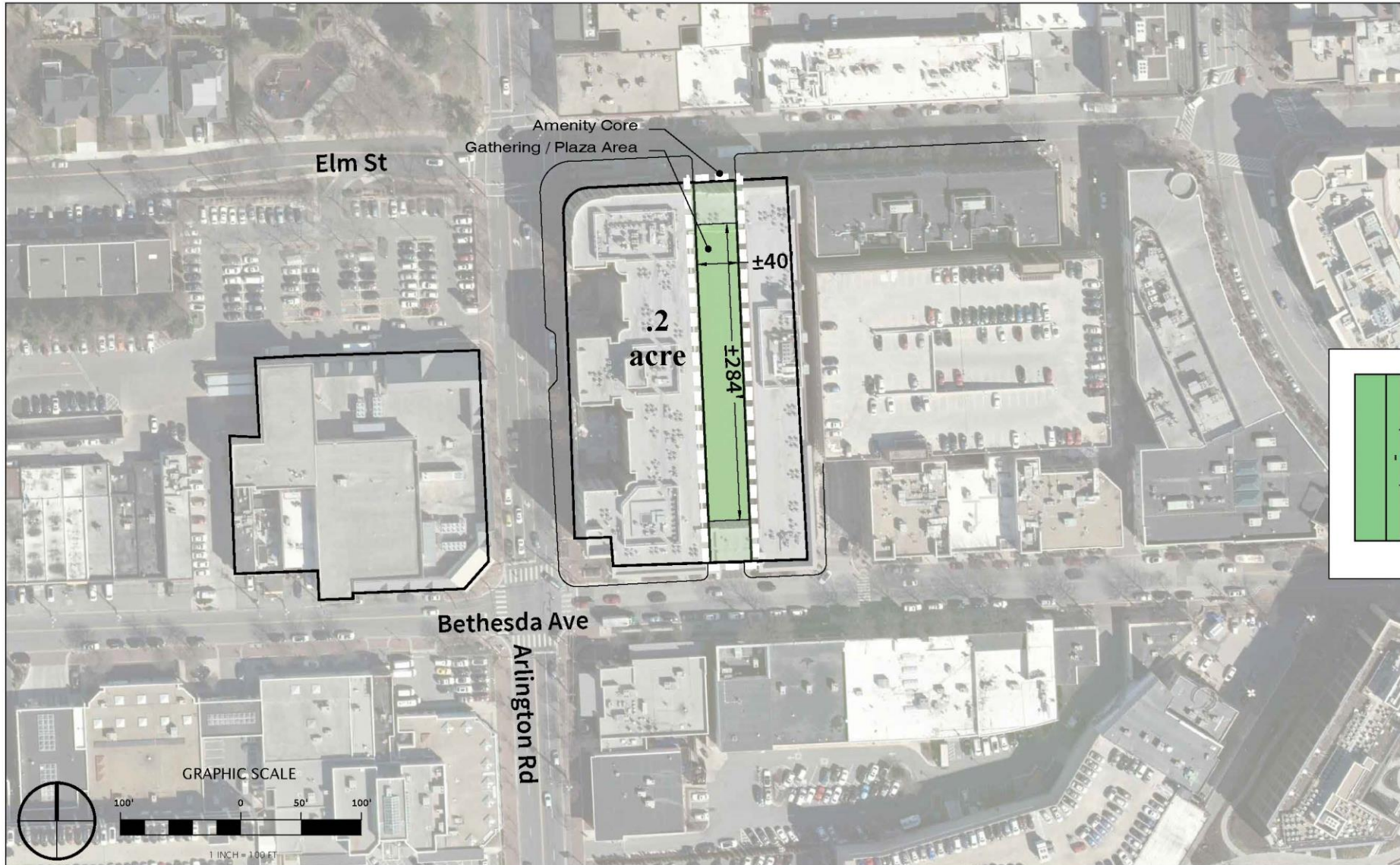


Location Map

Legend

- Gathering/Plaza Areas
- Misc. Enhanced Streetscape
- Amenity Core

Gathering/Plaza Areas
 40' x 284" = .2 acre
 misc. enhanced streetscape: .2 acre
Amenity Core: ±0.4 acres



Development Program:
 ±2 acres
 ±530,000 sq. ft. of shopping and residential



Fairfax Corner

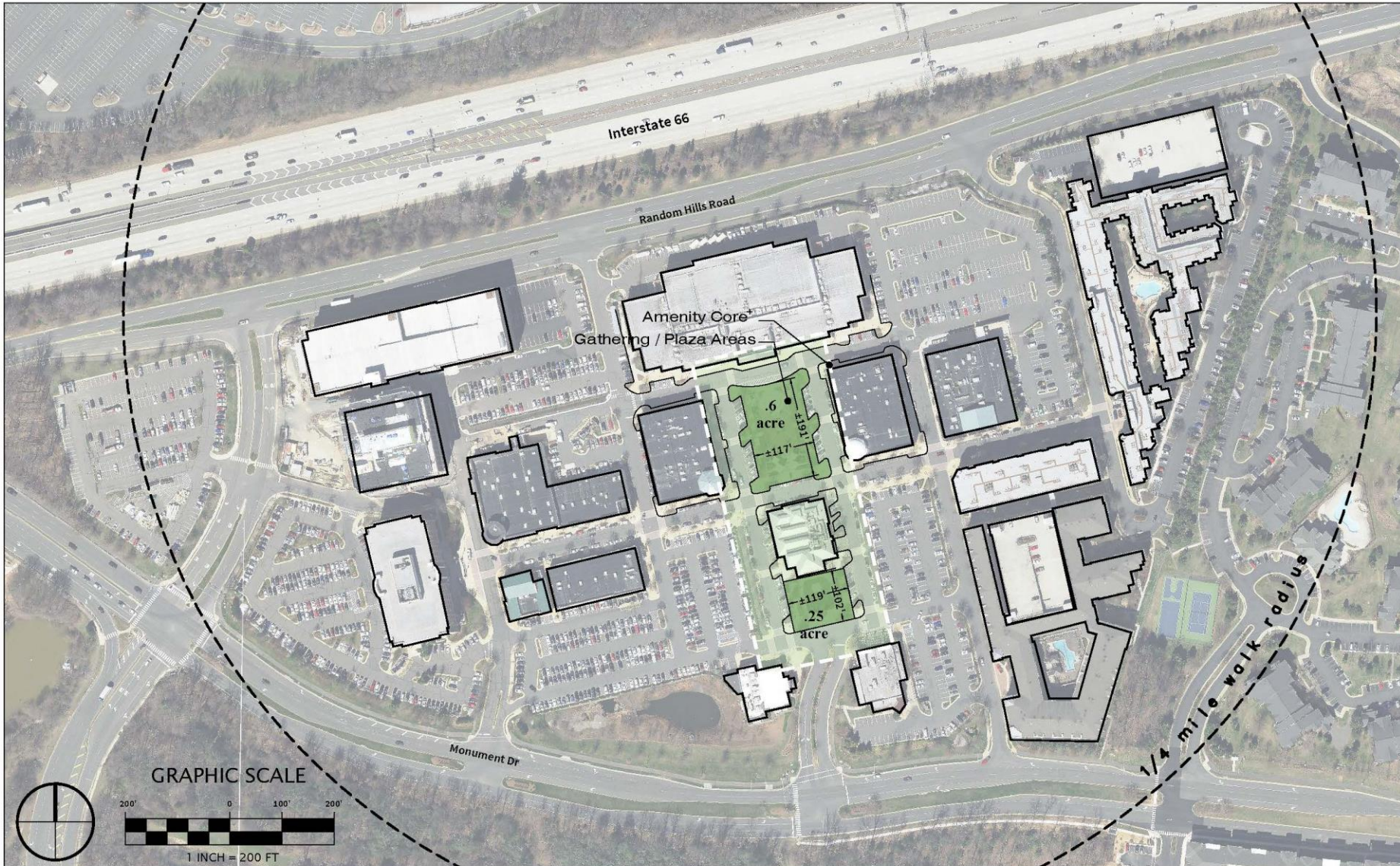
Fairfax, Virginia



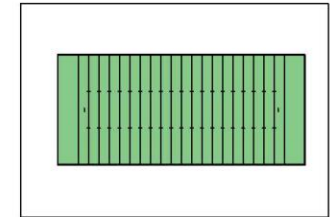
Location Map

Legend

- Gathering/Plaza Areas
- Misc. Enhanced Streetscape
- Amenity Core

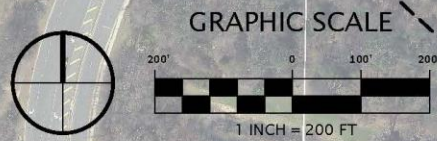


Gathering/Plaza Areas
 $190' \times 117' = .6$ acre
 $102' \times 119' = .25$ acre
 misc. enhanced streetscape: 2.45 acres
Amenity Core: ±3.3 acres



Football Field (for scale 160'-360'; ±1.3 acres)
 1"=200'

Development Program:
 ±48 acres
 ±1 million sq. ft. of retail, office, entertainment,
 and restaurants
 400 mf residential units



Kentlands

Gaithersburg, Montgomery County

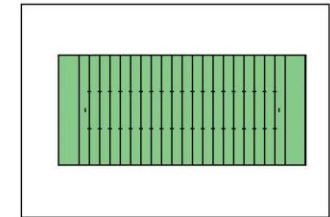


Location Map

Legend

- Gathering/Plaza Areas
- Misc. Enhanced Streetscape
- Amenity Core

Gathering/Plaza Areas
 $212' - 58' \times 204' = .7$ acre
 misc. enhanced streetscape: 3.1 acres
Amenity Core: ±3.8 acres



Football Field (for scale 160'-360'; ±1.3 acres)
 1" = 200'

Development Program:
 ±21 acres
 ±250,000 sq ft restaurants, shopping and entertainment

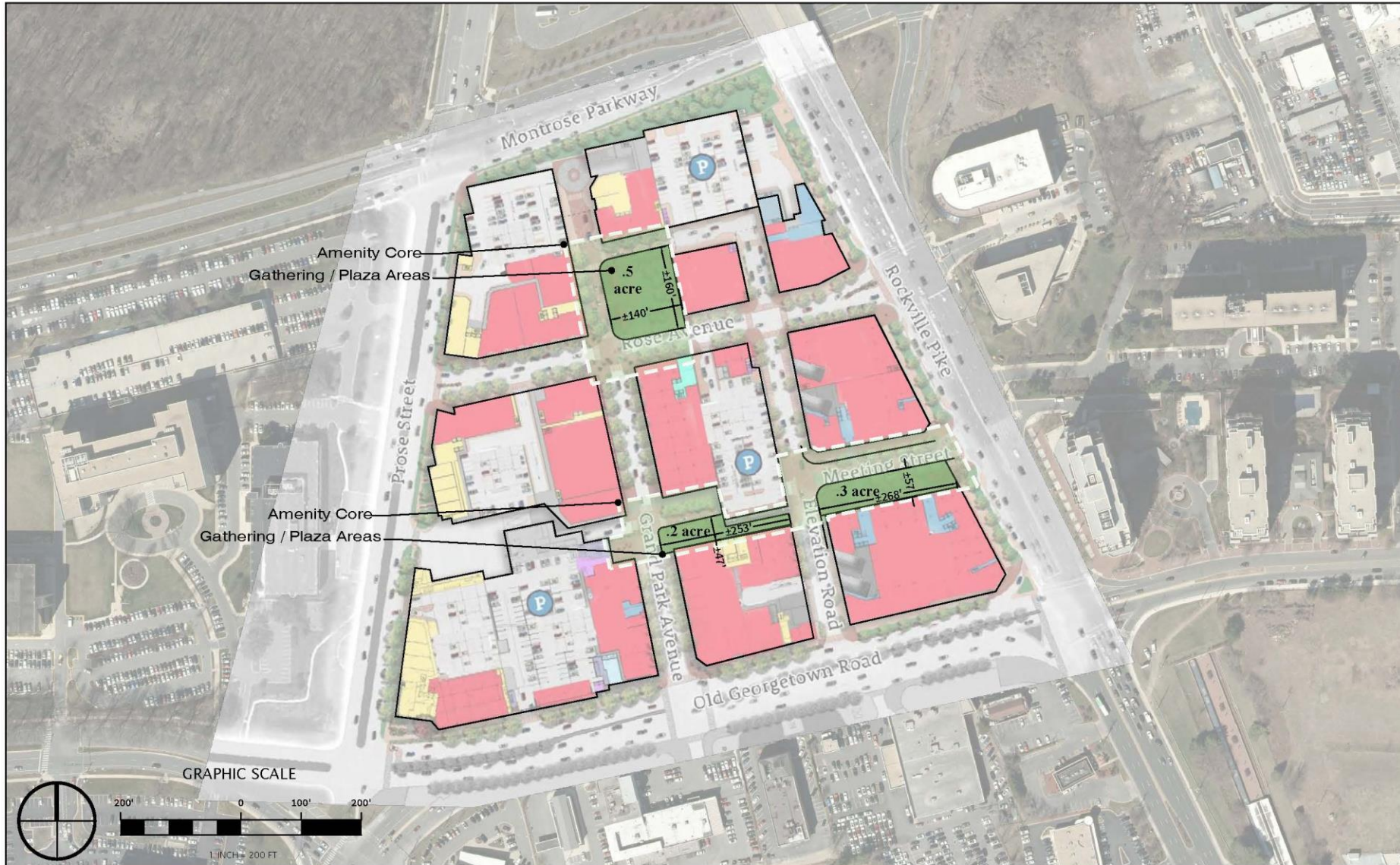


Pike and Rose

Rockville, Montgomery County



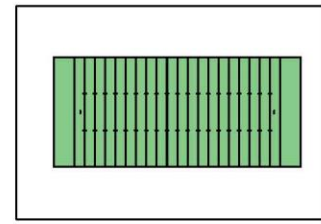
Location Map



Legend

- Gathering/Plaza Areas
- Misc. Enhanced Streetscape
- Amenity Core

Gathering/Plaza Areas
 $160' \times 140' = .5 \text{ acre}$
 $47' \times 253' = .2 \text{ acre}$
 $268' \times 57' = .3 \text{ acres}$
 1 acre
 misc. enhanced streetscape: 2 acres
Amenity Core: ±3.0 acres



Football Field (for scale 160'-360'; ± 1.3 acres)
 1"=200'

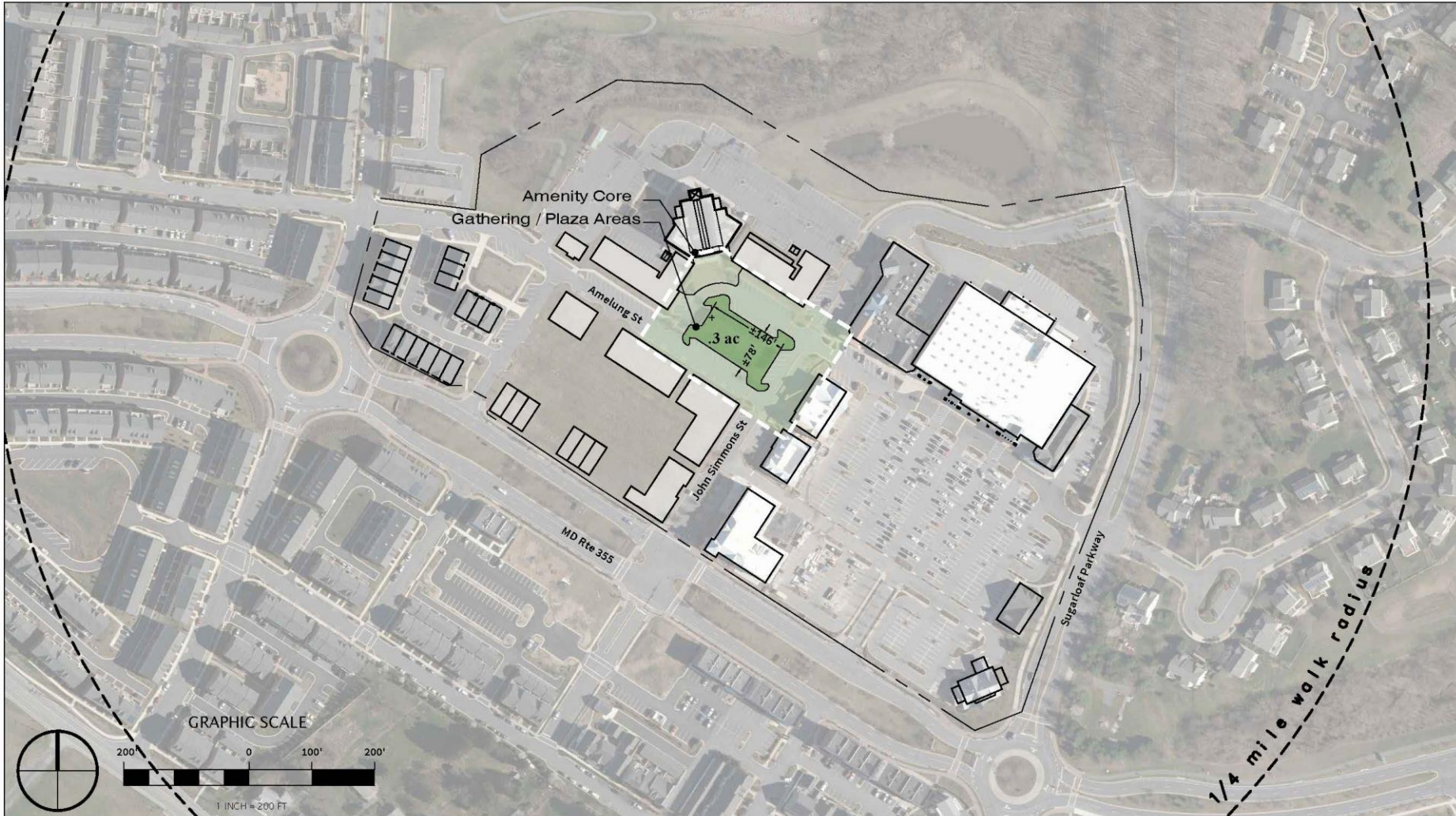
Development Program:
 ±24 acres
 ±3.4 million sq. ft. of mixed uses, 1.7 million to be non-residential uses

Villages of Urbana Town Center

Urbana, Frederick County



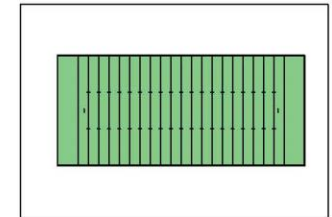
Location Map



Legend

- Gathering/Plaza Areas
- Misc. Enhanced Streetscape
- Amenity Core

Gathering/Plaza Areas
 146' x 78' = .3 acre
 misc. enhanced streetscape: 1.3 acres
Amenity Core: ±1.6 acres



Football Field (for scale 160'-360'; ±1.3 acres)
 1"=200'

Development Program:
 ±23 acres
 ±250,000 sq ft office, entertainment, shopping
 and restaurants

White Flint Mall Redevelopment

White Flint, Montgomery County

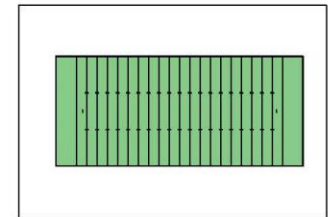


Location Map

Legend

- Gathering/Plaza Areas
- Misc. Enhanced Streetscape
- Amenity Core

Gathering/Plaza Areas
 162' x 209' = .8 acre
 misc. enhanced streetscape: 2.9 acres
Amenity Core: ±3.7 acres

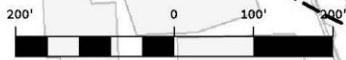


Football Field (for scale 160'-360'; ±1.3 acres)
 1"=200'

Development Program:
 ±42 acres
 ±1 million square feet of office space
 ±2,400 residential units
 ±1 million square feet of retail space
 ±280,000-square-foot hotel.



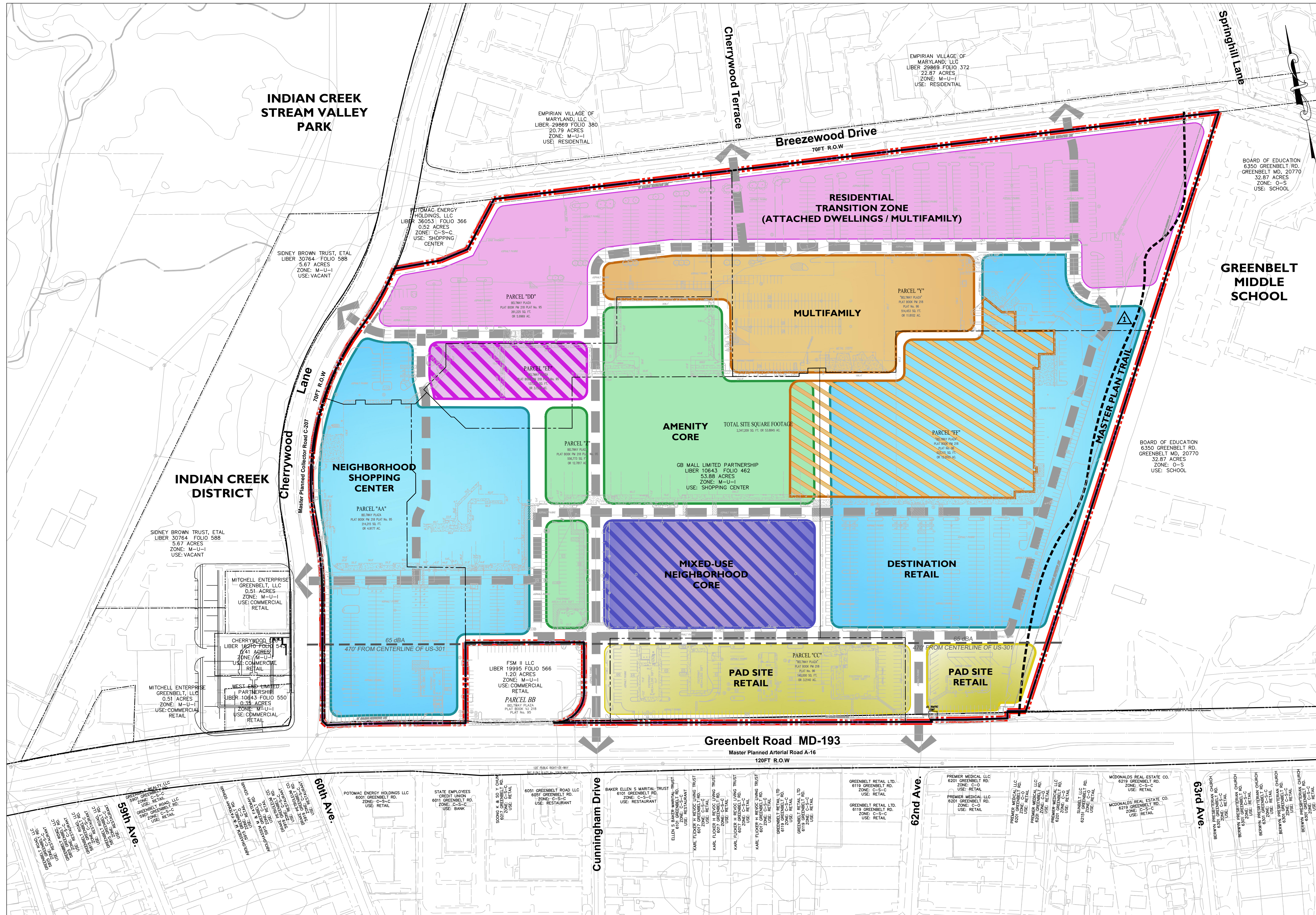
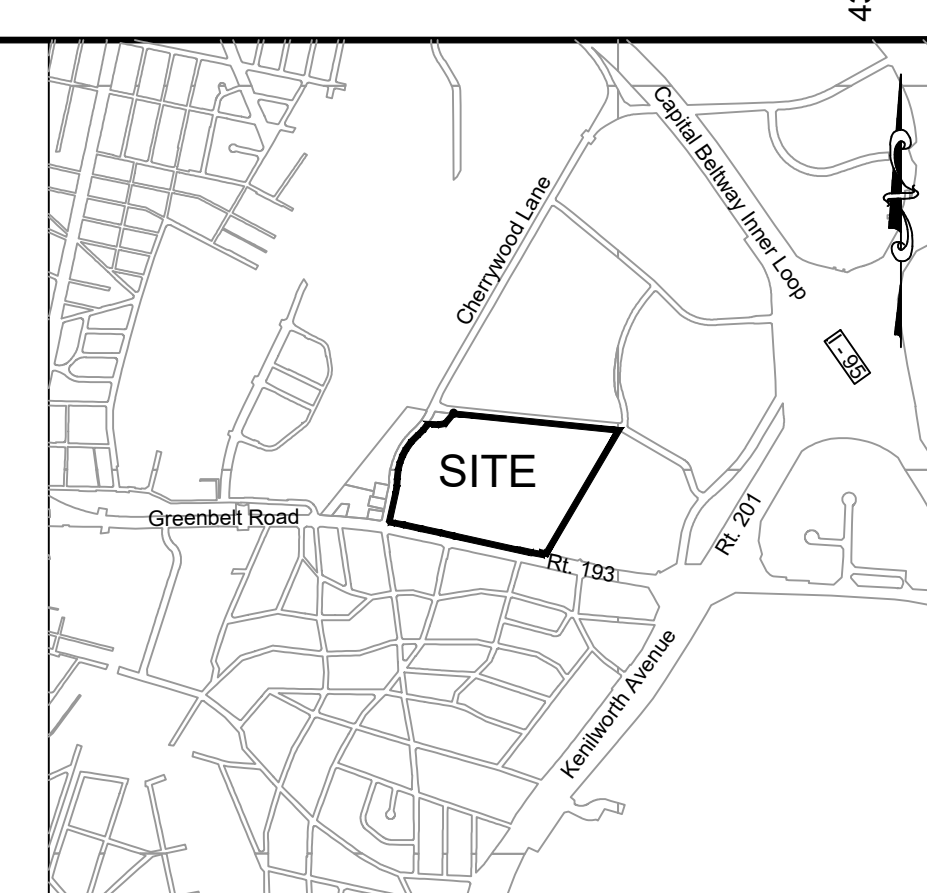
GRAPHIC SCALE



1 INCH = 200 FT

CONCEPTUAL SITE PLAN CSP-18010 [△]

BELTWAY PLAZA



- VICINITY MAP**
1"=200'
- I. GENERAL NOTES**
1. PROJECT NAME: Beltway Plaza
OWNER/APPLICANT: Quantum Companies
ATTN: Fred Wine
The Quantum Building
4912 Del Ray Avenue
Bethesda, MD 20814
53.88 AC
M-U-1
COMMERCIAL SHOPPING CENTER
2. TOTAL ACREAGE: 53.88 AC
3. EXISTING ZONING: M-U-1
4. EXISTING LAND USE: COMMERCIAL SHOPPING CENTER
5. THE PROPERTY IS NOT LOCATED WITHIN THE JOINT BASE ANDREWS INTERIM LAND USE CONTROL (LUC) IMPACT AREA.
6. THE FOLLOWING NOISE CONTROL PROCEDURES ARE TO BE IMPLEMENTED DURING THE CONSTRUCTION PHASE OF THE PROJECT: NO CONSTRUCTION NOISE SHALL BE ALLOWED TO ADVERSELY IMPACT ADJACENT PROPERTIES. THE APPLICANT SHALL CONFORM TO THE CONSTRUCTION ACTIVITY NOISE CONTROL REQUIREMENTS AS SPECIFIED IN SUBTITLE 19 OF THE PRINCE GEORGE'S COUNTY CODE.
7. DURING DEMOLITION/CONSTRUCTION PHASES OF THE PROJECT, NO DUST SHALL BE ALLOWED TO CROSS OVER PROPERTY LINES AND IMPACT ADJACENT PROPERTIES. THE APPLICANT SHALL CONFORM TO CONSTRUCTION ACTIVITY DUST CONTROL REQUIREMENTS SPECIFIED IN 2011 MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL.
8. ANY DEVELOPMENT WITH AN IMPACT BEYOND THAT IDENTIFIED HEREIN ABOVE SHALL REQUIRE ADDITIONAL CONCEPTUAL PLAN APPROVAL WITH A NEW DETERMINATION OF THE ADEQUACY OF TRANSPORTATION FACILITIES.
- II. DEVELOPMENT DATA**
1. PROPOSED LAND USE: MIXED - USE (COMMERCIAL & RESIDENTIAL)
2. STREETS LOCATED IN SINGLE FAMILY DETACHED DEVELOPMENT SHALL BE PUBLIC; OTHERWISE ALL OTHER STREETS (COMMERCIAL, RETAIL, TOWNHOMES, CONDOMINIUM) SHALL BE PRIVATE.
3. PROPOSED NUMBER OF LOTS, PARCELS, OUTLOTS, AND OUTPARCELS: 288-300 TOWNHOUSE LOTS
4. **GROSS FLOOR AREA:**
PHASE 1. RESIDENTIAL ATTACHED (TOWNHOUSE OR TWO FAMILY): 175 - 250 DU
RESIDENTIAL (MULTIFAMILY): 100 - 500 DU
PHASE 2. COMMERCIAL RETAIL: 150K - 200K SF
RESIDENTIAL (MULTIFAMILY): 225 - 500 DU
PHASE 3. COMMERCIAL RETAIL: 125K - 175K SF
RESIDENTIAL (MULTIFAMILY): 250 - 725 DU
PHASE 4. COMMERCIAL RETAIL: 40K - 60K SF
RESIDENTIAL (MULTIFAMILY): 175 - 250 DU
PHASE 5. COMMERCIAL RETAIL: 20K - 40K SF
- TOTAL GROSS FLOOR AREA:
RESIDENTIAL ATTACHED (TOWNHOUSE OR TWO FAMILY ATTACHED) 175 - 250 DU
RESIDENTIAL (MULTIFAMILY) 875 - 2,250 DU
COMMERCIAL RETAIL 435K - 700K SF
- III. UTILITY NOTES:**
1. EXISTING WATER/SEWER DESIGNATION: W-3 AND S-3
2. PROPOSED WATER/SEWER DESIGNATION: W-3 AND S-3
3. PROPOSED WATER AND SEWER WITHIN RESIDENTIAL AREAS TO BE PUBLIC. ALL OTHER COMMERCIAL AREAS TO BE PRIVATE.
4. STORMWATER MANAGEMENT CONCEPT PLAN NUMBER: 46825-2005-01
- IV. SITE INVENTORY INFORMATION**
1. 200 FOOT MAP REFERENCE: 210NE05,210NE06,211NE05,211NE06
2. TAX MAP NUMBER AND GRID: MAP 26 GRID A4,B4
3. AVIATION POLICY AREA: NONE
4. 10-FOOT PUBLIC UTILITY EASEMENT ALONG ALL RIGHTS-OF-WAY: PUBLIC - YES, PRIVATE - NO
5. ALL EASEMENTS AND RIGHTS-OF-WAY ARE SHOWN ON PLANS
6. MANDATORY PARK DEDICATION: PRIVATE FACILITIES
7. CEMETERIES ON OR CONTIGUOUS TO THE PROPERTY: NO
8. HISTORIC SITES ON OR IN THE VICINITY OF THE PROPERTY: NO
9. WETLANDS: NO
10. 100 YEAR FLOODPLAIN: NO
11. WITHIN CHESAPEAKE BAY CRITICAL AREA: NO
12. SOURCE OF TOPOGRAPHY: GIS
13. SOURCE OF BOUNDARY: GLW ALTA-SURVEY JULY 23, 2015
14. NO IMPACTS TO ENVIRONMENTAL FEATURES
15. NO CLEARANCE OF ANY SPECIMEN TREES

LEGEND

- SUBJECT PROPERTY BOUNDARY
- PROPOSED PRIVATE ROAD
- PROPOSED SITE ACCESS
- MASTER PLAN TRAIL
- RESIDENTIAL (MULTI-FAMILY)
- RESIDENTIAL (ATTACHED DWELLINGS / MULTI-FAMILY)
- RESIDENTIAL (SENIOR LIVING)
- COMMERCIAL RETAIL AREA
- MIXED - USE
- CORE AREA
- RESIDENTIAL (MULTI-FAMILY OVER EXISTING COMMERCIAL)
- FUTURE COMMERCIAL

THIS BLOCK IS FOR OFFICIAL USE ONLY. IPR label certifies that this plan meets conditions of final approval by the Planning Board, its designee or the District Council.

M-NCPPC APPROVAL

PROJECT NAME: BELTWAY PLAZA
PROJECT NUMBER: CSP-18010

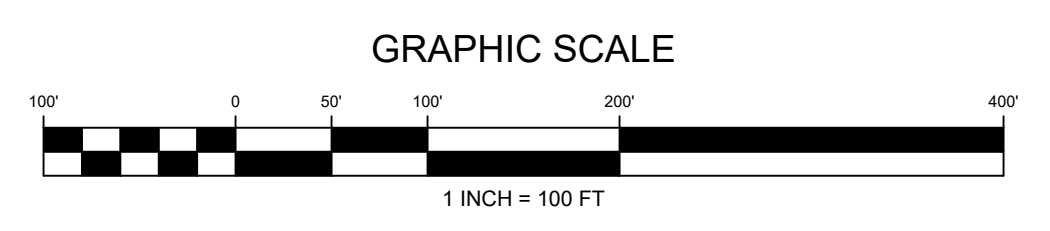
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet. Revision numbers must be included in the Project Number.

New Approval Block

STATE OF MARYLAND
PLANNING BOARD
1/25/19

PROPERTIES SUBJECT TO THIS APPLICATION

PARCEL	SIZE	PLAT REFERENCE
AA	4.92 ACRES	PLAT BOOK PM 218 PLAT NO. 95
CC	3.21 ACRES	PLAT BOOK PM 218 PLAT NO. 96
DD	6.00 ACRES	PLAT BOOK PM 218 PLAT NO. 95
EE	3.15 ACRES	PLAT BOOK PM 218 PLAT NO. 95
FF	12.01 ACRES	PLAT BOOK PM 218 PLAT NO. 96
Y	11.81 ACRES	PLAT BOOK PM 218 PLAT NO. 96
Z	12.78 ACRES	PLAT BOOK PM 218 PLAT NO. 95



NOTE: Conceptual Site Plans are not required for properties in the M- U- I zone, however this CSP is being submitted to fulfill the requirements of the 2013 Greenbelt Metro area and MD193 Corridor Plan and Sectional Map Amendment (S.M.A.). The S.M.A. requires a Conceptual Site Plan to be approved prior to submittal of a Detailed Site Plan. The CSP is to show phasing of redevelopment, future land uses, and future connections to adjacent properties, all of which are reflected on the above.

REVISION	DATE	REVISION	DATE	REVISION	DATE
1.	Address SDR Comments		3/18/19		

Owner/Developer:
Quantum Companies
c/o Fred Wine
The Quantum Building
4912 Del Ray Avenue
Bethesda, MD 20814

BELTWAY PLAZA
ELECTION DISTRICT No. 21
PRINCE GEORGE'S COUNTY, MARYLAND
TAX MAP 26,34 GRID A1,A4,B1,B4,C4
200 FOOT MAP 210NE05,210NE06,211NE05,211NE06

RODGERS CONSULTING
1101 Mercantile Lane, Suite 280, Largo, Maryland 20774
Ph: 301.948.4700 Fx: 301.948.6256 www.rodgers.com

BASE DATA: BY DATE
DESIGNED: BY DATE
DRAWN: BY DATE
REVIEWED: BY DATE
RODGERS CONTACT: BY DATE
RELEASE FOR: BY DATE

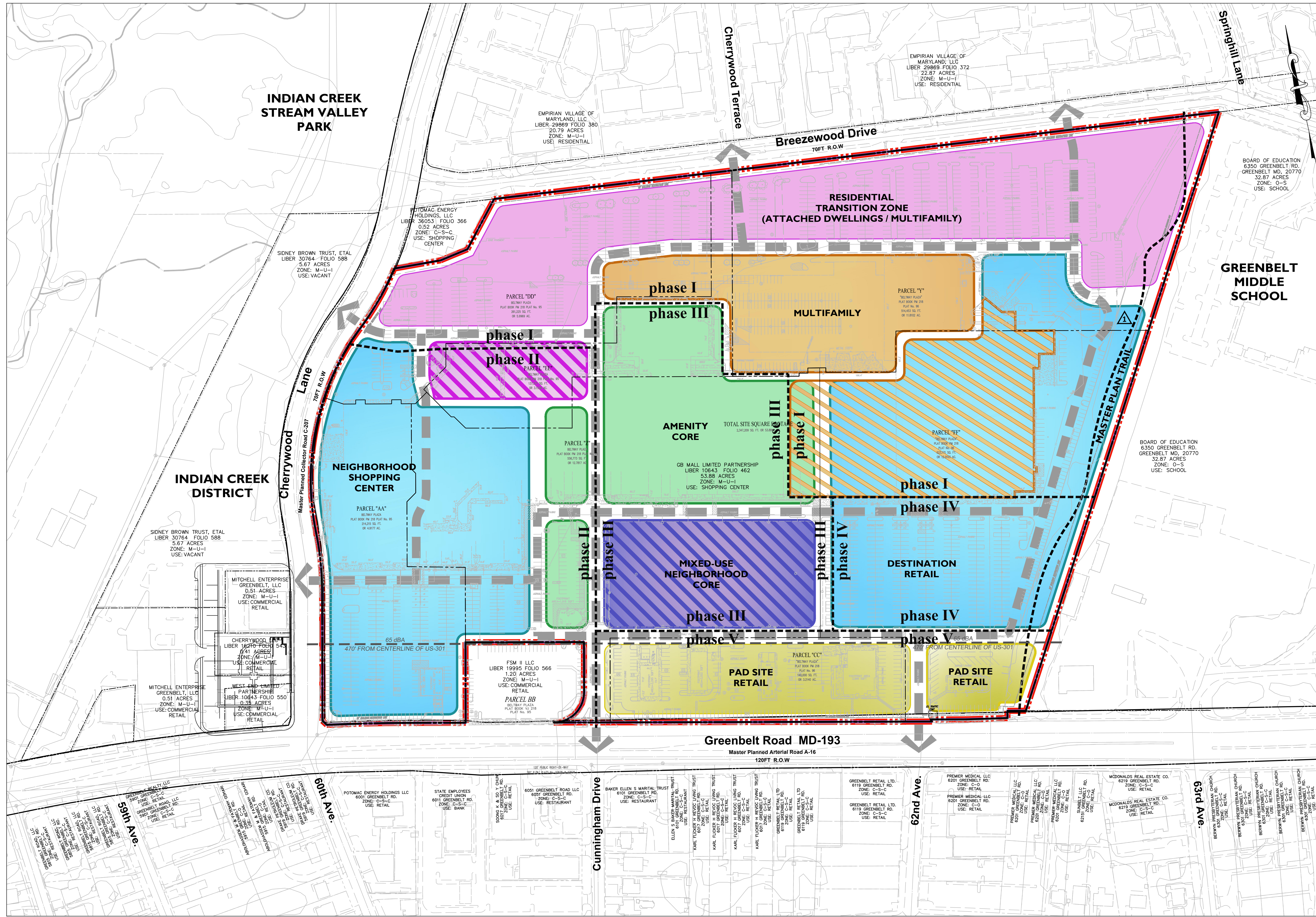
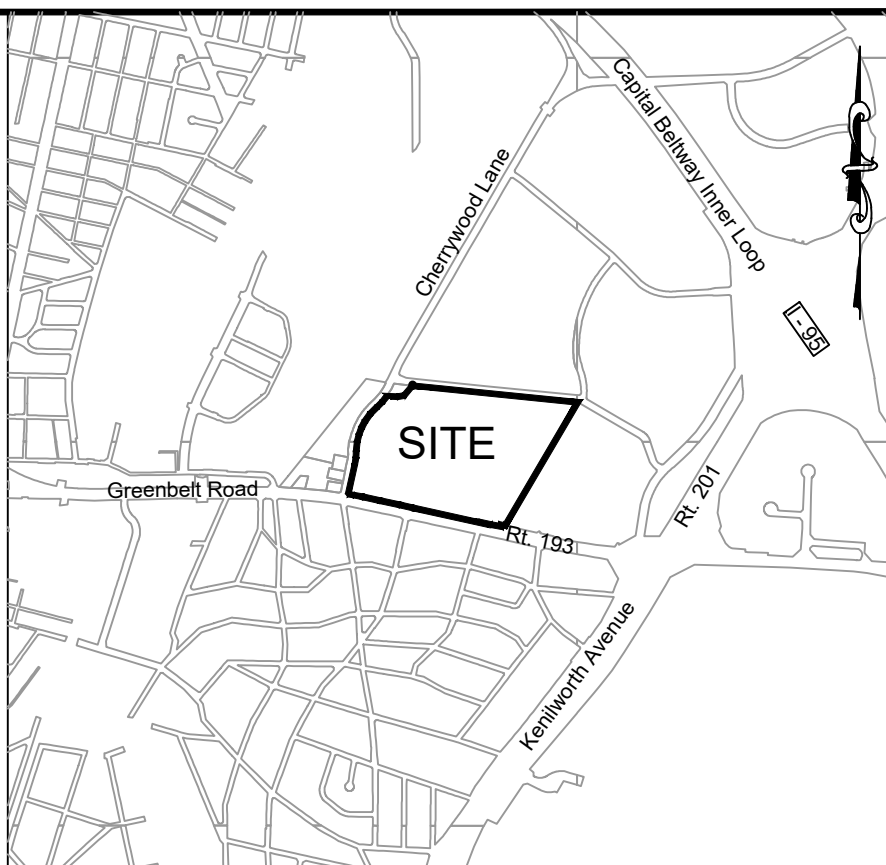
CONCEPTUAL SITE PLAN PHASING PLAN

SCALE: 1"=100'
JOB NO: 1287A
DATE: 9/2018
SHEET NO: 1 OF 2

PRELIMINARY NOT FOR CONSTRUCTION

PHASING PLAN CSP-18010^Δ

BELTWAY PLAZA



LEGEND

- SUBJECT PROPERTY BOUNDARY
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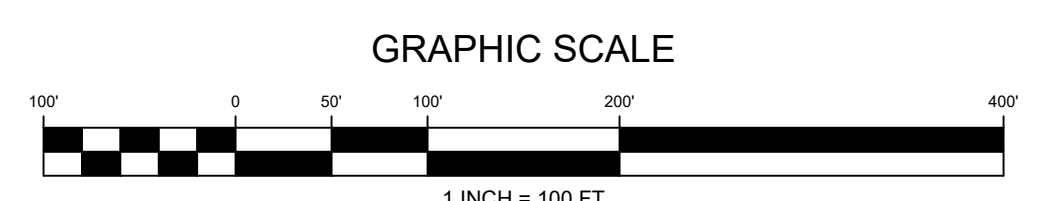
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The Quantum Building
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Bethesda, MD 20814

BELTWAY PLAZA

ELECTION DISTRICT No. 21
PRINCE GEORGE'S COUNTY, MARYLAND
TAX MAP 26.34 GRID A1,A4,B1,B4,C4
200 FOOT MAP 21NE05,21NE06,21NE05,21NE06

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CONCEPTUAL SITE PLAN PHASING PLAN

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