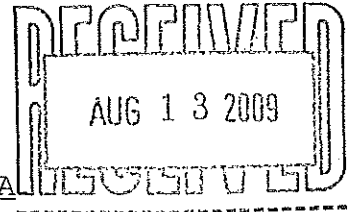


STATEMENT OF JUSTIFICATION IN SUPPORT OF
DETAILED SITE PLAN DSP-09006-BELCREST PLAZA



Contee Company, LLP (the "Applicant") is the owner of four parcels of land located on Toledo Terrace within the boundaries of the adopted and approved Transit District Overlay Zone (the "TDOZ") for Prince George's Plaza. The parcels of land are more particularly described as Parcel B (12.4669 acres) depicted on a plat of subdivision entitled "Georgian Plaza", which plat is recorded among the Land Records of Prince George's County at Plat Book WWW 32 Plat No.30; Parcels B (.8811 acres) and C (7.9899 acres) depicted on a plat of subdivision entitled "Americana Plaza", which plat is recorded among the Land Records of Prince George's County at Plat Book Plat WWW 35 No. 59; and Parcel A (3.5712 acres) depicted on a plat of subdivision entitled "Americana Plaza", which plat is recorded among the Land Records of Prince George's County at Plat Book Plat WWW 34 No. 41. The total area of all four properties included within the Detailed Site Plan is 24.915 acres.

The four properties included in the Detailed Site Plan are currently fully developed with 27 low rise apartment buildings constructed in the late 1950's and early 1960's by the current owner. The owner/Applicant now seeks to redevelop the properties as depicted on the Detailed Site Plan. The Detailed Site Plan includes a request to change the underlying zoning category of the subject properties from the R-18 zone to the M-U-I zone and to

modify the use list approved in the TDDP for the properties. The Detailed Site Plan also includes modifications to several Mandatory Development Requirements, including the building height restrictions, and the Site Design Guidelines contained in the Transit District Development Plan (the "TDDP"). This statement of justification addresses the statutory requirements applicable to the proposed change in the underlying zoning category as well as the modifications to the Mandatory Development Requirements and the Site Design Guidelines.

STATUTORY AUTHORITY

As indicated above, the properties included within the Detailed Site Plan all lie within the boundaries of the Prince George's Plaza TDOZ. Section 27-548.09.01(a) of the Prince George's County Zoning Ordinance (the "Zoning Ordinance") Section 27-548.09.01 contains provisions which address amendments to approved TDOZ's. Section 27-548.09.01(a) provides as follows:

(a) District Council.

(1) The District Council but not the Planning Board may approve any of the following amendments to Transit District development requirements, under procedures in Part 3, Division 2, Subdivision 5:

- (A) Change of the boundary of the T-D-O Zone;
- (B) Change of an underlying zone;
- (C) Change to the list of allowed uses, as modified by the Transit District Development Plan;
- (D) Change to building height requirements;
- (E) Change to transportation demand requirements or other parking provisions in the Transit District Development Plan which do not concern the dimensions, layout, or design of parking spaces or parking lots.

The Detailed Site Plan for Belcrest Plaza proposes a change in the underlying zone of the subject property from the R-18 to the M-U-I zone, a change to the list of allowed uses, and a change to building height requirements within Subarea 12. Section 27-548.09.01 (b) (2) provides that any application for such a changes must include a "statement showing that the proposed development conforms with the purposes and recommendations for the Transit District, as stated in the Transit District Development Plan." Each of these changes will be addressed below.

STATEMENT OF CONFORMANCE WITH PURPOSES AND
RECOMMENDATIONS FOR THE TRANSIT DISTRICT

All of the changes requested by the Applicant require the submission of a statement demonstrating the conformance of the proposed development with the purposes and recommendations of the transit district. This evaluation of conformance includes consideration of the purposes of the TDOZ itself, the general purposes and goals for the Prince George's Plaza TDOZ as set forth in the TDDP and the Subarea specific development concepts as set forth in the TDDP. Each of these will be addressed below, as will each of the specific changes requested by the Applicant.

To assist in the evaluation of this analysis, attached hereto as Exhibit A is a Project Description which contains an overview of the entire development proposal, a description and visual depiction of the architectural goals and vision for the project, and narrative descriptions addressing sustainable building design, pedestrian circulation, streetscape design,

planting, paving, plazas and other project details. The project was designed with the goal of implementing the purposes and recommendations of the Prince George's Plaza Transit District.

Conformance with the Purposes of the TDOZ.

The development proposed in this application in the M-U-I zone is consistent with the purposes of the TDOZ, as set forth in Section 27-548.03, and as listed on Page 9 of the TDDP. As stated in the Project Description, the goal of the Belcrest Plaza redevelopment is to create an exciting, transitional and vibrant proposal to create a lifestyle community just steps away from the Prince George's Plaza Metro Center. The M-U-I zone allows the Applicant to implement this vision, thereby enhancing the development opportunities in the vicinity of the transit station by concentrating residential density with a mix of uses on land closest to the transit station (27-548.03(a)(1)). The use of the transit station will be promoted by the urban, pedestrian and bicycle friendly design (27-548.03(a)(2)). Urban development oriented to transit ridership will increase the return on investment in the transit station (27-548.03(a)(3)). The M-U-I zone overcomes deficiencies in the underlying euclidean zone by allowing the recommendations of the TDDP to be implemented (27-548.03(a)(5)). The proposed development concentrates on enhancing the pedestrian experience, while at the same time promoting efficient vehicular access to the Metro station (27-548.03(a)(8)). Finally, the M-U-I zone allows the designers to

emphasize quality development and flexible, sophisticated urban design, with the project seamlessly blending into the surrounding community (27-548.03(a)(11) and (12)). These features, available only in the M-U-I zone will enhance the development's attractiveness as a transit oriented community, and satisfy the purposes of the TDOZ and the TDDP.

Conformance with the Goals and Objectives of the TDDP.

The TDDP, on Page 14, also sets forth specific goals for the Prince George's Plaza Transit District. Each of these specific goals will be addressed.

Urban Design

- Encourage the placement of buildings along East West Highway, Toledo and Belcrest Roads and Toledo Terrace so that they define the space, create a pedestrian-friendly environment and minimize views of parking areas.
- Encourage the use of structured parking and discourage huge expanses of surface parking.
- Link existing residential neighborhoods to the Metro and other uses with a strong pedestrian network.
- Continue the strong sense of identity for the Metro station and transit district established by the public investment of streetscape improvements along Belcrest Road.

Comment: The extensive overview of the Urban Design of the proposed development set forth in Exhibit A addresses each of these goals. The proposed buildings reflect multiple heights, from an iconic tower at the corner of Belcrest Road and Toledo Terrace to 4-story multifamily buildings and townhouses abutting the fringes of the TDOZ boundaries. In all cases, the buildings

are located along the street to define the space and to create a pedestrian and mass transit friendly environment. With the exception of a small (42 space) parking area adjacent to the recreation center, all parking will be structured and will not be visible from outside the project. Thus, there are no huge expanses of surface parking. The design of the community encourages pedestrian movement, and the proposed layout of Subarea 12 encourages future connections to the Mall at Prince Georges consistent with the TDDP. Finally, the streetscape along Belcrest Road will be continued to cement the strong sense of identity within the Transit District.

Environment

- Restore, protect and enhance environmental quality whenever possible by protecting environmentally sensitive areas, minimizing the negative impacts of development and expanding recreation and aesthetic opportunities.

Comment: The existing properties are fully developed. The proposed redevelopment will include the construction of water quality devices to improve water quality. A conceptual stormwater management plan (Case #11078-2009-00) has been approved. In addition, the intention of the project is to realize an entire neighborhood redevelopment that employs and encourages sustainable practices. With walkable and pedestrian scaled street frontages, pedestrian and bicycle linkages to mass transit and local services and a campus of LEED certified buildings, the project responds to the growing need for

sustainable developments which reduce negative impacts on our environment.

Transportation

- Ensure that all new development or redevelopment in the transit district is coordinated in a fashion that:
 - Provides for adequate levels of transportation and transit operating and service efficiency.
 - Ideally produces a net revenue increase for the County.
 - Is based on transportation and transit policies that seek to increase protection of County environmental assets and resources.

Comment: As indicated above, the proposed community has been designed to take advantage of its location near a Metro station. The mix of uses and the pedestrian and bicycle friendly design of the project will discourage vehicle trips and create a true transit oriented development. The proposal will satisfy all of the transportation requirements of the TDDP, and there will be a substantial overall reduction in surface parking. The mix of both retail and office uses will generate positive tax revenue and the completed development will result in a substantial increase in property tax and other revenues.

Public Facilities

- Provide the most efficient delivery of essential, general and educational services to the residents, businesses and uses of the transit district.
- Minimize crime through a variety of crime prevention strategies and increase citizen and business awareness.

Comment: The proposed development will contribute to creating the critical mass needed to create a vibrant,

sustainable transit oriented area. As a lifestyle community, the residents will largely be committed to locating in an urban transit oriented development. This will allow for the more efficient delivery of essential, general and educational services. In addition, the applicant has proposed the inclusion of 23,780 square feet of public space in the office building closest to the Metro station. Initially, this space is proposed to support the local library, but could be used for other public purposes if a greater need is identified.

Economic Development

- Maximize the function of the station facility as a transit transfer point, employment destination and off-peak shopping center.
- Encourage evening usage of the area.
- Promote the development of service-oriented businesses which will support the large existing daytime population and encourage Metro ridership.

Comment: Consistent with the recommendation for mixed use development within Subarea 12, the proposed community will satisfy all three of the economic development goals. The development will include employment opportunities within walking distance of the Metro, and will provide a concentration of population which can increase Metro ridership. The additional residential population, and the service commercial uses and restaurants within the property will encourage evening use of the area and complement the existing commercial core of the area.

Trails

- Have pedestrian/multiuse trails and bikeways viewed seriously as a viable transportation mode that can provide a low-cost, energy-efficient and environmentally safe alternative to single-occupant vehicles (SOV).
- Have in place a uniform, totally connected, continuous trail and bikeway network with access to and from all neighborhoods and communities for all aspects of the living environment, office, shopping schools, transit, parks and bus stops.
- To achieve, with the recommended trails and bikeway infrastructure in place, a goal that at least 5 percent of the transit district workers and/or persons accessing Metro will use bicycles and walking as alternative transportation modes.

Comment: The proposed plan is completely consistent with this goal. The Applicant has designed bicycle and tricycle parking areas into the parking garage, approximately 40 bicycle racks will be strategically located around the retail stores facing the urban green and a changing room is provided in the building at Belcrest Road and Toledo Terrace to encourage bicycle use by both the residents, patrons and office workers.

Parks and Recreation

- Provide parks, recreation facilities and programs to respond to the needs of residents and employees of the transit district.
- Develop facilities that are functional, safe and sensitive to the surrounding environment.
- Protect and conserve public open space and natural resources.
- Utilize alternative methods of park acquisition and facility development such as donation and mandatory dedication.

Comment: The existing development provides no recreation facilities for the existing residents. The proposed plan will be rich with recreational amenities and green spaces appropriate for an urban environment. First, each section of the development will have recreational facilities to serve the residents. In addition, a multi use recreation center for the exclusive use of the residents will be constructed within Subarea 12, at the epicenter of the new community. The recreation center includes a 25 meter pool, a full size basketball court/gymnasium, exercise facilities, billiards, juice bar, and café areas. In the center of this parcel are three (3) blocks consisting of varying building heights. Amenities are provided in each of the buildings, including swimming pools and other amenities that will meet the demographics for this community. In addition to these facilities, extensive parks, courtyards, and plazas with several pedestrian walkways and a continuous sidewalk along street frontages assist in unifying the site thematically, compliment the buildings, provide iconic art settings and meet the leisure needs of the residents and workers.

Conformance with Subarea Development Vision.

The existing parcels which comprise the subject property are currently all zoned R-18, reflective of the existing low-rise

apartment buildings. These parcels are located within two of the designated Subareas of the TDDP-Subarea 12 and Subarea 13A. Subarea 12 includes Parcel B, Georgian Plaza. Subarea 13A includes Parcels A, B and C of Americana Plaza. Although the parcels are currently developed, the TDDP recognized the desirability of future redevelopment. The Subarea Requirements and Guidelines for Subarea 12, for example, specifically are intended "To provide redevelopment guidelines for a property where an aging apartment complex exists. A mixed use development should be considered in the future for this property given its close proximity to the Metro Station." The future redevelopment of Subarea 13A is also discussed in the Subarea Requirements and Guidelines. In Subarea 13A the TDDP envisions a more urban residential development with 4-8 story buildings. Despite the recommendations to redevelop Subarea 12 and Subarea 13A with more dense residential and mixed use development, the TDDP left the subject property in the R-18 zone. The type of development envisioned by the TDDP cannot be implemented in the R-18 zone. It does not permit the level of residential densities, does not allow a mix of uses and does not provide the design flexibility necessary to create an urban transit oriented community. As reflected on the project description, the purpose of the proposed application is to create just such a community, and the changes requested in this application are intended to implement the

Subarea specific vision for redevelopment of the subject property.

In conclusion, the proposed detailed site plan conforms with the purposes and recommendations of the Prince George's Plaza Transit District.

CHANGE OF UNDERLYING ZONING CATEGORY

In this case, the applicant is seeking to change the underlying zone from the R-18 zone to the M-U-I zone (Mixed Use-Infill). The M-U-I zone did not exist when the TDOZ for Prince George's Plaza was adopted in 1998. The M-U-I zone came into existence in 2001. The general purpose of the M-U-I zone is to permit a mix of residential and commercial uses as infill development in areas which are already substantially developed. Further, the M-U-I zone is generally only permitted on property which has proposed development subject to site plan review and is in a TDOZ or Development District Overlay Zone. Section 27-546.16(b)(1) of the Zoning Ordinance provides that property in a TDOZ may be reclassified from its underlying zone to the M-U-I zone by an amendment to the TDDP, provided that the owner shall show "that the proposed rezoning and development will meet TDDP goals and objectives and will be compatible with existing or approved future development on adjacent properties."

The existing parcels which comprise the subject property are

currently all zoned R-18, reflective of the existing low-rise apartment buildings. These parcels are located within two of the designated Subareas of the TDDP-Subarea 12 and Subarea 13A. Subarea 12 includes Parcel B, Georgian Plaza. Subarea 13A includes Parcels A, B and C of Americana Plaza. As indicated below, the M-U-I zone will meet the goals and objectives set forth in the TDDP for these Subareas. Also, the M-U-I zone is the appropriate zone to implement the mixed-use and higher residential density vision for Subareas 12 and 13A.

In addition to meeting the goals and objectives of the TDDP, the proposed change in zoning category is consistent with the purposes of the M-U-I zone, which are set forth in Section 27-546.15(b) of the Zoning Ordinance. There are seven specific purposes of the M-U-I zone, six of which are applicable to the subject property and are set forth below.

(b) The specific purposes of the M-U-I zone are:

(1) To implement recommendations in approved Master Plans, Sector Plans or other applicable plans by encouraging residential or commercial infill development in areas where most properties are already developed.

Comment: The subject property is an infill site in close proximity to a Metro station, most of the properties in the vicinity of the Metro station are already developed and the TDDP

for Prince George's County recommends residential or mixed use development which cannot be accomplished in the underlying zoning category.

(2) To simplify review procedures for residential, commercial and mixed residential and commercial development in established communities.

Comment: The M-U-I zone is ideal to permit the implementation of the TDDP's recommendations and the applicant's vision for the subject property. The MUI zone, in conjunction with the TDDP, provides the flexibility to create a vibrant, transit-oriented, urban lifestyle community with a mix of uses. No other zone allows the applicant to implement the proposed plan.

(3) To encourage innovation in the planning and design of infill development.

Comment: The proposed development represents a forward thinking, innovative, sustainable community by mixing building heights, proposing an iconic, landmark building, and mixing residential, commercial, public and recreational uses. The flexibility of the M-U-I zone, guided by the TDDP development standards, encourages the implementation of these innovative designs.

(4) To allow flexibility in the process of reviewing infill development.

Comment: The M-U-I zone is flexible in that the Section 27-

548.18 states that for mixed use development "the site plan as approved shall set out the regulations to be followed." For an innovative transit oriented development, this type of flexibility is essential.

(5) To promote smart growth principles by encouraging efficient use of land and public facilities and services.

Comment: Sustainable transit oriented development epitomizes smart growth principles. The proposed development conforms with this purpose by concentrating density and jobs within walking distance of a Metro Station.

(6) To create community environments enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses.

Comment: As indicated above, all of these elements are proposed in the detailed site plan, as recommended by the TDDP. Only the M-U-I zone allows the applicant to create a community that shares all of these elements and fully implements the recommendations of the TDDP.

(7) To permit redevelopment, particularly in areas requiring revitalization, of property owned by a municipality or the Prince George's County Redevelopment Authority.

Comment: This purpose does not apply to the subject property, which is in private ownership.

The proposed development will also be compatible with

existing or approved future development on adjacent properties. Subarea 12, where the greatest mix of uses and highest density are proposed, is a narrow strip of land between Subarea 1 and Subarea 11. Subarea 1 is already developed with two 16 story high-rise multifamily buildings, one a rental community and the other a condominium. Future development for Subarea 1 is recommended to continue the same development pattern, with new 6-16 story buildings intended to "significantly increase the number of people who live within walking distance of the Metro station." Subarea 11 is currently developed with the Prince George's Plaza Mall. While retail uses are recommended to continue, the possibility of introducing a mix of uses is also discussed. The proposed development will enhance the existing and future retail market opportunities at the shopping center while further concentrating the number of people within walking distance to the Metro Station. The retail space proposed is intended to complement the adjacent retail while at the same time provided necessary services to the residents of the property.

Subarea 13A is across from Subarea 13B and Subarea 11, as well as adjacent to existing multifamily residential developments. Subarea 13B contains a townhouse office complex along the periphery of the adjacent mall. While the proposed development within Subarea 13A is predominantly mid-rise residential as recommended in the TDDP, the Applicant is

proposing a small flex space mixed use component intended to encourage compatibility with the commercial uses across Toledo Terrace.

In summary, the proposed change in underlying zoning category satisfies the purposes and goals of the TDOZ, the M-U-I zone and both the general and specific goals of the TDDP. In addition, the proposed development will be compatible with existing and proposed uses on adjacent properties.

CHANGE TO LIST OF ALLOWED USES

Each of the four parcels comprising the subject property is currently zoned R-18, and the list of permitted uses contained in the TDDP reflects uses consistent with the R-18 zone. The TDDP recommends, however, the redevelopment of the subject property, including mixed use. The M-U-I zone is proposed to implement this recommendation and thus a use list consistent with the provisions of the M-U-I zone is proposed. The list of allowed uses proposed by the applicant is set forth in Exhibit "B" attached hereto and made a part hereof. In essence, the M-U-I zone permits all uses permitted by right or by special exception permitted in the C-S-C zone, except for uses in the Miscellaneous category and Residential category listed in Section 27-461(b)(3) and (b)(6). For these categories, the uses allowed in the R-18 zone are permitted. The use list attached as Exhibit "B" includes all of those uses permitted by right in the C-S-C zone,

but does not include all of those uses permitted by special exception, eliminating such uses as pawn shops and drug treatment centers.

CHANGE TO BUILDING HEIGHT REQUIREMENTS

The Applicant has proposed four circumstances in Subarea 12 and one in Subarea 13 where the height of the buildings may not conform to the height requirements of the TDDP. To the extent it is determined that the proposed buildings do not conform to the height requirements of the TDDP, a modification is requested.

Subarea 12. In Subarea 12, P99 provides that the minimum building height shall be 6 stories. P100 provides that the maximum height shall be 16 stories. Building 5, located at the western end of Subarea 12, contains three components with varying height. This building has a 14-story component, a 7-story component and a 2 story component. The 2 story section of the building contains the proposed 25,000 square foot recreation center. Since the various building components vary in height from 2 stories to 14 stories, the overall building may be deemed to conform to the minimum height of 6-stories. However, in the event it is determined that the part of the building which is 2 stories does require a change in the TDDP, such change is requested.

Second, also in Subarea 12, the Applicant is proposing to

construct a mixed-use urban plaza along the eastern end of the property. The northern end of this plaza is framed by a portion of Building 2. Building 2 consists of varying heights. The portion of Building 2 framing the urban plaza is 4-stories. Building 2 also contains two U-shaped residential towers, with each resting on a 5-story parking and retail podium. The two residential towers are identical, with one facing Toledo Terrace and one facing Toledo Road. While most of the two residential towers is 14-stories, the "wings" of the buildings drop off and the center portion of the buildings is 17-stories. The 17-story towers require a modification to the 16 story maximum height for Subarea 12. If it is determined that the 4-story section of Building 2 framing the urban plaza does not meet the 6-story minimum height requirement, a modification is also requested.

Third, Building 1a is a 33-story tower proposed for the intersection of Belcrest Road and Toledo Terrace, where the subject property is closest to the Metro Station. A change in the maximum height requirement of 16 stories in Subarea 12, set forth in P100 is requested.

Subarea 13A. Subarea 13A also has height requirements. P103 provides for a minimum building height of 4 stories. P104 provides for a maximum building height of 8 stories. The buildings fronting on Toledo Terrace conform to these requirements with building heights of 4-to 5-stories. However,

along Northwest Drive, at the northwestern edge of the TDDP, the Applicant proposes 3 and 4 story townhouse style condominiums. While this is intended to provide a variety in housing unit types, a change in the minimum height requirement set forth in P104 is required for the 3 story models.

The Applicant submits that the changes in proposed building heights conforms to the purposes of the Transit District and is justified. The Applicant is proposing a sustainable lifestyle community development with a transit oriented focus. The proposed development offers a variety of housing choices, from townhouse style condominiums, to multifamily for sale condominiums and rental apartments. Providing a variety of housing styles allows a more diverse resident population and helps provide housing to a broader economic spectrum.

With specific regard to the proposed increases in building height (33-stories for Building 1a and 17-stories for Buildings 2a and 2b), the Applicant believes that such increases conform with the purposes and recommendations for the Transit District, as stated in the TDDP. The Urban Design Goals of the Prince George's Plaza Transit District include the placement of buildings along Toledo Terrace and Belcrest Road which define the space, creating a pedestrian-friendly environment, minimizing the views of parking areas, encourage structured parking and continuing the strong sense of identity for the Metro Station.

The purposes of TDOZ's include promoting the use of transit facilities, attracting an appropriate mix of land uses, encouraging uses which complement and enhance the character of the area, insuring developments that possess a desirable urban design relationship with one another and providing flexibility in the design and layout of buildings and structures. The purposes of the M-U-I zone include encouraging innovative planning and design in infill development and promoting smart growth principles by encouraging the efficient use of land and public facilities.

The Applicant has the opportunity to create a sustainable transit oriented community across 25 acres of land within walking distance of a Metro Station. It is also important that the design of the project be compatible with surrounding development. Rather than construct monolithic buildings of similar height, the design seeks to create a development which transitions in height as it nears the transit station. This transition of building heights serves several purposes. First, it concentrates the density at the point closest to the Metro Station, promoting smart growth, the use of mass transit and a pedestrian friendly environment. Second, the varied building heights encourages innovative design, allowing the buildings to capture the maximum light exposure to create a more livable environment and creating a more attractive block abutting the north end of the Mall at

Prince George's. Third, the additional height concentrates the population at a spot which attracts a greater mix of land uses, with a pedestrian friendly plaza surrounded by retail uses. Fourth, the construction of a landmark building contributes to the sense of place at the Prince George's Plaza Metro and defines the space. Finally, the diversity in height promotes compatibility with the surrounding development. The 4-story buildings in Subarea 13A, for example, are more compatible with the adjacent remaining garden apartments in Subarea 13A which are not owned by the Applicant than would 8-story buildings permitted by the TDDP. The proposed townhouses in the northwest corner of Subarea 13A are a better transition to adjoining development outside the TDOZ that 8-story buildings would be. The perspective of the proposed buildings shown on page 9 of the Project Description shows that the 33-story building is compatible with the context of the taller buildings that already exist along Belcrest Road, except that it represents a signature landmark structure that helps identify the Prince George's Plaza Metro Station. A universal, unbending cap of 16-stories throughout the TDDP will not allow any building to stand out as a landmark structure. Thus, the construction of a the proposed 33-story tower at the nearest corner to the transit station conforms with the purposes and recommendations of the TDDP. The height of this single building, and the distinctive architecture, will identify this as a Metro community and allow a greater variety of

building heights across the Applicant's properties. The varied heights of the buildings also provide greater architectural interest, a sense of place with a human scale and a distinctive urban character. These are exactly the goals of the Transit District. The building heights proposed by the Applicant, while technically varying from the specific language of the TDDP, are wholly consistent with the goals and objectives of the TDDP to concentrate a mixed use development accessible to the Metro Station. The approval of the height waiver will not impair the implementation of the plan, but will serve as a catalyst for additional transformation.

With regard to the request to lower the building heights in certain locations, the Applicant also believes that the specific, strategic lowering of building heights also conforms with the purposes and recommendations for the Transit District, as stated in the TDDP. In Subarea 12, the two instances where portions of larger buildings are proposed to be less than 6 stories, these are done to create a more human scale and introduce a transition in heights. This is particularly true for the 4-story portion of Building 2 which is intended to frame the pedestrian plaza. In Subarea 13a, the reduction of building height is intended to increase the variety of housing type offered in this area. The area chosen for this purpose is the furthest from the Metro Station, abuts the fringes of the TDOZ boundary and does not

front of the main roads which define the TDOZ.

REQUIREMENTS FOR APPROVAL OF DETAILED SITE PLAN

In order to approve the Detailed Site Plan, the Planning Board must make the findings set forth in Section 27-548.08(c) of the Zoning Ordinance. The required findings are as follows:

(A) The Transit District Site Plan is in strict conformance with any mandatory requirements of the Transit District Development Plan;

(B) The Transit District Site Plan is consistent with, and reflects the guidelines and criteria for development contained in, the Transit District Development Plan;

Comment: Attached hereto as Exhibit "C" is an analysis of how the proposed Detailed Site Plan conforms with each of the mandatory requirements and Site Design Guidelines contained in the TDDP. As reflected in the analysis, there are several specific provisions of the TDDP from which the Detailed Site Plan varies. Section 27-548.08(c)(2) permits the Applicant to apply development standards which differ from the mandatory requirements in the TDDP, unless the plan provides otherwise. The specific list of requested alternative development standards is set forth in Exhibit "D" attached hereto.

(C) The Transit District Site Plan meets all of the requirements of the Transit District Overlay Zone, and applicable regulations of the underlying zones;

Comment: Set forth above is an analysis of how the proposed development conforms with the purposes, goals and objectives

contained in the TDOZ and the TDDP. The M-U-I zone specifically provides that for mixed use developments, the site plan, as approved, shall set out the regulations to be followed. These are set forth on the Detailed Site Plan as submitted. The Detailed Site Plan has been designed to implement the purposes, goals, objectives and requirements to the extent reasonably possible. Thus, the Detailed Site Plan meets all of the applicable requirements and regulations.

(D) The location, size, and design of buildings, signs, other structures, open spaces, landscaping, pedestrian and vehicular circulation systems, and parking and loading areas maximize safety and efficiency, and are adequate to meet the purposes of the Transit District Overlay Zone;

Comment: As set forth in the Project Description, the goal of the Detailed Site Plan is to create a pedestrian friendly, sustainable, transit oriented community. The plan specifically addresses each of these features in a manner to meet the purposes of the TDOZ. Compact, urban building design and placement, the amount and distribution of green and open spaces, pedestrian connectivity, vehicular access and circulation all have been carefully designed to maximize safety and encourage the use of the Metro station.

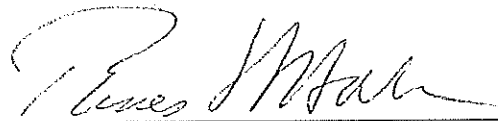
(E) Each structure and use, in the manner proposed, is compatible with other structures and uses in the Transit District, and with existing and proposed adjacent development.

Comment: The design concept set forth in the Project

Description demonstrates how varied and ascending building heights are used to ensure compatibility with adjacent properties both within and adjacent to the Transit District. This compatibility is achieved while, at the same time, implementing the goals of the TDDP to establish a concentrated residential and mixed-use community which takes advantage of the available mass transit, contributes toward the creation of a sustainable 24 hour environment and positively contributes to the County's tax base.

In conclusion, based on the above considerations, the Applicant submits that the requested changes to the Transit District development requirements conform with the purposes and recommendations for the Prince George's Transit Development District, as stated in the TDDP, that the modifications to the mandatory requirements and site design standards are appropriate, and that the Detailed Site Plan conforms with each of the findings required for in a TDOZ.

Respectfully submitted,



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EXHIBIT "B"
LIST OF PERMITTED USES

The uses permitted within the Belcrest Plaza properties are as follows:

(A) All uses permitted by right or by special exception in the C-S-C zone, except as follows:

- (1) Funeral parlor, undertaking establishment;
- (2) Massage Establishment;
- (3) Methadone Treatment Center;
- (4) Pawnshops;
- (5) Sanitary landfill, rubble fill or Class III fill;
- (6) Animal or poultry raising (other than customary household pets);
- (7) Sand and gravel wet processing;
- (8) Surface Mining;
- (9) Airport, airpark, airfield, airstrip, heliport, helistop;
- (10) Cemetery, accessory to a church, convent or monastery;
- (11) For the uses in Sections 27-461(b) (3), Miscellaneous, and 27-461(b) (6), Residential Lodging, the uses allowed are those permitted in 27-441(b) (3) and (6) for the R-18 Zone, except as follows:
 - (a) Multifamily dwellings in excess of applicable bedroom percentages are permitted;
 - (b) Hotel and motel uses are permitted as in the C-S-C zone.

Exhibit "C"

Conformance with Sector Plan

Urban Design

PEDESTRIAN ACCESS AND CIRCULATION

Mandatory Development Requirements

S1 All proposed development/redevelopment shall have a primary pedestrian walkway system that coincides with the street system and provides connection directly to the Metro station. In addition, the secondary and tertiary pedestrian systems shall provide efficient pedestrian circulation and inner-block connections through parks, plazas and green areas.

S2 Walkways through parking lots, other than those linking buildings with parking lots, shall, wherever possible, be avoided.

Comment: There is a planned cohesive pedestrian system tying into the existing and planned street network, a potential future Toledo Road connection. The width of the pedestrian zone follows the guideline set forth in the TDDP Plan. The sidewalks along all streets have been designed to accommodate the anticipated volume of pedestrians. There is one small parking lot proposed, thus, there are no walkways through parking lots.

S3 All primary and secondary pedestrian walkways shall be well-lighted to a minimum standard of 1.25 foot candles.

Comment: All primary and secondary pedestrian walkways will be lit in compliance with the minimum standard of 1.25 foot candles (see Sheet L5.0 for photometric data).

S4 All proposed development shall have direct, safe pedestrian links provided between the transit district uses, the primary walkway system and ultimately to the Metro station.

Comment: The proposed pedestrian system ties into the comprehensive existing sidewalk system. The plan has been designed allowing opportunities for additional pedestrian connections to the Metro station and the surrounding area in the event that the Mall at Prince Georges decides to redevelop.

S5 All primary and secondary pedestrian routes shall be constructed using special paving materials.

Comment: Primary and secondary pedestrian routes will be constructed using concrete unit pavers, scored concrete and/or possibly other materials as defined by the M-NCPPC.

S6 At the time of the first Detailed Site Plan submission, The Maryland-National Capital Park and Planning Commission (M-NCPPC) Urban Design staff shall select and specify the paving material to be used for the primary and secondary pedestrian system throughout the transit district.

Comment: The Applicant and design team will work with the M-NCPPC on final selection of paving materials for the primary and secondary pedestrian routes.

Site Design Guidelines

G1 All pedestrian walkways should be designed to minimize vehicular/pedestrian conflicts.

G2 Pedestrian link(s) should be barrier-free.

Comment: There are limited entrances into each garage for parking and loading. All pedestrian links are barrier-free.

*** See the Project Description for further pedestrian access and site circulation details.**

PLAZAS

Mandatory Development Requirements

S15 All plazas shall have paving materials that are high quality, visually attractive and compatible with adjacent building elements. A combination of the following may be required: brick, concrete pavers, flagstone, tile, exposed aggregate concrete, granite setts, and cobbles. Large expanses of poured concrete are not acceptable. A detailed paving/banding plan will be required at the time of Detailed Site Plan.

Comment: The plaza spaces in the project are designed with high quality unit paving (brick, concrete unit paving and/or granite cobbles). The Landscape and Lighting Plans will detail paving types, materials and accent banding.

S16 A performance bond, letter of credit or other suitable financial guarantee shall be required for the plaza area and any plaza amenities.

Comment: A performance bond, letter of credit or other suitable financial guarantee shall be provided for the plaza area and the plaza amenities.

Site Design Guidelines

G16 A plaza should be open to use by the public at all times with direct access from an adjoining public sidewalk.

Comment: Plaza spaces will be accessible at all times and connected to the public pedestrian circulation system.

G17 The level of the plaza should not be more than 3 feet above or 3 feet below the curb level of the nearest adjoining street in order to promote visibility and security.

Comment: Although the main (and largest) plaza is split across multiple elevations, no space will be more than 3 feet above or 3 feet below the adjacent sidewalk or adjacent hardscape space.

G18 Plazas should be designed to accommodate a variety of activities and users and shall provide a variety of functions, such as bus waiting area, pedestrian link between the blocks or plazas, or outdoor lunch plazas.

Comment: The plazas are designed to accommodate a variety of activities such as seating, pedestrian circulation, outdoor seating, large gatherings, festivals and the potential for bus stop.

G24 A strong design relationship should be developed between building architecture and the plaza, such as repetition of building fenestration pattern in plaza pavement banding and compatibility of façade materials and paving materials.

Comment: The landscape design materials will compliment the architectural materials and the landscape architect will work with the architect to ensure that wherever possible the hardscape elements respond to the fenestration of the adjacent buildings.

G26 Plazas should be designed to incorporate level changes, planting, changes in paving, seating areas, etc., as appropriate in relationship to the size of the plaza.

Comment: The plazas will be designed so as to accommodate grade change in smooth and gradual transitions, creating unique spaces at each grade level, while minimizing the grade change between the various levels. Seating and planting will be designed in appropriate relation to the size of the plaza.

G27 All plazas should be barrier-free, for example, they should be accessible to the handicapped, elderly, people with strollers and vendors with push carts.

Comment: Plazas will be barrier free and accessible.

G28 Plaza seating should be provided at the rate of 1 linear foot of seating per 3 linear feet of plaza perimeter area. A variety of seating options should be provided including benches, seating steps, planters, seat walls, table seating and grassy seating areas. Seating associated with cafes is not included. For the benefit of handicapped persons a minimum of 5 percent of the required seating shall have backs.

Comment: The plazas are designed to meet this seating requirement, and will use a variety of seating types to do so.

G29 The orientation of seating should provide a variety of seated views and sun and shaded seating options.

Comment: The seating options in the plazas are oriented in many directions across the spaces, some in the sun, some in the shade of trees, some under shade structures, and some along the streetscape.

G30 Landscape planting in the plaza should provide visual variety and create spaces that are comfortable and safe.

Comment: The planting design in the plazas utilizes many species and types of plants. Different heights of planter areas and lawn panels are used to provide variation across the space. Plant heights and massing are arranged so as to promote public health, safety and welfare.

G31 In general, a plaza should have one shade tree required for every 1,000 square feet, or fraction thereof, of urban plaza area. However, alternative methods can be used to provide shade, such as trellis, structures and awnings.

Comment: All plazas are designed to meet this shade tree requirement. In addition to the shade trees, a shade structure is utilized in the larger plaza.

G32 Plaza trees should be a minimum size of 4 inches in caliper at the time of installation. They shall be planted in at least 700 cubic feet of soil per tree with a depth of soil of 3 to 4 feet and be planted either with gratings flush to grade, or in a planting bed with a continuous area of at least 75 square feet exclusive of bounding wall.

Comment: All large shade trees planted in the plazas will be 4 inch caliper at installation. The plaza will be designed to be in compliance with the cubic feet, depth and square footage required by the TDDP and TDOZ.

G33 Planting beds should have a soil depth of at least 2 feet for groundcovers and 3 feet for shrubs.

Comment: Planting will be designed to be in compliance with the required depths.

G34 All landscaping materials should have an automated irrigation system.

Comment: Automated irrigation will be sparingly used for areas that truly require it (many of these are in fact in the plazas). But as the project is mindful of ecological impact, irrigation will be minimized.

G35 The plaza should be equipped with 115- and 200-volt outlets as appropriate for anticipated use.

Comment: The plaza will be equipped with 115- and 200-volt outlets as appropriate for anticipated use.

G36 Attractive trash receptacles should be distributed throughout all plaza areas and be coordinated with streetscape furniture.

Comment: Trash receptacles will be of a high quality family of site furnishings and will help to provide an identity for the project.

G37 Plaza areas over 10,000 square feet should provide a permanent stage location which may also function as a seating area when not used as a stage.

Comment: The large plaza is over 10,000 SF and will include a permanent space that may function well as a stage with flexible seating areas.

G38 The use of public art and water features as a focal point is encouraged.

Comment: The Applicant is considering the use of public art in the plazas as one way to provide a unique identity to the project.

STREETSCAPE

Mandatory Development Requirements

P1 Unless otherwise stated within the Subarea Specific Requirements, each developer, applicant, and the applicant's heirs, successors and/or assigns, shall be responsible for streetscape improvements along the entire length of the property frontage from the building envelope to face of curb. These improvements shall be included as part of any application for building or grading permits, except for permits for interior alterations which do not constitute redevelopment as previously defined. No building or grading permits shall be issued without a Detailed Site Plan which indicates conformance with the streetscape requirements of the TDDP. Construction of the streetscaping improvements shall be in phase with development, or the construction schedule shall be determined at the time of Detailed Site Plan.

Comment: The Landscape and Lighting plans include detailing of all streetscape improvements which are in compliance with the TDDP and TDOZ manual.

S8 All property frontages shall be improved in order to create a visually continuous and unified streetscape.

Comment: Along all property frontages a visually continuous and unified streetscape will be constructed and will act to establish an identity for the project as a whole. Included in the streetscape design will be street trees, tree lawns and tree pits, pedestrian walkways, lighting, signage, street furniture and trash receptacles.

S9 At the time of the first Detailed Site Plan submission, the M-NCPPC Urban Design staff shall select and specify the streetscape elements which shall constitute the streetscape vocabulary for all future development in the transit district, such as lighting fixtures, benches, trash receptacles, bicycle racks, sign posts, planters, building awnings, paving pattern(s) and materials.

Comment: The Applicant and design team will work with the M-NCPPC Urban Design Staff to determine the appropriate family of streetscape elements for the project.

S10 All traffic lights shall be either pole-mounted or attached to mast arms and all associated galvanized elements shall be finished in a manner compatible with lighting elements in the Lighting section of this chapter.

Comment: All traffic lights will conform to these guidelines.

S11 All street trees shall be limbed up to a minimum of 6 feet above grade.

Comment: Landscape and Lighting plans will note that all street trees be limbed up to a minimum of 6 feet above grade.

S12 All tree pits for street tree planting shall be designed in accordance with the most current technology.

Comment: Tree pits are only designed in the areas where retail exists at the ground level. The size and design of the planting volumes will be in accordance with the most current technology or as directed by the M-NCPPC.

S13 All major pedestrian crossings, such as crossings that traverse more than three lanes of traffic, shall have a contrasting pavement material. Crossings are to conform to all Road Code standards.

Comment: All crosswalks in the project which cross more than three lanes of traffic will be constructed of 4 X 8 unit pavers laid in a herringbone pattern and in a color contrasting the surrounding travel lane paving.

LANDSCAPE PLANTING DESIGN

Mandatory Development Requirements

S7 Landscape screens and buffers shall be used only where they do not impose a problem for pedestrian safety.

Comment: All landscape screening planting will utilize plants whose maximum height and overall density will not cause safety issues.

Site Design Guidelines

G3 Landscape plantings and/or low walls should be used to screen views of parking areas selectively and soften the façade treatment of parking structures where possible.

Comment: At the surface parking lot, a combination of evergreen shrubs and trees, deciduous shrubs and a hedge will be used to screen views into the lot, while maintaining public safety and awareness. Along exposed parking structures, a continuous planting strip including evergreen shrubs and trees and ornamental trees and shrubs will be used to screen and soften the façade treatment of the exposed parking structures.

ENVIRONMENT

Mandatory Development Requirements

P2 Any development shall provide for water quality and quantity control in accordance with all Federal, State, and County regulations. Bioretention or other innovative water quantity or quality methods shall be used where deemed appropriate.

Comment: Water quality and quantity control measures will be designed and constructed for this redevelopment. The Stormwater Management will be designed using the 2009 State of Maryland Stormwater Management regulations and will include the use of bio-retention where practicable for water quality. Channel Protection Volumes and any Water Quality Volumes not treated by other methods will be stored in underground systems located under pavement or buildings. In addition, where practicable, paved surface areas will be reduced through the use of grass rings. This will reduce the amount of impervious area for which stormwater management is needed, which in turn reduces the size of the required underground storage facilities.

P26 Where stormwater management cannot be provided for existing developed properties, a mandatory 15 percent green space requirement shall be provided. The green space can be incorporated into the mandatory 10 percent afforestation requirement (referred to in S33, Woodland Conservation) if it occurs on the actual property.

Comment: All areas of the site will have Stormwater Management provided as required by the Stormwater Management regulations of Prince George's County and State of Maryland.

P27 Within 12 months after the District Council approves the Prince George's Plaza TDDP, the Department of environmental Resources shall make recommendations to the District Council regarding treatment of pollutants based on the *Prince George's Plaza Transit District Overlay Zone Environment Management Plan*, July 1993. Any property owner who completes construction or receives a use and occupancy permit prior to the completion of the Department of Environmental resources study shall comply with the findings and recommendations of the study.

Comment: Both the Stormwater Management Concept Plan and the Technical Stormwater Management Plans will be reviewed and approved by the Department of Public Works and Transportation (the agency now in charge of the review of SWM devices). Particular attention will be paid to honoring all Stormwater Management requirements; both quality and quantity control measures will be designed to the satisfaction of the Prince George's County Department of Public Works and Transportation.

S31 At the time of the Detailed Site Plan, the number of trash cans and locations shall be shown on the plan. Trash receptacles should be placed in strategic locations to prevent litter from accumulating in and around the proposed development.

Comment: Trash receptacles and details have been depicted on the plan.

S32 Prior to the final inspection and sign off of permits by the sediment/stormwater or Building Inspector, any storm drain inlets associated with the development and all inlets on the subject subarea shall be stenciled with "Do Not Dump, Chesapeake Bay Drainage." The Detailed Site Plan and the Sediment Control Plan in the sequence of construction) shall contain this information.

Comment: All inlets on site will be stenciled as requested. The Detailed Site Plan and the Sediment Control Plan Sequence of Construction will note this requirement.

WOODLAND CONSERVATION

S33 Afforestation of at least 10 percent of the gross tract shall be required on all properties within Prince George's Plaza Transit District currently exempt from the Woodland Conservation and Tree Preservation Ordinance. Afforestation shall occur on site or within the Anacostia Watershed in Prince George's County, with priority given to riparian zones and nontidal wetlands, particularly within the Northwest Branch sub-watershed.

Comment: The Landscape Plan incorporates the planting to meet the 10% Afforestation on site.

100 Year Floodplain

P28 Any new development or reconstruction of existing development shall be in conformance with the Prince George's County Floodplain Ordinance.

Comment: The site is not within the 100 year floodplain.

P29 No development within the 100 year floodplain shall be permitted without the express written consent of Prince George's County Department of Environmental Resources.

Comment: The site is not within the 100 year floodplain.

P30 If the development is undergoing subdivision, approval of a variation request shall be obtained for proposed impacts to the floodplain.

Comment: The development is neither undergoing a Preliminary Plan of Subdivision nor is it proposing disturbance to the 100 year floodplain elevation.

Nontidal Wetlands

P31 If impacts to nontidal wetlands are proposed, a Maryland Corps of Engineers Joint Permit Application (33 Code of Federal Regulations 320 through 330) shall be required and, where required, issuance of the permit.

Comment: There are no jurisdictional nontidal wetlands on site therefore no disturbance permit is anticipated.

P32 If impacts to nontidal wetlands are proposed, a State Water Quality Certification pursuant to Section 401 of the Clean Water Act shall be required from the Maryland Department of the Environment.

Comment: There are no impacts expected to jurisdictional non tidal wetlands.

Noise Impacts

P33 Each Preliminary Plat, Conceptual and/or Detailed Site Plan shall show a 65 dBA (Ldn) noise contour based upon average daily traffic volumes at LOS E. Upon plan submittal, the Natural Resources Division shall determine if a noise study is required based on delineation of the noise contour.

Comment: If a noise study is warranted by the Natural Resources Division, then the applicant will provide as needed.

S34 If it is determined by the Natural Resources Division that a noise study is required, it shall be reviewed and approved by the Natural Resources Division prior approval of any Preliminary Plan of Subdivision, Conceptual and/or Detailed Site Plan. The study shall sue traffic volumes at LOS E and include examination of appropriate mitigation techniques and the use of acoustical design techniques. Furthermore, a typical cross-section profile of noise emission from the road to the nearest habitable structure is required.

Comment: If it is determined by DER that a noise study is required, then the applicant will conduct one as needed.

ARCHITECTURE

Mandatory Development Requirements

S14 Building materials shall be high quality, enduring and distinctive. Exterior building materials, such as pre-cast concrete, brick, tile and stone, are encouraged.

Comment: The proposed architecture will be of high quality and durable materials, with a distinctive design. The exterior building material referred to above are also used as appropriate. See the Architecture Section for a detailed description of the character and features of the building (Mandatory Development Requirements S14 and Site Design Guidelines G4 through G15).

Site Design Guidelines

G4 Building scale should be minimized by creating architectural transitions between lower and higher buildings.

Comment: The site plan allows for an organized transitioning of building scale with the designation of zones separating high-rise, mid-rise, low-rise and townhouse components in each respective zone. The high-rise and mid-rise zones in Georgian Plaza have Block 1 as the designated high-rise block, with the tallest high-rise residential building reaching 33 stories located at the corner of Belcrest Road and Toledo Terrace. The adjacent Blocks 2, 3, and 4 are located west of Block 1, allowing for a transition to the mid-rise zone containing building heights which taper from 17 to 16 stories. Block 5 is located at the west end of the Toledo Terrace streetscape, transitioning to a 12-story zone. Blocks 6 and 7 transition to the low-rise buildings which have 4 and 5 stories respectively.

The deliberate tapering of heights from east to west along Toledo Terrace is also reflected in the transitioning of the architectural treatments between blocks. Podiums are consistently finished with the same textured earth tone finishes and horizontal cast stone bands which define the building plinths at 5 and 4 stories. The roof lines and tops of the buildings for the high-rise and mid-rise zones are also articulated with similar roof elements and roof towers, each with varying heights to convey a consistent architectural theme of height transitions within and between blocks.

G5 Building façades should be varied and articulated to provide visual interest. Arcades, bays, windows and balconies should be provided where appropriate to define and enhance the pedestrian experience.

Comment: Building proportions convey a base, middle, and top for each building. A consistent 4 to 5-story base for all buildings in the high- and mid-rise zones addresses the experience at the pedestrian level. The finishes of these bases or plinths are more textured with combinations of earth tone brick and horizontal accent composite stone bands. Window openings are larger with combinations of double and triple window opening proportions with metal frames and larger glass panels to simulate a consistent retail looking facade along sidewalks. First floor retail,

lobby and amenity spaces are well defined with larger storefront glass panels, designated retail signage, intermittent canvass canopies, and metal trellis canopies for retail and building entrances.

Upper middle floors are treated with bay windows, metal framed floor-to-ceiling glass storefront systems, and balconies with metal and glass rails. Hung windows allow for a combination of single, double and triple window openings at the upper levels.

Where possible in the elevation, roof towers accentuate portions of the buildings to convey different height elements within the building facade to introduce vertical proportions to avoid massive horizontal wall expressions.

Careful consideration of building proportions and integration of vertical architectural elements enhance the appropriateness of building design within the pedestrian scale.

G6 Office buildings fronting on pedestrian pathways should be consciously designed with a base scaled to relate to pedestrian activities.

Comment: The office building in Block 1 is designed to have a base plinth that is a continuation of the same 4 to 5-story plinth expression on all 4 sides of that block. The expression of a storefront looking base is consistently carried around the block to relate to pedestrian activities on adjacent street sidewalks.

G7 Continuity of retail activities at the street level in office buildings, adjacent to pedestrian pathways, should be used to enrich street life and enhance pedestrian experiences.

Comment: A corner retail space at the south east side of Block 1 in the office plinth is provided. Entrances to the potential library/public amenity space and office lobby are designed with large glass openings and metal canopies to announce prominence and activate the street experience.

G8 Where possible, building entrances separated by roadways, parking plazas or open space should be oriented toward one another.

Comment: Building entrances separated by roadways, plazas, or open space are generally oriented towards one another to preserve a sense of connection.

G9 All sides of a building should receive equal design consideration if viewed from a public area.

Comment: All sides of the buildings are treated with equal consideration, recognizing the 4-sided exposure for a majority of the buildings in the master plan. The same brick finishes, window treatments, and building elements (such as balconies and bay windows) are applied consistently on all 4 sides of the buildings with exposure to public areas.

G10 Building rooflines should be designed to create architectural interest and contribute to the overall identity of the area.

Comment: The roof lines and top of the buildings for the high-rise and mid-rise zones are articulated with roof elements and roof towers of varying heights to convey a consistent architectural theme of descending roof elements. Mechanical and utility spaces on the roof are grouped in central locations, and are visually shielded with roof parapet walls designed to be integral to the composition of the accentuated roof line. The consistency of the

roof articulation establishes a recurring theme in all blocks, contributing an overall identity to the development and the area.

G11 Primary entrances should be designed as one of the major architectural features so they are clearly identifiable and offer a sense of arrival.

Comment: Building entrances are well defined with large window openings and articulated brick and composite stone finishes with suspended trellis metal canopies, providing a sense of arrival in the main building entrances. These spaces are generally recessed to allow for more setbacks in the adjacent pedestrian spaces.

G12 Excessive changes in materials on a single building or within a development should be avoided.

Comment: Building finishes are consistently warm earth tone brick and composite stone with combinations of single, double and triple window openings. Excessive changes in materials is avoided while regular use of the similar building elements, such as metal and glass bay windows and balconies, create a unified theme in the character of the buildings and the development.

G13 The use of unfinished concrete blocks (painted or unpainted) and galvanized, corrugated metal should not be permitted on the exterior of any structure.

Comment: Unfinished concrete blocks and galvanized corrugated metal are not used in the exterior of any structure.

G14 Buildings and structures should be designed and located to reduce undesirable northerly winds at ground level.

Comment: The volume and density of this development makes it difficult to completely avoid northerly winds at the ground level of the buildings. Entrances, however, are equipped with canopies for natural elemental protection, and entrance vestibules serve as a transition space to the main lobbies.

G15 Buildings, structures and plazas should be designed and located so that heat gain and flare does not adversely impact the usability of outdoor spaces.

Comment: Plazas and open spaces are designed to receive the afternoon sun from the western orientation. Heat gain and flare from the building is minimized by the optimum use of brick and masonry veneer walls combined with sufficient window openings.

*** See the Project Description for further architectural details.**

PARKING AND LOADING

Mandatory Development Requirements

S17 All parking lots shall, in general, be located behind buildings, and shall not occupy more than 33 percent of the frontage of any subarea along a pedestrian street.

Comment: There are no parking lots except for a small single surface parking lot located along the southern edge of Subarea 13A. This parking lot will be discreet and has been designed to be screened from Toledo Terrace.

S18 All parking lots shall not extend beyond the build to line or project beyond the front plane of adjoining buildings.

Comment: Since the vast majority of parking is within the buildings, there shall be no parking lot which will extend beyond the build to line or project beyond the front plane of adjoining buildings.

S19 All large-surface parking lots (lots with more than 100 spaces) shall be segmented into smaller units, using methods of continuous internal green.

Comment: There shall be no surface parking lots that exceed 100 spaces.

S20 All parking lots shall be void of timber curbs or timber curb stops.

Comment: There are no surface parking lots except for a small parking lot along the southern edge of Subarea 13A, which shall be void of timber curbs or timber curb stops.

S21 All adjoining subareas with a mixture of uses shall seek to reduce the total amount of parking spaces by comparing peak demand of each use by time of day, day of the week and season, as permitted by the Zoning Ordinance, Part 11, and possibly including a Departure from Parking and Loading Standards.

Comment: A shared parking strategy is planned for this mixed-use project. Below is our analysis of required parking.

Mixed-Use Parking Space Requirements for Buildings 1 through 5						
Use	Program	Parking Requirement (Peak)	M-F 8:00AM-5:00 PM	All Other Times	Parking Space Requirements	
					M-F 8:00 AM-6:00 PM	All Other Times
Office	200,000	2.8/1,000	100%	10%	560	56
Retail/Flex Office	55,850	4.35/1,000	50%	100%	243	175
Potential Library/Public Amenity Space	23,780	2.5/1,000	100%	100%	60	60
Residential (Rental)	1,891	1.0/Unit	100%	100%	1,891	1,891
Residential (Condo)	100	1.25/Unit	100%	100%	125	125
Residential (Condo)	20	2.0/Unit	100%	100%	40	40
Total Parking Required					2,919	2,347
Parking Provided*						2,998

Mixed-Use Parking Space Requirements for Building 6						
Use	Program	Parking Requirement (Peak)	M-F 8:00AM-5:00 PM	All Other Times	Parking Space Requirements	
					M-F 8:00 AM-6:00 PM	All Other Times
Retail/Flex Office	1,050	4.35/1,000	50%	100%	3	5
Residential (Rental)	283	1.1/Unit	100%	100%	312	312
Total Parking Required					315	317
Parking Provided*						318

Mixed-Use Parking Space Requirements for Building 7 and Town Homes						
Use	Program	Parking Requirement (Peak)	M-F 8:00AM-5:00 PM	All Other Times	Parking Space Requirements	
					M-F 8:00 AM-6:00 PM	All Other Times
Retail/Flex Office	1,300	4.35/1,000	50%	100%	3	6
Residential (Rental)	372	1.2/Unit	100%	100%	447	447
Town Homes	84	2.0/Unit	100%	100%	168	168
Total Parking Required					618	621
Parking Provided*						624

S22 All parking structures shall provide a minimum of 5 percent of the total surface area in green space. The green space shall be planted with shade trees and shrubs. Tree planter boxes shall contain a minimum of 500 cubic feet of soil per tree, provide drainage and have an irrigation system.

Comment: There are residential uses over all parking structures except for one, therefore green space will be incorporated elsewhere in these structures. Each building will include an extensive courtyard with pools, sitting areas and plantings, serving ground-level and unit-floor views.

S23 All surface parking lots shall be screened from view of roadways by the use of both a low, opaque wall and an evergreen hedge, unless they are providing short-term parking for ten cars or fewer.

Comment: A waiver application will be filed with regards to the screening of the single surface parking lot.

Site Guidelines

G39 All parking structures should be designed as an integral component of the overall site and be architecturally compatible with adjoining buildings.

Comment: With nearly all parking capacity integrated into the structures below the podium level, the unsightly aspects and poor use of space associated with surface and a number of stand-alone parking garages is greatly reduced, creating a streamlined, aesthetic development.

G40 Convenient and safe pedestrian linkages should be provided between the garages and the main buildings.

Comment: Within each garage there is convenient access to all lobbies and exterior access. Lights, signage and color will promote safe, convenient linkage to residences, office lobbies, the potential library/public amenity space, and retail spaces.

G41 High-quality exterior finish materials should be used on all sides of the garage structures and shall complement the exterior materials displayed by the main buildings.

Comment: The parking garages generally match the materials of the buildings. In locations where the building is over the parking garage, the design of the garage façade generally follows the details and scale of the building above.

G42 Landscaping elements, where appropriate, should be used to soften the appearance of the parking structure.

Comment: Along exposed parking structures, a continuous planting strip including evergreen shrubs and trees and ornamental trees and shrubs will be used to screen and soften the façade treatment of the exposed parking structures.

G43 Service and loading areas should be effectively screened from public view and be located so as to perform their functions conveniently.

Comment: All service and loading areas are incorporated into the building structure, and thus are generally screened from public view.

LIGHTING

Mandatory Development Requirements

S24 All lighting poles, fixture designs, light rendition and level of illumination shall be coordinated throughout the transit district to achieve a recognizable design, and be consistent with the streetscape construction drawings.

Comment: The lighting layout, style, and light rendition will achieve a cohesive and recognizable design across the site, and will be well coordinated with the transit district as a whole.

S25 All lighting shall have a minimum level of 1.25 foot-candles, and shall be provided for all outdoor spaces, plazas, parking lots, etc., for the safety and welfare of all users.

Comment: All outdoor public and semi-public spaces will be lit in compliance with the minimum standard for the safety and welfare of the users.

S26 Lighting shall be designed to prevent glare, where possible, on adjoining properties, roadways and uses within the subject development.

Comment: Lighting fixtures will be chosen, and their layout will be designed to prevent glare onto adjacent properties, roadways and uses.

S27 At the time of the first Detailed Site Plan submission, the M-NCPPC Urban Design staff shall select and specify the lighting fixture(s) to be used for all subsequent development phases within the transit district. A coordinated lighting plan shall be submitted with each Detailed Site Plan.

Comment: The Design Team will work with the M-NCPPC to specify appropriate light fixtures to be used across the project.

Site Design Guidelines

G44 All building façades should be illuminated to the level acceptable to the Prince George's County Department of Environmental Resources.

Comment: All building façades will be illuminated in accordance with the specifications outlined by the TDOZ manual and the DER.

G45 Lighting should be used to identify key elements in the urban environment such as intersections, entrances, street names and architectural features.

Comment: All such areas will be well lit.

G46 All poles and fixtures should be galvanized and painted with a color that is compatible with the architectural elements and signage materials to be used throughout the transit district.

Comment: The light fixtures will be powder coated metal in a color that is consistent with the family of site furniture and the architecture.

SIGNS

Mandatory Development Requirements

S28 All commercial or industrial establishments shall provide a common sign plan when there is more than one principal building proposed (not including accessory buildings), such as shopping centers, malls and office parks on a single lot or combination of lots under common ownership. Common sign plans shall specify standards for consistency among all signs within the development including lighting, colors, lettering style and size and relative location of each sign on the building. New signs proposed in connection with exterior renovation or rehabilitation of 60 percent or more of an existing structure shall also submit a common sign plan. No sign permit shall be issued for a sign requiring a permit unless a common sign plan for the development on which the sign will be erected has been submitted with the Planning Director or designee.

Comment: The Landscape and Lighting plans will include a signage program that is cohesive and will help to add identity to the project.

P2 All development/redevelopment shall have a sign plan approved by the Planning Board at the time of Detailed Site Plan. This plan shall provide the sign location(s), size, color, lettering style, construction details and material specifications including the method of illumination.

Comment: The Landscape and Lighting plans will include locations of signage, signage types, lighting and sign elevations showing lettering size and construction details.

P3 No signs shall be located on a penthouse, chimney or other architectural accessory and/or decorative building features.

Comment: No signage is proposed to be located on the features described above.

P4 No part of any sign shall extend above or beyond the perimeter of the building wall or roof.

Comment: All signs shall be placed within the perimeter of building walls and roofs.

P5 Small regulatory signs, such as signs which direct traffic or identify the location of service entrances or parking areas, shall not exceed 2 square feet in area.

Comment: The above guidelines will be incorporated into the final signage decisions.

Site Design Guidelines

G47 Building-mounted signs should be compatible with the architectural design of the building.

Comment: 30 days prior to the submission of the building permit application, specific details for the building under consideration will be submitted to the Urban Design Division for their review. All building-mounted signs shall be compatible with the design of the related building.

BICYCLE FACILITIES

Mandatory Development Requirements

S29 The location and number of bicycle lockers, racks and other features shall be determined at Detailed Site Plan review.

Comment: The location of all bicycle racks are shown on Sheets 1 of 6 of the detailed site plan.. A changing room is located in Block 1, the building at the corner of Toledo Terrace and Belcrest Road. Appropriate adaptations can be made upon review of the detailed site plan.

S30 All new retail development shall provide four bicycle racks per 10,000 gross square feet of floor space with each rack holding a minimum of two bicycles.

Comment: Approximately 40 bicycle racks will be located strategically around the retail stores facing the urban green to provide sufficient bicycle storage.

Site Design Guidelines

G48 Whenever possible, bicycle parking facilities should be located near building entrances but should not be located so as to conflict with major pedestrian circulation routes.

Comment: Bicycle storage facilities will be within a reasonable proximity to building entrances with minimal conflict to pedestrian entrance routes.

G49 In subareas with structured parking garages, a separate bicycle parking area should be provided.

Comment: Separate parking has been designed for bicycles, as well as proposed spaces for tricycles.

G50 Bicycle racks and/or lockers should be sensitively sited and include landscape plantings, berming and/or low walls.

Comment: To encourage bicycling to work, a changing room has been designed in close proximity to the office lobby. Additionally, landscaping and other decorative features have been added to enhance the bicycle racks and lockers.

G51 All bicycle racks and/or lockers located outside of parking structures should be located in secure, well-lit and highly visible areas with adequate space for maneuverability.

Comment: Bicycle racks have been strategically located in and around the urban plaza. Adequate space has been provided in well-lit, visible areas for safety and convenience.

RECOMMENDED MULTI-FAMILY AMENITIES

Mandatory Development Requirements

Site Design Guidelines

G52 All buildings with elevators should have furnished lobbies and 24-hour security systems.

Comment: All buildings shall have furnished lobbies and a 24-hour security system. It is anticipated that all guests will be required to call the party they will be visiting prior to gaining access to the building. The leasing office for each building will have its own entrance for additional security.

G53 Residential uses should be upscale and luxurious in building construction and amenities. For example, amenities include but are not limited to the following:

For residential complex

1. Party and/or community rooms with kitchen, minimum size of 3 square feet per dwelling unit.
2. A furnished lobby with a reception area for a front desk and 24-hour answering service in each building.
3. Fitness facilities, a minimum size of 4 square feet per dwelling unit, which include: exercise/weight equipment, sauna/steam room, dance floor for aerobic and exercise classes and/or swimming pool.
4. Porte-cochere at the entrance to each building.
5. Landscaped gardens which may include arbors, courtyards, fountains and custom features, such as walls, fences and other ornament.
6. Business center with 24-hour access and a computer with a fax/modem, a printer, a fax machine and a copy machine.

Comment: All of the above features are planned for the redevelopment of Belcrest Plaza. Details on the specific amenities may be found on Sheet SP-__.

For each residential unit:

1. Wall-to-wall carpeting and/or hardwood floors for all rooms, except kitchen and baths.
2. 9-foot interior ceilings.
3. Crown moldings in main room.
4. Kitchen with self-cleaning oven, microwave oven, garbage disposal, trash compactor, frost-free refrigerator with automatic icemaker, dishwasher, pantry cabinet and/or option for a gourmet kitchen with a grill, double oven or island counter.
5. Individual heating and air-conditioning system.
6. Full size washer and dryer.
7. Separate bathroom and bath for the master bedroom with a spa tub and separate shower.
8. 8-foot sliding glass patio door.
9. 6-foot-high standard windows.
10. Walk-in closets.
11. Gas fireplace.
12. Wiring for pay/cable television and five telephone lines.
13. Individual front door lock systems (the capability to unlock the building's front door from the unit electronically with an integrated telephone/speaker system).
14. Burglar/intrusion alarm.
15. Exterior balconies or sun rooms for the majority of units.
16. For units on the top floors, cathedral ceilings and skylights.

Comment: All units will have the items listed above with the exception of the following components:

1. *Full size washer and dryer. The majority of rental units will have stacked washer dryers, and larger sale units most likely will contain side by side washer/dryers.*
2. *Separate bathroom and bath for the master bedroom with a spa tub and separate shower. The majority of units will have a combined tub and shower. Only in selected units will there be a spa tub and separate shower.*
3. *Gas fireplace. Selected units will have a fireplace*
4. *For units on the top floors, cathedral ceilings and skylights. There will be no cathedral ceilings and skylights on the top floors due to the flat roof design of the building.*

TRANSPORTATION AND PARKING

Mandatory Development Requirements

P6 Unless otherwise noted, the term "parking," as used in these requirements, shall refer only to surface parking. Parking provided in or below a structure that is used, built or redeveloped for a use or uses approved under the provisions of this plan shall be considered surface parking as used in these requirements. Unless stated otherwise in this plan, all existing County requirements relating to parking and loading as required by Subtitle 27, Part 11, of the Prince George's County Zoning Ordinance shall be applicable.

Comment: This ordinance was interpreted to apply only to surface parking and is therefore not applicable.

P7 The Preferred Parking Cap for each land use type in the transit district shall apply to all new development in the district.

Comment: This ordinance was interpreted to apply only to surface parking and is therefore not applicable.

P8 The Preferred Parking Cap may not be exceeded except that, at the time of Detailed Site Plan:

(a) The applicant may request that the Planning Department apply the Premium Parking Cap, its attendant ratios, and the fee schedule, or

(b) The Planning Department may find that the number of surface parking spaces attributed to the development proposal in the transit district requires either:

(1) Application of the Premium Parking Cap and its attendant ratios and fee schedule, or

(2) Adjustment of the overall authorized surface parking caps for the district by a corresponding, one-to-one reduction of the Preferred Parking Cap for a class of land use for each surface parking space added to another class of land use.

(c) An applicant proposing development that exceeds either of the parking caps for a class of land use may apply to have those limits adjusted by a corresponding, one-to-one reduction in other categories where the parking cap has yet to be exceeded.

Comment: This ordinance was interpreted to apply only to surface parking and is therefore not applicable.

P9 The parking ratios for each subarea shall be determined by the land uses proposed for the development in the subarea. Residential development parking allocations shall be determined by the number of parking spaces per dwelling unit. All other parking allocations to development or redevelopment proposals in the transit district shall be determined by the number of parking spaces per 1,000 gross square feet of each type of nonresidential land use in the development.

Comment: The following is the peak hour parking ratios:

<i>Residential (Rental)</i>	<i>Up to 1.2 spaces/rental unit</i>
<i>Residential (Condos)</i>	<i>1.25 to 2.0 spaces/unit</i>
<i>Office</i>	<i>2.8 spaces/1,000 SF</i>
<i>Retail/Flex Office</i>	<i>4.35 spaces/1,000 SF</i>
<i>Potential Library/Public Amenity Space</i>	<i>2.5 spaces/1,000 SF</i>
<i>Community Amenity Areas</i>	<i>0 spaces</i>
<i>Leasing Offices</i>	<i>0 spaces</i>

P10 The Preferred Parking Cap for the Prince George's Plaza Transit District shall be 3,000 spaces in addition to the spaces already in the transit district.

Comment: The Preferred Parking Cap for the Prince George's Plaza Transit District was interpreted to apply only to surface parking and is therefore not applicable.

P11 The Premium Parking Cap for the Prince George's Plaza Transit District Shall be 1,000 spaces in addition to spaces already in the transit district and spaces encompassed by the Preferred Parking Cap.

Comment: The Premium Parking Cap for the Prince George's Plaza Transit District was interpreted to apply only to surface parking and is therefore not applicable.

P12 The authorized total (preferred plus premium) parking limits and their attendant, respective, parking ratios shall not be exceeded by and development proposal approved for the transit district, except upon the following:

- (a) Completion by the applicant, the Planning Department of the TDMD of an analysis of the traffic and parking impacts of the proposed development on all roads, streets and intersections designated by the Planning Department to be critical for the analysis of that development proposal in the transit district;
- (b) A finding that either:
 - a. The traffic impacts attributed to the proposed development do not degrade traffic operations within the transit district below LOS E, or
 - b. If traffic or parking impacts attributed to the development proposal do degrade traffic operations below LOS E, there are specific transportation improvements, parking management measures, transit initiatives or enhancements, other TRMs, or a specific combination of these, that will relieve the adverse traffic or parking impacts sufficiently to restore at least LOS E;
- (c) Determination of a specific combination of measures that restore LOS E, together with the estimated costs of, and the implementation timetable for, those measures; and
- (d) An undertaking or proffer by the applicant, his heirs, successors or assigns, executed upon approval of a Detailed Site Plan, of a contribution toward the cost of implementing the combination of improvements or traffic or parking relief measures required to restore LOS E in the transit district, to be calculated at the rate of \$2,100 (1998 dollars) for each surface parking space allocated to the development proposal that is above the total authorized surface parking limit for the transit district.

Absent fulfillment of the provisions of this mandatory Development Requirement for Transportation Adequacy, and development proposal that generates surface parking that exceeds the total authorized surface parking limit for the transit district shall be denied.

Comment: The Premium Parking Cap for the Prince George's Plaza Transit District was interpreted to apply only to surface parking and is therefore not applicable.

P13 Concurrent with the adoption of the TDDP, pursuant to applicable provisions of Subtitle 20A, Division 2, of the Prince George's County Code, the Prince George's Plaza TDMD shall be reauthorized with boundaries that are coterminous with those of the transit district. Membership and participation in the TDMD by all property owners in the transit district shall be mandatory.

Comment: The property owner will comply with ordinance P13, and will be a member of, and participate in, the TDMD.

P14 The TDMD shall provide the Planning Board with an annual transportation and parking operations analysis of the transit district that shall:

-Determine whether or not the level of traffic service has been maintained at or above the operational minimum of LOS E

-If LOS E has not been maintained, determine:

- What additional trip reduction, transportation or parking management measures are required to restore LOS E,
- The cost of these measures, and
- Whether the level of revenue collected by the premium parking fee and the TDMD operating fee is sufficient to cover the cost of these measures.

-Assess the percentage of total peak hour trips to the transit district being taken in single-occupant and high-occupancy vehicles, and by transit,

-Report on the type, number and effectiveness of all TRMs being used by the TDMD to reduce SOV trips into and from the transit district, and

-Recommend new, innovative or additional TRMs that may be used to reduce, combine or convert additional SOV trips into and from the transit district.

Comment: The owner will comply with ordinance P14.

P15 The staff of the Prince George's County Planning Department shall serve as technical support for the TDMD that is to be retained, as provided herein by these Mandatory Development Requirements.

Comment: The owner will comply with ordinance P15.

P16 The annual TDMD membership fee shall be \$5 for each surface parking space on each property in the transit district. Parking spaces in structures as well as surface spaces that are permanently reserved for handicapped occupant vehicles, carpools and vanpools shall be calculated at a rate of \$2 for each such space.

Comment: The owner will comply with ordinance P16.

P17 The maximum fee for each surface parking space allocated under the Preferred Parking Cap for the Prince George's Plaza Transit District shall be \$400. (This fee may be reduced if public funds are contributed to pay for needed transportation improvements).

Comment: Ordinance P17 was interpreted to be not applicable as the plan calls for a reduction in surface parking spaces from 735 to 43.

P18 The maximum fee for each surface parking space allocated under the Premium Parking Cap for the Prince George's Plaza Transit District shall be \$800. (This fee may be reduced if public funds are contributed to pay for needed transportation improvements).

Comment: Ordinance P18 was interpreted to be not applicable as no premium surface spaces have been requested.

P19 Fees assessed for surface parking allocated to development under either the Preferred or the Premium Parking Cap shall be due at the time of the Detailed Site Plan and collected by the Prince George's County Planning Department.

Comment: The owner will comply with ordinance P19.

PEDESTRIAN FACILITIES

Mandatory Development Requirements

P20 Developers shall provide continuous sidewalks along all frontages of their property on public rights-of-way in the transit district.

Comment: A continuous sidewalk has been provided along all street frontages. See Sheet ____ for details and location.

SUBAREA 12

Mandatory Development Requirements

P99 The minimum building height shall be 6 stories.

P100 The maximum building height shall be 16 stories.

Comment: The buildings range in height from 6 to 16 stories with the exception of the following locations:

A 33-story "Iconic" building at the intersection of Toledo Terrace and Belcrest Road

A 4-story building used to enclose the mixed-use public plaza which is part of an adjoining 16-story building

A 2-story, 25,000 square foot community center which is part of an 6- and 14-story building

P101 Build-to lines shall be 20 feet from face of curb along Belcrest Road and Toledo Terrace. A build-to line up to 49 feet from face of curb along Belcrest Road and Toledo Terrace may be permitted provided the space between the building and the streetscape is designed for the pedestrian experience, for example, plaza, fountain, focal point, sitting area and landscaped area.

Comment: The building line along Belcrest Road is approximately 21' from the face of curb. The first 11' is comprised of the existing street section that follows the details as set in the approved TPPD plan. The additional 10' assists in the survival of the existing trees, as well as a proposed PUE.

Along Toledo Terrace, the building line is approximately 27' from the face of curb. The distance from the existing right-of-way and the building is 10'. This area is for low growing landscaping a 10" PUE.

P102 Three-bedroom units shall be permitted only when developed as condominiums.

Comment: Certain 3 bedroom units within building 1 have been designed as condominium units. Three bedroom units in buildings 2-7 which will be interspersed throughout the buildings have not been designed as condominium units. A modification of this requirement is requested.

S68 Loading areas shall be recessed and/or completely screened from public view. If a screen wall is required at the time of Detailed Site Plan review, it shall be an extension of the building.

Comment: All loading and service areas are located within the building, thus, the related activities are generally screened from public view.

S69 All surface parking lots shall be screened from view of roadways by the use of both a low, opaque wall and an evergreen hedge, unless they are providing short-term parking for ten cars or fewer.

Comment: There are no surface parking lots proposed in Subarea 12. There will be on-street parking if permitted by the Department of Public Works and the City of Hyattsville.

S70 The proposed architecture shall be enduring, high quality and distinctive.

Comment: The proposed architecture will be of high quality and durable materials, with a distinctive design. See the Architecture Section for a detailed description of the character and features of the building (Mandatory Development Requirements S14 and Site Design Guidelines G4 through G15).

S71 Rental residential units shall provide an increase in luxury through architectural features, building construction and added amenities to the site and units.

Comment: Rental residential units will add value to the development through architectural features, construction and amenities. See the Project Introduction for more details on the character and features of the building. See the Architecture Section for a detailed description of the character and features of the building (Mandatory Development Requirements S14 and Site Design Guidelines G4 through G15).

SUBAREA 13A

Mandatory Development Requirements

P103 The minimum building height shall be 4 stories.

P104 The maximum building height shall be 8 stories.

Comment: The 2 multi-family buildings range in height from 4 to 5 stories. In order to add variety to the overall community, a small section of townhomes have been incorporated into the community. They will range in height between 3 and 4 stories.

P105 Three-bedroom units shall be permitted only when developed as condominiums.

Comment: Twenty five (25) three bedroom units are included in Building 7 but are not designated as condominium units. A modification to this requirement is requested.

S72 TDDP streetscape improvements shall only be required along Toledo Terrace.

Comment: See Sheet SP- for the details of streetscape improvements along Toledo Terrace. The proposed improvements along Toledo Terrace have been designed in accordance with TDDP goals.

S73 The proposed architecture shall be enduring, high quality and distinctive.

Comment: The proposed architecture will be of high quality and durable materials, with a distinctive design. See the Architecture Section for a detailed description of the character and features of the building (Mandatory Development Requirements S14 and Site Design Guidelines G4 through G15).

S74 Rental residential units shall provide an increase in luxury through architectural features, building construction and added amenities to the site and units.

Comment: Rental residential units will add value to the development through architectural features, construction, and amenities. See the Architecture Section for a detailed description of the character and features of the building (Mandatory Development Requirements S14 and Site Design Guidelines G4 through G15).

PUBLIC FACILITIES

Fire and Rescue Facilities and Services

Mandatory Development Requirements

S35 All Conceptual and Detailed Site Plans shall be submitted to the Fire Department for review and to evaluate whether a medivac landing area location is warranted.

Comment: The application will be submitted to the Fire Department for review as required by the approved TDDP.

Parks and Recreation Facilities and Services

Mandatory Development Requirements

P34 At the time of Preliminary Plat of Subdivision or Conceptual or Detailed Site Plan, the Department of Parks and Recreation (DPR) will review the site plan related to the development's impact on existing public parkland and recreation facilities and the need for additional parkland and recreation facilities. Any residential development shall meet the mandatory dedication requirements of the County Subdivision Ordinance (Subtitle 24).

Comment: The property currently contains 27 low-rise apartment buildings containing a total of 566 dwelling units. There are currently no on-site recreation facilities provided to serve these residents, therefore a comprehensive on-site recreational package has been proposed to serve future residents. This package will include swimming pools and a centralized recreation facility at a total estimated value of \$5 million.

Police Facilities and Services

Mandatory Development Requirements

S36 All Conceptual and Detailed Site Plans shall be referred to the County Police Department for review and comments pertaining to the impact on police services.

Comment: The application will be referred to the County Police Department for review as required by the approved TDDP.

PURPOSES

Lessard's urban design for Belcrest is based on the following development goals:

- To enhance the development opportunities in the vicinity of transit stations;
- To promote the use of transit facilities;
- To increase the return on investment of the transit system and improve local tax revenues;
- To create a process which coordinates public policy decisions, supports regional and local growth and development strategies, and creates conditions which make joint development possible;
- To develop a process which overcomes deficiencies in ordinary planning processes and removes obstacles not addressed in those processes;

- To minimize the costs of extending or expanding public services and facilities by encouraging appropriate development in the vicinity of transit stations;
- To offer mechanisms to assist in financing public and private costs associated with development;
- To present convenient and efficient pedestrian and vehicular access to Metro stations;
- To balance an appropriate mix of uses which complement and enhance the character of the area;
- To ensure that developments within the transit district possess a desirable urban design relationship with one another, the Metro station and adjoining area; and
- To provide a flexible design and layout of buildings and structures, as well as, a coordinated and integrated development scheme.

EXHIBIT "D"

WAIVERS FROM MANDATORY DEVELOPMENT REQUIREMENTS AND SITE DESIGN
GUIDELINES CONTAINED IN THE TDDP

The Prince George's Plaza TDDP lists 41 Primary Mandatory Development Requirements, 43 Secondary Mandatory Development Requirements and 51 Site Design Guidelines which are applicable to Subareas 12 and/or 13A.

Pursuant to Section 27-548.08 of the Zoning Ordinance, the applicant may ask the Planning Board to apply development standards which differ from mandatory requirements in the Transit District Development Plan, provided that the Planning Board shall find that the mandatory requirements, as amended, will benefit the proposed development and the Transit District and will not substantially impair implementation of the Transit District Development Plan, and the Board shall then find that the site plan meets all mandatory requirements which apply. As stated in the Statement of Justification, the Planning Board does not have the authority to waive requirements related to the height of buildings required by the TDDP. Only the District Council has the authority to grant such a waiver. The applicant has requested a height waiver, as set forth in the Statement of Justification. Listed below are a list of the waivers which the Applicant is requesting which are within the authority of the Planning Board to grant as part of the proposed Detailed Site Plan. In total, the Applicant is requesting modifications to four Secondary Mandatory Development Requirements and one Site Design Guideline.

The Mandatory Site Design Guidelines for which a modification is requested are:

S6 At the time of the first Detailed Site Plan submission, the Maryland National Capital Park and Planning Commission (M-NCPPC) Urban Design staff shall select and specify the paving material to be used for the primary and secondary pedestrian system throughout the transit district.

The Applicant will work with the Urban Design staff to select and specify the appropriate paving materials to be used within the project. However, in the event that it is determined that the same materials approved in the first Detailed Site Plan either should not be used, or cannot be used due to unavailability, the applicant requests the appropriate modifications.

S17 All parking lots shall, in general, be located behind buildings, and shall not occupy more than 33 percent of the

frontage of any subarea along a pedestrian street.

The proposed plan provides only a single lot with surface parking. The parking lot contains 42 spaces and is located at the southern tip of Subarea 13A. While this parking lot does not occupy more than 33 percent of the frontage of Subarea 13A, it is not located behind the building because of the narrow shape of the lot at the southern tip. Given the extremely small percentage of surface parking provided, and because such parking is adequately screened from Toledo Terrace, the existence of this parking area will not impair the implementation of the TDDP.

S23 All surface parking lots shall be screened from view of roadways by the use of both a low, opaque wall and an evergreen hedge, unless they are providing short-term parking for ten cars or fewer.

The small 42 space surface parking lot proposed at the southern tip of Subarea 13A will be screened with adequate landscaping, but will not be also screened with a low, opaque wall. Thus, an alternative technique is proposed for screening which will not impair the implementation of the TDDP.

G53 Residential uses should be upscale and luxurious in building construction and amenities. For example, amenities include but are not limited to the following:

For residential complex

- o Party and/or community rooms with kitchen, minimum size of 3 square feet per dwelling unit.
- o A furnished lobby with a reception area for a front desk and 24-hour answering service in each building.
- o Fitness facilities, a minimum size of 4 square feet per dwelling unit, which include: exercise/weight equipment, sauna/steam room, dance floor for aerobic and exercise classes and/or swimming pool.
- o Porte-cochere at the entrance to each building.
- o Landscaped gardens which may include arbors, courtyards, fountains and custom features, such as walls, fences and other ornament.
- o Business center with 24-hour access and a computer with a fax/modem, a printer, a fax machine and a copy machine.

o

For each residential unit:

- o Wall-to-wall carpeting and/or hardwood floors for all rooms, except kitchen and baths.
- o 9-foot interior ceilings.
- o Crown moldings in main room.
- o Kitchen with self-cleaning oven, microwave oven, garbage disposal, trash compactor, frost-free refrigerator with automatic icemaker, dishwasher, pantry cabinet and/or option for a gourmet kitchen with a grill, double oven or island counter.
- o Individual heating and air-conditioning system.
- o Full size washer and dryer.
- o Separate bathroom and bath for the master bedroom with a spa tub and separate shower.
- o 8-foot sliding glass patio door.
- o 6-foot-high standard windows.
- o Walk-in closets.
- o Gas fireplace.
- o Wiring for pay/cable television and five telephone lines.
- o Individual front door lock systems (the capability to unlock the building's front door from the unit electronically with an integrated telephone/speaker system).
- o Burglar/intrusion alarm.
- o Exterior balconies or sun rooms for the majority of units.
- o For units on the top floors, cathedral ceilings and skylights.

As indicated in the analysis contained in Exhibit "C", all units will have the items listed above with the exception of the following components:

- a. Full size washer and dryer. The majority of rental units will have stacked washer dryers, and larger sale units most likely will contain side by side washer/dryers.
- b. Separate bathroom and bath for the master bedroom with a spa tub and separate shower. The majority of units will have a combined tub and shower. Only in selected units will there be a spa tub and separate shower.
- c. Gas fireplace. Selected units will have a fireplace.
- d. For units on the top floors, cathedral ceilings and skylights. There will be no cathedral ceilings and skylights on the top floors due to the flat roof

design of the building.

The Applicant has proposed high quality interior finishes which substantially comply with the TDDP guidelines for upscale and luxurious building construction and amenities. The minor variations proposed by the applicant will not in any way impair the implementation of the TDDP.

P6 Unless otherwise noted, the term "parking" as used in these requirements, shall refer only to surface parking. Parking provided in or below a structure that is used, build or redeveloped for a use or uses approved under the provisions of this plan shall be considered surface parking as used in these requirements. Unless, stated otherwise in this plan, all existing County requirements relating to parking and loading as required by Subtitle 27, Part 11, of the Prince George's County Zoning Ordinance shall be applicable.

Section 27-548.06(c) states that in the TDOZ, the requirements of Part 11 concerning the minimum number of spaces in, and design of, off-street parking and loading areas shall not apply within the Transit District. The Prince George's Plaza TDDP then re-establishes the requirements of Part 11 as the minimum standards unless otherwise modified. There are two specific requirements that must be addressed, the number of parking spaces and the parking space sizes proposed in the parking structures.

Parking Ratios. Mandatory Development Requirement P9 provides that the parking ratios for each subarea are to be determined by the land uses proposed for the development in the subarea. In the analysis of conformance with the Sector Plan attached as Exhibit "C", the Applicant has proposed a parking ratio to be applied throughout the development. The Detailed Site Plan shows the number of spaces provided on a building by building and parcel by parcel basis. It is the Applicant's understanding that the number of spaces provided are consistent with the purposes and objectives of the TDDP and that no waiver or modification of these requirements is needed. However, the information below is provided to allow staff to understand the methodology used by the Applicant.

If the requirements of the Zoning Ordinance were applied to the uses proposed in the Detailed Site Plan, the following ratios and minimum parking requirements would apply:

Office (207,600 s.f.)	
1:200/2000	10.00 spaces
1:400	514.00 spaces

Retail/Flex (58,200 s.f.)		
1:250		232.80 spaces
Library/Public Amenity (23,780 s.f.)		
1:200/2000		10.00 spaces
1:400		54.45 spaces
One Bedroom Units (1289)		
1.33 per du		1714.37 spaces
Two Bedroom Units (1272)		
1.66 per du		2040.74 spaces
Three Bedroom Units (155)		
1.99 per du		310.00 spaces
Town Homes (84)		
2.04 per du		171.36 spaces
Total Required parking:		5058 spaces

For the entire development of 207,600 square feet of office (including the 7,600 square feet of leasing office space), 58,200 square feet of retail/flex office, a 23,780 square foot library/public amenity, and 2,750 dwelling units, a total of 5,058 spaces would be required. However, Section 27-548.18(b) provides that where a mix of uses is proposed, the regulations approved in the Detailed Site Plan may reduce parking by 30%, where it is shown that adequate parking is provided. This would reduce the total number of parking spaces required site wide to 3,541.

The Detailed Site Plan proposes to provide a total of 3,940 parking spaces, based upon the proposed parking ratios and shared parking strategy. This represents a reduction of 22.1% from normal requirements. In Subarea 12, where 3863 parking spaces would normally be required, 2998 are provided (22% reduction). In the south portion of Subarea 13A, where 439 parking spaces would normally be required, 318 spaces are being provided (27% reduction). In the north portion of Subarea 13A, where 748 parking spaces would normally be required, 624 spaces are being provided (16% reduction). Thus, the number of parking spaces provided is within the range permitted by the Zoning Ordinance, even though Mandatory Development Requirement P9 provides that the appropriate parking ratios are to be established during the Detailed Site Plan process based upon the mix of uses. The Applicant would request that the Planning Board adopt the parking ratios proposed by the Applicant.

It should also be noted that there is a restriction on the number of surface parking spaces which can be provided in the Transit District. Currently, a total of 743 surface parking spaces exist to serve the existing development. The Detailed Site Proposed to provide 76 surface parking spaces (42 within the south portion of Subarea 13A and 34 within the north portion of Subarea 13A). Since there is a net reduction in surface parking spaces, the provisions and limitations associated with providing surface parking spaces do not apply, as is reflected in the analysis attached as Exhibit "C". The Applicant understands that the reduction proposed will become permanent upon the vesting of the Detailed Site Plan.

Parking Space Sizes. The majority of the proposed parking spaces will be provided within parking garages spread throughout the site. In order to provide a consistent parking space size for design purposes, the applicant proposes to utilize a universal 9' by 19' parking space, rather than the 9 ½ by 19 parking space size normally required by the Zoning Ordinance. Section 27-548.08(c)(2) of the Zoning Ordinance provides that in a TDOZ, the Planning Board "may amend parking provisions concerning the dimensions, layout or design of parking spaces or parking lots." As such, the Applicant requests that the Planning Board approve an amendment of the parking space sizes to allow a universal size parking space .5 feet narrower than the standard space. No compact parking spaces are proposed within the parking structures. Since the Planning Board has the authority to approve such a modification as part of the Detailed Site Plan, no Departure from Design Standards will be filed by the Applicant unless instructed by Staff during its review of the application.

P102 Three-bedroom units shall be permitted only when developed as condominiums.

This requirement applies to Subarea 12. The vast majority of multifamily dwelling units proposed by the Applicant are one or two bedroom units. The applicant is proposing, however, to construct a total of 118 two bedroom units with a den and study. Under the provisions of Section 27-101.1 (a)(22), the term bedroom includes a habitable room included within a dwelling unit, regardless of whether it is called a "study" or a "den". The studies proposed by the Applicant would not be considered habitable and therefore would not qualify as a bedroom. However, the proposed dens would. Thus, the two bedroom units with a study and a den are technically considered three bedroom units. Twenty four such units are provided in Building 1 and are specifically identified as condominium units. However, 94 other such units are spread throughout the remaining four buildings (no building contains more

than 46 such units), and are not set aside exclusively as condominiums. The Applicant requests a modification of P102 so that random units within a rental apartment building are not required to be sold as condominium units. Only 6% of the total dwelling units proposed are designated as two bedroom plus study and den and are offered to provide a greater diversity of unit type.

P105 Three-bedroom units shall be permitted only when developed as condominiums.

This requirement applies to Subarea 13A. The vast majority of multifamily dwelling units proposed by the Applicant are one or two bedroom units. The applicant is proposing, however, to construct a total of 37 two bedroom units with a den and study (12 in Building 6 and 25 in Building 7). Under the provisions of Section 27-101.1 (a)(22), the term bedroom includes a habitable room included within a dwelling unit, regardless of whether it is called a "study" or a "den". The studies proposed by the Applicant would not be considered habitable and therefore would not qualified as a bedroom. However, the proposed dens could be viewed as habitable. Thus, the two bedroom units with a study and a den are technically considered three bedroom units. None of the 37 units spread throughout the buildings are set aside exclusively as condominiums. The Applicant requests a modification of P105 so that random units within a rental apartment building are not required to be sold as condominium units. Only 5.6% of the total dwelling units proposed are designated as two bedroom plus study and den and are offered to provide a greater diversity of unit type.