

SUBJECT: PRINCE GEORGE'S PLAZA - APPROVAL OF FINAL PUBLIC HEARING STAFF REPORT; APPROVAL OF AMENDED GENERAL PLANS AND REVISED ARS TO INCLUDE REPLACEMENT PARKING AND ROAD MODIFICATIONS

PROPOSED  
RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, On July 31, 2000, WMATA issued a Joint Development Solicitation requesting proposals to develop the Prince George's Plaza Metrorail Station joint development site; and

WHEREAS, On July 19, 2001, the Board selected Belcrest Center, LLC, an affiliate of Taylor Development and Land Company, (Developer) to develop the Prince George's Plaza Metrorail Station site; and

WHEREAS, On December 20, 2001, the Board approved a Term Sheet with the Developer for a mixed-use project under long term lease with WMATA; and

WHEREAS, The Joint Development Master Leasing Agreement between WMATA and the Developer, dated December 12, 2002, requires the Developer, at its own cost and subject to WMATA's approval of all construction plans, to replace on-site approximately 183 surface parking spaces that will be displaced by the new development and to relocate other displaced facilities, including access roads, on-site; and

WHEREAS, Upon completion, revenue from the replacement parking will be collected by WMATA; and

WHEREAS, On May 20, 2004, the Board authorized a public hearing to be held on the proposed replacement parking and road modifications and authorized the Chief Executive Officer to approve and then release the Staff Report as soon as it was completed; and

WHEREAS, The public hearing was held on July 13, 2004 at 7:30 PM at the Hyattsville Branch Public Library; and

WHEREAS, At the public hearing the Developer stated that it might seek a reduction of surface parking spaces from 183 to as few as 115;

WHEREAS, Prince George's County by letter of June 11, 2004 requested a reduction of 50% of existing short term and Kiss & Ride surface parking spaces; and

WHEREAS, Any parking reduction will be for metered and short-term parking spaces that are not currently being used and that do not currently generate revenue. Accordingly, such reduction will not impede or restrict the operation of the Transit System (as defined in the subsection 1 of Section 607 of the Gross Revenue Transit Bond Resolution adopted by the Authority on November 18, 1993 (the "Bond Resolution") or the Authority's ability to realize Pledged Revenues (as defined in the Bond Resolution); and

WHEREAS, The public hearing record remained open until July 27, 2004; and

WHEREAS, A report on the public hearing entitled *"Public Hearing Staff Report, Review of the Public Hearing and Staff Recommendations, Proposed Parking and Road Relocation, Prince George's Plaza Metrorail Station, Green (E) Line Route, Prince George's County, Maryland, Hearing No. 166, Docket No. R04-6"* ("Staff Report") was prepared; and

WHEREAS, On October 29, 2004, the Chief Executive Officer released the Staff Report for public review; and

WHEREAS, The Staff Report was circulated to all interested individuals, groups and agencies as required by the Compact including all parties who presented testimony, submitted statements for the public hearing record or requested copies of the report whether at the public hearing or otherwise and attendees of the public hearing; and

WHEREAS, The public review period closed on November 12, 2004, and no additional comment was received; and

WHEREAS, A report was prepared entitled, *"Final Public Hearing Staff Report, Review of the Public Hearing and Staff Recommendations, Proposed Parking and Road Relocation, Prince George's Plaza Metrorail Station, Green (E) Line Route, Prince George's County, Maryland, Hearing No. 166, Docket No. R04-6"* dated January 7, 2005 ("Final Public Hearing Staff Report"), Attachment A to this Resolution, which describes the public review process, summarizes comments received during the public review, responds to issues raised and presents the final staff recommendations; and

WHEREAS, The Final Public Hearing Staff Report, along with the public hearing transcript record, has been made available to the Board and the Board has considered this information; and

WHEREAS, The Federal Transit Administration by letter of March 28, 2005 has approved a reduction in the short term and Kiss & Ride parking spaces from 183 to 167, now, therefore be it

**RESOLVED**, That the Board approves the staff recommendations as presented in the Final Public Hearing Staff Report and amends the Prince George's Plaza Metrorail Station General Plans to incorporate the following, subject to final detailed engineering:

- 1) A minimum of 167 on-site short term and Kiss & Ride replacement parking spaces;
- 2) A new, replacement entrance/exit road connecting the site to Belcrest Road and internal road modifications in order to make connections from the entrance/exit road to the existing WMATA parking garage and bus bays;
- 3) Additional lanes on the entrance/exit road connecting the site to East West Highway in order to accommodate all turning movements resulting from increased traffic;
- 4) A tear drop-shaped rotary on the road connecting the site to East West Highway to

facilitate all turning movements into and from the adjacent site occupied by the Giant Food and other retail establishments; and

5) Modification of ramps to and from the west side of the WMATA parking structure to accommodate reconfigured road and traffic patterns,

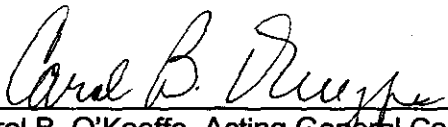
all as shown in Appendix E, "Access Concept Plan;" and be it further

*RESOLVED*, That the Board hereby amends the Adopted Regional System (ARS) plan for the Prince George's Plaza Metrorail Station to include the proposed replacement parking and road modifications as described above and, be it further

*RESOLVED*, That this action does not obligate the Compact signatories, local governments nor any regional entity to fund the construction of any facilities; and be it further

*RESOLVED*, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency:

  
\_\_\_\_\_  
Carol B. O'Keeffe, Acting General Counsel

Attachment





**WASHINGTON METROPOLITAN  
AREA TRANSIT AUTHORITY  
(WMATA)**

**PUBLIC HEARING STAFF REPORT  
REVIEW OF THE PUBLIC HEARING  
AND STAFF RECOMMENDATIONS**

**PROPOSED PARKING AND ROAD RELOCATION  
PRINCE GEORGE'S PLAZA METRORAIL STATION  
GREEN LINE (E) ROUTE  
PRINCE GEORGE'S COUNTY, MARYLAND**

**HEARING NO. 166  
DOCKET NO. R04-6**

**January 7, 2005**

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
FINAL PUBLIC HEARING STAFF REPORT  
REVIEW OF THE PUBLIC HEARING  
AND STAFF RECOMMENDATIONS**

**PROPOSED PARKING AND ROAD RELOCATION  
PRINCE GEORGE'S PLAZA METRORAIL STATION  
GREEN LINE (E) ROUTE  
PRINCE GEORGE'S COUNTY, MARYLAND**

**HEARING NO. 166  
DOCKET NO. R04-6**

This report presents a review of the public hearing held on July 13, 2004. It also presents the WMATA staff's recommendations concerning the proposed parking and road relocations and reconfiguration proposed at the Prince George's Plaza Metrorail Station in Prince George's County, Maryland. Included in this report are the following sections:

- I. Background
- II. Summary of Public Hearing
- III. Summary of Staff Presentation (WMATA and Developer)
- IV. Supplemental Testimony and Correspondence Submitted for the Record
- V. Compact Article IV, Section 15- Other Agency Review and Comments
- VI. Responses to Comments Received for the Record
- VII. Correspondence Submitted on the Public Hearing Staff Report
- VIII. Final Staff Recommendations

Appendix A - WMATA Public Hearing Notice  
Appendix B - Public Hearing Testimony of WMATA Officials  
Appendix C - Public Hearing Testimony of Developer  
Appendix D- Letter from Prince George's County Executive Office  
Appendix E- Access Concept Plan

## **I. BACKGROUND**

On May 20, 2004 the WMATA Board of Directors authorized holding a public hearing, in accordance with WMATA Compact requirements, to consider parking and road changes (WMATA Replacement Facilities or Replacement Facilities) at the Prince George's Plaza Metrorail station. The Replacement Facilities will be constructed by Belcrest Center Associates, LLC, an affiliate of the the Taylor Development and Land Company, or its designated ground tenants (collectively, the Developer), and will substitute for those that are displaced at the Metro station by the residential, retail and office improvements to be constructed by the Developer as part of a joint development project. The project, including Replacement Facilities, will be constructed pursuant to a Joint Development Master Leasing Agreement, dated December 12, 2002, between WMATA and Belcrest Center Associates, LLC.

The public hearing was held Tuesday, July 13, 2004 at 7:00 p.m. at the Hyattsville Branch Library Meeting Room, 6530 Adelphi Road, Hyattsville, Maryland. As required by the WMATA Compact, official notice of the public hearing was published in a local newspaper, the Washington Post, on June 13 and June 20, 2004. Notices were mailed to nearby property owners and community, civic and business associations and to local and state officials.

The proposed plans were made available for inspection prior to and following the public hearing, during normal business hours, at the following locations:

**Washington Metropolitan Area Transit Authority**  
Office of Property Development and Management  
600 Fifth Street, NW  
Washington, DC 20001  
Ms. Rosalyn Doggett

**Hyattsville Branch Library**  
6530 Adelphi Road  
Hyattsville, MD 20782

## **II. SUMMARY OF THE PUBLIC HEARING**

The formal public hearing proceedings were convened at approximately 7:00 p.m., Tuesday, July 13, 2004. Display boards and copies of the public hearing notice were available to the public for their review and comment. The hearing was conducted by WMATA Board Member Charles Deegan. Approximately 20 people attended the hearing.

After an opening statement by Mr. Deegan, which explained the procedures of the public hearing, WMATA staff provided a brief overview of the process by which the

Developer entered into a master leasing agreement for the site. The Developer's principal, Harvey Taylor, and his consultants described the functional, operational and visual aspects of the proposed WMATA Replacement Facilities. That presentation is summarized in Section III of this report.

Following the staff presentation, one witness testified, attorney Robert Cannon representing Gudelsky Enterprises.

The public hearing was adjourned at 7:27 p.m. after all the attendees who wished to testify or ask questions from the floor had been given the opportunity to do so. Mr. Deegan announced that a transcript of the public hearing would be available for inspection at Metro headquarters and that further testimony could be submitted until July 27, 2004 to Mr. Harold Bartlett, Secretary and Chief of Staff, WMATA, 600 Fifth Street, NW, Washington, DC 20001.

All issues and suggestions raised in testimony that are within the scope of the public hearing are addressed in Section VI of this report.

### **III. SUMMARY OF STAFF PRESENTATION AND PUBLIC HEARING NOTICE**

In July 2000 WMATA's Office of Property Development and Management, which is charged with marketing WMATA properties for transit-oriented development at Metrorail stations, offered the 22.2 acre Prince George's Plaza Metrorail site for sale or lease. The site contains a number of WMATA facilities, including a 1,068 space WMATA parking garage, 183 surface customer parking spaces, bus bays beneath the garage, entry and exit roads and bicycle and motorcycle storage.

The Developer submitted a proposal to develop the Prince George's Plaza site for mixed uses: residential, retail and office. In July of 2001 WMATA's Board of Directors selected Belcrest Center Associates, LLC as Developer for the site. WMATA's Board of Directors approved the terms of a long term lease of the site to the Developer in December of 2001. WMATA executed a Joint Development Master Leasing Agreement with the Developer in December of 2002.

One of the specific terms of the agreement is that the Developer, at its own cost, permanently replace any WMATA facilities on site. Such displacement might be necessary in order for the Developer to construct its project. Further, if WMATA facilities must be relocated temporarily during construction in order to accommodate construction staging such relocation must take place prior to removing the facility from service so that no operations are impaired during construction. Finally, if the Developer moves parking temporarily off the site during construction, it must maintain reasonable walking distances to the station or provide shuttle bus service. The project will displace the existing 183 metered and Kiss & Ride surface parking



spaces that are located between East West Highway and the existing WMATA long term parking structure. It will also require the relocation of motorcycle and WMATA service parking. It is anticipated that the majority of the automobile spaces will be relocated at surface level beneath and adjacent to the south and north sides of the WMATA parking structure. Others will be relocated within a new office building parking garage. No existing bus bay locations or bus routes will be relocated or changed. However, streets and bus circulation patterns within the Prince George's Plaza station site will be reconfigured at developer cost.

The development project will be constructed in phases. The Developer's plan designates construction of 240 multifamily residential units on the east side of the site as the first phase. This will require alteration of street and bus circulation patterns within the Metrorail station site. Phase Two, containing approximately 168,000 square feet of retail space with structured parking above, will displace the metered and Kiss & Ride parking areas. Prior to the start of the retail development, the Developer will relocate the parking spaces to the new, permanent surface areas. The spaces intended to go into a third phase office parking structure will be relocated temporarily on the site, some to the west of the WMATA garage, or on other nearby land. If the replacement spaces are more than 1,400 feet from the Prince George's Plaza Metrorail station entrance, the Developer must arrange shuttle service to provide WMATA customers with access to the station at no cost.

Upon completion of all the phases, the primary changes, in addition to the relocation of the Kiss & Ride and metered parking, are the following:

- It is proposed that vehicles enter the site from Belcrest Road via a road slightly more northerly than at present and proceed around a rotary to reach the bus bays under the garage. There is no change in the bus bay configuration under the garage.
- In order to prevent backups, there will be no left turn at Belcrest Road for vehicles exiting the site. They will either make a right hand turn or exit the site at East West Highway if they are proceeding to the north. The number of lanes on the exit road will be increased to accommodate such change, and the left turn lane from East-West Highway onto Belcrest Road is proposed to be lengthened for the same reason.
- There will be a tear drop shaped rotary on the exit road to East-West Highway to accommodate all turning movements into and from the adjacent site occupied by the Giant Food and other retail establishments.
- Ramps to and from the west side of the existing parking structure will be modified to accommodate reconfigured road and traffic patterns.

- Pedestrian access to and from the station will be maintained and enhanced by the addition of new sidewalks.
- The motorcycle storage area will be moved closer to the station.

More detail on the phasing and configuration of replacement facilities is provided in Appendix C.

The Developer noted that it is seeking to reduce the replacement WMATA metered parking from 167 spaces to as few as 115 spaces. It noted that surveys of the site on more than one weekday showed that only 12% of the existing 183 spaces are occupied at any one time. If such a reduction is found to be desirable and feasible by WMATA, the temporary and permanent number of WMATA parking spaces will be correspondingly reduced. Revenue from all WMATA parking spaces will be collected and retained by WMATA.

#### **IV. SUPPLEMENTAL CORRESPONDENCE SUBMITTED FOR THE RECORD**

None was received.

#### **V. COMPACT ARTICLE VI, SECTION 15 - OTHER AGENCIES REVIEW AND COMMENTS**

Copies of the public hearing notices were sent to local agencies. No comment was received. However, prior to the Public Hearing WMATA received a letter of June 11, 2004 from the Prince George's County Executive Office requesting that the Kiss & Ride and metered parking be reduced by 50% citing that recent counts showed less than 25% utilization.

#### **VI. RESPONSE TO ISSUES RECEIVED FOR THE RECORD**

In addition to the correspondence noted above in Section V, the only comment on the plan was made by Mr. Robert Cannon of the Saul, Ewing law firm, representing Gudelsky Enterprises, LLC, owners of property along East-West Highway, adjacent to and west of the joint development site. Mr. Cannon indicated that he was testifying in a spirit of cooperation and wished to make clear his client's objective of retaining all of the rights acquired when it purchased its site from WMATA, including full left turn and right turn in and out of its site to the WMATA site. He noted that the teardrop rotary concept described in the hearing appears to be satisfactory for that purpose, but that his client wants to participate in the detailing of the concept to be certain that its needs are met. To that end, WMATA, Harry Gudelsky Enterprises, Giant Food and the Developer have

now executed a Memorandum of Understanding that requires the Developer to involve Gudelsky Enterprises in the detailing of the teardrop rotary which will afford full turning movements for the Gudelsky property.

Staff has examined the Developer's and Prince George's County's request to reduce the metered and Kiss & Ride replacement parking. Though the parking is little used now, and the net revenue from the new development would offset any revenue losses experienced by WMATA from a parking reduction, as demand for Metro usage grows in the area, existing customer parking is expected to be fully utilized. To attempt to accommodate the Developer's and the County's request to reduce the amount of replacement parking, staff proposed sharing of retail parking with WMATA customers. However, the Developer was unable to obtain acceptance of this concept from key retail tenants. Therefore, staff has concluded that a reduction of 16 spaces, representing those which are non-revenue producing, may be acceptable given the physical constraints of the site. However, staff does not recommend any reduction below 167 spaces.

Staff has worked with the Developer who has provided a plan, Exhibit E, that meets the objective of retaining the 167 revenue-producing spaces while allowing a reduction of 16 parking spaces. This solution is more fully explained under Final Staff Recommendations, below.

#### **VII. CORRESPONDENCE SUBMITTED ON THE PUBLIC HEARING STAFF REPORT**

The Public Hearing Staff Report was released for a two-week public review period on October 29, 2004. Copies of the Public Hearing Staff Report were circulated to all interested individuals, groups and agencies as required by the Compact including all parties who presented testimony or submitted statements for the public hearing record or requested copies of the report whether at the public hearing or otherwise. In addition, the Public Hearing Staff Report and the public hearing transcript were available for review in the Office of the Secretary and Chief of Staff.

By the close of the two-week public review period, November 12, 2004, no additional correspondence had been received.

#### **VIII. FINAL STAFF RECOMMENDATIONS**

The following recommendations address the issues raised at the public hearing and through County correspondence:

- Staff recommends approval of the Access Concept Plan in Appendix E for the parking and road modifications at the Prince George's Plaza Metrorail station,

subject to acceptance in final staging and engineering reviews. Staff will continue to review and exercise approval rights over the site plan and construction plans at appropriate stages until completion.

- Staff recommends that the Developer retain/replace 167 short term and Kiss & Ride parking spaces on site. WMATA will continue to collect revenue from metered spaces. The Developer has provided a plan, dated December 7, 2004, showing how this can be accomplished utilizing newly created surface parking beneath and adjacent to the WMATA parking garage. Initially, a portion of the replacement parking will be on a pad reserved for office use in phase three of the development. When the office development occurs, the Developer has agreed to replace the displaced WMATA surface parking (approximately 27 spaces) either in the existing retail garage or the new office building garage.



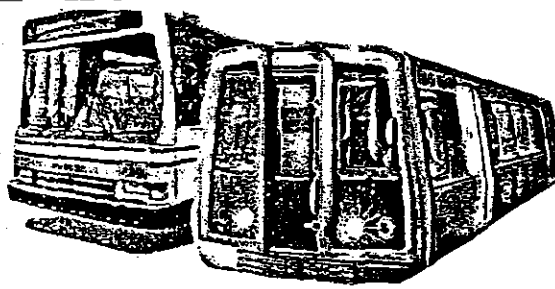
**WASHINGTON METROPOLITAN  
AREA TRANSIT AUTHORITY  
(WMATA)**

**PUBLIC HEARING STAFF REPORT  
REVIEW OF THE PUBLIC HEARING  
AND STAFF RECOMMENDATIONS**

**PROPOSED PARKING AND ROAD RELOCATION  
PRINCE GEORGE'S PLAZA METRORAIL STATION  
GREEN LINE (E) ROUTE  
PRINCE GEORGE'S COUNTY, MARYLAND**

**HEARING NO. 166  
DOCKET NO. R04-6**

***Appendix A - WMATA Public Hearing Notice***



# NOTICE OF PUBLIC HEARING

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

PROPOSED PARKING AND ROAD RELOCATION

GREEN (E) LINE  
PRINCE GEORGE'S COUNTY, MARYLAND

**Public Hearing  
& Docket Number**

Hearing No. 166  
Docket No. R04-6

**Date and Time**

Tuesday  
July 13, 2004  
7:00 PM

**Location**

Hyattsville Branch Library  
Meeting Room  
6530 Adelphi Road  
Hyattsville, MD 20782

Use of library meeting space does not constitute endorsement of program/meeting or its content by the Prince George's County Memorial Library System.

The location of this public hearing is accessible to persons with disabilities. Any individual with a disability who requires special assistance, such as a sign language interpreter, to participate in the public hearing should contact Mrs. Leen'da Chambliss at 202-962-2595 or TTD: 202-638-3780 ten days prior to the hearing in order for the Transit Authority to make necessary arrangements.



## **PURPOSE OF THE PUBLIC HEARING**

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority (WMATA) on the proposed relocation of surface parking and reconfiguration of internal roads at the Prince George's Plaza Metrorail station in Prince George's County, Maryland. At the hearing, WMATA will receive and consider comments and suggestions about the proposals. The proposed design concepts may change as a result of this hearing.

## **WMATA PROPOSAL**

On July 19, 2001, the WMATA Board of Directors designated Taylor Development and Land Company (TDL) as the selected developer for the 22.2-acre Prince George's Plaza Metrorail station-site. The development will displace WMATA's existing 183 metered and Kiss & Ride surface parking spaces that are located between East West Highway and the long-term parking structure (see attached Existing WMATA Facilities aerial). Relocation of WMATA service parking and motorcycle parking will also take place. As developer, TDL is required to replace these WMATA facilities on-site and to maintain their full operation during the development of the project.

The attached WMATA Proposed Facilities Plan designates the proposed new locations for the Kiss & Ride and metered parking. It also shows alterations in internal roads required to accommodate the proposed mixed-use development on the site.

## **BACKGROUND**

In December 2002, WMATA and TDL, as Belcrest Center Associates, executed a Joint Development Master Leasing Agreement (MLA) providing for TDL to develop a project at the Prince George's Plaza Metrorail station site containing a minimum of 240 multifamily residential units, 300,000 square feet of office space, and 168,000 square feet of retail space. The developer will also build approximately 1,718 development-related structured parking spaces. The MLA requires the developer to replace, at developer cost, any displaced WMATA facilities at the Prince George's Plaza station site.

The project will displace the existing 183 metered and Kiss & Ride surface parking spaces that are located between East West Highway and the existing WMATA long-term parking structure. It will also require the relocation of motorcycle and WMATA service parking. It is anticipated that the majority of the automobile spaces will be relocated at surface level beneath and adjacent to the south and north sides of the WMATA parking structure. Others will be relocated within a new office building parking garage. No existing bus bay locations or bus routes will be relocated or changed. However, streets and bus circulation patterns within the Prince George's Plaza station site will be reconfigured at developer cost.

The development project will be constructed in phases. TDL's development plan designates construction of 240 multifamily residential units on the east side of the site as

the first phase. This will require alteration of street and bus circulation patterns within the Metrorail station site. Phase Two, containing a minimum 168,000 square feet of retail space with structured parking above, will displace the metered and Kiss & Ride parking areas. Prior to the start of the retail development, TDL will relocate the parking spaces to the new, permanent surface areas. The spaces intended to go into a third phase office parking structure will be relocated temporarily on the site, some to the west of the WMATA garage, or on other nearby land. If the replacement spaces are more than 1,400 feet from the Prince George's Plaza Metrorail station entrance, TDL must arrange shuttle service to provide WMATA customers with access to the station at no cost to the customer.

TDL is currently seeking to reduce the displaced WMATA parking from 183 spaces to as few as 115 spaces. If such a reduction is found to be desirable and feasible, the temporary and permanent number of WMATA parking spaces will be correspondingly reduced. Revenue from WMATA parking spaces will be collected and retained by WMATA.

### **HOW TO REGISTER TO SPEAK AT THE PUBLIC HEARING**

All organizations or individuals desiring to be heard with respect to the proposed parking and road changes will be afforded the opportunity to present their views and make supporting statements and to offer alternative proposals. In order to establish a witness list, individuals and representatives of organizations who wish to be heard at this public hearing are requested to furnish in writing their name, address, telephone number and organization affiliation, if any, to Mr. Harold M. Bartlett, Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, N.W., Washington, D.C. 20001. Alternatively, you may fax this information to Mr. Bartlett at (202) 962-1133. Please submit only one speaker's name per letter. Lists of individual speakers will not be accepted. Others present at the hearing may be heard after those persons on the witness list have been called and heard. Public officials will be heard first and will be allowed ten minutes each to make their presentations. Others who register in advance will be allowed five minutes each and will be heard in order of registration. Those who do not register in advance will be allowed three minutes each. Relinquishing of time by one speaker to another will not be permitted.

### **HOW TO SUBMIT WRITTEN STATEMENTS**

Written statements and exhibits may be submitted until close of business on Friday, July 23, 2004 to Mr. Harold M. Bartlett, Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, N.W., Washington, D.C. 20001. Alternatively, you may submit an e-mail to [public-hearing-testimony@wmata.com](mailto:public-hearing-testimony@wmata.com). Please reference the Hearing and/or Docket Number shown at the beginning of this document in your submission.



## REFERENCE MATERIAL AVAILABLE FOR INSPECTION

The environmental evaluation and other related material is available for inspection at the following location.

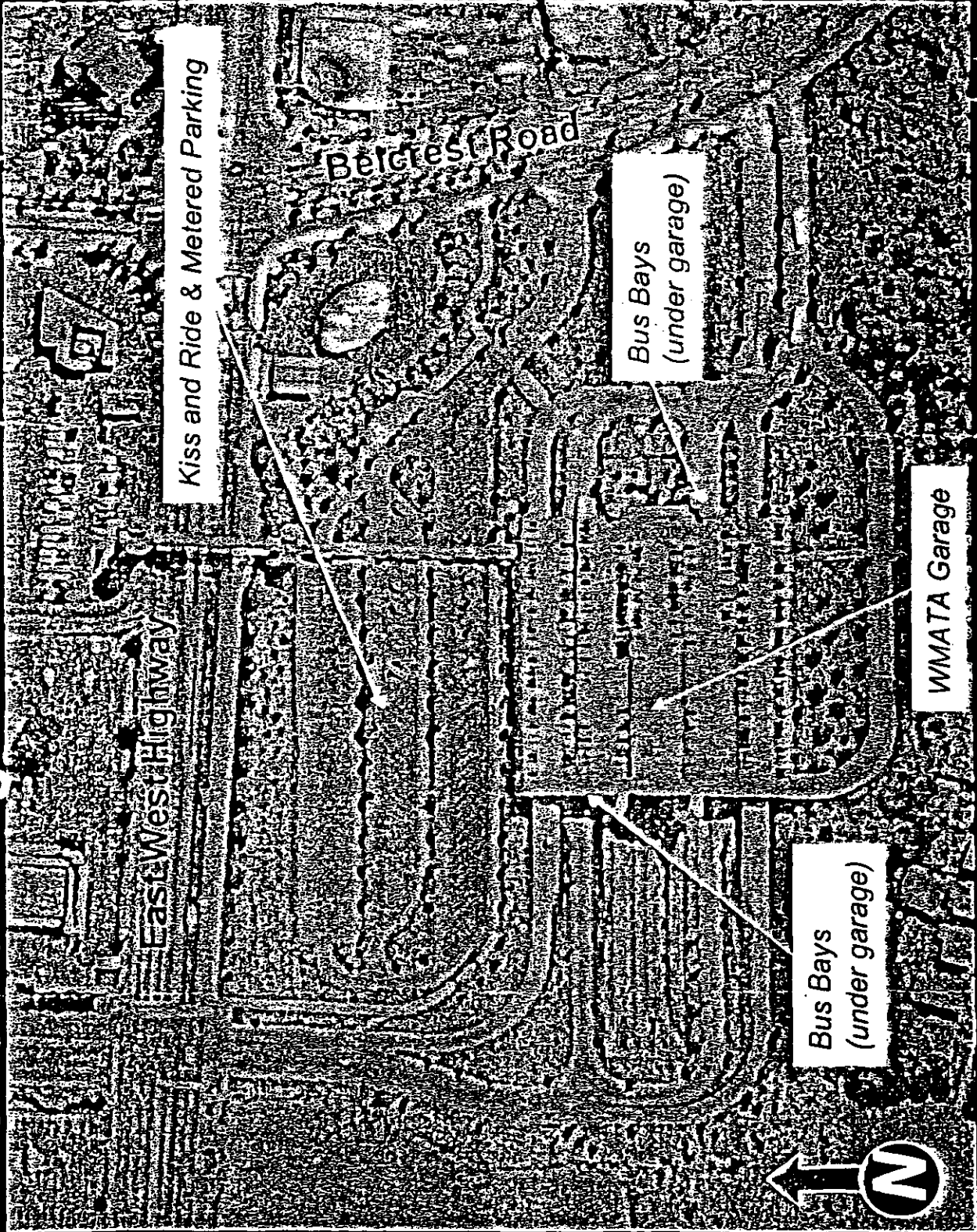
Washington Metropolitan Area Transit Authority  
c/o Rosalyn Doggett or Philip Scales  
Office of Property Development and Management  
600 Fifth Street, NW  
Washington, DC 20001

Hours: Monday – Friday

9:00 AM – 5:00 PM

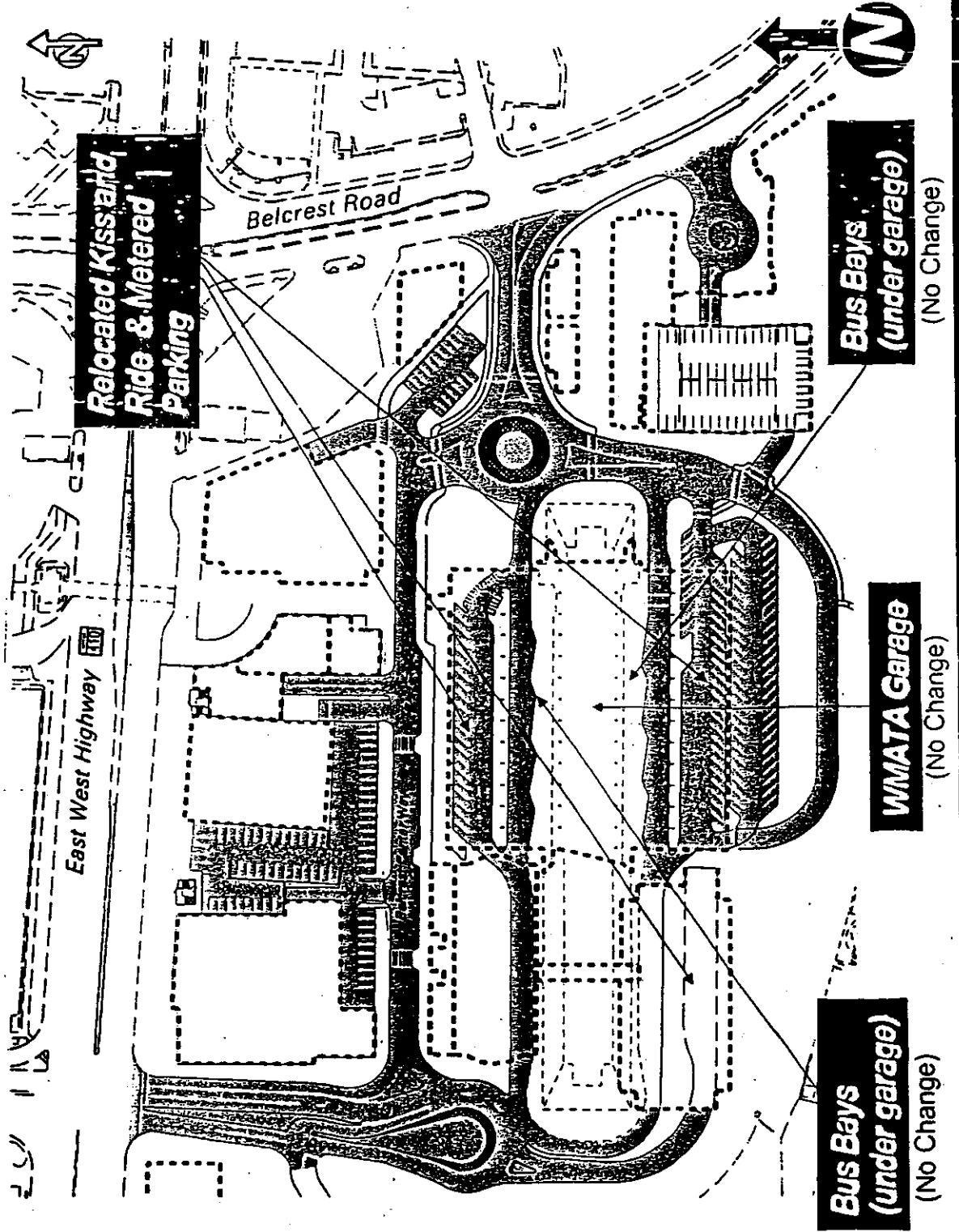
# WMATA Existing Facilities

Prince George's County, MD



# WMATA Proposed Facilities

Prince George's County, MD





**WASHINGTON METROPOLITAN  
AREA TRANSIT AUTHORITY  
(WMATA)**

**PUBLIC HEARING STAFF REPORT  
REVIEW OF THE PUBLIC HEARING  
AND STAFF RECOMMENDATIONS**

**PROPOSED PARKING AND ROAD RELOCATION  
PRINCE GEORGE'S PLAZA METRORAIL STATION  
GREEN LINE (E) ROUTE  
PRINCE GEORGE'S COUNTY, MARYLAND**

**HEARING NO. 166  
DOCKET NO. R04-6**

***Appendix B - Public Hearing Testimony of WMATA Officials***

Ladies and Gentlemen:

I am Charles Deegan and I am a member of Board of Directors of the Washington Metropolitan Area Transit Authority.

This hearing is convened by the WMATA Board of Directors to elicit the comments of the public on the Proposed relocation of surface parking and reconfiguration of internal roads at the Prince George's Plaza Metrorail station in Prince George's County, Maryland.

Notice of this hearing was made by publication in the Washington Post newspaper. In addition, notices were mailed to the Hyattsville Library and community and civic associations in the vicinity of the Prince George's Plaza Metrorail station.

Briefly, I will cover the procedure which we will follow during the hearing.

First, we will hear a staff presentation on the proposed project. Then the development team will explain the proposed WMATA facilities development plan.

Next, we will hear from those persons who registered in advance to speak at this public hearing. Each pre-registered speaker will be limited to five minutes except for public officials who will be heard first and will be allowed ten minutes.

Finally, we will hear from anyone present who indicates a desire to be heard. Please see Mrs. Chambliss at the back of the room if you wish to speak tonight. Further testimony may be submitted in writing until Tuesday, July 27, 2004 to: Mr. Harold M. Bartlett, Secretary and Chief of Staff, WMATA, 600 Fifth Street, N.W., Washington, D.C. 20001. Alternatively, you may email your testimony to public-hearing-testimony@wmata.com. Please include Docket Number R04-6 in any correspondence.

Following a review of all testimony received for the public hearing record, WMATA staff will prepare a report on the public hearing for the WMATA Board of Directors. Changes to the plan presented here tonight may be proposed in response to testimony received and subsequent staff analysis. The staff report will then be circulated for public review for a period of two weeks. If you wish to receive a copy of the staff report, please leave your name and address with Mrs. Chambliss. At the completion of the public review period, the WMATA Board of Directors will consider the public hearing record and the staff report and public comments and act on the Proposed relocation of surface parking and reconfiguration of internal roads at the Prince George's Plaza Metrorail Station.

A verbatim transcript will be made of this hearing and a copy of the transcript may be reviewed at the Metro headquarters or may be purchased from the Miller Reporting Company, whose telephone number is (202) 546-6666.

I now call on Ms. Rosalyn Doggett from WMATA for the staff presentation.

• PRINCE GEORGE'S PLAZA PUBLIC HEARING July 13, 2004

Thank you very much. As Mr. Deegan indicated, I am Rosalyn Doggett, Senior Development Specialist in WMATA's Office of Property Development and Management.

My office is charged with marketing WMATA properties for transit-oriented development at Metrorail stations.

WMATA's Prince George's Plaza site is 22 acres and includes surface parking lots with approximately 183 customer parking spaces.

The site also includes a parking garage with approximately 1,070 spaces, with bus bays beneath, and related facilities such as bicycle and motorcycle storage. Access to the site is from East-West Highway and Belcrest Road.

In 2000, WMATA offered the Prince George's Plaza site to developers for sale or lease.

- The Taylor Development and Land Company submitted a proposal to develop the site for mixed uses— residential, retail and office.
- In July of 2001, WMATA's Board of Directors selected Taylor as developer for the site.
- In December of 2001, the Board approved the terms of a long-term lease of the site to Taylor,
- and in December of 2002 WMATA and Taylor executed the lease.

One of the lease conditions is that Taylor replace any and all WMATA surface parking on the site, prior to removing that parking from service in order to construct buildings.

Secondly, if parking must be taken out of service temporarily during garage construction, it must first be moved elsewhere on site so that no existing spaces are lost during construction.

Or parking can be moved temporarily off the site during construction provided that reasonable walking distances to the station are maintained or that shuttle bus service is provided.

Mr. Harvey Taylor and his colleagues will now describe for you the proposed plans for the WMATA parking, access roads and other WMATA facilities.

They have been specifically directed not to go into a description of the development itself because that is not the subject of this hearing, but they have provided boards for your viewing that do show the development scheme.



**WASHINGTON METROPOLITAN  
AREA TRANSIT AUTHORITY  
(WMATA)**

**PUBLIC HEARING STAFF REPORT  
REVIEW OF THE PUBLIC HEARING  
AND STAFF RECOMMENDATIONS**

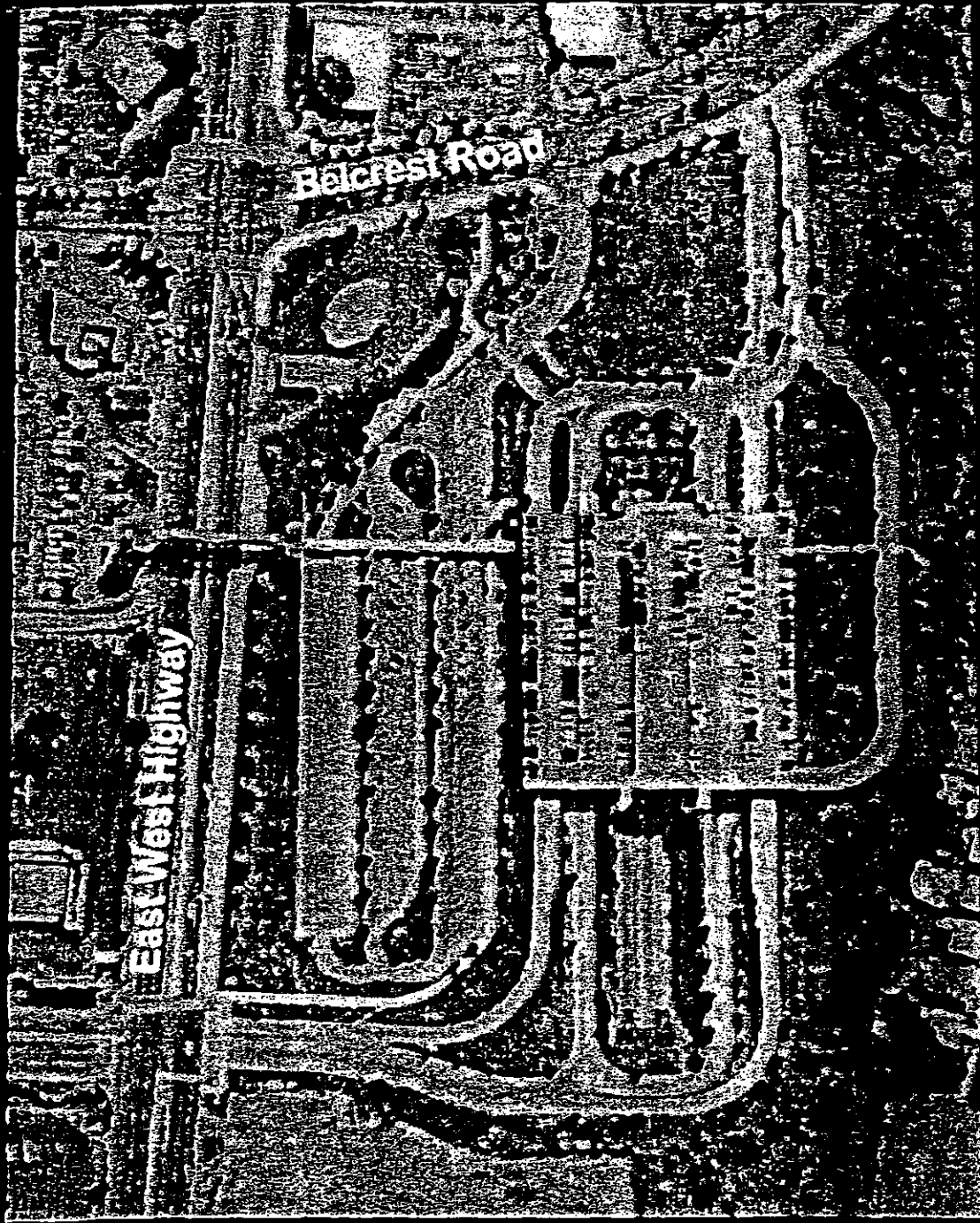
**PROPOSED PARKING AND ROAD RELOCATION  
PRINCE GEORGE'S PLAZA METRORAIL STATION  
GREEN LINE (E) ROUTE  
PRINCE GEORGE'S COUNTY, MARYLAND**

**HEARING NO. 166  
DOCKET NO. R04-6**

*Appendix C - Public Hearing Testimony of Developer*

# WMATA Existing Facilities

Prince George's County, MD



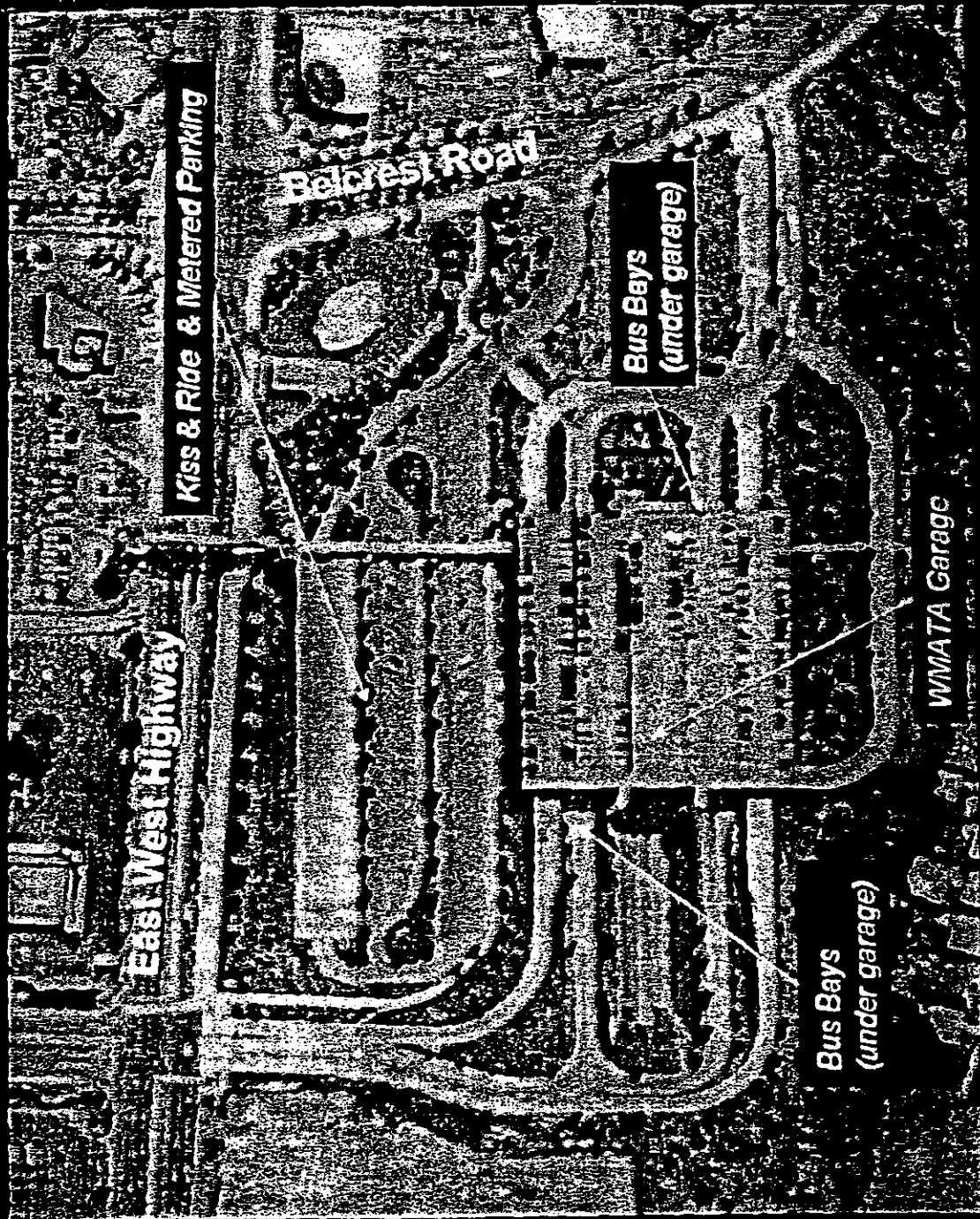
*The  
Traffic  
Group*

*"Merging Innovation and Excellence"*



# WMATA Existing Facilities

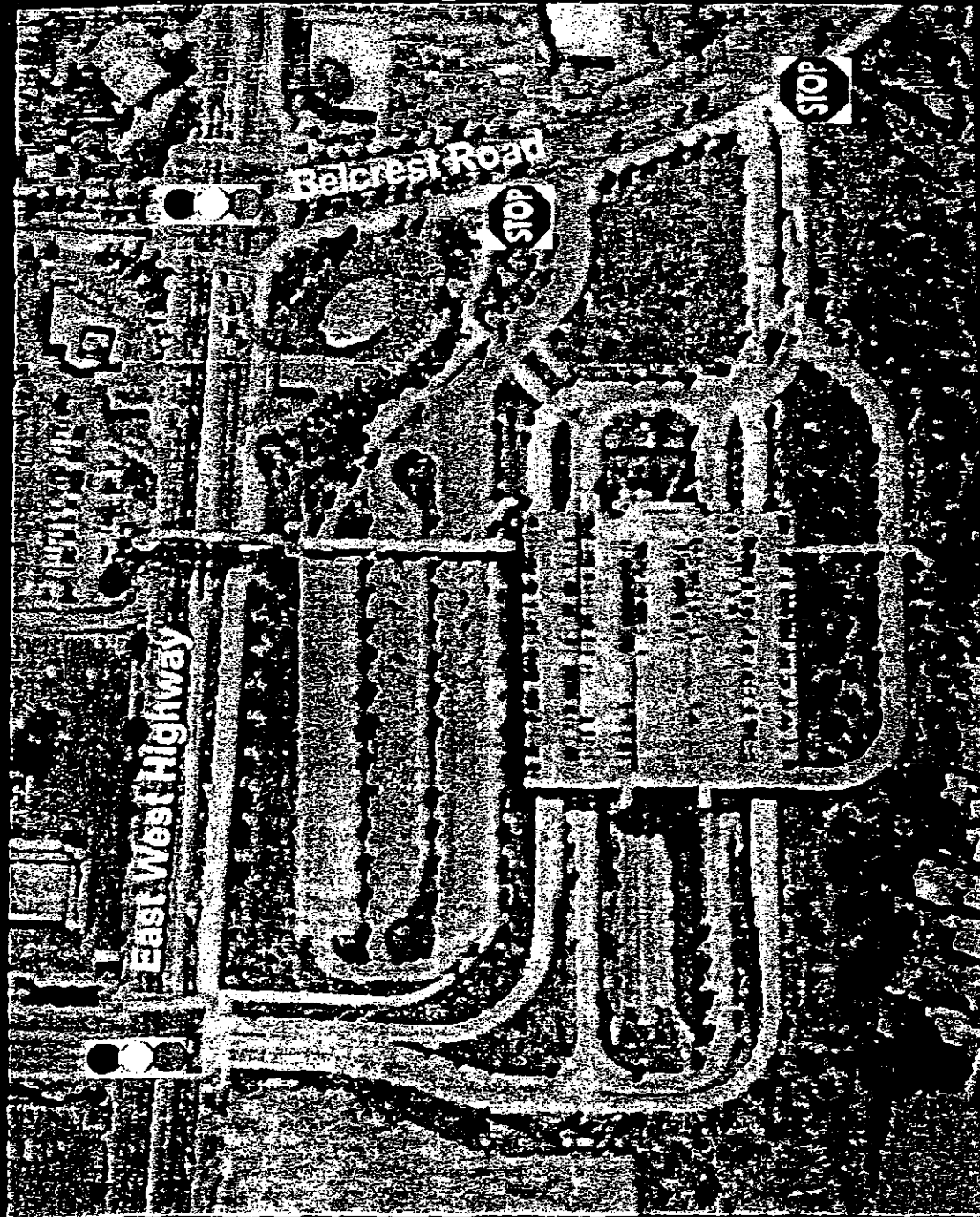
Prince George's County, MD



"Merging Innovation and Excellence"

# WMATA Existing Facilities

Prince George's County, MD

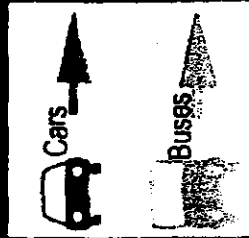
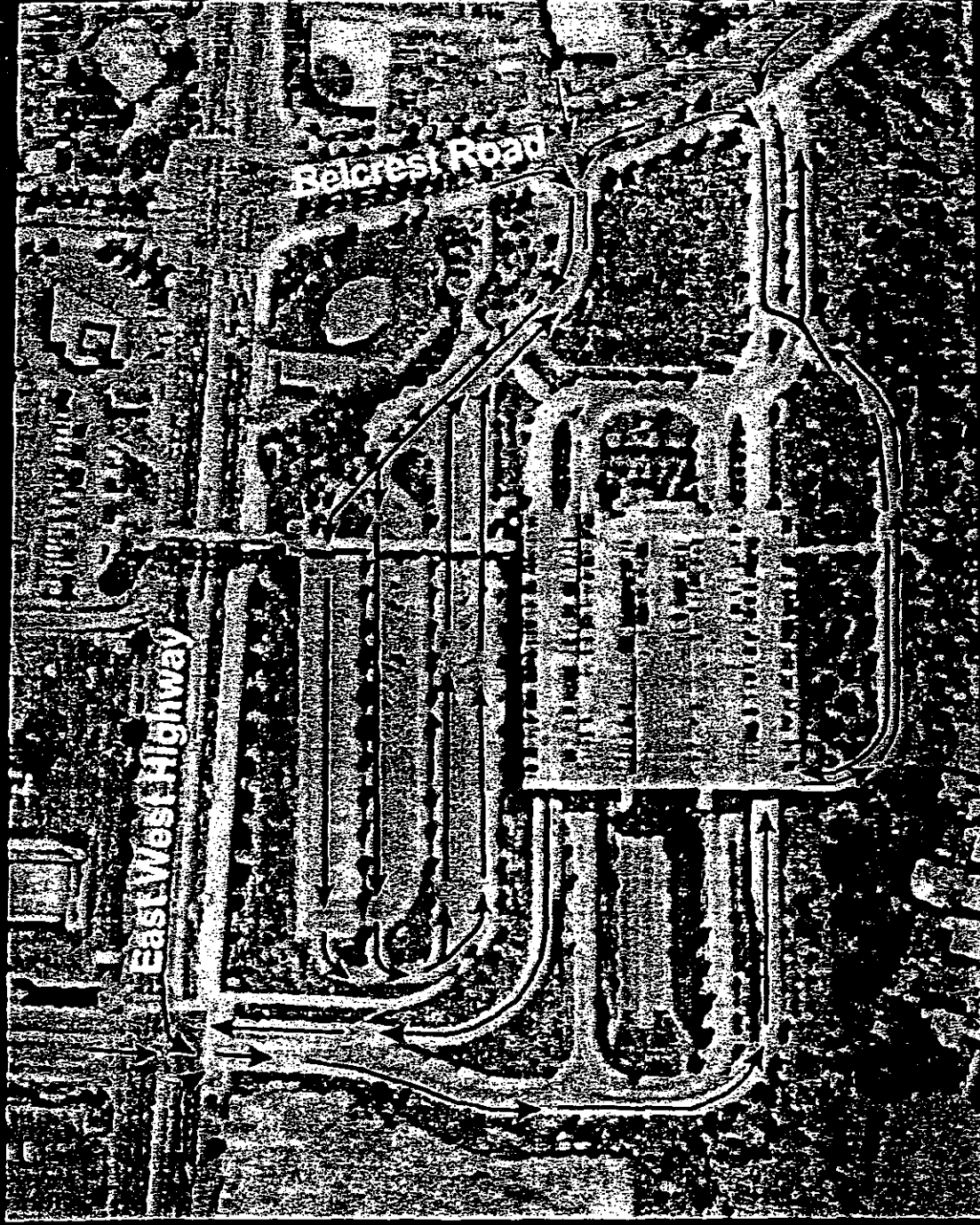


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# WMATA Existing Facilities

Prince George's County, MD

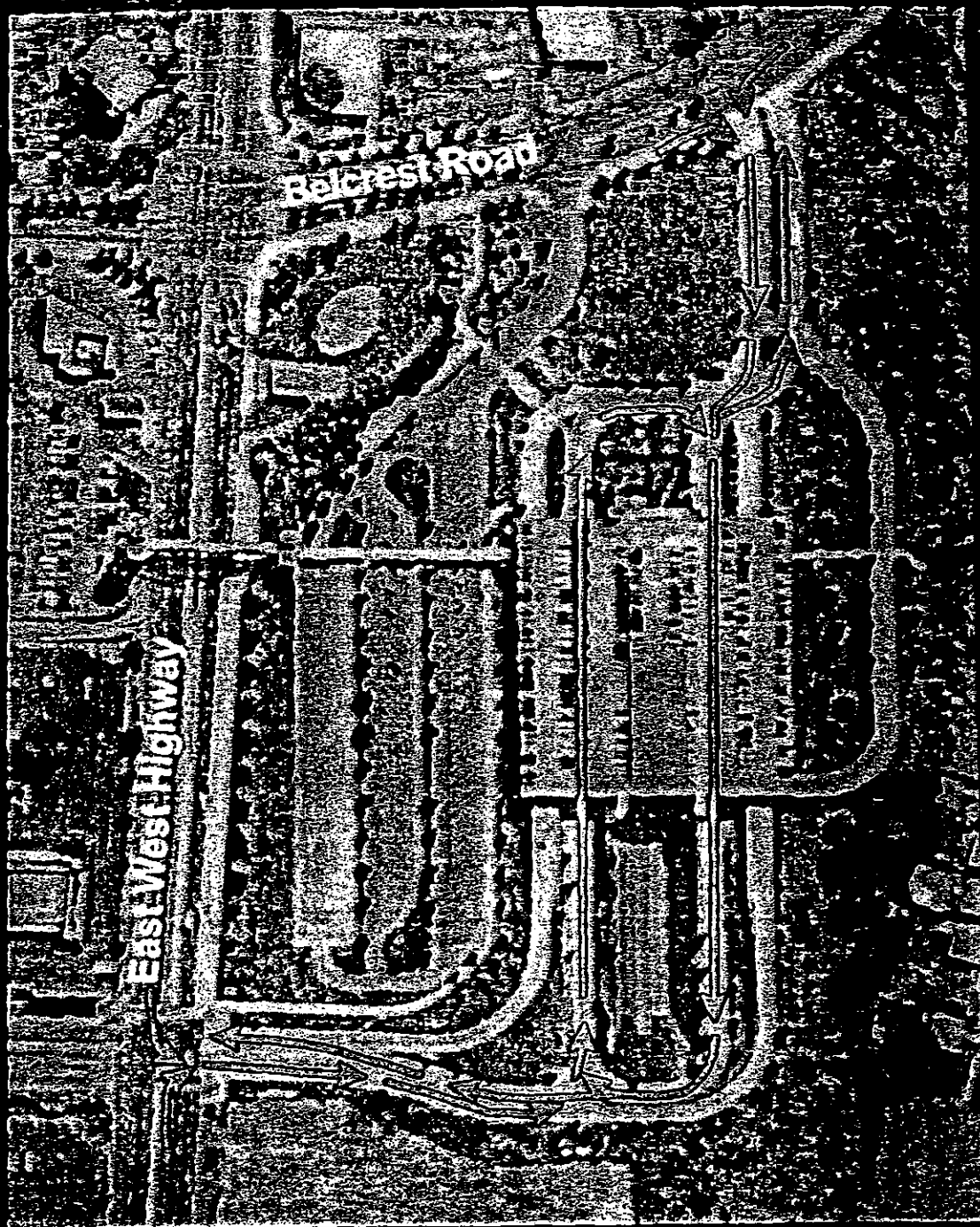


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# WMATA Existing Facilities

Prince George's County, MD

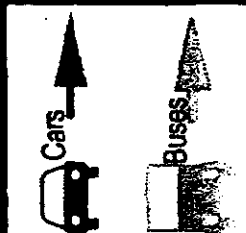
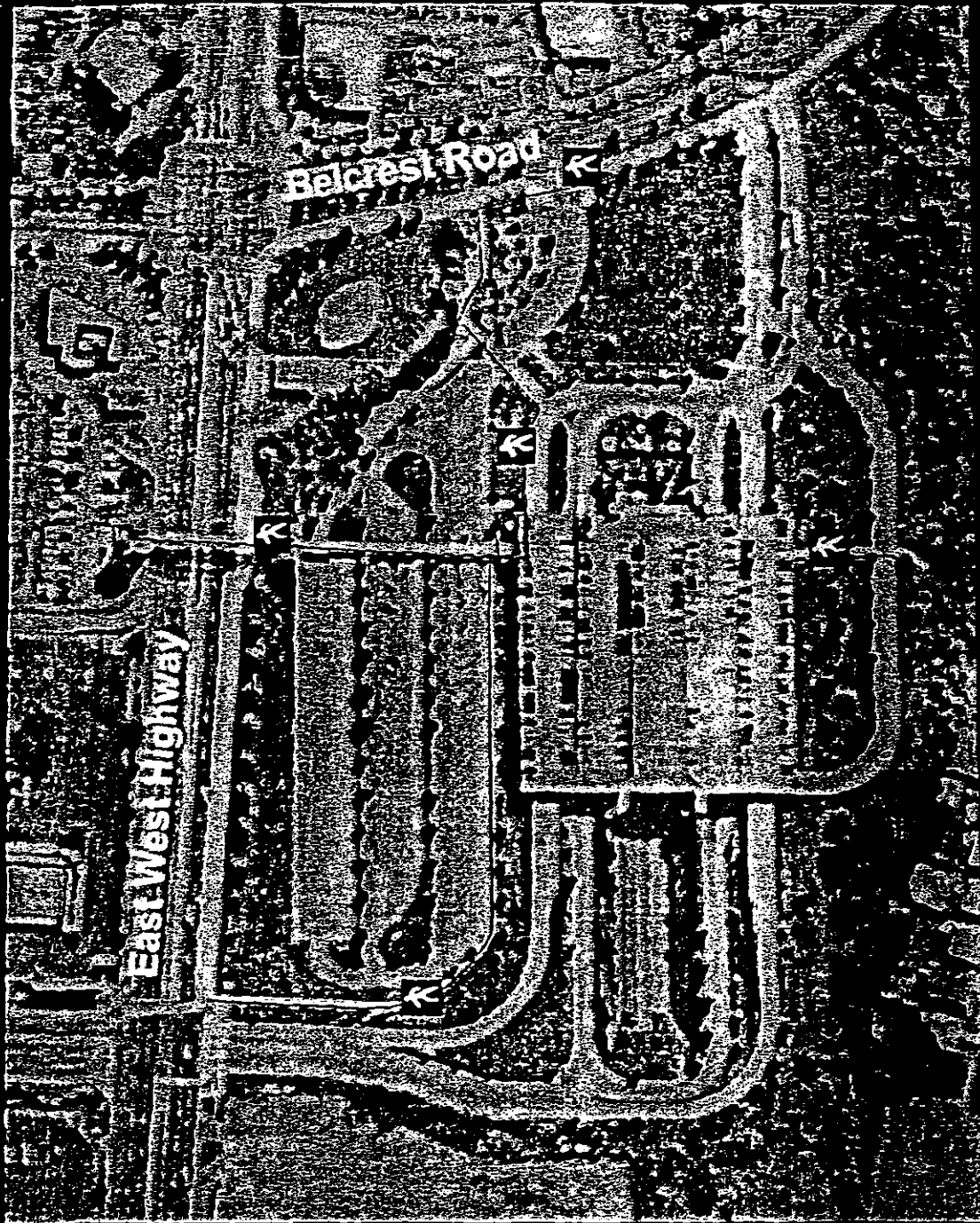


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# WMATA Existing Facilities

Prince George's County, MD



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# Parking Inventory

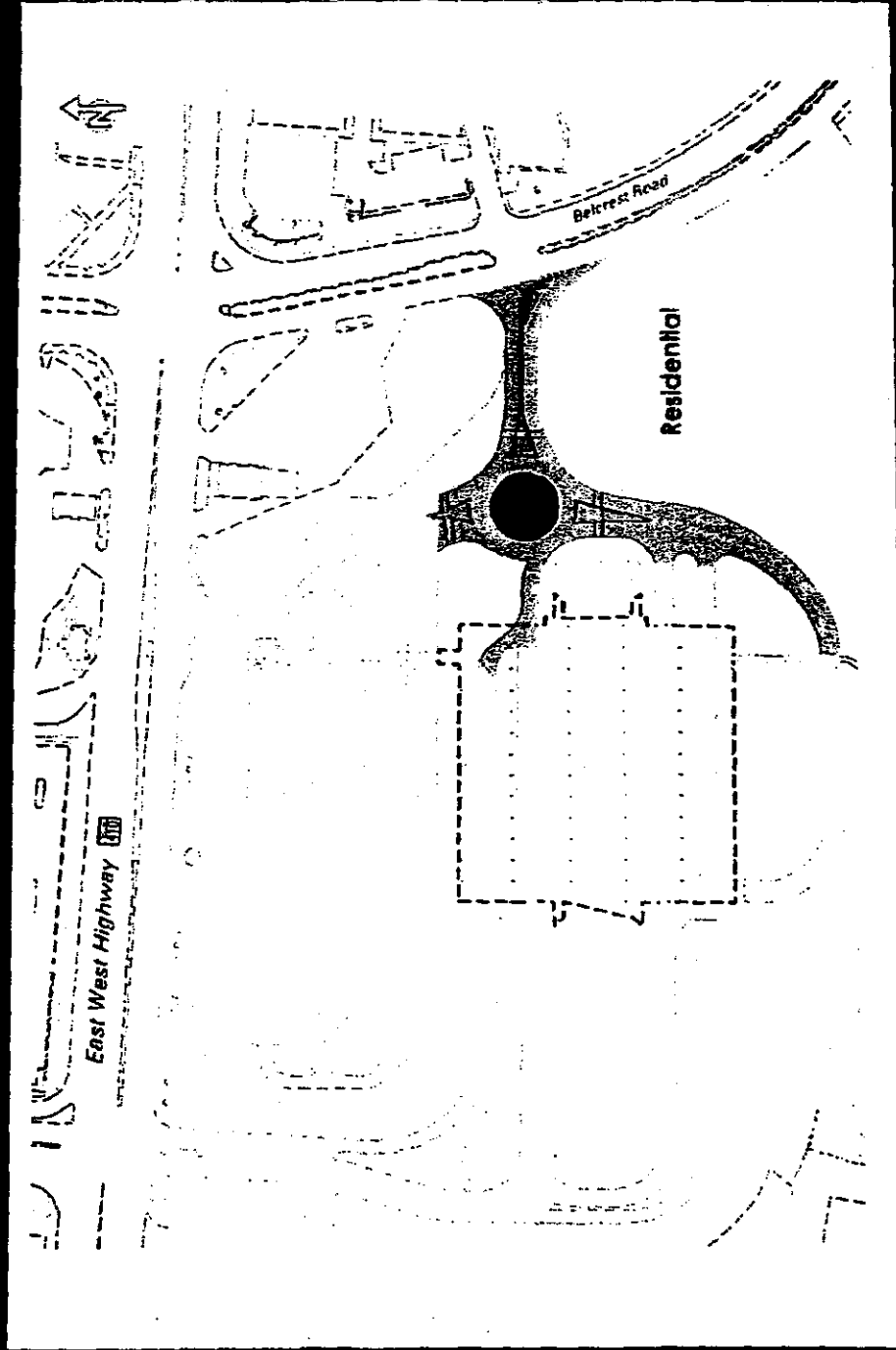
## EXISTING

Parking Structure	1068 spaces
Metered & Kiss and Ride	167 spaces
Handicapped Spaces - Van Accessible	7 spaces
"A" Spaces (Not Metered 15 Minute Waiting)	9 spaces
Motorcycle Parking Spaces	15 spaces
Bicycle Racks	66 Bike Racks
Bicycle Lockers	24 Bike Lockers

"Based on Parking Occupancy Studies conducted, a maximum of 21 Spaces (12%) were occupied at any one time."

# Belcrest Center - Phase I

Prince George's County, MD

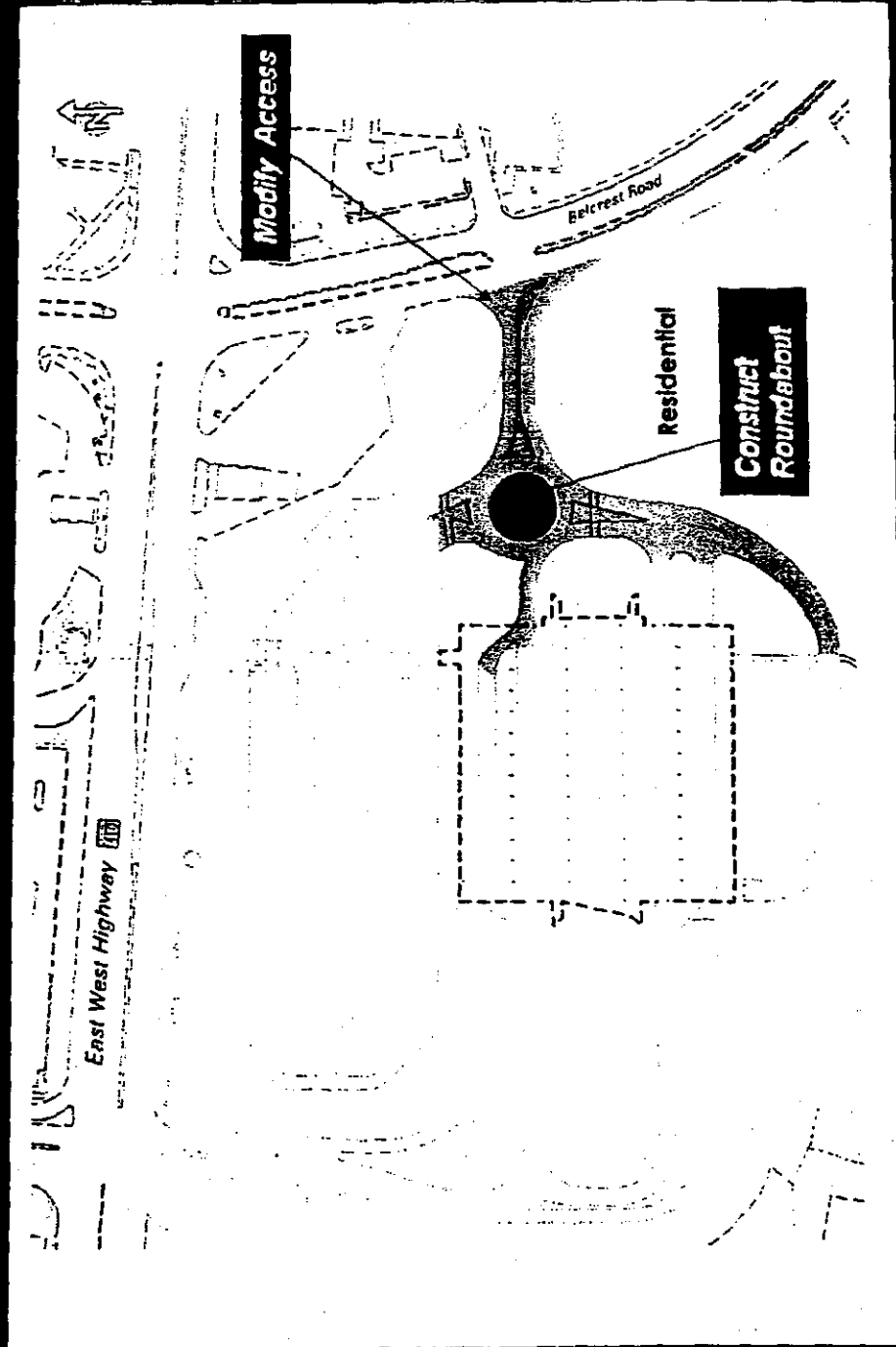


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# Belcrest Center – Phase I

Prince George's County, MD

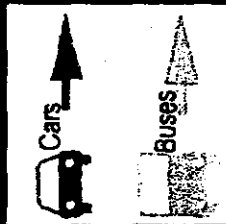
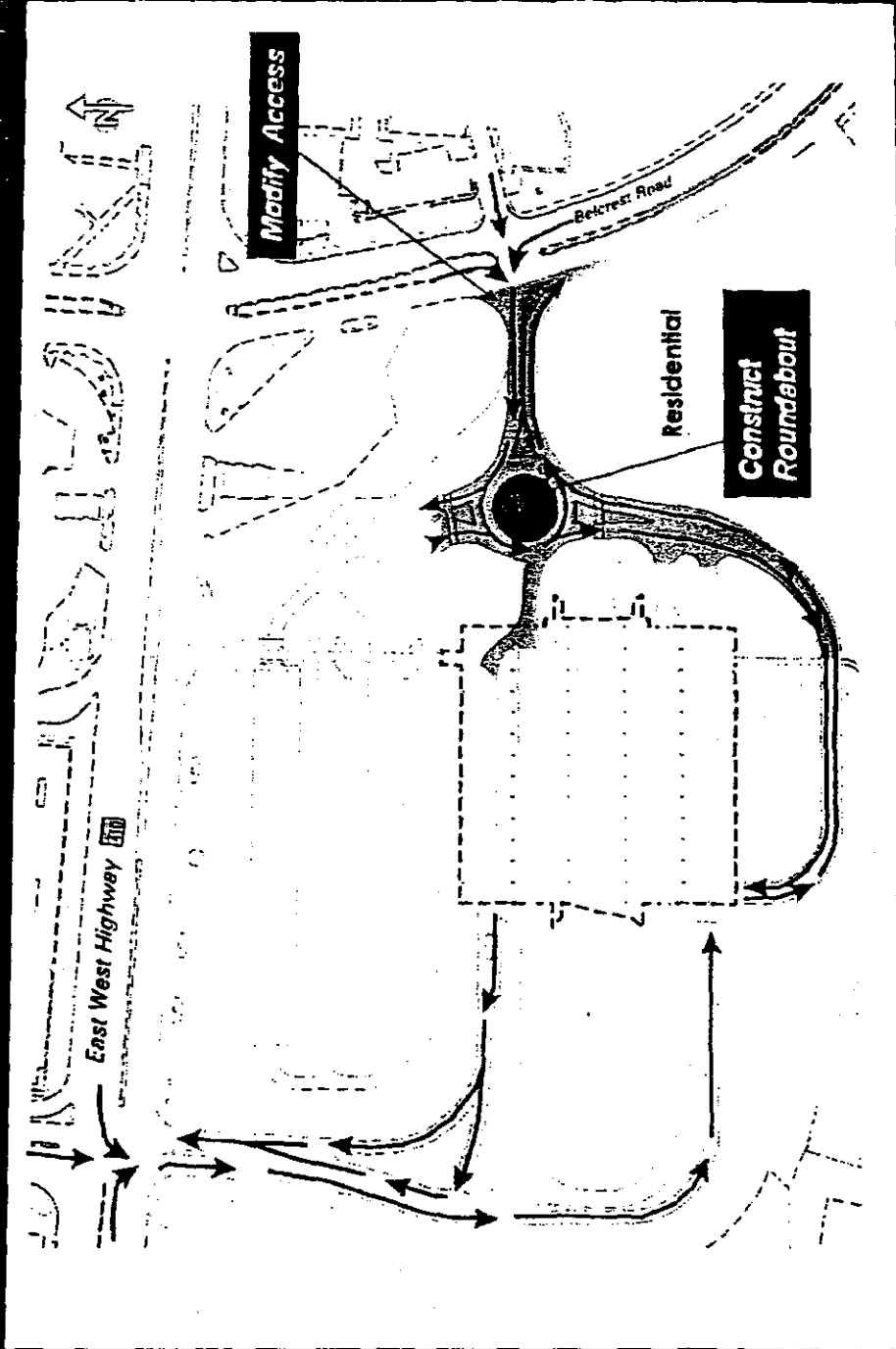


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# Belcrest Center – Phase I

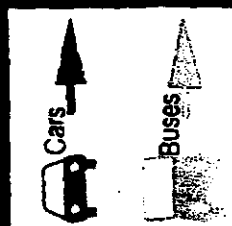
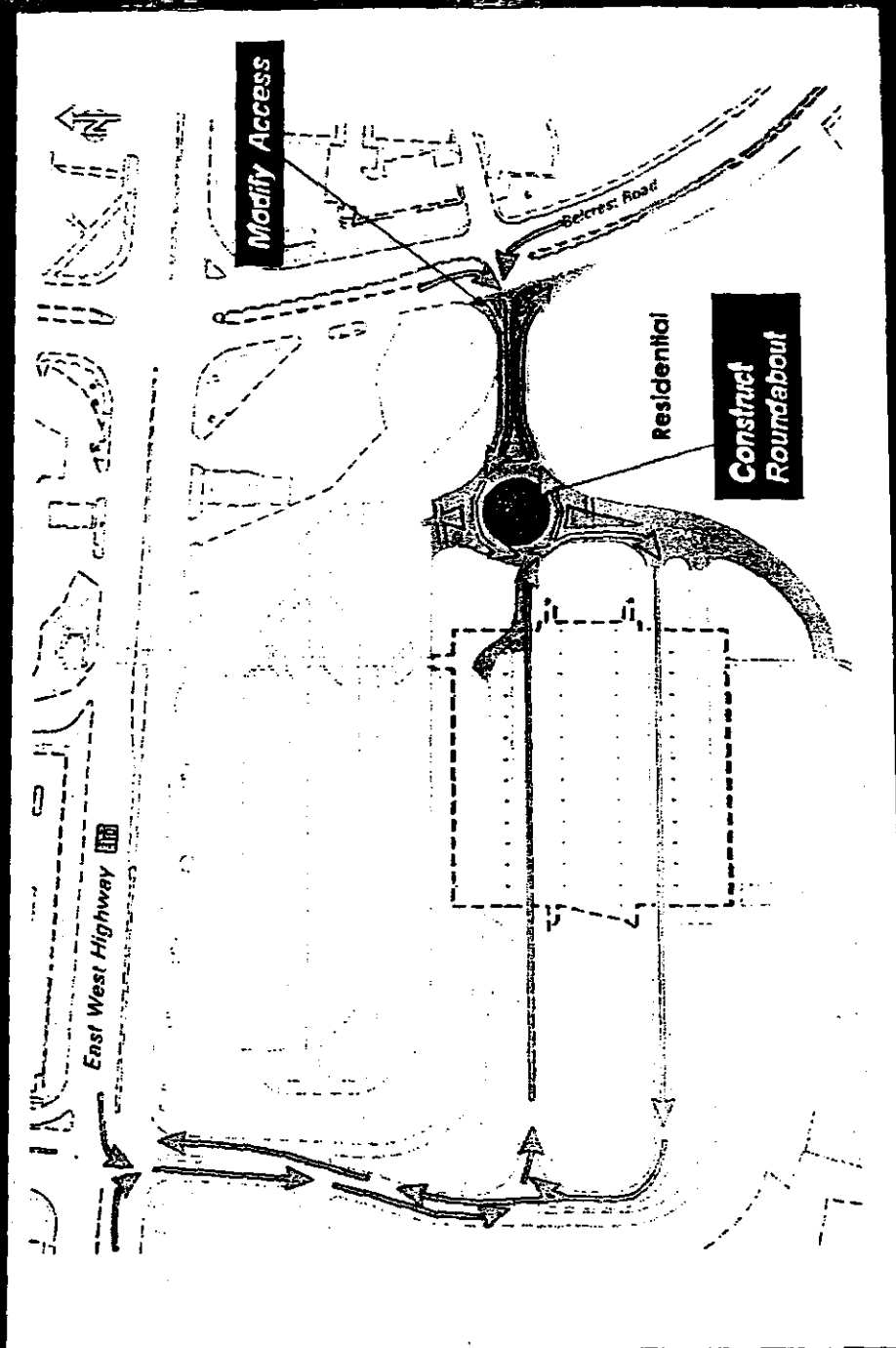
Prince George's County, MD



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# Belcrest Center - Phase I

Prince George's County, MD

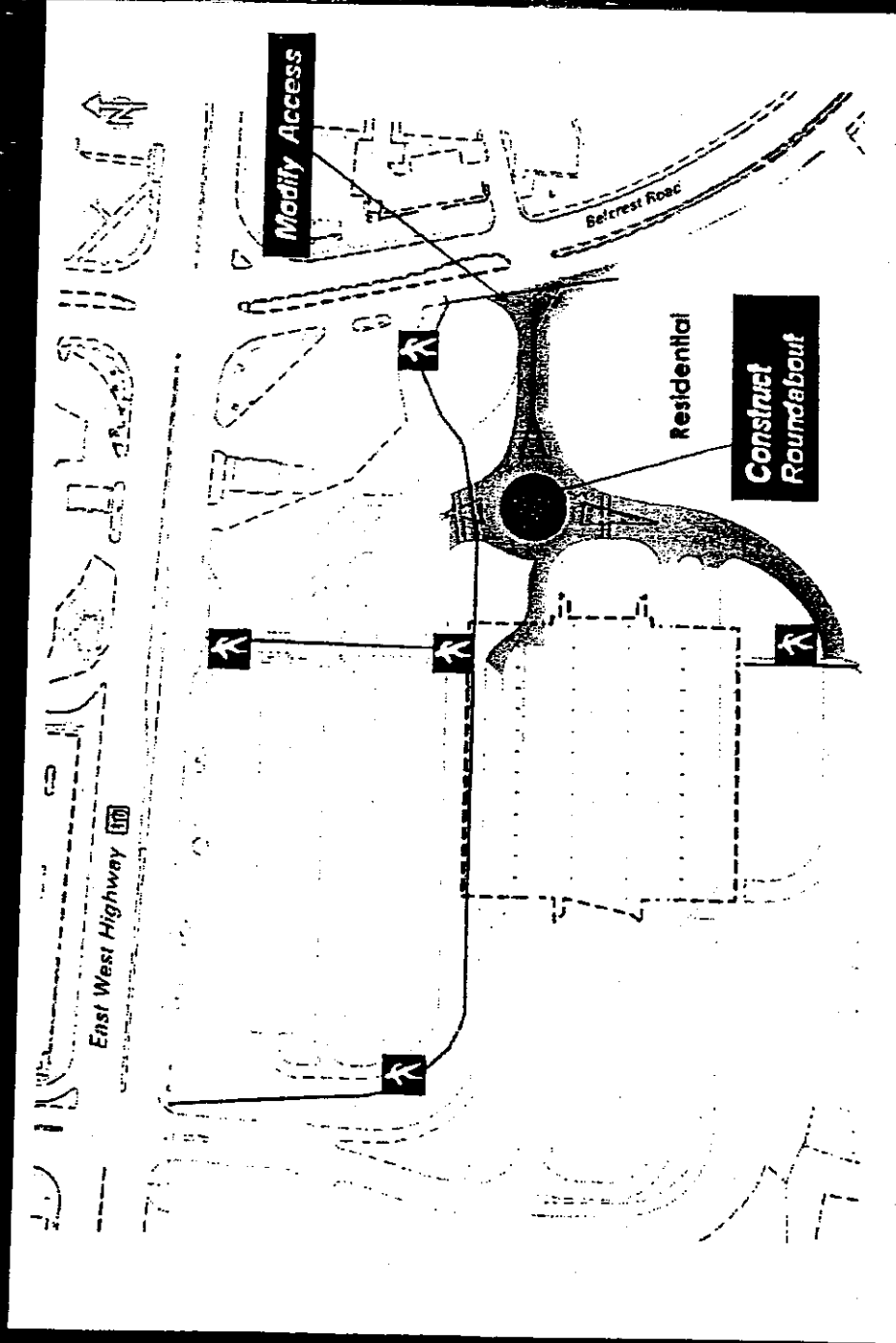


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"Merging Innovation and Excellence"

# Belcrest Center - Phase I

Prince George's County, MD



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# Belcrest Center - Phase I

Prince George's County, MD

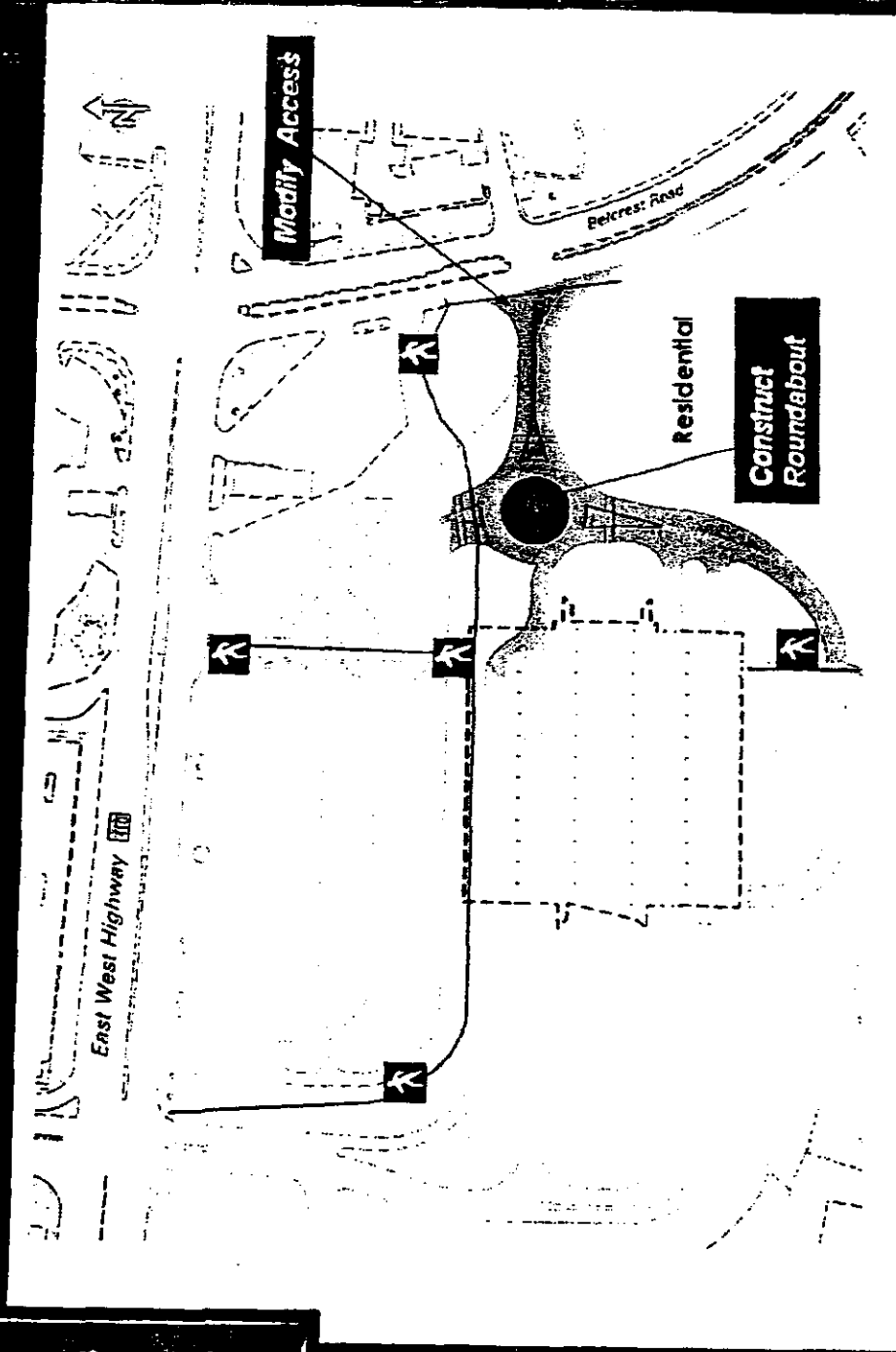
## SCHEDULE

Phase I

1st Quarter, 2005

through

1st Quarter, 2006



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# Parking Inventory

## EXISTING

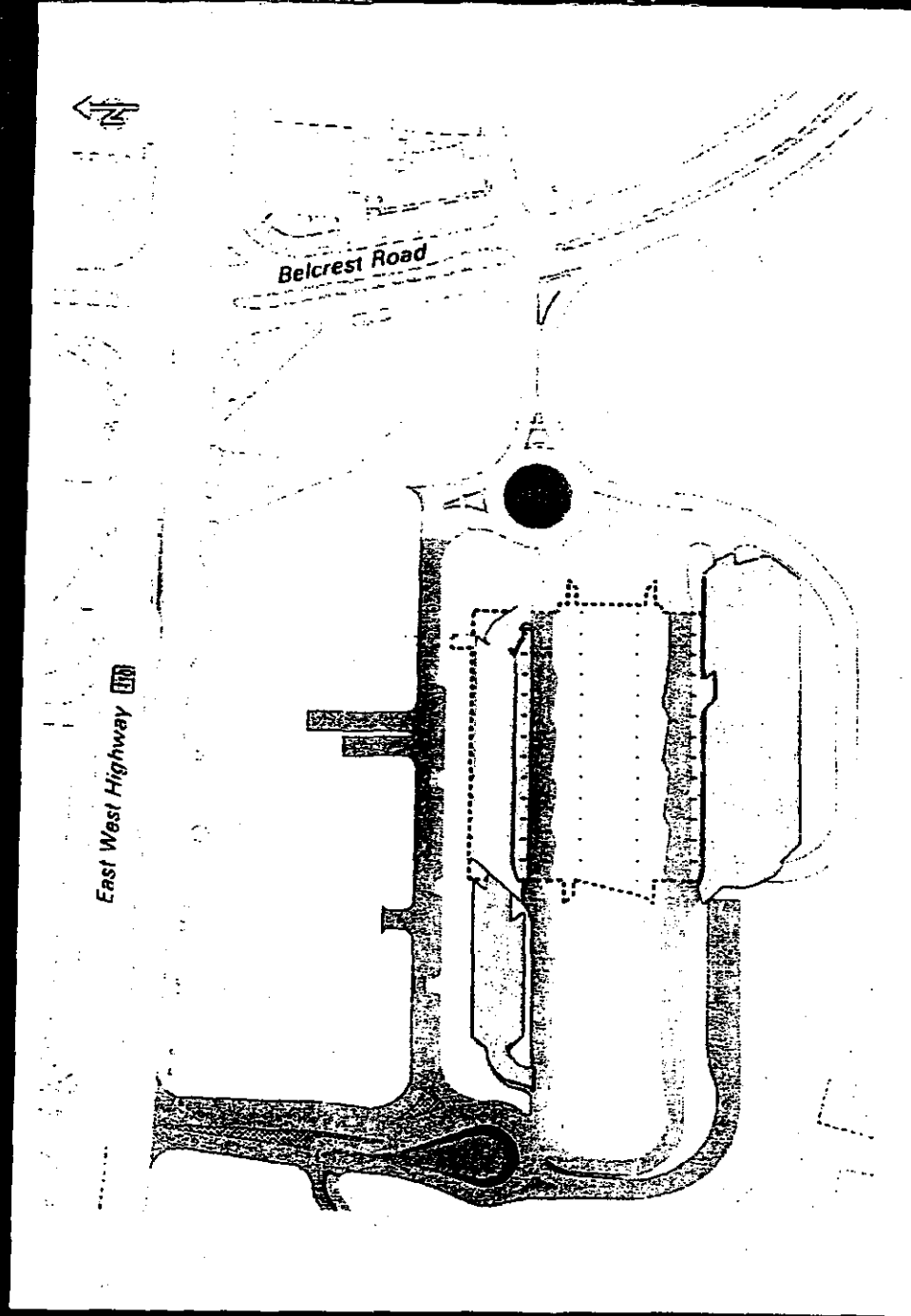
## PHASE I

Parking Structure	1068 spaces	1068 spaces
Metered & Kiss and Ride	167 spaces	167 spaces
Handicapped Spaces - Van Accessible	7 spaces	7 spaces
"A" Spaces (Not Metered 15 Minute Waiting)	9 spaces	9 spaces
Motorcycle Parking Spaces	15 spaces	15 spaces
Bicycle Racks	66 Bike Racks	66 Bike Racks
Bicycle Lockers	24 Bike Lockers	24 Bike Lockers

"Based on Parking Occupancy Studies conducted, a maximum of 21 Spaces (12%) were occupied at any one time."

# Belcrest Center - Phase II

Prince George's County, MD

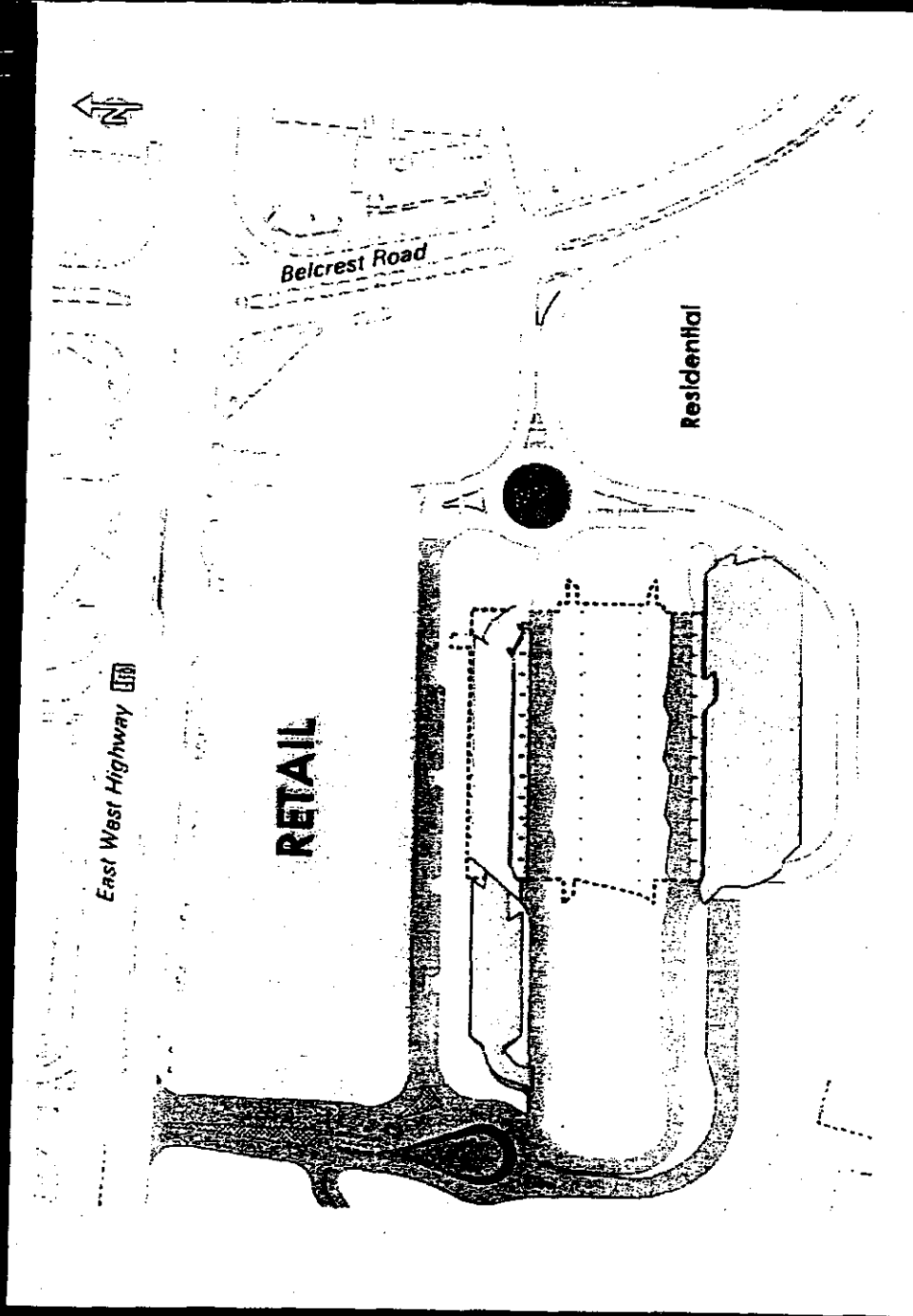


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# Belcrest Center - Phase II

Prince George's County, MD

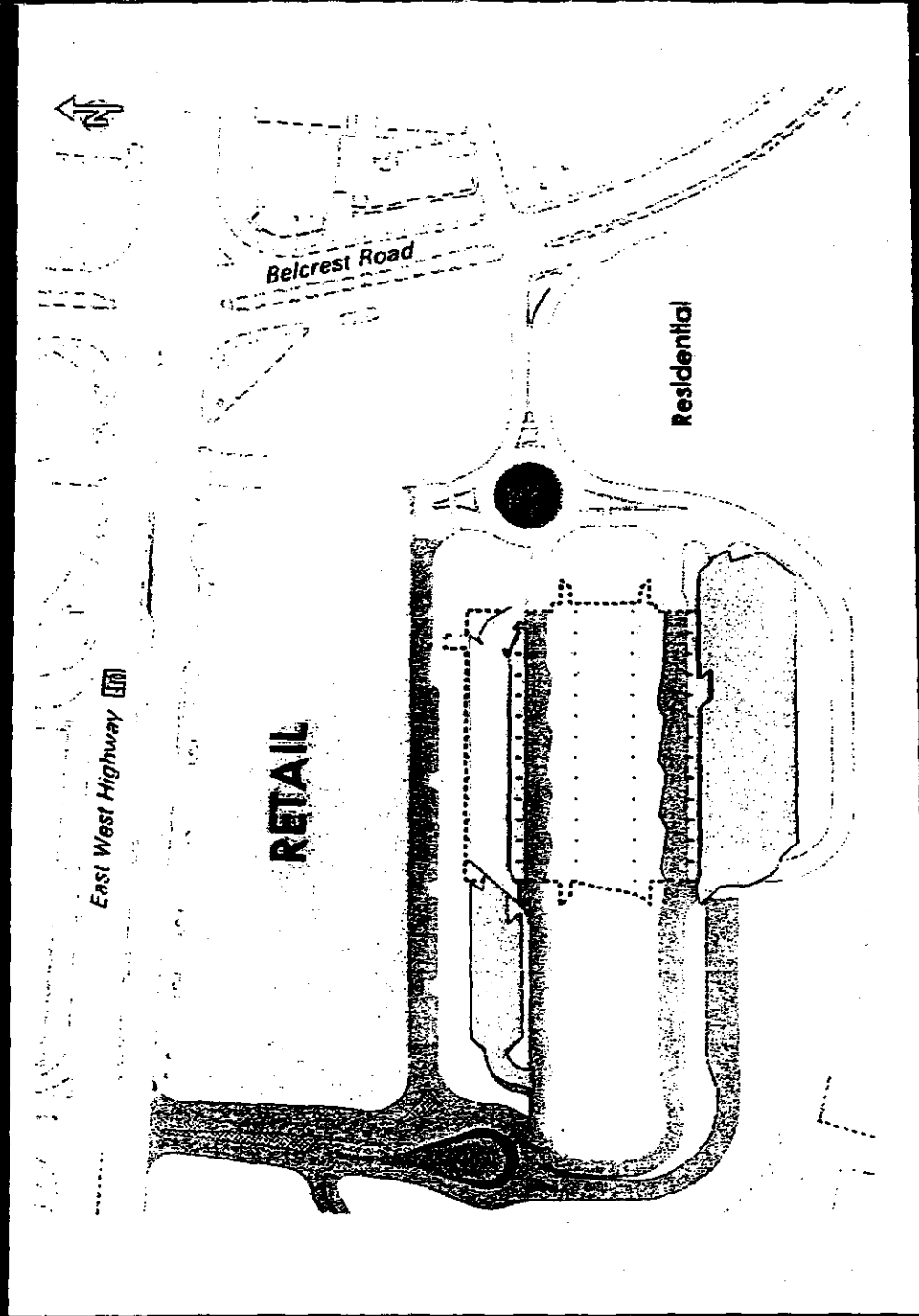


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# Belcrest Center -- Phase II

Prince George's County, MD



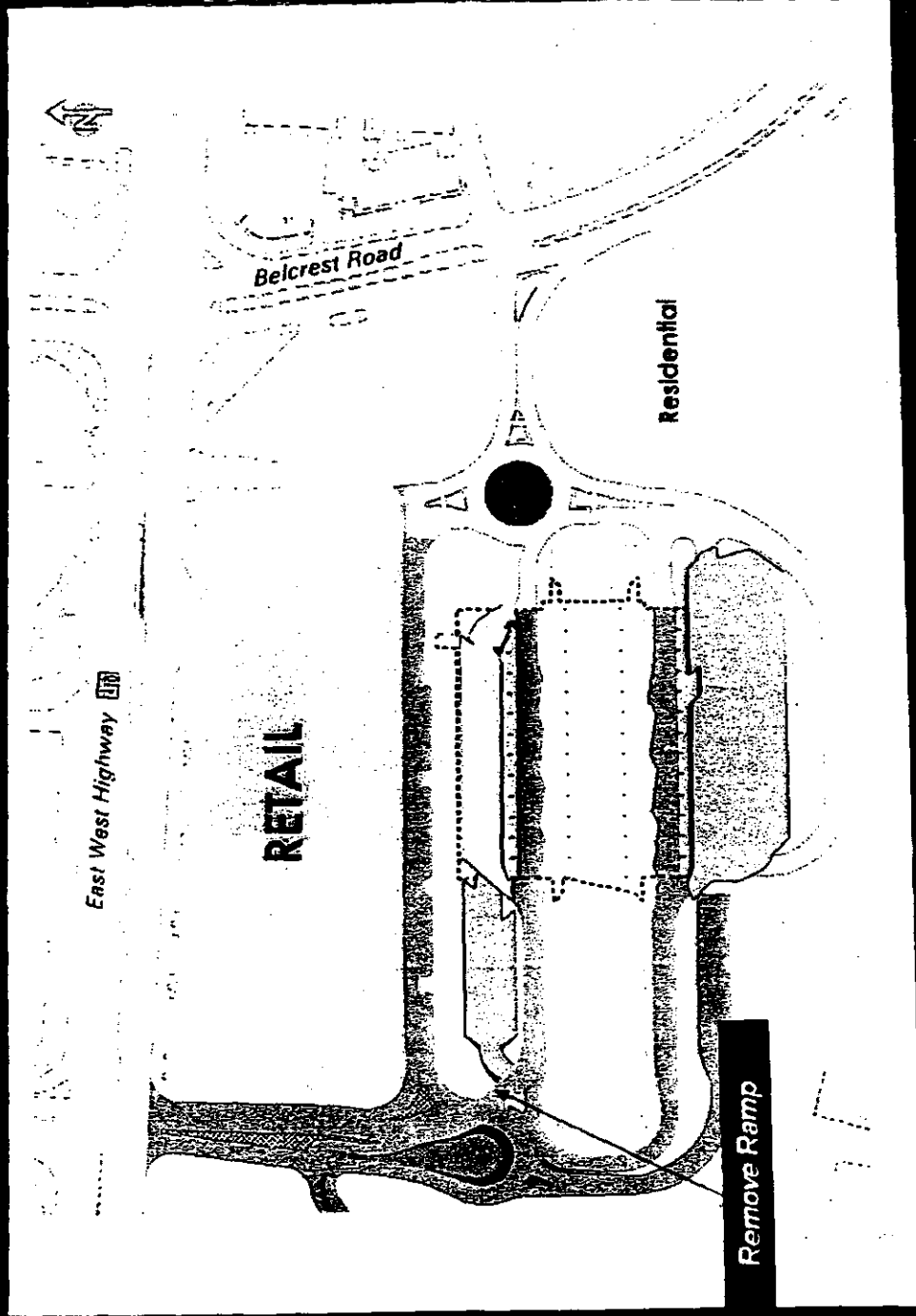
The  
Traffic  
Group

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# Belcrest Center - Phase II

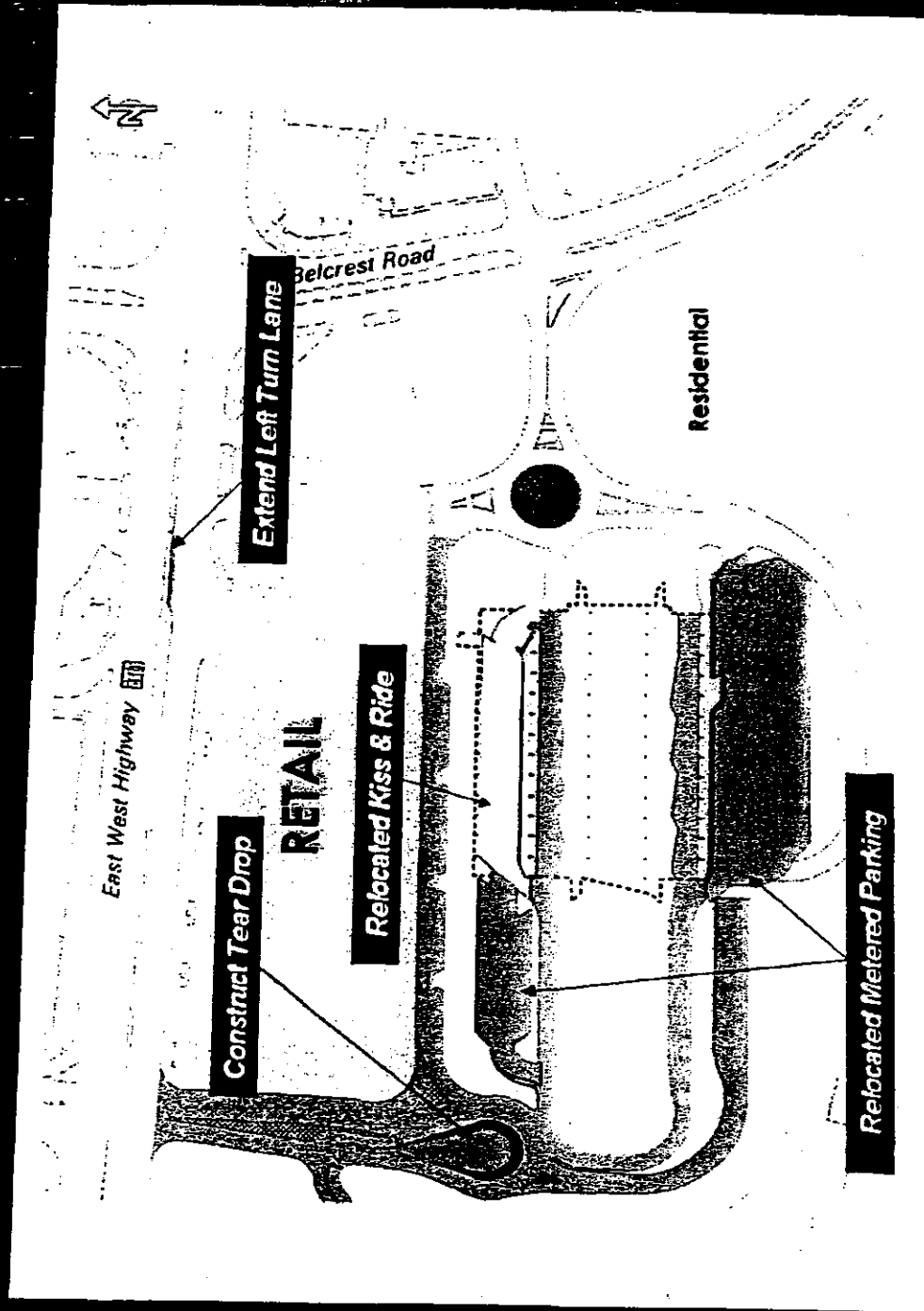
Prince George's County, MD



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# Belcrest Center – Phase II

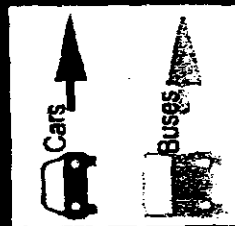
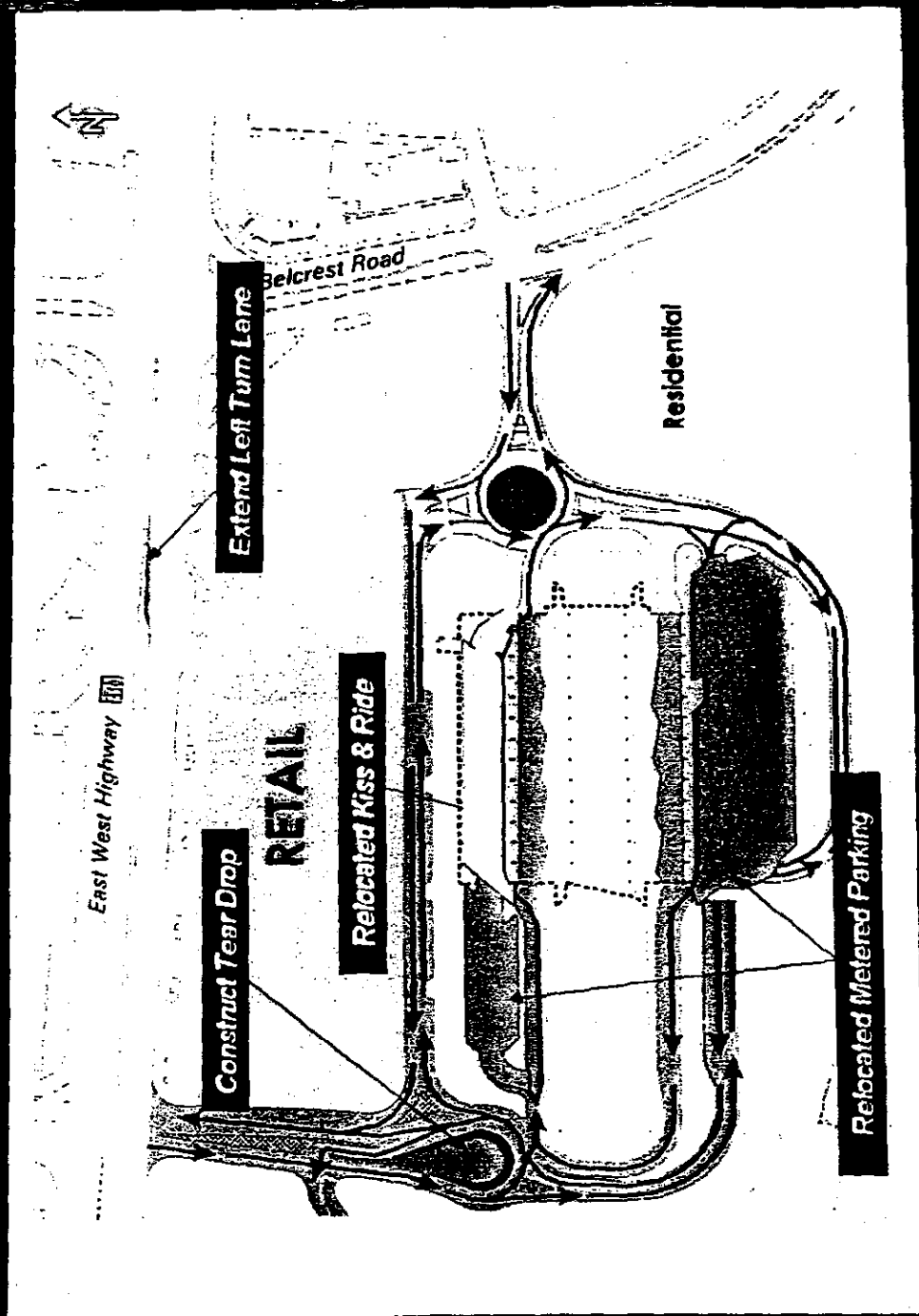
Prince George's County, MD



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# Belcrest Center - Phase II

Prince George's County, MD

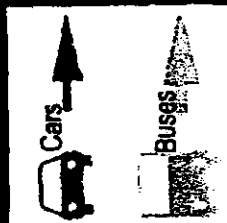
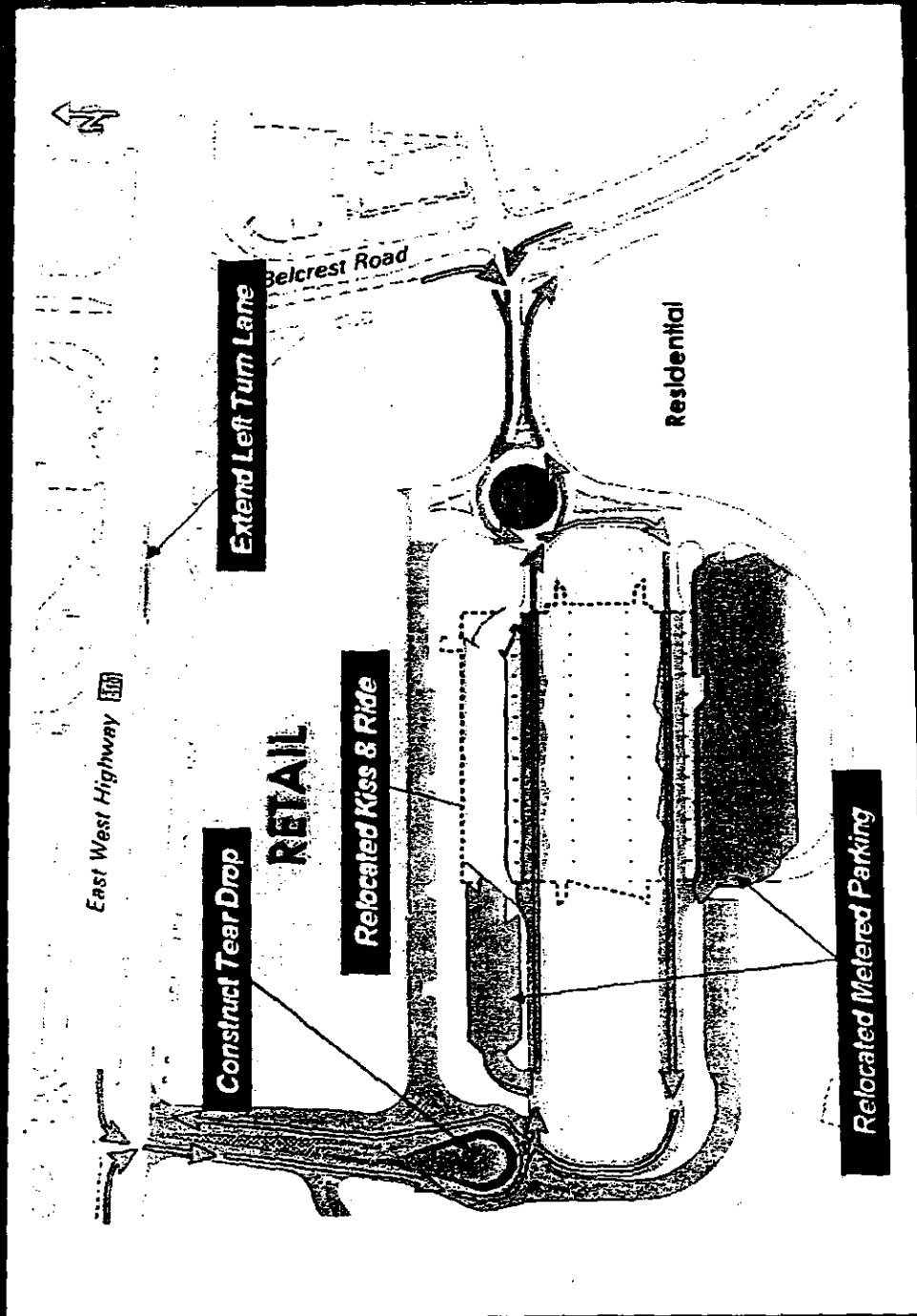


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# Belcrest Center - Phase II

Prince George's County, MD

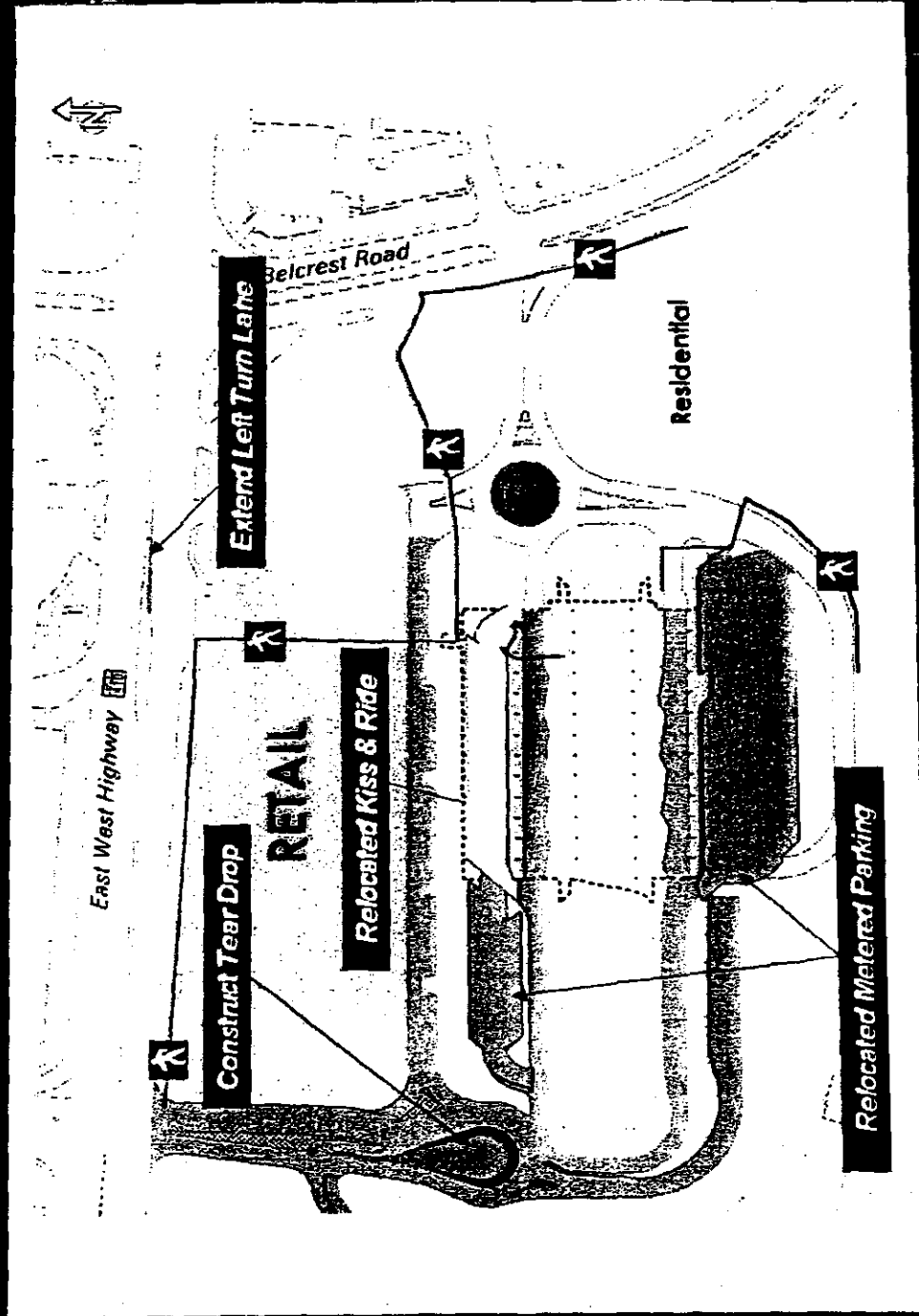


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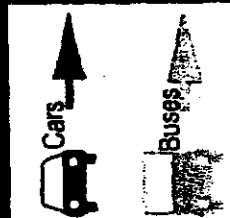
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# Belcrest Center - Phase II

Prince George's County, MD



PEDS



Merging Innovation and Excellence

# Belcrest Center -- Phase II

Prince George's County, MD

## SCHEDULE

Phase II

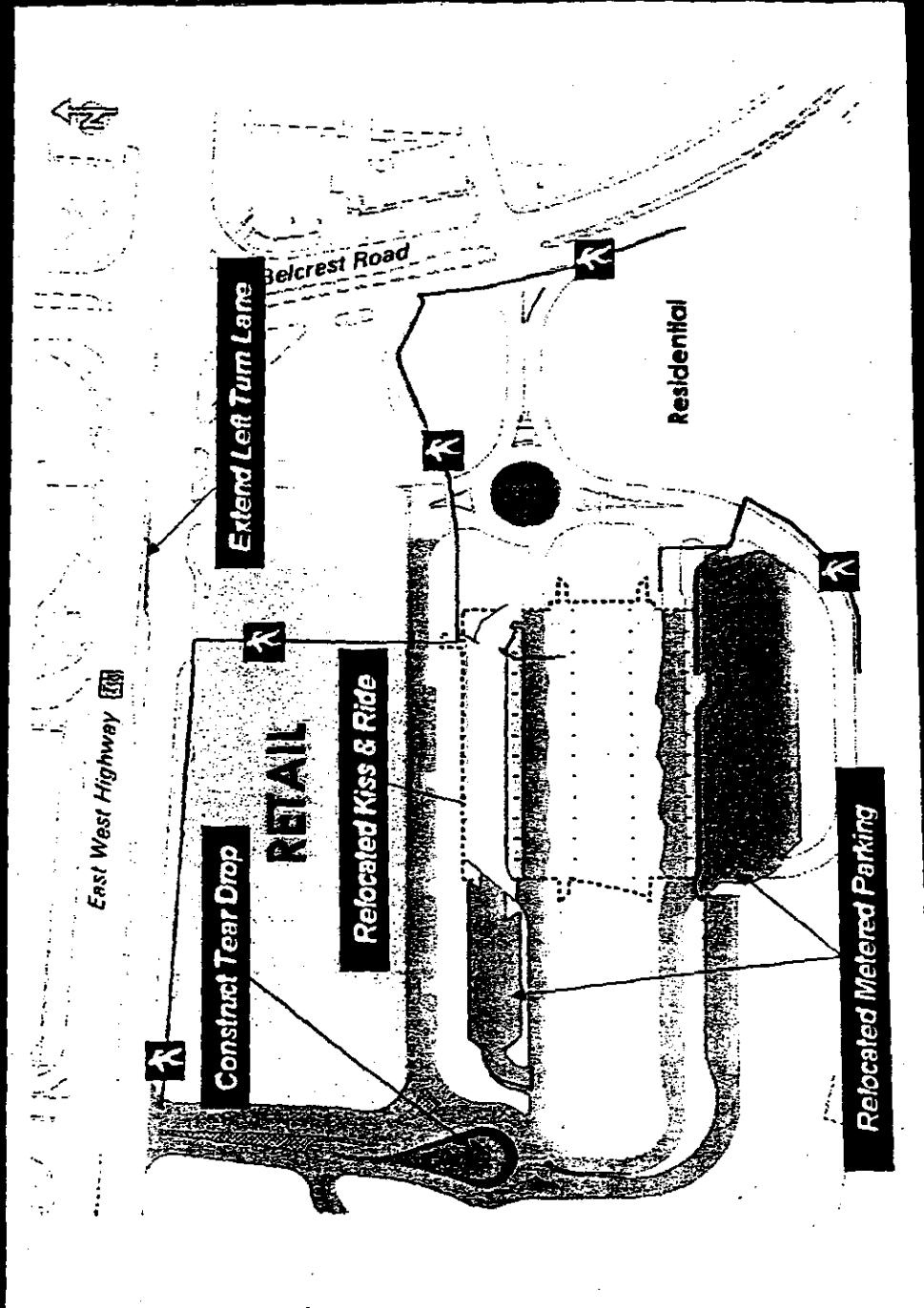
3rd Quarter, 2005

through

3rd Quarter, 2006



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# Parking Inventory

## EXISTING

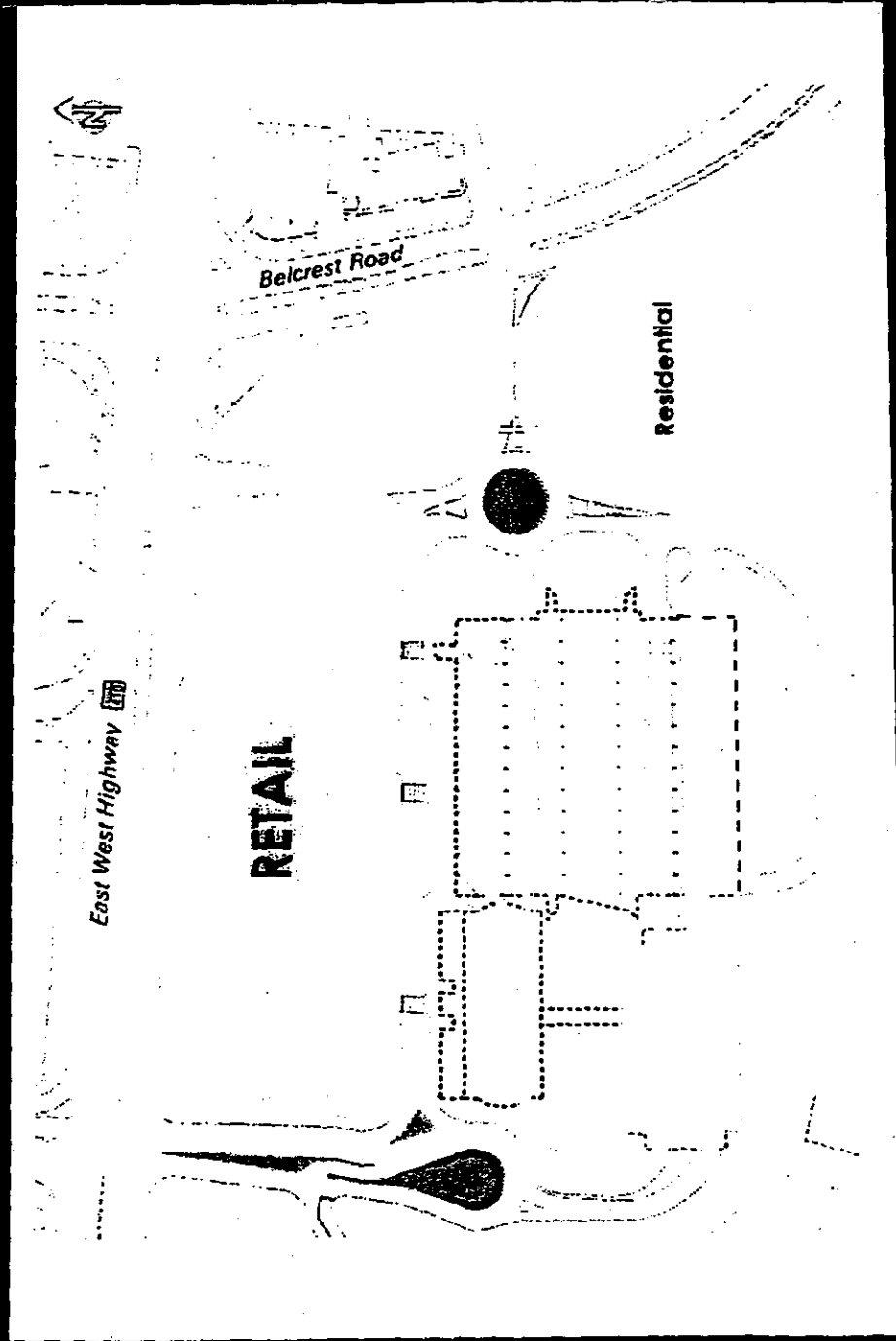
## PHASE II

Parking Structure	1068 spaces	1068 spaces
Metered & Kiss and Ride	167 spaces	110 minimum 167 maximum
Handicapped Spaces - Van Accessible	7 spaces	7 spaces
"A" Spaces (Not Metered 15 Minute Waiting)	9 spaces	9 spaces
Motorcycle Parking Spaces	15 spaces	20 spaces
Bicycle Racks	66 Bike Racks	66 Bike Racks
Bicycle Lockers	24 Bike Lockers	24 Bike Lockers

"Based on Parking Occupancy Studies conducted, a maximum of 21 Spaces (12%) were occupied at any one time."

# Belcrest Center – Phase III

Prince George's County, MD



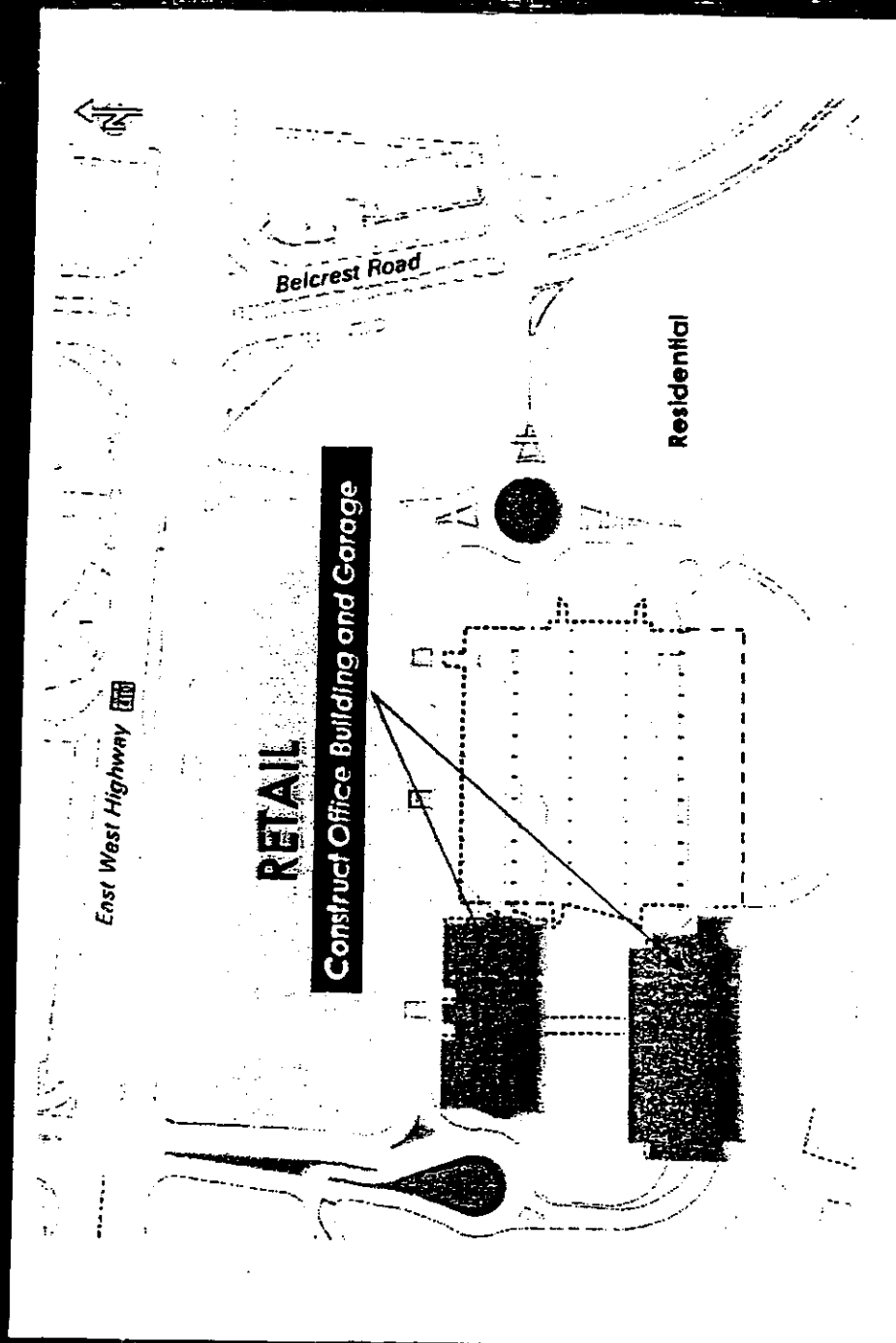
The  
Traffic  
Group

"Meeting Innovation and Excellence"



# Belcrest Center -- Phase III

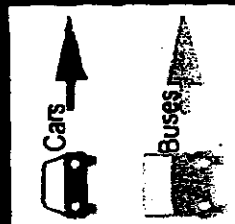
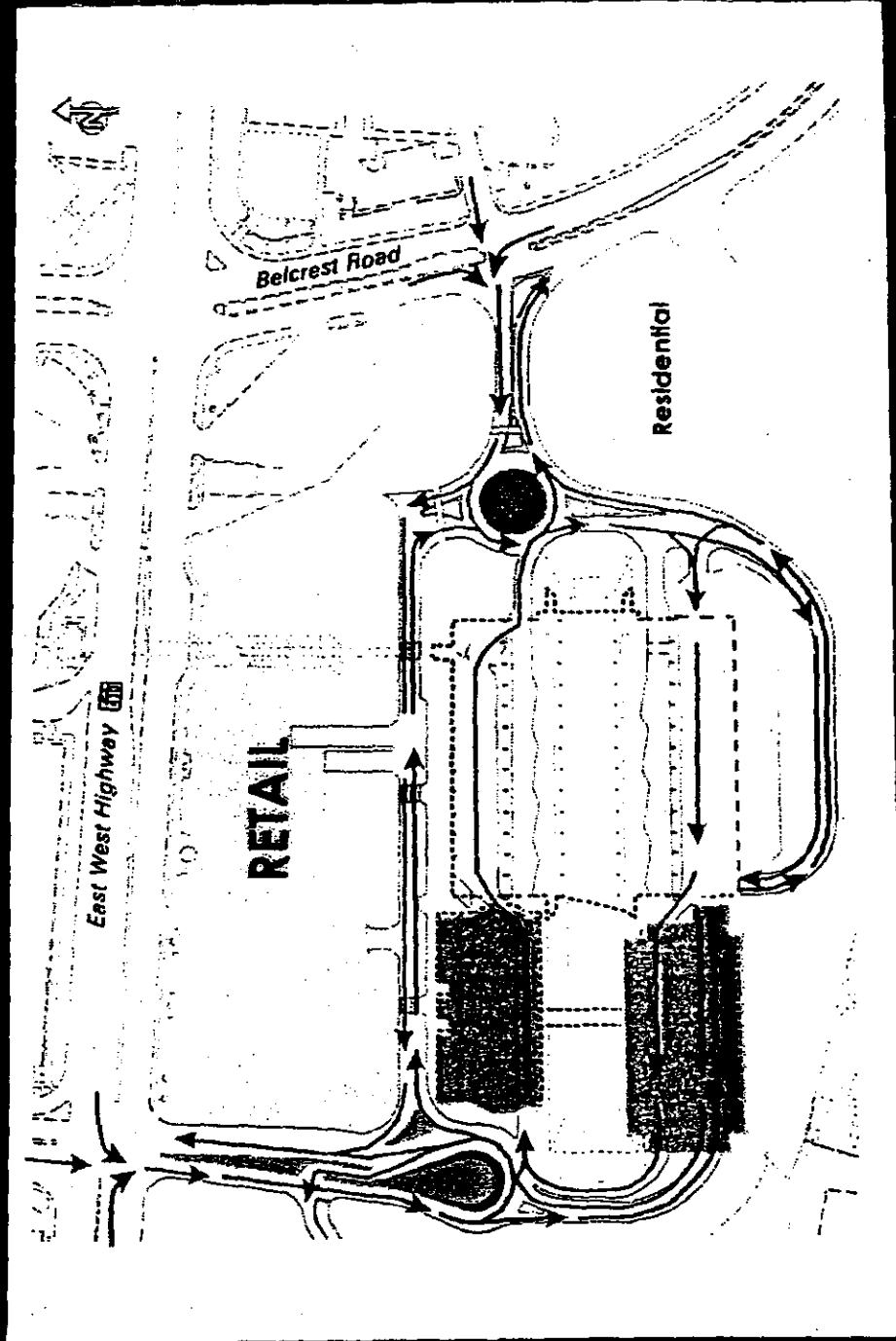
Prince George's County, MD



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# Belcrest Center – Phase III

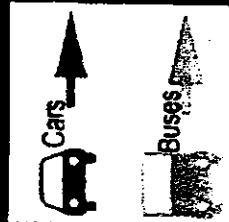
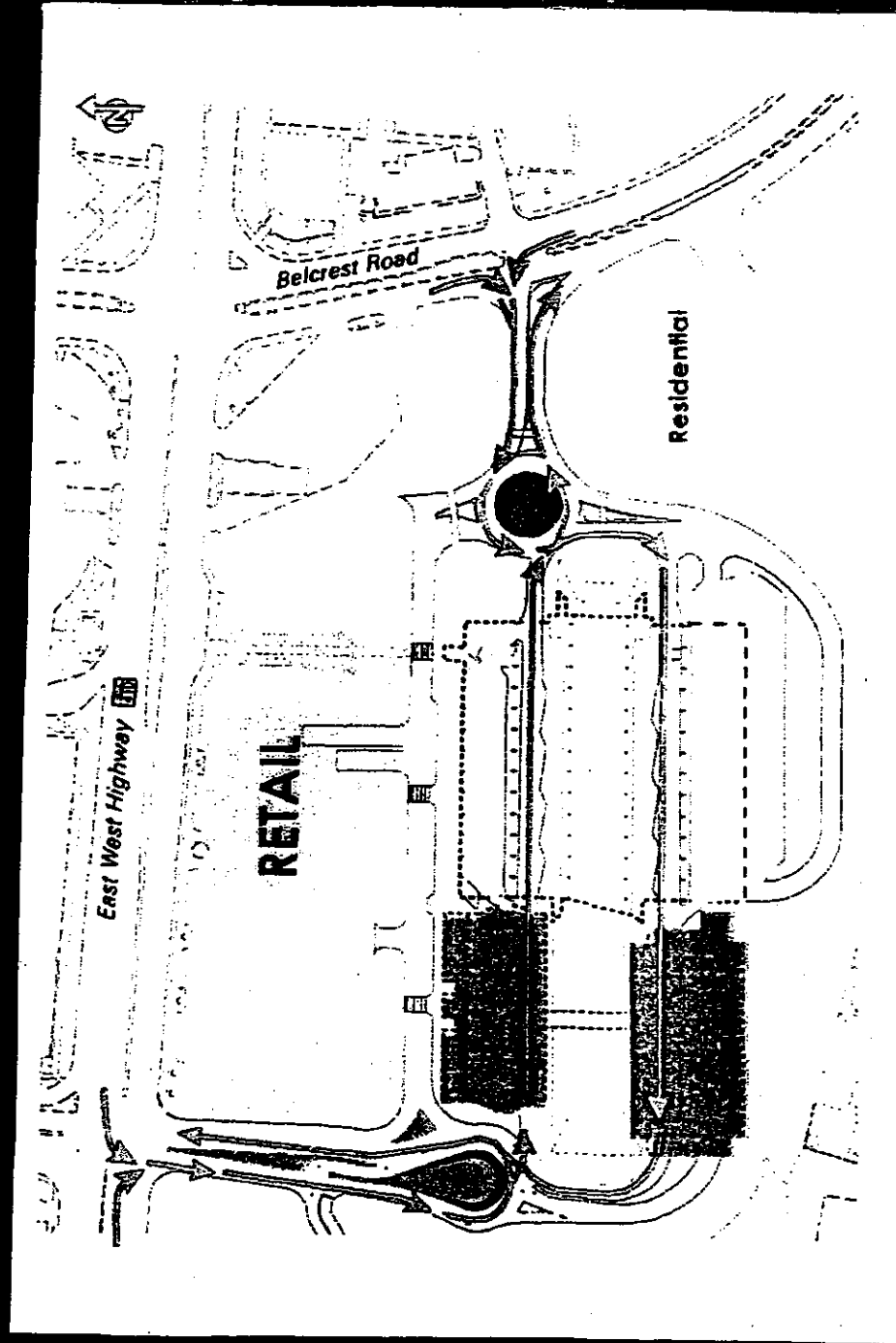
Prince George's County, MD



"Meeting Innovation and Excellence"

# Belcrest Center – Phase III

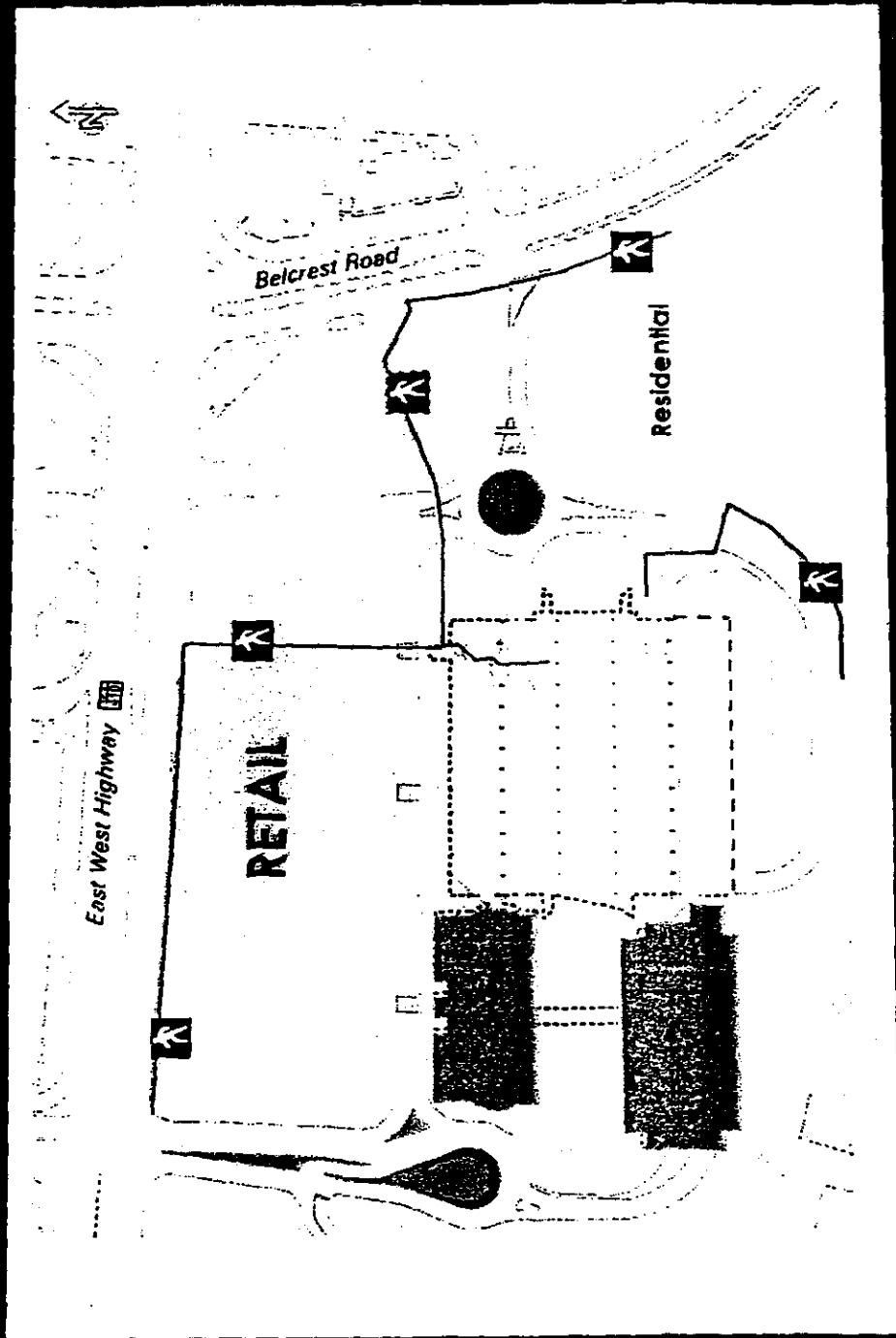
Prince George's County, MD



"Merging Innovation and Excellence"

# Belcrest Center - Phase III

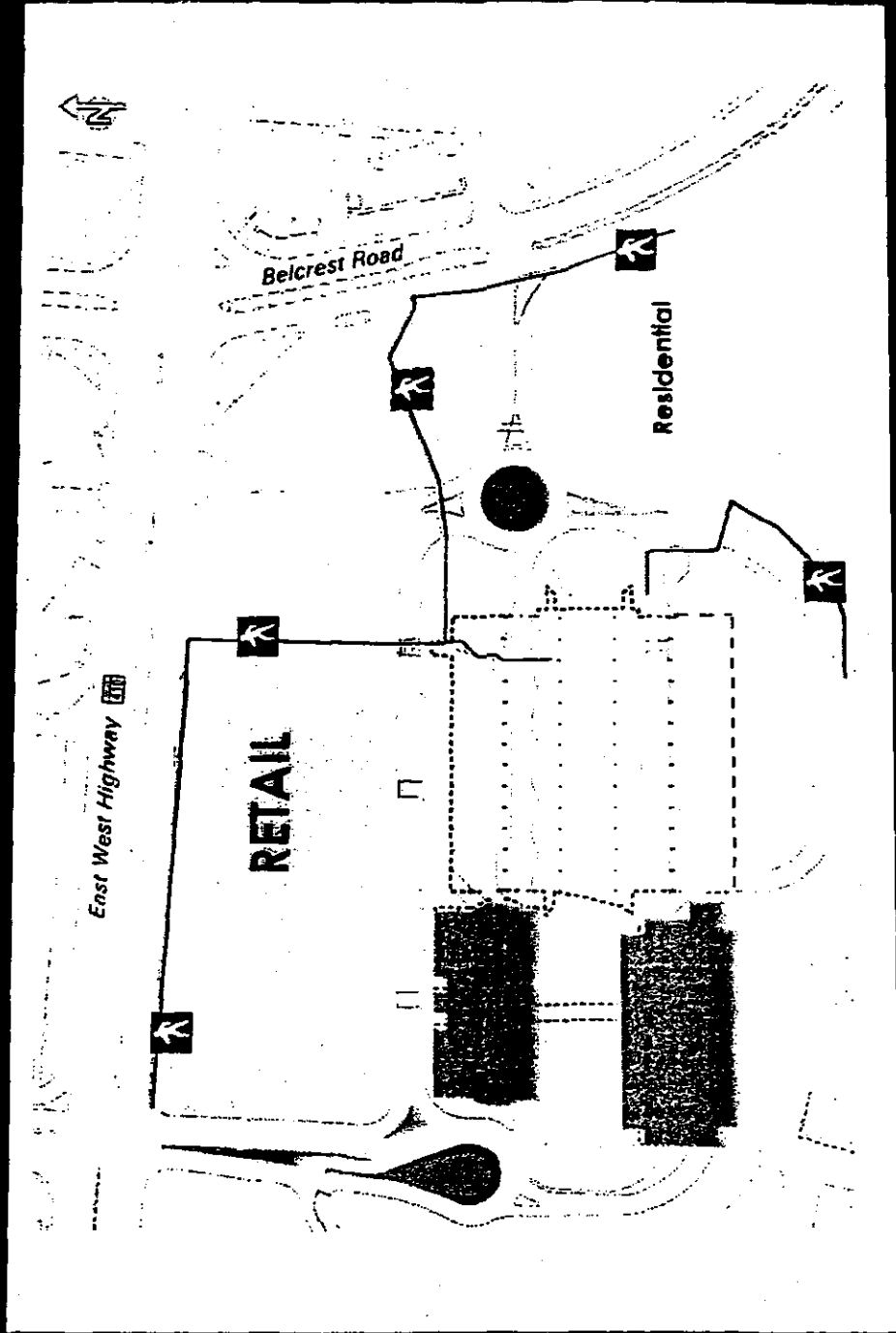
Prince George's County, MD



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# Belcrest Center - Phase III

Prince George's County, MD



ANTICIPATED SCHEDULE	
Phase III	
4TH Quarter, 2006	through
4TH Quarter, 2007	



"Meeting Innovation and Excellence"

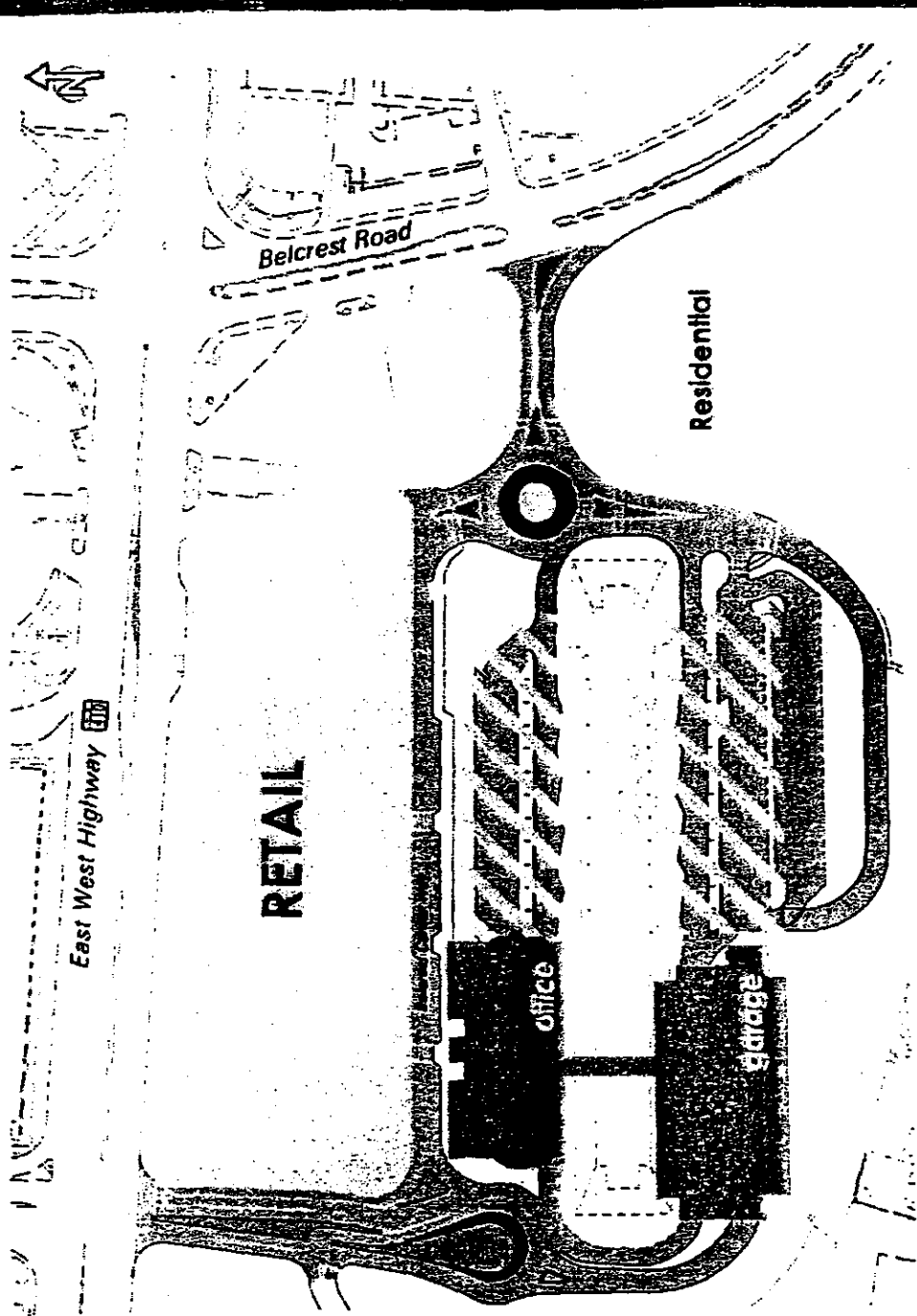
# Parking Inventory

	EXISTING	FINAL
Parking Structure	1068 spaces	1068 spaces
Metered & Kiss and Ride	167 spaces	99 minimum 167 maximum
Handicapped Spaces - Van Accessible	7 spaces	7 spaces
"A" Spaces (Not Metered 15 Minute Waiting)	9 spaces	9 spaces
Motorcycle Parking Spaces	15 spaces	20 spaces
Bicycle Racks	66 Bike Racks	66 Bike Racks
Bicycle Lockers	24 Bike Lockers	24 Bike Lockers

"Based on Parking Occupancy Studies conducted, a maximum of 21 Spaces (12%) were occupied at any one time."

# Belcrest Center Completed

Prince George's County, MD



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## **Enhancements To WMATA Facility**

- Kiss and Ride with Metered Parking Closer to Station
- Kiss and Ride with Most Metered Parking Spaces Under Cover
- Maintains Good Pedestrian Access to Station
- Replacement of all Existing Facilities
- Greater Use of Existing Site





**WASHINGTON METROPOLITAN  
AREA TRANSIT AUTHORITY  
(WMATA)**

**PUBLIC HEARING STAFF REPORT  
REVIEW OF THE PUBLIC HEARING  
AND STAFF RECOMMENDATIONS**

**PROPOSED PARKING AND ROAD RELOCATION  
PRINCE GEORGE'S PLAZA METRORAIL STATION  
GREEN LINE (E) ROUTE  
PRINCE GEORGE'S COUNTY, MARYLAND**

**HEARING NO. 166  
DOCKET NO. R04-6**

***Appendix D - Letter from Prince George's County Executive Office***



THE PRINCE GEORGE'S COUNTY GOVERNMENT  
OFFICE OF THE COUNTY EXECUTIVE



Jack B. Johnson  
County Executive

June 11, 2004

Mr. Denton Kent  
Managing Director of Real Estate  
Washington Metropolitan Area Transit Authority  
600 Fifth Street, NW  
Washington, D.C. 20001

Re: Prince George's Plaza Station (Taylor Development/Belcrest Center)

Dear Denton:

This letter is in reference to parking replacement requirements related to development proposals for the Prince George's Plaza Metrorail Station. At the developer's request, we have reviewed the parking proposal against current and projected usage and offer the following comments and recommendation.

We understand that the current proposal would eventually remove 183 surface parking spaces (all Kiss-and-Ride and metered spaces at the station) under a three-phase development proposal. Actual displacement would not occur until Phase 2, beginning in July 2005. During this phase, a new 600 space-parking garage will also be built.

Recent counts conducted show that the current utilization rate of the 183 surface spaces is less than 25%, or 45 spaces per day. Based on this information, it would appear reasonable that the surface space replacement ratio, currently set at 1 to 1, could be lowered to .5 to 1. Such a ratio would still provide for 92 surface parking spaces, which is twice the current utilization.

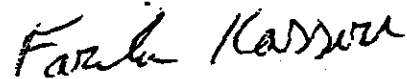
Therefore, we recommend that the surface parking replacement requirement for this site be reduced to a .5 to 1 ratio.

14741 Governor Oden Bowie Drive, Upper Marlboro, Maryland 20772  
(301) 952-4131  
TDD (301) 985-3894

Mr. Denton Kent  
Page 2

We look forward to working with you and your team on the above referenced and other joint development projects in Prince George's County. If you have any questions or need additional information, please contact me at 301-952-3780.

Sincerely,



Fariba Kassiri  
Special Advisor to the Chief  
Administrative Officer

cc: Alfonso N. Cornish, Deputy Chief Administrative Officer  
Iris B. Boswell, Special Assistant to the County Executive  
Dale Coppage, Acting Director, Department of Public Works and  
Transportation  
Marcell Solomon, WMATA Board of Directors  
Rosalyn Doggett, WMATA  
Harvey Taylor, Taylor Development  
Edward Gibbs, Gibbs and Haller



**WASHINGTON METROPOLITAN  
AREA TRANSIT AUTHORITY  
(WMATA)**

**PUBLIC HEARING STAFF REPORT  
REVIEW OF THE PUBLIC HEARING  
AND STAFF RECOMMENDATIONS**

**PROPOSED PARKING AND ROAD RELOCATION  
PRINCE GEORGE'S PLAZA METRORAIL STATION  
GREEN LINE (E) ROUTE  
PRINCE GEORGE'S COUNTY, MARYLAND**

**HEARING NO. 166  
DOCKET NO. R04-6**

***Appendix E - Access Concept Plan***

