

PGCPB No. 2024-009

File No. ZMA-2022-005

## R E S O L U T I O N

WHEREAS, Hyde Field Acquisition LLC is the owner of the 425.46 acre property located in the northwest and northeast quadrants of the intersection of MD 223 (Piscataway Road) and Steed Road (subject property); and

WHEREAS, the subject property is within the Legacy Comprehensive Design Zone (LCD); and

WHEREAS, on June 27, 2023, Hyde Field Acquisition LLC filed Zoning Map Amendment Application No. ZMA-2022-005, Hyde Landing, requesting to rezone the property from the Legacy Comprehensive Design (LCD) Zone to the Residential Planned Development (R-PD) Zone in accordance with Subtitle 27 of the Prince George's County Code; and

WHEREAS, planned development zones are intended to encourage innovative land planning and site design concepts that will support a high quality of life and achieve a high quality of development, environmental sensitivity, energy efficiency, and other County goals and objectives, and,

WHEREAS, the application for approval of the aforesaid Zoning Map Amendment was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on February 15, 2023; and ; and

WHEREAS, the staff of the Commission recommended the Planning Board issue a resolution recommending APPROVAL of the application with conditions; and

WHEREAS, after consideration of the evidence presented at the public hearing on February 15, 2024, the Prince George's County Planning Board finds:

1. **Location and Site Description:** The subject property is 425.46 acres and is located in the northwest and northeast quadrants of the intersection of MD 223 (Piscataway Road) and Steed Road. The property consists of four deed parcels known as Parcels 20, 21, 45, and 90, recorded in the Prince George's County Land Records in Liber 48458 at folio 591. Access to the property is proposed from Steed Road and Piscataway Road. The property is currently located within the Legacy Comprehensive Design (LCD) Zone. The property currently sits as a heavily disturbed mining site and a decommissioned airport, offering vacant land, but providing no function to the surrounding areas. Both the mining and airfield operations have completely ceased at this time. The subject application contains two main pods of development, located respectively at the northwest and northeast quadrants of the intersection of Piscataway Road and Steed Road in Clinton, Maryland.
2. **History:** The following applications were previously approved for the subject property:  
  
The Prince George's County District Council approved Special Exception SE-3851 on February 23, 1993. This application permitted surface mining on the subject property. The property has been cleared of the mining operation and the site remains undeveloped, apart from the decommissioned airport.

The property was the subject of Zoning Map Amendment (Basic Plan) A-9667, which was approved by the District Council and adopted on June 4, 1991, pursuant to Zoning Ordinance No. 23-1991. The application reclassified 458 acres from the Employment and Institutional Area (E-I-A) and Residential-Agricultural (R-A) Zones to the E-I-A Zone. A new basic plan was approved for the development of an airport employment park with a runway.

Two additional Basic Plans, A-10009 and A-10017, were approved by the District Council on June 18, 2009, in accordance with Section 27-195(b) of the prior Prince George's County Zoning Ordinance. These basic plans allowed for a range of development consisting of a maximum density of 2,060 dwelling units, and a maximum intensity of 270,000 square feet of commercial area for the property.

The Prince George's County Circuit Court, for Case No. CAL 13-24972, issued a court order dated December 18, 2015, that changed the zoning of Hyde Field from the E-I-A and Residential-Estate (R-E) Zones to the Local Activity Center (L-A-C) and Residential Suburban Development (R-S) Zones, subject to Prince George's County Council Resolution CR-61-2009. The official decision is embodied in Zoning Ordinance No. 09-90 and No. 09-91.

All prior rezonings and their respective conditions will be superseded by the proposed rezoning, if approved.

On November 29, 2021, the District Council approved CR-136-2021, the Countywide Sectional Map Amendment (CMA), which reclassified the subject property from the R-S and L-A-C Zones to the LCD Zone, effective April 1, 2022.

3. **Neighborhood and Surrounding Uses:** The general neighborhood is bounded to the north and south by residential subdivisions and undeveloped land, to the east by MD 5 (Branch Avenue), and to the west by MD 210. The site is surrounded by several landmarks and environmental features. The general neighborhood primarily includes residential subdivisions, commercial/retail uses, and undeveloped land. The immediate properties surrounding the 425.46-acre subject property and their current respective zoning designations are as follows:

<b>North—</b>	Residential uses and undeveloped land in the Residential Estate (RE) Zone, the Reserved Open Space (ROS) Zone, and the Aviation Policy Area Overlay (APAO).
<b>East—</b>	Undeveloped land and residential uses in the Residential, Rural (RR) Zone and the APAO.
<b>South—</b>	Piscataway Road and beyond by undeveloped land and agricultural uses in the RE Zone, the RR Zone, and the APAO.
<b>West—</b>	Undeveloped land and industrial uses in the RE Zone and the APAO.

4. **Request:** This application seeks a zoning map amendment (ZMA) to rezone the subject property from the LCD Zone to the Residential Planned Development (R-PD) Zone, pursuant to Section 27-3602 of the Zoning Ordinance. The proposed uses with their approximate acreages are identified below:

PROPOSED USES	
Single-Family Attached and Two-Family Dwellings	125 acres
Commercial	11 acres
Open Space	97 acres
Solar Facility*	72 acres

**Note:** \*The basic plan for this ZMA application also shows pods for solar collection facilities. These facilities are planned to be part of the State of Maryland's Community Solar Pilot Program and, therefore, will be subject to mandatory referral rather than the entitlement process, pursuant to Sections 20-301 through 20-305 of the Land Use Article of the Maryland Code.

5. **Development Data Summary:**

	EXISTING	EVALUATED
Zone	LCD	R-PD
Parcels	5	4
Gross Acreage	425.46	425.46 acres
100-year floodplain	7.26	7.26 acres
Net Lot Area*	418.20	418.20 acres
Minimum Density**	-	1.0 du/ac
Maximum Density**	6.06 du/ac	3.08 du/ac

**Notes:** \*Per Section 27-2201(a) of the Zoning Ordinance, net lot area is measured by the total horizontal land area (in acres or square feet) within the lot lines of the lot, excluding public street or alley rights-of-way and private street or alley easements, and land lying within the 100-year floodplain. The calculation for the subject property is as follows:  
 $425.46 \text{ acres} - 7.26 \text{ acres} = 418.20 \text{ acres}$ .

\*\*Per Section 27-4302(a)(3) of the Zoning Ordinance, the required minimum density is set as one dwelling unit per acre. The maximum density is to be established with the basic plan. The proposed basic plan shows approximately 115.5 acres will be utilized for residential development, to include up to 1,288 dwelling units.

The calculation for density is as follows:

- Minimum Density –  $419 \text{ dwelling units} / 418.20 \text{ acres} = 1.0$
- Maximum Density -  $1,288 \text{ dwelling units} / 418.20 \text{ acres} = 3.08$

This planned development ZMA (PD-ZMA) request also included design guidelines governing the development of this project, including minimum development standards to be established with the basic plan.

<b>Development Standards*</b>	<b>Single-Family Attached Dwellings</b>	<b>Two-Family Attached Dwellings</b>
Minimum Net Lot Area	1,260 sq. ft.	N/A
Minimum Lot Width	18 ft.	24 ft.
Maximum Lot Coverage	95%	95%
Minimum Front Yard Depth	5 ft.	5 ft.
Minimum Side Yard Depth	3 ft.	3 ft.
Minimum Side Yard Depth on Corner Lot	5 ft.	5 ft.
Minimum Rear Yard Depth	5 ft.	5 ft.
Minimum Distance Between Buildings	8 ft.	8 ft.
Maximum Principal Structure Height	55 ft.	65 ft.

**Note:** \*A condition has been included herein, requiring the applicant to revise the basic plan to include the development standards, as detailed above.

## FINDINGS

6. **General and Master Plan Recommendations:** The proposed PD-ZMA is in conformance with the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035), and the 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment* (master plan).

### **Plan 2035**

Plan 2035 includes comprehensive policies and recommendations for guiding future development within Prince George's County. The following land use policies are applicable to this application:

**Policy 3: Use Plan 2035, including the Growth Policy Map and Center Classification System, to guide the development of land use policies for all future master and sector plans, functional plans, and other county planning documents (page 112).**

**Policy 4: Phase new residential development to coincide with the provision of public facilities and services (page 113).**

**Policy 8: Strengthen and enhance existing residential areas and neighborhoods in Plan 2035 Established Communities (page 115).**

The Plan 2035 land use vision is conveyed through the Growth Policy Map. The Growth Policy Map visualizes how the County should grow and contains various land uses based on the desired function and intensity of development.

The Growth Policy Map places this application in the Established Communities land use area (page 107). Established communities are most appropriate for context-sensitive infill and low- to medium-density development. Plan 2035 recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries, schools, parks, and open space), and infrastructure (such as sidewalks) in these areas to ensure that the needs of existing residents are met (page 20). Residential Low and Residential Medium land use is defined in Table 14, Generalized Future Land Use Categories (page 100):

- Residential Low—Residential areas up to 3.5 dwelling units per acre. Primarily single-family detached dwellings.
- Residential Medium—Residential areas between 3.5 and 8 dwelling units per acre. Primarily single-family dwellings (detached and attached).

The surrounding neighborhood is primarily composed of residential uses. Utilizing the R-PD Zone would provide an avenue for neighborhood compatibility, along with design flexibility for a high quality, planned residential community. The proposed development includes a mix of residential use types, along with a range of complementary nonresidential land uses.

A phasing plan was submitted with the application that shows the approximate staging for the development. The residential land uses will be developed throughout six phases. The commercial land uses will be developed throughout two phases.

This application meets the vision of Plan 2035's Established Communities because it proposes context-sensitive infill development that is low- to medium-density, and includes transportation improvements, stream valley and parkland dedication, a community center, open space, and sidewalks with bicycle/pedestrian connectivity. The development aims to create a diverse, distinct, and walkable community that ensures the needs of existing and new residents are met.

### **2013 Approved Subregion 5 Master Plan and Sectional Map Amendment**

The master plan states, "The 400-acre Hyde Field site (Washington Executive Airport) is the largest undeveloped track in Tippett and is recommended for low density residential development" (page 2). Residential Low is described as "residential areas of up to 3.5 dwelling units per acre utilizing primarily single-family detached dwellings" (page 40). Along Piscataway Road, most of the area known as Hyde Field is designated "Residential Low" land use. At this location, the Residential Low designation is consistent with the surrounding development pattern and is compatible with existing and planned communities in the area. The proposed development will contain a maximum of 1,288 dwelling units, and the net lot area of the subject property is 418.20 acres. The overall density, based on dwelling units per net lot area, is 3.08 ( $1,288/418.20 = 3.08$ ) which is below the master plan's recommended density of 3.5 dwelling units per acre. In addition, the proposed density is below the number of dwelling units approved with the previous basic plans. Pursuant to the approved basic plans, a maximum of 2,060 dwelling units was approved in a mix of single-family detached, single-family attached, and two-family attached dwellings.

In Table IV-1: Future Land Use Map Designations, Descriptions, and Applicable Zones (Subregion 5), the intent of Residential Low land use is further clarified to be “primarily single-family detached dwellings” (page 31). Notwithstanding, in the same table, the plan suggests a list of residential and comprehensive design zones that would be applicable to a Residential Low future land use designation (i.e., R-E, R-R, R-L, V-L, V-M, R-S, and R-80). The concurrent sectional map amendment zoned the main parcel (on the south side of Steed Road) of the subject property R-E, which was later rezoned to R-S and L-A-C via Basic Plans A-10009 and A-100017.

Residential low land use areas are to primarily be utilized for single-family detached suburban development, per the master plan. Most of the land in Subregion 5 is within this land use category. No single-family detached dwellings are proposed with the subject application. The inclusion of single-family detached dwellings would be consistent with the surrounding development pattern. Although, the residential uses are concentrated on the southern portion of the site fronting Piscataway Road, the inclusion of single-family detached dwellings would further strengthen the development’s conformance to the master plan recommendations. A consideration has been included herein for the applicant to consider incorporating single-family residential detached dwellings where possible. The District Council can determine if this use type should be added to the basic plan, prior to certification. If added as an additional use type, the development standards table should also be revised to add the single-family detached use type and any applicable development standards. The single-family detached dwellings should be located on the periphery of the development, with the attached housing on the interior, so the community presents as single-family detached. This design would be more contextually appropriate with the surrounding neighborhood.

Based on the basic plan, the residential development consists of primarily single-family attached dwellings and is being clustered to avoid impacting the forested area to the north. The applicant also provided a market analysis that details that majority of the housing product in Prince George’s County contains approximately 51 percent of single-family detached dwellings. To help diversify the housing product in the County, the applicant is proposing a mix of single-family attached housing types. In addition, the proposed housing will be located along Piscataway Road, and will not abut any of the nearby single-family residential subdivisions. As a result, the overall tract will contain large contiguous areas of open space, because the actual residential development itself will be concentrated. This is aligned with the goal of the master plan to strengthen and enhance the existing residential area framework.

7. **Compliance with Applicable Provisions of the Zoning Ordinance:** This finding is provided to evaluate all applicable zoning provisions, as it pertains to the proposed rezoning of the subject property from the LCD Zone to the R-PD Zone.

- a. **Section 27-3602(b)(7) – Review and Recommendation by Advisory Board or Official**

- (A) **The Planning Board shall make a recommendation on the application in accordance with Section 27-3602(c), Planned Development (PD) Decision Standards, and transmit its recommendation to the ZHE. The Planning**

**Board may suggest revisions to the PD Basic Plan and PD Conditions of Approval. The Planning Board's recommendation shall address:**

**(i) Whether the application complies with Section 27-3602(c), Planned Development (PD) Decision Standards;**

The subject application conforms to the planned development decision standards found in Section 27-3602(c) of the Zoning Ordinance, as detailed in see Finding 7b.

**(ii) The need and justification for the PD zone;**

The site is currently zoned LCD. Prior to the CMA, two Basic Plans (A-10009 and A-10017) placed the property in the R-S and L-A-C comprehensive design zones, allowing for a development range of single-family attached and detached dwellings, along with commercial uses.

The subject property is currently allowed to be developed according to the previously approved Basic Plans (A-10009 and A-10017). The following chart depicts what was previously approved per the basic plans compared to what is proposed with the subject application:

Previously Approved Uses		Proposed R-PD Uses	
Residential (2,372 dwelling units)	258.65 acres	Residential (1,288 dwelling units)	125 acres
Commercial	45.11 acres	Commercial	11 acres
Open Space	15.10 acres	Open Space	97 acres
Public Facilities/School	8.48 acres		

The maximum number of dwelling units proposed for the residential portion of the development is less than what was approved with the previous basic plan by more than 1,000 dwelling units. There are two residential housing types proposed, including townhouses and two-family dwellings. Due to the flexibility allowed within the R-PD Zone, the mix of residential dwelling types proposed could lead to a multigenerational development by the provision of a variety of housing and age-targeted products.

The proposed development features multiple housing types and commercial uses interconnected with bikeways and walkways, along with both active and passive recreational areas. The proposed design also shows preservation of substantial sections of environmentally sensitive areas. Since the original rezoning in 2009, the vision for the subject property has been the type of mixed-use development proposed herein.

**(iii) The effect of the PD zone, if any, on the land subject to the proposed PD and on surrounding neighborhoods; and**

The R-PD Zone will not negatively or adversely affect the subject property or the surrounding neighborhoods. The general neighborhood is bounded to the north and south by residential subdivisions and undeveloped land, to the east by MD 5, and to the west by MD 210. The site is surrounded by several landmarks and environmental features. West of the site, beyond Tinkers Creek, is Potomac Airfield, a privately owned and public-use airport. East of the site is the Louise F. Cosca Regional Park and Clearwater Nature Center. South of the site is the Tinkers Creek Stream Valley Park. The general neighborhood primarily includes residential subdivisions, commercial/retail uses, and undeveloped land. The development will be adequately buffered from all surrounding roadways and nearby developments, according to the 2018 *Prince George's County Landscape Manual* (Landscape Manual). Conformance to the Landscape Manual will be demonstrated at the time of detailed site plan (DET).

Tinker's Creek runs northeast to southwest, and a large part of the central portion of the property features its tributaries. Significantly, this large central portion of the property is to remain preserved to the greatest extent possible for the benefit of the new residents, the existing community, and to maintain the local ecosystem. The residential uses will be concentrated primarily along Piscataway Road and the southwest portion of the property, with areas outside of the environmentally sensitive zones reserved for open space amenities.

**(iv) The relationship of the proposed PD zone to the purposes of this Ordinance, the General Plan, and the applicable Area Master Plan or Sector Plan, with appropriate consideration as to whether the proposed PD zone will further the purposes of this Ordinance, the General Plan, and the applicable Area Master Plan or Sector Plan.**

In 2009, the property was subject to the 1993 *Subregion V Master Plan and Sectional Map Amendment* (1993 Subregion 5 Master Plan) and the 2002 *Approved General Plan* (2002 General Plan). Since then, the 1993 Subregion 5 Master Plan and the 2002 General Plan were updated in 2013 and 2014, respectively. The current master plan vision for Subregion 5 is:

**“a diverse and important part of the County with a variety of living choices and employment opportunities for residents [with] a network of distinct communities in Clinton/Tippett, Brandywine, and Accokeek...innovative design techniques**



**will be used to minimize environmental impacts. Communities will have a system of sidewalks and multiuse trails connecting to parks, open space, recreation centers, and other destinations...” (page 27)**

To meet this vision, relevant goals in the master plan include:

- **In developing areas, achieve high-quality, suburban development organized around a network of parks, open space, and community facilities.**
- **Provide for compatible new development in older, established communities of Accokeek, Brandywine, and Clinton. (page 35).**

The property falls within the Clinton/Tippett Community, the most populous community in the subregion, and identifies the Clinton/Tippett area as ripe with opportunities for infill development and redevelopment. The master plan also indicates that the greatest need for local parkland will be in Clinton, where the projected need by 2030 will be approximately 730 acres compared to the existing 389 acres. The plan also recommends the acquisition of land within the Tinkers Creek Stream Valley Park.

A mix of housing types, that is primarily single-family residential attached, is shown on the basic plan. The development is proposed to include neighborhood-serving commercial/retail, an environmentally sensitive design/layout, passive and active recreational amenities, open spaces, and pedestrian and bicycle infrastructure.

In addition, the proposed development conforms to several policies and guidelines within the master plan pertaining to environmental features. The text below in **bold** is from the Environmental section of the master plan, and the plain text provides comments on plan conformance:

- A. Green Infrastructure, Woodlands, Wildlife and Habitat**
- B. Water Quality, Stormwater Management, and Groundwater**
- C. Watersheds, Piscataway Creek**

There are significant sensitive environmental features located on-site, including the tributaries of Tinkers Creek. The environmental resources that contain the highest ecological value are located within the existing stream valleys and the small amount of 100-year floodplain found on-site. The on-site Tinkers

Creek tributaries are important wildlife corridors within Subregion 5 that need protection. Tinkers Creek is a Tier II watershed, which is considered a high-quality designation identified by the state. The master plan calls for preservation of land along high-quality waters and in headwater areas of high-quality watersheds. The basic plan shows development envelopes outside of the on-site floodplain areas. The internal circulation shown does not impact any on-site streams. This is in keeping with the master plan goals of preserving habitat in general.

The proposed development also furthers the general purposes and intent of the Zoning Ordinance. For example, the development will provide a pedestrian-friendly, higher intensity, primarily residential development in an appropriate location. The subject application also proposes to provide ample open space, approximately 97 acres, to protect the scenic beauty and the natural features of the site, in addition to recreational spaces for future residents and visitors.

The proposed application to rezone the subject property from the LCD Zone to the R-PD Zone aligns with the purposes of Plan 2035 and the current master plan, due to the implementation of improvements, including transportation infrastructure, parkland dedication, high-quality design features, recreational amenities, and an environmentally sensitive design that provides public benefits above what is required by the Zoning Ordinance and Prince George's County Code.

**b. Section 27-3602(c) – Planned Development (PD) Decision Standards**

**Prior to the approval of the PD zone, the applicant shall demonstrate to the satisfaction of the District Council that the entire development:**

**(1) Is in conformance with the General Plan, the applicable Area Master Plan or Sector Plan, or any applicable Functional Master Plan;**

The master plan specifically mentions the subject property noting that “Along MD 223, most of the area known as Hyde Field is designated ‘Residential Low’ land use in this master plan. This departs from the long-standing designation for this property as an employment and institutional area. At this location, the Residential Low designation is consistent with the surrounding development pattern” (page 33). The residential low land use area is defined as “residential areas of up to 3.5 dwelling units per acre, primarily single-family detached dwellings” (page 31). The Planning Board recommends that the applicant also

consider the compatibility and fence guidelines on page 43 of the master plan, at the time of DET.

Hyde Landing is further described in the master plan as “an approximately 400-acre area at the intersection of MD 223 and Steed Road had been designated for large scale employment use since at least 1993, but is not suited for large scale employment use due to its distance from major highways. This area includes Hyde Field, which has served as a general aviation airport since World War II, and land that has been mined for sand and gravel (page 25).” In addition, one of the goals of the master plan is to have quality retail located in the Subregion 5 area. The amount of retail development in Subregion 5, mostly located in Clinton, is deemed sufficient to meet the consumer needs of residents and the retail-level job needs of workers in the subregion. Still, additional growth in the subregion through 2030 is projected to generate demand for 250,000–350,000 square feet of community retail for day to day needs, including eating and drinking establishments (pages 146–148). The development is proposed to include a mix of residential, recreational amenities, and commercial uses, which begin to address the needs of the subregion.

In addition, the development aligns with various functional master plans. The Zoning Ordinance describes functional master plans as approved plans regarding one of the various elements of Plan 2035, including land use, economic prosperity, transportation, environment, housing, healthy community, and public facilities. The Hyde Landing development is in compliance with the goals of Plan 2035 through various functional master plans, including the 2019 *Housing Opportunity for All*, Prince George’s County’s Comprehensive Housing Strategy (Comprehensive Housing Strategy); the 2009 *Approved Countywide Master Plan of Transportation* (MPOT); and the 2017 *Green Infrastructure Plan of the Approved Prince George’s County Resource Conservation Plan: A Countywide Functional Master Plan* (Green Infrastructure Plan). One of the problems identified in the Comprehensive Housing Strategy is the lack of diverse housing options. The Hyde Landing development proposes two housing types to include single-family attached and two-family dwellings. The MPOT calls for a collector roadway (C-518) that is planned to traverse the property in an east-west direction, and also a continuous network of sidewalks, bikeways, and trails for the future residents and visitors. The roadway and extensive pedestrian network are shown on the basic plan.

The Green Infrastructure Plan includes several policies and strategies that are met with the development. Some of the applicable policies include the following:

**POLICY 1: Preserve, enhance, and restore the green infrastructure network and its ecological functions while supporting the desired development pattern of Plan 2035.**

**POLICY 2: Support implementation of the GI Plan throughout the planning process.**

**POLICY 3: Ensure public expenditures for staffing, programs, and infrastructure to support the implementation of the Green Infrastructure Plan.**

**POLICY 5: Improve water quality through stream restoration, stormwater management, water resource protection, and strategic conservation of natural lands.**

**POLICY 7: Preserve, enhance, connect, and restore forest and tree canopy coverage.**

The basic plan shows that the on-site stream systems and their riparian buffers are proposed to be maintained and undisturbed. The on-site woodland will remain preserved with minor edge clearing. The on-site woodlands are part of a large contiguous woodland area that connects to the Piscataway Creek stream valley and is a potential forest interior dwelling species habitat. A large part of this woodland area contains streams which are tributaries to the Tinkers Creek stream system. As part of the basic plan, the riparian stream buffer areas and the wildlife corridors located on-site are proposed to be preserved with minimal impacts.

The basic plan does show focal open spaces that will provide recreational uses throughout the site. Potential recreation area and facilities are also indicated around the community, which will include a community center. The basic plan development proposal features conservation and preservation of the Tinkers Creek Watershed Stream Valley and surrounding forests, active and passive recreation amenities, covering approximately 40 acres throughout the property. In addition, there are nearby park facilities including Cosca Regional Park located approximately 2.5 miles south of Hyde Landing, Rose Valley Park located 3.5 miles to the northwest, and Stephen Decatur Community Center approximately 4.3 miles to the northeast.

The development will also feature a network of bike and pedestrian connectivity interior to the site, with a system of trails and sidewalks (in excess of approximately 6,000 linear feet). This network will connect the community to commercial and recreation areas, as well as provide access to and through the expanded Tinker's Creek Stream Valley Park. This is in accordance with the master plan goals of designing transportation systems to minimize fragmentation and maintain the ecological functioning of the green infrastructure network.

The Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) will require all development to utilize environmental site design (ESD) stormwater management (SWM) best practices to control various

amounts of surface rain runoff. The ESD relies on integrating site design, natural hydrology, and smaller stormwater control facilities to capture and treat runoff. Any development on an undeveloped site will increase the impervious area and affect the hydrology of the land, which is why ESD methods are required to help treat stormwater on-site. With DPIE's implementation of ESD stormwater structures for the proposed development, the development will be in conformance with the Green Infrastructure Plan and master plan.

**(2) Meets the purposes of the proposed PD zone;**

The purposes of the R-PD Zone are provided in Section 27-4302(a)(1) of the Zoning Ordinance, in which the application demonstrates conformance by providing flexibility in design, comprehensive pedestrian and bicycle circulations, integrated open spaces, compatibility with the surrounding uses, and environmentally sensitive design features. An analysis of how the development meets the specific purposes of the R-PD Zone and Section 27-4302(a)(1) is provided in Finding 7f.

**(3) Satisfies all applicable standards of the proposed PD zone; and**

The applicable standards of the R-PD Zone are the intensity, dimensional, and use standards for the R-PD Zone, which are found in Sections 27-4302(a)(2) and (a)(3) of the Zoning Ordinance. All standards are shown on Sheet 1 of the basic plan.

Per Section 27-4302(a)(2), the specific uses allowed in an individual R-PD Zone shall be established in the PD basic plan. The proposed uses of single-family attached dwellings, two-family dwellings, and commercial/retail are permitted uses. The uses are also consistent with the recommended land uses in Plan 2035 and the master plan.

The intensity and dimensional standards for the R-PD Zone are found in Section 27-4302(a)(3) and are to be established with the PD basic plan. All standards are shown on Sheet 1 of the proposed basic plan. Standards include the minimum density, maximum density, net lot area, lot width, lot coverage, yard depths, and structure heights.

Additional standards provided in Section 27-4302(a)(4) of the Zoning Ordinance, state that the following criteria must be met with the R-PD Zone:

- **Minimum Area Threshold: The minimum area for an R-PD Zone is 5 gross acres if the gross density is greater than 8 units an acre; 10 gross acres if the gross density is 5 to 8 units an acre; and 20 gross acres if the proposed gross density is less than 5 units an acres.**

- **Location Standards: An R-PD Zone shall only be approved if the property is located in a Residential base zone.**
- **Street Access: Each lot and attached unit in the development shall have direct access to a street.**

The subject property contains a gross acreage of 425.46 acres and proposes a maximum density of 3.08 dwelling units per acre. Each lot and attached unit will be designed to have direct access to a street, and conformance to this standard will be evaluated at the time of DET. The specific location and dimensions of roadways that serve the site, internal roadways, and all bicycle and pedestrian facilities will be further evaluated with subsequent applications.

Regarding the location standards, the applicant notes that, on November 29, 2021, the County Council approved, as an act of the District Council, the Countywide Sectional Map Amendment (CMA), in order to implement the new Zoning Ordinance. The CMA rezoned the subject property from the L-A-C and R-S Zones to the LCD Zone.

The purpose of the LCD Zone is to recognize comprehensive design zones established prior to April 1, 2022, for which a basic plan, comprehensive design plan (CDP), or specific design plan (SDP) was approved prior to April 1, 2022 (Section 27-4205 of the Zoning Ordinance). The applicant states that the prior comprehensive design zones frame the basis for the new Planned Development (PD) zones. For example, similar to the prior individual comprehensive design zones (e.g., R-S and L-A-C, now LCD), the applicant points out that PD zones are intended to be project-specific zoning regulations that encourage innovative land planning and site design concepts that support a high quality of life and achieve a high quality of development, environmental sensitivity, energy efficiency, and other County goals and objectives. Similar to the comprehensive design zones in the prior Zoning Ordinance, PDs allow for a more flexible and innovative alternative to strict application of the requirements of the current zone. Specifically, and similar to both the R-S and L-A-C Zones, the purposes of the R-PD Zone are generally aimed at providing the flexibility to create innovative, high-quality residential communities collocated with complementary nonresidential uses, as well as recreation facilities, bike and pedestrian networks, and open space. The applicant also explains that the LCD and R-PD Zones seek to accommodate a permissible residential density and development that provides public benefit features that are consistent with the policies and goals of the master plan. Both zones, being LCD (through the R-S and L-A-C Zones) and R-PD, intend and facilitate land uses that may be either residential in nature, or necessary to serve the dominant residential uses. Based on the foregoing similarities between the LCD (R-S and L-A-C) base zone and R-PD Zone, the applicant suggests the R-PD Zone is the replacement zone for the prior comprehensive design zones (in this instance, the R-S and L-A-C Zones) and, therefore, rezoning the property to the R-PD Zone is reasonably appropriate.

Finally, the applicant concludes that the intent of the R-PD Zone and its intended application on property previously in the LCD Zone, is supported by the LCD zone being considered a residential base zone. In particular, Section 27-4205(c)(4) of the Zoning Ordinance provides that, if the CDP or SDP for land in the LCD Zone expires prior to it being fully developed in accordance with the approved CDP or SDP, the land shall immediately be placed in the RR Zone until a ZMA is approved for the property. The LCD Zone is effectively a residential base zone, not only because the R-S and L-A-C Zones are residential in nature, but also because the LCD Zone will immediately convert to the RR Zone should prior CDP and SDP approvals expire, prior to development of the land.

Pursuant to the R-PD zone location standards contained in Section 27-4302(a)(4), the R-PD zone may only be approved for land located in a Residential base zone. The Planning Board found, in addition to the applicant's analysis, that the LCD Zone is classified as a "base zone" under the Zoning Ordinance. The LCD Zone for this property predominantly consists of the R-S Zone and includes only a small amount of L-A-C-zoned land. The R-S Zone allows uses that are "either residential in nature, or necessary to serve the dominant residential uses" (Section 27-512 of the prior Zoning Ordinance). Meanwhile, the L-A-C Zone provides "uses or services [needed] in a residential area of a given size" (Section 27-495 of the prior Zoning Ordinance). Based on the foregoing and the applicant's analysis, the Planning Board found that the application meets the location standards for the R-PD Zone.

**(4) Will not adversely impact the surrounding properties.**

The proposed development will not adversely affect the surrounding properties. Rezoning the subject property to the R-PD Zone will allow for a more efficient use of land and higher quality development, while respecting existing environmental features and the surrounding neighborhood character.

The subject property falls within the Clinton/Tippett Community, the most populous community in the master plan area. Cypress Gardens, Branch Hill, Rose Valley Estates, Woodburn Estates, and Steed Estates subdivisions are in the area, along with the Piscataway Riding Stables and Horse Farm, the Potomac Airfield, and the Mount Ennon Baptist Church. Notably, the Louise F. Cosca Regional Park is nearby to the southeast. Bevard North, a platted but undeveloped subdivision, is farther to the west. To the northwest, Tinker's Creek runs northeast to southwest, and a large part of the central portion of the property features the creek's tributaries. This large central portion of the development is to remain preserved to the greatest extent possible for the benefit of the new residents, the existing community, and to maintain the local ecosystem.

The proposed development features a mix of single-family attached dwellings, two-family dwellings, commercial/retail uses, and passive and active recreational amenities. The mix of housing types and uses will remain in character with the surrounding subdivisions and neighborhoods. The master plan also recommends creating “an alternative development plan to replace the Washington Executive Airport in the long term” (page 147). The subject application aims to replace the former airport with a high-quality development.

While adequacy will be reviewed and established at the preliminary plan of subdivision (PPS) stage of development, there is concern regarding the impact of traffic based on the size and scope of the project on the community. In addition, the Planning Board is aware of many citizen concerns regarding increased traffic and congestion in this area. It is important to note that the current zoning allows up to 2,060 residential units and 270,000 square feet of commercial development, while the proposed rezoning would significantly reduce the maximum allowed residential units to 1,288 and the commercial development to 60,000 square feet. Thus, the expected amount of vehicular trips generated from the proposed rezoning would be much lower than under the current zoning, and expected to be less of an impact.

Any impacts will be addressed with additional public benefits, in the form of road improvements. The site has frontage along MD 223 and Steed Road, both of which currently operate as one-lane roadways in each direction. The applicant has committed to providing several road improvements, as detailed in Finding 7c, should this rezoning request be approved. Those proposed improvements will help reduce impacts on traffic and improve traffic circulation in the nearby area.

Prior to acceptance of the PPS, the applicant will also be required to submit a traffic study, detailing how intersections in the vicinity of the subject property are currently functioning, and to demonstrate how the applicant’s proposal will impact roadway operations.

c. **Section 27-4105 – Relationships Between Base and Planned Development Zones**

**In certain instances, a landowner may request and the District Council may approve the reclassification of a base zone to a Planned Development zone. Generally, the Planned Development zone allows more flexibility in the establishment of form, development, and design standards for development in the zone in return for more innovative and higher-quality development, as well as the provision of public benefits. In addition, the regulations controlling development of a Planned Development zone are subject to a PD Basic Plan for development of the site, as well as PD Conditions of Approval.**

To rezone a property to a PD zone, the District Council must generally find that the legislative prerequisites for the zone are met, and the rezoning is compatible with the surrounding neighborhood. The establishment of a PD zone is a discretionary legislative



decision that can be conditioned upon an applicant's compliance with additional requirements and restrictions, as well as proffers to provide public benefits that will further the health, safety, morals, comfort, convenience, and welfare of the present and future inhabitants of the County.

At the Subdivision and Development Review Committee meeting on July 21, 2023, the applicant's team was provided a list of suggested improvements that, in exchange for being granted more flexible zoning, will provide public benefits as well as assist in addressing concerns regarding the effect the proposed development may have on the surrounding area, not otherwise addressed through the subdivision process. The applicant was asked to consider a minimum of two transportation-related public benefits, with the notation that the benefits will exceed the improvements required at the PPS stage of development. The initial transportation benefits offered by the applicant, in support of the planned development, were only for bike, pedestrian, and streetscape improvements. In consideration of the significant amount of density proposed to be added to this area, however, the Planning Board recommended the public benefits also include road improvements that will exceed the improvements specifically required to meet adequacy and conformance with the applicable master plans. While public facility adequacy is tested and imposed by the Prince George's County Subdivision Regulations, the public benefits required in exchange for the District Council's approval of the greater development rights and flexibility offered by the PD zone may exceed the adequacy requirements of the Subdivision Regulations.

The list provided to the applicant was not exhaustive of all public benefits available. All proposed improvements will be fully evaluated by the Planning Board, at the appropriate stage of development. The public benefits agreed to by the applicant are further described, as follows:

**Stream Valley and Public Parkland Dedication**

The Stream valley and public parkland dedication is considered as one public benefit as it is one ecosystem. This recommended conveyance is to meet the public benefit requirement of Section 27-4105, and not the mandatory dedication of parkland requirement of Section 24-4601 of the Subdivision Regulations.

Dedication of the stream valley area, to be described as approximately 80 feet on both sides of the stream centerlines for a rough total of 30 acres, will be reviewed and added to the existing Tinkers Creek Stream Valley Park. Approximately 70 acres of additional woodland preservation area and open space, directly adjacent to and enclosing the stream valley dedication will also be dedicated as public parkland to augment the stream valley park and provide public access to this significant environmental resource. The regulatory mandatory parkland dedication is anticipated to be fulfilled entirely by the priority of on-site recreation facilities.

**Bike Lane along South side of Piscataway Road**

The applicant proposes a bike lane along the north side of Piscataway Road, to be integrated into the overall site development transportation improvement network. This

bicycle lane is a planned Subregion V facility and is, therefore, a frontage requirement per the Code; however, the applicant is proposing to add a bike lane on the south side of MD 223, in addition to its site frontage improvements. This additional bike lane is considered a public benefit

### **Road Improvements**

As originally submitted, the Planning Board was concerned that the impact of approximately 1,288 new residential units on the existing two-lane collector and arterial roads (Steed Road and Piscataway Road) would add significant stress to the surrounding road network. However, based on the comparative analysis, the requested zoning of R-PD would result in a significantly reduced residential density (1,288 units) allowed, compared to the density allowed by the existing zoning (2,060 units). The proposed commercial element of the project will also be significantly less in square footage. This reduction is anticipated to generate significantly less vehicular trips than the current zoning and, thus, less of an impact on the road network. The applicant has committed to the following improvements and contributions, which the Planning Board found will help mitigate some existing impacts, improve circulation, and serve as a benefit to the community and the general welfare of the County. Although the following improvements or contribution will be further vetted during the PPS stage of development and analyzed with adequate public facilities review, subject to approval of the applicable operating agencies, they have been provided as conditions, pursuant to Section 27-4301(d)(3)(A)(iii):

- A pro-rata CIP contribution of \$2,485,483 to the CIP project at MD 223 and Old Branch Avenue/Brandywine Road (CIP Number 4.66.0052).
- A pro-rata contribution of developer funding to the South County Roadway Improvements CIP (CIP Number 4.66.0050). In lieu of the actual contribution, the applicant proposes to construct intersection capacity improvements at MD 223 and Steed Road, including an additional through lane each direction along MD 223.
- Construction of a two-way left turn lane at MD 223 and Miller Farms and at MD 223 and Tippet Road. This will improve capacity and operations along MD 223 by creating separate left turn lanes, rather than vehicles queuing in the through lane, as currently exists.
- Provide necessary turning lanes at site access points, as required by the operating agencies.
- Provide a shared use path along the property frontage of MD 223. This will be set back from MD 223 to enhance pedestrian and bike safety.
- Provide bike lanes along MD 223.

- Frontage improvements will be provided along Steed Road, as required by the County Road Code. The extent and details of these improvements will be coordinated and subject to final approval by the Prince George's County Department of Permitting, Inspection and Enforcement (DPIE) in the permitting stage, but the applicant anticipates construction of one-half of the section of the collector road along the property frontage, along with left turn lanes at site access points, as required by DPIE. This will create capacity along Steed Road and ensure the queuing and spillback do not extend beyond the improved area.

The Planning Board found the proposed improvements to be a public benefit that will help further mitigate traffic circulation in the surrounding neighborhood. If this application is approved, further evaluation will occur at the PPS and certificate of adequacy stages of development.

#### **Bike/Pedestrian Connectivity**

In addition to frontage improvements, BPIS, and masterplan trail/sidepath development application requirements, the applicant proposes a network of bike and pedestrian connectivity interior to the site, with a system of trails and sidewalks (in excess of approximately 6,000 linear feet). This network will connect the community to commercial and recreation areas as well as provide access to and through the expanded Tinkers Creek Stream Valley Park.

#### **Streetscape Improvements**

Streetscape Improvements will be provided throughout the development beyond the minimum landscape and hardscape requirements that would otherwise already be required by the Zoning Ordinance and Landscape Manual. Placemaking design elements along certain major and minor thoroughfares will be provided, such as entry monumentation, site furnishings, decorative landscaping, and miscellaneous aesthetic landscape architectural treatments such as berming, decorative low walls, fencing, and similar site features.

#### **Community Center/Meeting Facility**

A community center will be available as a component of the community clubhouse. The community center/meeting facility will incorporate training, educational opportunities, and/or social services.

#### **Superior urban design, architecture, and landscaping as determined by M-NCPPC in coordination with the applicant**

This public benefit has been added by the Planning Board to ensure Hyde Landing will result in an innovative and higher-quality development, as it pertains to form and design, as specified in Section 27-4105.

#### **Wayfinding Signage**

A comprehensive system of wayfinding elements will be developed for Hyde Landing to provide identification, directional, informational, and regulatory signage for all residents and visitors to the development area. The signage will be designed above the

requirements of the Zoning Ordinance, to support the character of the community as well as connect with the history of the site where appropriate.

The selected public benefits have been included as conditions herein, as allowed per Section 27-4301(d)(3)(A)(v) of the Zoning Ordinance, which lists the “Identification of community benefits and amenities that will be provided to compensate for the added development flexibility afforded by the PD zone” as an appropriate condition of approval. The public benefits will be fully demonstrated and evaluated at the time of PPS and DET.

d. **Section 27-4301(a). – General Purposes of Planned Development Zones.**

**The Planned Development (PD) zones are established and intended to encourage innovative land planning and site design concepts that support a high quality of life and achieve a high quality of development, environmental sensitivity, energy efficiency, and other County goals and objectives by:**

- (1) Reducing the inflexibility of zone standards that sometimes results from strict application of the zone development, form, and design standards established in this Ordinance;**

The flexibility provided by the R-PD Zone allows the applicant to create an innovative development, which includes a variety of dwelling types and uses. The development will also feature high-quality architecture, streetscape elements, and landscaping that will be introduced and evaluated at the time of DET.

The 2022 CMA placed the property in the LCD Zone, which, pursuant to Section 27-1704(h) of the Zoning Ordinance, would allow development to proceed under the previous R-S and L-A-C zoning regulations of the prior Zoning Ordinance and previously approved Basic Plans (A-10009 and A-10017). Pursuant to the approved basic plans, a maximum of 2,060 dwelling units is approved in a mix of single-family detached, single-family attached, two-family attached, open space, public uses, and recreational uses. Without a rezoning, the applicant would need to develop the property in accordance with the approved basic plan.

Similar to the previously approved R-S and L-A-C Zones, the purposes of the R-PD Zone are generally aimed at ensuring that proposed developments use flexibility in design for innovative, high-quality communities complete with on-site complementary nonresidential uses, including recreation facilities, bike and pedestrian networks, and open space, while respecting the environmental features of the property. That is, both zones (being the LCD (through the R-S and L-A-C) and the R-PD) intend to facilitate land uses that may be either residential in nature, or necessary to serve the dominant residential uses in the surrounding area.

The proposed mix of residential use types with a range of complementary and mutually supporting nonresidential land uses is appropriate with the previously approved R-S and L-A-C Zones, as well as the proposed R-PD Zone.

**(2) Allowing greater freedom and flexibility in selecting:**

**(A) The form and design of development;**

The neighborhood will be in a compact and distinctly organic form, with development concentrated on a relatively small portion of the property. The compact design allows greater focus to be on environmental protections.

The master plan recommends the property for Residential Low land use, with a maximum of 3.5 residential dwelling units per acre. The proposed maximum density of 3.08 dwelling units per acre falls below the recommend land use density. In addition, the proposed maximum density of 1,288 units, is below the number of dwelling units approved with the previous basic plans. Pursuant to the approved basic plans, a maximum of 2,060 dwelling units was approved in a mix of single-family detached, single-family attached, two-family attached, and multifamily dwellings.

The smaller lot sizes are intentional to create a more compact neighborhood development. Future residents and visitors will have easy access to the various recreational amenities and environmental features on-site through a well-connected pedestrian and vehicular network.

**(B) The ways by which pedestrians, bicyclists, transit users, and motorists circulate;**

The community will be connected through a varied multimodal system of public/private streets, alleyways, sidewalks, bike lanes, and multipurpose trails. The proposed six access points allow easy movement through the development with a hierarchy of streets that will include bikeways and walkways where appropriate.

**(C) The location and design of the development respective and protective of the natural features of the land and the environment;**

The master plan identifies Tinkers Creek as one of three green infrastructure primary corridors. Tinkers Creek flows into Piscataway Creek right before the Piscataway Creek Stream Valley Park east of Livingston Road. The environmental features located on-site that contain the highest ecological value are located within the existing stream valleys and the small amount of 100-year floodplain found on-site. The Hyde Landing development aims to preserve the site's various natural assets

such as tree canopy, riparian buffers, and adjacent wetlands. These are all critical site design features associated with the approach to protect the existing environmental features on-site to the greatest extent possible and create opportunities to visually integrate them into the residential spaces. This design focus will result in a site that aligns with the master plan's land redevelopment goals and simultaneously benefit the surrounding community.

**(D) The location and integration of open space and civic space into the development; and**

Approximately 97.44 acres of open space (23 percent of the site) are set aside, in accordance with Part 27-6 of the Zoning Ordinance. The proposed open space includes the conservation and preservation of the Tinkers Creek Watershed Stream Valley and surrounding forests, and active and passive recreation amenities.

The 2013 *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space* includes a policy to provide consistent standards for publicly and privately developed parks and recreation facilities to promote a unified approach to park development. Most of the proposed open space is preserved for woodland conservation and natural features, and the remaining areas are for active and passive recreation. These amenities are proposed to be connected to the residential portions of the development through an extensive pedestrian and bicycle path network, allowing easy community access.

**(E) Design amenities.**

The Hyde Landing development proposes a variety of design principles that begin to be responsive to the purposes of the R-PD Zone. These principles include, but are not limited to the following:

- A compact and distinct neighborhood, with lot and block motifs inspired as an interpretation and environmental adaptation of the former airport use.
- Numerous interior consolidated open spaces to create permeability and accessibility to promote active healthy lifestyles.
- Introduction of diverse housing types to promote greater housing accessibility.

- Implementation of master plan roadways in a way that forms a livable and walkable edge to the neighborhood through provision of an extensive interior pedestrian-oriented circulation system.
- The preservation of natural assets such as tree canopy, riparian buffers, and adjacent wetlands are all critical site design features; environmentally sensitive design techniques to minimize environmental impacts.

**(3) Where appropriate, allowing greater freedom in providing a well-integrated mix of uses in the same development, including a mix of nonresidential development, housing types, lot sizes, and densities/intensities;**

The proposed uses will include single-family attached dwellings, two-family dwellings, and commercial/retail, which are all permitted uses in the R-PD Zone. The uses will be well connected through a vehicular and pedestrian street/trail network.

**(4) Allowing more efficient use of land, with coordinated and right-sized networks of streets and utilities;**

The proposed development will be served by six points of access. Four points of access are proposed for the residential portion of the development. Two from Piscataway Road and two from Steed Road. In addition, there are two points of access to the commercial pod (Pod H), one from Steed Road and one from Piscataway Road. The development site will include an internal street and sidewalk network for pedestrians, cyclists, and vehicles. A utility exhibit was also submitted with the application that conceptually depicts the location of sewer lines, water lines, and storm drains. Adequacy of the transportation facilities and utilities will be fully evaluated at the time of PPS.

**(5) Promoting development forms and patterns that respect the character of established surrounding neighborhoods and other types of land uses;**

The general neighborhood is bounded to the north and south by residential subdivisions and undeveloped land, to the east by MD 5 (Branch Avenue), and to the west by MD 210. The general neighborhood primarily includes residential subdivisions, commercial/retail uses, and undeveloped land. The immediate properties surrounding the 425.46-acre site are developed with several residential subdivisions, agricultural uses, and various commercial and industrial uses.

The site is within the Clinton/Tippett Community, an area which the master plan describes as the most populated area in Subregion 5. According to goals and policies in the master plan new development in this area should incorporate environmentally sensitive design techniques to minimize environmental impacts.

The proposed Hyde Landing development is designed to fit into the surrounding community by keeping in mind the community's existing vehicular circulation patterns and access, and any potential negative impacts to the environment. Development is concentrated on a relatively small portion of the property. This compact design allows for greater environmental protections.

**(6) Improving community services and facilities and enhancing functionality of vehicular access and circulation; and**

The specific locations and dimensions of roadways that serve the site, internal roadways, and all bicycle and pedestrian facilities will be further evaluated and detailed with subsequent applications. The subject property contains two main pods of development, located respectively at the northwest and northeast quadrants of the intersection of Piscataway Road and Steed Road. The proposed basic plan shows blocks and alleys/accessways along the site's frontage of Piscataway Road that will allow for sufficient circulation. The current street layout connects existing off-site streets with no dead-end streets on-site. Internal circulation will be provided by public and private roads, with a full system of sidewalks, increasing the connectivity and pedestrian accessibility with an internal trail system. The proposed multipurpose trail, shown as a loop through the expanded Tinker's Creek Stream Valley Park, is anticipated to support all types of non-vehicular modal use and provide a potential connection with the masterplan trail alignment further northwest.

The development overall provides a mix of residential use types along with nonresidential land uses to serve the needs of the residents of the development, which will also provide local commercial activity to serve the greater community.

**(7) Promoting development forms that respect and take advantage of a site's natural, scenic, and man-made features, such as rivers, lakes, wetlands, floodplains, trees, historic features, and cultural and archeological resources.**

The site is 425.46 acres and contains mapped regulated environmental features (REF) including streams, wetlands, and 100-year floodplain. The parcels used for surface mining have been reclaimed. Parcel 45 contains the former airport site with associated structures (runway, roads, hangars, and various office, and maintenance airport buildings). The topography varies across the site, with steep slopes around the reclaimed mining areas, and gradual slopes within the stream valleys. Both the mining and airfield operations have completely ceased at this time.

The site contains one perennial, 14 intermittent, and six ephemeral channels that all eventually flow into Tinkers Creek, which is a part of the overall Piscataway Creek Tier II watershed. The dominant tree size class and understory species



increases around these channels and floodplain flats creating diverse habitats for the site's ecosystems. Wetlands identified on-site were primarily PFO (palustrine forested) within the stream valleys and PEM (palustrine emergent) in areas located outside of the stream valleys and forested areas. The wetlands are a mix of surface runoff fed and groundwater fed, depending on their position within the landscape.

The conceptual design focuses on preserving, to the fullest extent practical, the existing environmental features. The major recreational amenity area will abut the stream valley, establishing a parklike setting for recreational activities. Trail connections into the stream valley will bring the larger park system right to the residents. The community has been planned not only with the environment in mind, but with it at the forefront of the design framework.

The applicant has also started implementing a Voluntary Cleanup Program for the site, through the Maryland Department of the Environment (MDE), in order to remediate the existing conditions with a streamlined and effective cleanup process. Specifically, as part of the Voluntary Cleanup Program, the applicant and its consultant conducted a number of tests throughout the property. As a result of those efforts, there were no significant areas of contamination discovered during the Voluntary Cleanup Program site characterization.

e. **Section 27-4301(d). – General Standards for All Planned Development Zones.**

**Before approving a PD zone classification, the District Council shall find that the application for the PD zone classification, as well as the PD Basic Plan and Conditions of Approval, comply with the following standards:**

**(1) PD Basic Plan.**

**(A) Establish a statement of planning and development goals for the zone that is consistent with the General Plan and the applicable Area Master Plan or Sector Plan and purposes of the PD Zone;**

As stated in the applicant's statement of justification, the planning and development goal for the proposed development is to create an innovative residential community, with a mix of residential use types with complimentary nonresidential, which is consistent with Plan 2035 and the master plan.

As demonstrated on the submitted circulation exhibit, a variety of non-vehicular routes are proposed. Bike ways, trails, and pedestrian paths will be located throughout the entire development connecting the various Pods/land use areas. Sidepaths are proposed along both Piscataway Road and Steed Road in conformance with the MPOT. The proposed sidepath along Steed Road will connect with the existing

sidepath constructed to the north of the development area, thereby creating a notable network connection. A connector path is also identified on the circulation exhibit, representing the sidewalk connection along the Masterplan roadway. The proposed multipurpose trail, shown as a loop through the expanded Tinker's Creek Stream Valley Park, is anticipated to support all types of non-vehicular modal use and provide a potential connection with the masterplan trail alignment further northwest.

- (B) Establish the specific principal, accessory, and temporary uses permitted in the zone. They shall be consistent with the Principal Use Tables (and may only be selected from uses identified as Allowable in the desired PD zone) in Section 27-5101(e), Principal Use Table for Planned Development Zones, and the purposes of the particular type of PD zone, and be subject to applicable use-specific standards identified in the PD Basic Plan, and any additional limitations or requirements applicable to the particular type of PD zone;**

The proposed principal uses for the development include single-family attached dwellings, two-family dwellings, and commercial. No temporary uses are expected, except for on-site construction and sales offices. These uses are permitted in the R-PD Zone per Section 27-5101(e) of the Zoning Ordinance.

The proposed uses comply with the purposes of the R-PD Zone by featuring a mix of residential use types with a range of mutually supporting nonresidential land uses. The development also incorporates open spaces and recreational facilities, which is another purpose of the R-PD Zone.

- (C) Establish the general location of each development area in the zone, its acreage, types and mix of land uses, number of residential units (by use type), nonresidential floor area (by use type), residential density, and nonresidential intensity. The residential density and nonresidential intensity shall be consistent with the general purposes of the PD zone and the specific requirements of the individual PD zone;**

Eleven development pods are proposed as represented on the basic plan. The development pods show the associated unit types and quantity ranges, each with interconnected site amenities for the future residents. The pods are depicted and further described as follows:

Pods F and G are shown fronting Piscataway Road and in the southwest portion of the property. The master plan collector road, C-518, the primary traffic circulation route interior to the development, defines the

northwestern boundary of Pod G. These two pods will be developed with a combination of single-family attached (townhouse) units and two-family (two-over-twos) units. Pods F and G comprise the majority of residential use areas on the property.

Pod B is located along the northwestern side of the master plan collector road, to be developed with one or more of the following residential uses: single-family attached (townhouse) units and/or two-family units.

Pod J is proposed to consist of one of three potential uses, to include commercial, single-family attached, two-family, or open space. The location of this pod is at the intersection of Steed Road and the master plan collector road.

Pod H, also located along Piscataway Road at its intersection with Steed Road, is proposed as a development area for commercial use.

Four development pods (C, D, E, and I) are proposed for environmentally friendly solar energy collection areas. These solar energy systems to be included on the property will be reviewed under the State of Maryland mandatory referral process and are shown on the basic plan to delineate the general location and relationship to the other property uses.

Pods A and K are located at the core of the development, along the northwest side of the master plan collector road, centrally located to all development pods. These areas will include a range of recreation and open space areas.

All pods include connections and/or views into the environmental areas associated with the expanded Tinkers Creek Stream Valley Park. All pods will also include various open spaces and areas for potential passive and active recreation.

The basic plan shows the acreage and use associated with each development pod. The number of each dwelling type is not yet specified, but there will be a maximum of 1,288 dwelling units spread throughout the two housing types of single-family attached and two-family dwellings.

- (D) Establish the dimensional standards that apply in the PD zone. The dimensional standards shall be consistent with the requirements of the individual PD zone, and its purposes;**

The proposed dimensional standards are shown on the basic plan and are consistent with the dimensional standards noted in Section 27-4302(a)(3). The dimensional standards noted include density, net lot area, lot width, lot coverage, front yard depth, side yard depth, rear yard depth, and principal structure height.

- (E) **Where relevant, establish the standards and requirements that ensure development on the perimeter of the PD zone is designed and located to be compatible with the character of adjacent existing or approved development. Determination of compatible character shall be based on densities/intensities, lot size and dimensions, building height, building mass and scale, form and design features, location and design of parking facilities, hours of operation, exterior lighting, siting of service areas, and any other standards deemed appropriate by the District Council;**

Buffers will be proposed in subsequent applications, along the property's perimeter, as required by the Landscape Manual, ensuring compatibility with the surrounding residentially zoned parcels. The residential component of the development is proposed to be generally concentrated in the area previously used by the airport runway, with a linear design relating the development towards Piscataway Road. The commercial portion of the development will also primarily front Piscataway Road. Steed Road will have a smaller portion of the residential and commercial uses along its road frontage. More specifically, Pods B, F, and G are located along Piscataway and Steed Roads, concentrating the development density in the most visible and accessible portion of the property.

- (F) **Establish the general location, amount, and type (whether designated for active or passive recreation) of open space, consistent with the purposes of the individual PD zone;**

Section 27-6403 of the Zoning Ordinance states that the set-aside amount for developments in an R-PD Zone, is 20 percent. The basic plan shows conformance with this requirement, noting the open space set-aside is approximately 97.44 acres or 23 percent. The basic plan submitted also identifies the location of the various passive and active recreational amenities. The specific amenities will be identified in subsequent applications but may include the following:

- Active Amenities: Community clubhouse, outdoor table and lawn games, sport courts, community gardens, dog parks, outdoor fitness areas, playgrounds, picnic areas, and nature/connectivity trails.

- Passive Amenities: Community clubhouse, seating areas, and open lawn areas.

**(G) Identify the general location of environmentally sensitive lands, resource lands, wildlife habitat, and waterway corridors, and ensure protection of these lands consistent with the purposes of the individual PD zone and the requirements of this Ordinance;**

There are significant sensitive environmental features located on this site including the tributaries of Tinkers Creek. The site is subject to the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO), which requires a woodland conservation threshold (WCT) of 20 percent in the R-S Zone, and 15 percent in the L-A-C Zone. The combined WCT, under the current zoning (R-S and L-A-C), would be 18.94 percent. The proposed change to the R-PD Zone will establish a WCT of 20 percent, resulting in an increase of 3.36 acres of woodland preservation than what is required under the current zoning. The higher WCT associated with the current zoning is appropriate to protect the sensitive environmental features located on-site and to preserve water quality.

The applicant states in their statement of justification that the project will be developed with an environmentally friendly design to limit impacts to the existing woodlands on the site by concentrating the residential density within the footprint of the previous airport portions of the property. The conservation methods proposed will be reviewed in future development applications.

**(H) Identify the general location of existing on-site and adjacent historic sites and districts and archeological and cultural resources;**

Historically, the subject property was owned by members of the Lanham, Bryan, and Lyons families, who grew tobacco. Arthur C. Hyde acquired the land within the subject property in 1940. Shortly after his purchase, Hyde constructed an airport, commonly known as Hyde Field, on the land. During World War II, the United States Navy used Hyde Field to train fighter pilots and crews, with assistance provided by the Hyde Field-based flight of the newly created Civil Air Patrol. In addition to working with the Navy, the Hyde Field Civil Air Patrol flight participated in a variety of homeland security related missions, including training civilian pilots and flying reconnaissance missions. Hyde Field, including its runways and remaining buildings, was recorded on a Maryland Inventory of Historic Properties form in February 2018 (PG:81B-014). Hyde Field's architecture dates from between c. 1940 and c. 1985. The airport was more recently known as the Washington Executive Airpark before closing in November 2022 after the property

was sold. Hyde Field was determined to not be eligible for listing in the National Register of Historic Places by the Maryland Historical Trust in April 2018.

Hyde Field operated continuously from 1941 to 2022. The dirt runways were paved with asphalt in the 1960s. Approximately seven of the buildings remaining on the property date to the 1940s. Some of the 1940s structures were moved to the property in 1951. Many of the airport's oldest buildings were demolished in the 1980s. The second runway that was located in the northern portion of the subject property was closed circa 1990, and its western extent was destroyed by mining operations. Outside of the portion of the subject property containing Hyde Field, a large portion of the land has been mined for sand and gravel. This mining has likely destroyed any archeological resources in those areas. Several areas were not subject to sand and gravel mining, including the airfield, the areas adjacent to Tinkers Creek, and a residence and associated farm fields in the southeast corner of the subject property. There have been numerous prehistoric sites identified along Tinkers Creek in proximity to the subject property. In addition, a small knoll with a specimen tree is located in the central west portion of the property. This knoll could possibly be the location of a small burial ground. On the proposed basic plan, this area is not proposed to be disturbed. A Phase I archeological survey may be required at the time of PPS.

The subject application indicates that several community gathering places will be provided throughout the development. These gathering places would be prime locations for interpretive signs that could address the history of the property, including its early use as a tobacco plantation and its later use as an airport. Interpretive signage may be required at the time of DET.

**(I) Identify the general on-site pedestrian circulation system, including any existing on-site and adjacent pedestrian circulation systems (pedestrian and bicycle pathways, and trails), and how it will connect to off-site pedestrian systems in ways that are consistent with the purposes of the individual PD zone, and the requirements of this Ordinance;**

A circulation exhibit was submitted which shows the proposed development will be served by six access points. The access points allow easy movement through the community in a hierarchy of streets that will include bikeways and walkways where appropriate.

Bikeways, trails, and pedestrian paths will connect the residents with non-motorized accessible internal recreation areas. A variety of non-vehicular routes are proposed including sidepaths along both

Piscataway Road and Steed Road in conformance with the MPOT. A multipurpose trail, shown as a loop through the expanded Tinkers Creek Stream Valley Park, is anticipated to support all types of non-vehicular modal use and provide a potential connection with the masterplan trail alignment further northwest.

- (J) Identify the general design and layout of the on-site transportation circulation system, including the general location of all public and private streets, existing or projected transit corridors, and how they interface with the pedestrian circulation system, and connect to existing and planned County and regional systems in a manner consistent with the purposes of the individual PD zone, and the requirements of this Ordinance;**

The property abuts Piscataway and Steed Roads, and a new collector road, C-518, will run through the property. Roads will be constructed to the applicable County standards to ensure safe and efficient movement through the development and to the surrounding areas. Residents will be connected to internal and external activities via a multimodal system of streets, bike lanes, and paths. At the PPS stage of development, bicycle and pedestrian adequacy will be further evaluated. The applicant will be required to provide adequate bicycle and pedestrian facilities to serve the subject site. The applicant will also be required to submit a BPIS which provides additional off-site bicycle and pedestrian improvements in relation to an established cost cap.

- (K) Identify the general location of on-site potable water and wastewater facilities, and how they will connect to existing and planned County and regional systems in a manner consistent with the purposes of the individual PD zone, and the requirements of this Ordinance;**

A conceptual utility exhibit was submitted with the application showing the proposed locations of sewer lines, waterlines, storm drains, submerged gravel wetlands, and a micro bio facility. Details of these facilities will be shown and evaluated at the time of PPS.

- (L) Identify the general location of on-site storm drainage facilities, and how they will connect to existing and planned County systems, in a manner consistent with the purposes of the individual PD zone, and the requirements of this Ordinance;**

The on-site storm drainage facilities and their connections are conceptually shown on the utility exhibit. Section 27-3605(c)(5)(F)(x) of the Zoning Ordinance requires a stormwater management (SWM) concept approval prior to acceptance of a PPS. The site development concept will be reviewed by DPIE for adequacy.

- (M) Identify the general location and layout of all other on-site and off-site public facilities serving the development (including any municipal public facilities, when the subject property is located within a municipality), and how they are consistent with the purposes of the individual PD zone. The other on-site and off-site public facilities considered shall include—but not limited to—parks, schools, and facilities for fire protection, police protection, EMS, stormwater management, and solid waste management;**

The subject property is not located within a municipality. A number of public facilities will serve the development. Clinton Fire Station 825 is located at the Piscataway Road/Brandywine Road intersection less than two miles east of the property, and the Clinton Police Station is located one block off of Brandywine Road, approximately four miles from the site by streets.

Nearby park facilities include Cosca Regional Park located approximately 2.5 miles south of Hyde Landing, Rose Valley Park located 3.5 miles to the northwest, and Stephen Decatur Community Center approximately 4.3 miles to the northeast.

At the time of PPS, an adequacy test for all applicable public facilities will be done, and at the time of building permit the School Facility Surcharge per dwelling will be assessed. County policies and regulations regarding adequacy of all public facilities will be examined pursuant to the applicable requirements in effect at each stage of development.

- (N) Establish provisions addressing how transportation, potable water, wastewater, stormwater management, and other public facilities will be provided to accommodate the proposed development;**

The property is designated in water and sewer Category W-4 and S-4 and proposed lots are to be served by public water and sewer connections. A change to Categories W-3 and S-3 will be required prior to platting. The on-site vehicular and pedestrian circulation system will connect in two places to Piscataway Road, which is classified as an Arterial Roadway, and Steed Road, a master plan collector road. C-518, another collector road, will be constructed through the property. The adequacy of these facilities and any improvements needed will be evaluated at the time of PPS.

- (O) Establish the development standards that will be applied to development in accordance with Section 27-4301(d)(2), Development Standards.**



Compliance with these standards will be fully detailed and evaluated in future stages of the review process, but general descriptions of the development standards are noted in a subsequent section below.

f. **Section 27-4302(a) – Residential Planned Development (R-PD) Zone**

**(1) The purposes of the Residential Planned Development (R-PD) Zone are:**

- (A) To provide flexibility for the design of innovative, high-quality, planned residential communities that include a mix of residential use types along with a range of complementary and mutually supporting nonresidential land uses that serve the needs of the residents of the development;**

The R-PD Zone allows the Applicant the flexibility to achieve the requested density and intensity to make a comprehensive residential community viable and sustainable, while allowing for the inclusion of supporting commercial uses.

Two housing types are proposed for the development to include single-family attached and two-family dwellings. With the mix of housing sizes and types available, a multigenerational development is created. The mix of housing is one of the goals recommended by the 2019 Comprehensive Housing Strategy.

Adding to the mix of uses proposed for the property, approximately six acres at the northeast quadrant of the Steed Road/Piscataway Road intersection and approximately five acres adjacent to the residential pod internal to the property are proposed for 60,000 square feet of commercial use to support the local community. These commercial areas will be developed with a range of complementary and mutually supporting nonresidential land uses as allowed by the R-PD Zone.

- (B) To ensure and support the development of comprehensive pedestrian and bicycle circulation networks, which are separated from vehicular roadways and link residential, commercial, open space, and recreation areas;**

Four points of vehicular ingress/egress are proposed for the residential development: two from Piscataway Road and two from Steed Road. Two additional points of access to the primary commercial pod (Pod H) are proposed: one from Steed Road and one from southbound Piscataway Road.

Residents will be connected to internal and external activities via a multimodal system of streets, bike lanes and paths. Sidepaths are proposed along both Piscataway Road and Steed Road, in conformance with the MPOT. The property abuts Piscataway and Steed Roads, and a new collector road, C-518, will run through the middle of the property.

As demonstrated on the circulation exhibit, the bike ways, trails, and pedestrian paths will connect the residents with nonmotorized access to internal recreation areas, the commercial area(s), and other amenities in the surrounding area. The specific location and dimensions of roadways that serve the site, internal roadways, and all bicycle and pedestrian facilities will be further evaluated with subsequent applications.

**(C) To preserve and support well-integrated open spaces and recreation facilities for the use of the residents of the planned residential community;**

Approximately 23 acres of open space are set aside in accordance with Part 27-6 of the Zoning Ordinance for preservation, active recreation, and passive recreation. The major recreational amenity area will abut the stream valley, establishing a parklike setting for recreational activities. Trail connections into the stream valley will bring the larger park system right to the residents. Five separate amenity areas and a trail circuit are provided for active recreation. All amenity areas are connected to dwellings through a pedestrian and bicycle path network, allowing easy access to community areas.

**(D) To ensure that the planned residential community is developed in a manner that does not adversely impact the surrounding communities; and**

Goals of the master plan include developing areas organized around a network of parks, open space, and community facilities, providing new development that is compatible with the surrounding neighborhood, and preserve agricultural and forested landscapes. The proposed Hyde Landing development aims to achieve these goals through environmentally sensitive design, compatible uses, and an extensive pedestrian-oriented network. The allowance of more flexibility in the establishment of form, development, and design standards for the proposed development in the R-PD zone will allow the applicant to create a more innovative and higher quality residential community.

**(E) To ensure the planned residential community respects the topographic and other environmental characteristics of the site on which it is located.**

The natural environment is enhanced by concentrating development in a smaller area and minimizing impacts to the existing environmentally sensitive areas and features. Moreover, a goal of the development is not only preserving the environmental features to the fullest extent possible, but also showcasing the environmental elements as a central feature and asset of the community. A large area of open space, containing the stream tributaries, is outside of any pod and will be preserved to the greatest extent possible and added to the Tinkers Creek Stream Valley Park.

g. **Section 27-4402 – Policy Area Overlay Zones**

The subject property is located within Aviation Policy area 6. The purpose of the Aviation Policy Area Overlay (APAO) Zones is to establish standards of safety and compatibility for the occupants of land in the immediate vicinity of airports with traffic patterns over land in Prince George's County. The site previously contained the Washington Executive Airport, which operations have ceased. Prior to approval of the final plats, the decommissioning procedures to ensure that the airport will no longer be active and licensed for public use, should be complete. The applicant will need to provide official correspondence from the Maryland Aviation Administration that the airport is no longer licensed for public aviation use. The property is adjacent to another privately owned, public use airport (Potomac Airfield, known as Potomac Airport) located approximately five miles northwest of the site. Conformance with all applicable APAO standards will be evaluated at the time of DET.

h. **Part 27-6 - Applicable Development Standards**

Per Section 27-3602(a)(5)(H), Planned Development Zoning Map Amendment Submittal Requirements, of the Zoning Ordinance, a PD-ZMA application shall include a proposed PD basic plan and proposed PD conditions of approval addressing all requirements and standards set forth in Section 27-4300, Planned Development Zones, of the Zoning Ordinance.

Per Section 27-4301(d)(2), General Standards for All Planned Development Zones, of the Zoning Ordinance, before approving a PD zone classification, the District Council shall find that the application for the PD zone classification, as well as the PD basic plan and conditions of approval, comply with the development standards in Part 27-6.

Development standards and the Landscape Manual shall apply to all development in each PD zone. Conformance with the development standards will also be further evaluated at the time of DET.

As part of the PD-ZMA application, the applicant requested two modifications to the development standards (per Section 27-4301(d)(2)) to (i) modify the vehicular access for alleys as required by Section 27-6206(b)(2)(A) and (ii) waive the minimum lot depth requirements in Section 24-4102(c).

Regarding the vehicular access for alleys, the Planning Board has determined that a modification is not required because the development standards for vehicular access and circulation, as applied to the design of a PPS by Section 24-4101(a) of the Subdivision Regulations, do not prohibit alleys from providing primary vehicular access to the single-family attached and two-family dwellings proposed in the proposed PD basic plan. Neither Section 24-4204(b)(1)(B) nor 24-4204(b)(1)(D) of the Subdivision Regulations specifically require the “lots” to have frontage on a public street. Instead, these subparts have no requirement at all. By comparison, Section 24-4204(b)(1)(E) of the Subdivision Regulations specifically provides that, in Transit-Oriented/Activity Center base zones and Transit-Oriented/Activity Center Planned Development zones, private alleys that do not conform to the standards in Subtitle 23 may only be approved if, among other things, “(iii) the alleys provide vehicular access only to lots with frontage on a public street.” In other words, the Subdivision Regulations incorporate the general zoning development standard into the specific Subdivision Regulations governing design, but specifically did not incorporate the “lot frontage” standard into subsections (b)(1)(B) and (b)(1)(D). For these reasons, the Planning Board has determined that the requested modification is not required because private alleys may be utilized to provide primary vehicular access for the proposed single-family attached and two-family dwellings, notwithstanding the lots do not have a fronting street.

Regarding the requested waiver of the minimum lot depth requirement, the Planning Board has determined that Section 27-4301(d)(2) of the General Provisions for all Planned Developments only permits modifications to the development standards applicable to the general site layout of a PPS concerning Roadway Access, Mobility, and Circulation (See Row 1, Table 27-4301(d)(2)). As such, at the time of PD basic plan, the Planning Board found that to modify the minimum lot depth requirements in Section 24-4102(c)(1) is not possible. The Planning Board, however, generally supports the proposed design depicted that consists of some lots used for residential purposes, with side lot lines adjacent to existing or planned streets classified as arterial. Such a design maintains building continuity and a consistent uniform building line. Further consideration of this lot design will occur with the review of the PPS.

The Planning Board found that, as described in the applicant’s statement of justification, the proposed development will meet the applicable development standards. The following discussion is offered:

**(1) Section 27-6200 Roadway Access, Mobility, and Circulation**

A circulation plan was provided demonstrating sufficient vehicular, pedestrian and bicycle access and circulation. The proposed development will be served by six points of access. Four points of access are proposed for the residential portion of the development. Two from Piscataway Road and two from Steed Road. In addition, there are two points of access to the commercial pod (Pod H), one from Steed Road and one from Piscataway Road.

The development is proposed to provide multiple travel modes, including pedestrian, bicycle, and vehicular, through a system of vehicular accessways and an internal pedestrian circulation system. A new collector roadway, C-518, is proposed to run through the property. All roads will be constructed to the applicable County standards to ensure safe and efficient movement through the property and to the surrounding area. Pedestrians and cyclists will be served by sidewalks, pedestrian paths, and trails throughout the development.

The initial layout of the site shows a series of nodes and links resulting in a connectivity index of 2.0. Table 27-6206(f)(1) of the Zoning Ordinance shows that this index is deemed acceptable.

**(2) Section 27-6300 Off-Street Parking and Loading**

The proposed development consists of single-family attached dwellings, two-family dwellings, and commercial uses. Parking will be provided in a combination of both on- and off-street parking spaces to accommodate the proposed development. At the DET stage, conformance with this development standard will be demonstrated. Compliance with this development standard will include a parking and circulation plan that designates the number and location of required parking spaces, access aisles, driveways, and how the parking facilities coordinate with the pedestrian and vehicular circulation systems within the development.

A condition has been included herein for the applicant to identify locations for electrical vehicle (EV) charging stations.

**(3) Section 27-6400 Open Space Set-Asides**

Section 27-6403 states that the set-aside amount for a development in the R-PD Zone is 20 percent. Features that can count toward the open space set-aside amount include natural features (lakes, ponds, rivers, streams, bays, shorelines, wetlands, drainageways, and other riparian areas), active recreational areas (areas and facilities used for active recreational purposes, such as ballfields, playgrounds, tennis courts, pools, jogging trails, community buildings, clubhouses, and land dedicated for parks), passive recreation (plantings and gardens), squares, forecourts, plazas, required landscape areas and agricultural buffers, SWM areas treated as site amenities, and public access easements with paths or trails.

The development proposes several open space types, including natural features (woodland and stream), active and passive recreational amenity areas. An open space exhibit was submitted with the application, which shows that approximately 97.44 acres (or 23 percent) will count as open space. The exact total will be demonstrated with subsequent applications, but it is anticipated that the total open space provided will exceed 20 percent.

**(4) Section 27-6500 Landscaping**

This development will be required to demonstrate conformance to the Landscape Manual at the time of DET. Per Section 27-4301(d)(2), any modifications to the Landscape Manual may only be made pursuant to alternative compliance or a major departure.

**(5) Section 27-6600 Fences and Walls**

All fences and walls within the proposed development will be required to demonstrate conformance with the section at the time of DET.

**(6) Section 27-6700 Exterior Lighting**

A lighting plan or photometric plan will be required at the time of DET, demonstrating how all exterior lighting would comply with the standards of this Section.

**(7) Section 27-6800 Environmental Protection and Noise Controls**

This site is within a Tier II catchment area. Tier II waters are high-quality waters within the State of Maryland, as designated by MDE, that are afforded special protection under Maryland's Anti-degradation policy. A 150-foot-wide expanded buffer is required on-site for all intermittent and perennial streams in accordance with the Prince George's County Soil Conservation District requirements. This buffer is shown on the approved natural resources inventory (NRI).

Section 27-6805 of the Zoning Ordinance requires an approved grading, erosion, and sediment control plan. Redundant erosion and sediment control measures may be required on the erosion and sediment control plan reviewed by the Soil Conservation District. The limits of development on the erosion and sediment control plans must match the limits of development on the site development plan and the tree conservation plans.

The REFs on-site, which include streams and associated buffers, steep slopes, and wetlands with their associated buffers, were identified on the NRI as part of the primary management area (PMA). Under Section 27-6808 of the Zoning Ordinance, the plan shall demonstrate the preservation and/or restoration of the REFs in a natural state to the fullest extent possible. Any impacts proposed to the REFs will require a letter of justification and exhibits to be reviewed with the PPS application.

**(8) Section 27-6900 Multifamily, Townhouse, and Three-Family Form and Design Standards**

Two dwelling types are proposed with this application, including townhomes and two-family attached dwellings. The proposed development will be served by six points of access. Four points of access are proposed for the residential portion of the development. Two from Piscataway Road and two from Steed Road. In addition, there are two points of access to the commercial pod (Pod H), one from Steed Road and one from Piscataway Road.

In addition, a public benefit has been included noting that the applicant will provide superior urban design, architecture, and landscaping. A condition has been included herein for this public benefit to be demonstrated at the time of DET.

**(9) Section 27-61000 Nonresidential and Mixed-Use Form and Design**

The nonresidential components of the development include commercial uses. Superior urban design, landscaping, and architecture will also need to be demonstrated for the nonresidential buildings/areas at the time of DET.

**(10) Section 27-61200 Neighborhood Compatibility Standards**

The surrounding area is developed with single-family subdivisions and a few larger undeveloped parcels. The proposed development offers a mix of residential dwelling types and commercial uses thoughtfully designed to fit with the surrounding neighborhood and uses. Where nonresidential or commercial uses are proposed near single-family homes, substantial setbacks and buffering will be provided, in accordance with the Landscape Manual. Conformance with this section will be demonstrated at the time of DET.

**(11) Section 27-61500 Signage**

No signage was proposed with the subject application. Signage proposed in subsequent applications is required to conform to this development standard.

**(12) Section 27-61600 Green Building Standards**

The applicant shall strive to utilize green building techniques applicable for the proposed residential development. Green building techniques will be evaluated at the time of DET.

8. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The Planning Board has reviewed and adopts referral comments that are incorporated herein by reference and are summarized, as follows:
- a. **Historic Preservation**—In a memorandum dated January 9, 2024 (Stabler to Lockhart), it was noted that the subject property was owned by members of the Lanham, Bryan, and Lyons families, who grew tobacco. Arthur C. Hyde acquired the land within the subject

property in 1940. Shortly after his purchase, Hyde constructed an airport, commonly known as Hyde Field, on the land. Hyde Field, including its runways and remaining buildings, was recorded on a Maryland Inventory of Historic Properties form in February 2018 (PG:81B-014). Hyde Field's architecture dates from between c. 1940 and c. 1985. Hyde Field was determined ineligible for listing in the National Register of Historic Places by the Maryland Historical Trust in April 2018.

Outside of the portion of the subject property containing Hyde Field, a large portion of the land has been mined for sand and gravel. This mining has likely destroyed any archeological resources in those areas. In addition, a small knoll with a specimen tree is in the west central portion of the property. This knoll could possibly be the location of a small burial ground. On the submitted plans, this area is not proposed to be disturbed. A Phase I archeological survey may be required at the time of PPS.

- b. **Community Planning**—In a memorandum dated January 10, 2024 (Green to Lockhart), a review of the proposed development and its conformance to the master plan was provided and incorporated into Findings 6 and 7 above. It was stated that pursuant to Section 27-3602(c)(1), Planned Development (PD) Decision Standards, of the Zoning Ordinance, the proposed application to rezone the subject property from the LCD Zone to the R-PD Zone conforms to Plan 2035 and the master plan because the applicant proposes a primarily residential development at 3.08 dwelling units per acres. Plan 2035 envisions context sensitive infill and low to medium density development for properties located in the Established Communities. The master plan recommends residential low future land use on the subject property.
- c. **Environmental Planning**—In a memorandum dated January 3, 2024 (Schneider to Lockhart), a review of the proposed development was included.

#### **Existing Conditions**

The property currently has a combination of woodlands, fallow field areas, former airport, and areas that were part of mining operations which are no longer in use. In addition, NRI-053-06-02 was approved on May 25, 2023, and shows REFs and 82 specimen trees.

#### **Woodland Conservation**

The property is subject to the provisions of the WCO because the property is greater than 40,000 square feet in size, and it contains more than 10,000 square feet of existing woodland. A tree conservation plan, in accordance with the current regulations, is required with future development applications.

Based on the acreage of the two current zoning designations (R-S and L-A-C), a combined minimum WCT of approximately 18.94 percent, or 80.28 acres, would be applied to a development application on this site. The proposed R-PD Zone has a minimum WCT of 20 percent, or 83.64 acres, resulting in an increase of the minimum conservation threshold of approximately 1.06 percent, or 3.36 acres.



### **Specimen Trees**

Section 25-122(b)(1)(G) of the Prince George's County Code requires that "Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree's condition and the species' ability to survive construction as provided in the Technical Manual."

The NRI lists 82 specimen trees identified on the property. If future applications propose the removal of specimen trees, a variance request for the removal of the specimen trees shall be submitted with the acceptance of the applications.

### **Regulated Environmental Features**

The REFs on-site, which include streams and associated buffers, steep slopes, and wetlands with their associated buffers, were identified on the NRI as part of the PMA. Any impacts proposed to the REFs will require a letter of justification and exhibits to be reviewed with the PPS application.

### **Stormwater Management**

Section 27-3605(c)(5)(F)(x) requires a SWM concept approval by DPIE prior to acceptance of a PPS.

### **Soils**

Portions of the subject application area were previously mined and used as a Class III landfill. These previously mined and landfill areas were monitored, remediated, and closed out by MDE.

According to the United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), soils present within the Hyde Landing project area include Beltsville silt loam; Beltsville-Urban land complex; Croom-Marr complex; Dodon fine sandy loam; Grosstown gravelly silt loam; Grosstown-Urban land complex; Marr-Dodon complex; Pitts (gravel); Udorthents (reclaimed gravel pits); and Widewater and Issue soils. No Marlboro clay or Christiana clay are found to occur within the ZMA review area.

### **Erosion and Sediment Control**

This site is within a Tier II Catchment Area. Tier II waters are high-quality waters within the State of Maryland, as designated by MDE, that are afforded special protection under Maryland's Anti-degradation policy. A 150-foot-wide expanded buffer is required on-site for all intermittent and perennial streams in accordance with the Soil Conservation District requirements. This buffer is shown on the approved NRI. Redundant erosion and sediment control measures may be required on the erosion and sediment control plan reviewed by the Soil Conservation District. The limits of development on the erosion and sediment control plans must match the limits of development on the site development plan and the tree conservation plans. The Type 2 tree conservation plan must reflect the ultimate limits of disturbance, for installation of permanent site infrastructure and for the

installation of all temporary infrastructure, including erosion and sediment control measures.

- d. **Transportation Planning**—In a memorandum dated January 10, 2024 (Ryan to Lockhart), the following evaluation was provided:

**Analysis of Traffic Impacts**

The subject property is located within Transportation Service Area (TSA) 2 as defined in Plan 2035. As such, the subject property will be evaluated according to TSA 2 with the following standards:

**Links and Signalized Intersections:** Level of Service D, with signalized intersections operating at a critical lane volume of 1,450 or better.

**Unsignalized Intersections:** The procedure for unsignalized intersections is not a true test of adequacy, but rather an indicator that further operational studies need to be conducted. A three-part process is employed for two-way stop-controlled intersections:

For two-way stop-controlled intersections a three-part process is employed:

(a) vehicle delay is computed in all movements using the Highway Capacity Manual (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed.

For all-way stop-controlled intersections a two-part process is employed:

(a) vehicle delay is computed in all movements using the Highway Capacity Manual (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed.

The subject application, if approved, will be followed by a PPS and a DET. The review of these applications will require a full traffic study. Prior to acceptance of the traffic study, a scoping meeting will be held with the applicant, as well as all impacted operating agencies, to determine the study area that will be reviewed for adequacy.

**Master Plan Roads**

The subject property fronts along Piscataway Road (A-54) along its southern bounds. This portion of Piscataway Road falls within the master plan, as well as the MPOT. This portion of Piscataway Road is designated as a 4-8 lane arterial roadway with a minimum of 120 feet of right-of-way.

The subject property also fronts along Steed Road (C-516) along its eastern bounds. This portion of Steed Road also falls within the master plan and MPOT. Both plans recommend this portion of Steed Road as a four-lane collector roadway with a minimum of 80 feet of right-of-way.

In addition, the subject property is impacted by the planned Hyde Field/Edelen Collector Facility (C-518). This roadway has not been constructed and is planned to traverse the property in an east-west direction. This portion of C-518 also falls within the master plan and MPOT. Both plans recommend this portion of C-518 as a 4-lane collector roadway with a minimum of 80 feet of right-of-way.

The submitted basic plan accurately shows the layout of these roadways. Right-of-way dedication for the above listed roadways will be further examined, at the time of PPS.

#### **Master Plan Pedestrian and Bike Facilities**

This development is subject to the MPOT, which recommends the following facilities:

- Planned Side Path: Piscataway Road, Steed Road

The MPOT includes the following goal and policies regarding sidewalk and bikeway construction and the accommodation of pedestrians and bicyclists (MPOT, pages 7 and 8):

**GOAL: Provide a continuous network of sidewalks, bikeways, and trails that provide opportunities for residents to make some trips by walking or bicycling, particularly to mass transit, schools, employment centers, and other activity centers.**

**POLICY 2: Provide adequate pedestrian and bicycle linkages to schools, parks, recreation areas, and employment centers.**

**POLICY 3: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO Guide for the Development of Bicycle Facilities.**

**POLICY 4: Identify sidewalk retrofit opportunities for small area plans within the Developed and Developing Tiers to provide safe routes to school, pedestrian access to mass transit, and more walkable communities.**

**POLICY 5: Plan new development to help achieve the goals of this master plan.**

At the PPS stage of development, bicycle and pedestrian adequacy will be further evaluated. The applicant will be required to provide bicycle and pedestrian facilities to serve the subject site. Due to the proposed zoning, the applicant will also be required to submit a BPIS which provides additional off-site bicycle and pedestrian improvements in relation to an established cost cap.

- e. **Subdivision**—In a memorandum dated December 28, 2023 (Heath to Lockhart), a review was provided of the subject application and noted the property is not subject to any

previous PPS applications or final plats. A PPS and a certificate of adequacy will be required for the development and division of land following approval of this application. The proposed site layout and lotting pattern will be further evaluated with the PPS and must comply with all design standards contained in Subtitle 24 of the Prince George's County Code. A final plat of subdivision will also be required before any permits may be approved for development of this site. In addition, the property is adjacent to another airport (Potomac Airfield) located northwest of the site. The site is subject to Aviation Policy Area Overlay Zone requirements in accordance with Section 27-4402(b) of the Zoning Ordinance.

- f. **Prince George's County Department of Parks and Recreation (DPR)**—In a memorandum dated January 8, 2024 (Thompson to Lockhart), an evaluation of the subject application was provided, as it pertains to public parks and recreational facilities.

Nearby park facilities include Cosca Regional Park located approximately 2.5 miles south of Hyde Landing, Rose Valley Park located 3.5 miles to the northwest, and Stephen Decatur Community Center approximately 4.3 miles to the northeast.

The basic plan development proposal features conservation and preservation of the Tinkers Creek Watershed Stream Valley, surrounding forests, and active and passive recreation amenities, covering approximately 40 acres throughout the property, including a community clubhouse available to the greater Clinton community. While recreation amenities within the development are included by the applicant for public use, these amenities primarily benefit future residents. The 2013 *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space* places an emphasis on balancing the intersection of the preservation of open spaces and development and growth of the County. The master plan prioritizes the acquisition of the Tinkers Creek Watershed Stream Valley, approximately 100 acres (which is further depicted on the applicant's exhibit titled "Conceptual Park Conveyance Areas"), as undeveloped parkland (page 139), and the development of a public park in the area (page 139). Conveyance of both the Tinkers Creek Stream Valley and the woodland conservation areas as undeveloped parkland, as a public benefit, maintains the County's natural character and addresses water quality along Tinkers Creek, further stabilizing this urbanized watershed.

- g. **Permit Review**—No comments were provided on the subject application.
- h. **Special Projects**—In an email dated June 29, 2023 (Walker to Lockhart), no comments were noted for the subject application.
- i. **Prince George's County Fire/EMS Department**—In an email dated December 28, 2023 (Reilly to Lockhart), no comments were noted for the subject application.
- j. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated December 28, 2023 (Branch to Lockhart), the following comments were provided:

- (1) The 2018 Water and Sewer Plan designates Parcels 20, 21, 45, and 90 in Water and Sewer Category 4, inside the Sewer Envelope, in the Growth Tier, and within Tier 1 and Tier 2 under the Sustainable Growth Act, approved and planned for public sewer service.
    - (2) Category 3, obtained via the Administrative Amendment process must be obtained before recordation of a final plat. Please contact the Water and Sewer Plan Administrator, DPIE, for further information and instructions.
    - (3) Water lines in Steed Road and Piscataway Road abut the parcels. A sewer line in Steed Road at Ethan Thomas Drive is within 1,100 feet of Parcel 45. Water and sewer line extensions are required to service any proposed subdivision for mixed use and must be approved by the Washington Suburban Sanitary Commission before recordation of a final plat.
  - k. **Prince George's County Department of Public Works and Transportation (DPW&T)**—In an email dated September 15, 2023 (Erv to Lockhart), a recommendation was provided stating that Steed Road will benefit more from safety enhancements (determined by DPW&T) that can be applied throughout the corridor as part of DPW&T's Capital Improvement Program, instead of standard ultimate roadway frontage improvements.
  - l. **Maryland State Highway Administration (SHA)**—No comments were provided on the subject application.
  - m. **Washington Suburban Sanitary Commission (WSSC)**—No comments were provided on the subject application.
9. **Community Feedback:** A pre-application neighborhood meeting was held for the subject application on April 12, 2023, attended by 57 individuals. The applicant's written summary is part of the record of this case and includes a sign-in sheet, an agenda, and a PowerPoint presentation for the project. At the meeting, the application type, the project overview, the development unit mix, and the PD zone purposes were discussed. In addition to the above community feedback, the applicant created the Hyde Landing Community Stakeholder working group. This group is made up of various community leaders from the local area and nearby communities/organizations (e.g., District 5 Coffee Club, Hillentrae Estates, Pennyton Estates, Steeds Glenn, Winbrook, and Tree of Life Christian Ministries). The group includes a total of 12 representatives. A list of community outreach meetings and materials related to those meetings are included in the record.

Also included in the record is the applicant's October 19, 2023 response to concerns and questions raised by The Greater Piscataway Alliance, Inc., Steed's Glenn Community, Hillantrae Estates HOA, and Michael and Venetia Brown. The Prince George's County Planning Department received written correspondence from the community concerning The Prince George's County Planning Department

### **The Planning Board's Response**

The PD-ZMA process is the first stage for this proposed development and the final determination will be within the authority of the County Council, sitting as the District Council. If the District Council approves this application, the next stage within the development review process is the PPS. In addition to testimony received from the applicant concerning the mix of uses, the Planning Board notes that environmental impacts will be subject to review and compliance under subsequent development applications and the adequacy of public facilities including, but not limited to, the existing transportation network in and near the development project will be evaluated during the PPS process. A traffic impact study must be submitted during this stage of the project. These studies evaluate the adequacy of roadways and intersections and if these are found to be inadequate, then transportation improvements must be proposed to mitigate the inadequate conditions. These improvements result in conditions of approval that must be met by the development during the permitting stage. Four agencies review the traffic impact study, including the Maryland-National Capital Park and Planning Commission, SHA, DPIE, and DPW&T during the PPS process. In addition, proposed public benefit improvements recommended by the Planning Board with this application will also address transportation issues.

10. **Public Hearing:** At the public hearing held on February 15, 2024, the Planning Board heard presentations and testimony on the subject application. There were 13 registered speakers, not including the applicant's team. Eight out of the thirteen speakers were in attendance at the hearing. Two speakers were in support, and six speakers were in opposition to the development. Concerns included traffic impacts, infrastructure needs, crime rates, school capacity, property values, lack of single-family detached homes, stormwater management, and emergency response times.

After the public hearing was closed, the Planning Board went into deliberation. At the appropriate stage of development, the Board would like the applicant to consider additional buffering from roadways, include water facilities in the dog park, and provide arts and cultural heritage elements throughout the development.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and recommends to the District Council for Prince George's County, Maryland that the above-noted application be APPROVED, subject to the following conditions and consideration:

1. Prior to certification of this zoning map amendment, the applicant shall provide the following:
  - a. All bearings and distances shall be clearly shown on the basic plan and shall be consistent with the legal descriptions of the subject property.
  - b. Revise the basic plan to show the two vehicular access points into development Pod H.
  - c. Revise the site statistics table on the basic plan's Open Space Set-Aside Exhibit, to match the site statistic table on the approved natural resources inventory.

- d. A note shall be added to the basic plan which states:

“The solar collections facilities are shown hereon for informational purposes and are not subject to this zoning map amendment (ZMA). The applicant shall include these facilities in a subsequent application for mandatory referral. Revisions to the solar collection facilities shown hereon shall not require amendments to this ZMA-2022-005.”
  - e. Revise the basic plan’s Development Standards table to note the development standards, as provided in Finding 5.
  - f. Revise the basic plan to remove the multifamily use type from Pod B and replace it with single-family attached and/or two-family dwellings, and adjust the development charts accordingly to total 1,288 dwelling units.
2. At the time of acceptance of the preliminary plan of subdivision application, the applicant shall provide the following:
- a. A Phase I noise study prepared and signed by a professional engineer.
  - b. A soils study shall be submitted. The study shall clearly define the limits of past excavation and indicate all areas where fill has been placed. All fill areas shall include borings, test pits, and logs of the materials found. Borings and test pits in fill areas shall be deep enough to reach undisturbed ground.
3. In conformance with section 27-4105 of the Prince George’s County Zoning Ordinance, the following public benefits shall be provided:
- a. At the time of the final plat of subdivision, approximately 100 acres of the Tinkers Creek Watershed Stream Valley and adjacent forested areas (woodland conservation areas), as further depicted on the applicant’s exhibit titled “Conceptual Park Conveyance Areas,” shall be conveyed to the Prince George’s County Department of Parks and Recreation as parkland.
  - b. Bike/pedestrian connectivity via a system of trails and sidewalks (in excess of approximately 6,000 linear feet) shall be demonstrated at the time of preliminary plan of subdivision.
  - c. The following road improvements, at a minimum, shall be demonstrated at the time of preliminary plan of subdivision and part of the certificate of adequacy analysis, subject to approval by the applicable operating agency:
    - (1) A pro-rata CIP contribution of \$2,485,483 to the CIP project at MD 223 (Piscataway Road) and Old Branch Avenue/Brandywine Road (CIP 4.66.0052).

- (2) A pro-rata contribution of developer funding to the South County Roadway Improvements CIP (4.66.0050). In lieu of the actual contribution, the applicant proposes to construct intersection capacity improvements at MD 223 (Piscataway Road) and Steed Road, including an additional through lane each direction along MD 223.
  - (3) Construction of a two-way left turn lane at MD 223 (Piscataway Road) and Miller Farms, and at MD 223 and Tippet Road. This will improve capacity and operations along MD 223 by creating separate left turn lanes, rather than vehicles queuing in the through lane, as currently exists.
  - (4) Provide necessary turning lanes at site access points, as required by the operating agencies.
  - (5) Provide a shared-use path along the property frontage of MD 223 (Piscataway Road). This will be set back from MD 223 to enhance pedestrian and bike safety.
  - (6) Provide bike lanes along MD 223 (Piscataway Road).
  - (7) Frontage improvements will be provided along Steed Road, as required by the County Road Code. The extent and details of these improvements will be coordinated and subject to final approval by the Prince George's County Department of Permitting, Inspection and Enforcement (DPIE) in the permitting stage, but the applicant anticipates construction of one-half of the section of the collector road along the property frontage, along with left turn lanes at site access points, as required by DPIE. This will create capacity along Steed Road and ensure the queuing and spillback do not extend beyond the improved area.
- d. A community center or meeting facility with incorporation of training, educational opportunities, or social services shall be included as part of the recreational facilities shall be demonstrated at the time of preliminary plan of subdivision.
  - e. Streetscape improvements shall be provided at the time of detailed site plan, subject to the approval of the Urban Design Section of the Development Review Division of the Prince George's County Planning Department.
  - f. Superior urban design, architecture, and landscaping shall be provided at the time of detailed site plan, subject to the approval of the Urban Design Section the Development Review Division of the Prince George's County Planning Department.
  - g. A wayfinding signage package shall be provided at the time of detailed site plan, subject to the approval of the Urban Design Section of the Development Review Division of the Prince George's County Planning Department.



4. At the time of preliminary plan of subdivision, a Type 1 tree conservation plan shall be submitted that accounts for the woodland conservation requirements on-site, for clearing that takes place on-site. Any off-site penalties necessary for development of this site shall be met following the priorities outlined in Section 25-122 of the Prince George's County Code.
5. At the time of detailed site plan, the applicant shall incorporate a dog park and dog waste facilities throughout the development, where feasible.
6. At the time of detailed site plan, the applicant shall incorporate electrical vehicle charging stations within the commercial development pods.
7. Prior to approval of final plats, the decommissioning procedures to ensure that the airport will no longer be active and licensed for public use shall be complete. The applicant shall provide official correspondence from the Maryland Aviation Administration that the airport is no longer licensed for public aviation use.

**Consideration:**

1. The applicant should incorporate single-family detached dwelling units on the basic plan. If provided, the detached units should be located on the perimeter of the development and the development standards table should also include single-family detached dwelling type standards.

\* \* \* \* \*

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, Doerner, and Shapiro voting in favor of the motion at its regular meeting held on Thursday, February 15, 2024, in Largo, Maryland.

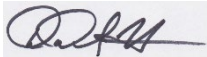
Adopted by the Prince George's County Planning Board this 7th day of March 2024.

Peter A. Shapiro  
Chairman

By Jessica Jones  
Planning Board Administrator

PAS:JJ:DL:rpg

APPROVED AS TO LEGAL SUFFICIENCY

A handwritten signature in dark ink, appearing to read "D. Warner", is written over a light gray rectangular background.

David S. Warner  
M-NCPPC Legal Department  
Date: March 5, 2024