

**DISTRICT COUNCIL FOR PRINCE GEORGE'S COUNTY, MARYLAND
OFFICE OF THE ZONING HEARING EXAMINER**

**ZONING MAP AMENDMENT
ZMA-2022-005**

CORRECTED DECISION

Application:	LCD to R-PD Zone
Applicant:	Hyde Field Acquisition, LLC
Opposition:	Dominick Camp, et.al
Hearing Date:	July 30, 2024
Decision Date:	October 10, 2024
Hearing Examiner:	Joyce B. Nichols
Recommendation:	Approval w/conditions

NATURE OF REQUEST

- (1) ZMA-2022-005 is a request for the rezoning of approximately 425.45 acres of land in the LCD (Legacy Comprehensive Design) Zone to the R-PD (Residential Planned Development) Zone for the development of a maximum of 1,283 single-family attached and two-family dwelling units. The Subject Property is located on the Northwest side of Piscataway Road, also identified as 10051 Piscataway Road, 10625 Piscataway Road, 10651 Piscataway Road, Clinton, Maryland.
- (2) The Technical Staff and the PGCPB (Planning Board) recommended approval of this Application (Exhibits 7 and 9c).
- (3) Dominick Camp and James Riley appeared in opposition to the request.

FINDINGS OF FACT

Subject Property

- (1) 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.

History

(2) 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. 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.

Neighborhood and Surrounding Uses

(3) 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:

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

General and Master Plan Recommendations

(4) 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.

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.

Applicant’s Request

(5) 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
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Development Data Summary

(6) This Planned development request also includes design guidelines governing the development of this project, including minimum development standards to be established with the Basic Plan.

Development Standards*	Single-Family Attached Dwellings	Two-Family Attached Dwellings
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.

*A condition has been included herein, requiring the Applicant to revise the Basic Plan to include the development standards, as detailed above.

Opposition

(7) Mr. Camp and Mr. James Riley testified as to their concerns regarding the current traffic situations in the area of the Subject Property.

APPLICABLE LAW

(1) Section 27-4301 (d)(1)(A)-(O) requires, in pertinent part, that the Basic Plan: establish a statement of Planning and development goals that is consistent with the General Plan, applicable Master or Sector Plan, and the purposes of the PD Zone; establish the specific principal, accessory, and temporary uses to be permitted, consistent with the purposes/standards, etc., of

the PD Zone, the specific standards identified in the PD Basic Plan, and the Use Tables in Part 5 of the Zoning Ordinance; establish the general location of each development area in the zone, its acreage, types and mix of land uses, number of residential uses by type, and residential density consistent with the general purposes and specific requirements of the PD Zone; establish the dimensional standards of the PD Zone consistent with the other requirements of the Zone and its purposes; where relevant, establish standards and requirements that ensure development on the periphery be compatible with the adjacent existing or approved development; establish the general amount, location and type of open space consistent with the purposes of the zone; identify the general location of environmentally sensitive lands, resource lands, wildlife habitat, waterway corridors, and ensure protection thereof consistent with the purposes of the zone and the requirements of Subtitle 27; identify onsite and adjacent historic sites and districts and archeological/cultural resources; identify onsite pedestrian/bicycle/transportation circulation systems and how they connect with off-site systems in ways consistent with the purposes of the zone and with the requirements of Subtitle 27; identify the general location of on-site potable water and wastewater facilities, and on-site storm drainage facilities, and how they connect to existing and Planned County and regional systems in a manner consistent with the purposes of the zone and the requirements of Subtitle 27; identify the general location and layout of all other on or off-site public facilities serving the development and how they are consistent with the purposes of the individual PD Zone; establish provisions as to how transportation, potable water, wastewater, stormwater management, and other public facilities will be provided to accommodate the proposed development; and, establish the development standards for the site in accordance with Section 27-4301(d)(2) of the Zoning Ordinance.

(2) The District Council may not approve the instant request unless Applicant presents sufficient credible evidence that the following strictures found in Sections 27-1300, 3602 (b)(7) and (c), 4301, and 4302, and applicable provisions of Part 6 of the Zoning Ordinance are satisfied. These Sections provide, in relevant part, as follows:

(A) Sec. 27-1300

General Purpose and Intent

The purposes of the Zoning Ordinance are to:

- (a) *Protect and promote the health, safety, morals, comfort, convenience, and welfare of the present and future inhabitants of the County;*
- (b) *Implement the General Plan, Area Master Plans, Sector Plans, and Functional Master Plans;*
- (c) *Promote the conservation, creation, and expansion of communities that will be developed with adequate public facilities and services;*
- (d) *Guide the orderly growth and development of the County, while recognizing the needs of agriculture, housing, industry, and business;*
- (e) *Support pedestrian-friendly, higher-intensity, mixed-use development in the appropriate locations, including support and emphasis upon a framework for multi-modal forms of mobility for pedestrians, bicyclists, transit users, and motorists;*

- (f) *Support redevelopment and infill development within established areas of the County;*
- (g) *Provide adequate light, air, and privacy;*
- (h) *Encourage economic development activities that provide desirable employment and a broad, protected tax base;*
- (i) *Ensure a high level of quality development in general, for the benefit of all citizens and residents, throughout the County;*
- (j) *Promote the most beneficial relationship between the uses of land and buildings and protect landowners from adverse impacts of adjoining development;*
- (k) *Protect the established character of residential communities and neighborhoods;*
- (l) *Protect the County from fire, flood, panic, and other dangers;*
- (m) *Provide sound, sanitary housing in a suitable and healthy living environment within the economic reach of all County residents;*
- (n) *Prevent the overcrowding of land;*
- (o) *Protect the rural character of the County in designated, appropriate locations;*
- (p) *Ensure the provision of open space to protect scenic beauty and the natural features of the County, as well as provide adequate recreational space;*
- (q) *Protect against undue noise, and air and water pollution, and to encourage the preservation of stream valleys, steep slopes, lands of natural beauty, dense forests, scenic vistas, and other similar features; and*
- (r) *Protect and conserve the agricultural industry and natural resources.*

(B) 27-3602

Planned Development (PD) Zoning Map Amendment

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b. Planned Development (PD) Zoning Map Amendment Procedure

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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;*
- (ii) *The need and justification for the PD zone;*
- (iii) *The effect of the PD zone, if any, on the land subject to the proposed PD and on surrounding neighborhoods; and*
- (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.*

(B) After the receipt of the Planning Board’s recommendation, the ZHE shall hear the case at a public hearing and make a recommendation. The ZHE shall issue its decision not more than one hundred (100) days after the date of its last hearing on the Application. The ZHE shall, following the ZHE’s Rules of Procedure, consider the original Application, relevant support materials, the Technical Staff Report, the Planning Board’s recommendation, the Applicant’s and any party of record’s testimony and materials (if appropriate), and any public comments, as appropriate. At the conclusion of the hearing, the ZHE shall make a recommendation on the Application in accordance with Section 27-3602(c), Planned Development (PD) Decision Standards.

(C) After the hearing is concluded, the ZHE shall prepare and serve upon all persons of record a written decision containing specific findings of basic facts, conclusions of law, and a recommended decision.

* * * * *

(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;*
- (2) *Meets the purposes of the proposed PD zone;*
- (3) *Satisfies all applicable standards of the proposed PD zone; and*
- (4) *Will not adversely impact the surrounding properties.*

(C) 27-4301*General Provisions for All Planned Development Zones*

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(s) 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 resulting in a project superior to what would result from compliance with Base zones 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;*
- (2) *Allowing greater freedom and flexibility in selecting:*
 - (A) *The form and design of development;*
 - (B) *The ways by which pedestrians, bicyclists, transit users, and motorists circulate;*
 - (C) *The location and design of the development respective and protective of the natural features of the land and the environment;*
 - (D) *The location and integration of open space and civic space into the development; and*
 - (E) *Design amenities.*
- (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;*
- (4) *Allowing more efficient use of land, with coordinated and right-sized networks of streets and utilities;*
- (5) *Promoting development forms and patterns that respect the character of established surrounding neighborhoods and other types of land uses;*
- (6) *Improving community services and facilities and enhancing functionality of vehicular access and circulation; and*
- (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.*
- (8) *Providing public benefits to further protect and advance the public health, safety, welfare, and convenience.*

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(t) Classification of Planned Development Zones

Land shall be classified into a PD zone only in accordance with the procedures and requirements set forth in Section 27-3602, Planned Development (PD) Zoning Map Amendment.

(u) Organization of Planned Development Zone Regulations

Section 27-4301(d), General Standards for All Planned Development Zones, sets out general standards applicable to all types of PD zones. Section 27-4302 through Section 27-4304 sets out for each of the different types of PD zones, a purpose statement, a list of the types of form, intensity, dimensional, development, and design standards to be applied as part of the PD Basic Plan and PD Conditions of Approval, and references to applicable use and other standards.

(v) 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

The PD Basic Plan shall:

- (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;*
- (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;*
- (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;

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

- (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;*
- (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;*
- (N)** *Establish provisions addressing how transportation, potable water, wastewater, stormwater management, and other public facilities will be provided to accommodate the proposed development;*
- (O)** *Establish the development standards that will be applied to development in accordance with Section 27-4301(d)(2), Development Standards.*
- (P)** *Include specific public benefits and project amenities in accordance with Section 27-4301(d)(3).*

(2) Development Standards

The development standards in PART 27-6: Development Standards and the Landscape Manual, shall apply to all development in each PD zone. Development standards (but not the Landscape Manual; modifications to the Landscape Manual may only be made pursuant to Alternative Compliance or a major departure) may be modified as indicated in Table 27-4301(d)(2): Modification of Development Standards, if consistent with the relevant Area Master Plan or Sector Plan, the purposes and requirements of the individual PD zone, and any other applicable requirements of this Ordinance. To the extent a standard in PART 27-6: Development Standards, conflicts with a standard in Section 27-4302, Residential Planned Development Zones; Section 27-4303, Transit-Oriented/Activity Center Planned Development Zones; or Section 27-4304, Other Planned Development Zones, the standard in Section 27-4302, Section 27-4303, or Section 27-4304 shall apply. [Table omitted]

(3) Public Benefits

- (A) *Public benefits are superior features in a Planned Development zone that benefit the surrounding neighborhood, or the public in general, to a significantly greater extent than would likely result from development of the site under a Base zone.*
- (B) *All public benefits shall meet the following criteria:*
- (i) *Benefits shall be tangible and quantifiable items;*
 - (ii) *Benefits shall be measurable and able to be completed or arranged prior to issuance of the first certificate of use and occupancy;*
 - (iii) *Benefits must primarily benefit the surrounding neighborhood or service a critical Countywide need; and*
 - (iv) *Benefits must significantly exceed applicable standards in [PART 27-6: Development Standards](#).*
- (C) *Public benefits may be exhibited in one or more of the following ways:*
- (i) *Urban design and architecture superior to the high baseline expectation set by this Ordinance, including but not limited to high-quality materials and embellishments on all facades of all buildings, unique and/or signature architectural forms, innovative urban design relationships and placemaking, and demonstrated commitment to superior quality;*
 - (ii) *Superior landscaping;*
 - (iii) *Creation and/or preservation of open spaces;*
 - (iv) *Site planning demonstrating efficient and economical land utilization;*
 - (v) *Commemorative works and/or provision of public art;*
 - (vi) *Adaptive reuse of historic sites or resources;*
 - (vii) *Provision of affordable housing options;*
 - (viii) *Provision of employment and/or training opportunities;*
 - (ix) *Incorporation of social services and facilities, including, but not limited to, space dedicated for child or adult day care facilities and/or elderly care facilities available to the general public;*
 - (x) *Dedicated building space for uses to benefit the public, including, but not limited to, community educational or social development, promotion of the arts or similar programs, and/or business incubation;*
 - (xi) *Sustainable and environmental benefits to the extent they exceed the standards otherwise required by the County Code, including, but not limited to:*
 - (aa) *Stormwater runoff controls in excess of those required by Subtitle 32 of the County Code and any other County stormwater management regulation;*
 - (bb) *Incorporation of environmental site design and other natural design techniques to store, infiltrate, evaporate, treat, and retain runoff in close proximity to where runoff is generated; and/or*

- (cc) *Gardens, urban farms, or other on-site food production through permanent and viable growing space and/or structures.*
 - (xii) *Enhanced streetscape design and maintenance provisions;*
 - (xiii) *Outdoor children's play areas open to the general public and designed to provide safe, active recreation;*
 - (xiv) *Multimodal transportation improvements, including, but not limited to, electric vehicle charging stations, the location and funding of bike share stations, commuter services (such as guaranteed ride home services or information on bicycle and car share programs), the construction and maintenance of buffered/separated bike lanes, provision of comprehensive wayfinding signage, provision and maintenance of bus shelters and smart signage, etc.; and*
 - (xv) *Other public benefits and project amenities that substantially advance the policies, goals, and objectives of the General Plan or the applicable Area Master Plan, Sector Plan, or Functional Master Plans.*
- (4) PD Conditions of Approval
- (A) *The PD Conditions of Approval shall include, but not be limited to:*
 - (i) *Conditions related to approval of the Application for the PD zone classification;*
 - (ii) *Conditions related to the approval of the PD Basic Plan, including any conditions related to the form and design of development shown in the PD Basic Plan;*
 - (iii) *Provisions addressing how public facilities (transportation, potable water, wastewater, stormwater management, and other public facilities) will be provided to accommodate the proposed development, in accordance with any Certificate of Adequacy required under Subtitle 24: Subdivision Regulations. The provisions shall include but not be limited to:*
 - aa. Recognition that the Applicant/landowner will be responsible to design and construct or install required and proposed on-site and off-site public facilities in compliance with applicable municipal, County, State, and Federal regulations; and/or*
 - bb. The responsibility of the Applicant/landowner to dedicate to the public the rights-of-way and easements necessary for the construction or installation of required and proposed on-site public facilities in compliance with applicable municipal, County, State, and Federal regulations.*
 - (iv) *Provisions related to environmental protection and monitoring (e.g., restoration of mitigation measures, annual inspection reports);*

(v) Identification of community benefits and amenities that will be provided to compensate for the added development flexibility afforded by the PD zone;

(vi) Identification of minor deviations not materially affecting the PD zone's basic concept or the designated general use of the land within the zone, that may be approved by the Planning Director in accordance with Section 27-3602(b)(11)(G), Minor Deviations; and

(vii) Any other provisions the District Council determines are relevant and necessary to the development of the Planned development.

(B) All Conditions of Approval shall be related in both type and amount to the anticipated impacts of the proposed development on the public and surrounding lands.

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(D) 27-4302

Residential Planned Development Zone

(a) Residential Planned Development (R-PD) Zone

1. Purposes

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;
- (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;
- (C) To preserve and support well-integrated open spaces and recreation facilities for the use of the residents of the Planned residential community;
- (D) To ensure that the Planned residential community is developed in a manner that does not adversely impact the surrounding communities; and
- (E) To ensure the Planned residential community respects the topographic and other environmental characteristics of the site on which it is located.

2. Use Standards

The specific principal, accessory, and temporary uses allowed in an individual R-PD Zone shall be established in the PD Basic Plan (see Section 27-4301(d), General Standards for All Planned Development Zones). Uses shall be consistent with the applicable Area Master Plan or Sector Plan, and the purposes of the R-PD zone.

3. Intensity and Dimensional Standards (1)		
Standard (1)		
Density, min. (du/net lot areas)	All Uses	1.00
Density, max. (du/net lot area)	To be established in PD Basic Plan (see Section 27-4301(d))	
Net lot area, min. (sf)		
Lot width, min. (ft.)		
Lot coverage, max. (% of net lot area)		
Front yard depth, min. (ft.)		
Side yard depth, min. (ft.)		
Rear yard depth, min. (ft.)		
Principal structure height, max. (ft.)		
<p>NOTES: sf = square feet; ft. = feet; du = dwelling unit; ac = acre</p> <p>1. See measurement rules and allowed exceptions in Section 27-2200, Measurement and Exceptions of Intensity and Dimensional Standards.</p>		
4. Other Standards		
Minimum Area Threshold	The minimum area for an R-PD zone is:	<ul style="list-style-type: none"> • 20 gross acres if the proposed gross density is less than 5 units an acre • 10 gross acres if the gross density is 5 to 8 units an acre • 5 gross acres if the gross density is greater than 8 units an acre
Location Standards	An R-PD Zone shall only be approved if the Property is located in a Residential base zone, the LMXC Zone, or the LCD Zone.	
Street Access	Each lot and attached unit in the development shall have direct access to a street.	

(3) Section 27-6104 identifies the development standards that apply to certain development within the County. This Section includes a Table that states that the “construction of a new single-family detached, single-family attached, or two-family dwelling” must address the design standards in Sections 27-6300 (Off street parking and loading standards), 27-6500 (landscaping standards), 27-6600 (fence and wall standards), 27-6700 (exterior lighting), 27-6800 (environmental protection and noise control standards), 27-61200 (Neighborhood compatibility standards), 27-61500 (signage standards), and 27-61600 (green building standards). Construction of new townhouses are subject to all of the preceding standards and to those found in Sections 27-6200 (roadway access mobility, and circulation standards), 27-6400 (open space set asides), 27-6903 (multifamily, townhouse, and three-family standards), and 27-61200 (neighborhood compatibility standards). However, Table 27-6104 (Applicability of Development Standards), expressly notes “[w] here the general standards within this [Part] conflict with specific use standards specified in this Subtitle, the standards applicable to the specific use shall

apply¹. Section 27-6105 (Timing of Review), provides that the PD Basic Plan may amend many of the development standards within Part 6 to set new design standards, subject to the approval of the District Council. The Basic Plan may not amend the requirement to meet the Neighborhood Compatibility Standards and the Green Building Standards.

CONCLUSIONS OF LAW

(1) 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.

(2) 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.

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

The site is currently zoned LCD. Prior to the CMA, two Basic Plans (A10009 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:

¹ Sections 27-61300 (agricultural compatibility standards) and 27-61403 (urban agriculture compatibility) are inapplicable as there are no existing agricultural or urban agriculture uses in the area of the site.

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.

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.

- 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.

(3) 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).

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 proposed 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 proposed Basic Plan.

The Green Infrastructure Plan includes several policies and strategies that are met with the proposed 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 provides how the proposed development meets the specific purposes of the R-PD Zone and Section 27-4302(a)(1).

(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 proposed 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, the LMXC Zone, or the LCD 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 Detailed Site Plan. 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 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 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. Finally, the R-PD Zone is allowed if the property was in the LCD Zone.

Based on the foregoing and the similarities between the LCD (R-S and L-A-C) base zone and R-PD Zone, 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 appropriate.

Finally, 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 or, in this case, the LCD Zone. The LCD Zone is 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 the Application meets the location standards for the R-PD Zone since the property is in the LCD 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. 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 reduces the commercial development to 60,000 square feet. Thus, expected amounts 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. 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, two-family attached, and multifamily dwellings. The proposed intensity is also well below the maximum intensity of the previously approved commercial area, resulting in a reduction of at least 210,000 square feet. The Transportation Review Guidelines establishes the procedures for evaluating rezoning applications. Specifically, the Guidelines provide that the traffic impacts of the proposed rezoning should be evaluated in consideration of the density/intensity that would be allowed under the current zone (i.e., the Base Case Scenario) compared to the density/intensity allowed under the proposed zone (i.e., the Base Case Plus Rezoning Scenario). Under the Base Case Scenario (i.e., the current zoning and density/intensity allowed), 2,060 residential dwelling units and 270,000 square feet of commercial was analyzed. These uses would generate a total of 1,606 AM peak hour trips and 2,369 PM peak hour trips on the road network. Under the Base Case Plus Rezoning Scenario (i.e., the proposed R-PD Zone and proposed

density/intensity), 1,288 residential dwelling units plus approximately 60,000 square feet of commercial retail space was analyzed. These uses would generate a total of 962 AM peak hour trips and 1,218 PM peak hour trips on the road network.

The Guidelines then recommend a comparison of the Base Case Scenario versus the Base Case Plus Rezoning Scenario to determine if the rezoning would have an adverse impact on the roads and/or necessitate a change to the Master Plan of Transportation. The comparison of these two scenarios reveals that the approval of the requested rezoning would yield a substantial reduction in the allowable density and traffic impacts associated with the development. More specifically, the rezoning will result in a 40% reduction in the AM peak hour and a 49% reduction in the PM peak hour of the volume of traffic that could otherwise be generated by the development of this property based on the previously approved zoning/basic plans.

Notwithstanding, and in response to the concerns regarding mobility and increased traffic congestion, additional public benefits, in the form of road improvements are proposed. These improvements are anticipated as a result of the Adequate Public Facilities assessment and will be further vetted and at the time of the Preliminary Plan of Subdivision and included in the Certificate of Adequacy (ADQ). 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, 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.

(4) 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.

At the Subdivision and Development Review Committee meeting on July 21, 2023, the Applicant's team was provided a list of suggested public benefits that will assist in mitigating the 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 provide 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 transportation benefits offered by the Applicant, in support of the Planned development, are 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 at the appropriate stage of development. The public benefits selected by the Applicant are, 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 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 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 less 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 to 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 contributions will be further vetted during the Preliminary Plan of Subdivision and analyzed with Adequate Public Facilities review, subject to approval of the applicable operating agencies, they have been provided as Conditions pursuant to Sections 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.



Map 1: Location of Proposed Improvements

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 ADQ stage of development.

Bike/Pedestrian Connectivity

In addition to frontage improvements, BPIS, and Master Plan 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, 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, with the exception of the bicycle lane along Piscataway Road, 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 Detailed Site Plan.

(5) 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 resulting in a project superior to what would result from compliance with Base zones 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, multifamily, 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.

The Basic Plan provides 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 resulting in a project superior to what would result from compliance with Base zones.

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

(8) Providing public benefits to further protect and advance the public health, safety, welfare, and convenience.

The Applicant's team was provided a list of suggested public benefits that will assist in mitigating the 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 provide 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 transportation benefits offered by the Applicant, in support of the Planned development, are only for bike, pedestrian, and streetscape improvements. In consideration of the 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. In addition, the Basic Plan includes additional public benefits in the form of infrastructure for EV; innovative water quality improvements/design; consolidation of open space and pocket parks; and improved connections/trailheads to existing and proposed development improvements.

(6) 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;**

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 Master Plan 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 Master Plan 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, two family unit.

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 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:

- (1) 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.
- (2) 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, resources, 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 Detailed Site Plan.

(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 Master Plan 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.

- (P) Include specific public benefits and project amenities in accordance with Section 27-4301(d)(3).**

The Basic Plan includes public benefits and project amenities that will be fully detailed and evaluated in future stages of the review process, but public benefits are noted in Section 27-4105 above.

(3) Public Benefits

- (A) Public benefits are superior features in a Planned Development zone that benefit the surrounding neighborhood, or the public in general, to a significantly greater extent than would likely result from development of the site under a Base zone.**

The Applicant's team was provided a list of suggested public benefits that will assist in mitigating the 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 provide 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 transportation benefits offered by the Applicant, in support of the Planned development, are only for bike, pedestrian, and streetscape improvements. In consideration of the 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. In addition, the Basic Plan includes additional public benefits in the form of infrastructure for EV; innovative water quality improvements/design; consolidation of open space and pocket parks; and improved connections/trailheads to existing and proposed development improvements. The Basic Plan includes public benefits and project amenities that will be fully detailed and evaluated in future stages of the review process, but public benefits are noted in Section 27-4105 above.

(7) 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.

(8) 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 Detailed Site Plan

(9) 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 of All Planned Development Zones, of the Zoning Ordinance, before approving a PD zone classification, the Prince George’s County

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)) (i) modify the vehicular access for alleys as required in 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 determined that a modification is not required because the Development Standards for Vehicular Access and Circulation, as applied to the design of Preliminary Plans of Subdivision by Section 24-4101(a) do not prohibit alleys from providing primary vehicular access to the single-family attached and two-family attached dwellings proposed in the 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, the subparts have no requirements at all. By comparison, Section 24-4204(b)(1)(E) of Subdivision Regulations specifically provide that in Transit-Oriented/Activity Center Base 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 the 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 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 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 Preliminary Plans of Subdivision concerning Roadway Access, Mobility, and Circulation. (see Row 1, Table 27-4301(d)(2)). As such, the Planning Board found that a modification at the time of PD Basic Plan to modify the minimum lot depth requirements in Section 24-4102(c)(1) is not possible. The Planning Board, however, indicated that it generally supports the proposed design depicted by the Applicant 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 review of the Preliminary Plan of Subdivision.

The proposed development will thus meet the applicable development standards. The following discussion is offered:

(10) 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.

(11) 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 to accommodate the proposed development. At the time of Detailed Site Plan, 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.

(12) 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.

(13) Section 27-6500 Landscaping

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

(14) 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 Detailed Site Plan.

(15) Section 27-6700 Exterior Lighting

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

(16) 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.

(17) 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 Detailed Site Plan.

(18) 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 Detailed Site Plan.

(19) 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 attached or two-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 Detailed Site Plan.

(20) Section 27-61500 Signage

No signage was proposed with the subject Application. Signage proposed in subsequent Application are required to conform to this development standard section.

(21) 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 Detailed Site Plan.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Zoning Hearing Examiner recommends the APPROVAL of Zoning Map Amendment ZMA-2022-005 for Hyde Landing, subject to the following Conditions:

1. 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.
2. 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 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 Applicants "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 ADQ 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.
3. 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 not be met following the priorities outlined in Section 25-122 of the Prince George's County Code.

4. At the time of Detailed Site Plan, the Applicant shall incorporate a dog park and dog waste facilities throughout the development, where feasible.
5. At the time of Detailed Site Plan, the Applicant shall incorporate electrical vehicle charging stations within commercial development pods.
6. 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.

**DISTRICT COUNCIL FOR PRINCE GEORGE'S COUNTY, MARYLAND
OFFICE OF THE ZONING HEARING EXAMINER**

**ZONING MAP AMENDMENT
ZMA-2022-005**

DECISION

Application:	LCD to R-PD Zone
Applicant:	Hyde Field Acquisition, LLC
Opposition:	Dominick Camp, et.al
Hearing Date:	July 30, 2024
Decision Date:	October 8, 2024
Hearing Examiner:	Joyce B. Nichols
Recommendation:	Approval w/conditions

NATURE OF REQUEST

- (1) ZMA-2022-005 is a request for the rezoning of approximately 425.45 acres of land in the LCD (Legacy Comprehensive Design) Zone to the R-PD (Residential Planned Development) Zone for the development of a maximum of 1,283 single-family attached and two-family dwelling units. The Subject Property is located on the Northwest side of Piscataway Road, also identified as 10051 Piscataway Road, 10625 Piscataway Road, 10651 Piscataway Road, Clinton, Maryland.
- (2) The Technical Staff and the PGCPB (Planning Board) recommended approval of this Application (Exhibits 7 and 9c).
- (3) Dominick Camp and James Riley appeared in opposition to the request.

FINDINGS OF FACT

Subject Property

- (1) 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.

History

(2) 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. 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.

Neighborhood and Surrounding Uses

(3) 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:

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

General and Master Plan Recommendations

(4) 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.

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.

Applicant’s Request

(5) 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
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Development Data Summary

(6) This Planned development request also includes design guidelines governing the development of this project, including minimum development standards to be established with the Basic Plan.

Development Standards*	Single-Family Attached Dwellings	Two-Family Attached Dwellings
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.

*A condition has been included herein, requiring the Applicant to revise the Basic Plan to include the development standards, as detailed above.

Opposition

(7) Mr. Camp and Mr. James Riley testified as to their concerns regarding the current traffic situations in the area of the Subject Property.

APPLICABLE LAW

(1) Section 27-4301 (d)(1)(A)-(O) requires, in pertinent part, that the Basic Plan: establish a statement of Planning and development goals that is consistent with the General Plan, applicable Master or Sector Plan, and the purposes of the PD Zone; establish the specific principal, accessory, and temporary uses to be permitted, consistent with the purposes/standards, etc., of

the PD Zone, the specific standards identified in the PD Basic Plan, and the Use Tables in Part 5 of the Zoning Ordinance; establish the general location of each development area in the zone, its acreage, types and mix of land uses, number of residential uses by type, and residential density consistent with the general purposes and specific requirements of the PD Zone; establish the dimensional standards of the PD Zone consistent with the other requirements of the Zone and its purposes; where relevant, establish standards and requirements that ensure development on the periphery be compatible with the adjacent existing or approved development; establish the general amount, location and type of open space consistent with the purposes of the zone; identify the general location of environmentally sensitive lands, resource lands, wildlife habitat, waterway corridors, and ensure protection thereof consistent with the purposes of the zone and the requirements of Subtitle 27; identify onsite and adjacent historic sites and districts and archeological/cultural resources; identify onsite pedestrian/bicycle/transportation circulation systems and how they connect with off-site systems in ways consistent with the purposes of the zone and with the requirements of Subtitle 27; identify the general location of on-site potable water and wastewater facilities, and on-site storm drainage facilities, and how they connect to existing and Planned County and regional systems in a manner consistent with the purposes of the zone and the requirements of Subtitle 27; identify the general location and layout of all other on or off-site public facilities serving the development and how they are consistent with the purposes of the individual PD Zone; establish provisions as to how transportation, potable water, wastewater, stormwater management, and other public facilities will be provided to accommodate the proposed development; and, establish the development standards for the site in accordance with Section 27-4301(d)(2) of the Zoning Ordinance.

(2) The District Council may not approve the instant request unless Applicant presents sufficient credible evidence that the following strictures found in Sections 27-1300, 3602 (b)(7) and (c), 4301, and 4302, and applicable provisions of Part 6 of the Zoning Ordinance are satisfied. These Sections provide, in relevant part, as follows:

(A) Sec. 27-1300

General Purpose and Intent

The purposes of the Zoning Ordinance are to:

- (a) *Protect and promote the health, safety, morals, comfort, convenience, and welfare of the present and future inhabitants of the County;*
- (b) *Implement the General Plan, Area Master Plans, Sector Plans, and Functional Master Plans;*
- (c) *Promote the conservation, creation, and expansion of communities that will be developed with adequate public facilities and services;*
- (d) *Guide the orderly growth and development of the County, while recognizing the needs of agriculture, housing, industry, and business;*
- (e) *Support pedestrian-friendly, higher-intensity, mixed-use development in the appropriate locations, including support and emphasis upon a framework for multi-modal forms of mobility for pedestrians, bicyclists, transit users, and motorists;*

- (f) *Support redevelopment and infill development within established areas of the County;*
- (g) *Provide adequate light, air, and privacy;*
- (h) *Encourage economic development activities that provide desirable employment and a broad, protected tax base;*
- (i) *Ensure a high level of quality development in general, for the benefit of all citizens and residents, throughout the County;*
- (j) *Promote the most beneficial relationship between the uses of land and buildings and protect landowners from adverse impacts of adjoining development;*
- (k) *Protect the established character of residential communities and neighborhoods;*
- (l) *Protect the County from fire, flood, panic, and other dangers;*
- (m) *Provide sound, sanitary housing in a suitable and healthy living environment within the economic reach of all County residents;*
- (n) *Prevent the overcrowding of land;*
- (o) *Protect the rural character of the County in designated, appropriate locations;*
- (p) *Ensure the provision of open space to protect scenic beauty and the natural features of the County, as well as provide adequate recreational space;*
- (q) *Protect against undue noise, and air and water pollution, and to encourage the preservation of stream valleys, steep slopes, lands of natural beauty, dense forests, scenic vistas, and other similar features; and*
- (r) *Protect and conserve the agricultural industry and natural resources.*

(B) 27-3602

Planned Development (PD) Zoning Map Amendment

* * * * *

b. Planned Development (PD) Zoning Map Amendment Procedure

* * * * *

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;*
- (ii) *The need and justification for the PD zone;*
- (iii) *The effect of the PD zone, if any, on the land subject to the proposed PD and on surrounding neighborhoods; and*
- (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.*

(B) After the receipt of the Planning Board’s recommendation, the ZHE shall hear the case at a public hearing and make a recommendation. The ZHE shall issue its decision not more than one hundred (100) days after the date of its last hearing on the Application. The ZHE shall, following the ZHE’s Rules of Procedure, consider the original Application, relevant support materials, the Technical Staff Report, the Planning Board’s recommendation, the Applicant’s and any party of record’s testimony and materials (if appropriate), and any public comments, as appropriate. At the conclusion of the hearing, the ZHE shall make a recommendation on the Application in accordance with Section 27-3602(c), Planned Development (PD) Decision Standards.

(C) After the hearing is concluded, the ZHE shall prepare and serve upon all persons of record a written decision containing specific findings of basic facts, conclusions of law, and a recommended decision.

* * * * *

(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;*
- (2) *Meets the purposes of the proposed PD zone;*
- (3) *Satisfies all applicable standards of the proposed PD zone; and*
- (4) *Will not adversely impact the surrounding properties.*

(C) 27-4301

General Provisions for All Planned Development Zones

* * * * *

(s) 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;*
- (2) Allowing greater freedom and flexibility in selecting:*
 - (A)** *The form and design of development;*
 - (B)** *The ways by which pedestrians, bicyclists, transit users, and motorists circulate;*
 - (C)** *The location and design of the development respective and protective of the natural features of the land and the environment;*
 - (D)** *The location and integration of open space and civic space into the development; and*
 - (E)** *Design amenities.*
- (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;*
- (4) Allowing more efficient use of land, with coordinated and right-sized networks of streets and utilities;*
- (5) Promoting development forms and patterns that respect the character of established surrounding neighborhoods and other types of land uses;*
- (6) Improving community services and facilities and enhancing functionality of vehicular access and circulation; and*
- (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.*

* * * * *

(t) Classification of Planned Development Zones

Land shall be classified into a PD zone only in accordance with the procedures and requirements set forth in Section 27-3602, Planned Development (PD) Zoning Map Amendment.

(u) Organization of Planned Development Zone Regulations

Section 27-4301(d), General Standards for All Planned Development Zones, sets out general standards applicable to all types of PD zones. Section 27-4302 through Section 27-4304 sets out for each of the different types of PD zones, a purpose statement, a list of the types of form, intensity, dimensional, development, and design standards to be applied as part of the PD Basic Plan and PD Conditions of Approval, and references to applicable use and other standards.

(v) 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

The PD Basic Plan shall:

- (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;*
- (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;*
- (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;*

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

- (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;*
- (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;*
- (N) *Establish provisions addressing how transportation, potable water, wastewater, stormwater management, and other public facilities will be provided to accommodate the proposed development;*
- (O) *Establish the development standards that will be applied to development in accordance with Section 27-4301(d)(2), Development Standards.*

(2) Development Standards

The development standards in PART 27-6: Development Standards and the Landscape Manual, shall apply to all development in each PD zone. Development standards (but not the Landscape Manual; modifications to the Landscape Manual may only be made pursuant to Alternative Compliance or a major departure) may be modified as indicated in Table 27-4301(d)(2): Modification of Development Standards, if consistent with the relevant Area Master Plan or Sector Plan, the purposes and requirements of the individual PD zone, and any other applicable requirements of this Ordinance. To the extent a standard in PART 27-6: Development Standards, conflicts with a standard in Section 27-4302, Residential Planned Development Zones; Section 27-4303, Transit-Oriented/Activity Center Planned Development Zones; or Section 27-4304, Other Planned Development Zones, the standard in Section 27-4302, Section 27-4303, or Section 27-4304 shall apply. [Table omitted]

(3) PD Conditions of Approval

- (A) *The PD Conditions of Approval shall include, but not be limited to:*
 - (i) *Conditions related to approval of the Application for the PD zone classification;*
 - (ii) *Conditions related to the approval of the PD Basic Plan,*

including any conditions related to the form and design of development shown in the PD Basic Plan;

(iii) Provisions addressing how public facilities (transportation, potable water, wastewater, stormwater management, and other public facilities) will be provided to accommodate the proposed development, in accordance with any Certificate of Adequacy required under Subtitle 24: Subdivision Regulations. The provisions shall include but not be limited to:

aa. Recognition that the Applicant/landowner will be responsible to design and construct or install required and proposed on-site and off-site public facilities in compliance with applicable municipal, County, State, and Federal regulations; and/or

bb. The responsibility of the Applicant/landowner to dedicate to the public the rights-of-way and easements necessary for the construction or installation of required and proposed on-site public facilities in compliance with applicable municipal, County, State, and Federal regulations.

(iv) Provisions related to environmental protection and monitoring (e.g., restoration of mitigation measures, annual inspection reports);

(v) Identification of community benefits and amenities that will be provided to compensate for the added development flexibility afforded by the PD zone;

(vi) Identification of minor deviations not materially affecting the PD zone's basic concept or the designated general use of the land within the zone, that may be approved by the Planning Director in accordance with Section 27-3602(b)(11)(G), Minor Deviations; and

(vii) Any other provisions the District Council determines are relevant and necessary to the development of the Planned development.

(B) All Conditions of Approval shall be related in both type and amount to the anticipated impacts of the proposed development on the public and surrounding lands.

(D) 27-4302

Residential Planned Development Zone

(a) Residential Planned Development (R-PD) Zone

1. Purposes

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;
- (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;
- (C) To preserve and support well-integrated open spaces and recreation facilities for the use of the residents of the Planned residential community;
- (D) To ensure that the Planned residential community is developed in a manner that does not adversely impact the surrounding communities; and
- (E) To ensure the Planned residential community respects the topographic and other environmental characteristics of the site on which it is located.

2. Use Standards

The specific principal, accessory, and temporary uses allowed in an individual R-PD Zone shall be established in the PD Basic Plan (see Section 27-4301(d), General Standards for All Planned Development Zones). Uses shall be consistent with the applicable Area Master Plan or Sector Plan, and the purposes of the R-PD zone.

3. Intensity and Dimensional Standards (1)		
Standard (1)		
Density, min. (du/net lot areas)	All Uses	1.00
Density, max. (du/net lot area)	To be established in PD Basic Plan (see Section 27-4301(d))	
Net lot area, min. (sf)		
Lot width, min. (ft.)		
Lot coverage, max. (% of net lot area)		
Front yard depth, min. (ft.)		
Side yard depth, min. (ft.)		
Rear yard depth, min. (ft.)		
Principal structure height, max. (ft.)		
<p>NOTES: sf = square feet; ft. = feet; du = dwelling unit; ac = acre</p> <p>1. See measurement rules and allowed exceptions in Section 27-2200, Measurement and Exceptions of Intensity and Dimensional Standards.</p>		
4. Other Standards		
Minimum Area Threshold	The minimum area for an R-PD zone is:	<ul style="list-style-type: none"> • 20 gross acres if the proposed gross density is less than 5 units an acre • 10 gross acres if the gross density is 5 to 8 units an acre • 5 gross acres if the gross density is greater than 8 units an acre
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.	

(3) Section 27-6104 identifies the development standards that apply to certain development within the County. This Section includes a Table that states that the “construction of a new single-family detached, single-family attached, or two-family dwelling” must address the design standards in Sections 27-6300 (Off street parking and loading standards), 27-6500 (landscaping standards), 27-6600 (fence and wall standards), 27-6700 (exterior lighting), 27-6800 (environmental protection and noise control standards), 27-61200 (Neighborhood compatibility standards), 27-61500 (signage standards), and 27-61600 (green building standards). Construction of new townhouses are subject to all of the preceding standards and to those found in Sections 27-6200 (roadway access mobility, and circulation standards), 27-6400 (open space set asides), 27-6903 (multifamily, townhouse, and three-family standards), and 27-61200 (neighborhood compatibility standards). However, Table 27-6104 (Applicability of Development Standards), expressly notes “[w] here the general standards within this [Part] conflict with specific use standards specified in this Subtitle, the standards applicable to the specific use shall

apply¹. Section 27-6105 (Timing of Review), provides that the PD Basic Plan may amend many of the development standards within Part 6 to set new design standards, subject to the approval of the District Council. The Basic Plan may not amend the requirement to meet the Neighborhood Compatibility Standards and the Green Building Standards.

CONCLUSIONS OF LAW

(1) 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.

(2) 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.

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

The site is currently zoned LCD. Prior to the CMA, two Basic Plans (A10009 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:

¹ Sections 27-61300 (agricultural compatibility standards) and 27-61403 (urban agriculture compatibility) are inapplicable as there are no existing agricultural or urban agriculture uses in the area of the site.

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.

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.

- 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.

(3) 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).

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 proposed 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 proposed Basic Plan.

The Green Infrastructure Plan includes several policies and strategies that are met with the proposed 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 provides how the proposed development meets the specific purposes of the R-PD Zone and Section 27-4302(a)(1).

(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 proposed 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 Detailed Site Plan. 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 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 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 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 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 LCD Zone is 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 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. 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 reduces the commercial development to 60,000 square feet. Thus, expected amounts of vehicular trips generated from the proposed rezoning would much lower than under the current zoning, and expected to be less of an impact.

Any adverse 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, 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.

(4) 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.

At the Subdivision and Development Review Committee meeting on July 21, 2023, the Applicant’s team was provided a list of suggested public benefits

that will assist in mitigating the 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 provide 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 transportation benefits offered by the Applicant, in support of the Planned development, are only for bike, pedestrian, and streetscape improvements. In consideration of the significant amount of density proposed to be added to this area, however, Staff 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 at the appropriate stage of development. The public benefits selected by the Applicant are, 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 North 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 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 public benefit.

Road Improvements

As originally submitted, Staff 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 less 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 to 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 contributions will be further vetted during the Preliminary Plan of Subdivision and analyzed with Adequate Public Facilities review, subject to approval of the applicable operating agencies, they have been provided as Conditions pursuant to Sections 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.



Map 1: Location of Proposed Improvements

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 stage of development.

Bike/Pedestrian Connectivity

In addition to frontage improvements, BPIS, and Master Plan 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, 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, with the exception of the bicycle lane along Piscataway Road, 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 Detailed Site Plan.

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

(4) 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.

(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 Master Plan 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 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.

(6) 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;**

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 Master Plan 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 Master Plan 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, two family unit.

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 three housing types of multifamily, 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:

- (1) 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.

- (2) 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 Detailed Site Plan.

- (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 Master Plan 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.

(7) 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.

(8) 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 Detailed Site Plan

(9) 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 of All Planned Development Zones, of the Zoning Ordinance, before approving a PD zone classification, the Prince George's County 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 waive the minimum lot depth requirement as stated in Section 24-4102(c), (i) modify the vehicular access for alleys as required in 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, Staff has determined that a modification is not required because the Development Standards for Vehicular Access and Circulation, as applied to the design of Preliminary Plans of Subdivision by Section 24-4101(a) of vehicular access to the single-family attached and two-family attached dwellings proposed in the 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, the subparts have no requirements at all. By comparison, Section 24-4204(b)(1)(E) of Subdivision Regulations specifically provide that in Transit-Oriented/Activity Center Base 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 the design, but specifically incorporate the "lot

frontage” standard into subsections (b)(1)(B) and (b)(1)(D). For these reasons, Staff 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, Staff 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 Preliminary Plans of Subdivision concerning Roadway Access, Mobility, and Circulation. (see Row 1, Table 27-4301(d)(2)). As such, Staff finds a modification at the time of PD Basic Plan to modify the minimum lot depth requirements in section 24-4102(c)(1) is not possible. Staff, however, generally supports the proposed design depicted below 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 review of the Preliminary Plan of Subdivision.

The proposed development will thus meet the applicable development standards. The following discussion is offered:

(10) 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.

(11) 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 to accommodate the proposed development. At the time of Detailed Site Plan, 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.

(12) 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.

(13) Section 27-6500 Landscaping

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

(14) 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 Detailed Site Plan.

(15) Section 27-6700 Exterior Lighting

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

(16) 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.

(17) 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 Detailed Site Plan.

(18) 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 Detailed Site Plan.

(19) 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 attached or two-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 Detailed Site Plan.

(20) Section 27-61500 Signage

No signage was proposed with the subject Application. Signage proposed in subsequent Application are required to conform to this development standard section.

(21) 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 Detailed Site Pla

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Zoning Hearing Examiner recommends the APPROVAL of Zoning Map Amendment ZMA-2022-005 for Hyde Landing, subject to the following Conditions:

1. 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.
2. 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 subdivision, approximately 100+ acres of the Tinkers Creek Watershed Stream Valley and adjacent forested areas (Woodland Conservation Areas as further depicted on Applicants "Conceptual Park Conveyance Areas") shall be conveyed to the Prince George's County Department of Parks and Recreation as undeveloped 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 ADQ 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 Tippett 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 of 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.
3. At the time of Preliminary Plan of Subdivision, a Type 1 Tree Conservation Plan shall be submitted that accounts for all previous clearing and shall show the provision of all Woodland Conservation requirements on-site.
 4. At the time of Detailed Site Plan, the Applicant shall incorporate dog parks and dog waste facilities throughout the development.
 5. At the time of Detailed Site Plan, the Applicant shall incorporate electrical vehicle charging stations within commercial development pods.
 6. 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.