



March 12, 2026



Hyde Field Acquisition LLC
5265 Westview Drive, Suite 210
Frederick, MD 21703

Re: Notification of Planning Board Action on
Detailed Site Plan DSP-2025-0017
Hyde Landing

Dear Applicant:

This is to advise you that, on **March 5, 2026**, the above-referenced Detailed Site Plan was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to the Prince George's County Planning Board's Rules of Procedure, the Planning Board's decision will become effective 30 calendar days after the date of this notice (**March 12, 2026**) of the Planning Board's decision, unless:

1. Within the 30 days, a written appeal has been filed with the District Council by the applicant or by an aggrieved person that appeared at the hearing before the Planning Board in person, by an attorney, or in writing and the review is expressly authorized in accordance with Section 25-212 of the Land Use Article of the Annotated Code of Maryland; or
2. Within the 30 days, the District Council decides, on its own motion, to review the action of the Planning Board.

(You should be aware that you will have to reactivate any permits pending the outcome of this case. If the approved plans differ from the ones originally submitted with your permit, you are required to amend the permit by submitting copies of the approved plans. For information regarding reactivating permits, you should call the County's Permit Office at 301-636-2050.)

Please direct any future communication or inquiries regarding this matter to Ms. Donna J. Brown, Clerk of the County Council, at 301-952-3600.

Sincerely,
Sherri Conner, Planning Division Chief
Development Review Division

By: *Te-Sheng Huang*
Reviewer

Attachment: PGCPB Resolution No. **2026-009**

cc: Donna J. Brown, Clerk of the County Council
Persons of Record

PGCPB No. 2026-009

File No. DSP-2025-0017

R E S O L U T I O N

WHEREAS, the applicant, Hyde Field Acquisition LLC, submitted an application for approval of a detailed site plan; and

WHEREAS, in consideration of evidence presented at a public hearing on February 12, 2026, regarding Detailed Site Plan DSP-2025-0017 for Hyde Landing, the Planning Board finds:

I. EVALUATION CRITERIA

The subject property is within the Residential Planned Development (R-PD) Zone. This application is being reviewed under the requirements of Section 27-3605(e) of the Prince George's County Zoning Ordinance. The Planning Board has considered the following criteria in reviewing this detailed site plan:

- A. The Prince George's County Zoning Ordinance;
- B. Zoning Map Amendment ZMA-2022-005;
- C. Preliminary Plan of Subdivision PPS-2023-016;
- D. Certificate of Adequacy ADQ-2023-032;
- E. The Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- F. The Prince George's County Tree Canopy Coverage Ordinance;
- G. Referral comments; and
- H. Community feedback.

II. BACKGROUND

- A. **Request:** The subject detailed site plan (DSP) is for infrastructure improvements, including public streets, water, sewer, stormdrain, and stormwater management (SWM) facilities, in support of a mixed-use development consisting of 906 single-family attached dwelling units, 382 two-family dwelling units, and up to 69,000 square feet of commercial development, public utility, and community service uses.

B. Development Data Summary:

	EXISTING	EVALUATED
Zone(s)	R-PD/APAO	R-PD/APAO
Use	Vacant	Infrastructure
Total Gross Acreage	425.46	425.46
Floodplain Acreage	7.26	7.26
Total Net Acreage	418.20	418.20

C. Location: The subject property is located on the northwest side of MD 223 (Piscataway Road), at its intersection with Steed Road.

D. Proposed Uses: The subject DSP is for infrastructure improvements, including public streets, water, sewer, stormdrain, and SWM facilities.

E. Surrounding Uses: The subject property and its surroundings are located in the Aviation Policy Area Overlay (APAO) Zone. It is bound by MD 223 to the southeast, and single-family detached dwellings and vacant land in the Residential, Rural (RR) Zone, a commercial building in the Commercial, General and Office (CGO) Zone, and a church and vacant lands in the Residential Estate (RE) Zone beyond. To the northeast, the property is bound by Steed Road and a residential development in the RE Zone, and vacant land in the Residential Planned Development (R-PD) Zone. To the northwest and southwest, the property is bound by vacant land in the RE Zone.

F. Previous Approvals: Zoning Map Amendment A-9667 was approved by the Prince George’s County District Council on June 4, 1991 (Zoning Ordinance No. 23-1991), to reclassify 458 acres from the Employment and Institutional Area (E-I-A) and Residential-Agricultural (R-A) Zones to the E-I-A Zone.

Special Exception SE-3851 was approved by the District Council on February 23, 1993, to permit surface mining on the subject property. The property has been cleared of the mining operation and remains undeveloped, apart from the decommissioned airport.

Zoning Map Amendments A-10009 and A-10017 were approved by the District Council on September 9, 2009 (Council Resolution CR-61-2009). A-10009 rezoned the property from the prior E-I-A, Residential-Estate (R-E), and Rural Residential (R-R) Zones to the prior Local Activity Center (L-A-C) Zone; and A-10017 rezoned the property from the prior E-I-A, R-E, and R-R Zones to the prior Residential Suburban Development (R-S) Zone. These zoning map amendments 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.

On November 29, 2021, the District Council approved Council Resolution CR-136-2021, the Countywide Map Amendment (CMA), which reclassified the subject property from

the R-S and L-A-C Zones to the Legacy Comprehensive Design (LCD) Zone, effective April 1, 2022.

Zoning Map Amendment ZMA-2022-005 was reviewed by the Prince George's County Planning Board (PGCPB Resolution No. 2024-009) and was approved by the District Council on November 18, 2024 (Zoning Ordinance No. 5-2024), to rezone approximately 425.46 acres of land in the LCD Zone to the R-PD Zone, for development of a maximum of 1,288 single-family attached and two-family dwelling units.

Certificate of Adequacy ADQ-2023-032 was approved by the Prince George's County Planning Director on September 8, 2025. This ADQ is valid for 12 years from the date of its approval, and subject to the additional expiration provisions of Section 24-4503(c)(1)(C) of the Prince George's County Subdivision Regulations.

Preliminary Plan of Subdivision PPS-2023-016 was approved by the Planning Board on October 2, 2025 (PGCPB Resolution No. 2025-075), for 906 lots and 170 parcels in support of development of 906 single-family attached dwelling units, 382 two-family dwelling units, and up to 69,000 square feet of commercial development, public utility, and community service use.

- G. Design Features:** The 425.46-acre subject property contains mapped regulated environmental features (REF) including streams, wetlands, and 100-year floodplain. The topography varies throughout the site, but generally slopes downwards to the north and west through the stream valleys. The site is currently improved with an airport (former Washington Executive Airport) and has been subject to previous sand and gravel mining activities. Both the mining and airfield operations have completely ceased.

The subject DSP includes infrastructure improvement designs for public streets, water, sewer, stormdrain, and SWM facilities, all of which will be essential to further develop the site as a residential community. No development of lots, parcels, or dwelling units is included, at this time.

III. COMPLIANCE WITH APPLICABLE PROVISIONS OF THE ZONING ORDINANCE

A. Section 27-3605(e). Detailed Site Plan Decision Standards

- (1) The proposed development represents a reasonable alternative for satisfying the applicable standards of this Subtitle, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use;**

As provided throughout this resolution, the subject DSP for infrastructure meets the applicable standards or includes reasonable alternatives, where allowed to meet the intended purposes, without causing unreasonable costs.

- (2) **All conditions of approval in any development approvals and permits previously approved for the property have been considered and imposed as necessary to satisfy the applicable standards of this Subtitle;**

The DSP is subject to the conditions of approval of ZMA-2022-005, PPS-2023-016, and ADQ-2023-032. If the application is revised, as conditioned herein, the approved development will comply with all the relevant conditions of approval.

- (3) **The proposed development demonstrates the preservation and/or restoration of the regulated environmental features in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24-4303(D)(5) of Subtitle 24: Subdivision Regulations;**

This site contains REF that are required to be preserved and/or restored to the fullest extent possible under Section 27-6808 of the Zoning Ordinance. The site contains 100-year floodplain and REF, including streams, stream buffers, wetlands, wetland buffers, and steep slopes.

Section 27-6808 refers to Section 24-4303(d)(5) of the Subdivision Regulations, which states: “Where land is located outside the Chesapeake Bay Critical Area Overlay zones, the preliminary plan of subdivision (minor or major) and all plans associated with the application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state, to the fullest extent possible, consistent with the Environmental Technical Manual established in accordance with Subtitle 25: Trees and Vegetation, of the County Code. Any lot with an impact shall demonstrate sufficient net lot area where a net lot area is required in accordance with Subtitle 27: Zoning Ordinance, of the County Code, for the reasonable development of the lot outside the regulated feature.”

Nine impacts to the REF were approved by the Planning Board with PPS-2023-016. This DSP requires the revision of seven of these approved impacts (A through C, E, and G through I) and two new impacts (J and K), as discussed in Finding III.D.3.g. below. Based on the level of design information currently available, the limits of disturbance shown on the Type 2 tree conservation plan (TCP2), and the impact exhibit provided, the REF on the subject property have been preserved and/or restored to the fullest extent possible.

- (4) **Proposed development located within a Planned Development (PD) zone shall be in conformance with the PD Basic Plan and PD Conditions of Approval that apply to that development;**

The approved development is located in a Planned Development zone through the approval of Zoning Map Amendment ZMA-2022-005 and complies with the applicable basic plan and conditions, as discussed in Finding III.E. below.

(5) The proposed development conforms to an approved Tree Conservation Plan, if applicable;

The DSP has a companion TCP2-2025-0053, which the Planning Board recommends be approved, with conditions, as included herein.

(6) The development proposed in a detailed site plan for infrastructure complies with applicable regulations of PART 27-6: Development Standards, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge;

The subject DSP is for infrastructure and complies with applicable regulations of Part 27-6 of the Zoning Ordinance, as discussed in Finding III.D. below.

(7) Places of worship located on a lot between one (1) and two (2) acres in size shall also meet the following standards:

- (A) The minimum setback for all buildings shall be twenty-five (25) feet from each lot line;**
- (B) When possible, there should be no parking or loading spaces located in the front yard; and**
- (C) The maximum allowable lot coverage for the zone in which the use is proposed shall not be.**

The approved development does not include a place of worship. Therefore, this criterion is not applicable.

(8) Notwithstanding any other provision in this Section to the contrary, in determining whether to approve an alteration, extension, or enlargement of a legal conforming building, structure, or use filed in conformance with Section 27-1707(c), the Planning Board shall find that the proposed alteration, extension, or enlargement will benefit the development and will not substantially impair implementation of any applicable area master plan or sector plan.

The approved development does not alter, expand, or enlarge existing structures or uses. Therefore, this criterion is not applicable.

B. Section 27-4302(a). Residential Planned Development (R-PD) Zone

The subject property was found to meet the area and location thresholds for eligibility of R-PD zoning with ZMA-2022-005. The use and intensity and dimensional standards were established with the Planned Development (PD) basic plan.

The subject DSP is for infrastructure only and does not include development of residential lots or parcels. Conformance with the use and intensity and dimensional standards established with the PD basic plan will be further evaluated in future DSPs.

C. Section 27-4402. Policy Area Overlay Zones

The subject property is located within Aviation Policy Area 6. The purpose of the APAO Zone is to establish standards of safety and compatibility for occupants of land in the immediate vicinity of airports, with traffic patterns over land in Prince George's County. The site was previously improved with an airport (formerly the Washington Executive Airport) whose operations have ceased. With the approval of ZMA-2022-005, the decommissioning of this airport will be required prior to approval of the final plats, and 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, also known as Potomac Airport, which is located approximately five miles northwest of the site. Since the subject DSP is for infrastructure only, conformance with all applicable APAO Zone standards will be further evaluated with a full-scale DSP.

D. Part 27-6. Development Standards

The DSP is consistent with the applicable standards in Part 27-6. The following analysis is offered:

1. Section 27-6200—Roadway Access, Mobility, and Circulation

The DSP is in conformance with the applicable standards in Section 27-6200 of the Zoning Ordinance, as follows:

a. Section 27-6202. Consistency with Plans

The design and construction of access and circulation systems associated with this DSP are consistent with the transportation goals, objectives, and actions in the 2014 *Plan Prince George's 2035 Approved General Plan*, the 2009 *Approved Countywide Master Plan of Transportation (MPOT)*, and the 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment* (master plan) addressing transportation.

Master Plan Right-of-Way

The subject property has frontage on MD 223 (Piscataway Road) and

Steed Road. The former is classified as an arterial road, and the latter is classified as a collector road. C-518 transverses the site and is classified as a collector road.

Piscataway Road (A-54): 120-foot ROW

The submitted plan indicates a 64-foot-wide right-of-way dedication measured from the centerline along Piscataway Road. No additional dedication is required.

Steed Road (C-516): 80-foot ROW

The submitted plan indicates a 94-foot-wide and an 83-foot-wide ultimate right-of-way along Steed Road. No additional dedication is required.

C-518: 80-foot ROW

The plan sheets include an 80-foot ultimate right-of-way along the C-518 alignment, identified as Road A. No additional dedication is required.

Master Plan Pedestrian and Bike Facilities

The MPOT recommends the following facilities along the following roadways:

Piscataway Road (A-54): Planned side path and dual route

The MPOT and master plan designate Piscataway Road as a side path and bicycle lane facility, of which both facilities are shown on Sheets 4 through 9. However, the 10-foot-wide shared-use path terminates at the Steed Road intersection. A condition is included herein requiring the applicant to revise the site plan to provide a 10-foot-wide path along the frontage of Piscataway Road, northeast of Steed Road.

Steed Road (C-516): Planned side path, bicycle lane, and dual route

The MPOT and master plan designate Steed Road as a side path and bicycle lane facility, of which both facilities are shown on Sheets 8, 9, 11, 22, 25, and 36 and meet the intent of the master plans and prior conditions.

C-518: Planned shared roadway

The MPOT designates C-518 as a shared roadway facility, which is identified on Sheets 11 through 16 as a 10-foot-wide shared-use path and shared road pavement markings and meets the intent of the master plans and prior conditions.

The Complete Streets element of the MPOT reinforces the need for multimodal transportation and includes the following policies regarding the accommodation of pedestrians and bicyclists (MPOT, pages 9–10):

Policy 1: Provide standard sidewalks along both sides of all new road construction within Developed and Developing Tiers.

Policy 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO Guide for the Development of Bicycle Facilities.

The plan sheets identify 10-foot-wide shared-use paths along the northwest side of Piscataway Road, along the southwest side of Steed Road, and along the northeast side of C-518 (Road A). The plan sheets also identify a 5-foot-wide sidewalk along the northeast side of Steed Road, the southwest side of Road A, and both sides of Roads E and G. In addition, the plan sheets identify bicycle lane facilities along Steed Road and Piscataway Road, and sharrows along Road A. These facilities meet the intent of the policy.

The master plan includes the following goals and policies (page 118):

- **Promote pedestrian and bicycle opportunities as part of a multi-modal transportation network.**
- **Promote and encourage cycling and walking for commuting purposes as an alternative to driving a car.**

The plan sheets identify 10-foot-wide shared-use paths along the northwest side of Piscataway Road, along the southwest side of Steed Road, and along the northwest side of C-518 (Road A). The plan sheets also identify a 5-foot-wide sidewalk along the northeast of Steed Road, southwest of Road A, and both sides of Roads E and G. In addition, the plan sheets identify bicycle lane facilities along Steed Road and Piscataway Road, and sharrows along Road A. These facilities meet the intent of the policy.

- **Promote dual-route facilities along all of the major road transportation corridors.**

The site plan identifies bicycle lanes and shared-use paths along the property frontages of Piscataway Road and Steed Road, and sharrows along Road A, which meets the intent of a dual route facility.

- **Expand and promote hiker/biker/equestrian recreational activities.**

The site plan identifies a 10-foot-wide asphalt trail connection on Sheets 13, 18, 20, 27, 29, 32, 33, 34, and 38 within the site, with intended connections to the adjacent property, and meets the intent of the policy.

b. Section 27-6203. Multimodal Transportation System

Multimodal access and circulation are approved via 5-foot-wide sidewalks along the northeast side of Steed Road, the southeast side of Road A, and both sides of Roads E and G; bicycle lanes along Steed Road and Piscataway Road; shared road pavement markings along C-518 (Road A); and 10-foot-wide shared-use paths along the northwest side of Piscataway Road, along the southwest side of Steed Road, and along the northwest side of C-518 (Road A). Pedestrian crossings will be evaluated with subsequent DSP applications.

c. Section 27-6204. Circulation Plan or Site Plan Required

The site plan demonstrates all vehicular, pedestrian, and bicycle infrastructure throughout the site. A detailed circulation plan will be further evaluated with a full DSP application.

d. Section 27-6206. Vehicular Access and Circulation

27-6206(a): All public streets are classified appropriately.

27-6206(b): All accessways are classified appropriately. The development is served via five access points connecting to public streets, Piscataway Road, and Steed Road. Any planned alleys will be further evaluated with subsequent DSP applications.

27-6206(c): The limited DSP includes two full movements and one right-in/out access point along Piscataway Road, one full movement access point along Steed Road, and internal circulation via public roadways to serve the planned development. Circulation for larger and emergency vehicles will be further evaluated with subsequent DSP applications.

27-6206(d): The limited DSP does not include direct driveway access to Piscataway Road, which is classified as an arterial roadway, or C-518 (Road A) and Steed Road, which are classified as collector roadways. All direct driveway access will be further evaluated with subsequent DSP applications. In addition, no shared driveways are approved.

27-6206(e): At this time, the site is not subject to vehicular cross-access. However, the approved roadway C-518 (Road A) can be a feasible future connection to the adjacent property and will be further evaluated with subsequent DSP applications.

27-6206(f): As demonstrated with PPS-2023-016, the connectivity score of the planned development is 1.86, meeting the minimum 1.5 requirement. This DSP represents infrastructure for only a portion of the street and circulation system for the overall development. The connectivity score will be further evaluated with subsequent DSP applications to ensure the minimum required connectivity score is maintained in accordance with the PPS.

27-6206(g): The subject DSP does not include culs-de-sac or street turnarounds that are within the limits of significant pedestrian generators. However, multimodal infrastructure and a trail system are included to accommodate this requirement and will be further evaluated with a full-scale DSP.

27-6206(h): The site includes the future master-planned collector roadway C-518 (Road A) which is approved to be constructed and facilitate a connection to the adjacent property and meets the intent of this section. This will be further evaluated with a full-scale DSP.

27-6206(i): The internal roadway network is approved to connect to existing roadways, Piscataway Road and Steed Road. These existing streets are extended beyond the subject property and will be improved with frontage infrastructure.

27-6206(j): The subject DSP is for infrastructure only. Any traffic calming measures planned will be further evaluated with subsequent DSP applications.

27-6206(k): The road network, involving mostly private streets, will create an average block length between the 200-foot minimum and 800-foot maximum design criteria for the R-PD Zone, to be further evaluated at the time of a full-scale DSP.

e. Section 27-6207. Pedestrian Access and Circulation

27-6207(a): The subject DSP includes a pedestrian network via 10-foot wide shared-use paths along the northwest side of Piscataway Road, along the southwest side of Steed Road, and along the northwest side of C-518 (Road A). The pedestrian network is also served by a 5-foot-wide sidewalk along the northeast of Steed Road, southeast of Road A, and both sides of Roads E and G, and will be further evaluated at the time of a full-scale DSP.

27-6207(b): The site includes the future master-planned collector roadway C-518 (Road A) which is approved to be constructed and facilitate a shared-use pathway connection to the adjacent property and meet the intent of this section. In addition, a 5-foot-wide sidewalk network is planned throughout the site. This will be further evaluated with subsequent DSP applications.

f. Section 27-6208. Bicycle Access and Circulation

27-6208(a): The subject DSP includes bicycle lanes along Piscataway Road and Steed Road, 10-foot-wide shared-use paths along the northwest of Piscataway Road and southwest of Steed Road, an internal shared road facility along C-518 (Road A), and a 10-foot-wide asphalt trail to accommodate bicycle movement to, from, and throughout the site. This will be further evaluated with subsequent DSP applications.

27-6208(b): The site includes the future master-planned collector roadway C-518 (Road A) which is approved to be constructed and facilitate a pedestrian and bicycle connection to the adjacent property and meets the intent of this section. A 10-foot-wide asphalt trail is also planned through the site, with an intended connection to the adjacent

property, and will be further evaluated with subsequent DSP applications.

2. Section 27-6300 through Section 27-6700

The subject DSP is for infrastructure only. Conformance to Section 27-6300, Off-Street Parking and Loading; Section 27-6400, Open Space Set-Aside; Section 27-6500, Landscape; Section 27-6600, Fence and Walls; and Section 27-6700, Exterior Lighting, of the Zoning Ordinance, will be further evaluated at the time of a full DSP review.

3. Section 27-6800—Environmental Protection and Noise Controls

a. Section 27-6802. Natural Resources Inventory (NRI)

A Natural Resources Inventory Plan (NRI-053-06-03), approved on August 22, 2024, was submitted with the subject DSP showing REF and 82 specimen trees. The site contains areas of 100-year floodplain, streams, wetlands, and their associated buffers. The submitted TCP2 and the subject DSP show all the required information correctly in conformance with the NRI.

b. Section 27-6803. Trees and Vegetations

This DSP complies with the requirements of Subtitle 25, Division 1, General; Subtitle 25, Division 2, Woodland and Wildlife Habitat Conservation Ordinance (WCO); and Subtitle 25, Division 3, Tree Canopy Coverage Ordinance, of the Prince George's County Code. See Findings IV and V below.

c. Section 27-6804. Floodplain Management

According to NRI-053-06-03, the site statistics table shows 7.26 acres of 100-year floodplain on this site. A SWM Concept Plan, SIT-00044-2024, was approved by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) on May 8, 2025, in accordance with Subtitle 32, Division 4, Floodplain Ordinance, of the County Code.

d. Section 27-6805. Erosion and Sedimentation Control

Development shall comply with the requirements for sedimentation and erosion control in accordance with Subtitle 32, Division 2, Grading, Drainage and Erosion and Sedimentation Control, of the County Code.

The County requires approval of an erosion and sediment control plan for development applications. The TCP2 must reflect the ultimate limits

of disturbance, not only for installation of permanent site infrastructure, but also for the installation of all temporary infrastructure, including erosion and sediment control measures. A copy of the approved erosion and sediment control technical plan was submitted with this application.

The SWM facility requesting primary management area (PMA) Impact I is not in accordance with the approved Erosion and Sediment Control Technical Plan (CSC No. 91-25). A condition is included herein requiring the applicant to submit a revised conceptual erosion and sediment control technical plan prior to certification of the TCP2.

e. Section 27-6806. Stormwater Management

An approved SWM Concept Plan (SIT-00044-2024) and approval letter from DPIE were submitted with the subject application. The approved SWM features include 6 bioswales, 59 micro-bioretention facilities, and 11 submerged gravel wetland facilities. The concept approval was issued on May 8, 2025, and expires on May 8, 2028. The concept letter indicates no fee is required for on-site attenuation/quality control measures. The subject DSP and TCP2 are in conformance with the approved SWM concept plan.

The applicant requested PMA Impact I for a SWM facility. This impact is an allowable impact and must be located where it is approved. The original design was to construct a State exempt pond structure. The Prince George's Soil Conservation District (PGSCD) has required that the pond be redesigned from an exempt facility to a State regulated 378 pond requiring more structures. The revision to this SWM facility shall be provided prior to certification of the TCP2, which is conditioned herein.

f. Section 27-6807. Chesapeake Bay Critical Area

The subject property is not within the Chesapeake Bay critical area. Therefore, Section 27-6807 of the Zoning Ordinance is inapplicable.

g. Section 27-6808. Regulated Environmental Features

The site contains 100-year floodplain and REF includes streams, stream buffers, wetlands, wetland buffers, and steep slopes. The subject DSP limits the review to impacts required for infrastructure. The Planning Board approved nine PMA impacts with PPS-2023-016. DSP-2025-0017 is reliant on nine of the original impacts, with seven revisions (A through C, E, and G through I) and two additional impacts (J and K). Impacts D and F require no revisions with this DSP application. These seven impact areas and two new areas are changing or added due to agency

requirements, further engineering, and site design. The revised impacts are for added disturbance area to approved SWM facilities, road, and water connection impacts. These approved impact areas are for required infrastructure to adequately develop the Hyde Landing subdivision.

Based on the level of design information currently available, the limits of disturbance shown on the TCP2, and the impact exhibit provided, the REF on the subject property have been preserved and/or restored to the fullest extent possible. Therefore, the Planning Board recommends approval of the revised Impacts A through C, E, and G through I, and two new impacts, J and K, with analysis as follows:

Impact A: Road Improvement: 4,796 square feet of impact.

Impact A was originally approved for 4,592 square feet with PPS-2023-016, to allow for improvements to Steed Road. The road improvements of Steed Road are required by the sector plan and DPIE. DPIE is requiring that Steed Road be widened to a planned 80-foot right-of-way creating two vehicle lanes both ways, a bike lane, a sidewalk, and a pedestrian use trail. Due to this dedicated right-of-way for road improvements, the adjacent PMA impact cannot be avoided.

This impact is an allowable impact and must be located where it is approved. Since the approval of the PPS, the road design has changed as requested by DPIE. This design change will add an additional 204 square feet of impact for a total of 4,796 square feet of impact.

Impact B: Stormwater outfall structure: 2,436 square feet of impact.

Impact B was originally approved for 2,985 square feet of stream bed, stream buffer, 100-year floodplain, and PMA impact with PPS-2023-016, for a stormwater outfall. Stormwater outfalls need to be placed within low lying areas usually near stream systems to have positive drainage and prevent erosion during storm events. The SWM facility impact area is in accordance with the approved SWM Concept Plan, SIT-00044-2024.

Since the approval of the PPS, the stormdrain outfall for this planned SWM facility was repositioned. This impact is an allowable impact and must be located where it is approved, as it will improve stream access without erosion. The new design reduced the previously approved impacts by 549 square feet for a total impact of 2,436 square feet.

Impact C: Stormwater outfall structure: 38,685 square feet.

Impact C was originally approved for 37,623 square feet of stream bed, stream buffer, and PMA impact with PPS-2023-016. Stormdrains and outfalls are allowable impacts and need to be placed within low lying areas usually near stream systems to have positive drainage and prevent erosion during storm events. The SWM facility impact area is in accordance with the approved SWM Concept Plan, SIT-00044-2024.

Since the approval of the PPS, and coordination with PGSCD, an additional 1,062 square feet (total 38,685 square feet) of impact is required. The approved SWM structure needs additional grading to install the full core trench to the prior sediment trap facility, and to increase the nonwoody buffer. This nonwoody buffer is a result of the required core trench at the top of the embankment.

Impact E: Sewer and Water line connection: 111,240 square feet

Impact E was originally approved for 94,210 square feet for a sewer line connection.

Since the approval of the PPS, the location of Impact E was redesigned to include a water line collocating the two utilities for an additional 17,030 square feet (total 111,240 square feet) of impact. These impacts are allowable impacts and must be located where approved in a low-lying area, to allow proper flow of water and sewage. The new parallel water and sewer utility system will avoid trenching in the already crowded infrastructure on Steed Road. This water line is needed to provide public water access to the parcel to the northwest.

Impact G: Sewer, SWM Structure, and Outfall Impact: 20,582 square feet.

Impact G was approved with PPS-2023-016 for 16,703 square feet of stream bed, stream buffer, and PMA disturbance for a SWM facility and outfall structure. This impact includes an existing sediment trap from the prior mining activities that will be repurposed and brought up to standards into a SWM facility and outfall structure. This impact is necessary to ensure the conveyance of stormwater to the stream without causing erosion.

The SWM facility impact area is in accordance with the approved SWM Concept Plan, SIT-00044-2024.

Since the approval of the PPS and coordination with PGSCD, an additional 3,879 square feet (total 20,582 square feet) of impact is required. This impact is an allowable impact and must be located where it is approved. PGSCD requires that the approved SWM structure needs additional grading to install the full core trench to the prior sediment trap facility, and to increase the nonwoody buffer. This nonwoody buffer is a result of the required core trench at the top of the embankment.

Impact H – Sewer, SWM Structure, and Outfall Impact:
46,695 square feet.

Impact H was originally approved with PPS-2023-016 for 41,504 square feet of stream bed, stream buffer, and PMA disturbance for a SWM facility and outfall structure. This impact includes an existing sediment trap from the prior mining activities that will be repurposed and brought up to standards into a SWM facility and outfall structure. Stormdrain outfalls need to be placed within low lying areas, usually near stream systems, to have positive drainage and prevent erosion during storm events. The SWM facility impact area is in accordance with the approved SWM Concept Plan, SIT-00044-2024.

Since the approval of the PPS and coordination with PGSCD, an additional 5,191 square feet (total 46,695 square feet) of impact is required. This impact is an allowable impact and must be located where it is approved. PGSCD requires that the approved SWM structure needs additional grading to install the full core trench to the prior sediment trap facility, and to increase the nonwoody buffer. This nonwoody buffer is a result of the required core trench at the top of the embankment.

Impact I – SWM Outfall Impact: 23,108 square feet.

Impact I was approved with PPS-2023-016 for 5,473 square feet of stream buffer, and PMA disturbance for an outfall structure. Stormdrains and outfalls need to be placed within low lying areas usually near stream systems to have positive drainage and prevent erosion during storm events.

The original design was to construct a State exempt pond structure. Since the approval of the PPS, PGSCD has required that Impact I be redesigned to a State regulated 378 pond

requiring more structures for an additional 17,635 square feet (total 23,108 square feet) of impact. The redesign was necessary for an additional stormwater outfall and to increase the nonwoody buffer. This nonwoody buffer is a result of the required core trench at the top of the embankment. The SWM facility impact area is not in accordance with the approved SWM Concept Plan, SIT-00044-2024. Prior to certification of the TCP2, a condition is included requiring the applicant to provide the draft revision to the SWM plan reflecting changes to submerged gravel wetland identified as SGW-1A.

Impact J – SWM Outfall Impact: 4,203 square feet.

Impact J is a new request with this development for 4,203 square feet of stream bed, stream buffer, and PMA disturbance for a stormdrain outfall structure. This stormdrain outfall was previously combined with Impact E because it was adjacent to the planned sewer line. This impact area has changed since the PPS submittal, because the sewer line was shifted to the opposite side of the stream. The general area of Impact J was previously approved for impact with PPS-2023-016 and now the impact has been revised to stand alone from Impact E.

Impact K –Pipe Removal: 18,774 square feet.

Impact K is a new request with this development for 18,774 square feet of stream bed, stream buffer, and PMA disturbance for a removal of an existing outfall pipe on a former sediment trap used during the on-site mining process. This pipe removal is a requirement from PGSCD. Any forest cleared for this impact will be replanted as shown on the TCP2.

PMA Impact Summary

These revised PMA impacts identified as Impacts A through C, E, and G through I, and two new impacts J and K, were evaluated for the implementation of a road connection, stormwater outfalls, and water and sewer line connections. The changes resulted in an increase in impacts of 67,429 square feet (1.55 acres).

h. Section 27-6809. Unsafe Lands

This application is subject to Section 24-4101(c)(1) of the Subdivision Regulations, which states “The Planning Director or Planning Board, as appropriate, shall restrict or prohibit the subdivision of land found to be unsafe for development. The restriction or prohibition may be due to a.) natural conditions, including but not limited to flooding, erosive stream

action, high water table, unstable soils, severe slopes or soils that are unstable either because they are highly erodible or prone to significant movement or deformation (Factor of Safety < 1.5), or b.) man-made conditions on the land, including but not limited to unstable fills or slopes.”

According to the United States Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, soils present include Beltsville silt loam, Beltsville-Urban land complex, Croom-Marr complex, Dodon fine sandy loam, Grosstown gravelly silt loam, Marr-Dodon complex, Pits (gravel), Udorthents, and Widewater and Issue soils. Marlboro and Christiana clay are not found to occur on this property.

The overall property contains areas that were previously used for mining activities. These former on-site mining areas have been restored to grade and are planned for a future phase to be used as a solar panel facility. No former mining areas are located within the planned residential and commercial area. As part of this application, a geotechnical soil study was submitted by the applicant and found to be acceptable showing soil borings and depths for this application. The applicant was required with PPS-2023-0016 to submit a map clearly delineating the locations of where on-site areas were excavated and filled. This mining map was included with this DSP application. No further information is needed at this time.

i. Section 27-6810. Noise Control

Piscataway Road abutting the property to the southeast is classified as an arterial roadway. The evaluation of noise and required mitigation for residential dwelling units is required in accordance with this Section and as was identified on page 42 of PGCPB Resolution No. 2025-075 for PPS-2023-016. However, this regulation is not applicable for the subject DSP, which is for infrastructure only.

4. Section 27-6900—Multifamily, Townhouse, and Three-Family Form and Design Standards

a. Section 27-6903. Multifamily, Townhouse, and Three-Family Form and Design Standards

27-6903(a): The submitted site plan shows two access points on MD 223 (Piscataway Road) and one access point on Steed Road. This will be further evaluated in a full-scale DSP application as the subject DSP is for infrastructure only.

27-6903(b) through (j): These regulations include: off-street parking location; building orientation and configuration; building length, façade, roofs, and materials; building façade fenestration/transparency; garage standards; and outdoor activity areas. These regulations are not applicable to the subject DSP that is for infrastructure only.

5. Section 27-61000—Nonresidential and Mixed-Use Form and Design Standards

The subject DSP is for infrastructure only. Conformance to this section will be further evaluated with subsequent DSP applications for the non-residential development.

6. Section 27-61200—Neighborhood Compatibility Standards

The subject DSP is for infrastructure only. Conformance to the section will be further evaluated at the time of a full DSP review.

7. Section 27-61300—Agricultural Compatibility Standards

The subject application is exempt, per Section 27-61302 of the Zoning Ordinance, because it is not adjacent to an on-going agricultural use or activity in the Reserved Open Space (ROS), Agriculture and Preservation (AG), and Agricultural-Residential (AR) base zones.

8. Section 27-61400—Urban Agriculture Compatibility Standards

The subject application is exempt because it is not adjacent to ongoing urban agriculture use.

9. Section 27-61500 and Section 27-61600

The subject DSP is for infrastructure only. Conformance to Section 27-61500, Signage, and Section 27-61600, Green Building Standards, of the Zoning Ordinance, will be further evaluated at the time of a full DSP review.

E. Zoning Map Amendment ZMA-2022-005: ZMA-2022-005 was approved by the District Council (Zoning Ordinance No. 5-2024), subject to six conditions. The conditions relevant to the review of this DSP are listed below, in BOLD text. The Planning Board’s analysis of the project’s conformance to the conditions follows each one, in plain text:

2. In conformance with Section 27-4105 of the Prince George’s County Zoning Ordinance, the following public benefits shall be provided:

- e. **Streetscape improvements shall be provided at the time of Detailed Site Plan, subject to the approval of the Urban Design Section of the development Review Division of the Prince George's County Planning Department.**
 - f. **Superior urban design, architecture, and landscaping shall be provided at the time of Detailed Site Plan, subject to the approval of the Urban Design Section the Development Review Division of the Prince George's County Planning Department.**
 - g. **A wayfinding signage package shall be provided at the time of Detailed Site Plan, subject to the approval of the Urban Design Section of the Development Review Division of the Prince George's County Planning Department.**
- 4. **At the time of 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.**

The above conditions are not applicable because the subject DSP is for infrastructure only. These conditions will be further evaluated in a full-scale DSP, when more detailed information is available.

- F. Preliminary Plan of Subdivision PPS-2023-016:** PPS-2023-016 was approved by the Planning Board (PGCPB Resolution No. 2025-075), subject to 20 conditions. The conditions relevant to the review of this DSP are listed below in bold text. The Planning Board's analysis of the project's conformance to the conditions follows each one, in plain text:

- 2. **Development of the site shall be in conformance with Stormwater Management Concept Plan SIT-00044-2024 and any subsequent revisions, in accordance with Section 24-4303 of the Prince George's County Subdivision Regulations.**

A copy of the approved SWM Concept Plan SIT-00044-2024 and approval letter were submitted with this DSP application. The SWM concept approval for the overall development was issued on May 8, 2025, by DPIE, and will expire on May 8, 2028. The approved concept plan manages the stormwater through the construction of grass swales, micro-bioretenion facilities, and submerged gravel wetlands.

- 3. **Prior to approval, the final plats of subdivision shall include:**

- a. **Right-of-way dedication along Piscataway Road (MD 223) and Steed Road, in accordance with the approved preliminary plan of subdivision and Section 24-4201(b) of the Prince George’s County Subdivision Regulations.**

Right-of-way dedication along MD 223 and Steed Road is depicted on Sheets 5 and 6 of the submitted site plan, in accordance with the approved PPS.

- b. **Right-of-way dedication of all internal public streets and C-518, a master plan collector roadway, in accordance with the approved preliminary plan of subdivision and Sections 24-4201(b) and 24-4201(c) of the Prince George’s County Subdivision Regulations.**

Right-of-way dedication along approved internal public streets of various widths are provided with the subject DSP in accordance with the approved PPS.

- c. **Granting of minimum 10-foot-wide public utility easements along both sides of all public streets and along at least one side of all private streets, except as modified along proposed Public Roads A, E, and G and Private Roads B, C, E, T, and Y, in accordance with the approved preliminary plan of subdivision, and in accordance with Sections 24-4205 and 24-4401 of the Prince George’s County Subdivision Regulations.**

Public utility easements are shown along both sides of all public streets, as approved with the PPS.

7. **In accordance with the 2013 Approved Subregion 5 Master Plan (master plan) and the 2009 Approved Countywide Master Plan of Transportation (MPOT), the applicant and the applicant’s heirs, successors, and/or assignees shall provide the following facilities and show the locations and extent of the following facilities, at the time of detailed site plan:**

- a. **A minimum 5-foot-wide sidewalk on both sides of all internal roads, unless identified as a shared-use path.**

The submitted site plan shows 5-foot-wide sidewalks along both sides of internal.

- b. **A minimum 10-foot-wide shared-use path along the frontage of Piscataway Road (MD 223), unless modified by the permitting agency with written correspondence. Any modification shall be in accordance with Prince George’s County Department of Public**

Works and Transportation and Maryland State Highway Administration adopted standards.

Sheets 4 through 8 of the submitted site plan show a 10-foot-wide shared-use path along the property frontage of MD 223 of Outparcels B, C, and D. However, Sheet 9 shows a 5-foot-wide sidewalk along the MD 223 frontage of Outparcel 1. A condition is included herein requiring the applicant to revise the site plan to provide a 10-foot-wide path along the frontage of MD 223, northeast of Steed Road.

- c. A minimum 10-foot-wide shared-use path along the southwest frontage of Steed Road, unless modified by the permitting agency with written correspondence. Any modification shall be in accordance with Prince George's County Department of Public Works and Transportation and Maryland State Highway Administration adopted standards.**

Sheets 8, 11, 22, 25, and 36 of the submitted site plan show a 10-foot-wide shared-use path along the western side of Steed Road.

- d. Standard bicycle lane along both sides of Piscataway Road (MD 223), to include pavement markings and signage, unless modified by the permitting agency with written correspondence. Any modification shall be in accordance with Prince George's County Department of Public Works and Transportation and Maryland State Highway Administration adopted standards.**

Sheets 4 through 9 of the submitted site plan show 5-foot-wide bicycle lanes along both sides of Piscataway Road, with pavement markings and signage.

- e. Standard bicycle lane along both sides of Steed Road, to include pavement markings and signage, unless modified by the permitting agency with written correspondence. Any modification shall be in accordance with Prince George's County Department of Public Works and Transportation and Maryland State Highway Administration adopted standards.**

Sheets 11, 22, 25, and 36 of the submitted site plan show 5-foot-wide bicycle lanes along both sides of Steed Road, with pavement markings and signage.

- f. Shared road pavement markings and signage along the limits of C-518, unless modified by the permitting agency with written correspondence. Any modification shall be in accordance with Prince George's County Department of Public Works and**

Transportation and Maryland State Highway Administration adopted standards.

Sheets 11 through 16 of the submitted site plan show shared road pavement markings along the limits of C-518. Signage details will be evaluated with subsequent DSP applications.

- g. Crosswalks and associated Americans with Disabilities Act-compliant curb ramps at all internal vehicular intersections and crossing the site access points.**
- h. Marked crosswalks at all locations where shared-use paths intersect roadways.**
- i. Traffic-calming measures at key intersections, as coordinated with the permitting agency.**
- j. Short-term bicycle parking, to include inverted U- or similar style bicycle racks at all recreational areas.**

Conditions g through j will be elevated in a full-scale DSP application, as the subject DSP is for infrastructure only.

- 12. At the time of final plat, in accordance with Zoning Map Amendment ZMA-2022-005, approximately 109 +/- acres (Parcels A, B, D, F, G, H, and I) of stream valley land shall be conveyed to The Maryland-National Capital Park and Planning Commission (M-NCPPC). The land to be conveyed shall be subject to the following conditions:**

Parcels A, B, D, F, G, H, and I are shown on the DSP as to be conveyed to The Maryland-National Capital Park and Planning Commission (M-NCPPC).

- 13. The parcels to be conveyed to The Maryland-National Capital Park and Planning Commission shall be reflected on a Type 2 tree conservation plan (TCP2). The TCP2 shall be reviewed and approved by the Prince George's County Department of Parks and Recreation.**

The parcels to be conveyed to M-NCPPC are not reflected on the TCP2. A condition is included herein requiring the applicant to identify those parcels on TCP2.

- 15. At the time of detailed site plan, the applicant shall show phasing of the residential development, in order to establish the timing for submittal of a performance bond, letter of credit, or other suitable financial guarantees for the master-planned trail. Prior to approval of building permits, as identified on the approved detailed site plan for residential development, the applicant**

and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee to the Prince George's County Department of Parks and Recreation, for construction of the master-planned trail.

A phasing plan exhibit for the residential development was submitted with the subject DSP. The exhibit and the submitted site plan show the alignment of the master-planned trail. Prince George's County Department of Parks and Recreation (DPR) staff will continue to evaluate the planned trails and timing for bonding and construction with a full-scale DSP review of the residential development.

- 16. Prior approval of a final plat, the applicant and the applicant's heirs, successors, and/or assignees shall provide a draft Public Use Access Easement and Maintenance Agreement or Covenant for the master-planned trail to The Maryland-National Capital Park and Planning Commission (M-NCPPC), Prince George's County Department of Parks and Recreation, for approval. The easement agreement shall contain the rights of M-NCPPC, be recorded in land records, and the Liber/folio shown on the final plat, prior to recordation. The final plat shall reflect the location and extent of the easement, in accordance with the approved preliminary plan of subdivision and subsequent detailed site plan.**

The submitted site plan shows the location of the master-planned trail. An easement is also shown on the DSP, covering the extent of the trail. Given that the subject DSP is for infrastructure only, the location and extent of the easement will be further evaluated and depicted on the plan with a full-scale DSP review.

- 17. The applicant and the applicant's heirs, successors, and/or assignees shall submit construction drawings of the master-planned trail recreational facilities to the Prince George's County Department of Parks and Recreation, with timing of the trail construction to be determined at the time of detailed site plan for the residential development.**

A cross-section detail for an asphalt surface trail is shown on Sheet 40 of the submitted site plan. Since the subject DSP is for infrastructure only, the timing for construction of the master-planned trail will be further evaluated and determined in a full-scale DSP review for the residential development.

- 19. Prior to approval of building permits, the applicant and the applicant's heirs, successors, and/or assignees shall convey land to a homeowners association (HOA), as identified on the approved preliminary plan of subdivision and detailed site plan. Land to be conveyed shall be subject to the following:**

- a. **A copy of the recorded deed for the property to be conveyed shall be submitted to the Subdivision Section of the Development Review Division of the Prince George’s County Planning Department.**
- b. **All waste matter of any kind shall be removed from the property, and all disturbed areas shall have a full stand of grass or other vegetation upon completion of any phase, section, or the entire project.**
- c. **The conveyed land shall not suffer the disposition of construction materials or soil filling, other than the placement of fill material associated with permitted grading operations that are consistent with the permit and minimum soil class requirements, discarded plant materials, refuse, or similar waste matter.**
- d. **Any disturbance of land to be conveyed to the HOA shall be in accordance with an approved site plan and tree conservation plan. This shall include, but not be limited to, the location of sediment control measures, tree removal, temporary or permanent stormwater management facilities, utility placement, and stormdrain outfalls.**
- e. **Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to the HOA. The location and design of drainage outfalls that adversely impact property to be conveyed shall be reviewed and approved by the Development Review Division of the Prince George’s County Planning Department.**
- f. **Covenants recorded against the conveyed property ensuring retention and future maintenance of the property by the HOA, including reservation of the right of approval by the Prince George’s County Planning Director.**

No land is shown to be conveyed to the homeowners association (HOA) with this DSP for infrastructure. Developable land is labeled as outparcels to be retained by the owner. Parcels for open space and roadways, which are to be conveyed to the HOA per the approved PPS, will be reviewed with a future DSP.

G. Certificate of Adequacy ADQ-2023-032: ADQ-2023-032 was approved by the Planning Director on September 8, 2025, subject to seven conditions. The conditions relevant to the review of this DSP are listed below, in BOLD text. The Planning Board’s analysis of the project’s conformance to the conditions follows in plain text:

1. **Total development within the subject property shall be limited to uses that would generate no more than 1,095 AM and 1,309 PM peak-hour vehicle trips.**

The subject application is for infrastructure only and has no impact on the vehicle trip capacity. This condition will be evaluated with a full-scale DSP application.

2. **Prior to the approval of the detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide a signal warrant analysis for the following intersections. If the signal is deemed warranted or desired by the operating agency, a signal shall be bonded, permitted, and have an approved timetable for construction prior to the issuance of the first building permit.**
 - a. **Old Fort Road and Allentown Road (#2)**
 - b. **MD 223 and Windbrook Drive/Bevard West (#4)**
 - c. **MD 223 and Bevard North/East (#5)**

The submitted signal warrant analysis concluded that a signal is warranted at the intersection of Old Fort Road and Allentown Road (No. 2) only, and will be subject to approval by the permitting agency at the time of building permit. Intersections MD 223/Windbrook Drive/Bevard West (No. 4) and MD 223/Bevard North/East (No. 5) do not warrant a traffic signal at this time.

IV. COMPLIANCE WITH APPLICABLE PROVISIONS OF THE 2010 PRINCE GEORGE'S COUNTY WOODLAND AND WILDLIFE HABITAT CONSERVATION ORDINANCE

This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the application has previously approved tree conservation plans. This project is also subject to the 2018 Environmental Technical Manual. TCP2-2025-0053 was submitted with this application.

This subdivision will be constructed in several phases, with residential and commercial units and solar panel uses. However, this DSP is for infrastructure only. The woodland conservation worksheet shows an overall conservation threshold of 20 percent (83.64 acres). This DSP (425.46 acres) contains a total of 95.29 acres of net tract woodlands, and 7.26 acres of wooded floodplain. This infrastructure DSP plans to clear 9.43 acres of woodland, and 0.97 acre of wooded floodplain.

The DSP plans to meet the woodland conservation requirement through the preservation of 85.68 acres of woodlands, the reforestation of 9.70 acres, and naturally regenerating 0.70 acre for 96.08 acres of woodland conservation.

This site includes a previously approved solar panel phase, which includes 1.43 acres of woodland clearing and 0.05 acre of wooded floodplain, and plans to preserve 19.06 acres of woodlands and naturally regenerate 0.54 acre for 19.60 acres of woodland conservation provided.

This overall development has a cumulative woodland conservation requirement of 94.04 acres and plans to have a cumulative woodland conservation of 96.08 acres, all met on-site.

The notification letter for this application, sent on November 13, 2025, included the companion TCP2, per Section 25-119(c)(5)(A) of the WCO. The Planning Board has not received any public comment about this application, as a result of this mailing.

The applicant provided a statement of justification (SOJ), dated December 2025, for the additional clearing approved with this DSP. There are SWM outfalls and non-woody buffers, water and sewer lines, and multi-use trails planned within the stream buffer that cannot be replanted. The stream buffer impacted by the stormwater outfall impact area cannot be replanted once installed, as it needs to be clear and accessible for any future maintenance or repairs. Below the planned stormwater ponds, a non-woody buffer is required to prevent vegetation from impacting the pond embankment and liner. This non-woody buffer shall comply with Prince George's County SWM and sediment control requirements. The planned trail network within the stream buffer will require an easement for any future maintenance or repairs. Due to the existing canopy cover and linear nature of the easement, the existing forest will remain contiguous, preserving habitat connectivity and allowing for continued wildlife movement. The Planning Board concurs with this SOJ.

Specimen Trees

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

The site contains 82 specimen trees with condition ratings of good, fair, and poor. Under the subject DSP, the applicant is showing the removal of four specimen trees: ST-38, ST-45, ST-47, and ST-64. The variance for the removal of these trees was approved under PPS-2023-016. The approved DSP design requests no additional specimen trees be removed. The applicant has chosen to mitigate the removal of the four specimen trees by planting 21 (one inch to one and one half-inch caliper) trees on-site. As stated in Section 25-119(d)(7)(B) of the WCO, the replacement requirements for specimen trees shall be separate and apart from any other planting requirements. Conditions are included herein requiring the applicant to label the location of the 21 replacement tree plantings on the plan and provide a planting schedule prior to certification of the TCP2.

V. COMPLIANCE WITH APPLICABLE PROVISIONS OF THE PRINCE GEORGE'S COUNTY TREE CANOPY COVERAGE ORDINANCE

Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading or building permit for more than 2,500 square feet of gross floor area or disturbance. Properties zoned Residential Planned Development (R-PD) are required to provide a minimum of 20 percent of the net tract area covered by tree canopy. Since the subject DSP includes grading for infrastructure exceeding

2,500 square feet, a condition is included herein requiring the applicant to add a TCC schedule, demonstrating conformance to this requirement.

VI. REFERRAL COMMENTS

The subject application was referred to the concerned agencies and divisions. The referral comments are incorporated herein by reference, and major findings are summarized, as follows:

- A. **Community Planning**—In a memorandum dated January 9, 2026 (McCory to Huang), the Community Planning Division indicated that master plan conformance is not required for this application. Nonetheless, the approved development is consistent with the recommendations of the 2014 Plan Prince George’s 2035 Approved General Plan for Established Communities Growth Policy Area, which are most appropriate for context-sensitive infill and low- to medium-density development. The subject DSP is also consistent with the recommendations of the 2013 Approved Subregion 5 Master Plan and Sectional Map Amendment (master plan) for “residential low” land use on the subject property, and related infrastructure strategies, goals, and policies outlined in the master plan.
- B. **Transportation Planning**—In a memorandum dated January 9, 2026 (Wilson to Huang), the Transportation Planning Section provided an analysis of prior approvals and of the applicable Part 27-6 development standards, which are incorporated into the findings above.
- C. **Environmental Planning**—In a memorandum dated January 9, 2026 (Schneider to Huang), the Environmental Planning Section finds the application in conformance with Sections 27-3605(e)(3), 27-3605(e)(6), 27-6802, 27-6803, 27-6805, 27-6808, and 27-6809 within Section 27-6800, Environmental Protection and Noise Control, of the Zoning Ordinance, subject to the findings and conditions of this resolution.
- D. **Subdivision**—In a memorandum dated January 12, 2026 (Gupta to Huang), the Subdivision Section provided an analysis of prior approvals, which is incorporated into the above findings of this resolution.
- E. **Historic Preservation**—In a memorandum dated February 24, 2026 (Stabler, Smith, and Chisholm to Huang), the Historic Preservation Section noted the site’s rich history, which includes its past use as a tobacco field, subsequent development as Hyde Field airport which operated from 1941 to 2022, and later as a sand and gravel mining site. The Historic Preservation Section also indicated that goals and policies related to historic preservation outlined in the master plan (pages 155 through 159) are not specific to the site or applicable to the approved development.
- F. **Prince George’s County Department of Parks and Recreation (DPR)**—In a memorandum dated January 16, 2026 (Thompson to Huang), DPR provided an analysis of applicable conditions of PPS-2023-016, which are related to the master-planned trail recreational facilities and are incorporated in this resolution.

- G. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—DPIE did not offer comments on this application.
- H. **Prince George’s County Police Department**—The Police Department did not offer comments on this application.
- I. **Prince George’s County Health Department**—In a memorandum dated December 5, 2025 (Adepoju to Huang), the health department noted that noise and dust should not be allowed to adversely impact activities on the adjacent properties during the construction phase. Adherence to construction standards will be required by DPIE. The health department also suggested that the applicant apply for the Maryland Department of the Environment’s (MDE) Voluntary Cleanup Program prior to the redevelopment of the site, to remove any possible contaminants that may have penetrated the soil surface. In the applicant’s response (dated December 31, 2025), the applicant indicates the site is participating in MDE’s Voluntary Cleanup Program and received determination letters from MDE that the recreational and commercial areas of the site had no further requirements. The residential area of the site received a Response Action Plan. The applicant also notes that removal of the underground storage tanks and contaminated soils has been completed. An amended Underground Storage Tank Registration was filed on February 21, 2025, and a Site Status and Closure Letter was received June 2, 2025.
- J. **Washington Suburban Sanitary Commission (WSSC)**—WSSC had not offered comments on the subject application.
- K. **Public Utilities**—On November 17, 2025, the subject DSP application was referred to Verizon, Comcast, AT&T, the Potomac Electric Power Company (PEPCO), and Washington Gas for review and comments. In an email dated November 19, 2025 (Shea to Huang), AT&T indicated that AT&T LNS has no existing utilities at this location.

VII. COMMUNITY FEEDBACK

The Planning Board did not receive any inquiries or comments from the community regarding the subject DSP.

VIII. PLANNING BOARD HEARING

The Planning Board held an evidentiary hearing on this application on December 11, 2025. Prior to the staff presentation, Mr. Matt Tedesco, Attorney for this application, requested the Planning Board to remove one exhibit, submitted prior to the Tuesday noon deadline, from the record, with several reasons including the absence of the preparer’s signature; the fact that the document pertains to a previous application for the subject site that was already approved and is not subject to appeal; and the presence of inaccurate information regarding the subject site and the proposed development. The Planning Board agreed to remove this exhibit from the record.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George’s County Code, the Prince George’s County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Type 2 Tree Conservation Plan TCP2-2025-0053, and further APPROVED Detailed Site Plan DSP-2025-0017 for the above-described land, subject to the following conditions:

1. Prior to certification, the applicant and the applicant’s heirs, successors, and/or assignees shall revise the detailed site plan as follows, or provide the specific documentation:
 - a. Revise the site plan to provide a 10-foot-wide path along the frontage of MD 223 (Piscataway Road), northeast of Steed Road.
 - b. Add a tree canopy coverage schedule to the plan, demonstrating conformance to the Prince George’s County Tree Canopy Coverage Ordinance.
2. Prior to certification of the detailed site plan, the Type 2 tree conservation plan shall be revised as follows:
 - a. Identify the parcels to be conveyed to The Maryland-National Capital Park and Planning Commission.
 - b. Add the following note to the plan, under the Specimen Tree table:

“NOTE: This plan is in accordance with the following variance from the strict requirements of Subtitle 25 approved by the Planning Board on (ADD DATE):

The removal of 15 specimen trees (Section 25-122(b)(1)(G)), Specimen Tree ST-38 (31-inch Tulip poplar), ST-45 (31-inch Tulip Poplar), ST-47 (30-inch Black cherry), and ST-64 (30-inch Southern Red oak).”
 - c. Label the location of the 21 replacement tree plantings on the plan and provide a planting schedule.
 - d. Add a revision note and have the revised plan signed and dated by the qualified professional preparing the plan.
3. Prior to certification of the Type 2 tree conservation plan (TCP2), the applicant shall submit a draft of the revised stormwater management concept plan and erosion and sediment control technical plan, to reflect changes to the submerged gravel wetland identified as SGW 1A, which is identified on the detailed site plan and TCP2.

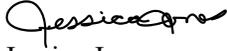
BE IT FURTHER RESOLVED, that an appeal of the Planning Board’s action must be filed with the District Council of Prince George’s County within thirty (30) days following the final notice of the Planning Board’s decision.

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This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Geraldo, seconded by Commissioner Okoye, with Commissioners Geraldo, Okoye, and Barnes voting in favor of the motion at its regular meeting held on Thursday, February 12, 2026, in Largo, Maryland.

Adopted by the Prince George's County Planning Board this 5th day of March 2026.

Darryl Barnes
Chairman

By 
Jessica Jones
Planning Board Administrator

DB:JJ:TEH:ac


Approved for Legal Sufficiency
M-NCPPC Office of General
Counsel

Dated 2/27/26