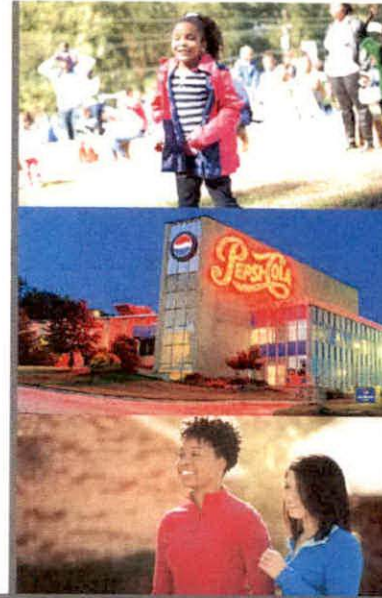
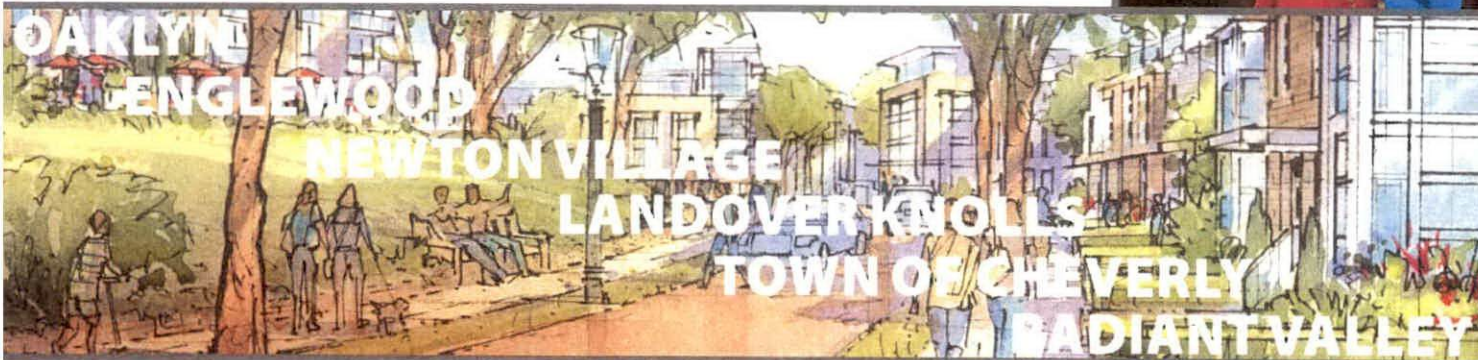


ADOPTED
GREATER
Cheverly
SECTOR PLAN



**District Council
Worksession
on the Proposed
Amendment**
January 9, 2018



The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
www.pgplanning.org

2017



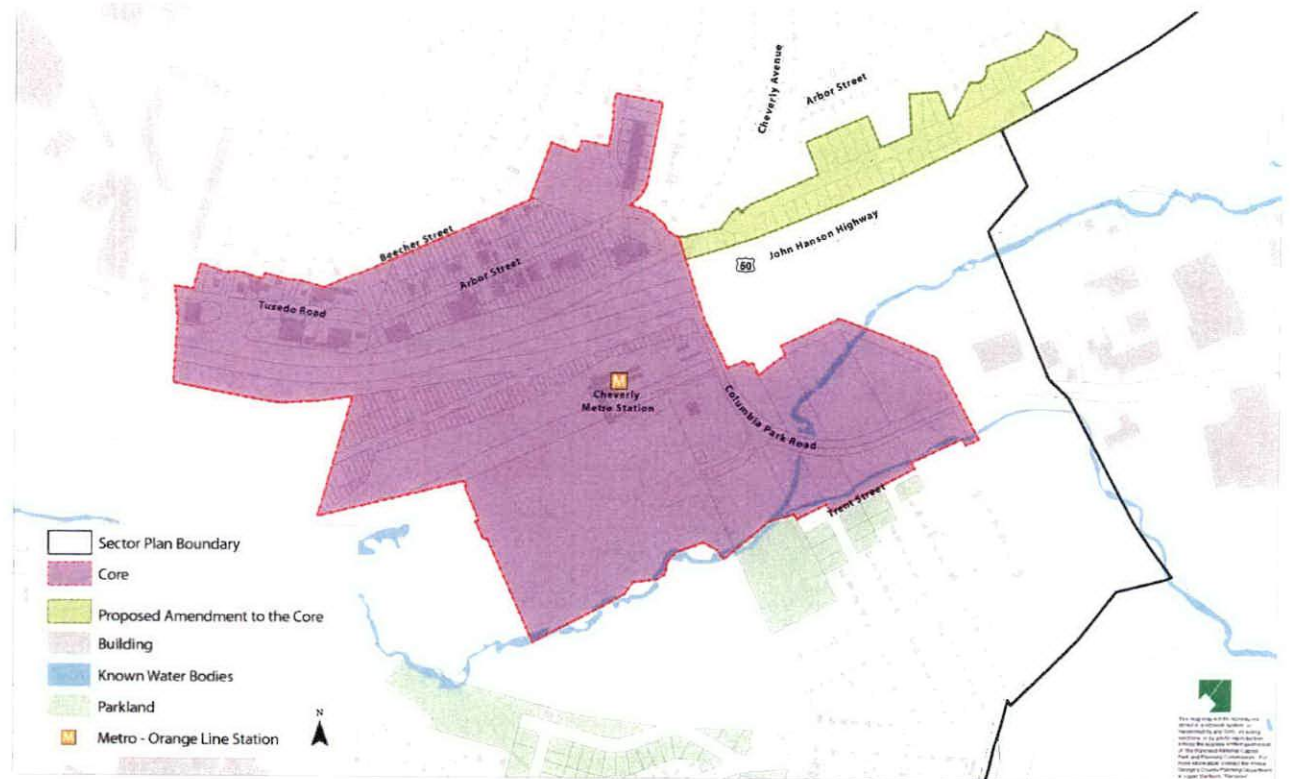
Recent Milestones

- **Second Joint Public Hearing** was held on **November 6th**.
- **59 speakers, 561 exhibits (214 letters and 347 post cards)** received prior to the close of record **November 21th**.
- **Two exhibits (T-6 and T-7)** received after close of record on **November 21th**.
- **Planning Board Worksession** was held on **December 14th**.



Proposed Amendment – Map 9: Local Town Center Core area near the Cheverly Metro Station

The proposed amendment to the Adopted Greater Cheverly Sector Plan, seeks to revise Map 9, to expand the Local Transit Center boundary at the Cheverly Metro Station and surrounding areas.



Support for the proposed amendment

ISSUES	STAFF RESPONSE	STAFF RECOMMENDATION
<ul style="list-style-type: none">The proposed amendment to expand the Local Transit Center boundary is consistent with the objectives and goals of the adopted sector plan and Plan 2035 with the potential to add residential density near the metro station.	<ul style="list-style-type: none">The 2014 <i>Plan 2035 Prince George's Approved General Plan</i> designates the Cheverly Metro Station and surrounding area as a Local Transit Center (LTC). Local Transit Centers are small -scale, mixed-use centers that are well connected by transit. The Preliminary Sector Plan recommended a boundary for the LTC at the Cheverly Metro Station and surrounding areas that included core and edge areas. The Adopted Sector Plan amended the center boundary by removing the edge specifically to mitigate adverse impacts on existing residential properties and to limit development in the floodplain.	<p>No change to the Adopted Sector Plan</p> <p>Planning Board Action: Retain staff recommendation.</p>

General Opposition to the proposed amendment

ISSUES	STAFF RESPONSE	STAFF RECOMMENDATION
<ul style="list-style-type: none"> • Supports redevelopment at underutilized properties in the sector plan's recommended Local Transit Center boundary. • The Town of Cheverly is supportive of transit-oriented development at the designated Local Transit Center boundary . The expansion area is unsuitable for development should be preserved. • The proposed amendment does not relate any of the previous plan's recommendations for the past twenty years 	<p>The Adopted Sector Plan amended Plan 2035 Local Transit Center boundary by removing the edge to mitigate adverse impacts on existing stable residential neighborhoods and to limit development in the floodplain.</p>	<p>No change to the Adopted Sector Plan.</p> <p>Planning Board Action: Retain staff recommendation.</p>

Natural Environment

ISSUES	STAFF RESPONSE	STAFF RECOMMENDATION
<ul style="list-style-type: none"> • The site is an environmental asset for the area resulting from a vast number of hours and efforts by community members to improve the creek area. • The proposed amendment tears the “Green Heart” out of the Town of Cheverly. The area is considered the Central Park for our community. • The green space is a treasured asset in the Town of Cheverly. 	<p>The Adopted Sector Plan includes a policy and strategies to preserve and protect the natural resource:</p> <ul style="list-style-type: none"> • POLICY 5 (page 45) Limit new development in the floodplain and encourage maintenance and repair of existing properties. • Strategy LU 5.2 (page 45) Preserve and protect natural resources in the sector plan area while providing for their use and enjoyment, including recreation and entertainment, visitor accommodation, and supporting public facilities. • Strategy NE 1.1 (page 68) Discourage new development within the floodplain and encourage maintenance and repair of current development. 	<p>No change to the Adopted Sector Plan.</p> <p>Planning Board Action: Retain staff recommendation.</p>

Public participation process

ISSUES	STAFF RESPONSE	STAFF RECOMMENDATION
<ul style="list-style-type: none"> • Citizen questioned First Oxford Corporation lack of involvement in the public planning process. • The planning process was inclusive, and First Oxford Corporation should be respectful of the community values. • The amendment should have been introduced during the robust sector plan process. 	<ul style="list-style-type: none"> • Staff hosted two well-attended community meetings in December 2015 and January 2016. In June 2016, staff launched a Community Advisory Committee (CAC) comprised of key community stakeholders to review and comment on early draft sector plan elements. The Community Advisory Committee held five meetings between July and September 2016, and provided invaluable input that helped shape the plan. The CAC meetings were open and regularly attended by members of the public. • District Council work session on the adopted sector plan was held September 12th and continued to the 19th. District Council approved Council Resolution (CR-84-2017) which initiated the proposed amendment to the adopted sector plan and authorized a second joint public hearing to allow the public the opportunity to provide comments on the proposed amendment. 	<p>No change to the Adopted Sector Plan.</p> <p>Planning Board Action: Retain staff recommendation.</p>

Transportation and Mobility (Existing Nature Trail)

ISSUES	STAFF RESPONSE	STAFF RECOMMENDATION
<ul style="list-style-type: none"> • The contemplated development will require ripping out and paving over the trail which has been enjoyed for nature hikes for many years, as well as damaging an historic landmark, and an environmentally critical natural area. • The trail was developed and is maintained as a Friends of Lower Beaverdam Creek the local non-profit organization • This trail is regarded as a local "treasure" by Cheverly residents. 	<p>The Adopted Sector Plan includes land use Strategy LU 5.2 (page 45) that preserves and protects natural resources in the sector plan area while providing for their use and enjoyment, including recreation and entertainment, visitor accommodation, and supporting public facilities.</p>	<p>No change to the Adopted Sector Plan.</p> <p>Planning Board Action: Retain staff recommendation.</p>

Transportation and Mobility (Traffic Impact)

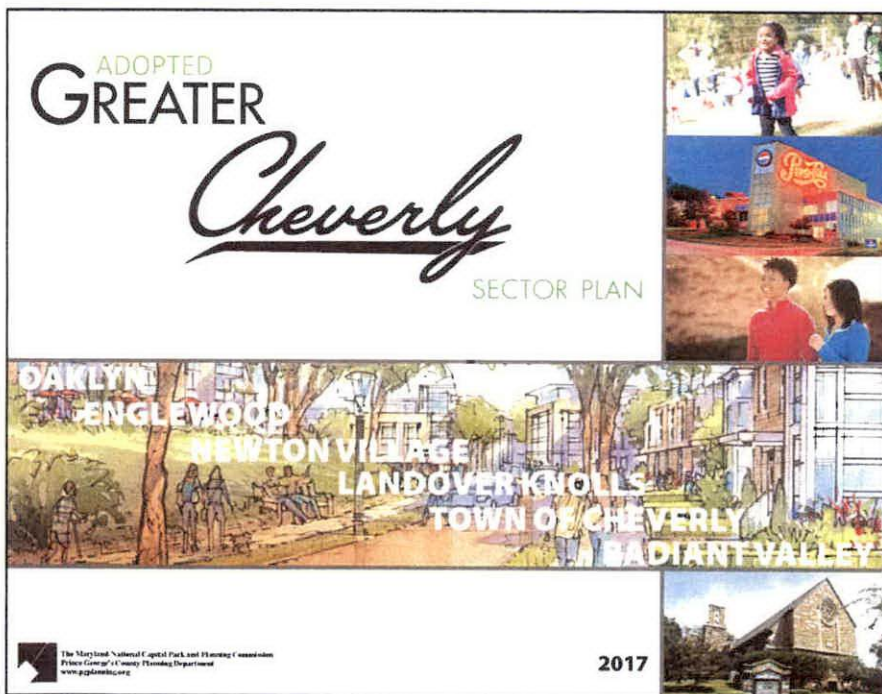
ISSUES	STAFF RESPONSE	STAFF RECOMMENDATION
<ul style="list-style-type: none"> A "congestion factor" must be considered. At present, this area of MD 202, Route 50 and MD 201 are "parking lots" during rush hour, and sometimes other times of the day as well. The influx of new residents would compound the traffic problem, adversely affecting Cheverly's residential streets. The traffic impact of this proposal does not appear to be adequately considered for potential negative impacts. The Columbia Park Road bridge cannot accommodate increased development. 	<ul style="list-style-type: none"> The Adopted Sector Plan recommends that all developers and implementing agencies continue to coordinate with each other regarding new construction, maintenance, and studies in the plan area to aid in the creation of a comprehensive transportation network for all users. 	<p>No change to the Adopted Sector Plan.</p> <p>Planning Board Action: Retain staff recommendation.</p>

Next Steps

**District Council
Action**

Jan. 23, 2018

Thank You



Contact Information

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