



Note: Staff reports can be accessed at www.mncppc.org/pgco/planning/plan.htm.

Zoning Map Amendment

A-10009 & A-10017

Application	General Data	
Project Name: A-10009—Hyde Field I A-10017—Hyde Field II Location: Northwest and southwest quadrants of the intersection of Piscataway Road (MD 223) and Steed Road. Applicant/Address: FCD Development, LLC 7920 Norfolk Avenue, Suite 800 Bethesda, MD 20814	Date Accepted:	06/05/2008
	Planning Board Action Limit:	N/A
	Plan Acreage:	423.91
	Zone:	E-I-A, R-E & R-R
	Dwelling Units:	N/A
	Gross Floor Area:	350,000 sq. ft.
	Planning Area:	81B
	Tier:	Developing
	Council District:	09
	Municipality:	N/A
200-Scale Base Map:	213SE03	

Purpose of Application	Notice Dates	
This case was heard by the Planning Board on April 23, 2009. The case was continued to the Planning Board hearing date of May 28, 2009, in order to allow the staff and applicant to work out the optimal development scenario for the site. A-10009: Rezone from the E-I-A, R-E and R-R Zones to the L-A-C Zone. A-10017: Rezone from the E-I-A and R-E Zones to the R-M (5.8-7.9) Zone	Informational Mailing:	03/07/2008
	Acceptance Mailing:	06/06/2008
	Sign Posting Deadline:	N/A

Staff Recommendation		Staff Reviewer: Tom Lockard	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

May 20, 2009

MEMORANDUM

TO: The Prince George's County Planning Board

VIA: Jimi Jones, Zoning Supervisor

FROM: Tom Lockard, Planner Coordinator

SUBJECT: Zoning Map Amendment Applications
A-10009 & A-10017, Hyde Field I & II

The above referenced Zoning Map Amendment applications were heard by the Planning Board on April 23, 2009. The Planning Board directed the staff to bring back proposed conditions of approval based on their concerns and the issues identified by local citizens. The case was continued until May 28, 2009, in order to allow the staff and applicant to work out the optimal development scenario for the site.

RECOMMENDATION

The Zoning Section staff recommends that the Board recommend APPROVAL of the subject applications subject to the attached Proposed Land Use Types, Quantities and Conditions of Approval.

Proposed Land Use Types, Quantities and Conditions of Approval

Hyde Field I: A-10009 (L-A-C)

Gross Tract: 90.14 acres
Floodplain: 0.00 acre
Net Tract Area: 90.14 acres

PROPOSED COMMERCIAL AREA: 29.5 acres
Base intensity of zone 29.5 acres at 0.16 FAR: 205,603 sq. ft.
Maximum intensity 29.5 acres at 0.31 FAR: 398,356 sq. ft.
Proposed maximum intensity 220,000-270,000 sq. ft.

Proposed Land Use Types and Quantities:

Retail Commercial, Office Commercial

PROPOSED RESIDENTIAL AREA: 60.14 acres
Base density 60.14 at 10 du/acre: 601 units
Maximum density 60.14 at 15 du/acre 902 units*

Proposed Land Use Types and Quantities:

Single-family detached, Single-family attached, Metropolitan, Two-family attached (two-over-two), Multifamily, Open-Space, Public uses, Recreational

*The actual number and type of dwelling units will be determined at the time of comprehensive design plan approval after analysis of the public benefit features set forth in Section 27-509(b) of the Zoning Ordinance.

CONDITIONS

1. The application and Basic Plan shall be revised to omit the 0.5-acre property on the east side of Piscataway Road.
2. At the time of preliminary plan of subdivision, adequate right-of-way consistent with master plan recommendations shall be shown for dedication along MD 223 and Steed Road. Also, adequate right-of-way consistent with master plan recommendations shall be shown for dedication along the planned C-518 facility, as shown in the *Preliminary Subregion 5 Master Plan and Proposed Sectional Map Amendment*. the comprehensive design plan shall set an alignment for C-518 in consideration of features within the subject site and adjacent sites, and in consideration of the need to the facility to connect to MC-703.
3. At the time of comprehensive design plan, a traffic impact study shall be submitted examining, at a minimum, the following intersections:
 - a. MD 223 and Temple Hill Road (signalized)
 - b. MD 223 and Steed Road (signalized)
 - c. MD 223 and Tippett Road (unsignalized)
 - d. Steed Road and collector site access (future)

- e. Steed Road and Allentown Road (signalized)
- f. MD 223 and Bevard East/North access (future)
- g. MD 223 and Windbrook Drive (unsignalized)
- h. MD 223 and Old Branch Avenue/Brandywine Road (signalized)
- i. Allentown Road and Old Fort Road North (unsignalized)
- j. MD 210 and Old Fort Road North (signalized)
- k. Additionally, the study shall examine the links of MD 223 between Floral Park Road and Steed Road, Windbrook Drive between MD 223 and Floral Park Road, and Tippet Road between Thrift Road and MD 223

This traffic study shall be used to recommend staging for the implementation of the following improvements, along with other improvements deemed necessary to meet adequacy at that time:

- a. Physical improvements needed for adequacy in accordance with Subtitle 24 at the intersection of MD 210 and Old Fort Road North.
 - b. Physical improvements needed for adequacy in accordance with Subtitle 24 at the intersection of MD 223 and Old Branch Avenue/Brandywine Road.
 - c. Physical improvements needed for adequacy in accordance with Subtitle 24 at the intersection of MD 223 and Temple Hill Road.
 - d. Physical improvements needed for adequacy in accordance with Subtitle 24 at the intersection of MD 223 and Steed Road.
 - e. The widening of the two-lane link of MD 223 between Tippet Road and Old Branch Avenue/Brandywine Road to four lanes.
 - f. The widening of the four-lane link of MD 223 between Old Branch Avenue/Brandywine Road and MD 5 to six lanes.
 - g. The completion of the two-lane link of Old Fort Road Extended (MC-703) between existing Old Fort Road and MD 223.
 - h. The completion of the collector link (C-518) from the site to Old Fort Road Extended (MC-703).
 - i. In addition to the improvements listed above, it appears likely that either Surratts Road Extended between MD 223 and Brandywine Road (C-514) or the A-65 facility between MD 223 and MD 5 will need to be constructed in order to augment MD 223 and provide a reasonable travel alternative for trips between the subject site and the Brandywine/Waldorf areas. If needed, the staging analysis should consider at least one of these new facilities in some form.
4. Notwithstanding the requirements of Condition 2 above, the following road improvements associated with the residential component of the proposed development shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency, with appropriate staging to be determined at the time of comprehensive design plan:
- a. The addition of an additional through lane along MD 223 between the subject site and Old Branch Avenue/Brandywine Road.
 - b. MD 223/Old Branch Avenue/Brandywine Road: Reconstruct the intersection to provide two through lanes, an exclusive right-turn lane, and an exclusive left-turn lane on both the eastbound and westbound approaches, and provide an exclusive through lane, an exclusive right-turn lane, and an exclusive left-turn lane on both

- the northbound and southbound approaches. Modify traffic signal, signage, and pavement markings as needed.
- c. The construction of a two-lane extension of Old Fort Road extended between the existing end of Old Fort Road North (north of Tinkers Creek) to MD 223. Study signalization, and provide it if warranted at the location where this facility intersects MD 223.
 - d. The addition of an additional through lane along Old Fort Road North between Old Fort Road South and MD 210.
 - e. The construction of a two-lane roadway along the C-514 alignment between MD 223 and Brandywine Road. However, this requirement shall be deemed to be satisfied if MD 223 is widened to a full six-lane arterial section between MD 5 and Old Branch Avenue/Brandywine Road.
 - f. Full financial assurances shall be understood to mean full funding within either the County Capital Improvement Program or the State Consolidated Transportation Program, or full bonding through an acceptable financial instrument with the appropriate public agency by the applicant, his heirs, successors, and assigns, or any other party.
5. The Basic Plan shall be revised as follows:
- a. The collector near the northwestern end of the site connecting to adjacent property to the west shall be shown as a primary roadway.
 - b. The access points along Steed Road shall be shown as more generic arrows rather than suggesting right-in right-out access. The exact operation of these access points shall be determined at the time of preliminary plan of subdivision.
 - c. The three driveways shown on the basic plan along MD 223 between Tippet Road and Steed Road shall include a note to indicate that each access shall be subject to analysis and consolidation/deletion at later stages of review unless service roadways and public streets are utilized.
6. As part of any application for a comprehensive design plan, 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.
7. The comprehensive design plan shall avoid impacts to sensitive environmental features. If avoidance is not possible, the impacts shall be the minimum necessary to support the development concept as a whole.
8. If the information on the natural resources inventory is found later in the process to be incorrect, it shall be revised no later than 35 days prior to any Planning Board hearing on the preliminary plan.

9. The Type I tree conservation plan submitted with the comprehensive design plan shall account for all previous clearing and shall show the provision of all woodland conservation requirements on-site. Fee-in-lieu and off-site woodland conservation shall not be permitted.
10. A Phase I Noise Study shall be required as part of any application for a comprehensive design plan. The comprehensive design plan and TCP1 shall show all unmitigated 65 dBA (Ldn) noise contours associated with traffic-generated noise.
11. The comprehensive design plan and preliminary plan shall provide for a minimum 40-foot-wide scenic easement adjacent and contiguous to the proposed ten-foot public utility easements along the land to be dedicated for Piscataway Road. This easement shall not be on any residential lots.
12. The applicant shall provide:
 - a. An eight-foot-wide Class II trail along the subject site's entire road frontage of MD 223, unless modified by SHA.
 - b. Standard sidewalks along both sides of the subject site's frontage of Steed Road, unless modified by DPW&T.
 - c. Standard sidewalks along both sides of all internal roads, unless modified by DPW&T.

Proposed Land Use Types, Quantities and Conditions of Approval

Hyde Field II: A-10017 (R-S)

Gross Tract:	333.77 acres
Floodplain/2:	2.85 acres
Net Tract Area	330.92 acres

Base density of zone 330.92 acres at 2.7 du/acre:	893 units
Maximum density 330.92 acres at 3.5 du/acre:	1,158 units*

Single-family detached, Single-family attached, Metropolitan, Two-family attached (two-over-two), Multifamily, Open Space, Public uses, Recreational

*The actual number and type of dwelling units will be determined at the time of Comprehensive Design Plan approval after analysis of the public benefit features set forth in Section 27-509(b) of the Zoning Ordinance.

CONDITIONS

1. The application and Basic Plan shall be revised to request the R-S Zone.
2. At the time of preliminary plan of subdivision, adequate right-of-way consistent with master plan recommendations shall be shown for dedication along MD 223 and Steed Road. Also, adequate right-of-way consistent with master plan recommendations shall be shown for dedication along the planned C-518 facility, as shown in the *Preliminary Subregion 5 Master Plan and Proposed Sectional Map Amendment*. The comprehensive design plan shall set an alignment for C-518 in consideration of features within the subject site and adjacent sites, and in consideration of the need to the facility to connect to MC-703.
3. At the time of comprehensive design plan, a traffic impact study shall be submitted examining, at a minimum, the following intersections:
 - a. MD 223 and Temple Hill Road (signalized)
 - b. MD 223 and Steed Road (signalized)
 - c. MD 223 and Tippet Road (unsignalized)
 - d. Steed Road and collector site access (future)
 - e. Steed Road and Allentown Road (signalized)
 - f. MD 223 and Bevard East/North access (future)
 - g. MD 223 and Windbrook Drive (unsignalized)
 - h. MD 223 and Old Branch Avenue/Brandywine Road (signalized)

- i. Allentown Road and Old Fort Road North (unsignalized)
- j. MD 210 and Old Fort Road North (signalized)
- k. Additionally, the study shall examine the links of MD 223 between Floral Park Road and Steed Road, Windbrook Drive between MD 223 and Floral Park Road, and Tippet Road between Thrift Road and MD 223

This traffic study shall be used to recommend staging for the implementation of the following improvements, along with other improvements deemed necessary to meet adequacy at that time:

- a. Physical improvements needed for adequacy in accordance with Subtitle 24 at the intersection of MD 210 and Old Fort Road North.
 - b. Physical improvements needed for adequacy in accordance with Subtitle 24 at the intersection of MD 223 and Old Branch Avenue/Brandywine Road.
 - c. Physical improvements needed for adequacy in accordance with Subtitle 24 at the intersection of MD 223 and Temple Hill Road.
 - d. Physical improvements needed for adequacy in accordance with Subtitle 24 at the intersection of MD 223 and Steed Road.
 - e. The widening of the two-lane link of MD 223 between Tippet Road and Old Branch Avenue/Brandywine Road to four lanes.
 - f. The widening of the four-lane link of MD 223 between Old Branch Avenue/Brandywine Road and MD 5 to six lanes.
 - g. The completion of the two-lane link of Old Fort Road Extended (MC-703) between existing Old Fort Road and MD 223.
 - h. The completion of the collector link (C-518) from the site to Old Fort Road Extended (MC-703).
 - i. In addition to the improvements listed above, it appears likely that either Surratts Road Extended between MD 223 and Brandywine Road (C-514) or the A-65 facility between MD 223 and MD 5 will need to be constructed in order to augment MD 223 and provide a reasonable travel alternative for trips between the subject site and the Brandywine/Waldorf areas. If needed, the staging analysis should consider at least one of these new facilities in some form.
4. Notwithstanding the requirements of Condition 2 above, the following road improvements associated with the residential component of the proposed development shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency, with appropriate staging to be determined at the time of comprehensive design plan:

- a. The addition of an additional through lane along MD 223 between the subject site and Old Branch Avenue/Brandywine Road.
 - b. MD 223/Old Branch Avenue/Brandywine Road: Reconstruct the intersection to provide two through lanes, an exclusive right-turn lane, and an exclusive left-turn lane on both the eastbound and westbound approaches, and provide an exclusive through lane, an exclusive right-turn lane, and an exclusive left-turn lane on both the northbound and southbound approaches. Modify traffic signal, signage, and pavement markings as needed.
 - c. The construction of a two-lane extension of Old Fort Road extended between the existing end of Old Fort Road North (north of Tinkers Creek) to MD 223. Study signalization, and provide it if warranted at the location where this facility intersects MD 223.
 - d. The addition of an additional through lane along Old Fort Road North between Old Fort Road South and MD 210.
 - e. The construction of a two-lane roadway along the C-514 alignment between MD 223 and Brandywine Road. However, this requirement shall be deemed to be satisfied if MD 223 is widened to a full six-lane arterial section between MD 5 and Old Branch Avenue/Brandywine Road.
 - f. Full financial assurances shall be understood to mean full funding within either the County Capital Improvement Program or the State Consolidated Transportation Program, or full bonding through an acceptable financial instrument with the appropriate public agency by the applicant, his heirs, successors, and assigns, or any other party.
5. The Basic Plan shall be revised as follows:
- a. The collector near the northwestern end of the site connecting to adjacent property to the west shall be shown as a primary roadway.
 - b. The access points along Steed Road shall be shown as more generic arrows rather than suggesting right-in right-out access. The exact operation of these access points shall be determined at the time of preliminary plan of subdivision.
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development concept as a whole.

8. If the information on the natural resources inventory is found later in the process to be incorrect, it shall be revised no later than 35 days prior to any Planning Board hearing on the preliminary plan.
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10. A Phase I Noise Study shall be required as part of any application for a comprehensive design plan. The comprehensive design plan and TCPI shall show all unmitigated 65 dBA (Ldn) noise contours associated with traffic-generated noise.
11. The comprehensive design plan and preliminary plan shall provide for a minimum 40-foot-wide scenic easement adjacent and contiguous to the proposed ten-foot public utility easements along the land to be dedicated for Piscataway Road. This easement shall not be on any residential lots.
12. The applicant shall provide:
 - a. An eight-foot-wide Class II trail along the subject site's entire road frontage of MD 223, unless modified by SHA.
 - b. Standard sidewalks along both sides of the subject site's frontage of Steed Road, unless modified by DPW&T.
 - c. Standard sidewalks along both sides of all internal roads, unless modified by DPW&T.