

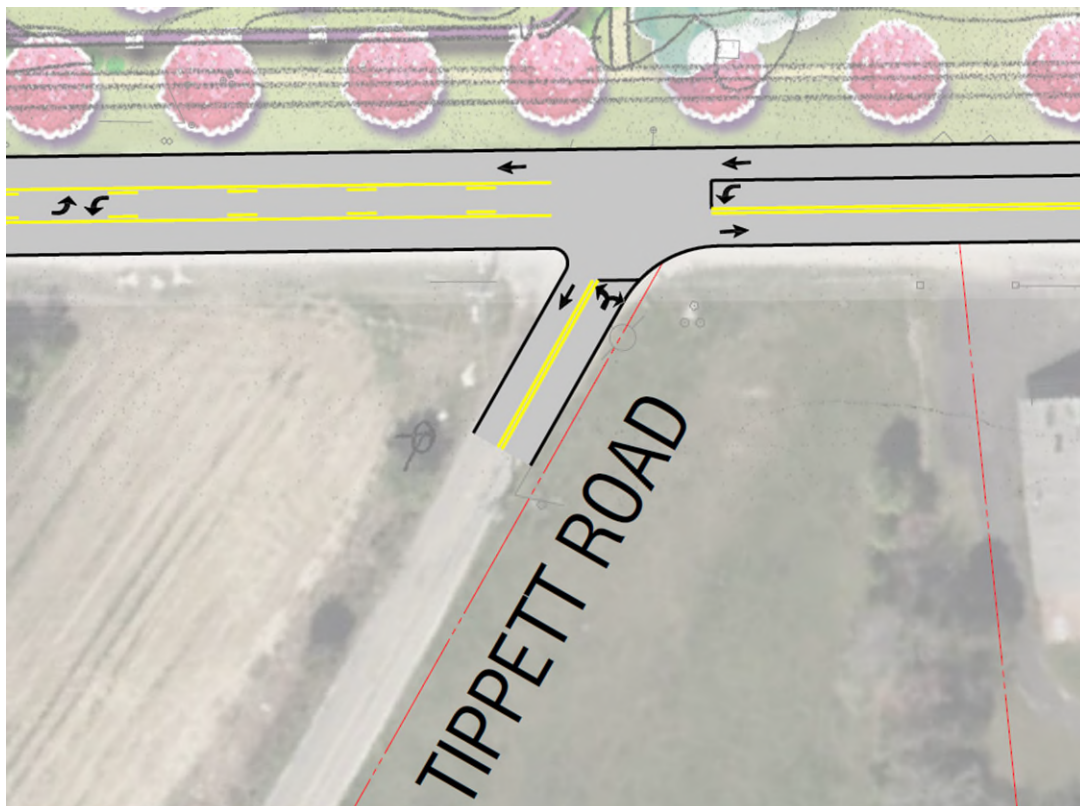
PANM - Hyde Landing [Note Card Questions]

Date: 4/12/2023 | **Time:** 6:00pm | **Location:** Tree of Life Church

Transportation Questions

1. Can you widen Tippett Road and come to an agreement with Miller Farms to do so?

ANSWER: The applicant intends to make improvements to the intersection of Piscataway Road and Tippett Road. Traffic congestion is created at intersections and typically not the link sections; accordingly, improvements to the intersection results in increased capacity and operations. Widening of Tippett Road will, therefore, be limited to accommodate necessary tapering sections from the intersection improvements, as depicted below, subject to the operating agency. The improvements at this intersection will result in the intersection operating more efficiently and will improve capacity and levels of service. Additional improvements will be made to Piscataway Road, which are discussed in more detail herein.



2. Will all of the roads be improved before you put approximately 3,000 cars on our roads?

ANSWER: The timing of road improvements is determined at the time of Preliminary Plan of Subdivision, which is the second (2nd) step of the entitlement process – after the zoning entitlement process. Notwithstanding, the applicant anticipates that the proposed development will have the

same condition as Clinton Market Place - North regarding the BK Miller intersection improvement, which requires that the improvements to that intersection must be fully funded prior to the issuance of first vertical building permit. Again, the timing of other road improvements is not determined at this time, however, all road improvements associated with the project will likely be phased over the duration of the project. The County will not permit the applicant to build all residential units without an approved phasing plan for off-site road improvements.

3. When are the infrastructure improvements going to be made as it relates to the entire project?

ANSWER: See Answers to Question #2 above, #4 below, and #8 below.

4. Do you anticipate the widening of Piscataway Road, given the additional traffic that will be generated by the proposed development?

ANSWER: As discussed during the Pre-Application Neighborhood Meeting (PANM), the proposed application to rezone the Property would result in a significant reduction in density and traffic on the road network compared to the current zoning and prior approval(s). More specifically, the proposed zoning application would result in a 50% reduction in the AM peak hour and a 58% reduction in the PM peak hour when compared to the volume of traffic that would have otherwise been generated by the property based on the previously approved zoning. Notwithstanding, the applicant anticipates widening Piscataway Road through the intersection of Steed Road to a total of two (2) through lanes in each direction with a center turn lane. Furthermore, the applicant anticipates widening Piscataway Road most of the site frontage to provide acceleration and deceleration lanes as needed as well as center left turn lanes to accommodate left turns to and from Hyde Landing, to and from Tippett Road, and to and from the Miller Farm commercial property. The current road section is only one (1) lane in each direction. The ultimate road section will be determined at the time of the Preliminary Plan of Subdivision in consultation with the County and State Highway Administration.

5. Will the roadway of Piscataway Road include sidewalks?

ANSWER: Yes.

6. Will there be bicycle lanes?

ANSWER: The applicant assumes this question, as a follow-up question to Question 5, asks whether there will be bicycle lanes added to the frontage of the project along Piscataway Road. Yes, the applicant anticipates the frontage improvements along Piscataway Road will include a bike lane.

7. Can the entries on Piscataway Road be right-turn-in-only with traffic?

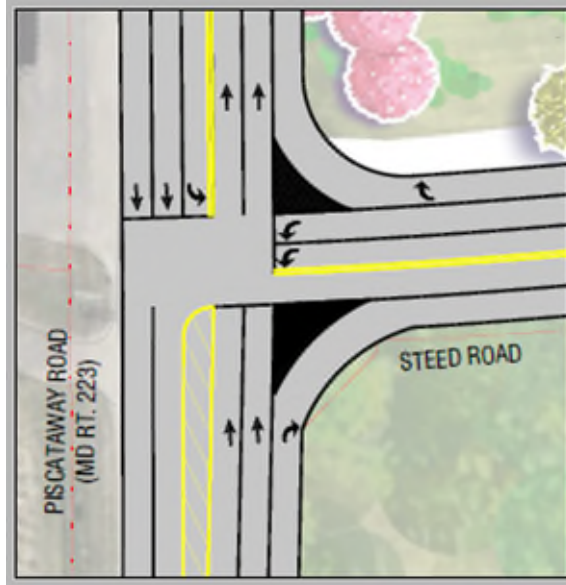
ANSWER: With the anticipated new road section, the center turn lane will allow for vehicles to make a left turn in and out of Hyde Landing (and into the Miller Farm) without impeding other through traffic. In Maryland, it is also legal for cars making a left turn onto Piscataway Road to use the center turn lane as a refuge where they can turn and wait for a break in through traffic to safely merge into the travel lane. Based on this design and the improvements along the Property frontage of Piscataway Road, it is not anticipated that turning movements will be restricted to right-in only.

8. Traffic and road deficiency are already an issue. Since you propose high density development, exactly what plan do you have to: (1) fix the existing (2) address the higher volume?

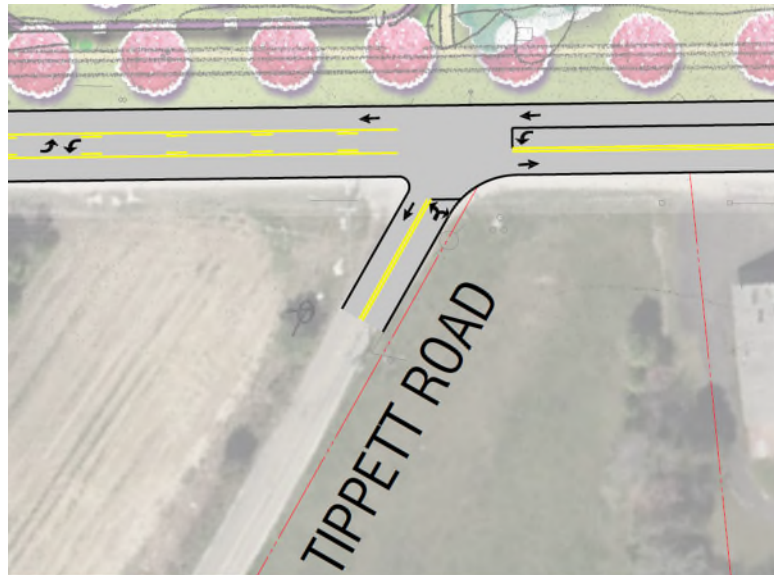
ANSWER: As discussed during the Pre-Application Neighborhood Meeting (PANM), the proposed application to rezone the Property would result in a significant reduction in density and traffic on the road network compared to the current zoning and prior approval(s). More specifically, the proposed zoning application would result in a 50% reduction in the AM peak hour and a 58% reduction in the PM peak hour compared to the volume of traffic that would have otherwise been generated by the property based on the previously approved zoning. Notwithstanding, the ultimate scope of road improvements will be determined at the time of the Preliminary Plan of Subdivision, which is the second step in a multi-step entitlement process. The applicant is, however, proposing the following:

- i. Financially contribute to the Capital Improvement Program (CIP) for the BK Miller intersection.
- ii. Financially contribute its pro-rata share to the South County CIP and use those funds to improve the Steed Road & Piscataway Road intersection. A

diagram of that improvement is provided below, subject to the operating agency:



- iii. Dedicate and construct improvements to both Piscataway Road and Steed Road along the length of the property's road frontage – this will include improving the intersection of Tippett Road and Piscataway Road. Below is a depiction of the intersection improvement at Tippett Road and Piscataway Road, subject to the operating agency.



- iv. Dedicate and construct a collector road in the interior of the community. The image below depicts the conceptual alignment for the MPOT collector road through the property.

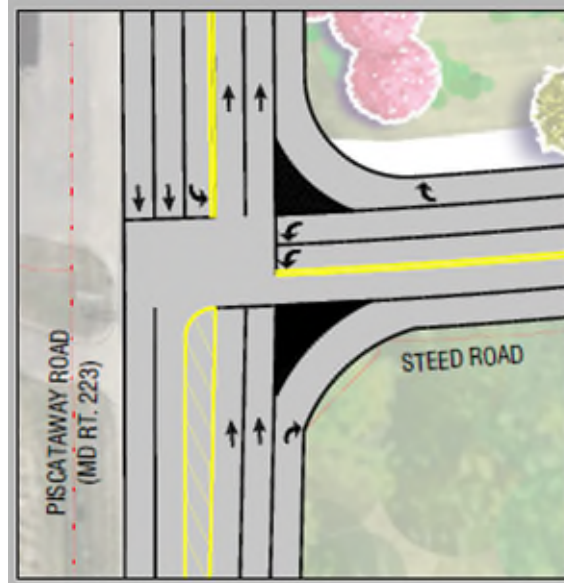


9. How are you planning to address the lack of pedestrian traffic, while increasing the auto traffic?

ANSWER: The applicant anticipates constructing/installing sidewalks along the road frontage improvements of Piscataway Road and Steed Road, as well as throughout the community. There will also be a nature trail around the Tinker's Creek stream valley area within the property.

10. Do you and/or the County or State plan to improve Steed Road, from Piscataway Road to Allentown Road.

ANSWER: The applicant will be required to make frontage improvements along the length of the property frontage along both Piscataway Road and Steed Road, respectively. Moreover, the applicant will be proposing to improve the Steed Road and Piscataway Road intersection, which will help to alleviate the current traffic congestion along Steed Road. The improvements will taper at the end of the property line. Below is a diagram of the anticipated intersection improvements at Piscataway Road and Steed Road, subject to the operating agency.



11. How will this impact what is already a high traffic area in terms of congestion? (# of vehicles AM v PM)

ANSWER: As discussed during the Pre-Application Neighborhood Meeting (PANM), the proposed application to rezone the Property would result in a significant reduction in density and traffic on the road network compared to the current zoning and prior approval(s). More specifically, the proposed zoning application would result in a 50% reduction in the AM peak hour and a 58% reduction in the PM peak hour compared to the volume of traffic that would have otherwise been generated by the property based on the previously approved zoning.

Many of the existing intersections in the area are already congested notwithstanding no new development in the immediate area has occurred in the last decade or more. Consequently, and as a result, the County has recognized that no one development project can bear the financial burden of improving all of the area's existing traffic problems, and the County does not have sufficient funding to do so without developer participation. The County has established two (2) CIP projects that require a public/private solution to the issue; whereby, development projects will be required to participate – along with the County – to fund intersection and road improvement projects in the area. The first CIP project addresses the long and historic issues with the BK Miller intersection, and it is anticipated that the applicant will have to contribute a significant sum towards this project prior to any vertical construction at Hyde Landing. The second, the South County CIP, covers nine (9) other intersections in the general Clinton area – Steed Road and Piscataway Road being one.

The County has calculated the cost to improve all nine (9) of these intersections and will allocate the cost to make the improvements to approved or proposed future developments, Hyde Landing being one such development. Hyde Landing will be proposing that its pro-rata contribution for the South County CIP be used to first improve the Steed Road and Piscataway Road intersection.

12. Will a red light camera be included in the Piscataway and Steed Road intersection?

ANSWER: The County has established objective criteria to determine where to install red light cameras. If the County determines that this intersection meets the criteria, one will be installed.

13. Can we install speed bumps - so many cars are speeding up and down Steed Road.

ANSWER: The County determines where speed bumps, humps and other traffic calming devices are installed based on objective criteria. Such devices are typically reserved for residential streets. The County is unlikely to approve such devices on Steed Road as it is a collector road, and the devices would impact the ability and speed at which rescue equipment could traverse the road section.

14. How will you prevent back-ups where the lanes go from 3/4 down to 2 lanes?

a. Bottle neck area that will occur from Millers Farm to the Church?

ANSWER: Traffic congestion originates at the intersections of roads. There are hundreds of examples throughout the County where a travel lanes taper after an intersection without the generation of traffic congestion along the legs of the roads. The design of the intersection improvements will result in the intersection of Steed Road and Piscataway Road operating at acceptable levels of service and they will operate much more efficiently. The effect of more capacity at this intersection will result in the legs of the roads also operating more efficiently to avoid bottlenecks.

Proposed Development Questions

1. What is the home cost of the townhouses & are you building apartments?

ANSWER: Pricing will be determined closer to the time of construction and home sales, which is not likely to occur for another three (3) or more years from now. However, as a reference point, Ryan Homes is currently selling townhomes in Timothy Branch, located in Brandywine –

approximately 10-miles south of Hyde Landing – and the current base pricing is \$419,990 for the Mozart model (20’ townhome) and \$464,990 for the McPherson model (24’ townhome). A land bay has been reserved for the possibility of apartments as an additional product type, however, planning has not begun for that section. A helpful point of reference for apartments would be the recently constructed Brandywine Green apartments built by Trammel Crow Residential in Brandywine Maryland – next to Ryan Homes’ Timothy Branch community. Currently, a 1-bed, 1-bath 682 square foot apartment starts at \$2,057 per month in that community.

2. Do you plan on building a pool and/or club house at Hyde Landing?

ANSWER: The applicant will be proposing to build a clubhouse in the community along with other amenities such as, but not necessarily limited to, play grounds, a dog park, tennis/pickle ball courts, pocket parks, community gardens, walking trails, etc. There will not likely be a pool in the community.

3. When is the projected completion date?

a. What is the timeline from submission of the plan to groundbreaking to closeout?

ANSWER: Timing in real estate development is notoriously hard to predict as so many variables come into play. Rough estimates would be approximately two to three years to obtain necessary entitlements and engineering approvals; nine to twelve months initial site development with first home deliveries likely no earlier than sometime in 2026 and final build out approximately sometime in 2033.

4. What other amenities are planned other than the clubhouse?

ANSWER: See Answer to Question #2 above.

a. What benefits does this project bring the existing community of Clinton at large?

ANSWER: As mentioned previously, the proposed application to rezone the Property would result in a significant reduction in density and traffic on the road network compared to the current zoning and prior approval(s). More specifically, the proposed zoning application would result in a 50% reduction in the AM peak hour and a 58% reduction in the PM peak hour compared to the volume of traffic that would have otherwise been generated by the property based on the previously approved zoning. Furthermore, the Hyde Landing project will result in the following:

- i. Will provide necessary and needed financial assistance to improve existing failing intersections and will help facilitate needed road and intersection improvements in the area.
- ii. Will provide extensive land dedication of the stream valley area to the Department of Parks and Recreation for environmental preservation and public use.
- iii. Will construct walking and hiking trails for public use.
- iv. Will offer community space for rent in the clubhouse for meetings/parties by the surrounding community.
- v. Will reclaim the land from its degraded existing conditions resulting from past mining, filling, and airport uses. Site work will restore environmental conditions and remediate public health and safety concerns associated with the prior use of the property.
- vi. Will provide solar collection areas will provide a clean and sustainable energy generation source further providing a local alternative that reduces dependency on fossil fuels as an electricity supply.
- vii. Will provide housing opportunities for various age ranges and will allow citizens to age in place.
- viii. Will be responsive to the Climate Action Plan and Housing Strategies for All.
- ix. Is in conformance with the applicable planning documents for the County and local area.
- x. Will contribute tens of millions of dollars, as further described below, to fund School Facilities and Public Safety.

5. What is the proposed composition of residential components of the development? (*Single Family, Ownership, Rental, etc.*)

ANSWER: The ultimate mix of unit types may change slightly through the entitlement process, however, the plan currently proposes:

- i. 700-800 Single-Family Attached Dwellings
 - 1. Townhouses

2. Townhouses (Age-targeted villas)

- ii. 220-260 Two-Family Dwellings (2-over-2s)
- iii. 300-400 Multifamily Dwellings
- iv. Open Space
- v. Trails
- vi. Homeowner & Publicly Accessible Recreation Facilities
- vii. Solar Energy Collection Areas
- viii. +/- 60,000 square feet of Commercial Uses

6. What is the mix of commercial space that is being proposed?

ANSWER: The current plan proposes up to 60,000 square feet of commercial space, but the type, design, and tenants/uses for the space are unknown at this time. Two (2) land bays are reserved for future commercial use, but no discussions or planning of that space has been designed or determined.

7. How will the active adult housing differ from the Townhomes or Apartments?

ANSWER: The age target villas include floor plans that will offer main level living with the kitchen, living area, and owner's suite all on the ground floor. The houses typically have a second floor for secondary bedrooms and a basement for additional optional recreation space, but a homeowner has all home features on one level making it ideal for age targeted buyers who wish to age in place and not be burdened by stairs to access bedrooms, kitchens, etc.

8. Are you planning on developing the open space in the future? (*More housing or commercial*)

ANSWER: All planned development pods of the 423-acres are depicted on the plans presented. The applicant seeks to dedicate, subject to the approval of M-NCPPC, a large stream valley park to Prince Georges County for preservation of the Tinker's Creek stream valley. Thus, approximately 180 acres of the Property is anticipated to be preserved and not developed. This is graphically depicted below and subject to approval by M-NCPPC.



9. Are you able to push the houses back and provide more trees off Piscataway?

ANSWER: There will be a Masterplan trail (i.e., side path) along the north side of Piscataway Road, and the applicant anticipates providing layers of street trees and landscaping elements along the frontage, linking the community’s pedestrian connectivity, and separating the new residences from the roadway. Appropriate buffers and setbacks will be implemented to achieve all of the site design requirements along this complex corridor. The details of these design elements will be developed and reviewed with the detailed site plan.

10. What were the previous owners burying/hiding with all the years of soil brought in?

ANSWER: Many areas of the property not being used for airport operations were previously mined for sand and gravel by the prior owner(s). A normal requirement of mining permits is to import dirt to restore the land back to its original grade. The previous owner(s) found that accepting imported dirt was a lucrative business, so he kept on accepting fill dirt well after the property had been restored to its original grade.

The previous owner(s) represented to the applicant that there was someone on-site who monitored the trucks dumping dirt to make sure only clean fill was dumped. Over the years, many soil borings and test pits have been dug on the filled portions of the property, the results of which confirmed no toxic dumping occurred/exists on-site. Other than dirt, there has been some construction debris

found in the dirt (e.g., bricks, 2”x 4”s, etc.) along with some organic material such as tree branches and stumps.

Given the sites other long time use as an airport, the applicant has filed an application to enter into the Maryland Department of the Environment’s Voluntary Clean-up Program. That program will require additional testing to identify any areas of contamination which will be cleaned up by the applicant under MDE’s supervision.

11. What is the impact on our taxes?

ANSWER: This development is not anticipated to negatively impact the tax rate of the County or existing homes. In fact, having the property redeveloped in an upscale/compatible residential community – compared to the previous aviation airport and fill operation, should result in a more compatible assessment for the area.

12. Will the solar farm be used for energy use in Clinton or other areas?

ANSWER: Electricity generated by the proposed solar farm will be put into the electrical grid at the substation adjacent to the property on the west side of Steed Road. Once in the grid, it is impossible to determine where any electricity from any generating source is used. There will likely be a program from the solar provider to purchase the electricity generated from the solar panels on the property, but there is no guarantee that the specific electricity a particular house uses was generated from the neighboring solar farm. More information on the proposed solar use will be provided once the solar provider is chosen.

13. The internal, spine road that terminates opposite of Steed - is that a dead end?

ANSWER: The internal spine road is currently in the Master Plan of Transportation as a County Collector road that is planned to continue if or when the neighboring properties develop. There is no public road to currently connect to at the terminus of the subject our property.

14. Will the property on the opposite side of the new site be affected? (Miller Farm)

ANSWER: The frontage improvements along Piscataway Road will provide a second travel land in each direction along with a center turn lane which will improve access to the Miller Farm. The

road will be widened on the Hyde Landing side of the road as there is no additional right of way on the Miller Farm side of the road.

15. Will storefronts be in the mixture of the new community?

ANSWER: Two land bays have been reserved in the community for future commercial development (pods H and J from the image below).



See

Elected Official / Council Questions

1. With the County Council Vice Chair Blegay's current bill proposed a moratorium on townhomes, without transit access, for the next two years. What will you do if you cannot build townhomes there? We realize the bill has not yet been approved, and if so it's for the next two years. The Hyde Landing project won't be for several years in the future.

ANSWER: The applicant is reviewing this proposed council bill and will be monitoring it closely as it goes through the legislative process.

2. What has Councilmember Harrison said about this project?

ANSWER: Councilmember Harrison has encouraged the applicant to conduct outreach to the local community members and leaders, as well as the local business community.

Education Questions

1. Will there be funding provided to assist with building a new school. All levels especially since its proposed adding >1200 homes?

ANSWER: The County Code requires a School Facility Surcharge be paid at the time of each building permit for each residential unit. This fee is adjusted annually. Based on the current FY 2023 amount, this project, upon total buildout, would pay over \$22 Million to the County for School Facilities.

Safety & Environment Questions

1. What are the specific environmental concerns/risks associated with the redevelopment of an old airfield, with its associated chemicals and potential fuel tanks and toxic elements on the site?

ANSWER: There has been a significant amount of testing conducted on the site both by the applicant as well as other parties who previously pursued the site. Three areas of contamination have been identified primarily from leaking underground storage tanks associated with the airport operation. Those areas have been disclosed to the Maryland Department of the Environment (“MDE”) and the applicant has filed an application to enter MDE’s Voluntary Clean-up Program (“VCP”) that is further described above. As part of the VCP, the applicant will do what amounts to testing the soil in grids to ensure no other areas of contamination exist. If any areas are identified, they too will be cleaned up based on an approved plan by MDE. Prior to taking title to the property, the applicant voluntarily agreed to reimburse the bankruptcy estate to hire an environmental remediation company for the cost of removing all known above ground and below ground storage tanks. In addition, the environmental company properly removed all oil, paint, and other chemicals stored in the hangers and elsewhere on the property.

2. How far are the new lanes on Piscataway (to be added) providing landmarks to the post office and firehouse?

ANSWER: The limits of work along MD 223 are as follows. It should be noted that MD 223 is referred to as Woodyard Road to the east of the Old Branch Avenue intersection and is referred to as Piscataway Road to the west of the Old Branch Avenue intersection.

- The road widening and tapers will extend from the traffic signal easterly along MD 223 (Woodyard Road) to the vicinity of Clinton Street, a total distance of approximately 500 feet including the tapers, which is to the east of the Clinton Fire Station. Woodyard Road will be widened to create a left turn lane along westbound Woodyard Road (MD 223) onto Brandywine Road. The new westbound left turn lane will be constructed to a length of approximately 350 feet which would essentially create a new westbound left turn lane from the traffic signal back through the frontage of the Fire Station.
- The road widening and tapers will extend from the traffic signal westerly along MD 223 (Piscataway Road) to approximately 100 feet short of the Post Office property. The total widening including new turn lanes and tapers will extend approximately 950 feet west of the signalized intersection at Old Branch Avenue. This will include the construction of a new eastbound left turn lane along Piscataway Road onto Old Branch Avenue, and a new eastbound right turn lane onto Brandywine Road. The length of these new turn lanes will be just over 400 feet.

3. How will you address the extra demand for Fire & EMS - or do you think the existing Clinton FD will cover?

ANSWER: Similar to the School Facility Surcharge, the County also imposes a Public Safety and Behavioral Health Surcharge at the time of building permit for each residential unit. This fee is adjusted annually. Based on the current FY 2023 amount, this project, upon total buildout would pay over \$11 Million to the County for Public Safety and Behavioral Health. In addition, at the time of Preliminary Plan of Subdivision, the development will be tested for adequate public facilities, which includes fire and police response time testing.

4. What are you all doing regarding the firing range?

ANSWER: The applicant is not able to do anything about any off-site existing uses. That said, of the 425 acres, the current development plan proposes approximately 180 acres being preserved and undeveloped, which will preserve existing woodland and environmental features. These areas will also provide natural and significant buffers.

Community Engagement Questions

1. Have you spoken with all the business owners that this project would affect?

ANSWER: The applicant and/or its consultants have spoken to the Millers and the Tree of Life Church, and are committed to expanding outreach in the future.

2. Would you propose such a high density development in the neighborhood each of you live in?

ANSWER: Yes. This type of development is more environmentally friendly while also providing the density needed to make the various road improvements proposed economically viable. In addition, the proposed application to rezone the Property would result in a significant reduction in density and traffic on the road network compared to the current zoning and prior approval(s). More specifically, the proposed zoning application would result in a 50% reduction in the AM peak hour and a 58% reduction in the PM peak hour compared to the volume of traffic that would have otherwise been generated by the property based on the previously approved zoning. A development that reduces otherwise allowable density while providing significant frontage improvements and financial contributions to other intersections in the area results in a net gain for the property and the community. See also the response to Question #4.a. under Proposed Development Questions above.

3. Did you do a survey in the Clinton area to see if we wanted more homes or more upscale shopping?

ANSWER: The purpose of the PANM meeting is not only to notify the community of proposed projects, but also to open lines of communication and dialogue with community members regarding community feedback. Any and all information provided by the community related to the project, including, but not limited to, the types of commercial and retail development is useful. The applicant has also met independently with several neighboring communities and are committed to setting up a task force that will meet regularly to vet these types of topics. Finally, the development plan and proposed zoning is in conformance with the Master Plan for the area and other County Planning documents.