



March 1, 2021

Prince George's County Hospital Redevelopment

The following is a compilation of responses to questions/comments that were sent to redvelopchs@co.pg.md.us. The RDA will continue to periodically release the responses to the questions/comments that are received.

1. Q - Has a traffic study been done of the neighborhood near the hospital site? Evaluation of the current conditions and impact after the construction is complete?

A - Yes, a preliminary traffic study has been done which shows minimal impacts from the proposed new development. A more detailed study will be done as part of the plan approval process.

2. Q - What is the plan for 5G in the development?

A - Plans have not yet been made regarding broad band technology.

3. Q - There is a tree conservation plan covering this parcel. Note that the parcel is currently covered with invasive callery pears. It looks like the parcel is intended to remain wooded. Will the plan replace those with native species?

A - It is too early to determine a tree plan.

4. Q - In the meeting last night there was mention of keeping the current parking garage structure. If it is used for parking as part of the development will it be free parking, or will there be a fee to park?

A - It is too early to determine parking fees or free parking

5. Q - Please explain how the tributary which runs along the site (and would be crossed by road extension) would be handled.

A - There appears to be a short tributary that is perpendicular to Greenleaf Drive that would have to be mapped/surveyed first in order to determine what the impact is and how to appropriately value engineer the proposed street.





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6. Q - While it is likely that some motor vehicle trips will access the development from hospital drive near MD 202/BW Parkway, the other three access roads, Lockwood Rd, Inwood St., and Pepsi Place are all maintained by the Town of Cheverly. Since the proposed development is not within the municipal boundaries, those future residents and business will not provide any revenue to maintain the Town roads. What type of cost-sharing agreements are being considered to support the long-term maintenance of the Town roads?

A - Too early to determine any cost sharing for public roads.

7. Q - Townhome communities, generally have a lot of parking pressure. The roads nearby this development in the town of Cheverly may not have a lot of parking demand, but there are additional maintenance - such as re paving, snow clearance, trash/recycling/lawn debris pick up, that will be impacted by the new residents' parking needs. How can this project work with the town to establish a residential parking permit program - or something similar - prior to its development?

A - A parking permit plan can be looked at.

8. Q - What type of economic studies have been completed to suggest that there is enough population to support a grocery store/retail/dining? There are maybe 7,000 residents in Cheverly, most grocery stores - even niche stores - require tens of thousands of households within a certain distance to consider opening a grocery store. This location, while very pleasant, is not that accessible. What's to prevent only the residential from developing and the stores from sitting vacant - or even unbuilt?

A - Market studies have not been conducted for this site.

9. Q - There is a proposed walking and bicycling route that would connect the Town of Cheverly and the Bladensburg Waterfront Park. Is this development able to help support the construction of that project?

A - Connections to the regional trail network will be looked at for feasibility as part of the development planning.

10. Q - The hospital site's zoning is currently R-55. Will the project developers seek a zoning map amendment as part of the entitlement process?

A - While a ZMA isn't ruled out at this point it appears to be more likely to allow the ongoing Community map Amendment process to finalize and utilize the new CMA proposed zones for the property.





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11. Q - Will an emphasis be placed on owner occupied, or rental Housing?

A - The project will likely include both.

12. Q - What would be the percentage of both? What percentage of housing will be set aside, if any, for section 8 housing?

A - It is too early in the process to determine specific percentages.

13. Q - There was mention of a possibility that Greenleaf Rd. may also be an access road to the development? Is there any thought given to the possibility of an access road directly into the development from the north bound Baltimore Washington Parkway near the Pepsi plant so as to facilitate an entrance, and the exit, currently the Health Department entrance access is a four way stop for north bound traffic? It would be less precarious. This would make it attractive for easy access and not bottle neck the sole access for the Landover Road/Development area entrance/ exit. The entrance to the South bound Parkway is either from going under the Parkway off of Landover Rd. or Left Turn over the parkway on Annapolis Rd. to south bound Parkway.

A - All traffic flow options will be considered as part of the detailed traffic study to be conducted.

14. Q - Will fencing be upgraded on the perimeter near existing homes to prevent pedestrian access so residential integrity can be maintained.

A - Appropriate buffers will be included.

15. Q - Since the county police will be responsible for the area, can a county police substation be integrated as was done in the Harbor Front in the District, and National Harbor, at least until the area is integrated into the town?

A - The need for a police sub-station will be looked as part of the plan approval process.

16. Q - Have you tried to estimate the population under either of the schemes? There is no indication of the expected sizes of the residences, but I suspect the minimum is something like this.

Scheme 1: 1144 dwelling units, at 2 persons per unit, yields a population of 2288.

Scheme 2: 550 units, at 2 persons per unit, yields a population of 1100, half of scheme 1's.

A - Population estimates have not been done.





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17. Q - Scheme 1 is titled Cheverly Town Center on the plan. As the questions indicated, this is misleading in two senses.

The development is not Cheverly, nor is it within Cheverly (at the moment).

Some participants took "town center" to mean that Cheverly's town hall/community center would be moved to this development which is outside of Cheverly. Please clarify that and allay that misunderstanding in the next meeting.

A - The development has not been named. The names on the slides were slide labels.

18. Q - Scheme 1 calls for medium to high-rise buildings, and a considerable addition of pavement.

A - The plans do not call for high rises. The total amount of impervious area increase was 1.008 ac. The total redevelopment site is 56% impervious.

19. Q - Will building materials be chosen to minimize heat island effects, for example the use of green roofs or walls?

A - Green building techniques will be incorporated.

20. Q - Because the altitude of the development is higher than that of the residential area just to its east, nighttime temperature inversions can trap hot air and therefore pollution rising from the heat islands.

What thought is being given to the air pollution effects of such a development on current Cheverly?

A - The development will incorporate as many sustainable features as possible.

21. Q - Is it true that RDA projects are outside the permitting, planning and regulatory process usually required by developments and overseen by M-NCPPC?

A - No, the RDA projects go through the same approval process as other developments.

22. Q - What means are being considered to make sure there is no lighting disturbance?

A - Lighting will be looked at as part of the plan approval process.





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23. Q - The meeting tried to give assurance of the plan's intentions of environmental responsibility. Yet those intentions were limited to the development area itself.

What consideration is being given to the environmental impact on the adjoining land?

A - During development erosion and sediment control measures will be employed to minimize and eliminate sediment from leaving the site in the normal rain events. Stormwater Management will be provided for both water quality and water quantity controls for the new development under current regulations. There is no Stormwater management associated with the site currently. The site will be stabilized as quickly as construction and weather allow. It is possible that stream restoration could be implemented.

24. Q - How will temporary and permanent disturbance impact the stream, tributary 1, which is already heavily impacted by sedimentation?

A - It is possible that stream restoration techniques can be applied to address the sedimentation issues. This will be studied at a later date.

25. Q - Talk about runoff from the development downhill to the east.

A - During development sediment laden water will generally be directed to temporary sediment traps which will filter the sediment and release clean water downstream at pre-development rates.

26. Q - There is an important environmental concern in access discussions, particularly if Greenleaf Road is still being considered as an access point. At the meeting it was acknowledged that a Greenleaf access was topographically difficult. No mention was made of the environmental issues. The swale at the western end of Greenleaf Road is ecologically functional. It filters and absorbs stormwater before it runs into Tributary 1. 56th Place and western Greenleaf Road have no storm drains, so the swale is the stormwater management. Paving of this area would mean removing any stormwater management. WSSC considers this area a wetland. Furthermore, any road would have to cross the stream and land owned by the Town of Cheverly.

A - The area may be jurisdictional wetlands. If, during the design process the value engineering exercise demonstrates that there is not enough value to the further development of Greenleaf it is unlikely to occur. However, if there is infrastructure and connectivity value then engineered stormwater controls will be introduced at appropriate points.





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27. Q - Cannot the development be confined to parcels 28 and 126, as originally presented to the town?

A - There needs to be a certain amount of density to make the project financially feasible but keeping green space will be a high priority.

