

Questions & Answers

Focus Area:

Henson Creek Transit Area off of Livingston Road and Old Fort Road
Fort Washington, MD

- 1. There was a lot of discussion about Henson Creek Village which is great, however, considering Giant owns Livingston Square which is a large portion of Henson Creek Village, how does the plan that you were referencing align with Giant's vision for Livingston Square?*

Response:

The master plan is a guide and the existing zoning regulates what can or cannot be done on the property. The current Shopping Center (C-S-C) Zone requires that they apply for permit with DPIE for any development or redevelopment on their property.

Although the future land use recommends Henson Creek Transit Village a Mixed-Use Area, there wasn't an appropriate low intensity mixed-use zoning tool at the time to implement the vision of the master plan so the property retained the existing C-S-C Zone. However, the plan recommends future rezoning of the proposed mixed-use areas by application to comprehensive design zones or other appropriate mixed-use zones to implement a compact, transit-oriented, mixed-use development.

The study will look at opportunities for development through the new zoning code and phasing and redevelopment will be items for consideration. The study team will reach out to landowners during this process to engage them; however, Giant is permitted to apply for a permit with DPIE at this time.

- 2. In reference to the Henson Creek-South Potomac Master Plan, the abstract of the report (found in the front matter and introduction) recommends high intensity development in the National Harbor region, medium-to-high intensity development at the Oxon Hill Regional Center, and low to moderate development at designated corridor nodes, activity centers and other mixed use areas. Considering the plan was last updated 14 years ago, how does it adjust to the Fort Washington area of today? Specifically, an area that:*

- *Is one of only a handful of areas in Prince George's County where 40% or more of the residents are college educated or above.*
- *Includes median housing prices that is one of the highest in the county (according to census data)*
- *Features several undeveloped lots along a major thoroughfare (MD-210)*
- *Is close in proximity to Washington, DC.*
- *Features several historic landmarks and marinas that could be tied into an integrated smart development strategy*

Response:

Although the master plan was approved in 2006, there have not been any major policy changes that render the plan recommendations along Maryland 210 out of date. The new Prince George's Plan 2035 is applicable and supports the center designations and classified the area along 210 Established Communities with the vision for context sensitive infill development. Unfortunately, private developers have not expressed interest in massive redevelopment along the corridor.

3. *In reference to the Henson Creek-South Potomac Master Plan under the Introduction on page three, could you explain what the rationale was behind deleting the corridor designation for Indian Head Highway?*

Response:

The corridor designation was a broad recommendation by the 2002 General Plan for development at appropriate nodes (major intersections) along MD 210. During the preparation of the master plan this **broad** recommendation of the 2002 General Plan was refined and specifically applied to appropriate locations. Therefore, in consideration of the nearby Commercial centers and the future limited access freeway along 210, Henson Creek Transit Village and Broad Creek Transit Village were recommended for nodal development with low intensity mixed-use along MD 210 within the master plan boundary.

4. *In the Introduction, page 3, Plan Highlights, Developmental Patterns, Rural Tier, you recommend that Development Tier be consistent with the prevailing Broad Creek character:*
- *The District 5 Station was designed with the Broad Creek character in mind. What specific provisions do you have in this plan to require developers to be consistent in their design?*

- *Broad Creek Historic District has a large flooding plain. Would Henson Creek Village (AKA Livingston Square area) be constructed with a similar concern as the Whole Foods asphalt pervious parking lot in Hyattsville Prince Georges' County? Would Prince Georges' County make marketing this type of development a top priority for Fort Washington? What is the perceived deadline?*
- *Do you have plans to turn the retail Henson Creek Village around to face to 210 to accommodate the commuters?*
- *Have you considered that Fort Washington is a water locked community? With that being considered what traffic patterns are you considering preventing burdening the Historic Livingston Square Historic Broad Creek area?*

Response:

- The plan contains development guidelines in the Development Character section of the plan, pages 26 – 30. Moreover, the Prince George's County Historic Preservation Commission advises Planning Board on developments adjacent to Broad Creek Historic District.
- Any development proposed by any applicant within a floodplain must meet the County environmental regulations and should be considered on its own merit and circumstances. County's environmental stewardship, Floodplain Ordinance and the Stormwater Management Ordinance are managed and administered by the Prince George's County Department of Environment (DOE) and Department of Permitting, Inspection and Enforcement (DPIE)
<https://www.princegeorgescountymd.gov/373/Introduction-Flood-Management>
- Community Planning staff is unable to address the Prince George's County marketing priorities and strategies and the related timelines. The County' Economic Development Commission (<https://www.pgcedc.com/>) works to implement the Economic Development Priorities of the County along with key stakeholders providing business services, incentives and site selection assistance to attract business to the county.
- It is unlikely that the Henson Village will be oriented toward MD 210. Plans call for MD 210 to be a limited access freeway in the future per the approved plans by the Maryland State Highway Administration and the construction of noise walls. Every effort will be made to encourage connectivity to the surrounding community through pedestrian and bike facilities and road connections.

- Development proposals are usually reviewed for their traffic generations based on the capacities of nearby roads. Additional information of the Adequate Public Facilities Ordinance and its applicability can be found here. <http://www.pgplanning.org/1743/Transportation-Review-Guidelines>. The master plan currently propose transportation recommendations for connectivity and for the study, these will be reviewed as part of the evaluation.

5. *In reference to the Introduction, page 4, under Implementation you recommend re-zoning specific properties to achieve the vision. What are those specific proposals for Fort Washington Road, specifically “Galicia Restaurant and Bar” at 10907 Fort Washington Road? If mixed use zoning is being considered at this location, it would not be appropriate because it is extremely close if not laying within a residential neighborhood. What are your plans for separating R-R/ R-E from commercial zones in a uniquely residential area like Fort Washington?*

Response:

- The list of specific properties recommended for rezoning are contained in the Implementation Chapter of the 2006master plan, pages 109 and 110.
- The Galicia Restaurant and Bar is currently in the Commercial Shopping Center (C-S-C) Zone and the 2006 Henson Creek-South Potomac Master plan recommends future rezoning to mixed use on the property as part of the Broad Creek Transit Village and Medical Park. It was envisioned that the mixed-use zone would be low intensity that will be respectful of surrounding residential neighborhood. The proposed zoning for the property under the current Countywide Map Amendment is Commercial, General Office Zone that would allow for residential development as one of the uses permitted.
- Landscape manual provides buffer requirements between commercial zones and adjacent residential zone.

6. *In reference to the Introduction, page 5 map, you show a Broad Creek Transit Medical Park. What is meant by transit and what are your specific plans for a medical park? Would you move what appears to be a dated medical building at 10905 Fort Washington Road across from the District 5 Station to the proposed Medical Park area or update the look of that building?*

Response:

- Future Bus Transit stops are recommended for the two transit villages with the assumption that there will be bus transit along MD 210 to Charles County. To date, there has been no progress in implementing this recommendation per the State of Maryland.
- As stated previously, the local government establishes development policies and development regulations. It is the responsibility of the land owner to develop and maintain his/her property. If the property is in disrepair and violates any county code, Code Enforcement officer with DPIE should be notified of the violation. (Contact 311 and report violation).

7. *In reference to your overall plan, (see map page 5 of the Introduction) it does not include Fort Washington flagship locations such as Tantallon Square. Why was this area neglected in the plan? Can it be added as it has direct access to 210 which is said to have 160K or more commuters a day?*

Response:

Tantallon Center was not neglected. It is part of the Broad Creek Transit Village that spans north of Fort Washington Road to Swan Creek Road. Henson Creek-South Potomac was developed with a robust community involvement – a pre-charrette workshop to develop a vision statement, intensive planning charrette from November 3-10, 2004, with three feedback loops, and a post charrette on December 6, 2004, to receive comments on the refined preferred plan. (See citizen Participation on page 8 of the approved 2006 Henson Creek-South Potomac Master Plan).

8. *In reference to your overall plan, there is a sign at the beginning Oxon Hill Road near Tanger Outlet and Jaycees. This sign incorrectly reads Oxon Hill Fort Washington. Are there any plans to correct that signage? There is also a sign missing from 210 that introduces commuters to Fort Washington. Would it be possible to get a welcome sign comparable to some of the newer communities like the Welcome to Hyattsville marques?*

Response:

I cannot speak to the correctness of the sign in question, and there is no plan for correction by the Planning Department. It may require a complaint and discussion with your Councilmember's office for appropriate action if any. The missing sign on MD 210 should also be reported to the Councilmember's office or the program manager of District 8 in the Office of Community Relations to refer to the appropriate agency for action. Welcome sign should also be a discussion to have with the elected officials for the area in order to determine appropriateness and other consideration for erecting a welcome signage. It is worth noting that Fort Washington and Oxon Hill are census designated places and not independent municipalities with delineated boundaries such as City of Hyattsville.

9. *When this plan was discussed 2006, some of the long-term residents' recall being very involved but none the less were left without any of their commercial development concerns, dreams and visions addressed. What assurances do we have this time?*

Response:

The project underway is not to develop a new master plan. It is a formal study to evaluate the potential of Henson Creek Village to attract and support new commercial and residential investment based on the current and anticipated market and the tools and opportunities presented by Prince George's County's 2018 Zoning Ordinance. The study will address ways **to implement the master plan recommendation** and identify key infrastructure improvements necessary to support and attract such investment, and explore the potential to activate the Henson Creek Stream Valley Park as a regional recreational attraction.

Visit project website at: <http://www.pgplanning.org/4840/Henson-Creek-Village-Area-Study>

10. Is the study now posted somewhere on the M-MNCPPC web site?

Response:

We have completed the project page which is posted on the M-NCPPC Community Planning website under the Neighborhood Revitalization Section. Link below.

11. Can you address the metro across the Woodrow Wilson Bridge (WWB)? There is a vague recollection during the design process that mentions the "Purple Line;" IHHAAC attendees were told that the proposed study of metro across the WWB was the "Yellow Line" which would meet up with the "Green Line". Is that correct?

Response:

There have been different kinds of wishful alignments over WWB in the early 2000s. During the preparation of the plan in 2004, there was a small rally "Purple Line Now" at Rivertown Shopping Center organized by Congresswoman Donna Edwards when she was a community activist. It was the understanding that the future transit would be the Purple Line along the beltway to Branch Avenue and ultimately through National Harbor to Virginia. There may have been other options floating around but none has materialized thus far. Yellow Line meeting up with Green line may have been the latest in transit conversations across WWD but my presentation was on the assumptions at the time of plan preparation in 2004.

Answers provided by:

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