

**STATEMENT OF JUSTIFICATION**  
**CORRIDOR CENTER**  
**M-X-T FINAL SITE PLAN AND LANDSCAPE PLAN**

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**STATEMENT OF JUSTIFICATION IN SUPPORT OF**  
**M-X-T FINAL SITE PLAN AND LANDSCAPE PLAN**

**Pulte Home Company, LLC/Applicant**  
**Corridor Center**

**Background**

The Applicant for this Final Site and Landscape Plan is Pulte Home Company, LLC ("Pulte"). Pulte is a wholly owned and controlled subsidiary of Pulte Group Inc. For purposes of this Statement of Justification, Pulte Home Company LLC and Pulte Group Inc. will be referred to jointly as "Pulte". Pulte is an American residential homebuilder headquartered in Atlanta, Georgia. It is the third largest home construction company in the United States and has developed, constructed and sold over 755,000 homes throughout the United States. In 1950, Bill Pulte, at the young age of 18 years, began building and selling homes. The Pulte brand company was formed in 1956 and at that time was headquartered in Michigan. In 1972, the company became publicly traded and in subsequent years, Pulte acquired other homebuilding companies including Divosta, Radnor Homes, Dell Webb, Sivage Thomas Homes, Centex and more recently, Dominion Homes. Over the years, the Pulte name has become synonymous with excellence in the construction of residential homes. It is currently operating in more than 40 markets throughout the country and it is one of

the industry's most versatile home builders. Pulte is able to meet the needs of multiple buyer groups and respond to transitioning customer demand. Pulte delivers not just luxury residential homes but has a grounded commitment to providing active adult (55+), affordable and workforce housing as well. As such, Pulte has been helping families realize the dream of home ownership for over 70 years. It offers three distinct brands which include: (1) stacked townhome condominiums for both affordable and first-time home buyers; (2) townhomes for consumers in the workforce and move-up market, live/work townhomes for residents who work from home and (3) villa homes with first floor owners for active adults aged 55 and over.

In the Mid-Atlantic Region, Pulte has been active since approximately 1960. It has a proven track record of successfully working with local jurisdictions and industry leaders in order to deliver successful projects to the marketplace. Its commitment to transparency in the development and construction process and its responsiveness to customers is unparalleled.

Pulte has a number of existing and planned communities. Pulte is constructing 484 townhomes in the Watershed community located in Laurel. The Watershed community offers six different townhome designs from 16'-24' in width with both front and rear

load garages. To date, over 400 homes have been sold within Watershed within the last 4 years demonstrating the need for this type of housing in this specific submarket. Base prices at Watershed range from \$435–600,000. Pulte also has constructed the Flats at National Harbor which consists of four separate 36-unit condominium buildings comprising a total of 144 condominium units. Base prices at National Harbor range from \$445–\$610,000. A third Maryland project is known as Crown Farm and is located in Gaithersburg, Maryland. This project contained 308 residential homes comprised of 64 condominium flats, 164 townhomes that are 16' wide and 80 stacked townhome condominiums. Sales in the last section of Crown Farm East commenced in June of 2020 and all product lines in this community have been sold out since summer of 2022. Another project, Tower Oaks, is located in the City of Rockville and includes 30 single family detached homes and 128 condominium flats. The project opened for sales in October, 2019 and all of the condominium flats have been sold.

In addition to Corridor Center, Pulte has several other projects which commenced development and construction in Maryland in 2023. These include King Farm Phase II in Rockville, Maryland which consists of 14' & 16'x38' deep townhomes with rooftop terraces; the Villages at Maple Lawn in Maple Lawn, Maryland

which is a 57 unit active adult villa community with first floor owners as proposed at Corridor Center; and Creekside at Cabin Branch located in Clarksburg, Maryland which will feature 326 single family detached homes and townhomes.

Pulte is excited to continue the entitlement process for Corridor Center. This Final Site and Landscape Plan advances commitments made with the approval of the Concept Site Plan and Preliminary Subdivision Plan. Corridor Center will include residential fee simple townhomes (market rate and workforce), townhome condominiums (market rate and affordable), active adult villa homes and live/work townhomes.

#### THE PROPERTY/CURRENT OWNERSHIP

The property presently consists of five separate irregularly shaped parcels which, in aggregate, comprise a total of 28.24± acres of land. The property may be defined by individual parcel as follows:

- 1.05 acres, Snowden's New Birmingham Manor Subdivision, Plat Book LID A Plat 119 (Part of Lot 11), as per deed recorded in Book 42107, Page 404 - Contee Road Investors LLC (Owner)
- 3.01 acres, Snowden's New Birmingham Manor Subdivision, Plat Book LID A, Plat 19 (Part of Lot 11), as per deed recorded

in Book 14259, Page 456 - 6900 Raf LLC (Owner)

- 2.68 acres, Richard S. Hills Subdivision of Snowden's New Birmingham Manor, Plat Book BD 8, Plat 53 (Part of Lot 12-A), as per deed recorded in Book 26130, Page 611 - Corridor Residential LLC (Owner)
- 10.14 acres, Snowden's New Birmingham Manor Subdivision, Plat Book LID A, Plat 119 (Part of Lot 7 and Part of Lot 13), as per deed recorded in Book 10162, Page 044 - FRD Properties LLC (Owner)
- 11.46 acres, Corridor Center Subdivision, Plat Book NLP 121, Plat 71 (Parcel A), as per deed recorded in Book 10215, Page 167 - Corridor Center LLC (Owner).

The various parcels will hereinafter be referred to collectively as the "Property".

A map with the Property outlined in red is marked Exhibit "A" and attached hereto. The Property is zoned M-X-T as shown on the Zoning Map which is marked Exhibit "B" and attached hereto.

The Property is located within the municipal limits of the City of Laurel. As can be seen from a review of Exhibits "A" and "B", the Property has frontage on and access to Contee Road, along its southern boundary. Pirate Lane is a one lane roadway having a right-of-way width of twenty five (25) feet. Contee

Road is a County maintained public roadway with a variable right-of-way width as it abuts the southern boundary of the Property. The Property also has frontage on but no access to the MD 198 East off ramp from I-95 along its northwest and northern boundary.

A copy of an aerial photograph with the Property outlined in red is marked Exhibit "C" and attached hereto. As can be seen from a review of the aerial photograph, the Property is improved with two dwellings. It is mostly wooded with some cleared areas. Two commercial business operations consisting of an auto repair facility and a fence and deck company are currently operating on the Property. These businesses will cease and be removed as part of the Applicant's development. A cell tower which is located in the southwest corner of the Property will remain. Non-tidal wetland areas are located in the northern and northeastern portions of the Property.

#### SURROUNDING USES

As described above, all of the west, northwest and northern portions of the Property abut the I-95 off ramp to MD 198 East. The neighborhood within which the Property is situated is primarily bounded by MD-198, Van Dusen Road to the east and

Cherry Lane and Contee Road to the south. A copy of a map depicting these transportation corridors is marked Exhibit "D" and attached hereto. The surrounding uses are for the most part residential in nature. In the southwest quadrant of MD 198 and Van Dusen Road is the South Arbory townhouse development. Immediately abutting South Arbory is a local park containing tennis courts and basketball courts known as the Duniho-Nigh Community Park. Farther to the south and also abutting Van Dusen Road is the Laurel Oaks community consisting of attached one story units accessed from Laurel Oaks Lane. Proceeding west/northwest along Cherry Lane are more residential communities including the Cherry Wood townhomes located on the north side of Cherry Lane. Immediately south of this residential community is the Laurel Volunteer Fire Department located on the south side of Cherry Lane. Continuing west/northwest on Cherry Lane is the Crescent Cherry Lane townhouse and single-family detached development. North of this large community is the First Baptist Church of Laurel and the Christian Academy of Laurel. Directly across Cherry Lane from the Crescent Community is the Villages of Wellington, the Church of Christ and Grace Baptist Church. As Cherry Lane proceeds to the northwest, it intersects with Contee Road. Pirate Lane may be accessed by turning right and

proceeding north off of Cherry Lane just before the Contee Road intersection. Pirate Lane is a substandard road consisting of a single lane of asphalt paving within a 25 foot right-of-way. It proceeds to intersect again with Contee Road at the southern boundary of the Property.

#### **THE CONCEPTUAL SITE PLAN AND PRELIMINARY SUBDIVISION PLAN**

In the M-X-T Zone, all properties must process and obtain approval of a Conceptual Site Plan, Preliminary Subdivision Plan and Final Site Plan. The Conceptual Site Plan for Corridor Center was filed with the City of Laurel Planning Department in October of 2022. It was reviewed by the Planning Department and recommended for approval in a Staff Report (M-X-T Concept Site Plan No. 935). The Concept Site Plan was considered by the City of Laurel Planning Commission at a public hearing in January of 2023 and recommended for approval. The Concept Site Plan was ultimately considered by the Mayor and City Council at a public hearing on January 23, 2023. At that time, the Mayor and City Council approved the Concept Site Plan as evidenced in City of Laurel Ordinance No. 2004. A copy of this Ordinance has also been filed with this application.

The M-X-T Zone also requires the approval of a Preliminary

Subdivision Plan. The Subdivision Plan is reviewed by City Staff and ultimately the Planning Department issues a report and recommendation. Thereafter, the Preliminary Plan is considered and acted upon by the City of Laurel Planning Commission. No further review or appeal within the City is authorized.

The Preliminary Subdivision Plan for Corridor Center was submitted for review by the City of Laurel on January 25, 2024. The Preliminary Plan application was reviewed by staff and recommended for approval. Ultimately, the Preliminary Subdivision Plan was considered by the Planning Commission at a regular meeting on September 10, 2024 (M-X-T Subdivision Preliminary Plan No. 956). After hearing all evidence from staff, the Applicant and interested residents, the Planning Commission approved the Preliminary Subdivision pursuant to the adoption of Resolution No. 24-03-PC, a copy of which has been filed with this application. The Resolution indicated the Preliminary Subdivision Plan included a total of 293 residential units within the project which included 132 stacked townhome condominium units (two family), 13 active adult villa homes, and 120 single family attached townhomes. The townhomes included 12 live/work units. All of these unit types are consistent with what was approved as part of the Concept Site Plan.

However, the unit breakdown in the approval Resolution was incorrect. The approved and certified Preliminary Plan drawing indicates there would be 148 stacked townhomes, 132 traditional townhouses and 13 Adult Villas. The total unit count remains 293 units. At the time of approval of the Preliminary Subdivision Plan, the Planning Commission also approved a Preliminary Forest Conservation Plan as evidenced by Resolution No. 24-04-PC, a copy of which has also been filed with this application.

The Preliminary Subdivision Plan was approved subject to five conditions. These are as follows:

1. **The Applicant shall obtain Final Detailed Site & Landscape Plan Approval from the Planning Commission.**

**RESPONSE:** Submission of the current application will satisfy this condition.

2. **The Applicant shall obtain Final Record Plat Approval from the Planning Commission.**

**RESPONSE:** Subsequent to the approval of the Final Site and Landscape Plans, the Applicant will proceed to obtain Final Record Plat approval and record the same in the Land Records.

3. **The Applicant shall obtain Preliminary and Final Forest Conservation Plan Approval from the Planning Commission.**

**RESPONSE:** Preliminary Forest Conservation Plan approval occurred concurrent with the approval of the Preliminary Subdivision Plan. The Final Forest Conservation Plan has been filed with this Site Plan application and will be approved at the time of approval of the Site Plan.

4. In connection with this proposed subdivision, the last portion of Contee Road will be upgraded by providing additional right-of-way dedication; infrastructure improvements will be installed along the Contee Road frontage of the subdivision, on the development side of Contee Road, to include curb and gutter, sidewalk, street trees and streetlights; and additional pavement will be provided on Contee Road to ensure a minimum total paved width of 24 feet; all of which is subject to the approval of the governmental authority with jurisdiction of Contee Road.

**RESPONSE:** The Applicant will provide all of the above road improvements concurrent with construction of the project. The road improvements will be completed as required by the approving authority.

5. The Applicant shall comply with all applicable local, state and federal laws and regulations in the development of the Property.

**RESPONSE:** The Applicant understands and agrees that compliance with the above laws is mandatory.

#### THE FINAL M-X-T SITE PLAN

As can be seen from the Final Site Plan, access and development

orientation is in strict conformance with the approved Concept Site Plan and Preliminary Subdivision Plan. As shown on those Plans, access to the Corridor Center development is proposed along Contee Road north of the intersection of Contee Road and Pirate Lane. On site, all internal roads will be private. Internal roads and alleys will be constructed by the Applicant and maintenance will be funded by homeowners' association dues paid by all property owners. The roads have been designed in accordance with Prince George's County's "Specifications and Standards for Roads and Bridges," adopted by the City of Laurel as its own standards, and have been laid out so as to provide sufficient dimension for the circulation of trash trucks and emergency vehicles as illustrated on the exhibit which accompanied the Preliminary Plan. Pulte proposes a total of 293 residential units within Corridor Center. The location of the units is shown on the Site Plan. One hundred forty-eight (148) stacked townhome condominium units will be provided. These will be located generally in the center of the development, the extreme northeast corner of the development and in the northwest corner of the development. Pulte also proposes a total of thirteen (13) active adult villa homes (30'x70') with first floor owners which will be located along the eastern boundary of the

development. The balance of the development will consist of one hundred thirty-two (132) residential single family attached townhomes, inclusive of the twelve (12) live/work units.<sup>1</sup> These are located generally in the central portion of the development flanking stacked townhouse units running from the southern boundary to the northern boundary and fronting on private roads. These will consist of units which are 24', 22' and 16' in width x 40'-50' deep. The project will allocate a number of homes for sale as "affordable" and "workforce". Within Corridor Center it is proposed that 10 townhouses (16' wide) will be designated workforce and will be offered for sale at \$246,000 (5 units) and \$333,000 (5 units). Ten (10) stacked townhouse condominiums will be designated as affordable and will be offered for sale at \$145,000 (5 units) and \$175,000 (5 units). Sale prices will escalate at 5 percent per year.

A significant component of the proposed Corridor Center development will be 12 live/work single family attached units which will be located directly along the primary access route into the community from Contee Road. The live/work units will be three stories with a habitable attic and with rear garage access

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<sup>1</sup> The unit mix proposed is slightly changed from that shown on the Preliminary Plan. This change results in the need to provide additional area for on-site forest/woodland preservation.

and outdoor living on both the second level and habitable attic level. The first floor of these units will be exclusively allocated to workspace. The live/work units will provide opportunities for homeowners to utilize the first floor of their home for their business. These live/work units will have their own access doors and contain approximately 623 sq. ft. of space on the first floor. It is anticipated that the units will be extremely attractive for professional offices. This concept has become more and more popular as homeowners seek the opportunity to conduct their business from within their homes. The attractiveness of these units has been substantially enhanced by the impact of COVID. The Applicant understands that the work portion of the live/work units must be exclusively and permanently dedicated to non-residential use. At Corridor Center, the following uses will be designated as permitted commercial uses in live/work units:

Art Studio/Gallery  
Dentist  
Doctor  
Psychologist  
Therapist  
Lawyers  
Financial Advisor/Wealth Management  
Architects/Planners/Civil Engineer  
Accountant  
Tailor/Dress Maker  
Personal Service Establishment

Educational Tutor Service  
Home Business or Professional Offices

\*Any other uses permitted in the M-X-T zoning classification will be subject to review and approval of the Association.

In order to respond to market demand, Pulte has successfully constructed live/work units in the past in Loudoun County, VA and is currently building live/work units in Prince William County, VA.

Directly across (to the west) from the live/work units will be an open space area which is proposed as the site of a community center, a community swimming pool and a playground with outdoor seating space.

The Site Plan continues to propose a single point of vehicular access from Contee Road at its intersection with Pirate Lane. The Plan shows primary vehicular access throughout the community which is envisioned to be an internal private road system which will circulate throughout the community. Secondary vehicular access routes will be internal to the individual residential uses. Rear loaded units will be accessed via a private alley. A trail system is proposed along the western perimeter of the site and pedestrian circulation within the site will be further enhanced by the provision of a five foot concrete

sidewalk system.<sup>2</sup> Elevations, including floor plans, of all proposed unit types have been filed with this Detailed Site Plan application. The elevations show the use of highest quality building materials and tasteful architectural treatments. The units proposed to be constructed at Corridor Center are reflective of the high quality design and contemporary floor plans which are a trademark of Pulte Homes.

#### **CONFORMANCE WITH CODE REQUIREMENTS FOR FINAL SITE PLAN APPROVAL**

This final M-X-T Site Plan proposes the ultimate development of the Corridor Center community in general conformance with the approved Conceptual Site Plan and the approved Preliminary Subdivision Plan. At the time of approval of the Conceptual Site Plan, findings were made by the Planning Commission and the Mayor and City Council that the Conceptual Site Plan met all requirements set forth in the City's Unified Land Development Code for the approval of a Conceptual Site Plan. Further, similar

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<sup>2</sup>The locations for proposed uses have changed slightly from the Preliminary Subdivision which was based upon intended layouts. Locations are schematic and could change based upon numerous factors including market demand, acquisition preference, topographic/soils/wetland constraints, forest conservation, etc. Such changes were anticipated and noted at the time of Preliminary Subdivision Plan approval so as not require a revision to the approved Preliminary Subdivision Plan.

findings were made relative to the approval of the Preliminary Subdivision Plan when that application was considered and approved by the Planning Commission.

All of the uses being proposed in this Final Site Plan are permitted pursuant to the Unified Land Development Code. The approval of site plans as a requirement of the M-X-T Zone is set forth in Section 20-12.5 of the Code. That section sets forth information which must be included on a Conceptual Site Plan and the findings which must be made in order to approve a Conceptual Site Plan. As noted, all findings were in fact previously made and the Applicant submits they can and should be incorporated by reference in this submittal.

Section 20-12.5(c) requires that certain information be included on all Final Site Plans in the M-X-T Zone. That section provides as follows:

**(1) *The proposed drainage system;***

The proposed drainage system is shown depicted on the Final Site Plan filed with this application.

**(2) *All improvements and uses improved on the property***

The aerial photographs submitted with this application shows the existing improvements on the Property. The Final Site Plan

package shows all proposed buildings, streets and amenities which are proposed for the Corridor Center development. Specifically, the Site Plan package shows all individual lots on which buildings are proposed to be located as well as access into the community and internal street circulation. Parking spaces are also shown as are internal sidewalks. Finally, an extensive Landscape and Lighting Plan as well as landscape and lighting details have also been included.

**b. The proposed floor area ratio;**

Pursuant to Section 20-12.6(a)(1) the maximum Floor Area Ratio (FAR) permitted without the use of the optional development method is 0.20. However, with the use of the optional method of development, a FAR of up to 8.00 may be approved. The Corridor Center development proposes an FAR of 0.60 (see General Note 8). Section 20-12.4 of the Unified Land Development Code sets forth the criteria to be analyzed in order to increase the FAR utilizing the optional method of development. Specifically, that Section of the Unified Land Development Code specifies that increases in FAR may be permitted for uses, improvements and amenities under certain circumstances. Those are as follows:

**Section 20-12.4:**

**a. To make possible an environment capable of supporting the greater density and intensity of development permitted**

The proposed development of Corridor Center accomplishes this goal. The Property is in a somewhat isolated section of the City of Laurel. While it has frontage on a major thoroughfare (MD 198), no access is proposed to that roadway. Pulte proposes to improve an alternative access and to develop and construct 293 residential units which will include 12 live/work units. The proposed development will take an isolated parcel of land and improve it with a high quality addition to the City's housing inventory. By doing this, Pulte is fostering an environment capable of supporting a greater density than that which could normally be achieved.

**b. To encourage a high degree of urban design**

The final design of the project will be determined at the time of Detailed Site Plan review and approval. However, as can be seen from the Illustrative Plan filed with the Conceptual Site Plan and the layout approved on the Preliminary Subdivision Plan, Pulte is proposing a residential attached community utilizing, for the most part, a grid system of internal streets. Residents will be able to circulate throughout the community using the

trail system or sidewalks. The community center will become a gathering place for neighborhood activities. Superior design details, as are proposed in this Final Site Plan, will promote a positive and friendly pedestrian experience thus encouraging a high degree of urban design.

**c. To increase pedestrian oriented activities and amenities; and**

Pulte is proposing a safe and extensive pedestrian system which will include a trail network and five foot wide sidewalks along all internal roadways. In addition, an open space area which will include a community center with workout facilities as well as a swimming pool and playground will certainly encourage and facilitate available pedestrian oriented activities in this area of the City of Laurel and will add to the pedestrian amenity experience within the Corridor Center development.

**d. To provide uses which encourage a lively twenty-four hour cycle for the development;**

The construction of the Corridor Center development with 293 attached residential units will certainly add to the synergistic experience of the neighborhood. The commercial live/work component promotes a 24-hour cycle as will the amenities available at the community center.. Individuals who own the

live/work units will live in the floors above the business space to be located on the first level. By providing living opportunities in the same building where a resident's office will be located, Pulte will be fostering a 24 hour environment for the community.

e. Any increase in density shall only be for amenities that exceed what would normally be required in the underlying Zone or the City Zone appropriate for the uses proposed.

Within the M-X-T Zone, the approved schedule of amenities will be established during the Planning Commission's review of the entitlement applications, most notably the Concept Site Plan and Preliminary Subdivision Plan. The uses and amenities being proposed including the recreational amenities within the clubhouse and swimming pool as well as the extensive trail system are in fact amenities which will exceed what would normally be required in the underlying Zone.

For the above reasons, the Applicant submits that an FAR of 0.60 is certainly appropriate in this instance.

(4) *Supporting evidence which shows that the proposed development will be adequately served within a reasonable*

*period of time with existing or programmed public facilities shown in the adopted county capital improvement program or within the current state consolidated transportation program, or which will be provided by the applicant, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning, conceptual site plan approval, or preliminary plat approval, whichever occurred last.*

A detailed traffic impact analysis was filed and reviewed by the City of Laurel at the time of the Preliminary Subdivision Plan. As noted above, the Preliminary Subdivision Plan for Corridor Center was recently approved by the Planning Commission on September 12, 2024. Therefore, the City's analysis in finding adequacy is recent.

Public water and sewer will be available for development of this subdivision. This is demonstrated by virtue of the fact that the Property has been into Water and Sewer Category 4 which indicates that public water and sewer is and will be available. The WSSC approval for the installation of water and sewer facilities will ensure that they are sufficiently sized to provide for efficient operation.

In addition, the Applicant's transportation engineer, The Traffic Group, prepared a Traffic Impact Analysis in order to gage the existing level of service at six critical intersections identified by the City's Department of Public Works. The intersections identified to be tested were:

- (1) Contee Road Spur and Cherry Lane,
- (2) Contee Road Spur and Overlook Way,
- (3) Contee Road Spur and Van Dusen Road,
- (4) Contee Road Spur and Contee Road,
- (5) Van Dusen Road and Cherry Lane, and
- (6) Van Dusen Road and Olive Branch Way/Killbarron Drive

The study first measured existing traffic at each of the six identified intersections. Next, the study assumed an average growth rate of one percent (1%) per year in background traffic for a period of three years. The study also took into account traffic which would be generated by approved but unbuilt subdivisions in the vicinity of the project as identified by the City's Department of Public Works. Trip generation rates were then used to assign trips from those unfilled developments. That traffic was added to the existing traffic levels at the critical intersections. Finally, traffic to be generated by the Corridor Center development as proposed by the Applicant results was also

added into the analysis. The result was that in both the AM and PM peak hours, all intersections, with the exception of one, would operate at Level of Service B or better in both the AM and PM peak hours. Only one intersection will operate at Level of Service C and that is the intersection of Van Dusen Road and Cherry Lane. Level of Service C would occur only during the PM peak hour at that intersection. Based on the above, The Traffic Group was able to opine conclusively that development of the Corridor Center project will not have any adverse impact on traffic operations within the study area. Therefore, this project will have no adverse impact on transportation facilities or other public facilities.

In addition, all applicants requesting approval of either a Conceptual Site Plan or a Final Site Plan must demonstrate conformance to the provisions of Section 20-12.5(d). That section provides as follows:

- 1) *The proposed development is in conformance with the purposes and other provisions of this section;***

The Conceptual Site Plan and Preliminary Subdivision Plan for Corridor Center have been discussed previously. The Final Site Plan complies in all respects with the proposed location for residential uses of varying types as well as the internal road

network. In addition, the Final Site Plan conforms with all the approvals relative to the location of recreational amenities and the nature and scope of those amenities. It should also be noted that all of the requirements of the M-X-T Zone relating to the approval of a Conceptual Site Plan have been made previously at the time of approval of the Conceptual Site Plan. During that approval process, positive findings were made with regard to all other requirements and provisions relating to development of the M-X-T Zone. Given the fact that this Site Plan is in conformance with the Conceptual Site Plan as well as the Preliminary Subdivision Plan, the Applicant submits that this application is in conformance with all purposes and provisions of the City of Laurel's M-X-T Zone.

- 2) ***The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;***

As can be seen from a review of the Conceptual Site Plan as well as this Final Site Plan, Corridor Center has an outward orientation toward Contee Road. This is true notwithstanding the fact that the bulk of the Corridor Center Property's frontage touches the off ramp onto MD 198 and a portion of the mainline of that major roadway as well. Providing access onto Contee Road and not proposing access through Pirate Lane, ensures an overall outward orientation of the project. Further, Contee Road along the Corridor Center frontage, as well as areas off site, will be improved by the Applicant, thus adding to the major improvements which the County has made to Contee Road farther south. The orientation being proposed by the Applicant ensures this project will blend harmoniously into the larger neighborhood which is also characterized by single family attached communities. In sum, the proposed Corridor Center development will be oriented so as to be visually and physically integrated with both existing and proposed development in the area.

**3) *The proposed development is compatible with existing and proposed development in the vicinity;***

As has been described above, all of the west, northwest and northern portions of the Corridor Center project abut the I-95 off ramp to MD 198E as well as a small portion of MD 198. A copy of a map depicting these transportation corridors is marked Exhibit "D" and attached hereto. The Corridor Center project will be oriented to other development which has occurred both south and east of the project. These surrounding uses are for the most part residential in nature. In the southwest quadrant of MD 198 and Van Dusen Road is the South Arbory townhouse development. Immediately abutting South Arbory is a local park containing tennis courts and basketball courts known as Duniho-Nigh Community Park. Farther to the south and also abutting Van Dusen Road is the Laurel Lakes community consisting of attached one story units accessed from Laurel Lakes Lane. Proceeding north/northwest along Cherry Lane are more residential communities including the Cherry Woods townhomes located on the north side of Cherry Lane. Immediately south of that residential community is the Laurel Volunteer Fire Department situated on the north side of Cherry Lane. Immediately south of that residential community is the Laurel Volunteer Fire Department situated on the south side of Cherry Lane. Continuing west/northwest on Cherry Lane is the Crescent Cherry Lane townhouse and single-family detached development. North of

this large community is the First Baptist Church of Laurel and the Christian Academy of Laurel. Directly across Cherry Lane from the Crescent community is the Villages of Wellington, the Church of Christ and Grace Baptist Church. Cherry Lane proceeds to the northwest to the intersection with Contee Road. As can be seen from a review of the exhibits attached to this application as well as the description hereinabove, virtually all of the uses in the vicinity of the Corridor Center project are residential in nature and most of these include attached residential uses. Therefore, this project will in fact be compatible with existing the proposed development in the vicinity.

**4) *The mix of uses, and the arrangement and design of buildings and other improvements, reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;***

Corridor Center is being developed as a first class mixed use project which includes varying types of residential uses as well as a small commercial component embedded within a live/work unit. The design and construction of all buildings and features on the Property will reflect best practices allowing for an independent environment of continuing quality and stability.

The arrangement of the uses will allow for each use to function well together while at the same time providing compatibility with surrounding developments. Elevations of the proposed residential buildings have been filed with this Application. As has been noted above, the architecture reflects high quality construction and will incorporate an aesthetically appealing designs. In short, the entire community will be a positive addition to the residential communities forming a major part of the City of Laurel.

- 5) *If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;*

The Corridor Center satisfies this criterion. A phasing plan was filed with the Conceptual Site Plan. Notwithstanding, all uses within the Corridor Center project will be developed and constructed generally in a single phase. Corridor Center will be a compelling and successful project. The fact that a number of different residential housing offerings will be offered is a positive aspect of the project and will add to the project's overall success.

6) ***The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;***

While all internal streets are private, sidewalks are proposed along all of those streets to provide for convenient and safe circulation. Crosswalks will be provided at intersections. The existence of this comprehensive pedestrian system will allow all residents within Corridor Center to access the clubhouse and recreational facilities located around the clubhouse in order to enjoy the substantial amenities being proposed for residents. In addition to sidewalks and crosswalks, directional signage will facilitate easy and safe pedestrian access and connectivity.

7) ***On the detailed site plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention had been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and***

Road A provides access into the community from Contee Road. That roadway proceeds in a northerly direction. Immediately

upon entering the community, there is a large open space area to the left (west). This will be the site of a community center which will include a fitness center, a community swimming pool and a playground with outdoor seating space. In addition and as noted earlier, pedestrian access within the community will be provided via five-foot wide concrete sidewalks along private streets. Crosswalks at pedestrian intersections and crossing areas will also be provided. Finally, a trail system is proposed along the western perimeter of the site to encourage further pedestrian gathering and exercise.

8) **On a conceptual site plan for property placed in the M-X-T Zone by a Sectional Map Amendment (SMA), transportation facilities that are existing; that are under construction; or for which one hundred (100) percent of construction funds are allocated within the adopted County Capital Improvement (CIP) Program, or the current State Consolidated Transportation Proposed Development.**

*The finding by the Council of adequate trans- portation facilities at the time of conceptual site plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.*

This provision was addressed during the review and approval of the Conceptual Site Plan. In any event, roadway construction and improvements will occur as a result of a condition attached to the Preliminary Subdivision Plan approval. Suffice it to say that all transportation facilities will be adequate to address and accommodate any traffic generated by the Corridor Center development.

#### **COMPLIANCE WITH CITY OF LAUREL MASTER PLAN**

Both the Planning Commission and the Mayor and City Council have expressly found that the proposed development conforms with the recommendations of the City of Laurel Master Plan adopted in 2016. While Master Plan conformance is not technically required for Final Site Plan approval, it is once again discussed herein.

Part 5 of the City of Laurel Master Plan includes the Land Use Element. The most recent Master Plan for the City of Laurel was adopted on July 25, 2016 pursuant to Ordinance No. 1873. Prior to that time, the Master Plan adopted on November 26, 2007 and amended in 2009 was applicable. The Land Use Map contained in the 2007 Master Plan is marked Exhibit "E" and attached hereto. The Property is outlined in red on that map. The Land Use recommendation for the Property was "Planned Development". By the time of adoption of the 2016 Master Plan, the Property had been placed in the M-X-T Zone. Consequently, the

Comprehensive Land Use Map found on page 67 of the 2016 Master Plan text document, a copy of which is attached as Exhibit "G", acknowledged the existing M-X-T Zone classification and recommended future development of the Property within that zoning classification. The Master Plan also sets out the City's vision for development of property in the M-X-T Zone. The Plan recommends that M-X-T development occur "**in the vicinity of major intersections ...**" (Master Plan, page 74). The Property fulfills this recommendation given its location squarely in the southeast quadrant of the intersection of I-95 and MD 198. The Master Plan also states that these areas "**will enhance the economic status of the City and provide an expanding source of desirable employment and living opportunities for its citizens**". (Master Plan, page 74). As discussed above, development of Corridor Center proposes to provide 293 residential attached units which will include 12 live/work units. These for sale units will certainly fulfill the City's expectation to expand the source of desirable living opportunities. Map No. 7 titled "M-X-T Oriented Areas Map" and found on page 75 of the Master Plan text document, clearly identifies the Property as being designated for the M-X-T Zone and mixed-use development. A copy of that map is marked Exhibit "F" and attached hereto. Clearly, the project satisfies the Master Plan recommendation for M-X-T

development.

Section IV of the Master Plan discusses the "Goals and Objectives" of the Plan. A "Community Design" goal is found on page 43 of the text document. There it is noted that "**Compact, mixed use, walkable design consistent with existing community character and located near available or planned transit options is encourage [sic] to ensure efficient use of land and transportation resources...**" (Master Plan, p. 43). The proposed Corridor Center development certainly will not just fulfill but exceed these community design goals. Corridor Center proposes a mix of residential unit types which will address a clearly articulated and defined need and desire on the part of consumers for attached residential units for sale. Corridor Center will not only provide a mix of uses but they will be compactly located within the I-95/MD 198/Cherry Lane/Contee Road corridor. As is shown on this Final Site Plan, the community will promote walkable spaces and the highest quality architectural and building material standards. The protection of natural features will be encouraged by virtue of setting aside wetland areas within the development. Corridor Center will also provide recreational facilities for residents. Planning Goals are found on pages 50-51 of the Master Plan text. Included in those General Goals are the following:

- **Develop Laurel as a comprehensive balanced community with a full array of integrated and complementary land uses.**

Corridor Center represents an opportunity to provide a mix of attached residential units for sale and which will include live/work units. This mix of uses will help to support a comprehensive balance of land uses which are complementary with other uses in the area.

- **Retain and enhance Laurel's image as an incorporated City and community providing a full range of services and functions and striving to provide a quality living and working environment for all of its citizens.**

For years, Pulte has been a leader in providing quality living opportunities for its customer base for fee simple and condominium ownership of live/work, market rate, affordable, workforce and active adult housing. Corridor Center will be no different and in fact will allow Pulte to showcase all of the above product lines in one community. Pulte will incorporate sensitive land planning techniques and utilization of high-quality building materials and architecturally interesting treatments in providing a sought-after community for its residents and one which will enhance the City of Laurel's image.

- **Conduct growth and development in an orderly manner predicated upon the provision and sequencing of required public facilities.**

The Final Site Plan is the third step in the entitlement

process of the M-X-T Zone. After approval of the Site Plan, Pulte will file and process Final Plats. One of the key criteria to be addressed in the review and approval of the Final Site Plan includes architecture, landscaping, building materials and recreational amenities. The details provided in this submittal clearly addresses these criteria in a positive manner. This review includes delivery of a quality subdivision for residents of the City.

- **Encourage a range of housing types in order to provide a variety of residential alternatives for City residents.**

Pulte proposes a range of residential unit types to address market demands. These include single family townhomes with both front and rear loaded garages (market rate and work force), single family attached active adult villas, stacked townhome condominiums (market rate and affordable) and live/work townhouse units. Pulte's proposed affordable and workforce homes will be for-sale homes introduced to the City for the first time given that the City's current affordable housing stock is all rental. In short, Corridor Center will in fact provide a range of housing types to provide residential alternatives for City residents.

- **Encourage continued development to create a place where people can live and work without having to depend on an automobile.**

The live/work units being proposed will in part address this goal. Live/work is an evolving residential strategy to allow homeowners to conduct their business in a dedicated space on the ground floor of the unit. This allows residents to "live" and "work" in the same building without having to depend on an automobile.

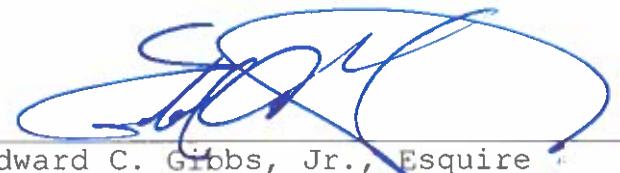
- **Promote and implement environmentally sustainable design and development.**

As was shown on the Conceptual Site Plan and the Preliminary Plan, a substantial wetland area meanders through the entire northern portion of the proposed community. The Plans propose no interference to the wetland areas with the exception of required road and utility crossings. These crossings will be reviewed and approved by the appropriate governing authority to include the Maryland Department of the Environment and potentially, the U.S. Army Corps of Engineers. Further, sensitive treatment of stormwater management will occur through the use of onsite bioretention and detention facilities which will hold the stormwater on site for slow release so that stormwater runoff does not increase above the level which existed prior to development of the project. Pulte utilizes these stormwater management techniques in all of its developments

In view of the above, it is apparent that Pulte's proposed Final Site Plan is in full conformance with the recommendations of the City of Laurel Master Plan.

#### CONCLUSION

Pulte respectfully submits that given the information provided with this application, including the analysis contained in this Statement of Justification, as well as the Final Site and Landscape Plan package and supporting documents, all relevant criteria set forth in the City of Laurel Unified Land Development Code and the City of Laurel Master Plan are met and satisfied. Pulte therefore requests that this application be approved as submitted.

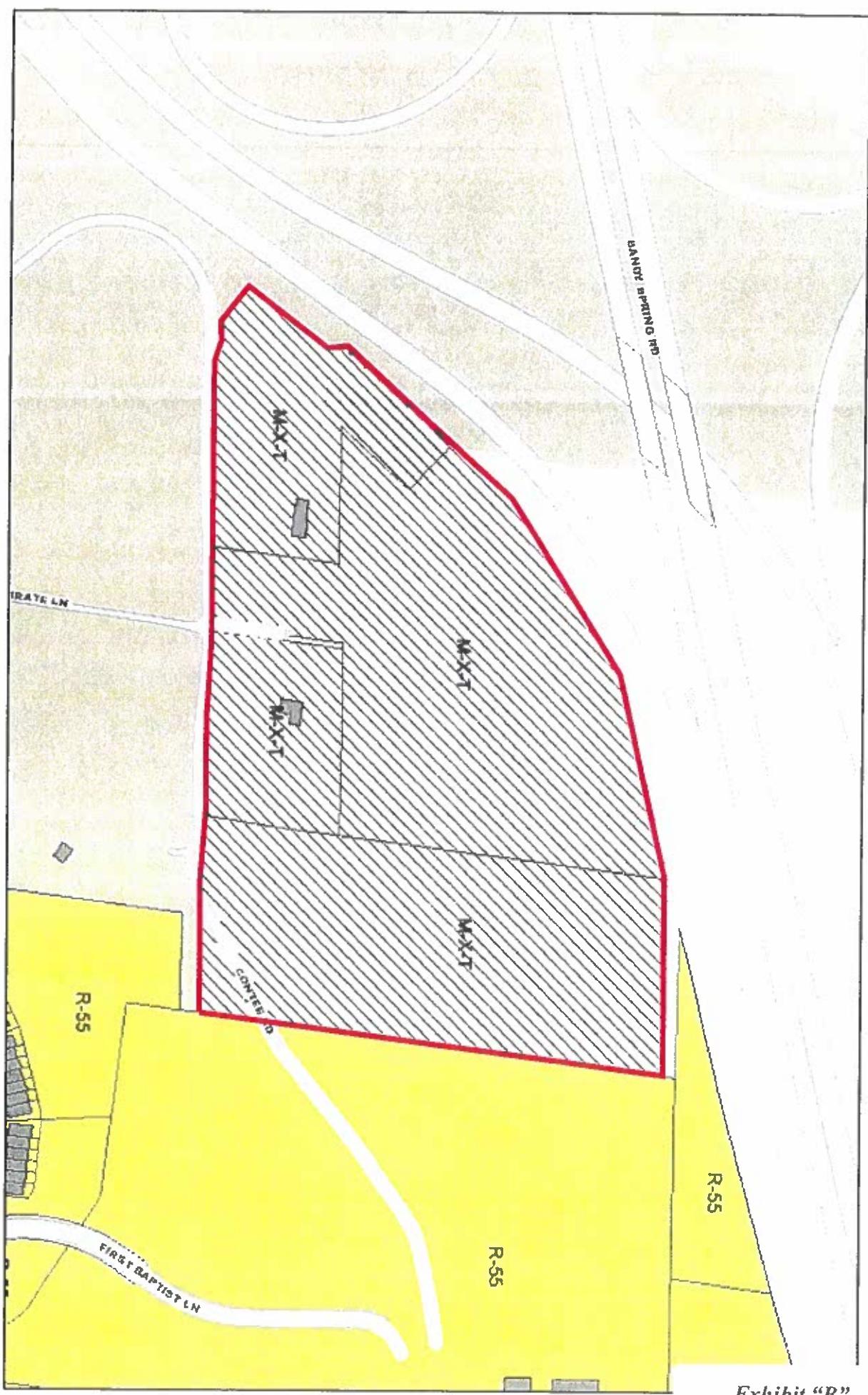


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*Exhibit "A"*

## Zoning Map



*Exhibit "B"*

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Zoning Labels

Address Points



Corridor Center

"Exhibit "C"

N

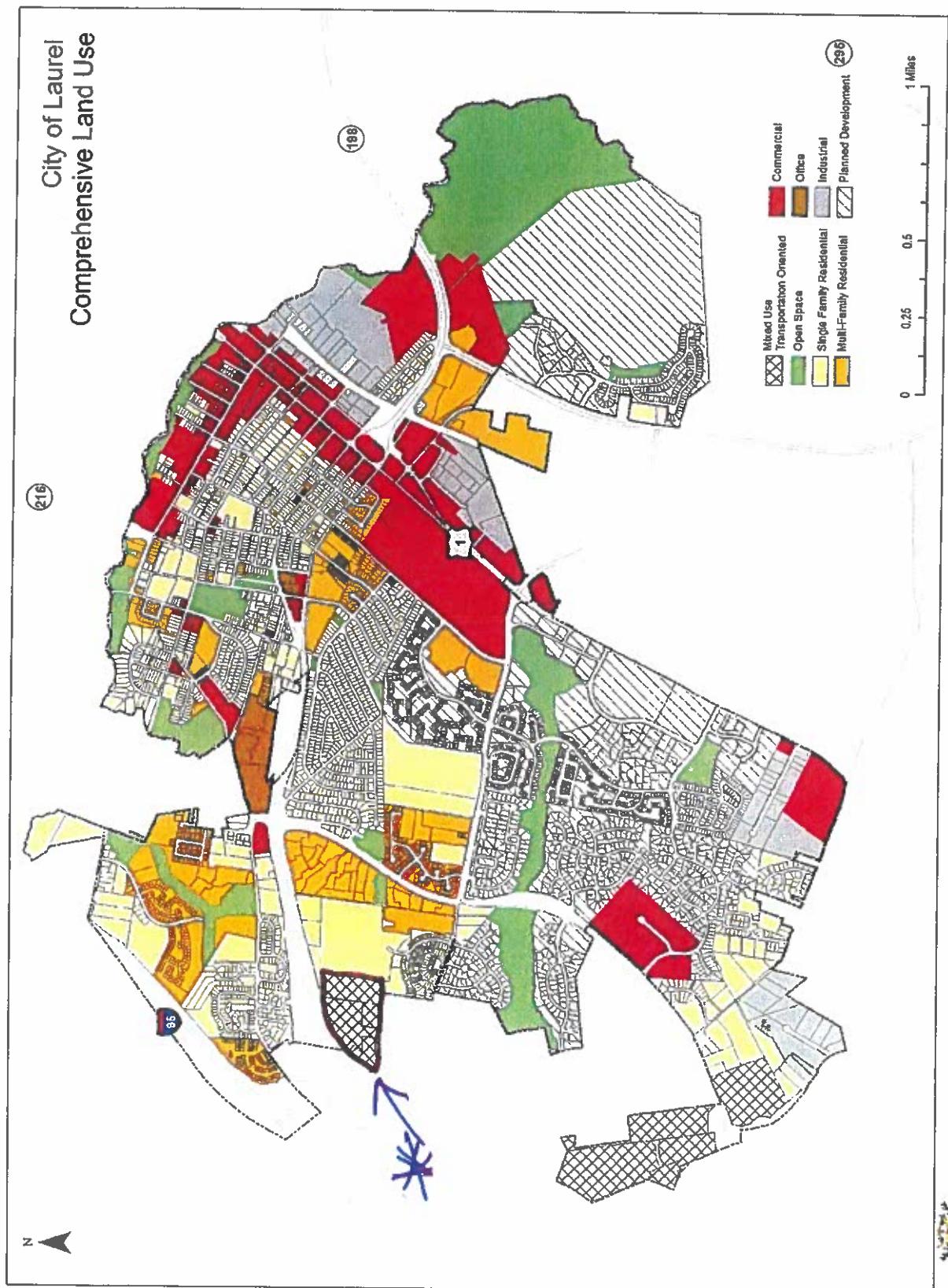


Data provided by Prince George's County Planning Department - 1

*Exhibit "D"*

Map No. 6

Comprehensive Land Use 2015 Map



Map No. 7

M-X-T Oriented Areas Map

