

**COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL
2010 Legislative Session**

Resolution No. CR-11-2010
 Proposed by Council Member Olson
 Introduced by Council Member Olson
 Co-Sponsors _____
 Date of Introduction February 16, 2010

RESOLUTION

1 A RESOLUTION concerning
 2 The Transit District Overlay Zone and Transit District Development Plan for the
 3 New Carrollton Area
 4 For the purpose of proposing amendments to the New Carrollton Transit District Overlay Zone
 5 and the New Carrollton Transit District Development Plan and directing that a public hearing be
 6 held to receive testimony on the proposed amendments.

7 WHEREAS, the Transit District Overlay Zone (TDOZ) is a mapped zone which is
 8 superimposed over other underlying land use zones in a designated area around a Metro station,
 9 to modify development requirements within those underlying zones; and

10 WHEREAS, the TDOZ process is intended to insure that the development of land in the
 11 vicinity of Metro stations maximizes transit ridership, serves the economic and social goals of
 12 the area, and takes advantage of the unique development opportunities which mass transit
 13 provides; and

14 WHEREAS, the purposes of the TDOZ are to increase the use of transit facilities, maximize
 15 the return on investment in a transit system, encourage appropriate development near transit
 16 stations with coordinated urban design elements, and increase local tax revenues; and

17 WHEREAS, the County Council of Prince George’s County, Maryland, sitting as the
 18 District Council, adopted CR-50-2009, to initiate the preparation of a Transit District Overlay
 19 Zoning Map Amendment by The Maryland-National Capital Park and Planning Commission, for
 20 those parts of the Maryland-Washington Regional District in the vicinity of the New Carrollton
 21 Metro Station; and

1 WHEREAS, the Prince George's County Planning Board of The Maryland-National Capital
2 Park and Planning Commission examined existing land use patterns, existing zoning, pending
3 zoning petitions, zoning requests received as part of the Transit District Overlay Zoning process,
4 existing and proposed subdivisions of land, and the recommendations and policies in the 1989
5 *Approved New Carrollton Transit District Development Plan*, approved in CR-51-1989; the Area
6 Master Plan for Planning Area 69; and the General Plan; and

7 WHEREAS, the proposed New Carrollton Transit District Development Plan (TDDP) sets
8 out mandatory regulations and requirements, to control the use and development of land within
9 the amended Transit District Overlay Zone; and

10 WHEREAS, the District Council and the Planning Board held a duly advertised joint public
11 hearing on June 16, 2009, and the Planning Board held a work session on July 30, 2009, to
12 review comments contained in the hearing record and staff recommendations thereon; and

13 WHEREAS, on September 10, 2009, the Planning Board adopted resolution PGCPB No.
14 09-120, transmitting to the District Council the New Carrollton Transit District Overlay Zone
15 Map Amendment and accompanying Transit District Development Plan, with the
16 recommendation that the Council adopt the proposals with the revisions described in the
17 resolution; and

18 WHEREAS, the District Council held a work session on November 17, 2009, to consider
19 public hearing testimony and the recommendations of the Planning Board and decided to
20 propose amendments to the *Adopted New Carrollton Transit District Development Plan and*
21 *Endorsed Transit District Overlay Zoning Map Amendment* and to hold a second public hearing
22 to allow public comment; and

23 WHEREAS, it is the intent of the District Council to include among the proposed
24 amendments all zoning changes and revisions to development standards that were not advertised
25 for citizen comments at the June 16, 2009, joint public hearing, any further revisions directed by
26 the Council and updated to include references to exhibits that were added to the record after the
27 close of the public hearing record.

28 NOW, THEREFORE, BE IT RESOLVED by the County Council of Prince George's
29 County, Maryland, sitting as the District Council for that part of the Maryland-Washington
30 Regional District in Prince George's County, Maryland, that at the forthcoming public hearing,
31 testimony shall be accepted concerning the following amendments proposed by the District

Council:

**PROPOSED AMENDMENTS TO THE ADOPTED NEW CARROLLTON
TRANSIT DISTRICT DEVELOPMENT PLAN AND ENDORSED TRANSIT DISTRICT
OVERLAY ZONING MAP AMENDMENT**

AMENDMENT 1:

Add a new Appendix C. Recommended Bonus Density Program for the New Carrollton TDOZ to page vii of the Table of Contents.

AMENDMENT 2:

Delete the bullets and the last paragraph under **1992 Maryland Economic Growth, Resource Protection and Planning Act** on page 11 and amend the first paragraph to read, “This legislation was enacted to encourage economic growth, limit sprawl development, and protect the state’s natural resources. It [establishes] established consistent general land use policies to be locally implemented throughout Maryland. These policies [are] were stated in the form of eight visions[:]. The 1992 Maryland Planning Act was updated with passage of the 2009 Smart and Sustainable Growth Act of 2009 (see discussion below).

AMENDMENT 3:

Add a new section after the paragraph under **2007 Stormwater Management Act** on page 12 to read:

2009 Smart and Sustainable Growth Act

The Smart and Sustainable Growth Act of 2009 clarifies the link between local comprehensive plans and local land use ordinances. The bill reinforces the importance of planning for sustainable growth and development in all local jurisdictions within the state. The eight plan visions stated in the 1992 Maryland Planning Act are replaced with an updated and expanded list of twelve visions:

1. A high quality of life is achieved through universal stewardship of the land, water, and air resulting in sustainable communities and protection of the environment.
2. Citizens are active partners in the planning and implementation of community initiatives and are sensitive to their responsibilities in achieving community goals.

- 1 3. Growth is concentrated in existing population and business centers, growth areas
2 adjacent to these centers, or strategically selected new centers.
- 3 4. Compact, mixed-use, walkable design consistent with existing community character
4 and located near available or planned transit options is encouraged to ensure efficient
5 use of land and transportation resources and preservation and enhancement of natural
6 systems, open spaces, recreational areas, and historical, cultural, and archeological
7 resources.
- 8 5. Growth areas have the water resources and infrastructure to accommodate population
9 and business expansion in an orderly, efficient, and environmentally sustainable
10 manner.
- 11 6. A well-maintained, multimodal transportation system facilitates the safe, convenient,
12 affordable, and efficient movement of people, goods, and services within and between
13 population and business centers.
- 14 7. A range of housing densities, types, and sizes provides residential options for citizens
15 of all ages and incomes.
- 16 8. Economic development and natural resource-based businesses that promote
17 employment opportunities for all income levels within the capacity of the state's natural
18 resources, public services, and public facilities are encouraged.
- 19 9. Land and water resources, including the Chesapeake and coastal bays, are carefully
20 managed to restore and maintain healthy air and water, natural systems, and living
21 resources.
- 22 10. Waterways, forests, agricultural areas, open space, natural systems, and scenic areas
23 are conserved.
- 24 11. Government, business entities, and residents are responsible for the creation of
25 sustainable communities by collaborating to balance efficient growth with resource
26 protection.
- 27 12. Strategies, policies, programs, and funding for growth and development, resource
28 conservation, infrastructure, and transportation are integrated across the local, regional,
29 state, and interstate levels to achieve these visions.

30 Together, the twelve visions provide guiding principles that describe how and where growth
31 can best occur without compromising the state's natural and cultural resources. The act

1 acknowledges that the comprehensive plans prepared by counties and municipalities are the
 2 best mechanism to establish priorities for growth and resource conservation. Once priorities
 3 are established, it is the state's responsibility to support them.

4
 5 **AMENDMENT 4:**

6 Amend Metro station core as depicted on page 24 of the plan, set forth in Attachment A.

7
 8 **AMENDMENT 5:**

9 Replace the second paragraph under **Neighborhoods Element** on page 25 with the following
 10 new language:

11 The West Lanham Hills neighborhood and the Hanson Oaks subdivision are stable and
 12 attractive existing residential communities. The plan envisions these areas as retaining their
 13 village-like, tree-shaded character. It sets forth implementation strategies for stabilizing and
 14 protecting West Lanham Hills and Hanson Oaks from the potential impacts of future
 15 development in keeping with the General Plan goal of strengthening existing neighborhoods
 16 (2002 *Approved Prince George's County General Plan*, page 31). Specific neighborhood
 17 stabilization goals, objectives, and policies are discussed under **Community and Economic**
 18 **Development** (pages 113-118).

19
 20 **AMENDMENT 6:**

21 Amend the second paragraph under **Annapolis Road Corridor** that begins on page 26 to
 22 read:

23 “[It] Annapolis Road will continue to serve as an important transportation route. However,
 24 the road will also [adopt] acquire the look and function of an urban boulevard and become
 25 the setting for a lively, community-serving commercial center. The highway-oriented uses
 26 along the corridor are projected to gradually be replaced by a new medium-density mixed-
 27 use commercial node between Riverdale Road and 85th Avenue. A portion of this new
 28 mixed-use node will extend along the south side of Annapolis Road to a point just east of
 29 Harkins Road. The plan recommends that shopping center owners along Annapolis Road
 30 develop plans for the phased redevelopment of their properties to new mixed-use urban
 31 places as the market permits this transformation to take place. New mid- [to high-]rise

1 multifamily residential buildings with active commercial ground-floor [frontages] uses will
 2 front on Annapolis Road west of Riverdale Road. Improved streetscapes and
 3 pedestrian/vehicular crossings along the corridor will promote increased bike and pedestrian
 4 traffic. This will in turn enliven the corridor as a destination and gateway to the Metro Core.
 5 A new plaza will mark the intersection of Annapolis and Harkins Roads that will afford a
 6 scenic view of the landmark buildings marking the location of the New Carrollton Metro
 7 Station.”

8
 9 **AMENDMENT 7:**

10 Add the following language to the end of the second paragraph on page 26: The plan
 11 envisions a cultural/performing arts facility as one option for a community amenity that
 12 could add to the value of development in the vicinity of the Metro station.

13
 14 **AMENDMENT 8:**

15 Amend the first paragraph on page 26 to read: “The Metro Core will be anchored by a
 16 renovated New Carrollton Metro Station with multiple escalators and a widened, brightly-lit
 17 pedestrian concourse lined with traveler-serving shops. A landscaped [semicircular] plaza
 18 will mark the intersection of Harkins and Ellin Roads. [A] The plaza and streetscape will be
 19 designed to accommodate a future Purple Line light rail transit station [will be] located at
 20 grade on the south side of Ellin Road [west of the plaza] near the Metro station’s north
 21 entrance. [The bus-Purple Line transfer area will be a landscaped transit plaza with direct
 22 access to the Metro station’s north entrance.] An oval-shaped plaza will mark the south
 23 entrance to the station. All recommended street cross sections are subject to approval or
 24 modification by DPW&T and/or WMATA.

25
 26 **AMENDMENT 9:**

27 Add the following language at the end of the second paragraph on page 26 to read: The IRS
 28 pedestrian bridge across Ellin Road should be removed as the metro core is developed and
 29 pedestrian crosswalks and amenities are provided.

AMENDMENT 10:

Amend the fourth sentence on page 30 to read as follows: “If homes are removed or remodeled, the changes should reflect the character of the existing neighborhoods and adjacent homes.”

AMENDMENT 11:

On page 31, under “Transportation Choices,” insert the following language prior to the final sentence of the first paragraph: “Excellent pedestrian and bike access within one mile of the station is envisioned.”

AMENDMENT 12:

Revise Map 8 Street Classification Plan on page 32, Map 9 Illustrative TDOZ Parking Plan on page 36, Map 14 Potential Locations for Public Art on page 58, and Map 15 Potential Location for Wayfinding Signage on page 60 to remove any visual depiction of a traffic circle at the intersection of Ellin Road, Harkins Road, and 85th Avenue.

AMENDMENT 13:

Amend the last sentence of paragraph 1 on page 33 to read: “Map 8, Street Classification Plan, illustrates the proposed street network by functional type at final buildout, including new local streets in the Garden City Neighborhood. As additional areas on the north side of the metro station develop, including but not limited to the area between Annapolis Road, 85th Avenue, and Harkins Road, additional street connections should be included to ensure access by foot, bike, and car. A street grid, an additional connection to Route 450, and 400-foot blocks are recommended. Better connections will not only improve walkability within one-half mile of the Metro station but will provide better linkages for residents north of Route 450 to access the Metro station safely by foot and/or bicycle.”

AMENDMENT 14:

Add a second paragraph under **Streets** on page 33 to read: The plan recommends that DPW&T consider prohibiting through commercial truck traffic on Finns Lane as a way to address community concerns about traffic impacts and pedestrian safety on this residential

1 street. This prohibition of through commercial truck traffic could be enforced not only with
 2 appropriate street signage but through the use of traffic-calming measures such as mid-block
 3 pedestrian crossings protected by curb bump-outs, curb bump-outs at street intersections,
 4 stop signs, and the addition of bike lanes. The plan also recommends that Finns Lane be
 5 retained as a two-lane roadway with no future widening to four lanes.

6
 7 **AMENDMENT 15:**

8 Add a new sentence to the end of the first paragraph under **Parking** on page 35 to read: The
 9 plan envisions preferential parking for car-sharing vehicles in public parking garages and at
 10 selected on-street locations throughout the TDOZ area subject to the approval of DPW&T
 11 and/or SHA.

12
 13 **AMENDMENT 16:**

14 Amend the last paragraph on page 35 to read: “The plan envisions the use of advanced
 15 [methods of] parking management measures, including shared parking arrangements and
 16 electronic parking management systems, for structured parking facilities located within the
 17 New Carrollton TDOZ[, possibly] as part of an overall strategy for TDM in the area based on
 18 technical and economic feasibility (see detailed discussion of TDM in the Transit District
 19 Development Plan chapter). [Based on technical and economic feasibility, one such measure
 20 may be shared] Shared parking arrangements for attached uses with staggered hours of
 21 operation could help to level out peak periods of parking demand. An example of this [might]
 22 would be parking shared between a medical office complex and a cinema or other
 23 entertainment complex. Another, more technically advanced [approach may be] tool,
 24 intelligent electronic parking management systems, [that] would include sensors to guide
 25 motorists to available parking spaces and interactive entrance signs that display the number
 26 of available spaces within a facility. These systems [will] would be similar to the electronic
 27 parking management system used in the parking garages at Baltimore-Washington Thurgood
 28 Marshall International Airport. They [will] would help reduce the energy waste and air
 29 pollution generated by motorists cruising streets and parking facilities in search of an
 30 available parking space.”

1 **AMENDMENT 17:**

2 On page 36, under “Parking,” insert a new final paragraph: “Temporary surface parking is
3 discouraged, but may be considered for phased projects and only for a temporary timeline,
4 ideally less than five (5) years. Temporary parking must be designed to minimize crime and
5 stormwater impacts, be appropriately landscaped to enhance the surrounding community, and
6 be pedestrian-friendly.”

7
8 **AMENDMENT 18:**

9 Amend the first paragraph under **Transit** on page 37 to read:

10 “The New Carrollton Metro Station is a major community amenity within the TDOZ.
11 However, the current layout of the station facility is that of an auto-oriented suburban transit
12 hub with large surface parking, kiss-and-ride, and bus turnaround areas on [the station’s
13 north side, and a large surface lot] on both sides of the station and two parking garages on the
14 station’s south side. It attracts much more vehicular traffic than foot/bicycle traffic. The plan
15 envisions a transformed[,] urban transit facility with convenient [intermodal] multimodal
16 connections and attractive, pedestrian-friendly transit plazas framing the north and south
17 entrances. Over time, [The] the existing surface Metro station parking spaces will be
18 [replaced with] reconfigured as structured parking and incorporated into high-rise mixed-use
19 TOD. The bus turnaround areas will be reconfigured to better accommodate the future Purple
20 Line station and new pedestrian/transit plazas. Dedicated structural parking for WMATA’s
21 park-and-ride patrons will replace the surface parking on the Metro station’s north side.
22 (WMATA opened a new parking garage in 2005 as dedicated replacement parking for the
23 surface parking area on the station’s south side.) The parking will be visually integrated with
24 surrounding buildings through the use of ground-floor or full-height liner retail/office uses on
25 the sides facing the transit plaza and street. [It will also include shared parking spaces for
26 nearby uses and the public at large.] The plan recommends consideration of the option to
27 convert some of these parking spaces to shared parking as the area is developed in
28 accordance with the plan vision. Such shared parking will help to reduce the total amount of
29 parking needed to serve the Metrorail station and the surrounding development activity. The
30 plan envisions preferential parking for car-sharing vehicles within WMATA-owned parking
31 facilities subject to WMATA approval. The replacement/conversion of existing WMATA

1 surface parking spaces, and the design and construction of new public parking spaces will
 2 need to be negotiated and coordinated between the appropriate public works and transit
 3 agencies (DPW&T, the Maryland Department of Transportation (MDOT), and WMATA)
 4 and the developers of future mixed and commercial uses.”

5
 6 **AMENDMENT 19:**

7 Replace the second paragraph under **Transit** on page 37 with the following new language:
 8 “The State of Maryland selected its Locally Preferred Alternative (LPA) in August 2009 for
 9 the planned Purple Line transit service between New Carrollton and Bethesda, Maryland.
 10 The LPA will be light rail/streetcar service and the State’s alignment will follow Veterans
 11 Parkway (MD 410) and Ellin Road to its interim terminus at the New Carrollton Metrorail
 12 station. A future Purple Line transit station stop will be at the intersection of Annapolis Road
 13 (Rt. 450) and Veterans Parkway (Rt. 410). The 2009 Approved Master Plan of
 14 Transportation envisions a future extension of the Purple Line to areas south of the New
 15 Carrollton Metro station, including Landover Gateway, Largo, Westphalia, and National
 16 Harbor. The New Carrollton plan recommends close coordination between DPW&T, MDOT,
 17 and WMATA and the surrounding community neighborhoods of Hanson Oaks and West
 18 Lanham Hills to mitigate potential environmental impacts from the planned Purple Line. A
 19 new traffic light will be placed at Hanson Oaks Drive and Ellin Road and sound barriers on
 20 Route 50 near Veteran’s Parkway will be added to address community concerns. Ingress and
 21 egress alternatives should be explored for the Hanson Oaks and Ardwick-Ardmore
 22 neighborhoods.”

23
 24 **AMENDMENT 20:**

25 On page 38, in Map 10, insert an asterisk in Map 10 to show a future Purple Line transit stop
 26 at the intersection of Route 410 and Route 450, and insert a one-quarter and one-half mile
 27 radius.

28
 29 **AMENDMENT 21:**

30 Amend Bullet 3 on page 39 to read, “Bicycle facilities and access throughout the New
 31 Carrollton Metropolitan Center, particularly at the Metro station, where on-street bicycle

1 parking might be consolidated in a comprehensive bicycle parking and service facility similar
2 to the one constructed and opened at Washington, DC's Union Station in 2009 (such a
3 facility would be developed and operated privately or through a public-private partnership
4 between WMATA and private developers, all subject to WMATA approval).

5
6 **AMENDMENT 22:**

7 On page 68, in Map 16, designate a future Purple Line transit stop at the intersection of
8 Route 450 and Route 410.

9
10 **AMENDMENT 23:**

11 Amend the paragraph under Bullet 1 on page 71 to read:

12 “Until a site plan is submitted, all buildings, structures, and uses that were lawful or could be
13 certified as a legal nonconforming use on the date of transit district overlay zoning map
14 amendment (TDOZMA) approval are exempt from the TDDP standards and from site plan
15 review and are not nonconforming. Until a site plan is submitted, active shopping centers
16 with freestanding commercial uses on perimeter pod sites are also exempt from the TDDP
17 standards and from site plan review and are not nonconforming. However, the issuance of a
18 Building Permit or a Use and Occupancy Permit for a change in ownership for any property
19 with frontage along a public street shall require restoration or installation of landscape strips,
20 buffering, and screening in accordance with Sections 4.2 and 4.4 of the Landscape Manual,
21 as modified by the streetscape standards of this TDDP, or as determined under an Alternative
22 Compliance procedure per Section 1.3 of the Landscape Manual. The plan recommends that
23 shopping center owners consider developing plans for the phased redevelopment of their
24 properties to new mixed-use urban places.

25
26 **AMENDMENT 24:**

27 Amend the fourth bullet on page 74 to read: “Undergrounding utilities – This standard
28 applies only to new utilities to be placed with proposed development or redevelopment.
29 Overhead power lines for streetcars or light rail trains shall be exempt from this requirement.
30
31

AMENDMENT 25:

Amend the second paragraph under **Phasing and Implementation** on page 97 to read, “. The plan recognizes the WMATA Joint Development Program as the appropriate vehicle for the redevelopment of WMATA-owned joint development sites in the Metro Core area.

[WMATA also has an exclusive development rights agreement in place with a developer.] In addition, the north portion of the Metro Core consists of several large parcels under a mixture of public and private ownership. For these reasons, the redevelopment of the north portion of the Metro Core area is seen as occurring first, generally between 2010 and 2015. The [possible] planned construction of the Purple Line [bus rapid transit or] light rail line beginning [possibly in 2012] in 2013 or 2014 will further enhance [locational attractiveness] the redevelopment of this area.

AMENDMENT 26:

Amend the neighborhood boundaries shown in Map 18 TDOZ Neighborhood Development Phasing Plan on page 98 to be consistent with the neighborhood boundaries shown in Map 7 New Carrollton TDOZ Neighborhoods on page 24.

AMENDMENT 27:

Add a footnote to Table 4 on page 110 (Estimated Expenditures for Public Facilities – 2021 and beyond, line item New Public School) to read: The plan’s recommendation for a new public elementary school is based on a public facilities needs assessment conducted for the New Carrollton TDOZ area that estimated that the 5,500 residential units envisioned within the plan area at full buildout could generate up to an additional 500 students in grades PreK – 8. The plan envisions a new elementary school for 600 to 800 students.

AMENDMENT 28:

Add a sentence to the end of No. 3 on page 107 to read: The Maryland Economic Development Corporation is a potential resource for funding and technical assistance to help the county initiate and develop a TIF for the TDOZ area.

AMENDMENT 29:

Add a sentence to the end of No. 9 on page 111 to read: The Maryland Department of Transportation (MDOT) Transportation Enhancement Program is an additional potential source of federal transportation funds for public transportation infrastructure improvements.

AMENDMENT 30:

Amend the first paragraph on page 113 to read, “The TDDP also authorizes the establishment of a transportation demand management technical advisory committee (TDMTAC) to analyze, recommend, and implement the policies required to achieve the New Carrollton TDDP’s transportation goals, policies, and objectives. The TDMTAC will be composed of transportation staff from M-NCPPC, MDOT (MTA and SHA), WMATA, and DPW&T.”

AMENDMENT 31:

Change the proposed new zone for 7701 Garrison Road and 7703 Garrison Road from R-18 to M-X-T (Zoning Change No. 8).

AMENDMENT 32:

Correct mistakes in the amount of acreage proposed for rezoning 7710 Annapolis Road. Otherwise, retain the proposed new R-18 rezoning (Zoning Change No. 7).

AMENDMENT 33:

Rezone the stated 14,925 square feet of land in Parcel A from C-S-C to C-O (Zoning Change No. 8).

AMENDMENT 34:

Change the proposed zone for 5302 West Lanham Drive from R-18 to M-X-T (Zoning Change No. 8).

AMENDMENT 35:

Retain ARDWICK ACREAGE PT PAR 185 (.3576 AC STR TO 3018439 96/97 on Ellin Road adjacent to the Amtrak substation in the C-O Zone (Zoning Change No. 13).

AMENDMENT 36:

Insert new language after the second paragraph on page 114 under **Stable and Affordable Neighborhoods** to read:

A number of workforce housing initiatives have been initiated by the federal government, the state of Maryland, and Prince George's County since 2000. The primary purpose of these programs is to enable employees to live closer to their places of work and thereby reduce the time and financial costs associated with long commutes to and from work. These savings can potentially allow qualifying homebuyers to afford larger and more expensive homes as well as improve their household quality of life.

The federal government has played the leading role in promoting and funding workforce housing initiatives in the Washington metropolitan region because it is the largest employer in the area. Three federally funded programs are available to assist qualifying homebuyers in Maryland, Virginia, and the District of Columbia. The American Dream Downpayment Initiative (ADDI) provides downpayment assistance. The Home Purchase Assistance Program provides interest-free and low-interest loans that enable borrowers to purchase single-family homes, condominiums, or cooperative apartments. The Smart Commute Program assists homebuyers planning to purchase new homes located within ¼ mile from a public transit bus stop or within ½ mile of a public rail transit station. Participating lenders in this program require a reduced downpayment (3% of purchase price) and incorporate the potential transportation savings into their calculation of qualifying income. All three federal programs are administered locally in Prince George's County and other Washington-area jurisdictions.

The State of Maryland offers two workforce housing-related programs for qualifying first-time homebuyers. The Down Payment Settlement Expense Loan Program (SELP) provides a partial subsidy of closing costs. The Live Near Your Work Program offers small settlement cost assistance grants (3%) to homebuyers who are purchasing a home within 25 miles of their place of employment.

1 In addition to these programs, Montgomery County and the District of Columbia incorporate
2 inclusionary zoning provisions into their respective zoning ordinances. Montgomery County
3 requires affordable housing as a percentage of new housing units in proposed developments
4 that contain over 10 units in applicable zones. The District of Columbia awards bonus
5 density in applicable zones for the production of workforce housing units, which must
6 comprise between 25% and 55% of the excess housing units produced. In addition, the
7 District of Columbia specifically targets workforce housing for public service employees
8 such as teachers, police officers, firefighters, and nurses who cannot afford to purchase
9 market-rate housing in the District. Both jurisdictions have affordable/workforce housing
10 trust funds that were created in the late 1980s. These funds are supported by a mix of taxes,
11 fees, and developer contributions in return for bonus density grants. The trust funds in both
12 jurisdictions are administered by their departments of housing and community development.

13
14 Prince George's County offers low-interest rate first mortgages with down payment and
15 closing cost assistance to qualifying first-time homebuyers as part of its Homeownership
16 Initiative. In 2010, the county will also begin working with M-NCPPC to identify suitable
17 locations for workforce housing within the county.

18
19 The plan recommends that priority be given to developable or redevelopable sites that are
20 within ¼ mile of a public transit bus stop or within ½ mile of the New Carrollton Metro
21 station. Observance of this recommended criterion will help to avoid saddling the purchasers
22 of workforce housing units with the potentially crippling financial costs associated with long
23 commutes to work. The plan also recommends that the county and M-NCPPC collaborate
24 with experienced nonprofit housing providers and private developers in developing
25 appropriate workforce housing production targets.

26
27 Finally, the plan recommends the creation of a bonus density program to provide workforce
28 housing and commercial space for small/local businesses within the Metro Core
29 neighborhood of the New Carrollton TDOZ (see the discussion under **Viable and Accessible**
30 **Economic and Employment Opportunities** for additional details about proposed density
31 bonus benefits for small/local businesses). The Metro Core neighborhood is specifically

1 targeted because it is the area with the greatest development potential due to its planned
 2 density of development. That same density will enable this neighborhood to absorb a
 3 significant number of new housing units without some of the potential impacts that might
 4 affect more sensitive areas within the TDOZ. Another important reason for targeting the
 5 Metro Core neighborhood – and requiring new workforce housing units to be provided onsite
 6 – is to provide opportunities for buyers or renters of new workforce housing units to live
 7 closer to their jobs and/or transit access to those jobs.

8
 9 A recommended bonus density program is detailed in Appendix C. Recommended Bonus
 10 Density Program for the New Carrollton TDOZ. The recommended plan must be enacted
 11 through separate legislation by the District Council.

12
 13 **AMENDMENT 37:**

14 Add a fifth bullet under the first set of strategies listed on page 114 under **Stable and**
 15 **Affordable Neighborhoods** to read:

16 Identify public and nonprofit housing services resources that can assist the residents of the
 17 rental apartment units on 85th Avenue to organize a tenant association to assist them in
 18 preserving or increasing affordable/workforce housing opportunities within the TDOZ.

19
 20 **AMENDMENT 38:**

21 Revise the second bullet under **Strategies** on page 115 to read: “Provide density bonuses to
 22 private developers of properties in the Metro Core neighborhood who include workforce
 23 housing units (MT to LT)”

24
 25 **AMENDMENT 39:**

26 Add a new paragraph after the first paragraph on page 119 under **Viable and Accessible**
 27 **Economic and Employment Opportunities** to read:

28 An important part of the effort to promote economic revitalization in the New Carrollton
 29 TDOZ will be the creation of venture opportunities for local small businesses. Adequate
 30 neighborhood-serving commercial services are an essential element in guaranteeing a high
 31 quality of life for TDOZ area residents. These services should be offered not only by new

1 businesses but by viable existing businesses as well. The plan recommends a targeted
2 business development initiative by Prince George’s County and the state of Maryland to
3 assist existing businesses as well as new startups. An appropriate nonprofit or quasi-public
4 implementing entity such as the proposed BID should also be solicited to participate in this
5 effort; if necessary, financial and/or technical assistance should be extended to the
6 organization to help it build its capacity to help implement the business development
7 initiative. New and innovative business development tools such as microlending, investment
8 clubs, and incubator programs should be evaluated and, where feasible, used to assist
9 interested community residents and other entrepreneurs in starting new businesses or
10 expanding existing businesses.

11
12 **AMENDMENT 40:**

13 Add a new paragraph after the first full paragraph on page 119 under **Viable and Accessible**
14 **Economic and Employment Opportunities** to read:

15 During the community planning workshops, some residents raised concerns about
16 opportunities for local businesses to lease suitable commercial space in future commercial or
17 mixed-use developments within the New Carrollton TDOZ area. To address these concerns,
18 the plan recommends that commercial space for local/small businesses be made available as
19 part of the bonus density program outlined in Appendix 3 (see earlier discussion under
20 **Stable and Affordable Neighborhoods**).

21
22 **AMENDMENT 41:**

23 Revise the **Goal** statement on page 119 to read: “Revitalize the New Carrollton TDOZ area
24 by attracting, stimulating, and coordinating investment to increase employment and venture
25 opportunities, residents’ median income, and the county’s tax base.”
26
27
28
29
30
31

AMENDMENT 42:

Insert a new third **Goal** and associated **Strategies** on page 119 under **Viable and Accessible Economic and Employment Opportunities** to read:

GOAL

Provide opportunities for small/local businesses to benefit from new investment in the New Carrollton TDOZ area.

STRATEGIES

- Provide technical assistance to established and startup local/small and disadvantaged businesses to ensure they are familiar with county and state business development services and programs, and are prepared to take advantage of these resources.
- Provide density bonuses to private developers of properties in the Metro Core neighborhood who include suitable commercial space for small/local businesses. (MT to LT)”

AMENDMENT 43:

Throughout the “Development Standards Guidelines” chapter, beginning on page 123 through 187, insert the following footnote under all photographs and illustrations: “Graphics are not regulatory but are intended to illustrate codes.”

AMENDMENT 44

Amend the Intent statement for the Metro Core Neighborhood on page 129 to read: “To create a compact, high-density, and pedestrian-friendly mixed-use center around the Metro station entrances that provides workforce housing opportunities for public- and private-sector service workers, and suitable commercial space for small/local businesses (See Map 19. Bonus Density Program Map of Metro Core Neighborhood).”

AMENDMENT 45:

On page 129, add a new sentence after the third sentence in Standard 1 under **Metro Core Neighborhood**: “Additional height up to 22 stories may be considered in return for clearly defined community benefits such as the provision of workforce housing opportunities for public-and private-sector service workers and commercial space for small/local businesses.”

1 On page 129, renumber the last sentence in Standard 1 as its own standard and renumber
2 accordingly. Add a sentence that states, “No additional height in return for community
3 benefits should be considered at this location.”

4
5 **AMENDMENT 46:**

6 Replace the first sentence in Paragraph 12 on page 130 as follows: “Leadership in Energy
7 and Environmental Design (LEED) standards for building, as set forth by the U.S. Green
8 Building Council (USGBC), should be reviewed and integrated into the design and
9 construction process for all new development and renovation projects. LEED-Silver or better
10 certification is recommended for all new development.”

11
12 **AMENDMENT 47:**

13 Add a new Bullet 7 to the list of standards on page 154 under **Pedestrian/Bike Accessways**
14 **Within Public Street Right-of-Way** to read:

15 7. Coordination of Proposed Bikeway Facilities in Public Street Rights-of-Way with
16 Appropriate Public Works Agencies: Proposed new bikeway facilities within the public
17 right-of-way of state-maintained roads shall conform to State Highway Administration
18 (SHA)-approved standards and guidelines, and their design, approval, and construction shall
19 be coordinated with SHA. Similar coordination with the appropriate public works agency or
20 agencies shall be required for proposed bikeway facilities within other public street rights-of-
21 way. Appendix 3. Glossary of Terms for the Design of Bikeway Facilities may be referenced
22 for further guidance in the design of these facilities.

23
24 **AMENDMENT 48:**

25 Add the new bikeway facilities definitions developed by the Maryland State Highway
26 Administration (SHA) as Appendix 3. Glossary of Terms for the Design of Bikeway
27 Facilities.

AMENDMENT 49:

Amend the first standard under **Trees and Landscaping** on page 161 to read:
“1. Street Trees: Street trees shall be planted along Annapolis Road, Ellin Road, Harkins Road, 85th Avenue, Garden City Drive, and Corporate Drive [in accordance with the streetscape sections shown] according to streetscape construction documents that have been designed in coordination with and approved by DPW&T and/or SHA.”

AMENDMENT 50:

Delete the typical street cross sections shown on Page 162.

AMENDMENT 51:

Modify the discussion on LEED on pages 194-195 (Appendix B) to include references to the three LEED rating systems (New Construction, Schools, and Major Renovations).

AMENDMENT 52:

Add a new Appendix C. Recommended Bonus Density Program for the New Carrollton TDOZ after page 199 of the plan (See ATTACHMENT B for the specific text to be included in the new appendix).

AMENDMENT 53:

Amend Proposed Zoning Change 9 by changing the proposed zoning classification from R-10 to M-X-T approximately 2 acres currently zoned C-S-C located at 7732, 7734, 7738, and 7740 Annapolis Road and 7730 Finn’s Lane

AMENDMENT 54:

Amend Proposed Zoning Change 11 by retaining existing C-S-C zoning for the following properties: 8454 and 8500 Annapolis Road, and a parcel composed of the following: 7710 and 7788 Riverdale Road, 8308 and 8320 Annapolis Road (tax account #2744522) (tax account #2182368) (tax account #2744530)

AMENDMENT 55:

Amend Proposed Zoning Change 3 by rezoning the Metro parking lot property, located on Ardmore Road, Tax Account #2253250, Tax Map 052A2, Parcel 122, to M-X-T.

BE IT FURTHER RESOLVED that, pursuant to Section 27-213.05 of the Zoning Ordinance, a public hearing shall be scheduled to receive testimony on these proposed amendments, and a copy of this Resolution shall be transmitted to the Prince George’s County Planning Board, to request that its comments be submitted to the Council prior to action on the amendments.

BE IT FURTHER RESOLVED that the District Council, after holding a duly advertised public hearing on the proposed amendments, may reconsider each amendment, and may approve the Adopted New Carrollton Transit District Development Plan and Endorsed Transit District Overlay Zoning Map Amendment with all, any one or more, a portion, or none of the proposed amendments.

BE IT FURTHER RESOLVED that the revised map of the Metro Station Core, and the text of Appendix C, Recommended Bonus Density Program for the New Carrollton TDOZ, as set forth in Attachments A and B, respectively, be and the same are hereby incorporated by reference.

Adopted this 16th day of February, 2010.

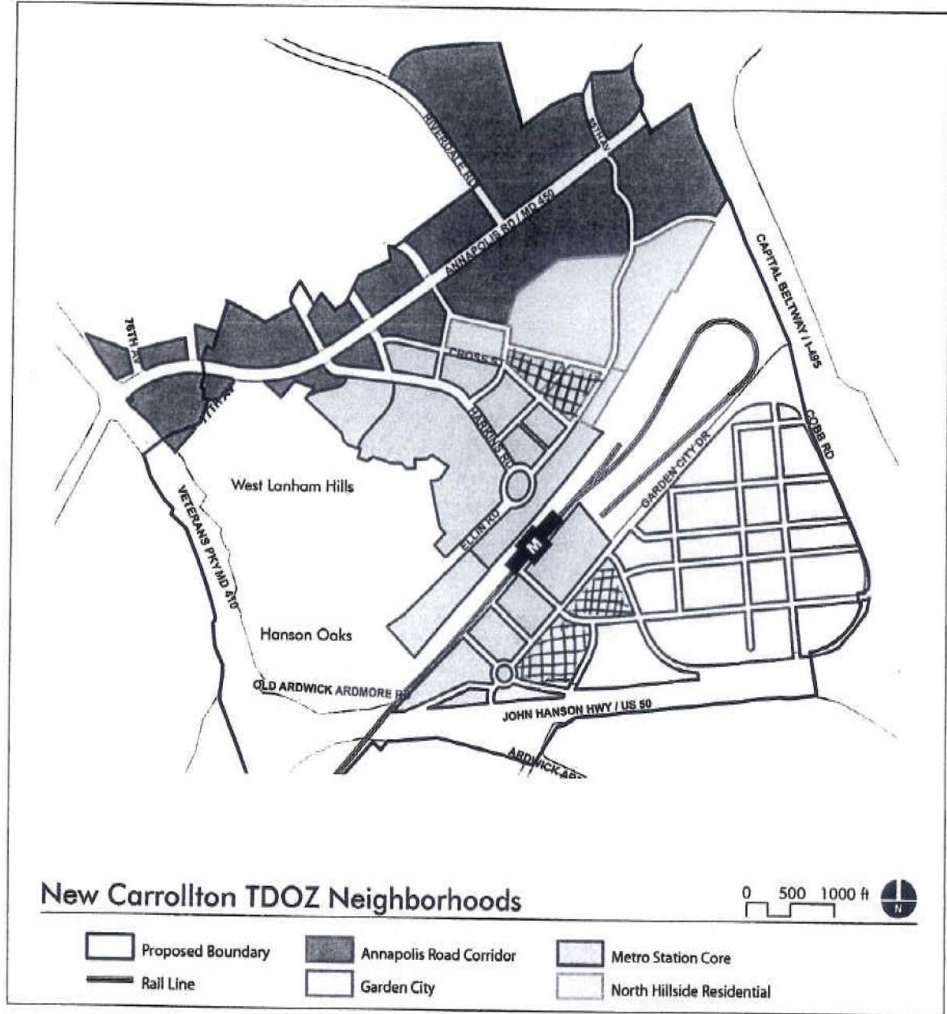
COUNTY COUNCIL OF PRINCE GEORGE'S
COUNTY, MARYLAND, SITTING AS THE
DISTRICT COUNCIL FOR THAT PART OF
THE MARYLAND-WASHINGTON REGIONAL
DISTRICT IN PRINCE GEORGE'S COUNTY,
MARYLAND

BY: _____
Thomas E. Dernoga
Chair

ATTEST:

Redis C. Floyd
Clerk of the Council

ATTACHMENT A



Map 7. New Carrollton TDOZ Neighborhoods

Additional area to added to Metro Station Core

ATTACHMENT B
**Proposed Bonus Density Program for the
New Carrollton Transit District Overlay Zone Metro Core**

The following outlines the proposed density bonus program for commercial, mixed-use and residential development in the Metro Core neighborhood of the New Carrollton Transit District Overlay Zone.

1. Purpose

The purpose of the density bonus program is to incentivize the provision of public benefits – new workforce housing and opportunities for local businesses – within the New Carrollton Metro Core neighborhood in accordance with the goals and strategies of the New Carrollton Transit District Development Plan (TDDP).

2. Objectives

- (1) To produce mixed-income, workforce housing opportunities for Prince George’s County residents and workers in close proximity to the New Carrollton Metro station.
- (2) To provide economic opportunities for local businesses and expand employment options for local residents.

3. Definitions

- (1) "Workforce housing unit" means a unit set aside for sale or rent to moderate-income households as defined by the density bonus program.
- (2) "Moderate-income household" means a household of one or more individuals with a total annual income adjusted for household size equal to between 60% and 100% of the Area Median Income (AMI) as defined by the U.S. Department of Housing and Urban Development for the Washington, DC metropolitan area.
- (3) "Local business" means a private for-profit firm or enterprise owned at least 51% by one or more residents of Prince George’s County, Maryland with no corporate or national headquarters outside the county, and licensed to operate within the county.

4. Applicability

The density bonus program applies to all new residential, commercial, and mixed-use construction in the Metro Core area as designated by the New Carrollton Transit District Development Plan (see Map 1. Metro Core Neighborhood). All public benefits generated by the density bonus program shall be provided on-site.

5. Exemptions

The following shall be exempt from the requirements of the density bonus program:

- (1) All new development that does not include residential, commercial, or mixed residential/commercial uses.
- (2) All new development by federal, state or county agencies or for federal or state tenants.
- (3) Projects for which Detailed Site Plans were approved prior to the effective date of approval of the TDDP.

6. Eligibility

To be eligible renters or buyers of workforce housing units, households must have a total annual income adjusted for household size equal to between 60% and 100% of the Area Median Income as defined by the U.S. Department of Housing and Urban Development (HUD) for the Washington, DC metropolitan area.

7. Workforce Housing Requirements for Rental Projects

Rents based upon the actual income of a household shall be established so that the household will not expend more than approximately 30% of its annual income on rent and utilities.

8. Workforce Housing Requirements for Ownership Units

Purchase prices based upon the actual income of a household shall be established so that the household will not expend more than approximately 30% of its annual income on mortgage payments, including principal, interest, property insurance and taxes, home owner association or condominium fees, and utilities.

9. Resale Restrictions Applicable to Workforce Ownership Units

For the second and all subsequent sales of a workforce housing unit for a minimum of 30 years from the date of initial owner occupancy, the resale price shall not exceed the purchase price paid by each seller plus the costs of the improvements permitted by regulation to be added to the purchase price, which amount shall be either multiplied by the percentage by which the consumer price index has risen or fallen since the date on which that seller purchased the property, or calculated pursuant to another formula as determined and published by the Prince George's County Department of Housing and Community Development (Department of Housing).

10. Rental Restrictions for Workforce Ownership Units

- (1) The owner shall initially reside in the workforce ownership unit for a period of not less than five years.
- (2) The owner shall provide notice to the Department of Housing prior to renting of the workforce ownership unit of his or her intent to rent the unit.
- (3) The owner shall not rent or lease the workforce unit for more than one year out of any seven-year period.
- (4) Any lease or rental agreement for the lease or rental of a workforce ownership unit pursuant to this section shall be in writing.
- (5) Any lease or rental agreement shall be subject to the income restrictions set forth in this program.

11. Duration of Provisions

Workforce housing units that are provided shall remain as workforce housing for a minimum of 30 years from the date of initial owner occupancy for ownership workforce housing units and for the life of the project for rental workforce housing units.

12. Workforce Housing Unit Requirements

- (1) The workforce housing units shall be distributed throughout the residential component of a building and shall not constitute more than 20% of the housing units on any floor of a building.
- (2) The type of ownership of the workforce housing units shall be the same as the type of ownership for the rest of the housing units in a building (i.e. if the market-rate housing is made up of owner-occupied units, the workforce housing shall be made up of owner-occupied units).
- (3) The distribution of workforce unit types shall be comparable to the distribution of market-rate unit types (e.g. if one bedrooms comprise 20% of the market-rate housing, one-bedrooms should comprise 20% of the workforce housing).
- (4) In no case shall the workforce housing units be more than 10% smaller than the comparable dwelling units in a building, based on number of bedrooms, or less than 600 square feet for a one bedroom unit, 800 square feet for a two bedroom unit, or 1,000 square feet for a three bedroom unit, whichever is less.
- (5) The workforce housing units shall be available for occupancy in a time frame comparable to the availability of the rest of the dwelling units in a building.
- (6) The exterior design, materials, and finish of the workforce housing units shall be comparable with the rest of the dwelling units in a building.
- (7) The interior amenities of the workforce housing units such as finishes and appliances shall be comparable to the market-rate units.
- (8) All workforce housing units shall be constructed on-site.

13. Local Business Requirements

The program may include a provision to dedicate square footage in the development for local and emerging businesses.

14. Certificate of Compliance

Prior to issuing a certificate of occupancy, an agreement in a form acceptable to the Department of Housing that addresses price restrictions, homebuyer or tenant qualifications, long-term affordability, and any other applicable topics of the workforce housing units shall be

recorded with the Department of Housing. This agreement shall be a covenant running with the land and shall be binding on the assigns, heirs and successors of the applicant.

15. Violations

The program should recite specific penalties for violations of the provisions.