

TONY FELTS &  
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# Plan 2035 Implementation Package

INSIDE CENTERS  
INSIDE THE CAPITAL BELTWAY

 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
Prince George's County Planning Department

Planning Housing & Economic Development Committee  
April 4, 2024



# PLAN 2035

## Prince George's

Approved General Plan  
May 6, 2014



The Maryland-National Capital Park and Planning Commission  
Prince George's County Planning Department  
[www.pgplanning.org](http://www.pgplanning.org)



## Plan 2035 sets the County's vision and growth policy.

The County Council, in adopting Plan 2035, approved a fundamental shift in the County's development pattern away from auto-dependent suburban sprawl and toward pedestrian and transit friendly mixed-use centers.

## What Can We Do?

A comprehensive implementation package that includes the following elements:



**a**

### Zoning

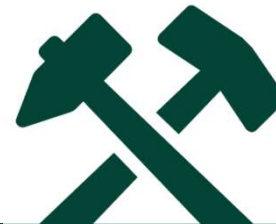
Make sure the zone placed on properties by the zoning map corresponds to Plan 2035 goals



**b**

### Incentives for in-center development

Provide motivation for development within centers



**c**

### Manage growth outside centers

Develop tools to do a better job of slowing growth outside centers



**d**

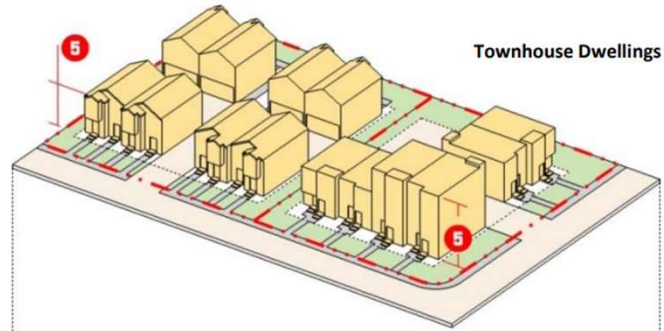
### Provide housing for all

Support a diverse housing stock that serves all segments of the community

**These elements provide the best opportunity to encourage growth in Plan 2035's Regional Transit Districts, Local Centers, and Downtowns.**

# Zoning

The most fair and effective tool for regulating growth is to apply the correct zones to county properties.



» "Right size" zoning for properties in specific areas of the county.

» Ensure the zone placed on properties by the zoning map corresponds to Plan 2035 goals.

» Slow growth outside Plan 2035 Centers and outside the Beltway.

# Incentivizing By-Right Density

Included in the Proposed 2024 Zoning Omnibus Bill (CB-015-2024)  
Maximum Densities Per Acres, Existing and Proposed

Zone	Zoning Ordinance	Omnibus Bill
RTO-H Core	120	250
RTO-H Edge	80	175
RTO-L Core	100	175
RTO-L Edge	60	140
LTO Core	80	150
LTO Edge	40	120
TAC Core	80	120
TAC Edge	60	100
NAC	30	90

EXAMPLES OF DENSITY

## Five-Story with Central Garage Structure

80-95 units/acre



- A five-story building with a central garage structure utilizing Type IIIA construction. Building to this height is dependent upon local fire codes as it is not allowed by all municipalities.
- Five stories of non-combustible wood construction
- Multilevel central parking structure surrounded by living space (typically concrete)
- Urban form facing walkable streets

EXAMPLES OF DENSITY

## Four or Five Story Over Podium Garage

90-110+ units/acre



- This four or five story building places residences on top of a garage podium. It efficiently uses the site up to the maximum height for “wood” construction.
  - Four stories or five stories wood construction over garage podium and/or below grade garage
  - Podium is directly beneath housing
  - Allows for maximum density while still in wood construction

EXAMPLES OF DENSITY

## Mid-Rise Housing

125-150+ units/acre



- Mid-rise housing is a great option for very urban or transit sites and features seven to eight stories above a parking podium and/or below grade parking.
  - Typically limited to seven or eight stories metal or concrete construction below the high-rise code of 75ft (maximum floor level)
  - Multilevel podium parking structure is directly beneath housing
  - Allows for very efficient utilization of smaller sites



EXAMPLES OF DENSITY

## High-Rise Housing

150-200+ units/acre



- High-rise housing is ideal in very dense, very urban locations but, of course, comes with higher construction costs. It provides the biggest return in terms of units per acre.
  - Steel or concrete construction usually limited by zoning height limits or construction economics
  - Multilevel parking structure is directly beneath housing (above or below grade)
  - Allows for maximum density
  - High-rise code and structural requirements apply with increased costs

# Examples of Density



**Ascend Apollo ~101 du/ac**



**University View I (~112 du/ac),  
University View II (~194 du/acre),  
The Varsity (~73 du/acre)**

**Landmark  
(Formerly Maryland Book  
Exchange) ~109 du/ac**

# Incentivizing By-Right Density

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PLAN 2035  
IMPLEMENTATION  
PACKAGE

## Incentives for In-Center Development

Incentivize growth in Plan 2035 Centers and inside the Capital Beltway to be consistent with the goals and policies of Plan 2035.



- » Prioritize specific capital projects.
- » Eliminate or streamline the DSP process for projects inside Plan 2035 Centers and inside the Beltway.
- » Eliminate or reduce LOS requirements inside Metrorail-served Centers.
- » Consider reducing impact fees for developments that are inside the Beltway and Plan 2035 Centers.
- » Explore options to diversify housing stock and preserve affordability.

# Identifying and Prioritizing the Key Projects



**All agencies are responsible for developing their own capital budgets. These are the Planning Department's recommendations.**



# ALL DOWNTOWNS

And Innovation Corridor



**Comprehensive branding and wayfinding program for each downtown**



**Construct high-quality bus stops**

# DOWNTOWN LARGO



## Complete streets retrofits/ pedestrian improvements

- Harry S. Truman Drive
- Medical Center Drive
- McCormick Drive
- Lottsford Road
- Largo Drive West



## Public open spaces and placemaking

- Metro Station
- Wayne K. Curry Administration Building
- Medical Center Drive/Lottsford Road
- Lake Largo



## Amphitheater

# DOWNTOWN LARGO



## Trails and connectivity

- Central Avenue Connector Trail
- Largo Loop
- Wayne K. Curry Administration Building to Peppercorn Place
- Metro to McCormick Drive



## Medical Center Drive interchange

### MULTI-USE CORRIDORS

Central Ave Connector Trail

Downtown Largo Feeder Routes  
 Connections to Town Center Park,  
 Lake Arbor Park

### PEDESTRIAN CORRIDORS

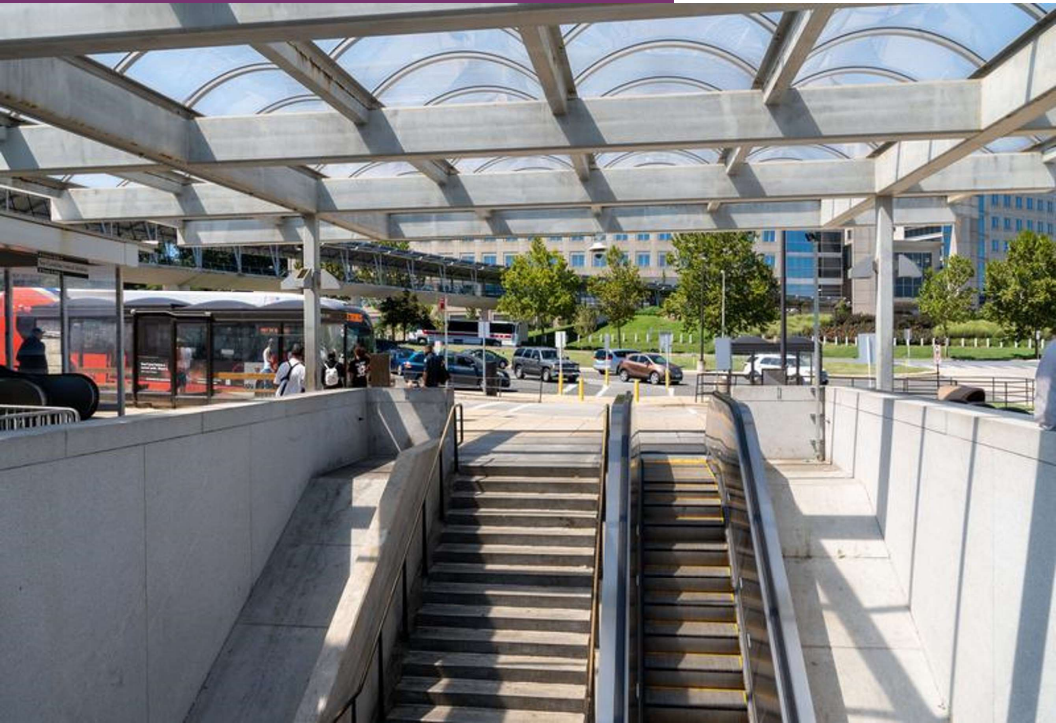
County Government Center  
 Medical Center  
 Town Center Shopping  
 Hotel District

Game-Day Pop-Up Promenade





# NEW CARROLLTON



## Transit infrastructure

- Purple Line
- New Carrollton Transit Center improvements



## Complete streets retrofits/ pedestrian improvements

- MD 433 (85th Avenue/Ellin Road)



## Public open spaces and placemaking

- MD 450 (Annapolis Road)/Harkins Road
- MD 433 (Ellin Road)/Harkins Road



# NEW CARROLLTON



## Stormwater management

- Lower Beaverdam Creek comprehensive study and stream restoration



## Ongoing joint development



PRINCE GEORGE'S  
PLAN 2035  
**SUITLAND**



### **Towne Square at Suitland Federal Center**



### **Complete streets retrofits/ pedestrian improvements**

- MD 458 (Silver Hill Road)
- MD 218 (Suitland Road)
- Swann Road

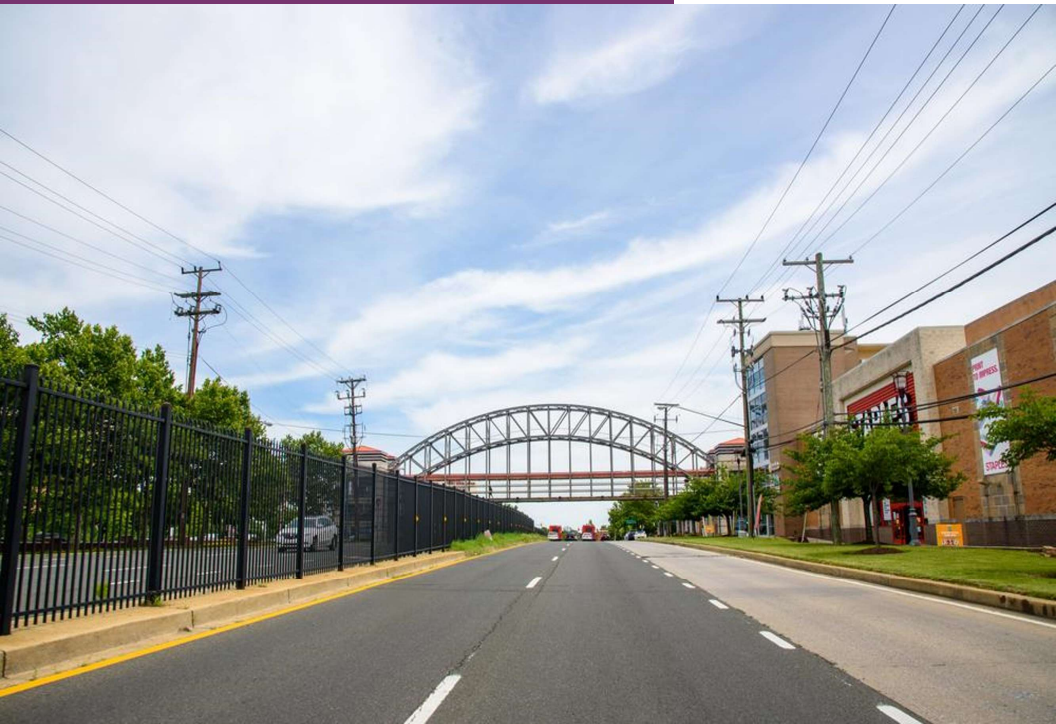


### **Public open spaces and placemaking**

- MD 458 (Silver Hill Road)/  
MD 218 (Suitland Road) Plaza



# HYATTSVILLE CROSSING



## Complete streets retrofits/ pedestrian improvements

- MD 410 (East West Highway)
- Belcrest Road



## Stormwater management

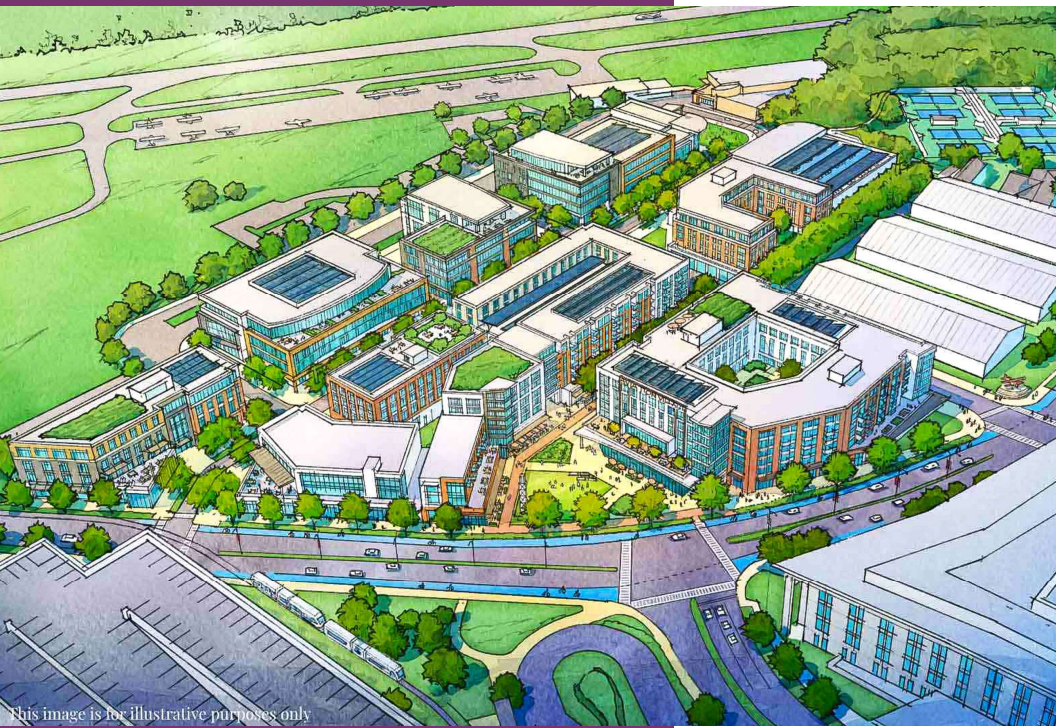
- 9 Pond
- Northwest Branch Comprehensive Study



## Public open spaces and placemaking

- Metro Station Plaza at MD 410
- America Boulevard/Freedom Way

# INNOVATION CORRIDOR



## Transit infrastructure

- Purple Line
- Full interchange for I-95/495 at Greenbelt Metro Station



## Trails and connectivity

- Greenbelt Station shared-use path



## Complete streets retrofits/ pedestrian improvements

- MD 193 (Greenbelt Road)
- Campus Drive



## Stormwater management

- Indian Creek comprehensive study
- Paint Branch comprehensive study
- Discovery District Urban Conservation Park



# BRANCH AVENUE



## Complete streets retrofits/ pedestrian improvements

- Capital Gateway Drive
- Auth Road/Old Soper Road
- Auth Way



## Transit infrastructure

- Metro station parking structure
- Southern Maryland Regional Transit (SMRT) station

# Streamlining the **DSP** Process

Recommendations from the Zoning and Subdivision Regulations Evaluation and Recommendations Report, 2014.

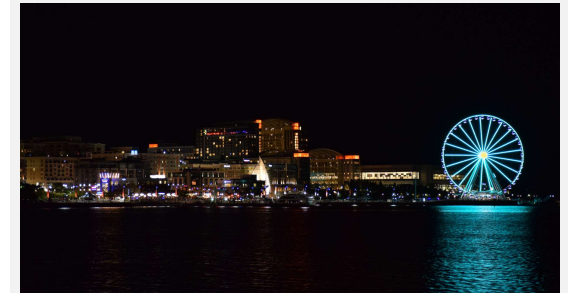
## Existing

- Expedited Transit-Oriented Development (DSP)
  - 60 days to PB versus 70 days to PB



## Suggestion

- Preliminary Plan/Site Plan Simultaneous Review (200 days to 100 days)
- Streamline DC Call-Up
  - Eliminate call-up for appropriate projects in centers (30 days)
- Reduce site plan fee for simultaneous review



CURRENT

# Transportation Adequacy

Adequate Public Facilities Ordinance (APFO)

## Compliance

At the time of PPS, the proposed development shall demonstrate compliance with the **Level of Service (LOS)** standards of Section 24-4505(b), provides mitigation if applicable, and complies with the other relevant requirements.

## Transportation Facilities

Adequate **transportation facilities shall be available to accommodate or offset** (through alternative trip capture) the vehicular trips within the Transportation Impact Area surrounding the development subject to the requirements of this Section, as defined by the *Transportation Review Guidelines*.

## Transportation Level of Service for Vehicles

A qualitative measure applied that uses a sequence of letters from A through F to describe the quality of operational conditions within an intersection or a roadway link.

- **Critical Lane Volume** - At an intersection, the sum of the critical movements. For a four-way intersection, this would be the sum of the critical movements in the north-south direction and the east-west direction



24-4505 (a) (2)



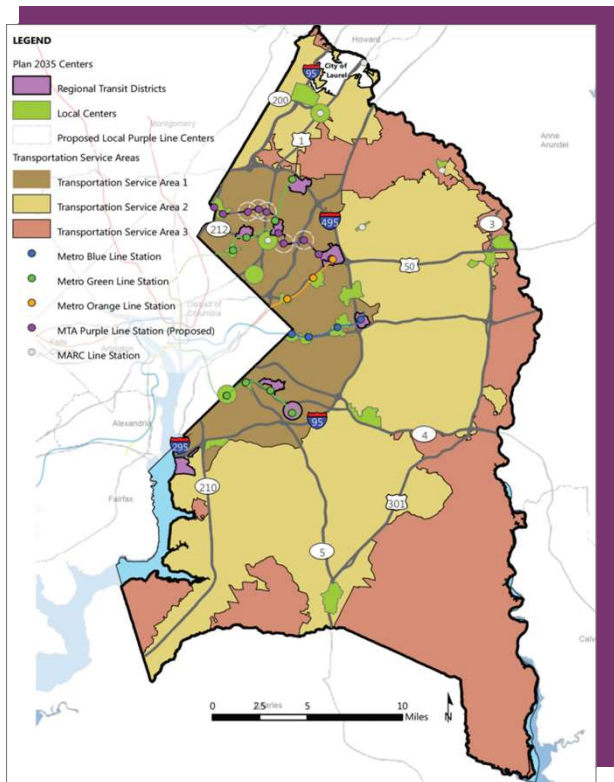
24-4505 (b)



LOS



# Adopted LOS Standards



Policy Area	LOS	CLV
<b>Prior</b>		
TSA 1 (Developed Tier)	E	1451-1600
TSA 2 (Developing Tier)	D	1301-1450
TSA 3 (Rural Tier)	C	1151-1300
<b>Current</b>		
TSA 1	E	1451-1600
TSA 1 Centers	E	1451-1600
TSA 2	D	1301-1450
TSA 2 Centers	E	1451-1600
TSA 3	C	1151-1300
TSA 3 Centers	E	1451-1600
RTO edge zones		
LTO edge zones	Transit Edge (F)	1601-1800
PD zones		
RTO core zones		
LTO core zones	Transit Core (F)	1801-2000
PD zones		

CURRENT

# APFO Transportation

PD, LTO, RTO Zones

## Legend

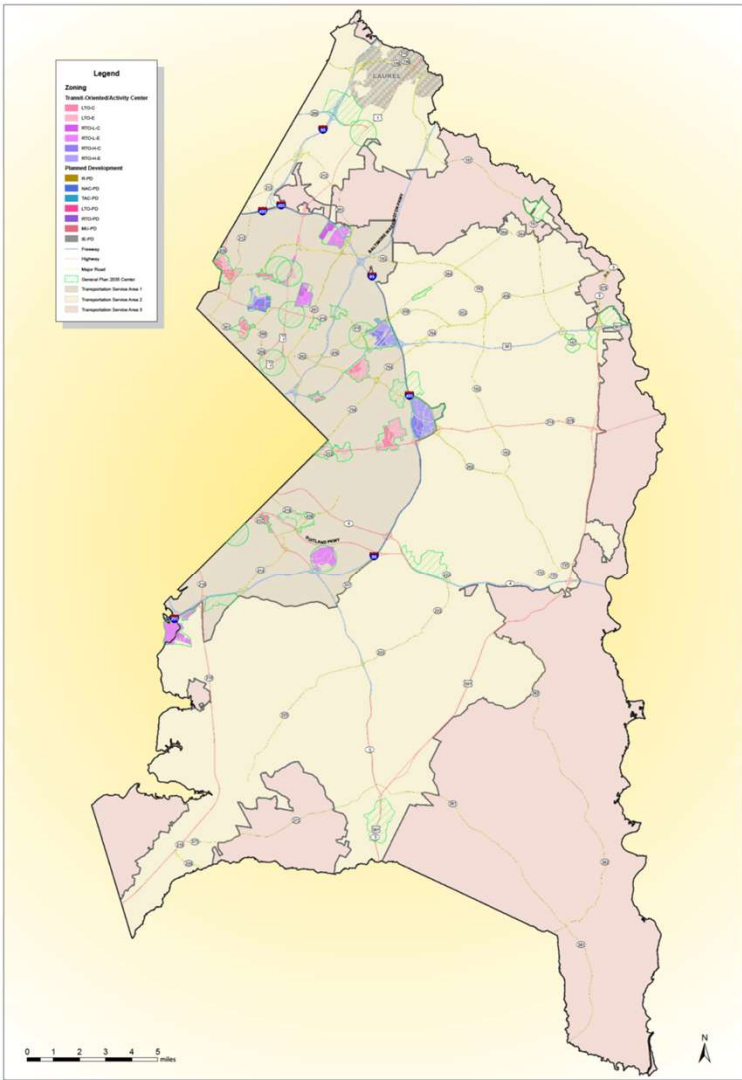
### Zoning

#### Transit-Oriented/Activity Center

- LTO-C
- LTO-E
- RTO-L-C
- RTO-L-E
- RTO-H-C
- RTO-H-E

#### Planned Development

- R-PD
- NAC-PD
- TAC-PD
- LTO-PD
- RTO-PD
- MU-PD
- IE-PD
- Freeway
- Highway
- Major Road
- General Plan 2035 Center
- Transportation Service Area 1
- Transportation Service Area 2
- Transportation Service Area 3



All LTO, RTO & PD Zones,  
with GP 2035 Centers

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CURRENT 4505(d)

## **AFPO Transportation**

Meeting Level of Service (Mitigation) - 24-4505 (b) 1-5 Summary



### **Revise project to reduce impacts, such as:**

- Reducing number of dwelling units
- Reducing floor area ratio
- incorporate other uses or alternative trip



### **Transportation Improvements (funded by applicant), such as:**

- Additional lane
- Turn lane
- Right-in and/or Right-out



### **Trip reduction program (funded by applicant):**

- Allows developments in certain parts of the county to provide roadway improvements that would improve traffic operations at nearby intersections



### **Financial contribution for a Transportation Demand Management program (Subtitle 20A)**



### **Other fee in lieu of improvements**

- Capital Improvement Project (fully funded) (i.e., Carrilon)

CURRENT 4505(d)

## **AFPO Transportation**

Options to Support Plan 2035 in TOD Centers



### **Eliminate LOS for traffic/Roadway only in TOD centers**

- BPIS adequacy requirements remains in place include higher standards
- Traffic Impact Study still be required MPOT and Master Plan conformance still required
- Certain roadway improvements such as added lanes would not be required
- Prioritize bike/pedestrian access and safety should be required



### **Lower LOS (increase CLV) in TOD centers**

- MPOT and Master Plan Conformance still required
- Incorporate the new urban street design standards



### **Fee in lieu**

BACKGROUND

# APFO Police and Fire / EMS Facilities

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Current IMPACT FEES  
in TOD Centers



### Public Safety and Behavioral Health Surcharge

- \$3,123 per dwelling unit in Transportation Service Area 1 (TSA1)
- \$9,362 for all other areas
- Does not apply to certain SF detached for personal use
- Can be waived by Council if in TSA1 or near transit if part of basic plan or CSP

### School Facilities Surcharge

- \$11,560 per dwelling unit inside I-495
- \$19,826 for all other areas
- Ability to reduce fee for MF in TOD or near transit
- Ability to reduce fee for certain MF (requires council approval)
- Does not apply to mixed retirement, elderly, and certain student housing (Sec. 10-192.01)
- Does not apply to certain SFD for personal use (Sec. 10-192.01)

### Public Safety Mitigation Fee for Adequacy Failure (Police and Fire response)

- \$5,899 for Police response failure
- \$2,061 for Fire response failure
- Discretionary waiver repealed by CB-86-2023

BACKGROUND

# APFO Police and Fire / EMS Facilities

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Options to Consider:  
Impact Fees in TOD Centers



## Public Safety and Behavioral Health Surcharge

- ✓ Expand waiver criteria

## School Facilities Surcharge

- ✓ No change, needs further discussion

## Public Safety Mitigation Fee for Adequacy Failure (Police and Fire response)

- ✓ Reduce or eliminate in LTO, RTO, and PD zones in center

PLAN 2035  
IMPLEMENTATION  
PACKAGE

# Housing For All

Support a diverse housing stock that serves all segments of the community.



- ✓ **Missing Middle Housing Study & Pattern Book**  
Identify areas inside the Beltway and centers where missing middle housing is appropriate
- ✓ **Existing Framework**  
Develop a regulatory framework that ensures compatibility with existing neighborhoods
- ✓ **Facilitate Small Lot Development**  
Develop strategies and potential code reforms to facilitate redevelopment of small platted lots
- ✓ **New Housing**  
Develop strategies and identify opportunity sites for new housing

# Contact **Information**



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