

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

Resolution No. CR-33-2010  
Proposed by The Chairman (by request – Planning Board)  
Introduced by Council Member Olson  
Co-Sponsors \_\_\_\_\_  
Date of Introduction May 4, 2010

**RESOLUTION**

1 A RESOLUTION concerning

2                   The Adopted New Carrollton Transit District Development Plan and  
3                   Endorsed Transit District Overlay Zoning Map Amendment

4 For the purpose of approving the Adopted Transit District Overlay Zone and Transit District  
5 Development Plan for the New Carrollton Area and TDOZ, as amended by CR-11-2010.

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

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

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

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

21           WHEREAS, the Prince George's County Planning Board of The Maryland-National Capital

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

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

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

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

17 WHEREAS, the District Council held work sessions on November 17, 2009 and February  
18 16, 2010, to consider public hearing testimony and the recommendations of the Planning Board  
19 and decided to propose amendments to the *Adopted New Carrollton Transit District*  
20 *Development Plan and Endorsed Transit District Overlay Zoning Map Amendment* and to hold a  
21 second public hearing to allow public comment; and

22 WHEREAS, on February 16, 2010, in CR-11-2010, the council approved and filed a  
23 petition to amend the adopted New Carrollton TDDP and endorsed TDOZMA; and

24 WHEREAS, the petition in CR-11-2010 has been reviewed in public hearing before the  
25 District Council, after public notice required by law.

26 NOW, THEREFORE, BE IT RESOLVED by the County Council of Prince George's  
27 County, Maryland, sitting as the District Council for that portion of the Maryland-National  
28 Washington Regional District in Prince George's County, that the New Carrollton Transit  
29 District Overlay Zone/Transit District Development Plan and TDOZMA are hereby approved  
30 with the following amendments:  
31

**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.
3. Growth is concentrated in existing population and business centers, growth areas adjacent to these centers, or strategically selected new centers.
4. Compact, mixed–use, walkable design consistent with existing community character and located near available or planned transit options is encouraged to ensure efficient use of land and transportation resources and preservation and enhancement of natural systems, open spaces, recreational areas, and historical, cultural, and archeological resources.

- 1 5. Growth areas have the water resources and infrastructure to accommodate population and  
2 business expansion in an orderly, efficient, and environmentally sustainable manner.
- 3 6. A well-maintained, multimodal transportation system facilitates the safe, convenient,  
4 affordable, and efficient movement of people, goods, and services within and between  
5 population and business centers.
- 6 7. A range of housing densities, types, and sizes provides residential options for citizens of all  
7 ages and incomes.
- 8 8. Economic development and natural resource-based businesses that promote employment  
9 opportunities for all income levels within the capacity of the state's natural resources,  
10 public services, and public facilities are encouraged.
- 11 9. Land and water resources, including the Chesapeake and coastal bays, are carefully  
12 managed to restore and maintain healthy air and water, natural systems, and living  
13 resources.
- 14 10. Waterways, forests, agricultural areas, open space, natural systems, and scenic areas are  
15 conserved.
- 16 11. Government, business entities, and residents are responsible for the creation of sustainable  
17 communities by collaborating to balance efficient growth with resource protection.
- 18 12. Strategies, policies, programs, and funding for growth and development, resource  
19 conservation, infrastructure, and transportation are integrated across the local, regional,  
20 state, and interstate levels to achieve these visions.

21 Together, the twelve visions provide guiding principles that describe how and where growth can  
22 best occur without compromising the state's natural and cultural resources. The act  
23 acknowledges that the comprehensive plans prepared by counties and municipalities are the best  
24 mechanism to establish priorities for growth and resource conservation. Once priorities are  
25 established, it is the state's responsibility to support them.

26 **AMENDMENT 4:**

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

29 **AMENDMENT 5:**

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

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

8 **AMENDMENT 6:**

9 Amend the second paragraph under **Annapolis Road Corridor** that begins on page 26 to read:  
 10 “[It] Annapolis Road will continue to serve as an important transportation route. However, the  
 11 road will also [adopt] acquire the look and function of an urban boulevard and become the  
 12 setting for a lively, community-serving commercial center. The highway-oriented uses along the  
 13 corridor are projected to gradually be replaced by a new medium-density mixed-use commercial  
 14 node between Riverdale Road and 85th Avenue. A portion of this new mixed-use node will  
 15 extend along the south side of Annapolis Road to a point just east of Harkins Road. The plan  
 16 recommends that shopping center owners along Annapolis Road develop plans for the phased  
 17 redevelopment of their properties to new mixed-use urban places as the market permits this  
 18 transformation to take place. New mid- [to high-]rise multifamily residential buildings with  
 19 active commercial ground-floor [frontages] uses will front on Annapolis Road west of Riverdale  
 20 Road. Improved streetscapes and pedestrian/vehicular crossings along the corridor will promote  
 21 increased bike and pedestrian traffic. This will in turn enliven the corridor as a destination and  
 22 gateway to the Metro Core. A new plaza will mark the intersection of Annapolis and Harkins  
 23 Roads that will afford a scenic view of the landmark buildings marking the location of the New  
 24 Carrollton Metro Station. The Plan envisions a small commercial shopping center or similar  
 25 office/retail use on the southwest corner of Annapolis Road and West Lanham Drive. However,  
 26 a building with more than one story will be needed to conform to the Plan vision.”

27 **AMENDMENT 7:**

28 Add the following language to the end of the second paragraph on page 26: The plan envisions a  
 29 cultural/performing arts facility as one option for a community amenity that could add to the  
 30 value of development in the vicinity of the Metro station.  
 31

**AMENDMENT 8:**

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

**AMENDMENT 9:**

Add the following language at the end of the second paragraph on page 26 to read: The IRS pedestrian bridge across Ellin Road should be removed as the metro core is developed and 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

1 station develop, including but not limited to the area between Annapolis Road, 85<sup>th</sup> Avenue, and  
 2 Harkins Road, additional street connections should be included to ensure access by foot, bike,  
 3 and car. A street grid, an additional connection to Route 450, and 400-foot blocks are  
 4 recommended. Better connections will not only improve walkability within one-half mile of the  
 5 Metro station but will provide better linkages for residents north of Route 450 to access the  
 6 Metro station safely by foot and/or bicycle.”

7 **AMENDMENT 14:**

8 Add a second paragraph under **Streets** on page 33 to read: The plan recommends that DPW&T  
 9 consider prohibiting through commercial truck traffic on Finns Lane as a way to address  
 10 community concerns about traffic impacts and pedestrian safety on this residential street. This  
 11 prohibition of through commercial truck traffic could be enforced not only with appropriate  
 12 street signage but through the use of traffic-calming measures such as mid-block pedestrian  
 13 crossings protected by curb bump-outs, curb bump-outs at street intersections, stop signs, and the  
 14 addition of bike lanes. The plan also recommends that Finns Lane be retained as a two-lane  
 15 roadway with no future widening to four lanes.

16 **AMENDMENT 15:**

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

20 **AMENDMENT 16:**

21 Amend the last paragraph on page 35 to read: “The plan envisions the use of advanced [methods  
 22 of] parking management measures, including shared parking arrangements and electronic  
 23 parking management systems, for structured parking facilities located within the New Carrollton  
 24 TDOZ[, possibly] as part of an overall strategy for TDM in the area based on technical and  
 25 economic feasibility (see detailed discussion of TDM in the Transit District Development Plan  
 26 chapter). [Based on technical and economic feasibility, one such measure may be shared] Shared  
 27 parking arrangements for attached uses with staggered hours of operation could help to level out  
 28 peak periods of parking demand. An example of this [might] would be parking shared between a  
 29 medical office complex and a cinema or other entertainment complex. Another, more technically  
 30 advanced [approach may be] tool, intelligent electronic parking management systems, [that]  
 31 would include sensors to guide motorists to available parking spaces and interactive entrance

1 signs that display the number of available spaces within a facility. These systems [will] would be  
 2 similar to the electronic parking management system used in the parking garages at Baltimore-  
 3 Washington Thurgood Marshall International Airport. They [will] would help reduce the energy  
 4 waste and air pollution generated by motorists cruising streets and parking facilities in search of  
 5 an available parking space.”

6 **AMENDMENT 17:**

7 On page 36, under “Parking,” insert a new final paragraph: “Temporary surface replacement  
 8 parking for existing buildings may be allowed on undeveloped land. TDDP parking standards  
 9 for landscaping, lighting, and stormwater may be modified at the time of DSP to address the  
 10 temporary nature of the parking. Such parking shall not exceed thirty (30) months of use from  
 11 the date of its completion.”

12 **AMENDMENT 18:**

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

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



1 help to reduce the total amount of parking needed to serve the Metrorail station and the  
 2 surrounding development activity. The plan envisions preferential parking for car-sharing  
 3 vehicles within WMATA-owned parking facilities subject to WMATA approval. The  
 4 replacement/conversion of existing WMATA surface parking spaces, and the design and  
 5 construction of new public parking spaces will need to be negotiated and coordinated between  
 6 the appropriate public works and transit agencies (DPW&T, the Maryland Department of  
 7 Transportation (MDOT), and WMATA) and the developers of future mixed and commercial  
 8 uses.”

9 **AMENDMENT 19:**

10 Replace the second paragraph under **Transit** on page 37 with the following new language:

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

25 **AMENDMENT 20:**

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

28 **AMENDMENT 21:**

29 Amend Bullet 3 on page 39 to read, “Bicycle facilities and access throughout the New Carrollton  
 30 Metropolitan Center, particularly at the Metro station, where on-street bicycle parking might be  
 31 consolidated in a comprehensive bicycle parking and service facility similar to the one

1 constructed and opened at Washington, DC’s Union Station in 2009 (such a facility would be  
 2 developed and operated privately or through a public-private partnership between WMATA and  
 3 private developers, all subject to WMATA approval).

4 **AMENDMENT 22:**

5 On page 68, in Map 16, designate a future Purple Line transit stop at the intersection of Route  
 6 450 and Route 410.

7 **AMENDMENT 23:**

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

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

22 **AMENDMENT 24:**

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

26 **AMENDMENT 25:**

27 Amend the second paragraph under **Phasing and Implementation** on page 97 to read, “. The  
 28 plan recognizes the WMATA Joint Development Program as the appropriate vehicle for the  
 29 redevelopment of WMATA-owned joint development sites in the Metro Core area. [WMATA  
 30 also has an exclusive development rights agreement in place with a developer.] In addition, the  
 31 north portion of the Metro Core consists of several large parcels under a mixture of public and

1 private ownership. For these reasons, the redevelopment of the north portion of the Metro Core  
 2 area is seen as occurring first, generally between 2010 and 2015. The [possible] planned  
 3 construction of the Purple Line [bus rapid transit or] light rail line beginning [possibly in 2012]  
 4 in 2013 or 2014 will further enhance [locational attractiveness] the redevelopment of this area.

5 **AMENDMENT 26:**

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

9 **AMENDMENT 27:**

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

16 **AMENDMENT 28:**

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

20 **AMENDMENT 29:**

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

24 **AMENDMENT 30:**

25 Amend the first paragraph on page 113 to read, “The TDDP also authorizes the establishment of  
 26 a transportation demand management technical advisory committee (TDMTAC) to analyze,  
 27 recommend, and implement the policies required to achieve the New Carrollton TDDP’s  
 28 transportation goals, policies, and objectives. The TDMTAC will be composed of transportation  
 29 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.

1 condominiums, or cooperative apartments. The Smart Commute Program assists homebuyers  
2 planning to purchase new homes located within ¼ mile from a public transit bus stop or within ½  
3 mile of a public rail transit station. Participating lenders in this program require a reduced  
4 downpayment (3% of purchase price) and incorporate the potential transportation savings into  
5 their calculation of qualifying income. All three federal programs are administered locally in  
6 Prince George’s County and other Washington-area jurisdictions.

7  
8 The State of Maryland offers two workforce housing-related programs for qualifying first-time  
9 homebuyers. The Down Payment Settlement Expense Loan Program (SELP) provides a partial  
10 subsidy of closing costs. The Live Near Your Work Program offers small settlement cost  
11 assistance grants (3%) to homebuyers who are purchasing a home within 25 miles of their place  
12 of employment.

13  
14 In addition to these programs, Montgomery County and the District of Columbia incorporate  
15 inclusionary zoning provisions into their respective zoning ordinances. Montgomery County  
16 requires affordable housing as a percentage of new housing units in proposed developments that  
17 contain over 10 units in applicable zones. The District of Columbia awards bonus density in  
18 applicable zones for the production of workforce housing units, which must comprise between  
19 25% and 55% of the excess housing units produced. In addition, the District of Columbia  
20 specifically targets workforce housing for public service employees such as teachers, police  
21 officers, firefighters, and nurses who cannot afford to purchase market-rate housing in the  
22 District. Both jurisdictions have affordable/workforce housing trust funds that were created in  
23 the late 1980s. These funds are supported by a mix of taxes, fees, and developer contributions in  
24 return for bonus density grants. The trust funds in both jurisdictions are administered by their  
25 departments of housing and community development.

26  
27 Prince George’s County offers low-interest rate first mortgages with down payment and closing  
28 cost assistance to qualifying first-time homebuyers as part of its Homeownership Initiative. In  
29 2010, the county will also begin working with M-NCPPC to identify suitable locations for  
30 workforce housing within the county.

31

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

8  
 9 Finally, the plan recommends the creation of a bonus density program to provide workforce  
 10 housing and commercial space for small/local businesses within the Metro Core neighborhood of  
 11 the New Carrollton TDOZ (see the discussion under **Viable and Accessible Economic and**  
 12 **Employment Opportunities** for additional details about proposed density bonus benefits for  
 13 small/local businesses). The Metro Core neighborhood is specifically targeted because it is the  
 14 area with the greatest development potential due to its planned density of development. That  
 15 same density will enable this neighborhood to absorb a significant number of new housing units  
 16 without some of the potential impacts that might affect more sensitive areas within the TDOZ.  
 17 Another important reason for targeting the Metro Core neighborhood – and requiring new  
 18 workforce housing units to be provided onsite – is to provide opportunities for buyers or renters  
 19 of new workforce housing units to live closer to their jobs and/or transit access to those jobs.

20  
 21 A recommended bonus density program is detailed in Appendix C. Recommended Bonus  
 22 Density Program for the New Carrollton TDOZ. The recommended plan must be enacted  
 23 through separate legislation by the District Council.

24 **AMENDMENT 37:**

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

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

**AMENDMENT 38:**

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

**AMENDMENT 39:**

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

An important part of the effort to promote economic revitalization in the New Carrollton TDOZ will be the creation of venture opportunities for local small businesses. Adequate neighborhood-serving commercial services are an essential element in guaranteeing a high quality of life for TDOZ area residents. These services should be offered not only by new businesses but by viable existing businesses as well. The plan recommends a targeted business development initiative by Prince George’s County and the state of Maryland to assist existing businesses as well as new startups. An appropriate nonprofit or quasi-public implementing entity such as the proposed BID should also be solicited to participate in this effort; if necessary, financial and/or technical assistance should be extended to the organization to help it build its capacity to help implement the business development initiative. New and innovative business development tools such as microlending, investment clubs, and incubator programs should be evaluated and, where feasible, used to assist interested community residents and other entrepreneurs in starting new businesses or expanding existing businesses.

**AMENDMENT 40:**

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

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

**AMENDMENT 41:**

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

**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 significant employment, including federal jobs, high-quality housing, and retail. (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. Standard will now read: “Buildings west of the Amtrak substation along Ellin Road  
 3 should not exceed eight (8) stories in height and no additional height in return for community  
 4 benefits should be considered at this location in order to avoid overshadowing the West Lanham  
 5 Hills or Hanson Oaks single-family residential neighborhoods. Should Health and Human  
 6 Services, as the primary tenant, be awarded at this site, then the height shall be adjusted to  
 7 address federal tenant requirements.”

8 **AMENDMENT 46:**

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

14 **AMENDMENT 47:**

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

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

25 **AMENDMENT 48:**

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

28 **AMENDMENT 49:**

29 Amend the first standard under **Trees and Landscaping** on page 161 to read:

30 “1. Street Trees: Street trees shall be planted along Annapolis Road, Ellin Road, Harkins Road,  
 31 85th Avenue, Garden City Drive, and Corporate Drive [in accordance with the streetscape

1 sections shown] according to streetscape construction documents that have been designed in  
 2 coordination with and approved by DPW&T and/or SHA.”

3 **AMENDMENT 50:**

4 Delete the typical street cross sections shown on Page 162.

5 **AMENDMENT 51:**

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

8 **AMENDMENT 52:**

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

12 **AMENDMENT 53:**

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

16 **AMENDMENT 54:**

17 Amend Proposed Zoning Change 11 by retaining existing C-S-C zoning for the following  
 18 properties: 8454 and 8500 Annapolis Road, and a parcel composed of the following: 7710 and  
 19 7788 Riverdale Road, 8308 and 8320 Annapolis Road  
 20 (tax account #2744522) (tax account #2182368) (tax account #2744530)

21 **AMENDMENT 55:**

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

24 **AMENDMENT 56:**

25 Edit the Annapolis Road Neighborhood Standards on page 135 to read as follows:

- 26 1. Buildings shall be between three and eight stories in height. Buildings at the  
 27 southwest corner of Annapolis Road and West Lanham Drive should be a minimum of  
 28 two stories in height.

29 **AMENDMENT 57:**

30 Strike Attachment A to CR-11-2010 and insert the revised Attachment A in lieu thereof, as noted  
 31 in Amendment 4, above.

1  
2 **AMENDMENT 58:**

3 Amend Zoning Change 8 to retain the parcel at 7739 Annapolis Road as C-S-C (Tax Map  
4 051E1).

5 **AMENDMENT 59:**

6 On page 165 of the plan, strike Standard 3 and insert the verbiage of Standard 3 on page 166  
7 under the parking table.

8 **AMENDMENT 60:**

9 On Page 166 of the Plan, add the following material under the parking table:

10 \* “The maximum parking ratios for nonresidential uses contained in this table are based on net  
11 leasable floor area.”

12 \* “Existing lease arrangements as of May 4, 2010, which require parking above the amount  
13 recommended will be recognized during the development review process.”

14 **AMENDMENT 61:**

15 On Page 17, revise the second sentence to read as follows: “The existing IRS complex and  
16 Maryland Computer Science Corporation office building will be joined by additional federal  
17 tenants and a number of new high-rise, mixed-use office and residential buildings ranging in  
18 height up to 22 stories in the immediate vicinity of the Metro station.”

19 **AMENDMENT 62:**

20 On Page 15, revise the second sentence as follows: “As a vibrant and diverse destination  
21 anchored by several federal tenants and by a transformed and more accessible Metro station, the  
22 area is projected to see the development of up to 4,500,000 square feet of new commercial office  
23 space, 1,600,000 square feet of new retail space, and 5,500 new residential units.”

24 **AMENDMENT 63:**

25 On page 131 of the Plan, insert the following:

26 “17. Variances should be approved to address design standards for federal tenant building on  
27 Ellin Road, particularly to accommodate security requirements.”  
28

1  
2

BE IT FURTHER RESOLVED that this Resolution shall take effect on the date of its adoption.

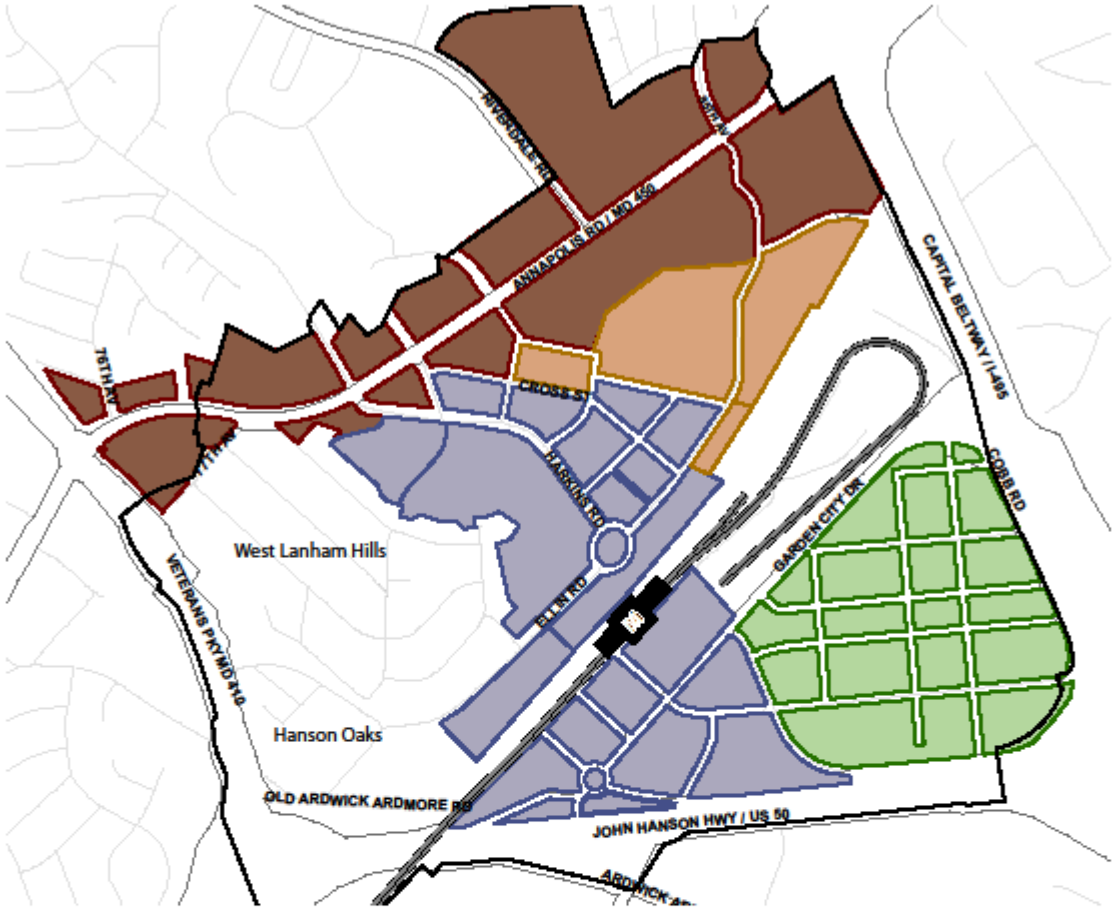
Adopted this 4th day of May, 2010.

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

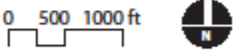
BY: \_\_\_\_\_  
Thomas E. Dernoga  
Chair

ATTEST:

\_\_\_\_\_  
Redis C. Floyd  
Clerk of the Council



New Carrollton TDOZ Neighborhoods



- Adopted TDOZ Boundary
- Rail Line
- Annapolis Road Corridor
- Garden City
- Metro Station Core
- North Hillside Residential