September 16, 2026

Policy Analysis and Fiscal Impact Statement

TO: Planning, Housing and Economic Development Committee (PHED)

THRU: Rana Hightower, Director
Planning, Housing and Economic Development Committee (PHED)

FROM: Credelphia Ganu
Legislative Liaison to M-NCPPC

RE: **CB-076-2026 –** Use Regulations-Community Service and Commercial Uses

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CB-076-2026 (*proposed by*: Council Chair Krystal Oriadha)

Assigned to the Planning, Housing and Economic Development Committee (PHED)

AN ORDINANCE CONCERNING COMMERCIAL REINVESTMENT AND INNOVATION PROJECTS ACT OF 2026, for the purpose of establishing an alternative, streamlined development-review and appeal process for the highest-priority transit-oriented development areas, called Regional Transit Districts and Local Transit Centers in Prince George's County's Plan 2035 General Plan, to stimulate greater economic growth in Prince George's County, subject to certain conditions.

Fiscal Summary

Direct Impact:

Expenditures: Minimal; administrative implementation costs are expected to be absorbed within existing agency resources.

Revenues: Potentially favorable; any impact cannot presently be quantified.

Indirect Impact:

Potentially favorable; any impact cannot presently be quantified.

Legislative Summary:

CB-076-2026 amends the Prince George's County Zoning Ordinance to establish an alternative, further-expedited development-review and appeal process for qualifying Commercial Reinvestment and Innovation Projects.

To qualify, a project must be located within a designated Regional Transit District or Local Transit Center identified in Plan Prince George's 2035 Approved General Plan and satisfy the bill's transit-proximity requirements. A project must also satisfy the applicable structural, mixed-use, and other eligibility requirements established by the bill. A project that requires a zoning variance would not qualify for the further expedited process.

The bill establishes procedures and timeframes for reviewing qualifying applications within the County's existing expedited process. The further-expedited process is intended to reduce development-review time for qualifying projects in the County's highest-priority transit-oriented areas.

Implementation Summary:

Implementation of CB-076-2026 would require coordination among the Planning Department, Planning Board, District Council, Department of Permitting, Inspections and Enforcement, Department of the Environment, and other agencies involved in reviewing and approving qualifying development applications.

The Planning Department and affected agencies may need to:

- Establish procedures for determining whether a proposed development qualifies as a Commercial Reinvestment and Innovation Project;
- Update application materials, eligibility checklist, review procedures, and public guidance;
- Establish procedures and schedules for the further-expedited review of qualifying applications;
- Coordinate agency referrals, technical reviews, hearings, decisions, and appeals within the required timeframes;
- Updated electronic application-tracking and records-management systems, if necessary;
- Train applicable personnel and designate responsibility for administering the expedited process.

Current Law/Background:

Section 27-3619 of the Prince George's County Zoning Ordinance currently provides an expedited Detailed Site Plan review process for certain transit-oriented development projects.

A project may qualify if more than 50 percent of the property's net lot area is located within one-half mile of a constructed Washington Metropolitan Area Transit Authority Metrorail station or if the property is located entirely within the Bowie State Maryland Area Regional Commuter Station Local Center. The proposed development must also include at least one building containing two or more stories of habitable or leasable space above grade.

Eligible applications must be identified as seeking expedited review. A Preliminary Plan of Subdivision may be submitted concurrently when required. The Planning Director generally has five working days to determine whether an application is complete, and the Planning Department and other County reviewing agencies must give eligible applications priority.

The Planning Board generally must act within 60 days after accepting an application. The current law also establishes procedures and shortened timeframes for an appeal or District Council review of the Planning Board's decision.

Proposed Legislation:

CB-076-2026 would retain the existing expedited transit-oriented development process and establish a further-expedited review and appeal process for qualifying Commercial Reinvestment and Innovation Projects.

A qualifying project must be located within a designated Regional Transit District or Local Transit Center and satisfy the transit-proximity, structural, mixed-use, and other eligibility requirements established by the bill. A project that is the subject of an application for a zoning variance would not qualify.

This bill would establish additional procedures and timeframes for reviewing qualifying applications. The purpose is to further reduce the development-review period for certain projects located in the County's highest-priority transit-oriented development areas.

Resource Personnel:

- Legislative Attorney: Josh Hamlin
- Council Office: Office of the Council Chair Krystal Oriadha
- Agency Contact: M-NCPPC Planning Department; Department of Permitting, Inspections and Enforcement; and Department of the Environment

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Discussion/Policy Analysis:

CB-076-2026 is intended to encourage investment and redevelopment in Regional Transit Districts, Local Transit Centers, and other qualifying areas near established transit facilities. These locations are identified in Plan 2035 as priority areas for growth, development, and public investment.

A further-expedited development-review process could reduce the time and administrative costs associated with qualifying projects. Shorter review periods may also reduce development costs and allow approved projects to proceed to construction and occupancy sooner.

The extent of these benefits would depend on the number of eligible projects, market conditions, available financing, infrastructure capacity, and the ability of applicants and reviewing agencies to satisfy the expedited timeframes. Projects would remain subject to the applicable zoning, subdivision, environmental, infrastructure, and permitting requirements.

The expedited process may require agencies to prioritize qualifying applications and coordinate reviews within shorter periods. Clear eligibility standards, complete application requirements, and established interagency procedures would be important to reduce the potential for incomplete submissions, duplicative reviews, or delays later in the permitting process.

The Planning Board and technical staff took no position on the legislation and recommended amendments. Their recommendations should be considered in establishing clear eligibility standards and workable administrative procedures for the further-expedited process.

Fiscal Impact:

- ***Direct Impact***

Expenditures: Minimal; administrative implementation costs are expected to be absorbed within existing agency resources.

CB-076-2026 does not create new positions or appropriate funding. Implementation may require the Planning Department and other reviewing agencies to revise application materials, establish eligibility and review procedures, update public guidance, coordinate expedited reviews, and provide staff training.

The extent of any administrative expenditure would depend on the number and complexity of the qualifying applications, the required review timeframes, whether modifications to the application-tracking systems are necessary, and whether the affected agencies can absorb the work using existing personnel and resources. No agency cost estimate is presently available.

Revenues: Potentially favorable; any impact cannot presently be quantified.

The bill does not establish a new fee or dedicated revenue source. To the extent that expedited review bills qualifying projects to proceed to construction and occupancy sooner, the County could realize permit, development, property-tax, and other applicable revenues earlier than under the standard review process.

The amount and timing of any additional revenue would depend on the number of qualifying projects, projects values, construction schedules, market conditions, and applicable State and local tax treatment.
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- ***Indirect Impact***

Potentially favorable; any impact cannot presently be quantified.

Development in designated transit-oriented areas may support construction activity, commercial investment, employment, housing opportunities, and more efficient use of existing public infrastructure. Concentrating development near transit may also support increased transit use and advance the County's long-term land use and economic-development objectives.

The magnitude and timing of any benefit would depend on the number and type of projects that qualify for, whether those projects are completed, and general economic and development conditions.

- *Appropriated in the Current Fiscal Year Budget*

No. CB-076-2026 does not appropriate funding. Initial administrative implementation costs are expected to be absorbed within existing agency appropriations unless the affected agencies determine that additional staffing, system modifications, or other resources are required.

Policy Implementation Resources/Project Timeline:

Milestone 1 – Upon Enactment

a. The Office of Law, Planning Department, and affected agencies may review the legislation and any adopted amendments.

b. The Planning Department may designate personnel responsible and identify the agencies involved in determining project eligibility and conducting expedited reviews.

c. The affected agencies may determine whether interim procedures are needed.

Milestone 2 – Process Development

a. The Planning Department may establish eligibility criteria, required documentation, application procedures, review sequences, and decision timeframes.

b. Application forms, checklists, guidance, and public information may be updated.

c. Procedures may be established for interagency referrals, hearings, decisions, records, and appeals.

Milestone 3 – Implementation

a. The Planning Department may begin accepting and evaluating requests for designation as Commercial Reinvestment and Innovation Projects.

b. Qualifying applications may be processed under the further-expedited review procedures.

c. Participating agencies may coordinate technical reviews and document compliance with applicable requirements.

Milestone 4- Ongoing Administration

a. The Planning Department may monitor application volume, processing time, agency workload, project outcomes, and implementation costs.

b. Procedures may be revised if agencies identify recurring eligibility, coordination, staffing, or system issues.

Resources and Critical Path

Implementation resources may include planning and development-review personnel, legal support, environmental and infrastructure reviewers, hearing and records- management staff, information-technology support, and personnel from other participating agencies.

Timely implementation will depend on establishing clear eligibility standards, coordinating the expedited review requirements with existing development-review procedures, updating necessary application materials and systems, and ensuring that participating agencies can complete their reviews within the required timeframes.

Disclaimer: this is a preliminary implementation timeline based on the legislation and information available at this time. Agency fiscal and implementation estimates were not available when this draft was prepared. Staffing needs, system requirements, procedures, and cost remain subject to confirmation.

Effective Date of Proposed Legislation:

The proposed legislation will become effective 45 days after it becomes law.

If you require additional information or have questions about this fiscal impact statement, please reach out to me via phone or email.