Abstract

Title Preliminary New Carrollton Transit District Development Plan and Proposed Transit District Overlay Zoning Map Amendment

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Prince George's County Planning Department

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Abstract: This document is the Transit District Development Plan (TDDP) and Transit District Overlay Zone (TDOZ) for the New Carrollton Metropolitan Center and vicinity. The plan contains a comprehensive vision to guide future development within the area. The plan amends the 2002 Prince George's County Approved General Plan and the Prince George's County Zoning Map for those portions of Planning Areas 69 and 72 described as the New Carrollton TDOZ.

The TDDP and TDOZ are intended to foster transit-oriented development that increases the use of public transit, maximizes return on investment in transit facilities and services, encourages appropriate development near the New Carrollton Metro Station, and increases local tax revenues.

The TDDP was initiated through County Council Resolution CR742007 and developed by The Maryland-National Capital Park and Planning Commission with extensive community input primarily through community planning workshops held in December 2007 and April 2008.
New Carrollton
Preliminary Transit District Development Plan
and
Proposed Transit District Overlay Zoning Map Amendment

March 2009

The Maryland-National Capital Park and Planning Commission
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The Commission has three major functions:

- The preparation, adoption, and, from time to time, amendment or extension of the General Plan for the physical development of the Maryland-Washington Regional District;
- The acquisition, development, operation, and maintenance of a public park system; and
- In Prince George’s County only, the operation of the entire county public recreation program.

The Commission operates in each county through a Planning Board appointed by and responsible to the county government. All local plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks are responsibilities of the Planning Boards.

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- Our mission is to help preserve, protect and manage the county’s resources by providing the highest quality planning services and growth management guidance and by facilitating effective intergovernmental and citizen involvement through education and technical assistance.
- Our vision is to be a model planning department of responsive and respected staff who provide superior planning and technical services and work cooperatively with decision-makers, citizens and other agencies to continuously improve development quality and the environment and act as a catalyst for positive change.

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The Prince George’s County Planning Board is pleased to announce that the Preliminary New Carrollton Transit District Development Plan (TDDP) and Proposed Transit District Overlay Zoning Map Amendment (TDOZMA) are available for review prior to the public hearing. Notification of the availability of the plan was sent to property owners in the area to afford the community an opportunity to evaluate the proposals.

Policy guidance for this plan came from the 2002 Prince George’s County Approved General Plan. The overall development concept proposed by this plan builds on the recommendations of the 2004 New Carrollton Transit-Oriented Development Strategy Planning Study. Input on proposed public infrastructure investments was provided by an Urban Land Institute Technical Assistance Panel held in July 2007. Finally, community planning workshops were held in December 2007 and April 2008. Those workshops provided the community the opportunity to express its concerns on planning issues. As a result, this is a preliminary plan developed for—and with the help of—the New Carrollton community.

This plan reflects the county’s vision to transform the New Carrollton Metro Station area into a metropolitan center featuring transit-oriented development. The plan recommends changes in land use and public infrastructure investments to accomplish this goal. The plan also lays out steps for the phased implementation of future development at the Metro station, including a preliminary public facilities implementation strategy and strategies to promote commercial revitalization along Annapolis Road between Veterans Parkway (MD 410) and the Capital Beltway (I-95/I-495). The transit district overlay zoning map amendment proposes zoning changes to allow implementation of the land use concepts in the transit district development plan.

As Prince George’s County’s only full-service intermodal transportation center, the New Carrollton Metro Station and vicinity represent an untapped opportunity to create a livable, pedestrian-friendly, and vibrant community. This represents the future of Prince George’s County. During this planning process, residents of New Carrollton are challenged to examine the wealth the community has to offer and to envision how New Carrollton’s untapped resource will enhance the county’s future growth, and propose the changes necessary to make that happen. We are continuing this effort countywide through an Envision Prince Georges initiative to engage a broad cross section of stakeholders in developing a shared vision for the county’s future direction and growth. We invite you to visit the Envision Prince Georges website at www.mncppc.org/Envision to learn more about how to participate in this exciting initiative.

We urge you to carefully review this preliminary plan and encourage you to attend the public hearing on June 16, 2009, to present your views to the Prince George’s County Planning Board and the County Council. All comments presented at the public hearing will be reviewed by the Planning Board in our deliberations prior to the adoption of the plan and transmitted to the County Council for its action.

Thank you for your participation and attention.

Sincerely,

Samuel J. Parker, Jr., AICP
Chairman
Prince George’s County Planning Board
The New Carrollton transit district development plan (TDDP) is to provide for transit-oriented development (TOD) within the New Carrollton Transit District Overlay Zone (TDOZ). The 2002 Prince George's County Approved General Plan defines TOD as development that actively seeks to increase transit use and decrease automobile dependency by:

- Locating homes, jobs, and shopping closer to transit services
- Locating the mix of critical land uses (live/work/shop) in closer proximity to one another
- Establishing land use/transit linkages that make it easier to use transit (rail and bus)

**The Vision**

By 2030, the New Carrollton Metropolitan Center is a premier destination in the region comprised of up to 5,500 housing units; 6,100,000 square feet of office/retail space; an extensive system of civic, park, and open spaces; and an efficient street and circulation network that feels welcome to pedestrians, bicyclists, and vehicular traffic alike. The Metro station complex, rebuilt as a grand urban transportation center, anchors the center and brands it as a distinctive urban place. Five vibrant and diverse neighborhoods with distinct characters and functions—ranging from a dense, mixed-use urban core to a preserved residential neighborhood—define the center. Concentrated and viable commercial activity serves as an economic driver and income generator in the county and generates accessible and quality employment for local residents. Transit and enhanced pedestrian connections are augmented by the completion of the Purple Line. A new crossing carries the Purple Line and vehicular traffic across the shared rail alignment between areas north and south of the Metro station. New parks, environmentally-sensitive design, and mixed-income housing distinguish the center for its commitment to sustainability and social equity.

**Plan Framework**

Successful TOD at New Carrollton relies on four key elements: (1) vibrant, diverse, and viable neighborhoods, (2) a multimodal transportation system, (3) sustainable and accessible environmental infrastructure, and (4) pedestrian-oriented urban design.

**The Neighborhoods**

The New Carrollton TDDP identifies five neighborhoods, each with a distinctive character and function that supports transit-oriented development goals. These neighborhoods are:

- **The Metro Core**—Mixed-use heart of the TDDP with medium- to high-density commercial, retail, and residential uses.

- **Annapolis Road**—Primary commercial corridor with medium-density residential and revitalized commercial uses clustered at major intersections.
Garden City—Medium-density, mixed-use residential and commercial neighborhood with easy and walkable access to the Metro station and the future Purple Line.

North Hillside Residential—Primarily existing residential neighborhood; phased infill development will bring some commercial and retail uses and a new public school.

West Lanham Hills/Hanson Oaks—Preserved single-family detached and attached neighborhoods (no zoning or land use changes proposed in this neighborhood).

**A Multimodal Transportation System**

This element consists of an integrated network of streets, pedestrian pathways, and transit connections throughout the TDOZ area. Specifically, the plan recommends the following:

- Upgrade the New Carrollton Metro Station to accommodate the additional ridership that will be generated by future development in the TDOZ area as well as by the future Purple Line.
- Reconstruct Harkins Road, 85th Avenue, Garden City Drive, and Corporate Drive as landscaped boulevards.
- Construct a bridge or tunnel crossing the Metrorail/Amtrak/MARC rail alignment that will carry vehicular and pedestrian traffic and a future extension of the Purple Line.
- Expand the Pennsy Drive bridge overpass at US 50 from two to four lanes.
- Create a system of green pedestrian/bicycle pathways to link the Metro station with other points of interest throughout the TDOZ area.
- Employ traffic-calming design features to make streets safer and more attractive for pedestrians and bicyclists.

**Sustainable and Accessible Environmental Infrastructure**

This element consists of natural features, wildlife habitat, parks, recreation and open spaces. Specifically, the plan recommends the following:

- Preserve, restore, and enhance existing elements of the 2005 Approved Countywide Green Infrastructure Plan.
- Develop a landscaped greenway along the Beaverdam Creek stream valley as a major community amenity for the Garden City neighborhood.
- Develop small or “pocket” parks to serve neighborhoods that currently lack opportunities for connection with natural landscapes, especially throughout the North Hillside residential area.
Ensure that new and reconstructed streets include sustainable or environmental site design (ESD) features in their landscaping to help reduce stormwater runoff and improve water quality in nearby streams.

Preserve and improve the existing West Lanham Hills Neighborhood Park.

**Urban Design**

This element governs the quality of the public realm and the layout, appearance, and relationship of buildings to the street to foster a welcoming, pedestrian-friendly, and sustainable metropolitan center. Specifically, the plan recommends:

- Creating a “great urban transit center” at the New Carrollton Metro Station that serves as a grand multimodal space and gateway to Prince George’s County.
- Supporting the development of an iconic office/civic building in the Garden City neighborhood to serve as a place-defining visual landmark for the New Carrollton TDOZ area.
- Creating a connected system of open and green spaces to make the TDOZ neighborhoods more attractive and accessible and to create recreational opportunities for residents, workers, and visitors to the area.
- Creating wayfinding signage that is clear and attractive to help pedestrians and drivers find their way to the Metro station and other points of interest.
- Placing works of public art at strategic locations within the Metro station and in public open spaces throughout the plan area.
- Encouraging developers to incorporate green roofs and other sustainable and energy efficient technologies in their buildings.
- Ensuring that streets and open spaces are designed to provide a safe environment for their users to help prevent undesirable or illegal activities.

**Other Key Zoning and Implementation Recommendations**

- Rezone the I-1 (Light Industrial) areas to M-X-T (Mixed-Use Transportation Oriented) to encourage mixed-used development near the Metro station.
- Rezone the C-S-C (Commercial Shopping Center) areas along Annapolis Road between major intersections to medium- and high-density residential uses to create an urban streetscape while concentrating future commercial development at those intersections.
- Establish a transportation demand management district to manage transportation impacts and reduce traffic congestion generated by future development.
- Establish a business improvement district to coordinate streetscape improvements and promote commercial revitalization along Annapolis Road.
Establish a tax increment finance district to raise funds needed to support the activities of the business improvement district.

Plan for and build a new school within the TDOZ area to address an additional 500 students as a result of future residential development.

Promote the development of workforce and mixed-income housing within walking distance of the Metro station.

Identify public and community-based resources to help homeowners facing foreclosure remain in their homes.
A TDDP is defined in the Zoning Ordinance (Section 27-548.02) as the specialized plan that provides both the requirements for development within a specific TDOZ and a flexible forum for joint development between the public and private sectors. All development and redevelopment within the TDOZ requires a detailed site plan approved by the Prince George’s County Planning Board and shall be undertaken in accordance with the applicable requirements of the Prince George’s County Code unless modified by the requirements of the TDDP. All mandatory development requirements and design standards shall apply to all properties within the transit district, except as exempted by the Administration and Applicability section of this TDDP. The TDDP shall be binding upon all owners of property within the TDOZ, their heirs, successors, and/or assignees.
Purpose

The purpose of the New Carrollton TDDP and TDOZ is to ensure that future development around the New Carrollton Metro Station maximizes transit ridership, revitalizes the area while maintaining its socio-economic diversity, and adopts a sustainable development pattern. The TDOZ will foster (re)development conducive to New Carrollton’s Metropolitan Center designation.

A TDOZ is defined as a mapped zone that is superimposed over other zones in a designated area—referred to as a transit district per Section 27-548.02 of the Zoning Ordinance—around a Metro station and which may modify certain requirements for development within those underlying zones. The implementation of the New Carrollton TDOZ is contingent on the preparation and approval of the New Carrollton TDDP by the Prince George’s County District Council.

The New Carrollton TDDP sets out a development vision for the New Carrollton Transit District that articulates vibrant and diverse neighborhoods, a multimodal transportation system, sustainable and accessible environmental infrastructure, and pedestrian-oriented urban design. This vision emphasizes:

- Transit-oriented development (TOD) near the Metro station and clearly defined neighborhoods with distinct characters and functions.
- Pedestrian-oriented (re)development in the transit district.
- Protected environmentally sensitive areas, minimal impacts of development, and expanded recreational opportunities and trail/bikeway connections.
- Maximum housing opportunities within walking distance of the Metro station.

Transit-oriented development (TOD) is generally defined as development that is located within a ten-minute walk or ½ mile of a commuter rail or rail transit station (Planning and Urban Design Standards, American Planning Association, 2006). The 2002 Prince George’s County Approved General Plan further defines TOD as development that actively seeks to increase transit use and decrease automobile dependency by:

- Locating homes, jobs and shopping closer to transit services
- Locating the mix of critical land uses (live/work/shop) in closer proximity to one another
- Establishing land use/transit linkages that make it easier to use transit (rail and bus)

1 Transit includes bus, bus rapid transit (BRT), light rail transit/streetcar (LRT), and heavy rail, also known as rapid transit (including subway and commuter rail trains).
Background

Metro Rail service is operated by the Washington Metropolitan Area Transit Authority (WMATA). Amtrak service is operated by the National Rail Passenger Corporation, and MARC rail service is provided by the Maryland Department of Transportation (MDOT) through a contract with Amtrak.

Location

The boundaries of the New Carrollton TDOZ were established partially on the basis of recommendations contained in the 2004 New Carrollton TOD study. They were further refined during a community-based planning process that included community workshops held in December 2007 and April 2008.

The New Carrollton Transit District occupies portions of Planning Areas (PA) 69 (Bladensburg–New Carrollton) and 72 (Landover) in central Prince George's County just inside the Capital Beltway (I-95/I-495) (see Map 1, New Carrollton TDOZ and Study Area Boundaries, and Map 2, Location of New Carrollton TDOZ in PA 69 and 72). It encompasses approximately 640 acres including the New Carrollton Metro Station. The Metro station is the terminal Orange Line Metrorail station securing rapid transit access from New Carrollton to the rest of the metropolitan region. In addition to Metrorail, New Carrollton provides access to MARC (Maryland Area Regional Commuter), Amtrak, and extensive bus service. The New Carrollton Transit District contains a portion of the City of New Carrollton and is bordered to the west by the Town of Landover Hills.

Demographic Profile

The New Carrollton Transit District Overlay Zone had a population of 5,160 in 2000 according to the U.S. census. The area had a median household income of $39,317, significantly lower than the county's $55,256 average, but trending close to the 2000 national average of $40,816. This may have a correlation to poverty levels of 11.6 percent in the TDOZ, significantly more than the county's level of 7.5 percent. New Carrollton is less ethnically diverse than the rest of the county. In 2000, the area's population was only 10 percent white compared to 26 percent for the county. Black residents comprised 80.4 percent of the TDOZ's population compared to 62 percent of the county's population. The presence of Spanish-speaking community members at the community workshops suggests, however, a recent influx of Latino households into the TDOZ area. The TDOZ's population is proportionately young to middle aged with 32 percent of the population falling between the ages of 25 and 44. More than a third (34.7 percent) of the adult residents in the New Carrollton TDOZ have completed high school compared to 27.3 percent for the county, but the same population had lower percents of population achieving partial college, associates, bachelors, or graduate level degrees than the county. In addition, 18.9 percent of the adult population has less than a ninth-grade education compared to 4.7 percent for the county. These statistics indicate that there may be a need for higher education initiatives in social programs.
in the TDOZ. Owner-occupied dwelling units in the TDOZ were 38.8 percent of the area’s total housing stock compared to the county rate of 61.8 percent in 2000.

**Development Pattern**

Land use in the TDOZ is fragmented due to built and natural barriers. The Metro Core is dominated by the partially elevated shared rail right-of-way for Metrorail, Amtrak, and MARC that obstructs vehicular and pedestrian traffic between areas to the north and south. Development to the south of the station is constrained by a protected waterway and wetlands area—an offshoot of Beaverdam Creek—and isolated by major transportation corridors such as US 50 and I-495.

The majority of the land directly adjacent to the rail alignment is publicly owned and either undeveloped or used for transit-related surface parking, two parking garages, and a Metrorail storage and inspection yard. To the south of the rails, between US 50 and I-495, the Metro East/Garden City office park contains primarily 2- to 12-story office buildings.

North of the rails, the land adjacent to I-495 is occupied by more than 30 three- to four-story multifamily rental and condominium residential buildings in a variety of conditions. All the properties abutting Annapolis Road (MD 450) are commercial in nature, either small-scale strip commercial establishments or larger shopping centers with parking in front. Along Veterans Parkway (MD 410), M-NCPPC owns the West Lanham Hills Park. This neighborhood park includes tennis courts, a basketball court, a playground, a walking trail, and a community center. This park abuts the West Lanham Hills neighborhood, which contains small single-family residences. An attached townhome development, Hanson Oaks, and several single-family homes are located south of Ellin Road and east of MD 410. Many of the residents have lived in their neighborhoods for years and are strongly committed to preserving their homes and quality of life while making strategic improvements. The fears of West Lanham Hills residents about potential community impacts from future development pose a challenge to the county’s plans to promote transit-oriented development at the Metro station.

The Internal Revenue Service complex and the Computer Science Corporation (CSC) office building dominate the intersection of Harkins and Ellin Road on the north side of the Metro station. North of the station, a small single-family neighborhood backs up to Annapolis Road. The Metro station area has recently become the focus of developer attention. One example of this is the recent purchase of the CSC office building by a developer seeking to erect a new mixed-use project north of the station. Map 3, New Carrollton Existing Land Use depicts the current pattern of uses within the TDOZ area.

**Development Potential**

The New Carrollton Metro Station area is a transit, commuter rail, and vehicular traffic hub in the National Capital region and serves as a gateway to the region for visitors from the Northeast. As such, the Metro station area anchors significant residential, office, and retail development potential within the TDOZ. However, while major employers, such as the IRS and the 200-acre Metro East Office Park to the south of the station, have located in the area and underscored its attractiveness as
Map 2. Location of New Carrollton TDOZ Within Planning Areas 69 and 72
a commercial office location, modest new development has occurred since the Metro station opened.

Recognizing its potential to become an urban destination while decreasing traffic congestion and enhancing the employment options and quality of life of county residents, the TDDP was developed to address the area’s weaknesses, identify catalytic development opportunities, and regulate the design of the area.

The New Carrollton Metro station, the terminal stop for the Metrorail Orange line, opened for service in 1978. The station also serves MARC commuter rail, Amtrak, Peter Pan/Greyhound buses, 20 Metrobus lines, and four TheBus lines. The variety of passenger transportation services available at New Carrollton makes this station one of only two “full-service” intermodal transportation centers in the metropolitan Washington region. Its only peer in this regard is Union Station in Washington, D.C. The proposed Purple Line will further enhance the level of transportation access at the New Carrollton Metro station by providing light rail transit (LRT) or bus rapid transit (BRT) service to College Park, Silver Spring, and Bethesda. The Maryland Department of Transportation (MDOT) completed a draft environmental impact statement (DEIS) on proposed route alignments and modal choices (LRT or BRT) for the Purple Line in September 2008. State and Prince George’s County officials have expressed a clear preference for light rail because of its greater ability to attract transit-oriented development. MDOT will choose a preferred route alignment and transit mode in 2009.

Planning Process

Preliminary Planning

In late 2003, M-NCPPC initiated a planning study for the New Carrollton Metro Station and its surrounding communities. This study was intended to develop a vision of future transit-oriented development (TOD) around the station in preparation for an update of the current New Carrollton transit district development plan (TDDP). The existing TDDP, which was enacted in 1989, needed to be updated to reflect the 2002 General Plan’s recommendation for TOD around the New Carrollton Metro Station. An extensive public participation effort took place during 2004, including a community planning charrette that was held in May. The final planning study report, 2004 New Carrollton Transit-Oriented Development Strategy Planning Study, was released in December 2004. It recommended an expansion of the TDOZ to include properties on both sides of the Metro/Amtrak/MARC station complex. It also recommended public infrastructure improvements such as an upgraded station complex and several vehicular crossings of the shared rail alignment to improve connectivity between areas north and south of the station.

In early 2007, M-NCPPC and the Prince George’s County Economic Development Corporation requested that the Urban Land Institute (ULI) assemble and conduct a technical assistance panel (TAP) to assess the potential of the 2004 planning study’s
Map 3: New Carrollton Existing Land Use
recommended public improvements to spur new development in the Metro station's vicinity. M-NCPPC prepared briefing materials for review by the panel, including a preliminary engineering feasibility assessment of the proposed vehicular crossings of the shared rail alignment.

The ULI/TAP met in July 2007 and made the following key recommendations:

1. Upgrade the New Carrollton Metro Station to allow greater pedestrian connectivity between the areas north and south of the station. There are currently no funds allocated in the WMATA Capital Improvement Plan through FY 2013 for New Carrollton station improvements.

2. Allow development north and south of the station to occur independently rather than trying to create a single neighborhood that could straddle the shared rail alignment.

3. Create an enhanced pedestrian linkage through the station that could be lined with traveler-serving retail outlets.

4. Develop an attractive pedestrian axis to connect the station with a future iconic office building in the Garden City area near the US 50/Capital Beltway interchange. The term “iconic office building” identifies this structure as a landmark that would be visible from the nearby freeways (US 50 and I-95/I-495) and from other locations within, and outside of, the TDOZ.

5. Consider the construction of vehicular crossings of the shared rail rights-of-way at the later stages of development when sufficient additional development value has been generated to help fund these improvements.

Public Outreach Strategy

The planning staff solicited stakeholder and community input in every step of the conceptual and final planning for the New Carrollton transit district development plan. The public outreach strategy was designed around a series of stakeholder interviews, internal charrettes for implementing public agencies, and public workshops. The interviews were designed to develop a list of initial issues and opportunities for the TDOZ around which initial design concepts could be generated. The interviews were also used to develop and refine a list of key stakeholders. The purpose of the stakeholder and community workshops was to evaluate plausible development scenarios for the area and understand any new or continued concerns with development within the TDOZ boundaries.

Meeting Summaries

Input received from community meetings and public agency charrettes (hands-on, intensive workshops) was carefully considered in the preparation of this preliminary TDDP. The plan balances responsiveness to stakeholder concerns with the best available practices in transit-oriented, sustainable development.

On October 15 and 16, 2007, a stakeholder charrette for implementing public agencies was held at M-NCPPC to gather input and further develop preliminary design concepts before displaying them publicly. Discussions in this two-day charrette focused on the operational and implementation aspects of the conceptual
designs as well as meeting the 2002 General Plan expectations that the site will evolve to be a fully functioning transit-oriented development metropolitan center. Following an initial presentation of the area's existing conditions, the charrette was devoted to strategizing conceptual designs and gathering local knowledge from stakeholders.

On December 5 and 6, 2007, two evening community workshops were held in New Carrollton. The first meeting focused on the area directly surrounding the New Carrollton Metro Station. The meeting on the December 6 focused on the Annapolis Road (MD 450) corridor. At both meetings, a Spanish translator was provided in order to allow stakeholders who speak English as a second language to participate. These meetings were intended to introduce community members to existing conditions in the TDOZ, announce the initiation of the plan, and find out what the community hoped for the future of the site. Citizens expressed a variety of needs from reduced traffic impacts, maintaining local character, and affordability and improved retail on Annapolis Road.

On February 20, 2008, a second stakeholder charrette was held for implementing public agencies to refine draft plan recommendations for the TDDP. The emphasis of the meeting was on ensuring that the policies and strategies contained in the plan will meet the goals and plans of implementing public agencies. Stakeholders discussed street widths, sections, and logistics for kiss’n’ride and parking facilities surrounding the transit station. There was also significant discussion of parking standards for the TDOZ and the necessity of balancing residential concerns while encouraging transit use. As a result of issues raised at this meeting, the planning team met with WMATA, the Department of Public Works and Transportation (DPW&T), and the Maryland Department of Transportation (MDOT) to further refine plan details.

A final community workshop was held on April 12, 2008. Attention focused on improving connectivity within the amended TDOZ, enhancing access to the future Purple Line, making Annapolis Road safer and more pedestrian-friendly, and limiting or controlling the impacts of future development on existing residential areas north of the New Carrollton Metro Station.

**Stakeholders**

In preparing the updated New Carrollton TDDP/TDOZ, M-NCPPC staff involved a wide variety of public and private sector stakeholders. Key Prince George’s County public agencies included DPW&T, the Department of Environmental Resources, the Economic Development Corporation, and the Department of Housing and Community Development. A number of county and municipal elected officials also provided essential input to the preliminary draft plan. They included the mayor and council of the City of New Carrollton, the mayor and council of Landover Hills, the mayor and council of the Town of Glenarden, and County Executive Jack Johnson. Key state and regional government stakeholders included the Maryland State Highway Administration (SHA), the Maryland Department of Transportation (MDOT), the National Railroad Passenger Corporation (Amtrak), and the Washington Metropolitan Area Transit Authority (WMATA).
**Relationship to the Underlying Zones**

The District Council created the TDOZ in 1984 to address the problems of sprawl, traffic congestion, depletion of environmental resources, and the growing demand for housing opportunities. Development that is designed to respond to these issues is defined as transit-oriented development.

The TDOZ is superimposed over the zoning map for the subject area and thereby modifies specific requirements of those underlying zones. The TDDP for a TDOZ can change the underlying zoning of the property within the transit district by following the procedures set forth in the Prince George's County Zoning Ordinance, Part 10A, Section 27-548.02 to 27-548.09.

**Relationship to the Prince George’s County Zoning Ordinance**

The New Carrollton TDDP standards and guidelines shall apply to all proposed new development submitted for approval on or after the TDDP’s effective date of enactment by the District Council. For development standards not covered by the New Carrollton TDDP, the other applicable sections of the Prince George’s County Zoning Ordinance shall serve as the requirement. All development shall likewise comply with all relevant federal, state, county, and local regulations and ordinances.

**Relationship to Other Plans**

**1992 Maryland Economic Growth, Resource Protection and Planning Act**

This legislation was enacted to encourage economic growth, limit sprawl development, and protect the state’s natural resources. It establishes consistent general land use policies to be locally implemented throughout Maryland. These policies are stated in the form of eight visions:

1. Development is concentrated in suitable areas.
2. Sensitive areas are protected.
3. In rural areas, growth is directed to existing population centers and resource areas are protected.
4. Stewardship of the Chesapeake Bay and the land is a universal ethic.
5. Conservation of resources, including a reduction in resource consumption, is practiced.
6. To assure the achievement of 1 through 5 above, economic growth is encouraged and regulatory mechanisms are streamlined.
7. Adequate public facilities and infrastructure under the control of the county or municipal corporation are available or planned in areas where growth is to occur.
8. Funding mechanisms are addressed to achieve these visions.
The eight visions are a set of guiding principles that describe how and where growth and development should occur. The act acknowledges that the comprehensive plans prepared by counties and municipalities are the best mechanism to establish priorities for growth and resource conservation. Once priorities are established, it is the state’s responsibility to support them.

1997 Smart Growth and Neighborhood Conservation Act

This act builds on the foundation of the eight visions adopted in the 1992 act, as amended. The act is nationally recognized as an effective means of evaluating and implementing statewide programs to guide growth and development.

In 1997, the Maryland General Assembly enacted a package of legislation collectively referred to as the Neighborhood Conservation and Smart Growth Initiative. The Maryland Smart Growth program has three basic goals: to save valuable remaining natural resources, to support existing communities and neighborhoods, and to save taxpayers millions of dollars in unnecessary costs for building infrastructure to support sprawl. A significant aspect of the initiative is the smart growth areas legislation, which requires that state funding for projects in Maryland municipalities, other existing communities, and industrial and planned growth areas designated by counties will receive priority funding over other projects. These smart growth areas are called priority funding areas.

2007 Stormwater Management Act

This legislation was enacted into law by the Maryland General Assembly in 2007. It mandates environmentally sensitive site design that will capture stormwater on-site and allow it to soak into the ground to the greatest practical extent. The act requires on-site stormwater management systems to mimic natural ecosystems. It also recommends the use of “micro scale” technologies such as green roofs, permeable pavements, bioswales, and rain gardens to drain areas of less than an acre. The Maryland Department of the Environment (MDE) is charged under the act with developing appropriate rules and regulations to implement the act’s provisions. MDE is also required to develop a model stormwater management ordinance that can be replicated by local jurisdictions seeking to require new development in their areas to employ green stormwater management practices.

2002 General Plan

The 2002 Prince George’s County Approved General Plan provides broad guidance for the future growth of Prince George’s County. This guidance is given through countywide land utilization policies such as economic development, the environment, transportation, housing, public facilities, and urban design. These policies focus on the need to concentrate future development, balance environmental concerns with economic development, create Metro centers that serve both existing and future communities, encourage a greater range of housing types, maintain adequate public facilities and service levels, and articulate a vision and standards for the design of the physical environment.

The General Plan delineates three growth management areas known as tiers: the Developed Tier, the Developing Tier, and the Rural Tier. The New Carrollton
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Transit District is within the Developed Tier. Within the Developed Tier, four policies govern land development:

*Policy 1*—Encourage medium to high-density, mixed-use, transit- and pedestrian-oriented development.

*Policy 2*—Preserve, restore, and enhance environmental features and green infrastructure elements.

*Policy 3*—Provide a transportation system that is integrated with and promotes development and revitalization.

*Policy 4*—Plan and provide public facilities to support and fit into the Developed Tier’s development pattern.

The General Plan specifically targets growth at a limited number of designated centers and within the Developed Tier oriented to direct service by Metrorail. The New Carrollton Metro Station area is defined as a Metropolitan Center. The General Plan defines Metropolitan Centers as “places where intensive concentrations of land uses and economic activities attract employers, workers, and customers from other parts of the metropolitan Washington area such as large government service or major employment centers, major education complexes, or high-intensity commercial uses” (p. 47). High-density residential development may also be located in or near Metropolitan Centers. Metropolitan Centers can effectively be served by mass transit.

Bladensburg-New Carrollton and Vicinity Master Plan (1994) and the Landover and Vicinity Master Plan (1993)

The New Carrollton TDDP/TDOZ updates the 1989 New Carrollton Transit District Plan. Because the New Carrollton Transit District Overlay Zone is expanded to include portions of Planning Areas 69 (Bladensburg-New Carrollton) and 72 (Landover), the TDDP/TDOZ amends the 1994 Bladensburg-New Carrollton and Vicinity Approved Master Plan and Sectional Map Amendment and the Landover and Vicinity 1993 Approved Master Plan and Sectional Map Amendment.

Transportation Demand Management

The General Plan envisions quality TOD at Prince George’s County Metrorail stations such as New Carrollton. Implementing TOD within the New Carrollton TDOZ area will require balancing the optimum mix and densities of land uses with the transportation infrastructure and services that are needed to efficiently accommodate them. This challenge is complicated by the fact that there are few options to add or expand roads to accommodate the additional vehicular traffic that may result from new development or redevelopment within the New Carrollton TDOZ. Therefore, a multimodal transportation network that integrates the development pattern with expanded public transportation, pedestrian/bicycle pathways, and transportation demand management (TDM) initiatives will be needed to accommodate the desired development.
Transportation demand management is defined in Section 20A-201 of Title 20A, Transportation, of the Prince George's County Code as “… a process or procedure intended to reduce vehicle trips during specified periods of the day. This includes, but is not limited to, such strategies as car and van pools, transit use incentives, parking fees and disincentives, improved pedestrian and bicycle access and facilities.” Title 20A contains guidelines for implementing TDM strategies, including the establishment and operation of designated transportation demand management districts (TDMD).

The New Carrollton TDDP authorizes the establishment of a TDMD for the transit district through petition to the Council in accordance with Section 20A-204 of the Prince George’s County Code. It also authorizes the establishment of a transportation demand management technical advisory committee to analyze, recommend, and implement the policies approved by the District Council to achieve the New Carrollton TDDP’s transportation goals, policies and objectives. A more detailed discussion of TDM may be found in the Transit District Development Plan chapter.

**Amendment Procedures**

The New Carrollton TDDP/TDOZ has been formulated in accordance with the requirements of the Prince George’s County Zoning Ordinance, as stipulated in Section 27-213.02 through 27-213.05. The specific steps are graphically illustrated in Appendix A: TDOZ/TDDP Approval Sequence Chart. The District Council may amend the TDOZ as stipulated in Section 27-548.09.01, Amendment of Approved Transit District Overlay Zone.