$12.00

New Carrollton

Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment

May 2010

A new, vibrant, and diverse Metropolitan Center for Prince George's County!

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
www.mncppc.org/pgco

Abstract

Title:	Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment
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Subject:	Amended Transit District Development Plan and Transit District Overlay Zone for the New Carrollton Metro Area
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Abstract:

This document contains text and maps of the approved transit district development plan (TDDP) and transit district overlay zoning map amendment for the New Carrollton Metro Station and vicinity. This plan contains an amended TDDP and transit district overlay zone (TDOZ) which together replace the 1989 *Approved New Carrollton Transit District Development Plan*. The plan also amends the 2002 *Prince George's County Approved General Plan*, the 1994 *Bladensburg-New Carrollton and Vicinity Approved Master Plan and Sectional Map Amendment*, and the 1993 *Landover and Vicinity Approved Master Plan and Sectional Map Amendment*.

Developed by M-NCPPC with the assistance of the community, the New Carrollton TDDP contains a comprehensive development vision, development review process requirements, and form-based development standards and guidelines. It controls and guides the use and development of all land within the New Carrollton TDOZ from the initial submittal of plans to the issuance of permits. Together, 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 transit stations with coordinated urban design elements, and increases local tax revenue.

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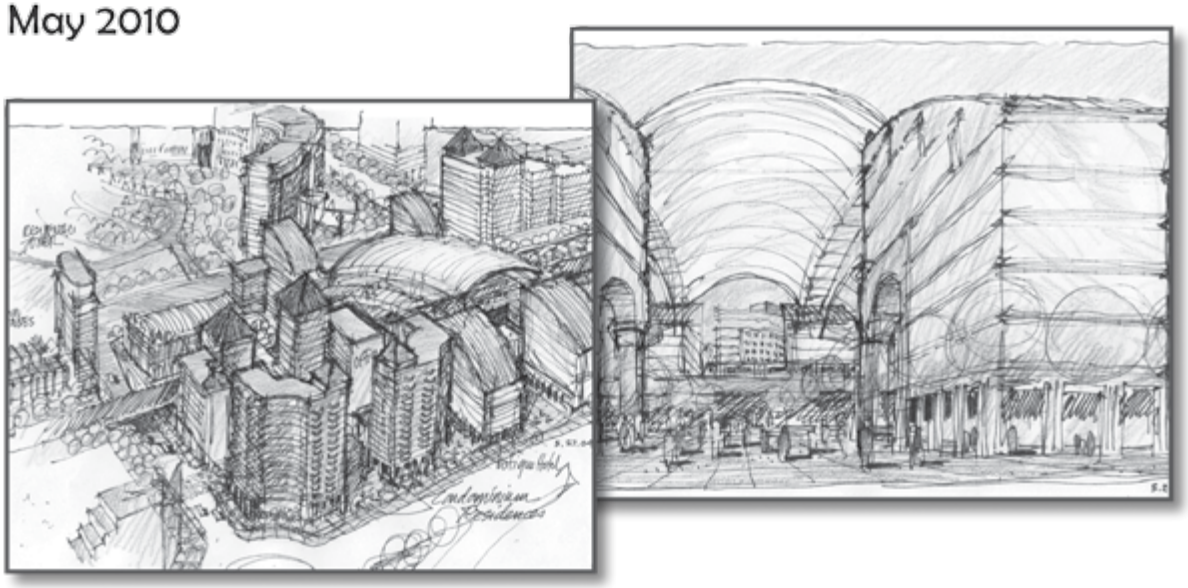

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The Commission has three major functions:

- 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.

The Prince George's County Department of Planning (M-NCPPC):

- 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 County Council has three main responsibilities in the planning process: (1) setting policy, (2) plan approval, and (3) plan implementation. Applicable policies are incorporated into area plans, functional plans, and the general plan. The Council, after holding a hearing on the plan adopted by the Planning Board, may approve the plan as adopted, approve the plan with amendments based on the public record, or disapprove the plan and return it to the Planning Board for revision. Implementation is primarily through adoption of the annual Capital Improvement Program, the annual Budget, the water and sewer plan, and adoption of zoning map amendments.

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FOREWORD

The Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission is pleased to make available the 2010 *New Carrollton Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment*. The approved transit district development plan contains recommendations for future transit-oriented development. The approved transit district overlay zoning map amendment expands the 1989 New Carrollton TDOZ to include properties north and south of the New Carrollton Metro Station.

On June 16, 2009, the District Council and the Planning Board held a joint public hearing on the preliminary transit district development plan and proposed transit district overlay zoning map amendment. The Planning Board adopted the plan with modifications per PGCPB Resolution No. 09-120 in September 2009. The District Council approved the plan with additional modifications per CR-33-2010 in May 2010.

Policy guidance for this plan came from the 2002 *Prince George's County Approved General Plan*; land use and transportation studies conducted by the Prince George's County Planning Department; and county functional area master plans, including the 2005 *Approved Countywide Green Infrastructure Plan*, the 2008 *Approved Public Safety Facilities Master Plan*, and the 2009 *Approved Countywide Master Plan of Transportation*.

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 convened in July 2007. Community planning workshops were held in December 2007 and April 2008. Those workshops and an extensive outreach program provided the community with the opportunity to express its concerns on planning issues. As a result, this is an approved 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 premiere high-intensity urban center and regional destination anchored by a transformed Metro station and featuring a walkable mixed-use environment and a diverse residential community. The plan recommends changes in land use and future public infrastructure investments. The plan also specifies steps for phased development at the Metro station, a preliminary public facilities implementation strategy, and 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 includes zoning changes to support 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 presents an untapped opportunity to create a livable, pedestrian-friendly, and vibrant community. During the planning process, we asked area residents to envision how the New Carrollton area will develop into that community, and to propose the changes necessary to make that happen. We are continuing this effort countywide through the Envision Prince George's initiative that has engaged 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 George's website at www.mncppc.org/Envision to learn more about how to participate in this exciting initiative.

The Planning Board appreciates the contributions of the community and stakeholders throughout the development of the plan. As a result of the community's participation and commitment, this plan provides the foundation for the creation of a vibrant, mixed-use, transit-oriented metropolitan center around the New Carrollton Metro Station that will benefit New Carrollton and Prince George's County citizens and residents for years to come.

Sincerely,

Samuel J. Parker, Jr., AICP
Chairman
Prince George's County Planning Board

PLAN HIGHLIGHTS

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 7,000 housing units; 6,180,000 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:

- Upgrading 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.
- Reconstructing Harkins Road, 85th Avenue, Garden City Drive, and Corporate Drive as landscaped boulevards.
- Constructing 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.
- Expanding the Pennsy Drive bridge overpass at US 50 from two to four lanes.
- Creating a system of green pedestrian/bicycle pathways to link the Metro station with other points of interest throughout the TDOZ area.
- Employing 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:

- Preserving, restoring, and enhancing existing elements of the 2005 *Approved Countywide Green Infrastructure Plan*.
- Developing a landscaped greenway along the Beaverdam Creek stream valley as a major community amenity for the Garden City neighborhood.
- Developing small or "pocket" parks to serve neighborhoods that currently lack opportunities for connection with natural landscapes, especially throughout the North Hillside residential area.
- Ensuring 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.
- Preserving and improving 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 mixed-use residential, retail, and commercial 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 financing 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 accommodate an additional 500 students as a result of future residential development.
- Establish a bonus density and intensity program to promote the development of workforce and mixed-income housing, and commercial space for local businesses within the Metro Core neighborhood.
- Identify public and community-based resources to help homeowners facing foreclosure remain in their homes.

INTRODUCTION

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.

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.

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.

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 new 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.

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[1]
- 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

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.

Metrorail 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.

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 Boundaries and Map 2. Location of New Carrollton TDOZ). It encompasses approximately 640 acres including the New Carrollton Metro Station. The Metro station is the terminal Orange Line Metro 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

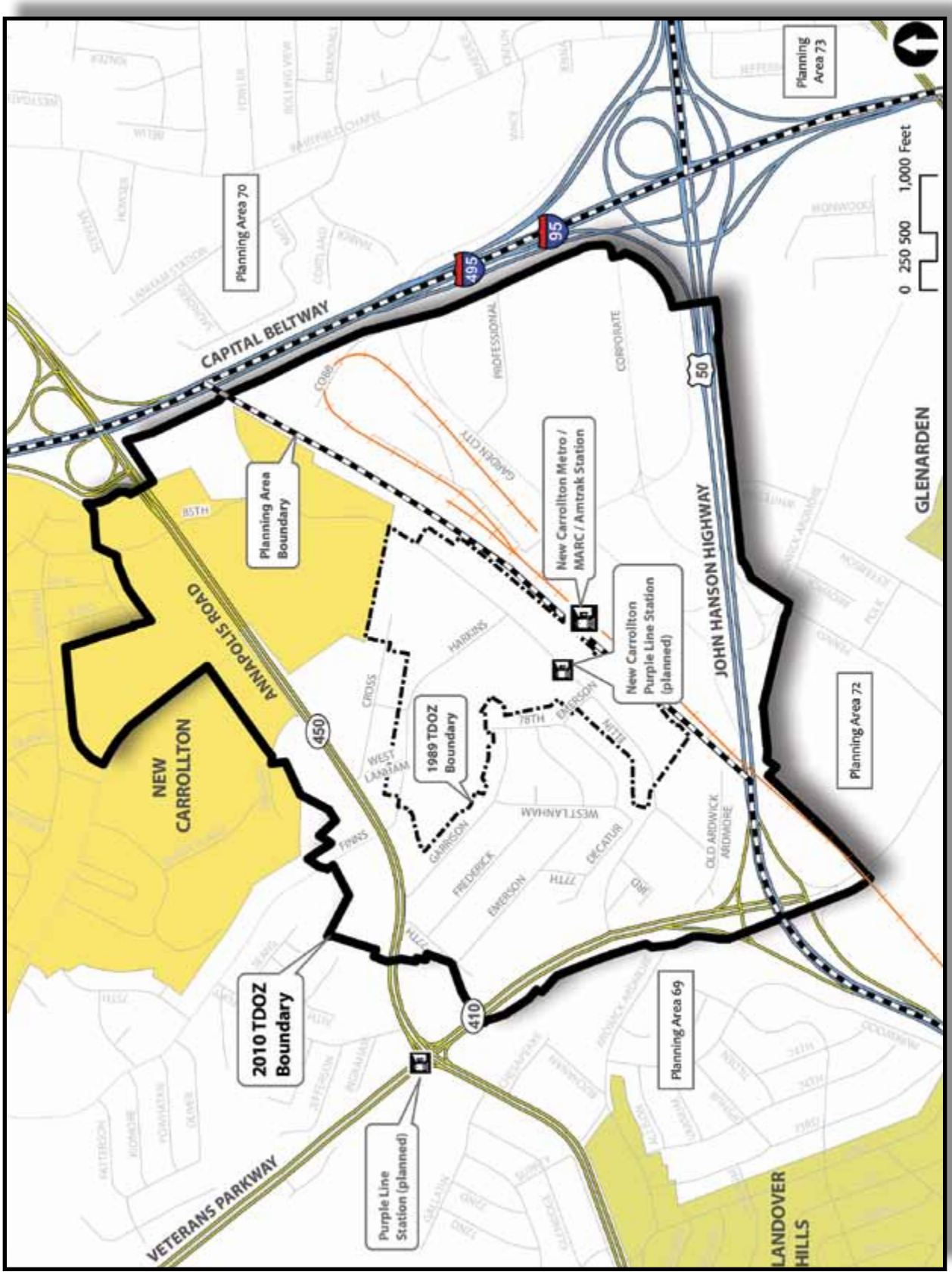
The New Carrollton Transit District Overlay Zone had a population of 5,160 in 2000 according to the U.S. Census. The area had a median household income of $39,317, significantly lower than the county's $55,256 average, but trending close to the 2000 national average of $40,816. This may have a correlation 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.

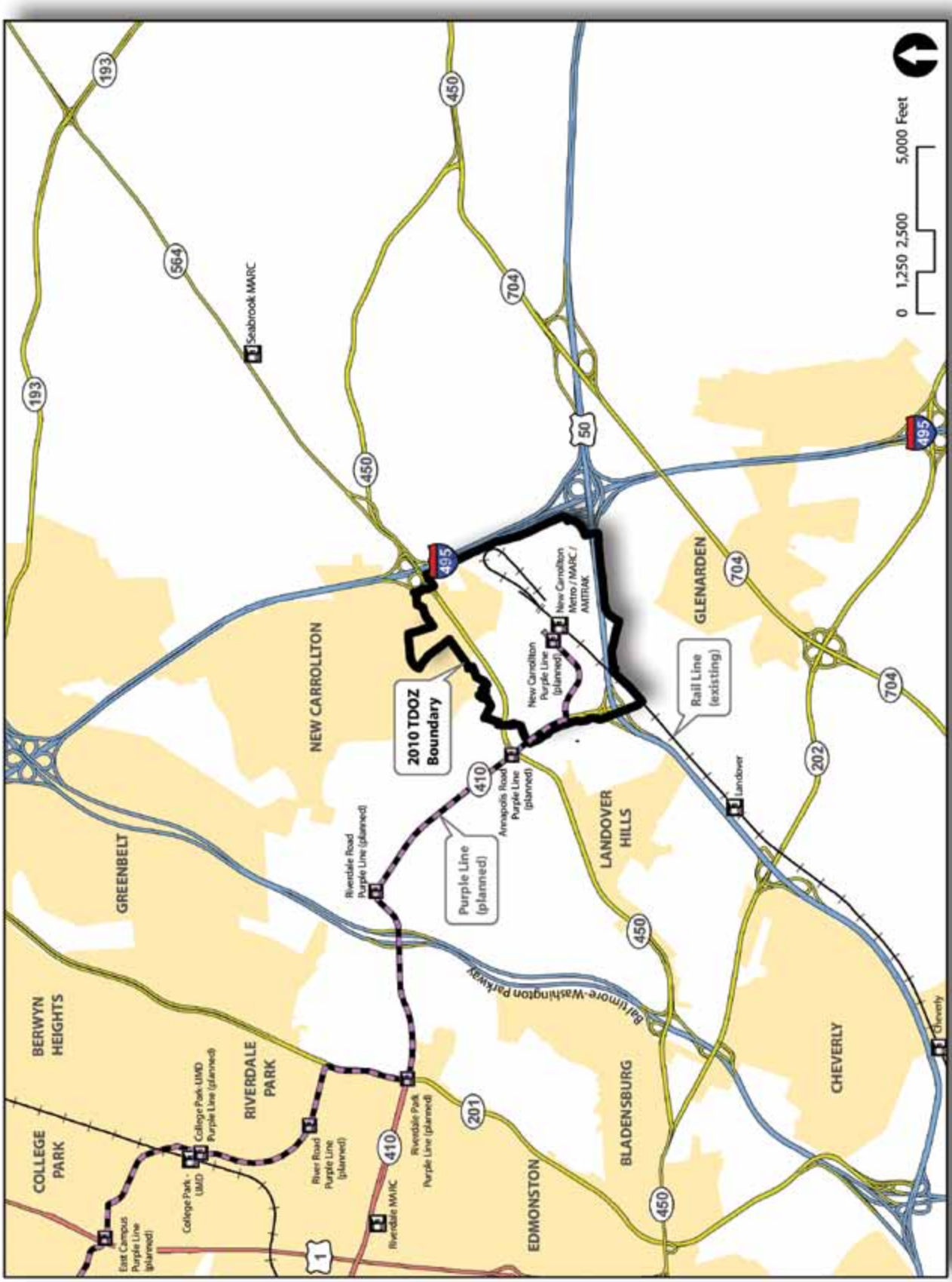
Development Pattern

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 transportations 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



Map 1. New Carrollton TDOZ Boundaries



Map 2. Location of New Carrollton TDOZ

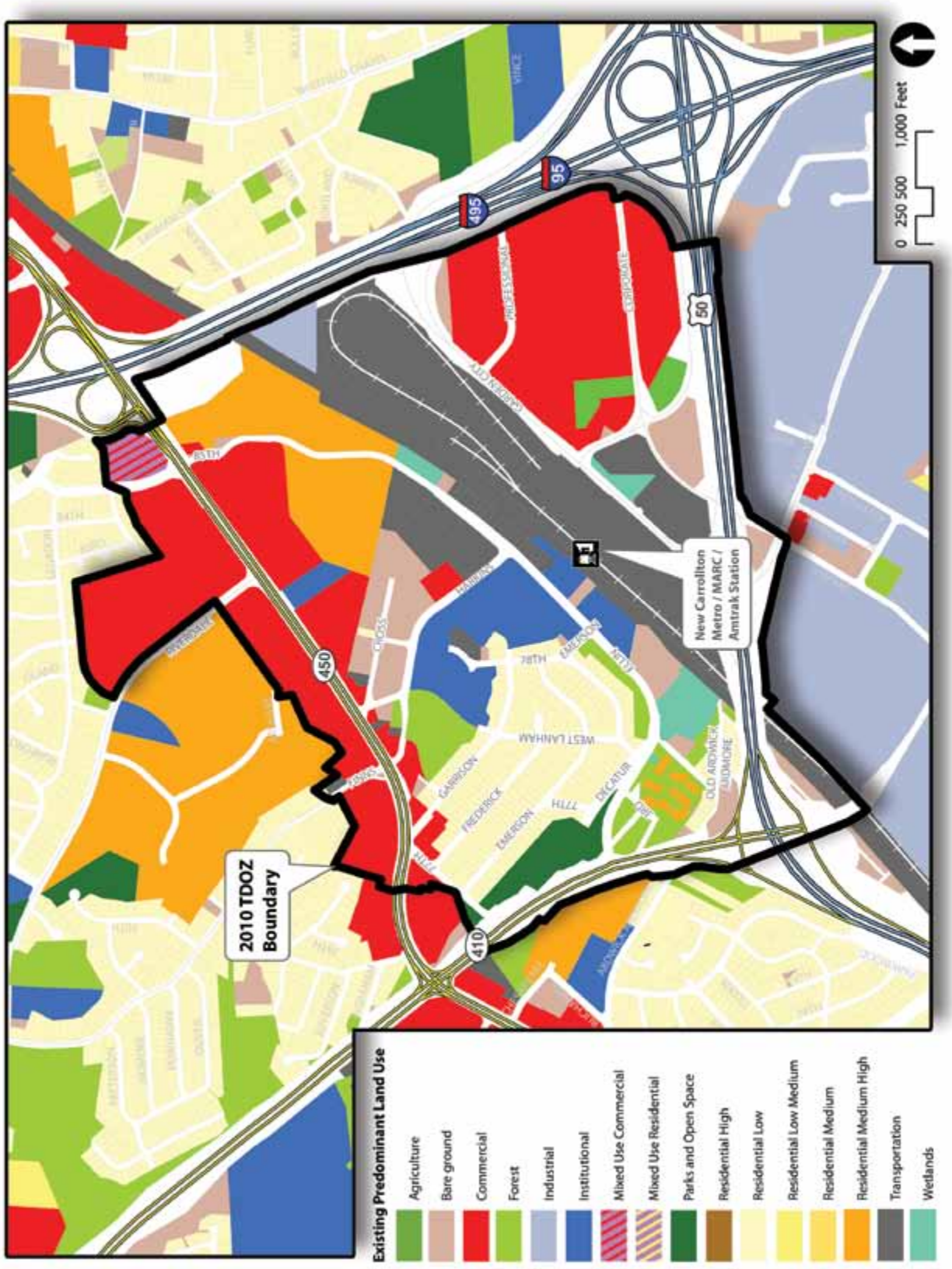
Panoramic views of New Carrollton Metro Station south entrance (top) and north entrance (bottom)

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.

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. Maryland Governor Martin O'Malley announced the selection of the Purple Line Locally Preferred Alternative (LPA) in August 2009. The LPA mode of transit will be light rail (LRT) as recommended by MDOT because of its greater ability to attract large-scale transit-oriented development. The Purple Line will follow Veterans Parkway (MD 410) and Ellin Road to the New Carrollton Metro Station.



Map 3: New Carrollton Existing Land Use

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 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.

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 Metrorail/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 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:

- 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.

- 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.

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

- 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.

- 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.

Community residents reviewing proposed plan exhibits

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.

Community workshop presentation—April 12, 2008

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 established consistent general land use policies to be locally implemented throughout Maryland. These policies were stated in the form of eight visions. The 1992 Maryland Planning Act was updated with the passage of the 2009 Smart and Sustainable Growth Act of 2009 (see discussion below).

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.

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.

5. Growth areas have the water resources and infrastructure to accommodate population and business expansion in an orderly, efficient, and environmentally sustainable manner.

6. A well-maintained, multimodal transportation system facilitates the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers.

7. A range of housing densities, types, and sizes provides residential options for citizens of all ages and incomes.

8. Economic development and natural resource-based businesses that promote employment opportunities for all income levels within the capacity of the state's natural resources, public services, and public facilities are encouraged.

9. Land and water resources, including the Chesapeake and coastal bays, are carefully managed to restore and maintain healthy air and water, natural systems, and living resources.

10. Waterways, forests, agricultural areas, open space, natural systems, and scenic areas are conserved.

11. Government, business entities, and residents are responsible for the creation of sustainable communities by collaborating to balance efficient growth with resource protection.

12. Strategies, policies, programs, and funding for growth and development, resource conservation, infrastructure, and transportation are integrated across the local, regional, state, and interstate levels to achieve these visions.

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

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 development 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 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 Approved New Carrollton Transit District Development 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 *Approved Bladensburg-New Carrollton and Vicinity Master Plan and Sectional Map Amendment* and the 1993 *Approved Landover and Vicinity Master Plan and Sectional Map Amendment*.

Transportation Demand Management

The General Plan envisions quality TOD at Prince George's County Metro 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: Procedural Flowchart for TDDP-TDOZMA. The District Council may amend the TDOZ as stipulated in Section 27-548.09.01, Amendment of Approved Transit District Overlay Zone.

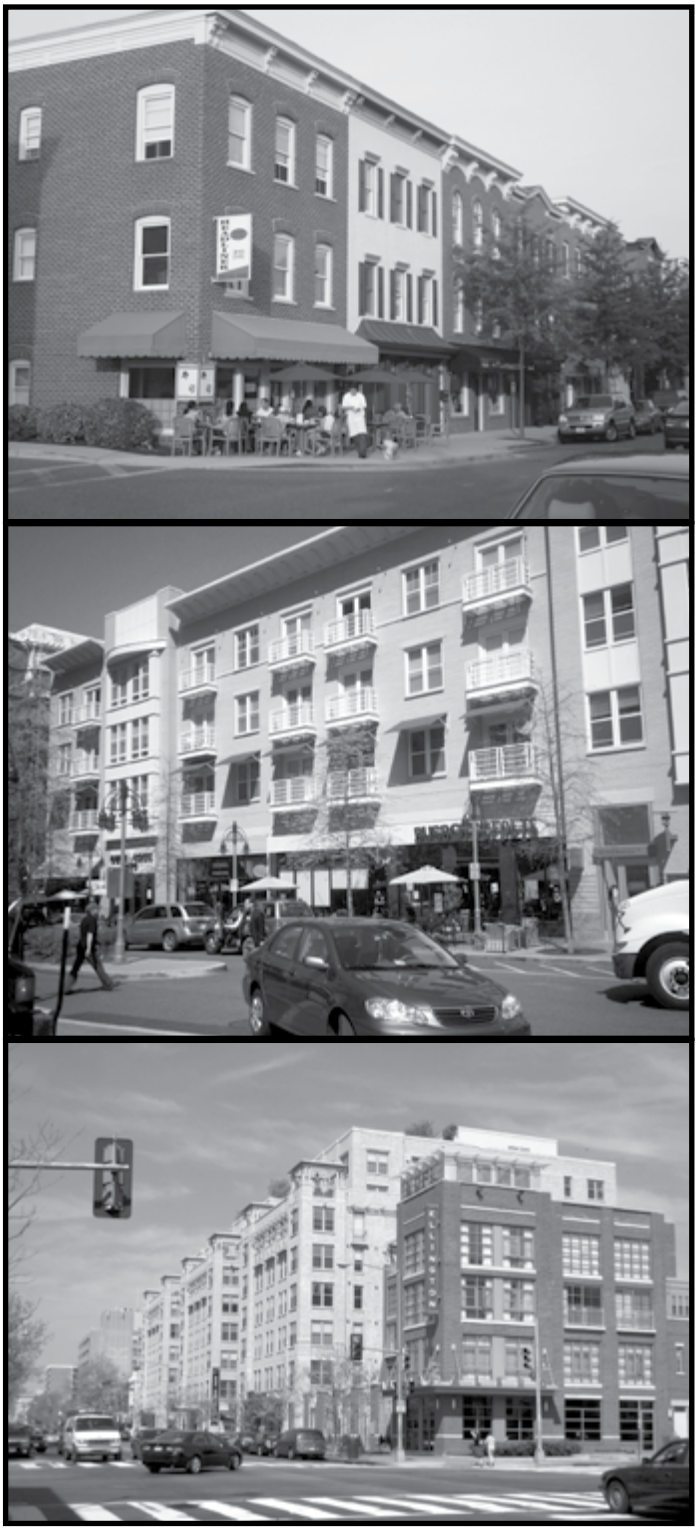
VISION OF TRANSIT-ORIENTED DEVELOPMENT

Vision Statement

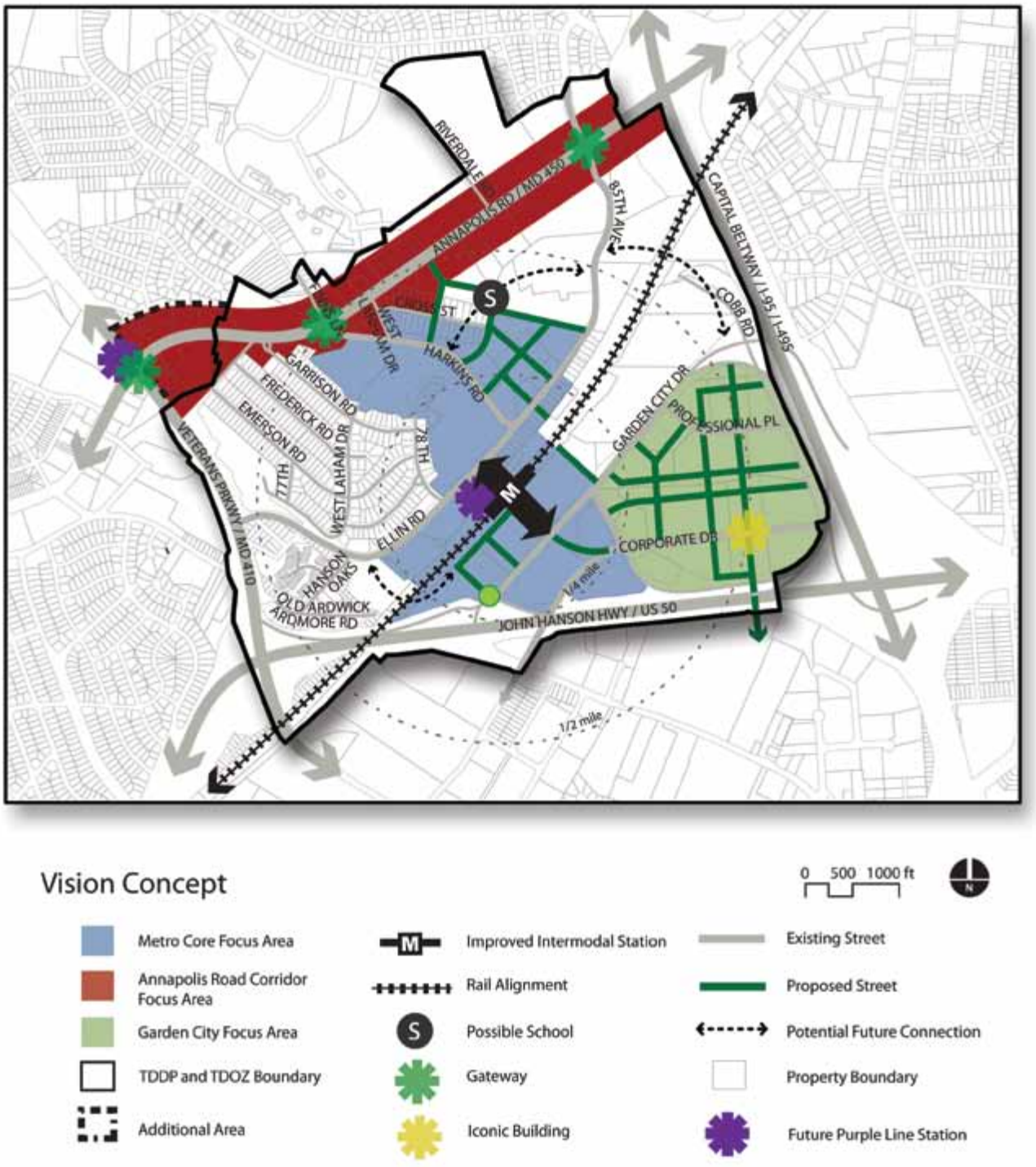
The New Carrollton transit district development plan (TDDP) envisions the New Carrollton Metro Station and its vicinity developing into Prince George's County's premiere new urban center by the year 2030. As a vibrant and diverse destination anchored by several federal tenants and by a transformed and more accessible Metro station, the area is projected to see the development of up to 4,540,000 square feet of new commercial office space, 1,640,000 square feet of new retail space, and 7,000 new residential units.

The development concept for the New Carrollton Transit District Overlay Zone (TDOZ) envisions new development concentrated primarily in three focus areas: Metro Core, Annapolis Road, and Garden City. These areas are designated neighborhoods within the planning framework for transit-oriented development (TOD) at the New Carrollton Metro Station. They are defined in detail in the following discussion on plan elements. The plan framework diagram (see page 15) illustrates graphically how the plan elements will work together to support the vision of TOD within the New Carrollton TDOZ area as it is transformed between 2010 and 2030.

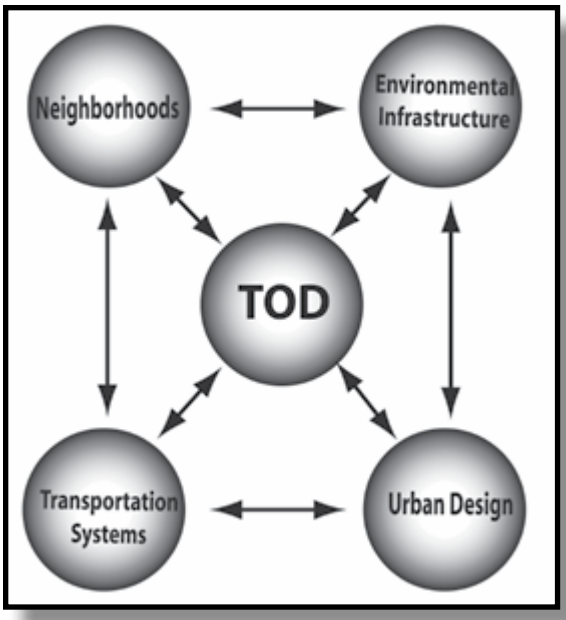
The area will feature a mix of high-intensity commercial office, retail, and residential uses serving Prince George's County and neighboring portions of the Washington metropolitan area. The existing IRS complex and Maryland Computer Science Corporation office building will be joined by additional federal tenants and a number of new high-rise, mixed-use office and residential buildings ranging in height up to 22 stories in the immediate vicinity of the



Examples of vibrant mixed-use development



Map 4. Illustrative Vision Concept Diagram



New Carrollton TDDP - Plan Framework

Metro station. The new mixed-use core will be anchored by a renovated Metro station with multiple escalators and a widened, retail-lined pedestrian concourse connecting its north and south entrances. North of the Metro Core area, Annapolis Road will be transformed into a tree-lined urban boulevard with mid-rise, mixed-use commercial and residential buildings built up to the widened sidewalks. A new pedestrian plaza at the intersection of Annapolis and Harkins Roads will afford a panoramic view of the New Carrollton Metro Station core to the southeast. East of the Metro station, the parking lots and most of the existing low- to mid-rise commercial buildings in the Garden City office park will be replaced with new mixed-use commercial and residential infill development framing a landscaped urban greenway. The multifamily residential enclave along 85th Avenue northeast of the Metro Core area will see some redevelopment as some structures are replaced by new mid- to high-rise infill development housing a mixture of residential and community-serving retail uses.

Not all of the area within the amended New Carrollton TDOZ will experience the transformation envisioned for the Metro Core, Annapolis Road, and Garden City areas. The West Lanham Hills residential neighborhood west of the IRS office complex will remain a green enclave of single-family detached homes. New infill development—if any—will be required to conform to the neighborhood's existing character and zoning controls. The newer Hanson Oaks townhouse subdivision located west of Ellin Road will also retain its existing character.

Map 4. Illustrative Vision Concept Diagram, illustrates conceptually how future development and redevelopment in the TDOZ area will reflect the plan vision. The diagram shows the three main development and redevelopment areas primarily in the immediate vicinity of the Metro station (Metro Core) with higher density and taller buildings and with an improved station and pedestrian connection between the north and south sides of the station. The diagram also shows the growth of a new neighborhood in Garden City with added residential and commercial uses, a new street network, and a proposed location for an iconic building that will be the landmark of this future neighborhood. Across Annapolis Road, the diagram shows infill and redevelopment of commercial strips with three main gateways to help guide vehicular traffic and pedestrians to the Metro Core area and the new and improved Metro station.

Map 5. Illustrative New Carrollton TDOZ Site Plan, depicts how new development might occur within the expanded New Carrollton TDOZ and the distribution of buildings and open spaces throughout the plan area.

Plan Elements

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

As development patterns at Prince George's County's Metro stations attest, these four critical elements are not self-implementing. To ensure that they are incorporated into future development at the New Carrollton Metro Station, the TDDP contains detailed development standards, guidelines, and recommendations for the New Carrollton TDOZ.

Map 5. Illustrative New Carrollton TDOZ Site Plan

Summary Description

Neighborhoods

The neighborhoods element is the centerpiece of the New Carrollton TDDP. Each of its five neighborhoods will serve a different function and possess a distinct character while reflecting a commitment to compact, pedestrian-oriented, and sustainable design.

- The Metro Core neighborhood will serve as the TDOZ's central location and as a regional "downtown" serving much of northern Prince George's County. The tallest mixed-use structures and greatest variety of transit-oriented land uses will be located here.
- The Annapolis Road Corridor will continue as a major commercial district. Auto-oriented services that remain will be primarily located at or near major intersections. To foster an urban streetscape, new infill mixed-use development, with ground-floor retail frontages and parking in the rear, will bring buildings up to widened sidewalks along the corridor.
- The North Hillside Residential neighborhood will remain primarily multifamily residential in character. However, infill development will replace some of the existing garden apartments with mid- to high-rise residential towers and mixed-use office, retail space, and a new state-of-the-art public school.
- Garden City will evolve from an unattractive and functionally obsolete suburban office park to a medium-density, mixed-use neighborhood built around a new greenway park.
- West Lanham Hills and the Hanson Oaks subdivision will remain as stable, tree-shaded, single-family residential enclaves that shelter their residents from more intensive development in the other TDOZ neighborhoods.

Together, these neighborhoods will help reinforce New Carrollton's position as a major urban core and the county's premiere metropolitan center.

Examples of typical transit-oriented development as recommended for the New Carrollton TDOZ

Transportation Systems

As multimodal accessibility and connectivity are the prime objectives of TOD, the transportation systems element addresses the design, location, and accessibility (where applicable) of streets and roadways, pedestrian/bicycle pathways, and public transit. A properly planned and balanced transportation system allows residents of all ages to enjoy independent mobility, whether they walk, bike, ride public transit, or drive.

While most of the expanded New Carrollton transit district is within a ten-minute walk of the Metro station, the elevated shared rail alignment separates the areas north and south of the Metro station. An expanded and revamped Metro/Amtrak/MARC station complex, with multiple escalators connecting its north and south entrances and a widened and brightly lit pedestrian concourse, will help overcome this barrier. A new connection that carries vehicles and an extension of the planned Purple Line across the rail alignment will also provide a direct link between the two areas.

The photos to the right illustrate the variety of modal choices, unparalleled in the county, that are available to travelers using the New Carrollton Metro Station complex.

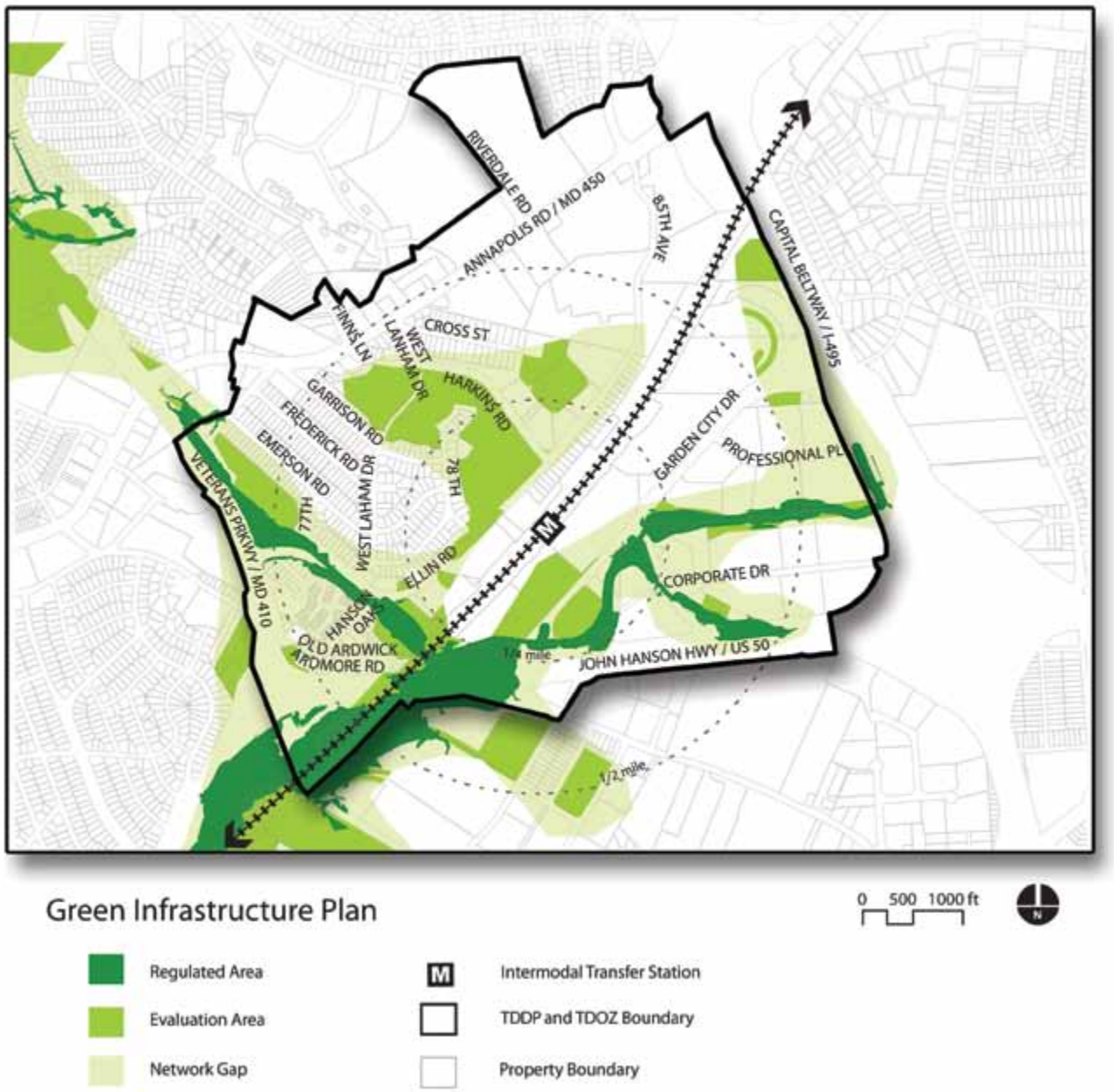
Variety of transportation modes at New Carrollton Metro Station

Environmental Infrastructure and Open Space

The environmental infrastructure element consists of existing and proposed natural areas, parks, open spaces, landscaping, surface water systems, plazas, and streets. Existing natural areas, identified in the 2005 Countywide Green Infrastructure Plan, provide the foundation for the plan's environmental infrastructure vision in the New Carrollton TDOZ area. Map 6. Green Infrastructure Plan Features, illustrates where these features are located within the TDOZ area.

The plan envisions a series of interconnected open spaces designed to enhance residents' quality of life, conserve natural resources,

Example of environmental infrastructure (natural and environmental site design)



Map 6. Green Infrastructure Plan Features

and minimize the impact of development on the natural environment and on stormwater quality and volume. The principal new green feature in the expanded New Carrollton TDOZ will be the greenway park along Beaverdam Creek in Garden City. Several smaller neighborhood "pocket" parks will be located north and south of the Metro station as focal points and community amenities for surrounding development. The existing West Lanham Hills neighborhood park and the greenway flanking both sides of Veterans Parkway (MD 410) will be preserved as natural green landscapes. A network of on- and off-street pedestrian pathways will connect all of these green open spaces.

The photograph of environmental infrastructure illustrates one example of environmental infrastructure within an urban built environment.

Urban Design

The urban design element governs the appearance and layout of buildings and their relationship to streets. It establishes the identity of the New Carrollton TDOZ as a metropolitan center while accommodating multimodal traffic and incorporating natural features, green design, and low-impact landscapes.

The urban design vision for the New Carrollton TDOZ is that of a distinctive urban place anchored by a landmark multimodal transportation center. A transformed Metro/Amtrak/MARC station complex will welcome regional and intercity travelers to Prince George's County. Surrounding the station will be the tallest buildings in the TDOZ, housing a mix of residential, commercial office, and retail uses. Together with the station complex, these uses will serve as a visual landmark and help the Metro station area evolve into an attractive and popular destination for residents and visitors. An additional landmark within the TDOZ area will be an iconic building located in the southeast corner of the Garden City neighborhood and connected to the Metro station complex by a pedestrian-oriented street.

Each of the four TDDP elements is discussed in greater detail in the following sections. Where appropriate, plan maps and diagrams are included to provide a clearer understanding of how the various features of the New Carrollton TDDP will work together to help create a unique urban place and livable community.

Neighborhoods Element

The TDDP envisions five distinct and transformed neighborhoods in the New Carrollton TDOZ: Metro Core, Annapolis Road Corridor, Garden City, West Lanham Hills and Hanson Oaks subdivision, and North Hillside. The Metro Core, Annapolis Road Corridor, and Garden City neighborhoods will be substantially redeveloped while the North Hillside Residential neighborhood is expected to see new scattered-site infill development. (See Map 7. New Carrollton TDOZ Neighborhoods)

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

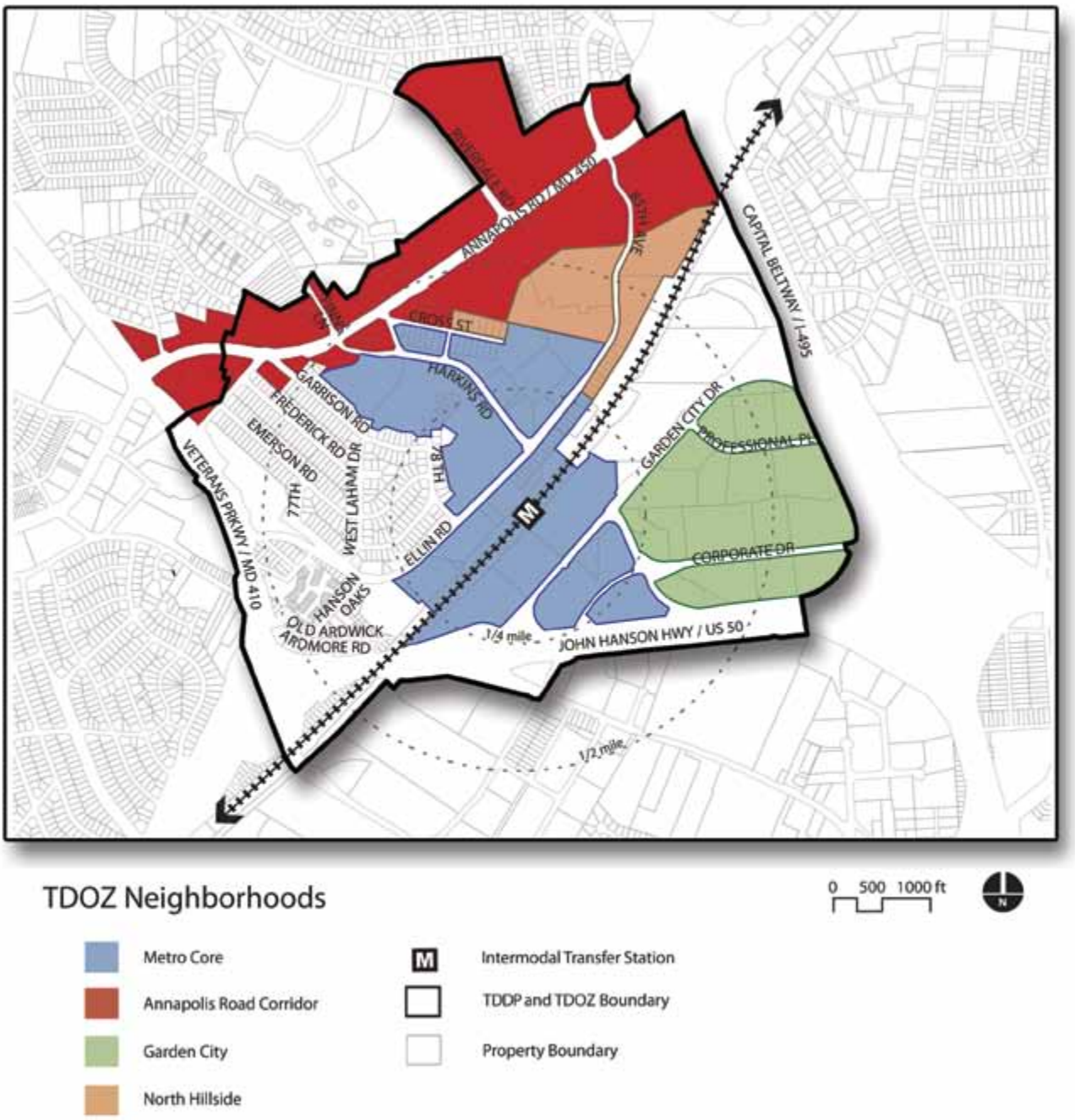
The new TDOZ neighborhoods are described below.

Metro Core

This neighborhood includes the blocks formerly contained in the 1989 New Carrollton TDOZ, the properties along the south side of Cross Street, the Metro station/joint development area (north and south sides), and all other properties west of the exit from westbound John Hanson Highway (US 50) and south of the shared Metro/Amtrak/MARC rail alignment.

The Metro Core will serve as a regional "downtown" location for the county, with the most active and intensively developed mix of uses in the New Carrollton TDOZ. It will contain the most diverse development mix and tallest buildings—mid- to high-rise residential units, office space, public parking, retail, and a new central square. As the county's most accessible intermodal transportation hub and central activity area for the New Carrollton TDOZ, the Metro Core will continue to have the highest levels of pedestrian activity and transit service.

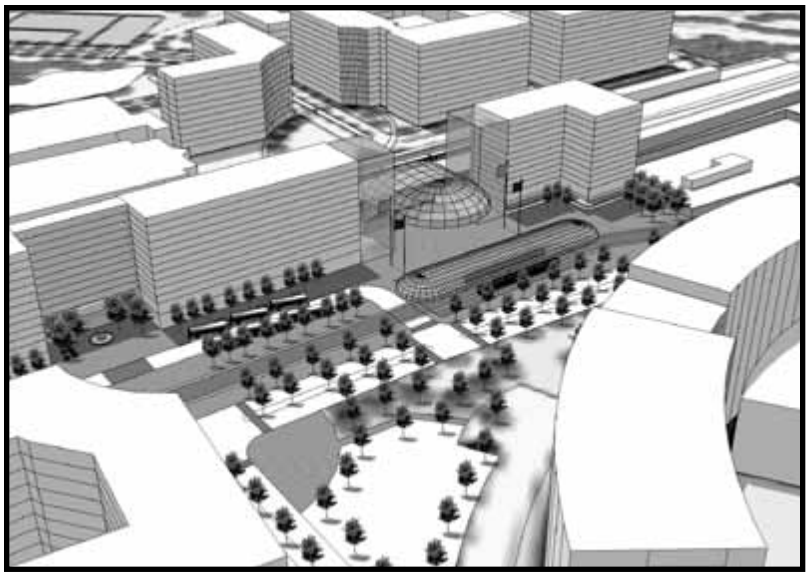
The Metro Core will be anchored by a renovated or reconstructed New Carrollton Metro Station with multiple escalators and a brightly-lit pedestrian concourse lined with traveler-serving retail shops. A



Map 7. New Carrollton TDOZ Neighborhoods

landscaped plaza will mark the intersection of Harkins and Ellin Roads. The plaza and streetscape will be designed to accommodate a future Purple Line light rail transit station located at grade on the south side of Ellin Road near 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.

Consistent with its role as the core of the TDOZ area, the Metro Core will feature a combination of high intensity, mixed-use retail and residential development. The new development will complement the existing office and commercial uses and help make the area an 18-hour-a-day activity center. Buildings in the Metro Core will be four to 22 stories in height. Mixed-use commercial and residential buildings will have active



Bird's eye view of Metro Core looking south

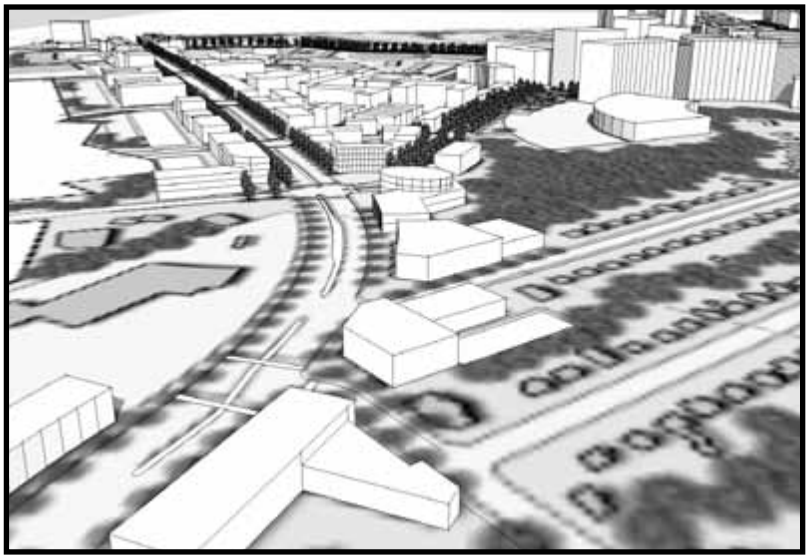
ground floor uses with direct visual connections to adjacent streets. Parking will be in structures. High-quality urban streetscapes and public spaces will make this an inviting area for pedestrians. The plan envisions a cultural/performing arts facility as one option for a community amenity that could add to the value of development in the vicinity of the Metro station. The IRS pedestrian bridge across Ellin Road should be removed as the Metro Core is developed and pedestrian crosswalks and amenities are provided.

At final buildout, the Metro Core will contain up to 2,600,000 square feet of commercial office space, 100,000 square feet of retail space, and 3,000 residential units.

Annapolis Road Corridor

The Annapolis Road Corridor forms the northern edge of the New Carrollton TDOZ and consists of the properties fronting Annapolis Road (MD 450) from a point approximately 600 feet east of the MD 450/MD 410 intersection to the Capital Beltway (I-95/I-495).

Annapolis Road will continue to serve as an important transportation route. However, the road will also acquire the look and function of an urban boulevard and become the setting for a lively, community-serving commercial activity center. The highway-oriented uses along the corridor are projected to gradually be replaced by a new medium-density, mixed-use commercial node between Riverdale Road and 85th Avenue. A portion of this new mixed-use node will extend along the south side of Annapolis Road to a point just east of Harkins Road. The plan recommends that shopping center owners along Annapolis Road develop plans for the phased redevelopment of their properties to new, mixed-use urban places as the market permits this transformation to take place. New mid-rise multifamily residential buildings with active commercial ground-floor uses will front on Annapolis Road west of Riverdale Road. Improved streetscapes and pedestrian/vehicular crossings along the corridor will promote increased bike and pedestrian traffic. This will in turn enliven the corridor as a destination and gateway to the Metro Core. A new plaza will mark the intersection of Annapolis and Harkins Roads that will afford a scenic view of the landmark buildings marking the location of the New Carrollton Metro Station. The plan envisions a small, commercial



Bird's eye view of Annapolis Road Corridor looking toward Metro Core

shopping center or similar office retail use on the southwest corner of Annapolis Road and West Lanham Drive. However, a building with more than one story will be needed to conform to the plan vision.

Most buildings along the corridor will range from three to six stories in height. Some high-rise residential buildings and mixed-use commercial buildings will be up to eight stories in height. These buildings will be located at the major intersections and will serve as landmarks to help travelers orient themselves as they travel along the corridor. Parking will be located to the rear or side of buildings, mostly in structures. Buildings will have little or no setback from Annapolis Road. The limited setbacks will help to create high-quality edges, urban streetscapes, and public spaces. These features will help to redefine the corridor as an inviting and safe place for pedestrians.

Example of mixed-use residential development in Washington, D.C.

At final buildout, the Annapolis Road Corridor will contain up to 1,000,000 square feet of community-serving retail space, 500,000 square feet of commercial office space, and 1,000 residential units.

Garden City

This neighborhood includes the existing Metro East Office Park south of Garden City Drive and east of the exit ramp from westbound John Hanson Highway (US 50).

The plan envisions the suburban Metro East Office Park being developed into a mixed-use neighborhood with a street network that provides efficient pedestrian, bicycle, and vehicular access throughout. This area will incorporate an iconic office building near the US-50/I-495 interchange. This building will be high enough to provide a visual landmark for highway motorists as well as pedestrians disembarking from the transit station. A new landscaped greenway along the Beaverdam Creek streambed will provide the neighborhood with a new and attractive green recreational amenity. Together, the new greenway and Corporate Center Drive will provide a strong pedestrian-oriented link between the Metro station and the iconic commercial building. Mixed-use residential development will line both sides of the linear greenway. Mixed-use office/retail development will occupy the blocks adjacent to Garden City Drive and US 50 to help buffer the mixed-use residential areas from transportation-related noise impacts. The bird's eye view of Garden City provides a view of how the Garden City redevelopment might occur.

Example of medium density development in Alexandria, VA

A new north-south collector street will intersect Corporate Drive at the location of the iconic office building. At its northern end, the street will merge with an extended Cobb Drive to provide a vehicular/pedestrian connection with 85th Avenue and the neighborhoods to the north of the shared rail alignment. A proposed

Bird's eye view of Garden City looking east

extension of the planned Purple Line light rail transit route will follow this street. It will have a station and a possible plaza at the intersection with Corporate Drive.

Although connected to the region by bus and rail transit, the Garden City neighborhood will have an internal orientation because it is surrounded by existing highways and rail transportation barriers. A self-contained and complete neighborhood, it will be characterized by mixed-use development (including residential, retail, and office). Existing large development parcels will, over time, be redeveloped as a walkable, connected street grid. Building heights will range between four and 12 stories. Commercial and mixed-use commercial buildings will typically have ground floor retail uses with storefronts oriented to the public streets. Parking will be located to the rear or side of buildings. Buildings will have little or no setback from adjacent streets, thereby creating high-quality edges, urban streetscapes, and public spaces. As a result, this area will be an inviting and safe place for pedestrians. This area will also provide for a future Purple Line transit station and plaza. The transit station and iconic building will be connected by a "main street" environment along Corporate Center Drive.

The Garden City area will be much more accessible to the Ardwick-Ardmore industrial area, the Town of Glenarden, and other destinations to the south as a result of a new vehicular underpass crossing US 50 and a Pennsy Drive bridge overpass that is widened from two to four lanes.

At full buildout, the Garden City neighborhood is projected to have up to 1,400,000 square feet of office space, 500,000 square feet of retail space, and 1,500 residential units.

North Hillside Residential

The plan envisions this neighborhood retaining its multifamily residential character. This area will, over time, see infill redevelopment that provides more housing diversity, parks and open space, a new public school, and a limited amount of neighborhood-serving commercial uses. New development will generally range from 4 to 12 stories and have direct visual connections and orientation to adjacent streets. Off-street parking will be located to the rear or side of buildings and will mostly be structured. Residential buildings will have small landscaped setbacks from adjacent streets that function as attractive and safe places for pedestrians.

At full build-out, the North Hillside multifamily residential neighborhood will have up to 1,500 additional dwelling units, 40,000 square feet of retail space, and 40,000 square feet of commercial office space.

West Lanham Hills Neighborhood and Hanson Oaks Subdivision

The plan envisions no change in the character of the West Lanham Hills neighborhood or the nearby Hanson Oaks subdivision. The West Lanham Hills neighborhood will continue to be a stable single-family residential area with a strong connection to the existing park that separates it from Veterans Parkway (MD 410). The area will continue to be characterized by quiet, tree-shaded streets and single-family detached homes guarded by large deciduous trees. If homes are removed or remodeled, the changes should reflect the character of the existing neighborhoods and adjacent homes. Whether existing or new infill, the residences in West Lanham Hills will continue to display an eclectic mix of architectural styles and landscaping features that reflect their owners' personal tastes. The typical West Lanham Hills residence photograph illustrates well the "village in the city" feel of the West Lanham Hills neighborhood.

Typical West Lanham Hills residence

The newer Hanson Oaks subdivision will continue to be a secluded enclave of single-family townhomes arranged around culs-de-sac.

Typical Hanson Oaks residences

Transportation Systems Element

The New Carrollton TDDP envisions thousands of new residents, employees, and visitors in the TDOZ. Most of the area's future residents and workers will live and/or work within a ten-minute walk of the Metro/Amtrak/MARC station complex and will not need to drive for most daily trips.

The TDOZ's built environment (buildings, open spaces, and circulation routes) will be designed to promote the use of a number of transportation alternatives. Other than the transit services provided in the Metro Core, streets and highways currently dominate the area's existing transportation infrastructure. The plan envisions enhanced transit, pedestrian, and bicycle access and mobility within one mile of the station along with reduced automobile dependency.

Transportation Demand Management

A key feature in the transportation plan for the TDOZ is the use of transportation demand management (TDM) techniques to ensure that average levels of service (LOS) for the roads serving this area do not exceed the minimum LOS standard of Level E mandated by the General Plan for areas within the Developed Tier. TDM modifies the adequate public facilities requirement for new development to have needed public infrastructure in place by requiring parking and pedestrian/bicycle access studies within designated TDOZs.

The New Carrollton TDDP will permit the establishment of a transportation demand management district (TDMD) in accordance with the provisions of Title 20A, Transportation, of the Prince George's County Code. A more detailed discussion of TDM may be found in the Transportation District Development Plan chapter.

Transportation Choices

Successful TOD communities provide residents choices in making their journeys by locating a diverse mix of complementary uses within convenient reach of pedestrian/bicycle pathways and public transit, all within an attractive urban environment. By doing this, good TOD maximizes access and mobility while reducing dependence on the automobile. The TDDP takes full advantage of the New Carrollton Metro Station by envisioning a TDOZ-wide network of safe and wide sidewalks and pedestrian/bicycle pathways, clearly marked on-street bicycle routes, convenient and frequent transit service, and vehicular routes reconfigured for greater pedestrian/bicyclist safety. Pedestrian, bicyclist, and vehicular mobility will be further enhanced by an extensive network of installed wayfinding signs to help travelers get to points of interest inside the TDOZ, especially the Metro station. This balanced approach to transportation planning and engineering will help provide convenient multimodal access throughout the TDOZ. It will also ensure that walking, bicycling, and transit trips are as safe and enjoyable as automobile trips. Modal choices will be further enhanced by the expansion of private-sector automobile-sharing services beyond the Metro station to convenient locations throughout the TDOZ.

Example of a "complete street" in Washington D.C.

The following discussion of transportation systems within the New Carrollton TDOZ is organized by primary transportation mode: streets and roadways, bus and rail transit, and pedestrian/bicycle trail facilities.

Streets and Roadways

In response to community concerns over pedestrian safety, the plan's vision for the street network in the expanded TDOZ is that all internal streets will function as "complete streets." Complete streets are streets whose design considers the needs of multiple users, including pedestrians, cyclists, motorists, children, the elderly, and physically challenged persons. Complete streets are generally safer, more effective, more environmentally friendly, and supportive of healthier and more active lifestyles.

The perimeter of the New Carrollton TDDP area is currently defined by two major arterials—Annapolis Road (MD 450) and Veterans Parkway (MD 410)—and two freeways—John Hanson Highway (US 50) and the Capital Beltway (I-95/I-495). Since three of these four major roads are high-speed vehicular routes, the plan envisions the application of "complete streets" principles to Annapolis Road and local streets within the TDOZ. Strategic traffic-calming measures will be used to slow down vehicular traffic and make these streets safer for pedestrians and bicyclists.

The "complete streets" vision is also consistent with growing national support for the idea that streets, other than limited-access freeways and expressways, should serve users of public transit and nonmotorized modes of travel (walking and bicycling) as well as motorists. This support is evidenced by the re-introduction of the Safe and Complete Streets Act of 2009 (H.R. 1443) by Rep. Doris Matsui (D-California) and (S. 584) by Sen. Thomas Harking (D-Iowa) in March 2009. If passed in the future by Congress, this legislation will require federal, state, and local transportation planning agencies to implement complete street principles when they plan, design, and build new or reconstructed streets and roads.

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

The improvements recommended in this section will transform the existing street system from being designed for motor vehicles to a multimodal system that serves transit, pedestrians, and bicyclists equally well. The recommended designs for the major existing and new streets are intended to complement the land uses and development they adjoin and provide safe and convenient access for all modes.

Streets: As the most commonly used open space in the TDOZ, streets will be safe and comfortable, especially for pedestrians. Well-marked crosswalks will be standard at all intersections. Timed crossing signals with countdown displays will be located at most, if not all, signal-controlled intersections. The Development Standards and Guidelines chapter contains detailed streetscape standards and guidelines that are designed to ensure the creation of "complete streets" within the TDOZ area.

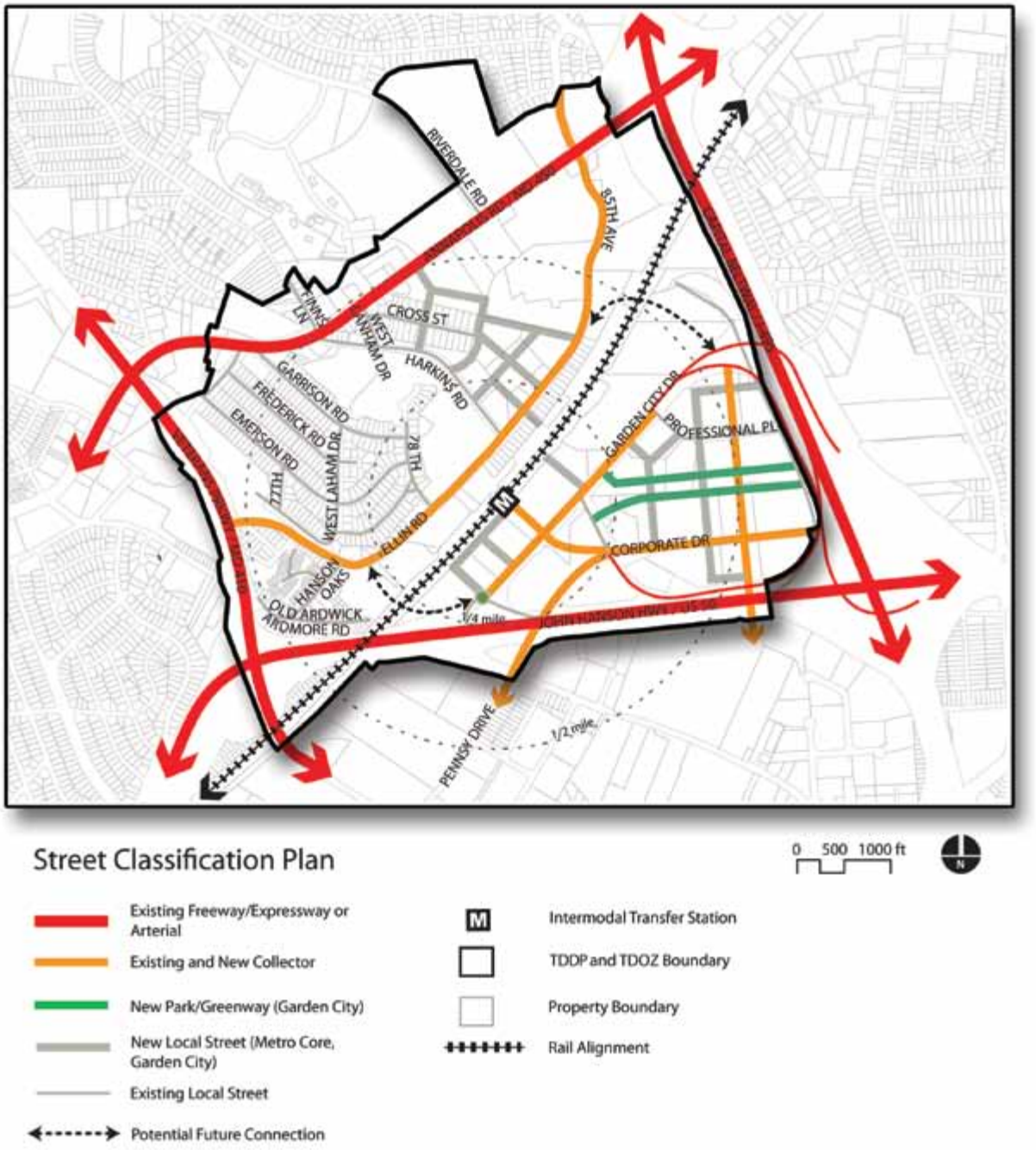
The plan recommends that DPW&T consider prohibiting through commercial truck traffic on Finns Lane as a way to address community concerns about traffic impacts and pedestrian safety on this residential street. This prohibition of through commercial truck traffic could be enforced not only with appropriate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

Motorists: The plan envisions vehicular access within the TDOZ as an important but not dominant feature of the area's built environment. Vehicles will be accommodated within an integrated network of pedestrian- and bicycle-friendly streets, with motorists having easy access to on- and off-street parking. Off-street parking will be accessed generally from the side or rear of properties. Street-front curb cuts for off-street parking access will be strictly limited within the Metro Core, Annapolis Road, and Garden City neighborhoods.

Integrated Network: New TOD in the New Carrollton TDOZ will link the Annapolis Road Corridor and Garden City neighborhood with the Metro station while respecting the attractive residential character of the West Lanham Hills neighborhood. An enhanced pedestrian linkage will connect the northern and southern halves of the TDOZ area. A vehicular connection will be built to cross the shared rail alignment via an overpass or in a tunnel during the later stages of redevelopment. The proposed extended Purple Line light rail transit service may share the grade-separated rail crossing alignment as its vehicles travel through the TDOZ. Other elements of the transportation network will include new streets, sidewalks, and off-street bicycle and pedestrian paths in the Metro Core, Annapolis Road, and Garden City neighborhoods to provide critical linkages between residential areas, commercial services, and the Metro station. Map 8 depicts the street circulation network for the TDOZ.

Pattern: The four highways that define the boundaries of the TDOZ and the shared rail alignment that cuts through the area will help shape new development within the area primarily because they present barriers to travel into and out of the TDOZ area. A new street grid will help to transform the Garden City area from a suburban office park to an attractive, mixed-use neighborhood with a major greenway feature at its center. North of the Metro station, new and redesigned local streets will help to create stronger linkages between the Annapolis Road Corridor and the station.

The plan envisions significantly improved connectivity with the Ardwick-Ardmore industrial district, the Town of Glenarden, and other areas south of the TDOZ area as part of the redevelopment of the Garden City



Map 8. Illustrative Street Classification Plan

business district. The enhanced connectivity will be accomplished partly through the construction of at least one new vehicular underpass crossing US 50. The new vehicular crossing might also carry an extended Purple Line under US 50. A Pennsy Drive/US 50 overpass bridge widened from its current inadequate two lanes to four lanes will also contribute to the TDOZ's enhanced accessibility to areas south of US 50.

Functional Hierarchy: The plan envisions primary connections to the surrounding region that will feature extensive landscaping and distinctive streetscapes. These elements will help identify the TDOZ as a unique urban place. Secondary routes that link neighborhoods and connect to community destinations will form the internal spine of the community. Internal streets for local access will be designed to impose slower vehicle speeds and function as places of shared use. Table 1 relates the terminology used in this plan to define street types to the functional street classification terminology currently used by Prince George's County.

Parking: The plan envisions parking facilities that complement the pedestrian environment in the TDOZ. This standard will apply to both on- and off-street parking. (Parking for WMATA's patrons is discussed in the following section on bus and rail transit.) Properly sited on-street parking will serve as a pedestrian safety buffer along Annapolis Road, Harkins Road, Ellin Road, 85th Avenue, and Garden City Drive. On-street parking on Annapolis Road will be restricted to off-peak hours. Off-street parking facilities, whether surface lots or structured parking, will be accessible without being unattractive or unsafe for pedestrians and will be designed to complement the surrounding built environment of the TDOZ (see Map 9. Illustrative TDOZ Parking Plan). The plan envisions preferential parking for car-sharing vehicles in public parking garages and at selected on-street locations throughout the TDOZ area subject to the approval of DPW&T and/or SHA.

The plan envisions the use of advanced parking management measures, including shared parking arrangements and electronic parking management systems, for structured parking facilities located within the New Carrollton TDOZ as part of an overall strategy for TDM in the area based on technical and economic feasibility (see detailed discussion of TDM in the Transit District Development Plan chapter). Shared parking arrangements for attached uses with staggered hours of operation could help to level out peak periods of parking demand. An example of this would be parking shared between a medical office complex and a cinema or other entertainment complex. Another more technologically advanced tool, intelligent electronic parking management systems, would include sensors to guide motorists to available parking spaces and interactive entrance signs that display the number of available spaces within a facility. These systems would be similar to the electronic parking management system used in the parking garages at Baltimore-Washington International Thurgood Marshall Airport. They would help reduce the energy waste and air pollution generated by motorists cruising streets and parking facilities in search of available parking spaces.

Temporary surface replacement parking for existing buildings may be allowed on undeveloped land. TDDP parking standards for landscaping, lighting, and stormwater may be modified at the time of DSP to address the temporary nature of the parking. Such parking shall not exceed 30 months of use from the date of its completion.

Bus and Rail Transit

Transit: The New Carrollton Metro Station is a major community amenity within the TDOZ. However, the current layout of the station facility is that of an auto-oriented suburban transit hub with large surface parking, kiss-and-ride, and bus turnaround areas on both sides of the station and two parking garages on the station's south side. It attracts much more vehicular traffic than foot/bicycle traffic. The plan envisions a transformed urban transit facility with convenient multimodal connections and attractive, pedestrian-friendly transit plazas framing its north and south entrances. Over time, the existing surface Metro station parking will be reconfigured as structured parking and incorporated into high-rise mixed-use TOD. The bus turnaround areas will be reconfigured to better accommodate the future Purple Line station and new pedestrian/transit plazas. Dedicated structured parking for WMATA's park-and-ride patrons will replace

Table 1

New Carrollton TDDP Street Hierarchy

Type	Nearest County Equivalent	Transit District Example	Character and Function
Freeway / Expressway	Freeway / Expressway	John Hanson Highway (US 50) Veterans Parkway (MD 410)	High-capacity, limited-access roadways that connect the TDOZ area with other parts of the Washington, D.C. metropolitan region Highway speed limits 40 to 55 mph Divided landscaped or jersey wall-equipped medians Grade-separated interchanges or widely-spaced (1,000- to 2,000-foot interval) signal-controlled at-grade intersections Pedestrians and bicyclists prohibited
Arterial	Arterial	Annapolis Road (MD 450)	Medium capacity commuter route Primary commercial strip Medium automobile speeds (maximum 35 mph recommended) Divided landscaped median Center turn lanes Bicycle lanes Restricted on-street parking (prohibited in prevailing direction during rush hours)
Collector	Collector	Ellin Road Harkins Road 85th Avenue	Provide access to the Metro station Link neighborhoods Connect residential to commercial and retail activities Narrower than arterials or limited-access roads Moderately low automobile speeds (maximum 25 mph recommended) Bicycle lanes
Local Street Park Road Alley	Residential Street		Primarily for local circulation and accessibility in residential areas Narrowest widths Low automobile speeds (maximum 20 mph recommended; 10 mph recommended for alleys)
Sidewalks Off-Street Pathways	N/A		Bicycle and pedestrian routes Provide safe pedestrian/bicycle passage along streets and roads Provide recreational benefits in open space/park areas No automobile or other motorized traffic permitted

Map 9. Illustrative TDOZ Parking Plan

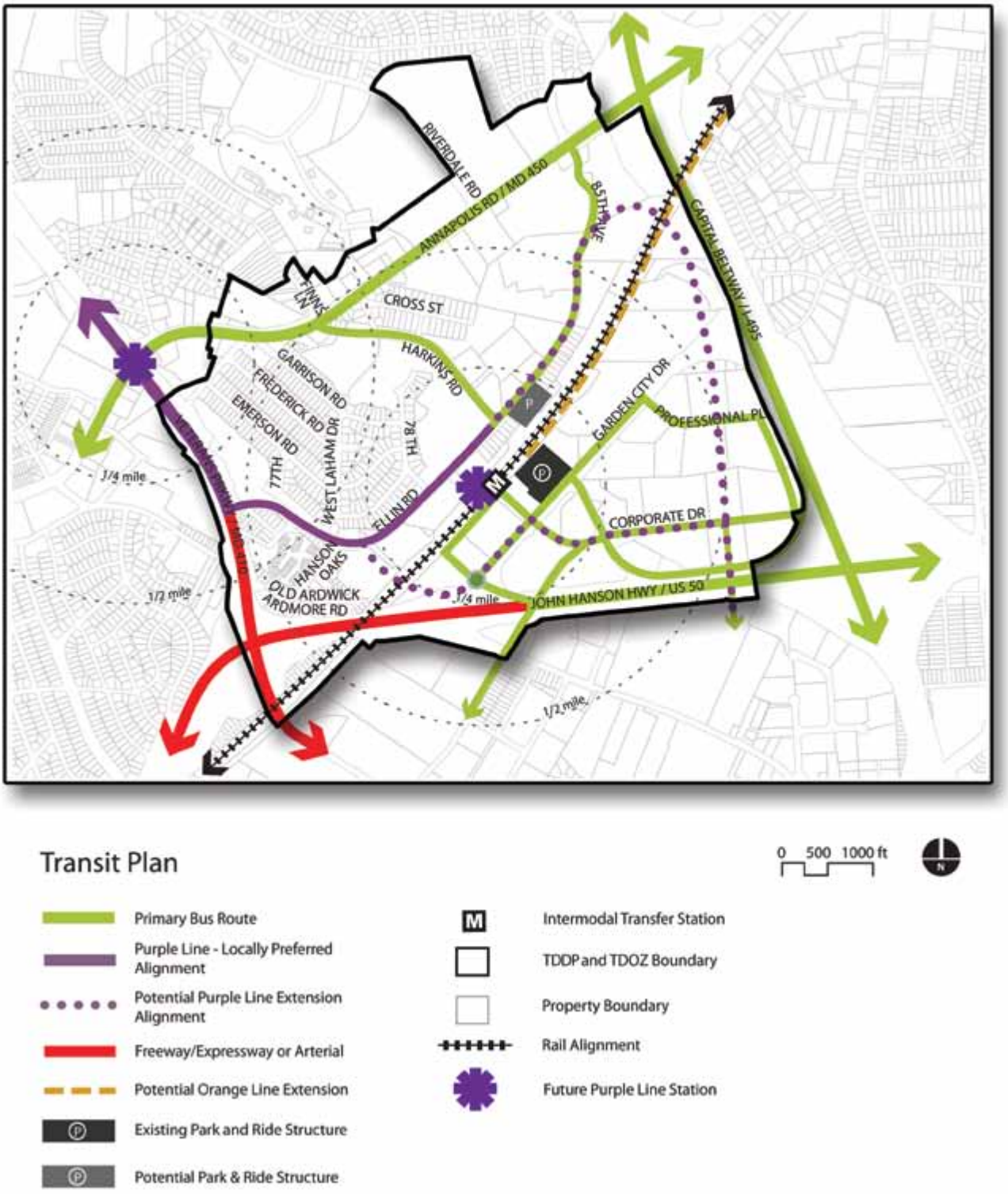
the surface parking on the Metro station's north side. (WMATA opened a new parking garage in 2005 as dedicated replacement parking for the surface parking area on the station's south side.) The parking will be visually integrated with surrounding buildings through the use of ground-floor or full-height liner retail/office uses on the sides facing the transit plaza and street. The plan recommends consideration of the option to convert some of these parking spaces to shared parking as the area is developed in accordance with the plan vision. Such shared parking will help to reduce the total amount of parking needed to serve the Metro station and the surrounding development activity. The plan envisions preferential parking for car-sharing vehicles within WMATA-owned parking facilities subject to WMATA approval. The replacement/conversion of existing WMATA surface parking spaces and the design and construction of new public parking spaces will need to be negotiated and coordinated between the appropriate public works and transit agencies (DPW&T, the Maryland Department of Transportation (MDOT), and WMATA) and the developers of future mixed and commercial uses.

The State of Maryland selected its locally preferred alternative (LPA) in August 2009 for the planned Purple Line transit service between New Carrollton and Bethesda, Maryland. The LPA will be light rail service, and the state's alignment will follow Veterans Parkway (MD 410) and Ellin Road to its interim terminus at the New Carrollton Metro Station. A future Purple Line transit station stop will be at the intersection of Annapolis Road (MD 450) and Veterans Parkway (MD 410). The 2009 *Approved Countywide Master Plan of Transportation* envisions a future extension of the Purple Line to areas south of the New Carrollton Metro Station, including Landover Gateway, Largo, Westphalia, and National Harbor. The New Carrollton plan recommends close coordination between DPW&T, MDOT, and WMATA and the surrounding community neighborhoods of Hanson Oaks and West Lanham Hills to mitigate potential environmental impacts from the planned Purple Line. A new traffic light will be placed at Hanson Oaks Drive and Ellin Road and sound barriers on US 50 near Veterans Parkway will be added to address community concerns. Ingress and egress alternatives should be explored for the Hanson Oaks and Ardwick-Ardmore neighborhoods.

The plan also envisions bus stops along Annapolis Road, Harkins Road, Ellin Road, 85th Avenue, and Garden City Drive being upgraded with attractive lighted shelters, posted route maps and schedules, and variable message signs that tell waiting passengers when the next bus will arrive and what route it serves. New bus service may be added along Corporate Drive and one or more of the new grid streets in the Garden City neighborhood.

Connectivity: Access to the entire Metro bus and rail system, the Amtrak intercity/regional rail system, and the MARC commuter rail system is available from the TDOZ. Only one other Metro station in the entire regional Metrorail system have comparable levels of intermodal transportation access. The Purple Line will, when completed, provide direct service to Montgomery County and points south of New Carrollton, including Landover, Largo Town Center Metro, and National Harbor. Given the plan's recommendation for at least one vehicular crossing of the shared rail alignment, a single tunnel or overhead crossing that carries both the Purple Line and other vehicular traffic might be a cost-effective option. WMATA is conducting a series of detailed access studies for Metro stations in Prince George's County. The plan recommends that WMATA incorporate consideration of this issue in its planning for future access needs at the New Carrollton Metro Station. More specific recommendations for one or more vehicular crossings are presented as part of the public facilities implementation strategy in the Transit District Development Plan chapter.

Map 10. Illustrative TDOZ Transit Plan, depicts the planned transit network that will serve the TDOZ.



Map 10. Illustrative TDOZ Transit Plan

Pedestrian/Bicycle Trail Facilities

The internal street system is designed to provide good access—particularly for pedestrians—to the available transit services, to link the TDOZ neighborhoods, and to create an attractive urban environment where users are easily oriented to their surroundings. Although pedestrian and bicycle accommodations are currently limited in the vicinity of the New Carrollton Metro Station, this will change over time to include facilities such as continuous on- and off-street bike lanes, wider sidewalks, and green pedestrian links.

Example of pedestrian and bicycle paths

The plan envisions a comprehensive pedestrian and bike network with the following primary features:

1. A pedestrian focus in the Metro Core to complement the intermodal transportation services and urban development in this area.

2. A safe and attractive pedestrian environment in Garden City.

3. Bicycle facilities and access throughout the New Carrollton Metropolitan Center, especially at the Metro station, where on-street bicycle parking might be consolidated in a comprehensive bicycle parking and service facility similar to the one constructed and opened at Washington, D.C.'s, Union Station in 2009 (such a facility would be developed and operated privately or through a public-private partnership between WMATA and private developers, all subject to WMATA approval).

Bicycle parking station in Washington, D.C.

4. Pedestrian and bicycle access improved along Annapolis Road.

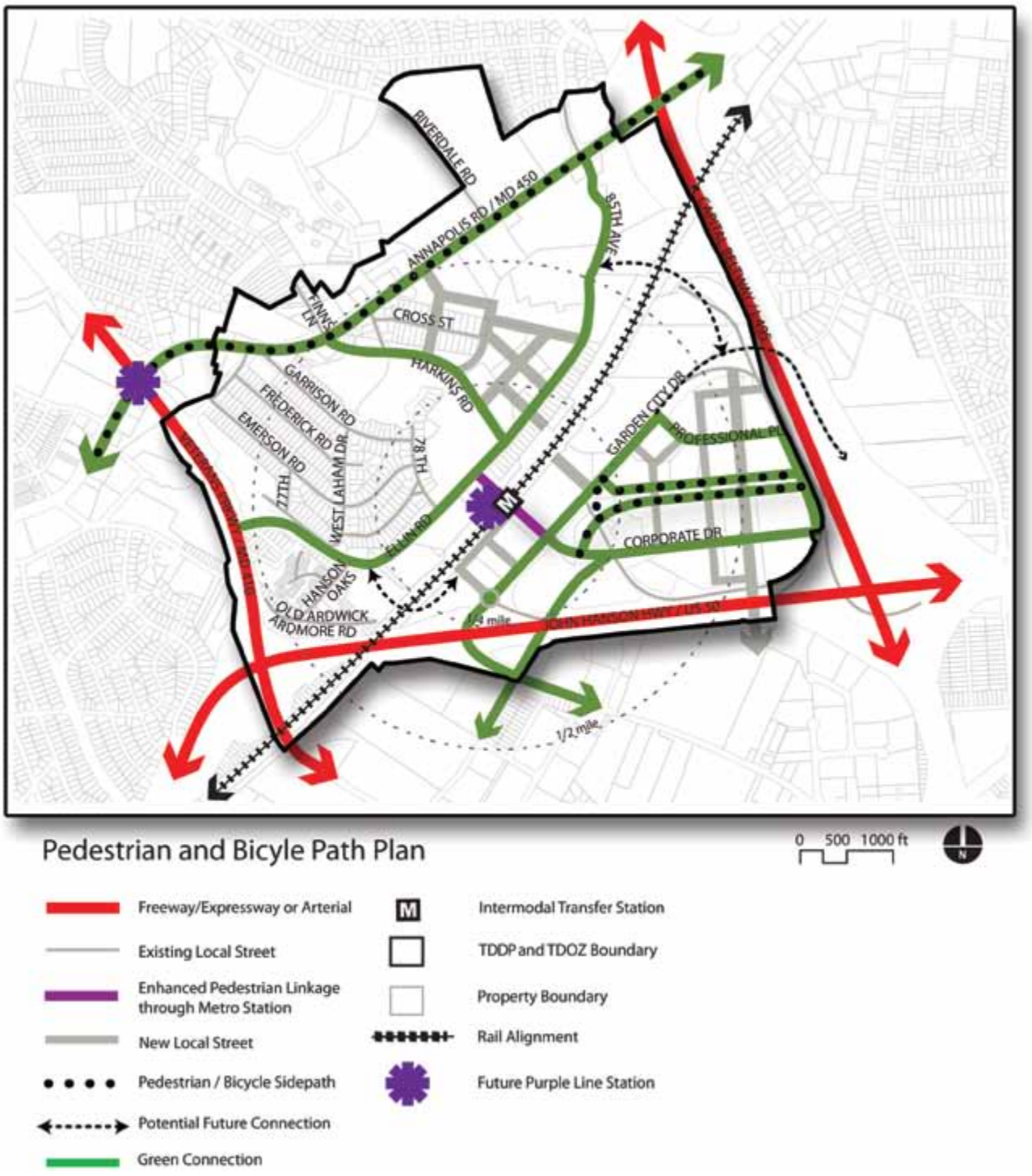
5. Open space utilized to provide pedestrian/bicycle linkages where appropriate to connect the Metro station and other points of interest within the TDOZ.

6. Potential pedestrian and bicycle access across the Capital Beltway to link the TDOZ to neighborhoods and recreational facilities east of the freeway.

7. A well-designed network of installed wayfinding signs along the streets and pedestrian/bicycle pathways of the TDOZ to help travelers get to and from the Metro station, employment/retail centers, and other points of interest.

8. Green pedestrian links along landscaped boulevard-style streets north and south of the Metro station and an enhanced arcade-style pedestrian linkage through the station lined with traveler-oriented retail services.

The recommended pedestrian and bicycle circulation network is depicted in Map 11. Illustrative Pedestrian and Bicycle Path Plan.



Map 11. Illustrative Pedestrian and Bicycle Path Plan

Environmental Infrastructure Element

The environmental infrastructure element consists of existing and proposed natural areas, parks, open spaces, landscaping, surface water systems, plazas and streets which work together to preserve, enhance, and restore the natural environment and its ecological functions. Existing natural areas, identified in the 2005 *Approved Countywide Green Infrastructure Plan*, provide the foundation for the plan's environmental infrastructure vision in the New Carrollton TDOZ area.

The county promotes a comprehensive approach to preserving and enhancing the remaining ecosystems native to Prince George's County through its 2005 *Approved Countywide Green Infrastructure Plan*. The county defines "green infrastructure" as a network of large undisturbed lands (hubs) connected by designated pathways for the movement of wildlife and humans (green corridors) and applies special development restrictions within these designated areas.

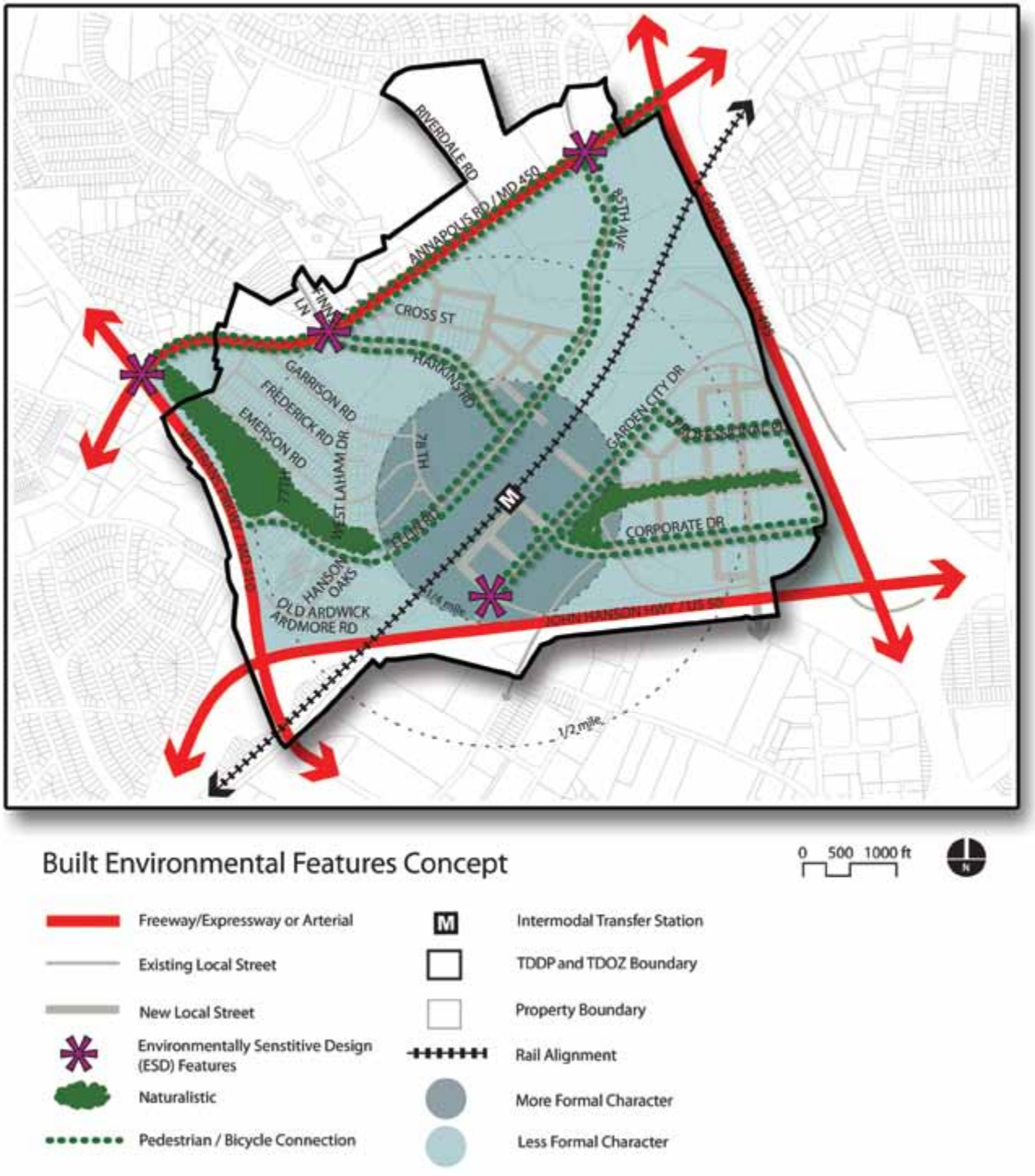
The plan envisions natural and built landscapes within the New Carrollton TDOZ that combine beauty and function. Built landscape elements will work together with climate, landforms, drainage patterns, and natural vegetation to maximize aesthetic values while minimizing environmental impacts. Natural areas will blend and contrast with built features to create an attractive and sustainable green environment. Due to this diversity of landscapes, the visual character of the landscapes within the New Carrollton TDOZ will range from formal public open spaces and rights-of-way to informal/natural green spaces.

The plan envisions several environmental infrastructure zones and related features within the TDOZ:

1. Metro Core: most formal in character.
2. Annapolis Road (MD 450) Corridor: somewhat formal, with informal edges.
3. Garden City: somewhat formal development areas and natural open space and park elements.
4. North Hillside Residential: formal streets, informal development.
5. West Lanham Hills: retained existing large canopy trees, residential yards, gardens, and lawns.
6. Major Tree-Lined Streets: Several streets form the primary access routes with the TDDP and are envisioned as being heavily planted with canopy shade trees and/or other green street/stormwater management devices.

Examples of how landscaping can shape open space and public streets

Map 12. Illustrative Built Environmental Features Concept, depicts how the landscaping principles described above might help shape the open space and street network within the New Carrollton TDOZ.

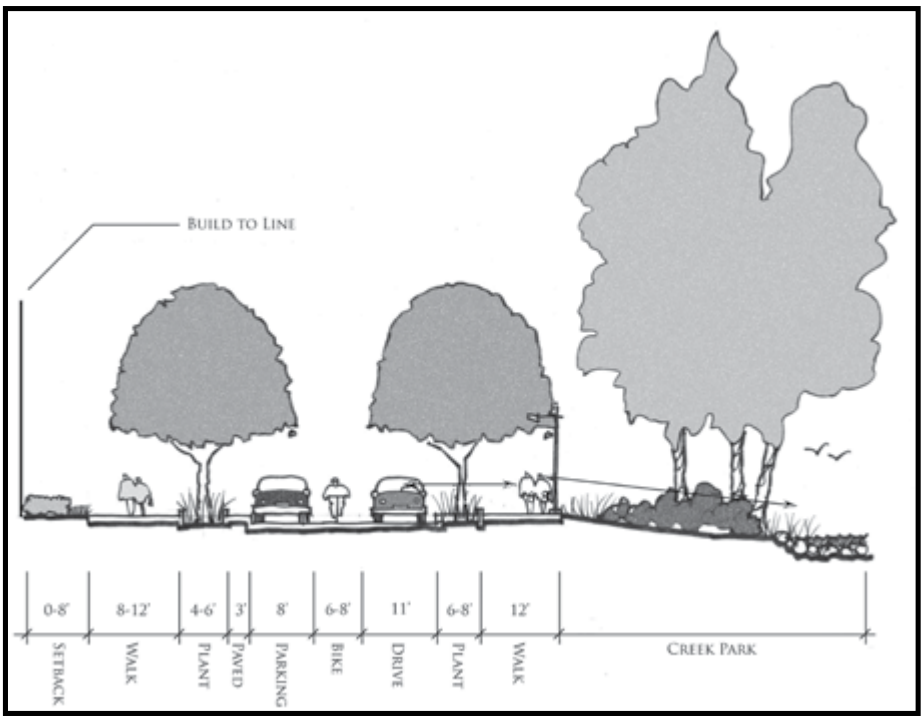


Map 12. Illustrative Built Environmental Features Concept

Public Spaces, Parks, and Open Spaces

A range of public spaces, parks, and open spaces will be distributed throughout the New Carrollton TDOZ, providing aesthetic, recreational, and environmental benefits. Facilities proposed as part of the TDDP include:

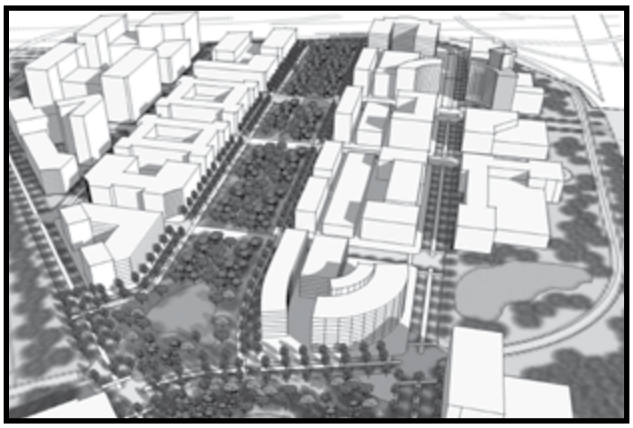
Garden City Greenway: This will be the largest open space element within the TDOZ. The greenway will provide a central visual focus for the Garden City neighborhood. It will be primarily "wild" and "natural" in character (native/naturalized plantings, natural stream channel, wetlands, etc.), with more formalized edges (street trees, wide pedestrian paths, seating areas, pedestrian-scaled lighting, interpretive signage) framed by the surrounding buildings.



Cross section of a park road and greenway edge

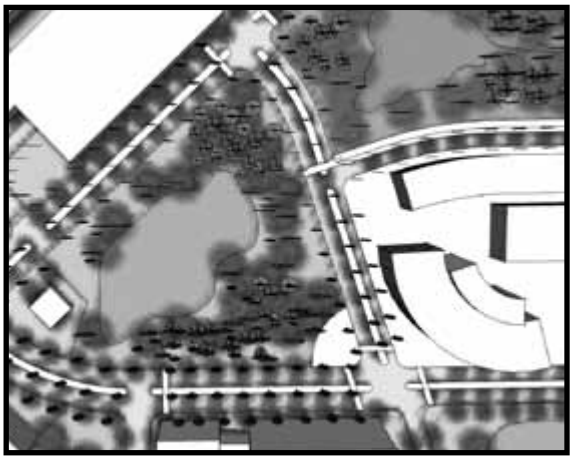
The plan envisions the greenway as a series of connected "blocks" within the fabric of the Garden City neighborhood that will provide visual relief, stormwater management, wildlife habitat (food and shelter), and recreational opportunities—perimeter jogging/biking/strolling path—for residents and users of adjacent development. The cross section of a park road and greenway edge details the shift in landscape character at the Greenway's edge, and the bird's eye view of the Garden City greenway looking east provides an illustrative perspective of how the completed greenway might look.

Examples of greenway landscapes



Bird's eye view of the Garden City greenway looking east

Metro Core South Wetland Park: The plan envisions this environmental infrastructure feature as a large park providing passive open space and a stormwater drainage amenity feature. It is envisioned to be surrounded by ample pedestrian paths and seating areas. Like the Garden City greenway, the internal portion will also be wild and natural in character (native/naturalized plantings, natural stream channel, wetlands, etc.), with more formalized edges (street trees, wide pedestrian paths, seating areas, pedestrian-scaled lighting, interpretive signage).



Plan view of Metro Core South wetland park

Example of existing wetland park

Metro Core North and South Transit Plazas: Two new transit plazas will provide pedestrian access to the Metro station from the north and south. The North Transit Plaza will also provide a landscaped transfer area for buses and the future Purple Line, which will have an at-grade station at this location. It will connect to a smaller pedestrian plaza at the intersection of Ellin and Harkins Roads. The two station plazas will be modern and urban in character. They will include decorative paving, plantings, seating areas, directional signage, and other amenities. The plazas will be integrated with adjacent, active ground-floor retail/commercial uses and transit functions (buses, taxis, kiss-and-ride).

Example of light rail line and transit plaza

Plan view of north and south Metro transit plazas

Bird's eye view of north Metro transit plaza looking northeast

Future Garden City Purple Line Transit Plaza: The plan envisions a compact plaza that will provide pedestrian access for a future Garden City Purple Line station. Modern and urban in character, it will consist primarily of decorative paving, plantings, seating areas, directional signage, and other amenities. The plaza will be integrated with adjacent, active ground-floor commercial/retail uses. An iconic commercial office building might be sited adjacent to the Purple Line transit plaza to provide an orienting landmark for travelers accessing the Purple Line from elsewhere within the TDOZ or points outside of the area.

Example of existing neighborhood park

North Side Neighborhood Parks: Two small neighborhood parks will face each other across 85th Avenue northeast of the North Metro Plaza. They will provide passive outdoor space for adjacent residential and neighborhood-serving uses. Seating areas, strolling paths, plantings, tot lots, and play equipment will be designed to exploit the potential views offered by the sloping sites. The neighborhood parks will be visually and functionally integrated with adjacent development. They will also be well lit and designed to preclude hidden or "dead" areas that might provide opportunities for illegal activities.

North and South Green Pedestrian Connections: The plan envisions two new pedestrian links, one to the north of the Metro station and one to its south. These pedestrian connections will provide recreational opportunities (walking, jogging, biking, etc.) and allow pedestrians to safely and comfortably circulate between major TDOZ destinations, such as the Metro station, the Garden City greenway, neighborhood parks, and retail/commercial centers.

The north and south pedestrian connections allow pedestrians to walk from the existing West Lanham Hills Park along an attractive and comfortable sidewalk along Ellin Road to the Metro Station or continue to the Annapolis Road Corridor along a combination of sidewalks and open spaces that will serve as an alternative to 85th Avenue. See Map 11. Illustrative Pedestrian and Bicycle Path Plan.

Detention Pond Parks/Open Spaces: Two stormwater detention ponds on the north side of the Metro station offer opportunities for ecologically functional open space. The first pond is located adjacent to the Hanson Ridge subdivision between Ellin Road and the shared rail alignment. The second pond is located along 85th Avenue northeast of the Metro station. The plan envisions these spaces being transformed into more attractive low-impact stormwater management features through the use of enhanced plantings, paths, seating, lighting, and site furnishings.

Gateway Features: The plan envisions special public open spaces being created at the Annapolis Road gateways into the TDOZ (intersections with Veterans Parkway [MD 410] and 85th Avenue). Another gateway public space will be located at the intersection of Harkins Road to provide a dramatic visual and functional link with the Metro station. A more detailed discussion of these special public spaces is found under the Urban Design Plan Element (Gateways).

Streets as Open Space: Streets directly affect the quality of life within the TDDP and, ideally, should be designed to promote livability and safe options for travel. Traffic function must be considered in conjunction with both the character of the surrounding community and the provision of facilities for other modes (such as biking and walking). Criteria of livable streets include travel mode choice, support of regional multimodal travel, support of economic vitality, pedestrian and bicycle accessibility, support of public social contact, community orientation and identity, a safe and comfortable environment, buildings oriented to the street, and contributing environmental benefits through innovative design and maintenance. Streets targeted for an

increased level of improvement include Annapolis Road (MD 450), Harkins Road, 85th Avenue, Ellin Road, Garden City Drive, and Corporate Center Drive (see Transportation Systems for further details).

Example of existing urban streets treated as open space

Sustainable Stormwater Management

The plan envisions new environmental site design development and infrastructure that will mimic the natural environment by trapping and filtering stormwater runoff through techniques such as living green roofs and bioswales. Developers looking to build quality resource-conserving projects in the TDOZ should take advantage of the general sustainable sites guidelines contained in the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) green building principles.

Techniques to be employed as part of overall TDOZ environmental site design stormwater management infrastructure should include:

1. Green Streets: Green streets are a component of a larger watershed approach to improving a region's water quality and require a broad-based alliance for planning, funding, maintenance, and monitoring. A green street is designed to integrate a system of stormwater management within its right-of-way, reduce the amount of water that is piped directly to streams and rivers, be a visible component of a system of environmental infrastructure that is incorporated into the aesthetics of the community, make the best use of the street tree canopy for stormwater interception as well as temperature mitigation and air quality improvement, and ensure the street has the least impact on its surroundings, particularly at locations where it crosses a stream or other sensitive area. The example illustrates how green streets can enhance the aesthetics of a neighborhood while carrying out their stormwater management functions.

Example of a green street with integrated environmental site design (ESD) stormwater management features

2. Bioswales, Open or Flush Curbed Swales: Gently sloping landscaped depressions that collect, filter, clean, and infiltrate stormwater prior to its discharge into sewers, groundwater, rivers, or streams. Downspouts and curb cuts can be located to direct runoff into swales and landscaping and drains can be designed to promote infiltration. Where necessary, soil amendments may be applied to enhance the ability of the soil to absorb stormwater runoff.

3. Filter Strips: Narrow landscape borders that consist of vegetation, gravel, and other materials that retain stormwater runoff and allow it to percolate into the ground or underground drainage rather than rush off-site into local storm sewers.

4. Sidewalk Planting Areas: Areas between the curb and sidewalk that contain street trees and other plantings. Benefits include impervious area reduction, increased rainfall interception and stormwater infiltration, aesthetics, pedestrian buffering from moving cars, and habitat for small wildlife.

Example of a stormwater filter strip

Techniques to be considered for use in individual development projects may include:

1. Green Roofs: Green roofs are vegetated roof systems that are low-maintenance alternatives to conventional roofs. They incorporate natural vegetation and act as natural sponges by retaining some storm runoff on-site. Green roofs improve stormwater quality by filtering stormwater runoff. In the New Carrollton TDOZ they will help to reduce the amount of stormwater runoff released into the Beaverdam Creek stream drainage. The roofs will also help to insulate the buildings on which they are installed, reducing space heating and cooling bills in the process. The plan envisions many, if not most, new development projects within the TDOZ incorporating green roofs and other green technologies to manage and reduce stormwater runoff on-site.

2. Rain Gardens: Shallow, depressed, landscaped areas that provide aesthetic benefits, retention, and treatment of stormwater. Benefits include aesthetics, infiltration, reduction of runoff rates and volumes, groundwater recharge, and sediment and pollution control.

3. Tree Plantings: In addition to producing oxygen and capturing carbon from the atmosphere, trees intercept rainwater as it falls from the sky, slowing its movement and preventing it from ever becoming surface runoff. Their roots can also help to promote stormwater infiltration in compacted urban soils.

4. Rain Water Storage and Reuse: Above- and below-ground cisterns hold water collected from roofs. This water can be particularly valuable for landscape irrigation purposes. Underground retention of stormwater runoff will be the option of choice in an urban place such as the New Carrollton Metropolitan Center. The use of rainwater can help to reduce or even eliminate the use of potable (drinking) water in irrigation systems. Grey water from domestic activities like dish washing, clothes laundering, and bathing can also be recycled and commingled with collected rainwater for irrigation purposes.

5. Permeable Paving: Pavements with integral spaces that allow water to seep into an aggregate (gravel) base and/or subsoils. Benefits include aesthetics, reduced runoff rates and volumes, durability, groundwater recharge, and sediment and pollution filtration. Not appropriate for environmentally sensitive or high groundwater table (subsurface water levels at or near the ground's surface) areas.

Example of permeable paving

6. Building Downspout Planters: These systems include roof downspout systems intended only for infiltration and conveyance; structural landscaped reservoir planters used to collect, filter, and infiltrate stormwater runoff; flow-through planters that infiltrate as well as discharge through an outflow device. Benefits include aesthetics, reduced stormwater runoff rates and volumes, protection of building foundations from water damage, groundwater recharge, and sediment and pollution infiltration.

It is expected that a combination of these techniques will be employed by new development projects to achieve up to 100 percent retention of stormwater runoff on-site with little or no discharge into local storm sewers. Map 13. Illustrative Environmental Site Design (ESD) Stormwater Management Plan, depicts one potential concept for implementing ESD stormwater management features within the New Carrollton TDOZ.

Urban Design Element

The Urban Design Element governs the appearance and layout of buildings and their relationship to streets. It establishes the identity of the New Carrollton TDOZ as a metropolitan center while accommodating multimodal traffic and incorporating natural features, green design, and low-impact landscapes. Urban design criteria for new development within the New Carrollton TDOZ will require that new development or redevelopment:

1. Maintain or enhance the character of existing stable residential areas.

2. Create a pedestrian- and bicycle-friendly environment.

3. Create compact, mixed-use areas.

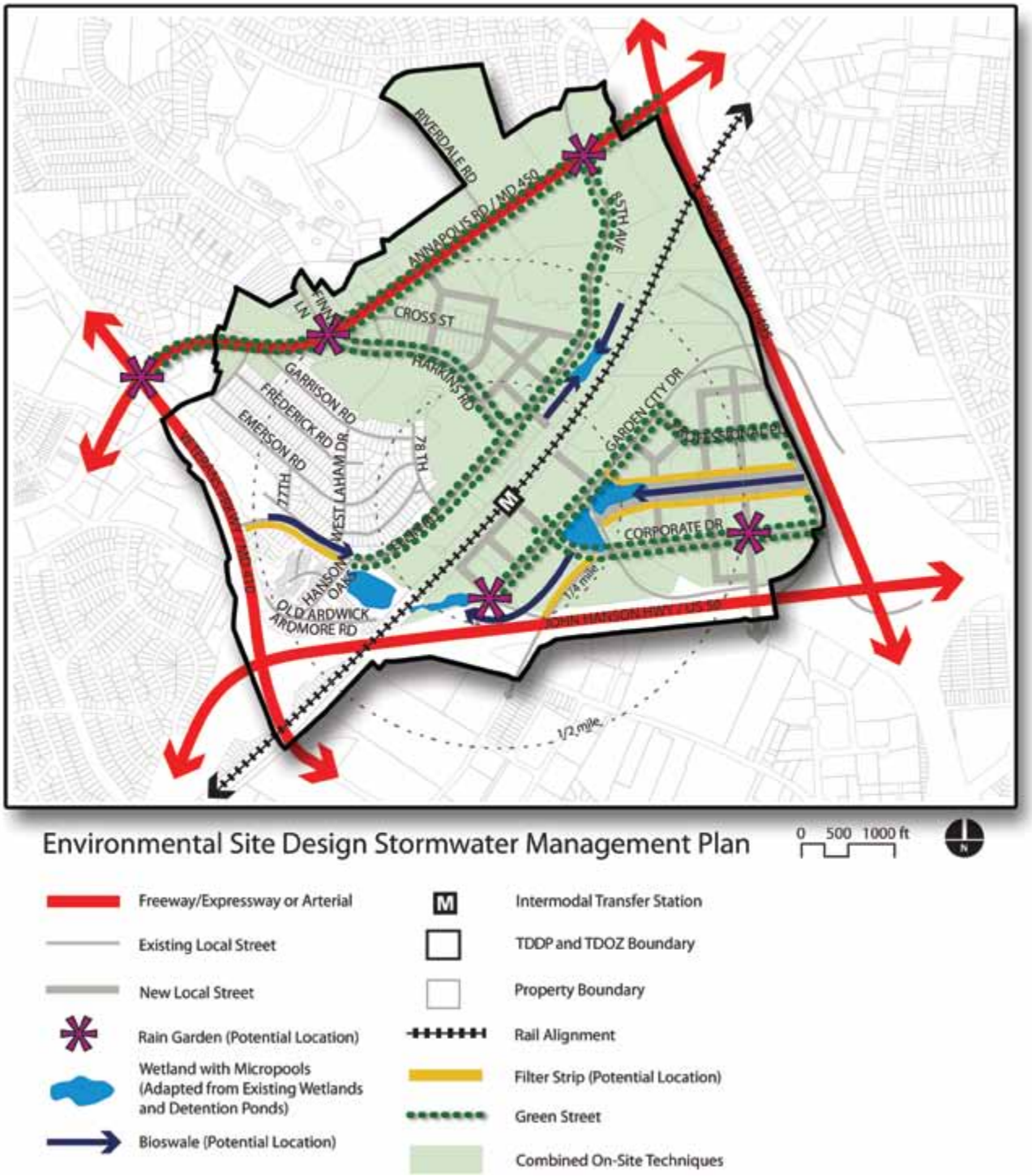
4. Accommodate pedestrians and bicyclists in the design of new and reconstructed streets throughout the TDOZ.

5. Feature quality design and materials in the installation of signage, lighting, landscaping, street furniture, and architecture.

6. Include parking that serves the Metro station complex and nearby uses without dominating public spaces or disrupting the visual appearance of the built environment.

The plan envisions the use of a comprehensive urban design process that will incorporate the following principles:

1. *Use and Respect Context*—Take advantage of the special location-related and topographic qualities that can help to make the New Carrollton Metropolitan Center a distinctive urban place. Acknowledge and make use of existing assets such as stable and attractive residential areas, commercial districts, institutional uses, and public spaces.



Map 13. Illustrative Environmental Site Design (ESD) Stormwater Management Plan

2. *Create Urban Structure*—Develop the pattern and character of buildings and spaces that will constitute the structure of an urban place.

3. *Make Connections*—Create circulation networks that move people efficiently without compromising the quality of the surrounding built environment or endangering the safety of pedestrians and bicyclists. Schedule and program public infrastructure improvements that will enhance pedestrian and vehicular connectivity between the areas north and south of the Metro station.

4. *Detail the Place*—Fill in the built environment with appropriate and attractive landscaping, street furniture, public art, facade treatments, signage, etc.

5. *Manage Implementation*—Create or assign an entity to manage the development of the new urban place according to the vision presented in this plan.

In order to implement these principles, the plan expects that individual projects will demonstrate compliance with the urban design criteria (described above) and, where possible, commitment to the need to:

1. Create a great station.

2. Incorporate public art.

3. Promote wayfinding.

4. Create appropriate gateways.

5. Introduce an iconic building.

6. Utilize Crime Prevention Through Environmental Design (CPTED) principles.

A Great Station

The centerpiece of the entire TDDP will be the transformation of the New Carrollton Metro Station into "a great place for people." The July 2007 Urban Land Institute Technical Assistance Panel (ULI TAP) recommended the transformation and upgrading of the Metro station as a key early action that could help change the area's image and serve as a catalyst for future private-sector development in the station's vicinity.

Exterior view of new Berlin Central Station

A great station at this location largely depends on how it relates to its immediate environs. One solution might be an "invisible station" like Pioneer Square in Portland, Oregon, where the transit station elements are seamlessly integrated into a wonderful, pedestrian-filled public square. In addition, part of the funds used to pay for this public amenity were raised by encouraging residents, businesses, and organizations to each pay to have their name engraved in one of the thousands of paving bricks used to construct Pioneer Square.

Another solution may be a bold architectural statement like the new Central Station in Berlin, Germany. This facility, opened in 2006, is the largest intercity rail passenger station in Europe. Unlike the New Carrollton Metro Station, however, the Berlin Central Station does not currently connect directly with the city subway,

or U-Bahn, system. Older existing examples of grand transportation spaces include Union Station in Washington, D.C.; 30th Street Station in Philadelphia, PA; and Grand Central Station in New York City.

The photographs of the new Berlin central train station and the older Cincinnati Union Terminal illustrate how attractive public transportation facilities—new or old—might serve as inspiration for the redesign and transformation of the New Carrollton Metro Station.

Exterior view of Union Terminal in Cincinnati, Ohio

The key to the station's success will be ensuring that it adds to the energy, value, and identity of the new urban place without compromising its primary function as an intermodal transportation center. Without prescribing a specific design solution, performance criteria for the station should include:

1. Public spaces provided at both the north and south entries that incorporate active ground floor uses, seating areas, partial or complete weather protection, landscaping, and public art that are not dominated by bus transit functions.

2. Inspiring modern architecture befitting the transit heart of a General Plan-designated metropolitan center.

3. Enhanced pedestrian and bicycle connections provided throughout the station to locations north and south of the station.

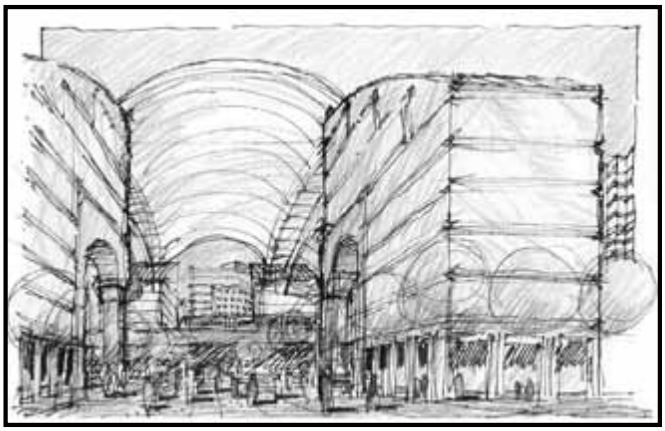
4. Visibility from other parts of the TDOZ and surrounding areas.

5. Ease of wayfinding (intuitive, clearly marked routes) between transportation modes and land uses, and between the Metro station and other locations within the TDOZ.

6. A station environment that promotes a positive pedestrian experience; in other words, elements of visual surprise such as unexpected vistas, opportunities for people-watching, convenient traveler-serving retail services, and attractive public areas.

7. Bus transfer, park and ride, kiss-and-ride, and taxi services are within a reasonable walk but do not inconvenience or threaten the safety of travelers who have not driven to the station.

The conceptual rendering of the redeveloped New Carrollton Metro Station depicts how a redesigned and expanded station might appear to travelers and visitors entering or leaving its south entrance. To realize this vision, WMATA, the Maryland Department of Transportation (MDOT), and the Prince George's County Department of Public Works and Transportation (DPW&T) will have to work together to make aesthetic and functional improvements to the existing station area. As recommended by the July 2007 ULI TAP, this should take place during the initial phase of redevelopment at the Metro station.



Conceptual rendering of New Carrollton Metro Station redeveloped as mass transit "theater"

Public Art

The plan envisions works of art installed at strategic public locations at the Metro station and throughout the TDOZ area. Besides the Metro station, other appropriate locations for public art include community gateways, other plazas, and parks. Map 14. Potential Locations for Public Art, identifies primary (recommended) and secondary (desirable) sites where public works of art might be installed within the TDOZ area.

Public art as transit bus stop

Public art might also be designed to incorporate the functions and features of a transit bus stop (shelter and route information), with the prior approval of WMATA and DPW&T. "Public Art as Transit Bus Stop" shows how public art can be designed to serve a utilitarian as well as an artistic/aesthetic purpose.

The plan anticipates that works of public art will be commissioned, installed, and maintained through a public/private partnership with community involvement and collaboration. Federal transportation and state/local infrastructure funds can be tapped for art installations at the Metro station and in public rights-of-way through a "percent for art" program. The primary federal transportation funding source for public arts will be the U.S. Department of Transportation's Transportation Enhancement program, which sets aside a portion of federal highway funding for community-based activities that include public arts. Funding for this program is authorized under the Safe, Accountable, Flexible, and Efficient Transportation Equity Act—A Legacy for Users. State funding is likely to come from the Maryland Public Art Commission, which was created by Governor Martin O'Malley in August 2008. In addition, WMATA has sponsored the installation of large-scale public art works within a number of Metro stations throughout the regional system through its MetroArts Program.

Wayfinding Signage

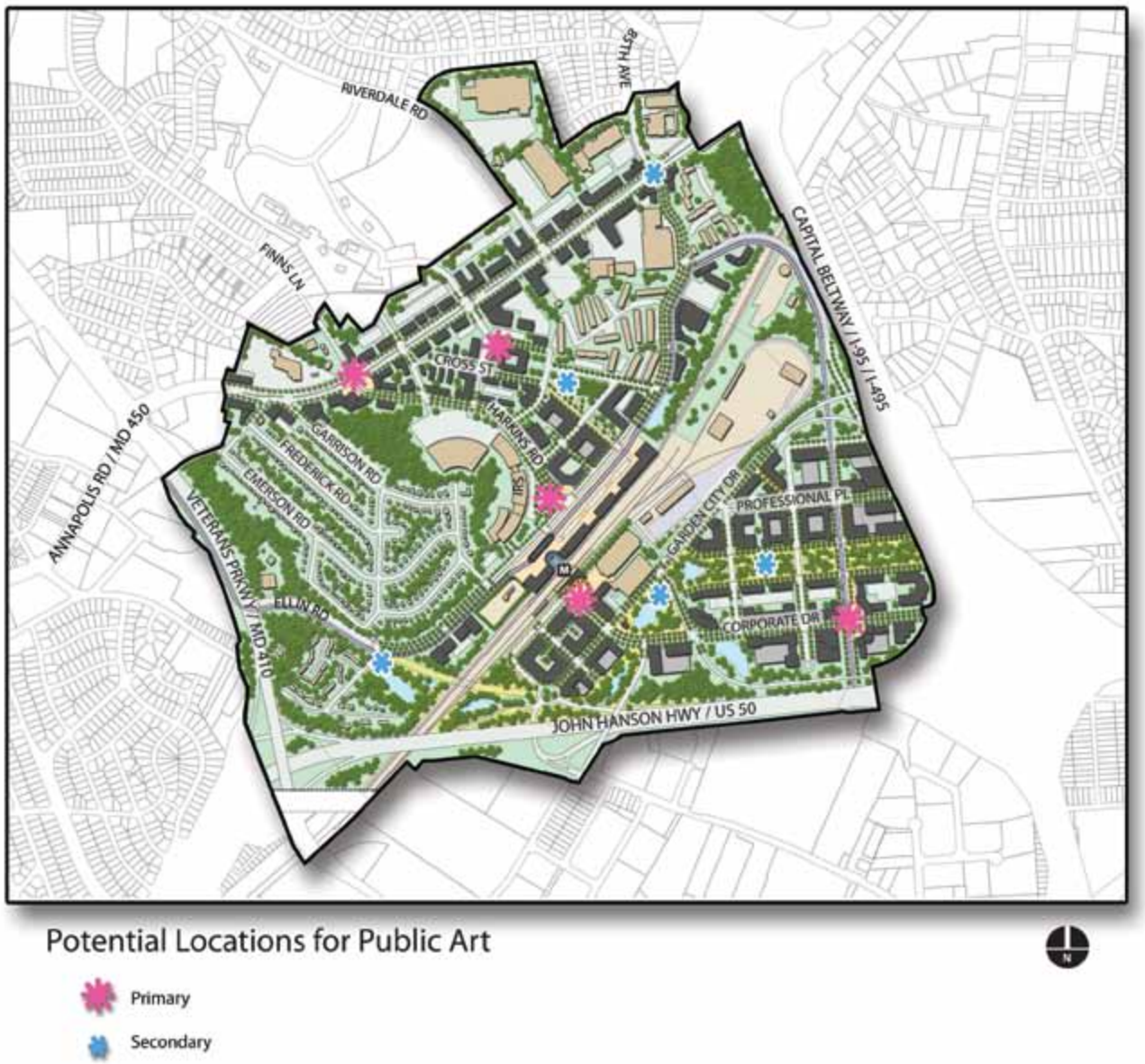
Wayfinding includes information and signage systems designed to assist and orient pedestrians, bicyclists, and motorists in reaching their destinations and discovering other services and amenities that are available in a developed area. The plan envisions a combination of signs installed throughout the TDOZ to provide directional assistance and guidance to people traveling to and through the area.

The wayfinding system will be designed to:

1. Provide direction to all residents, workers, and visitors to the area.
2. Promote the community's identity.
3. Serve pedestrians, bicyclists, public transit users, and motorists through their appropriate scale and forms.
4. Coexist harmoniously with street and traffic control signage.

This system will include:

1. *Highway Directional Signs*: The design and installation of these signs will be coordinated through MDOT, DPW&T, WMATA, and City of New Carrollton public works officials. The signs will



Map 14. Illustrative Potential Locations for Public Art

incorporate directional information to "New Carrollton Center," "Metro," and other points of interest in the TDOZ.

2. *Gateway/Landmark Signs*: Incorporate "New Carrollton Center" (or other branding) text (or images) as well as information on scenic vistas or points of interest into the design of any TDOZ area gateway features.

3. *Directional Signs*: Provide directional signs to "New Carrollton Center" (or other branding) or other destinations (such as Metro) at intervals along all major streets within the TDOZ area.

4. *Destination Signs*: Provide signs, as necessary, for selected points of interest within the TDOZ area.

5. *Station Area Signs*: Provide easily understood station area signs to ease wayfinding between transit modes and between the station and other points of interest in the area.

Several examples of pedestrian-scaled wayfinding signs are illustrated.

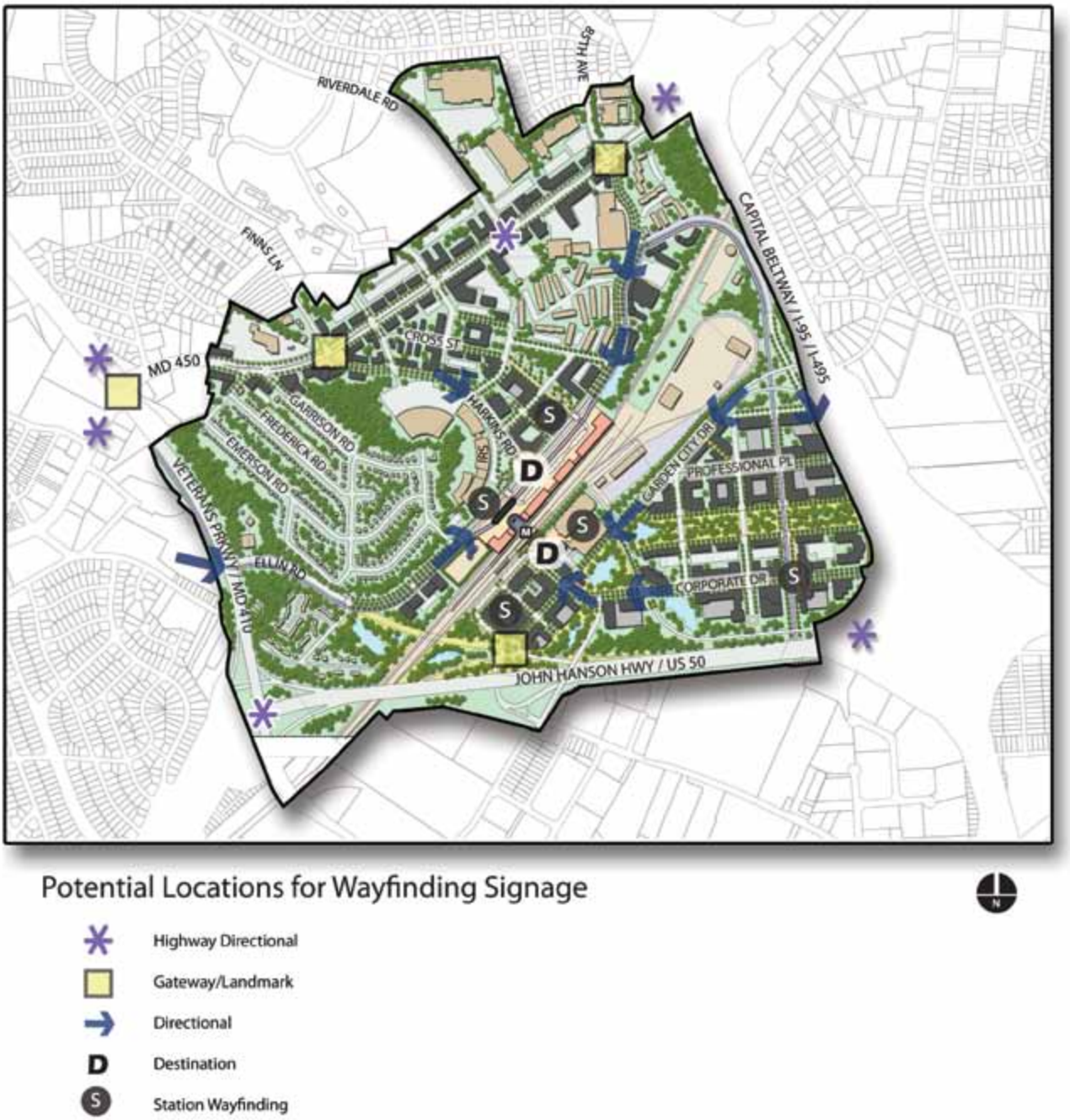
Map 15. Illustrative Potential Locations for Wayfinding Signage, depicts where the different types of wayfinding signs might be appropriately installed within the TDOZ area.

Examples of pedestrian-scaled wayfinding signs

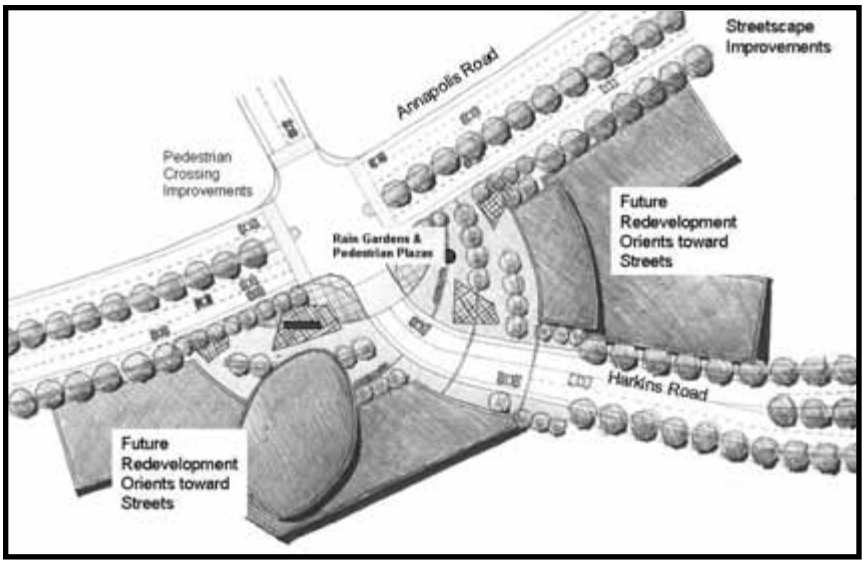
Gateways

Gateways provide a sense of arrival for pedestrians, bicyclists, public transit users, and motorists as they enter a specific place or district. They help to visually distinguish an area from the surrounding urban fabric by incorporating elements that stand out from their surroundings. They may also establish or reinforce a special theme for an area, such as history, the arts, or technology. Open areas, plazas, architectural features, and other defining elements (such as planters, signage, lighting, etc.) can all serve as gateways.

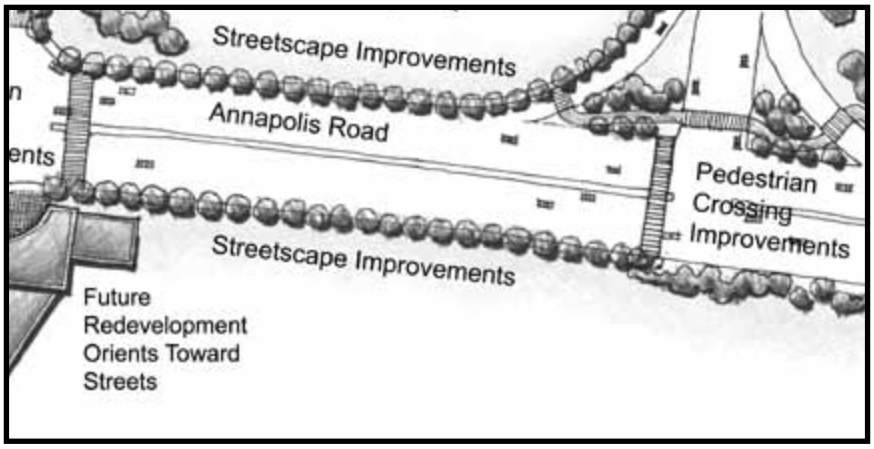
The plan envisions three gateways along Annapolis Road that will guide vehicular and pedestrian travelers to the New Carrollton Metro Station and the surrounding area. The first two are located at major intersections with Harkins Road—which provides the most direct access to the Metro station—and 85th Avenue—which accesses the North Hillside multifamily neighborhood and the Metro station. The third gateway is at the intersection of Veterans Parkway (MD 410) and Annapolis Road. This location is the primary western gateway into the New Carrollton TDOZ welcoming people to the area and the Metro station. New development at these gateways will provide directional visual cues that are both attractive and safe. The following conceptual plan sketches (see page 50) depict how each of these gateway locations might appear when completed.



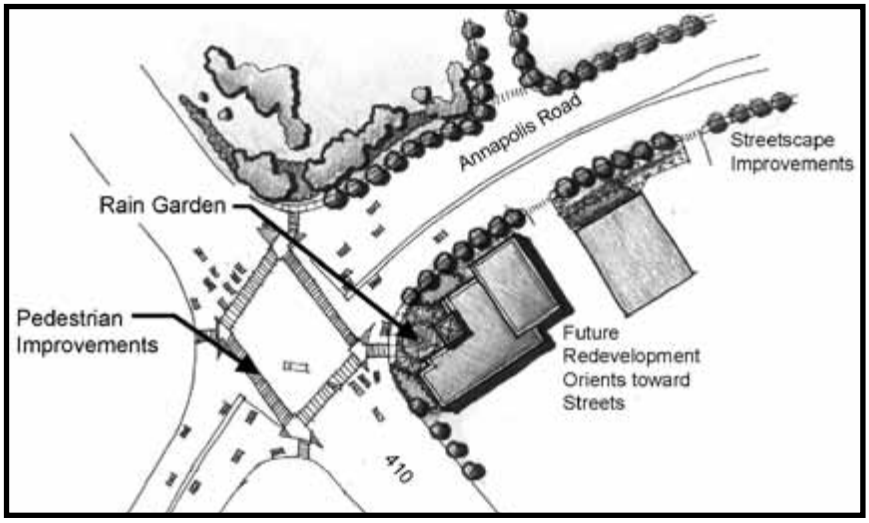
Map 15. Illustrative Potential Locations for Wayfinding Signage



Conceptual plan sketch of MD 450/Harkins Road gateway intersection



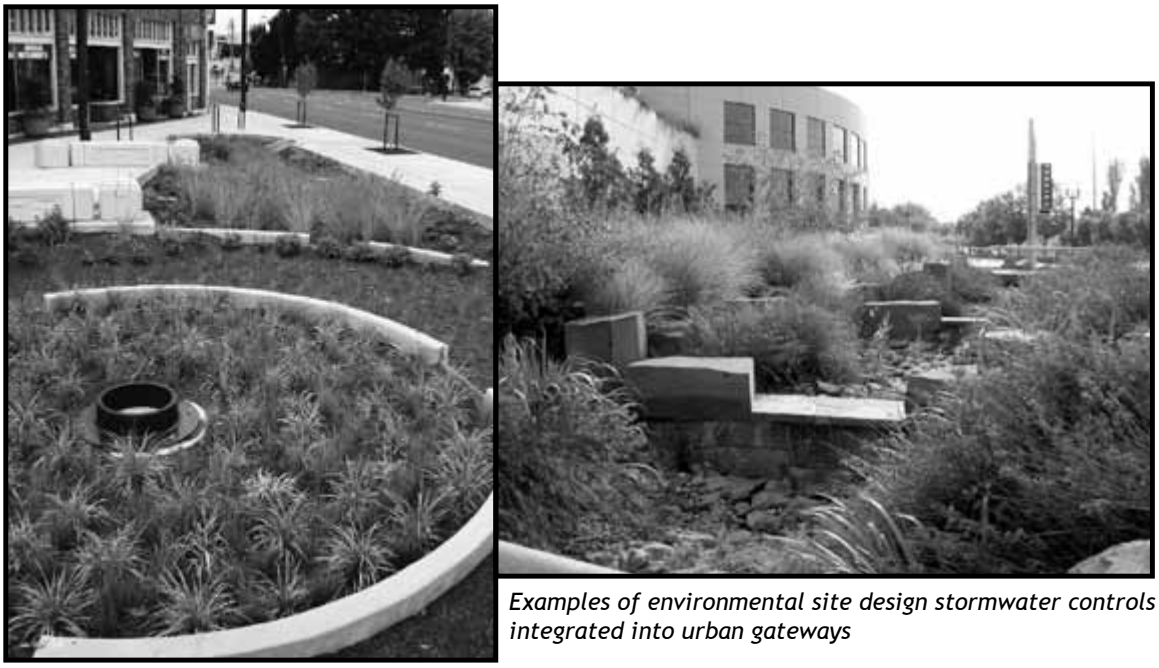
Conceptual plan sketch of MD 450/85th Avenue gateway intersection



Conceptual plan sketch of MD 450/MD 410 gateway intersection

During the latter stages of redevelopment of the Garden City neighborhood, additional gateway locations may be identified, landscaped, and marked with appropriate signage where exit ramps from John Hanson Highway (US 50) and the Capital Beltway (I-95/I-495) meet local streets.

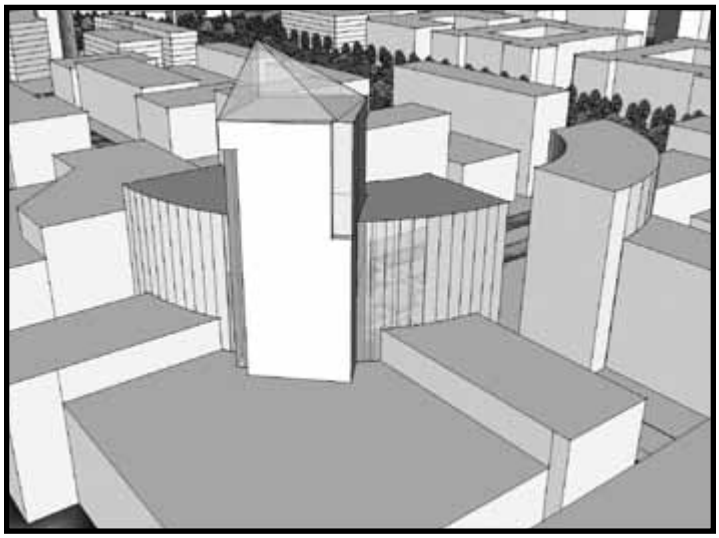
In addition, environmental site design stormwater control devices may be installed at some of the gateways within the TDOZ to provide visual interest while helping to reduce runoff into local storm sewers and Beaverdam Creek. The examples of environmental site design stormwater controls show existing urban gateway locations in other U.S. cities with integrated ESD stormwater management features.



Examples of environmental site design stormwater controls integrated into urban gateways

Iconic Office Building—Garden City

Landmarks can make it easier for people to find their way around, emphasize the hierarchy of a place, and show the way to an important location. Distinctive buildings can serve as a landmark providing a visual reference point within the community. Recognizing the importance of the New Carrollton Metro Station as the functional anchor of the TDOZ, the plan envisions an iconic office building located at the eastern terminus of Corporate Drive. This building will tower over its neighbors and serve as a visual landmark for site users and motorists on the Beltway and John Hanson Highway. Along with its extra height, the iconic office building will possess architectural features that emphasize the uniqueness and importance of the New Carrollton Metropolitan Center. The conceptual sketch



Conceptual sketch of proposed iconic office-civic building looking northwest

Examples of iconic office and mixed-use buildings in Providence, RI; Portland, OR; and Washington, DC

depicts the most advantageous site for this proposed landmark structure, and the examples above demonstrate existing iconic buildings.

Crime Prevention Through Environmental Design

The following discussion of the rationale for and definition of Crime Prevention Through Environmental Design (CPTED) is excerpted from the 2008 *Approved Public Safety Facilities Master Plan* (pages 35-36).

"One of the most important and pressing quality of life issues facing any community is safety and the perception of safety. How safe people feel in a particular location and environment often determines where they choose to live, work, and play. High crime rates and targeted media coverage of criminal activity may fuel perceptions that an entire community, city, or county is unsafe despite crime being isolated or concentrated in specific areas."

Perceptions of crime and concerns about safety have major negative economic consequences: people will choose to avoid nighttime activities or stay away from areas they perceive to be unsafe. The lack of investment (in both time and money) in areas perceived to be unsafe only exacerbates stereotypes that serve as a barrier to redevelopment and reinvestment.

Crime prevention is the most direct way to increase public safety and eliminate the perception that a place, situation, or environment is unsafe. Places are often considered unsafe because they provide, through their layout or physical design, ample opportunities for criminal activity to flourish. Poor lighting, shadows, hiding places, blind corners, or isolated areas not only cause people to feel uneasy, but provide scenarios where criminals can prey on potential victims, using the element of surprise and without fear of being witnessed by others.

Examples of CPTED - active streets and street lights

CPTED is a crime prevention philosophy based on actively designing the built environment to reduce crime and the perception of crime while enhancing the quality of a place to invite safe interaction among users. CPTED utilizes urban design techniques to eliminate opportunities for criminal activity and foster positive social interaction among users of space.

There are four overlapping CPTED principles:

1. Surveillance
2. Access management
3. Territorial reinforcement
4. Quality environments

Surveillance is provided when people are present in an environment and can see what is going on. Places where all publicly accessible spaces can be seen, with clear sightlines and good lighting, provide maximum visibility and promote surveillance. This principle is also referred to as "eyes on the street."

Managing access to a location attracts people and vehicles to appropriate places and restricts them from inappropriate ones. Places with managed access incorporate well-defined routes, spaces, and entrances that provide for convenient and safe movement without compromising security.

Territorial reinforcement defines the boundaries between public and private space and encourages community ownership of the public sphere. A clear delineation between public and private ownership, using design techniques such as landscaping, fencing, and/or signage, identifies the appropriate use of space and reinforces the pride and responsibility of ownership.

Quality environments are well-designed, well-maintained places that attract people and provide opportunities for regular surveillance. An attractive public space encourages activity, promotes respect for cleanliness, and reduces the likelihood of crime or vandalism. Increased public activity in a quality environment, in turn, improves surveillance.

Detailed CPTED strategies and guidelines are contained in the Development Standards and Guidelines chapter.

TRANSIT DISTRICT DEVELOPMENT PLAN

Administration and Applicability

New Carrollton TDDP Components

The New Carrollton TDDP is subdivided into five neighborhoods—Metro Core, Annapolis Road Corridor, Garden City, North Hillside Residential, and the West Lanham Hills/Hanson Oaks neighborhood. Each of the five neighborhoods has a distinct set of development standards and guidelines that implement the concepts and recommendations for that area:

1. Metro Core (WMATA, Amtrak, Prince George's County Revenue Authority, U.S. Internal Revenue Service, Computer Science Corporation office complex, MDOT, Cross Street cul-de-sac, Amtrak electrical substation, and adjacent stormwater management pond properties)
2. Garden City (includes the existing office park)
3. Annapolis Road Corridor (properties fronting Annapolis Road between Veterans Parkway and the Capital Beltway)
4. North Hillside Residential neighborhood (multifamily residential properties fronting 85th Avenue generally between Harkins Road and Annapolis Road)
5. West Lanham Hills neighborhood and Hanson Oaks subdivision—single-family detached and attached (collectively identified as a stable community to be preserved; no zoning changes recommended)

National Harbor, MD

The TDDP components for each neighborhood that guide development to achieve the transit-oriented development (TOD) concept are as follows:

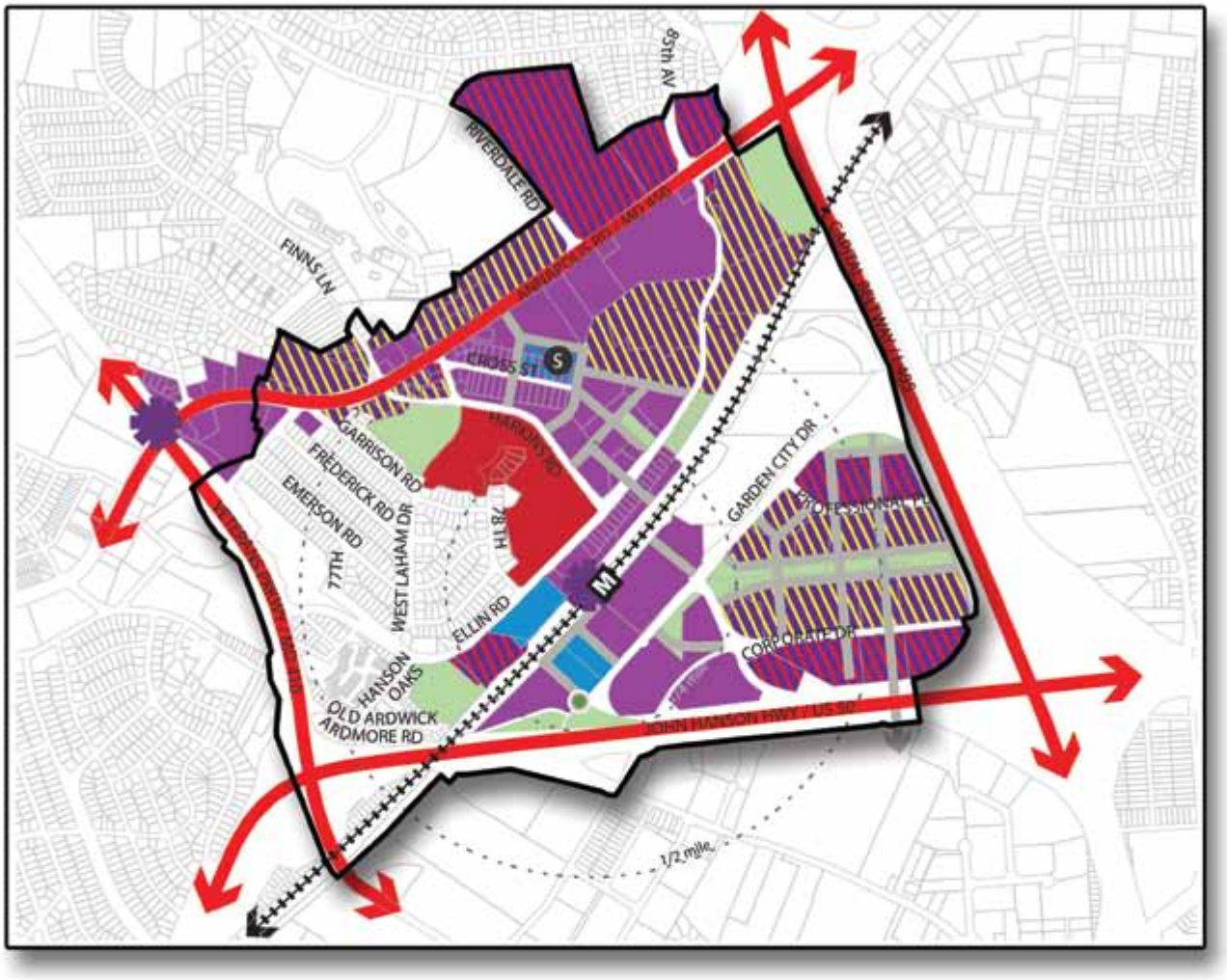
1. Preferred Land Use Plan (See Map 16. Preferred Land Use Plan)
2. Street Circulation Plan
3. Building Envelope and Block Standards and Guidelines
4. Open Space and Streetscape Standards and Guidelines
5. Parking Facility Standards and Guidelines
6. Building Form and Scale Standards and Guidelines
7. Appendix B: Leadership in Energy and Environmental Design (LEED) Background

Submittal Requirements

Applicants are strongly encouraged to meet with Planning Department staff at the conceptual design phase of their projects to review applicable standards, obtain a preliminary evaluation of potential conformance issues, and identify required documentation. All submittals will be reviewed for conformance with the transit district development plan (TDDP) standards. The recommendations of the Urban Design section will be considered by the Planning Board in reviewing plans submitted for conceptual site plan and detailed site plan.

Each applicant or the applicant's heirs, successors and/or assignees shall submit the following:

1. Aerial Photograph—Show the development site and a general location map.
2. Detailed Site Plan—Include narrative and graphic descriptions of the proposed development and a site plan that clearly identifies:
    a. Architectural elevations, building types, sections, perspectives, building materials, building locations, and building envelopes in conformance with the New Carrollton TDDP design standards.
    b. A statement explaining how the proposed development conforms to the TDDP standards.
    c. All required streetscape improvements including pedestrian crosswalk locations and designs, sidewalks, bikeways, street trees and other plantings, signage (including bicycle route and vehicular parking/travel lane markings), and paving details.
    d. Location of all buildings and other improvements.
    e. Build-to lines.
    f. Overall site dimensions.
    g. Location of utilities.
    h. Existing conditions plan showing existing environmental features (streams, wetlands, floodplains, woodlands, and landscape trees; trees should be classified by caliper [trunk diameter] and type).
    i. Landscaping, buffering, and screening improvements (including the entire public street frontage of the development site).



Map 16. Preferred Land Use Plan

j. Tree conservation plan and related documentation as required.

k. Paved surfaces and type of paving material.

l. Park and/or plaza location and design (where applicable, depending on the threshold size of the proposed development).

m. Zoning, existing improvements, streets, alleys, sidewalks, and curb lines within 150 feet of the site.

n. Existing and proposed rights-of-way and existing street centerline.

o. Parking plan (the total number of parking spaces by type [on-street, surface, and structured] and shared parking utilization schedule, if applicable).

p. Lighting plan (lighting details and specifications including type, height, location, and method of illumination in foot-candles for exterior building facades, streetscapes, and outdoor spaces).

q. Location of public school(s) or other public facilities.

3. Traffic Study and Circulation Plan—Show all pedestrian, bicycle, and vehicular circulation and access routes on and adjacent to the development site. Submit a traffic impact analysis for the proposed uses on the site.

4. Photographs and Locations of Adjacent Properties—If the development site borders a single-family residential neighborhood, submit photographs and locations of properties within 150 feet that show building mass[1], scale[2], materials, and roof pitches[3] of single-family homes.

5. Sign Plan—Sign permit applications shall submit both sign details and a graphic representation of the locations of the proposed signage on all buildings. The plan shall include the location(s), size, height, color, lettering style/size, construction details, architectural materials, specifications, and method of illumination. The plan shall be in conformance with the sign standards for the New Carrollton TDDP.

6. Conceptual Stormwater Management/Environmental Site Design Plan—Submit all conceptual stormwater management plans to the Prince George's County Department of Public Works and Transportation (DPW&T) for review and approval. DPW&T approval must be obtained before building or grading permits can be issued.

7. Tree Conservation Plan (TCP type will vary with the type of application submitted)—Include all information required by the Woodland and Wildlife Habitat Conservation Ordinance, especially the location, type, and caliper of existing trees to be preserved.

8. Other Supporting Documentation—Include supporting documents where requested in the development standards (e.g., streetscape or parking provisions) or in support of a proposed rezoning to an appropriate mixed-use zone category consistent with the land use recommendations of the TDDP for the site.

All streetscape lighting shall be coordinated with DPW&T and the Maryland State Highway Administration (SHA).

In addition to conforming to all TDDP standards, all site plan applications shall address applicable land use and urban design guidelines contained in the TDDP.

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1 "Building mass" refers to the three-dimensional bulk of a building: height, width, and depth.
2 "Scale" refers to the size of a building in relation to surrounding buildings or structures.
3 "Pitch" refers to the angle of slope for a roof; a flat roof would have a 0 angle of slope.

With the exception of requirements 6 (Conceptual Stormwater Management/Environmental Site Design Plan) and 8 (Other Supporting Documentation), all applications must meet the above requirements at the time of submission in order to be considered complete. Incomplete site plan applications will not be accepted for site plan review.

Applicability of Site Plan Requirements

New development in the TDOZ is subject to detailed site plan review. New development must show compliance with the TDDP standards in the site plan review process.

Notwithstanding requirements in the Zoning Ordinance for approval of a conceptual site plan (CSP) in the M-X-T and other zones, compliance with TDDP components #1 – #7 (see New Carrollton TDDP Components on page 56) at the conceptual level satisfies all requirements for CSP approval for property in the TDDP. Submission of a CSP is therefore not required by the TDDP; however, it is an optional application that may be useful in resolving conceptual design-related issues.

The Zoning Ordinance defines development as any activity that materially affects the condition or use of land or a structure. Redevelopment, rehabilitation, and renovation of existing structures are all forms of development. A change from a lower intensity to a higher intensity use, as indicated in Table II in Section 4.7 of the Landscape Manual, is also a form of development.

The following uses are exempted from the TDDP standards and the requirements of site plan review.

1. Legally existing development.

   Until a site plan is submitted, all buildings, structures, and uses that were lawful or could be certified as a legal nonconforming use on the date of transit district overlay zoning map amendment (TDOZMA) approval are exempt from the TDDP standards and from site plan review and are not nonconforming. Until a site plan is submitted, active shopping centers with freestanding commercial uses on perimeter pod sites are also exempt from the TDDP standards and from site plan review and are not nonconforming. However, the issuance of a building permit or a use and occupancy permit for a change in ownership for any property with frontage along a public street shall require restoration or installation of landscape strips, buffering, and screening in accordance with Sections 4.2 and 4.4 of the Landscape Manual, as modified by the streetscape standards of this TDDP. The plan recommends the shopping center owners consider developing plans for the phased redevelopment of their properties to new mixed-use urban places.

2. Legally existing parking and loading.

   Until a site plan is submitted, all legally existing parking and loading spaces in the TDOZ that were lawful and not nonconforming on the date of TDDP/ TDOZ approval are exempt from the TDDP standards and site plan review, need not be reduced in amount or size, and are not nonconforming. The number of parking spaces, loading spaces, and landscaping remaining after the acquisition or dedication of right-of-way for new streets in the TDOZ shall be deemed as adequate.

3. Single-family residential dwellings.

   All additions to single-family residential dwellings are exempt from TDDP standards and site plan review if the residential use continues.

4. Multifamily development (see following page).

An addition to a multifamily residential structure that was lawful and not nonconforming on the date of TDOZMA approval is exempt from the TDDP standards and site plan review if the addition does not increase the gross floor area (GFA) by more than ten percent or 1,000 square feet, whichever is less.

5. Nonresidential development.

   An addition to a nonresidential structure that was lawful and not nonconforming on the date of TDDP/TDOZ approval is exempt from the TDDP standards and site plan review if the addition does not increase the GFA by more than ten percent.

6. Parking facilities.

   Resurfacing, restriping, or adding landscaping to parking facilities not required by the TDDP development standards are exempt from the TDDP standards and site plan review if the facilities were lawful and not nonconforming on the date of TDOZMA approval and remain in conformance with all previously applicable regulations.

7. Nonconforming buildings, structures, and uses.

   a. Restoration or reconstruction of a nonconforming building or structure, or a certified nonconforming use, is exempt from the TDDP standards and site plan review if it meets the requirements of Section 27-243(a)(1) of the Zoning Ordinance.

   b. Except for improvements listed below in number 8, a property owner may not expand a certified nonconforming use, or a use or structure that was lawful on the date of TDOZMA approval but does not conform to the TDDP standards, unless a detailed site plan is approved with findings that the expansion is compatible with adjacent uses and meets the goals of the TDDP.

8. General.

   The following are exempt from the TDDP standards and site plan review if the existing or proposed use is permitted:

   a. Permits for alteration or rehabilitation, with no increase in gross floor area
   b. Canopies
   c. Fences
   d. Decks
   e. Ordinary maintenance
   f. Changes in occupancy
   g. Changes in ownership except for properties with street frontage (see 1 above)
   h. Signs.
      (1) Signs for a development that does not otherwise require a detailed site plan will be reviewed in the permit review process for compliance with TDDP standards. Departures for signs that do not comply with the TDDP standards and that do not otherwise require a detailed site plan will be reviewed in the site plan process. Signs in a development requiring a detailed site plan will also be reviewed in the site plan process.
      (2) New and replacement signs are subject to the TDDP standards.
   i. Refacing of an existing sign is exempt from the TDDP standards.

Responsibility for Required Improvements

Within the New Carrollton TDOZ, the developer/property owner shall be required to construct streetscape or other public improvements as part of any development project. Strong consideration should be given to the inclusion of appropriate environmental site design (ESD) structures and features. Maintenance of public improvements shall be coordinated with the applicable state, county, and municipal agencies. Dedication and maintenance of all new rights-of-way and streetscape improvements shall be determined at the time of preliminary plan of subdivision approval.

List of Improvements

Consideration should be given to the creation of a business improvement district within the TDOZ that would be charged with maintaining public improvements.

Examples of improvements required as part of development include:

- Constructing public spaces or facilities such as parks, plazas, schools, and community multipurpose use facilities
- Maintaining ESD stormwater structures and features
- Installing sidewalks, including curbs and gutters
- Undergrounding utilities—This standard applies only to new utilities to be placed with proposed development or redevelopment. Overhead power lines for streetcars or light rail trains shall be exempt from this requirement.
- Installing street furniture (benches, trash receptacles, bicycle racks, etc.) along privately maintained rights-of-way within the TDOZ
- Installing and maintaining street trees and streetlights
- Dedicating public access easements
- Providing public art

All street furniture on private rights-of-way within the TDOZ shall be maintained by the property owner/developer. No street furniture or public works of art, other than publicly maintained streetlights and street trees, shall be installed within public rights-of-way without the permission of DPW&T and/or the City of New Carrollton expressed through an executed memorandum of understanding with the developer/applicant. All non-M-NCPPC parks and open space elements within the TDOZ shall be maintained in accordance with a written agreement negotiated between the county and the City of New Carrollton or other appropriate local entities.

Thresholds

- All development projects with more than 100 linear feet of street frontage and minimum gross floor area (GFA) greater than 35,000 square feet of new space shall be subject to the requirement to provide streetscape improvements, including undergrounded utilities, dedicated easements, and public open spaces such as parks and plazas.
- All development projects with 30 to 100 linear feet of street frontage and GFA of 10,000 to 35,000 square feet of new space shall be subject to the requirement to provide streetscape improvements with

the exception of undergrounded utilities, dedicated easements, and public open spaces such as parks and plazas.

- All development projects with less than 30 linear feet of street frontage and GFA less than 10,000 square feet of new space shall be exempt from TDDP public improvement requirements.

Permitted and Prohibited Uses within the New Carrollton Transit District Overlay Zone

Permitted Uses

In general, permitted uses within the New Carrollton TDOZ are the same as those permitted in the underlying zones according to the Prince George's County Zoning Ordinance. Exceptions to this rule are discussed in the following section on prohibited uses.

Prohibited Uses

Certain uses that are currently permitted within underlying zones are incompatible with the New Carrollton TDDP vision of transit-oriented development (TOD) within the TDOZ. As spelled out in the General Plan, TOD is by definition designed to promote transit use and decrease automobile use. This requires a built environment that is made up of uses that complement each other as well as help to promote transit use.

The uses contained in the following list are incompatible with General Plan requirements for successful TOD. Most of the uses are auto-oriented in nature and depend on vehicular traffic for their business. These uses are typically found in strip commercial development, not TOD. Other uses contained in this list have impacts because of their design or function that render them incompatible with residential and mixed-use areas. In addition, some uses generate large amounts of traffic and require significant amounts of parking, usually in the form of large surface parking lots. These areas are unattractive and unsafe for pedestrians and therefore are incompatible with pedestrian and transit-friendly development.

The following uses, and any use that is similar in nature or operation to any of these, are prohibited as new uses within the New Carrollton TDOZ whether or not they are permitted in any of the underlying zones:

1. Drive-through or drive-in restaurant
2. Fast-food restaurant that is not within a shopping mall or an integrated shopping center, an office building, or a hotel
3. Vehicle, boat, mobile home, or camping trailer sales, rental, repair, or storage
4. Gas station
5. Animal hospital
6. Motorized bicycle repair shop
7. Funeral parlor
8. Lawn mower sales or repair shop
9. Limousine service
10. Massage establishment other than a licensed full-service spa that may or may not be part of a hotel or inn

11. Methadone treatment center
12. Printing shop exceeding 2,000 square feet of gross floor area
13. Pawnshop
14. Seafood market containing more than 3,000 square feet of gross retail space
15. Amusement park within a wholly enclosed shopping mall
16. Outdoor rifle, pistol, or skeet shooting range
17. Animal or poultry raising (other than customary household pets)
18. Sand and gravel wet-processing
19. Satellite dish antenna more than ten feet in diameter, to serve only one dwelling unit, in accordance with Section 27-451.01
20. Taxicab dispatching station
21. Cemetery

Transit District Overlay Zoning Map Amendment

Introduction

The land use recommendations in the New Carrollton Transit District Development Plan (see Map 16. Preferred Land Use Plan) are reinforced by the comprehensive rezoning proposal, also known as a transit district overlay zoning map amendment (TDOZMA) (see Map 17. Summary of Approved Zoning Changes), which brings the zoning of the planning area into conformance with the land use plan.

The TDOZMA was initiated by the Planning Board in September 2007, with the concurrence of the District (County) Council in October 2007, with the express intent to process the TDOZMA and the New Carrollton TDDP simultaneously. The procedure followed was in accordance with CB-33-1992, which established the framework for the process of simultaneous approval of the TDDP and TDOZMA by the District Council. The procedural sequence for this concurrent process is illustrated in Appendix A: Procedural Flowchart for TDDP-TDOZMA.

Comprehensive rezoning through the TDOZMA is required to implement the land use plan contained in the TDDP. The TDOZMA helps to ensure that future development will be in conformance with county land use plans and development policies. Those policies, in turn, shape the county's ability to accommodate future development. The TDOZMA also corrects existing zoning that is incompatible with TOD. In addition, the TDOZMA reduces piecemeal rezoning within the TDOZ. Finally, the TDOZMA will bring zoning into greater conformity with county land use goals and policies for the New Carrollton TDOZ. Development that conforms to the requirements of the New Carrollton TDDP will help enhance the health, safety, and general welfare of all Prince George's County residents.

The approval of the TDOZMA will result in the revision of the official zoning map for Planning Areas 69 (Bladensburg-New Carrollton) and 72 (Landover). The last approved sectional map amendments for Planning Areas 69 and 72 were enacted in 1994 and 1993, respectively. Future comprehensive examinations of the zoning within those portions of these areas will occur in accordance with the procedures established for transit district overlay zoning map amendments.

The following are comprehensive rezoning policies established by the Planning Board and District Council for preparation of the TDOZMA.

Public Land Policy

This policy is that all public land should be placed in the most restrictive or dominant adjacent zone that bears the closest relationship to the intended character of the area. Therefore, the zoning of both public and private land should be compatible with surrounding zones and provide for appropriate future uses.

A distinction is made where large parcels of land are set aside specifically as public open space. In these cases, the R-O-S (Reserved Open Space) Zone or the O-S (Open Space) Zone is applied as the most appropriate zone, depending on the property's size.

Although federal and state government property is not subject to the requirements of the Zoning Ordinance, the comprehensive rezoning process is meant to apply a zoning category to all land, including government property, regardless of ownership. The R-O-S Zone is generally applied to federal and state properties, unless specific uses or the intended character of the property or area should warrant another zoning category. This policy complies with Section 27-113 of the Prince George's County Zoning Ordinance. Section 27-113 states that any land which is conveyed in fee simple by the United States of America or by the State of Maryland shall immediately be placed in the R-O-S Zone until a zoning map amendment for the land has been approved by the District Council.

Zoning In Public Rights-Of-Way

Policies governing the zoning of public street and railroad rights-of-way (both existing and proposed) are contained in Section 27-111 of the Prince George's County Zoning Ordinance. This proposed TDOZMA has been prepared in accordance with Section 27-111.

Limitations on the Use of Zones

Zoning classifications proposed in the TDOZMA are limited by the range of zones within the ordinance available at the time of final action by the District Council. However, there are certain restrictions on when these may be applied to properties (Section 27-223 of the Zoning Ordinance).

Reclassification of an existing zone to a less intense zone is prohibited where:

(g)(1) "The property has been rezoned by Zoning Map Amendment within five (5) years prior to the initiation of the Sectional Map Amendment or during the period between initiation and transmittal to the District Council, and the property owner has not consented in writing to such rezoning;" or

(g)(2) "Based on existing physical development at the time of adoption of the Sectional Map Amendment, the rezoning would create a nonconforming use. This rezoning may be approved, however, if there is a significant public benefit to be served by the rezoning based on facts peculiar to the subject property and the immediate neighborhood. In recommending the rezoning, the Planning Board shall identify these properties and provide written justification supporting the rezoning at the time of transmittal. The failure of either the Planning Board or property owner to identify these properties, or a failure of the Planning Board to provide the written justification, shall not invalidate any Council action in the approval of the Sectional Map Amendment."

In order to clarify a given parcel of land's level of protection from less intensive rezoning by physical development, the Zoning Ordinance states in Section 27-223(h) that:

"The area of the 'property,' as the word is used in Subsection (g)(2), above, is the minimum required by the Zoning Ordinance which makes the use legally existing when the Sectional Map Amendment is approved."

Guidelines for Commercial Zoning

The comprehensive rezoning proposal will recommend the most appropriate of the commercial or mixed-use zones listed in the Prince George's County Zoning Ordinance. The choice of zones is determined by the commercial needs of the area, the TDDP recommendations, and the type of use and status of development on affected properties and the surrounding area.

Conditional Zoning

Safeguards, requirements, and conditions beyond the normal provisions of the Zoning Ordinance that can be attached to individual zoning map amendments via conditional zoning cannot be used in TDOZMAs. In the piecemeal rezoning process, conditions are used to (1) protect surrounding properties from potential adverse effects of a proposed zoning map amendment and/or (2) to enhance coordinated, harmonious, and systematic development of the Regional District (the combined areas of Montgomery County and Prince George's County excluding the City of Laurel). When approved by the District Council and accepted by the zoning applicant, conditions become part of the county zoning map requirements applicable to a specific property and are as binding as any provision of the county Zoning Ordinance (see Conditional Zoning Procedures, Section 27-157(b)).

In theory, zoning actions taken as part of the comprehensive rezoning (TDOZMA) process should be compatible with other land uses without the use of conditions. However, the TDOZMA is not intended to repeal the additional requirements determined via conditional zoning cases that have been approved before its initiation. Therefore, when special conditions for the development of specific properties have been publicly agreed upon and have become part of the existing zoning map applicable to those properties, those conditions shall be brought forward in the TDOZMA. This is accomplished by continuing the approved zoning with conditions and showing the zoning application number on the newly adopted zoning map. This action takes place only when it is found that the existing zoning is compatible with the intended zoning pattern or when ordinance limitations preclude a rezoning. Similarly, findings contained in previously approved SMAs shall be brought forward in the TDOZMA where the previous zoning category has been maintained.

Transit District Overlay Zones

TDOZs may be included in a TDOZMA. However, the flexible nature of these zones requires a basic plan of development to be submitted through the zoning application process as a zoning map amendment in order to evaluate the comprehensive design proposal. The basic plan identifies land use types, quantities, and relationships. It is the only legal tool through which a TDOZ can be recognized as part of the Zoning Ordinance. An application must be filed, including the basic plan, and the Planning Board must have considered and recommended approval of the zoning application in order for the TDOZ to be included within the TDOZMA. During the comprehensive rezoning and before the submission of such proposals, property must be classified in a conventional zone that provides an appropriate base density for development. In theory, the base density zone allows for an acceptable level of alternative development should the owner choose not to pursue the full development potential indicated by the sector plan. (See Section 27-223(b), Section 27-225(b)(1), Section 27-226(a)(2), and Section 27-226(f)(4)).

Comprehensive Rezoning Changes

To implement the development policies and land use recommendations contained in the New Carrollton TDDP, many parcels of land have been rezoned to bring the zoning into conformance with the approved TDDP. The comprehensive rezoning process (via the TDOZMA) is the best way for the public sector to achieve this. Therefore, the TDOZMA has been approved as an amendment to the official zoning map(s) concurrently with the TDDP.

The TDOZMA includes 16 zoning changes that affect 186 properties within the New Carrollton TDOZ. The TDOZ will ensure that the development of land around the New Carrollton Metro Station meets the goals established in the New Carrollton TDDP.

The zoning changes will result in a new zoning inventory for the area (see Table 2: Existing and New Zoning Inventory). Specific changes to existing zoning are shown on the following maps. These maps are included for illustrative purposes only. The 1" = 200' scale amended zoning maps represent the official zoning boundaries.

Table 2

Existing and New Zoning Inventory (in acres)
New Carrollton TDDP/TDOZ

Zone	Existing Zoning	New Zoning	Net Change
M-X-T	73.71	254.0	180.2
R-55	87.7	65.4	-22.4
R-T	6.6	6.6	0.0
R-18	37.6	20.8	-16.8
C-2	12.5	0.0	-12.5
C-O	12.8	32.1	19.3
R-H	1.1	0.0	-1.1
R-10	0.0	13.9	13.9
C-S-C	76.9	38.0	-38.8
I-1	136.4	1.4	-135.0
O-S	0	15.1	15.1

Source: M-NCPPC

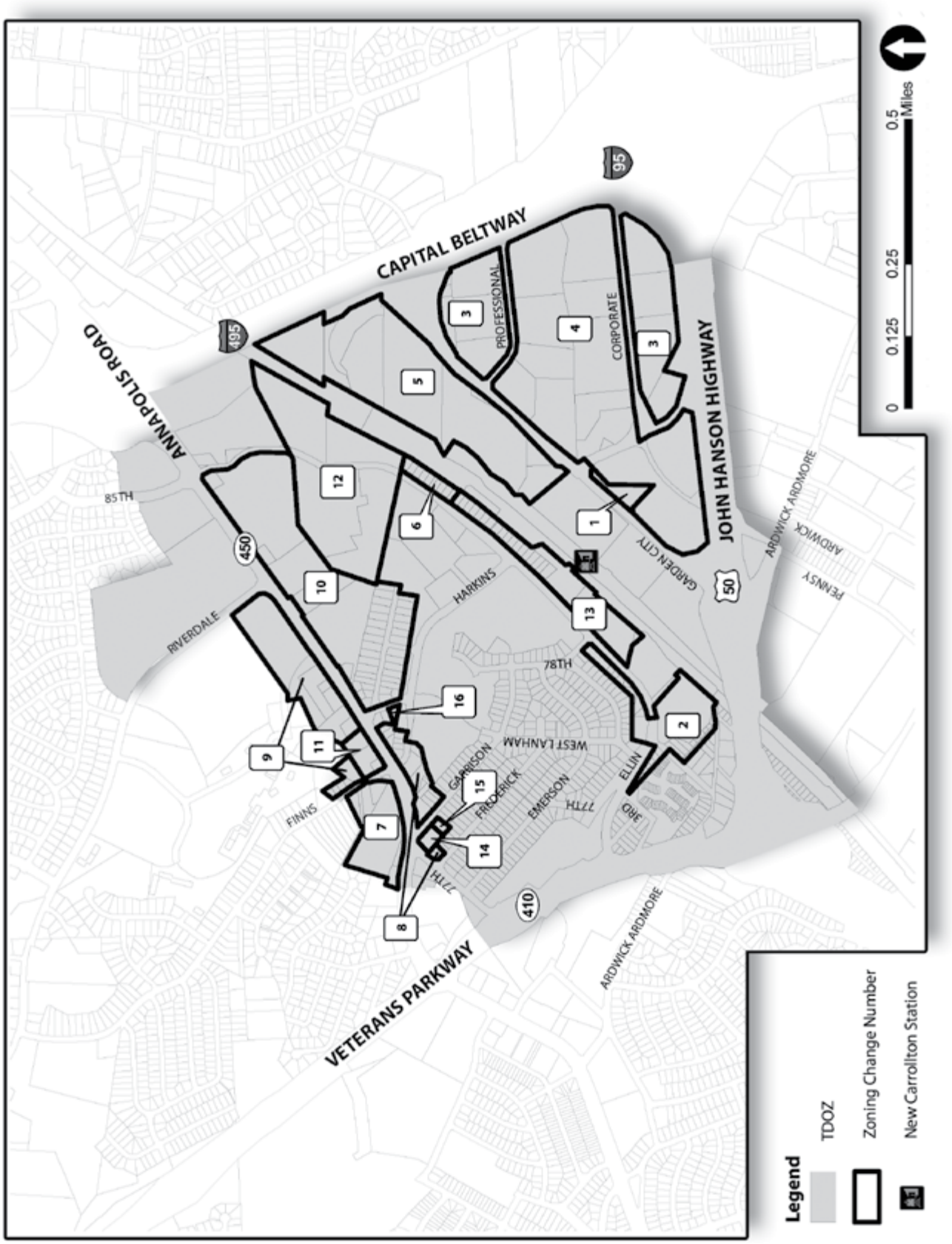
Note: All acreage is approximate.

Mixed-Use Zoning Recommendations

Implementation of the long-range land use recommendations of the New Carrollton TDDP for transit-oriented development will require mixed-use zoning techniques and form-based development controls. The Zoning Ordinance contains several mixed-use zoning categories. They include the Development District Overlay Zone (DDOZ), Transit District Overlay Zone (TDOZ), Mixed-Use-Transportation Oriented (M-X-T) Zone, Mixed-Use Infill (M-U-I) Zone, Mixed-Use Town Center (M-U-TC) Zone, and Comprehensive Design Zones (CDZs). Unfortunately, none of these zones combines use, design, and administrative regulations in a manner that will effectively achieve the character and vision recommended by the TDDP. These zones either require property owner application, have become unwieldy to administer, or are not suitable techniques to achieve the envisioned character for future development within the TDOZ.

The plan recommends that an appropriate set of mixed-use, form-based zoning categories or techniques be prepared to create an effective and efficient set of regulations. These new or modified regulations will help to implement the mixed-use, pedestrian- and transit-oriented development patterns recommended by the 2002 General Plan and recent transit district development plans, including the New Carrollton TDDP.

Subtitle 27A. Urban Centers and Corridor Nodes is the new mixed-use zoning tool that was enacted by the District Council in 2010 (CR-1-2010). It will implement the policy recommendations of the 2002 General Plan and recent plans including Bladensburg-New Carrollton and Landover, streamline and standardize regulations and processes, and supplement or replace existing mixed-use zones. As future development



Map 17. Summary of Approved Zoning Changes

occurs within the New Carrollton TDOZ, certain provisions of Subtitle 27A may be applied to fine-tune the development requirements for permitted uses that are consistent with the New Carrollton TDDP's vision for transit-oriented development.

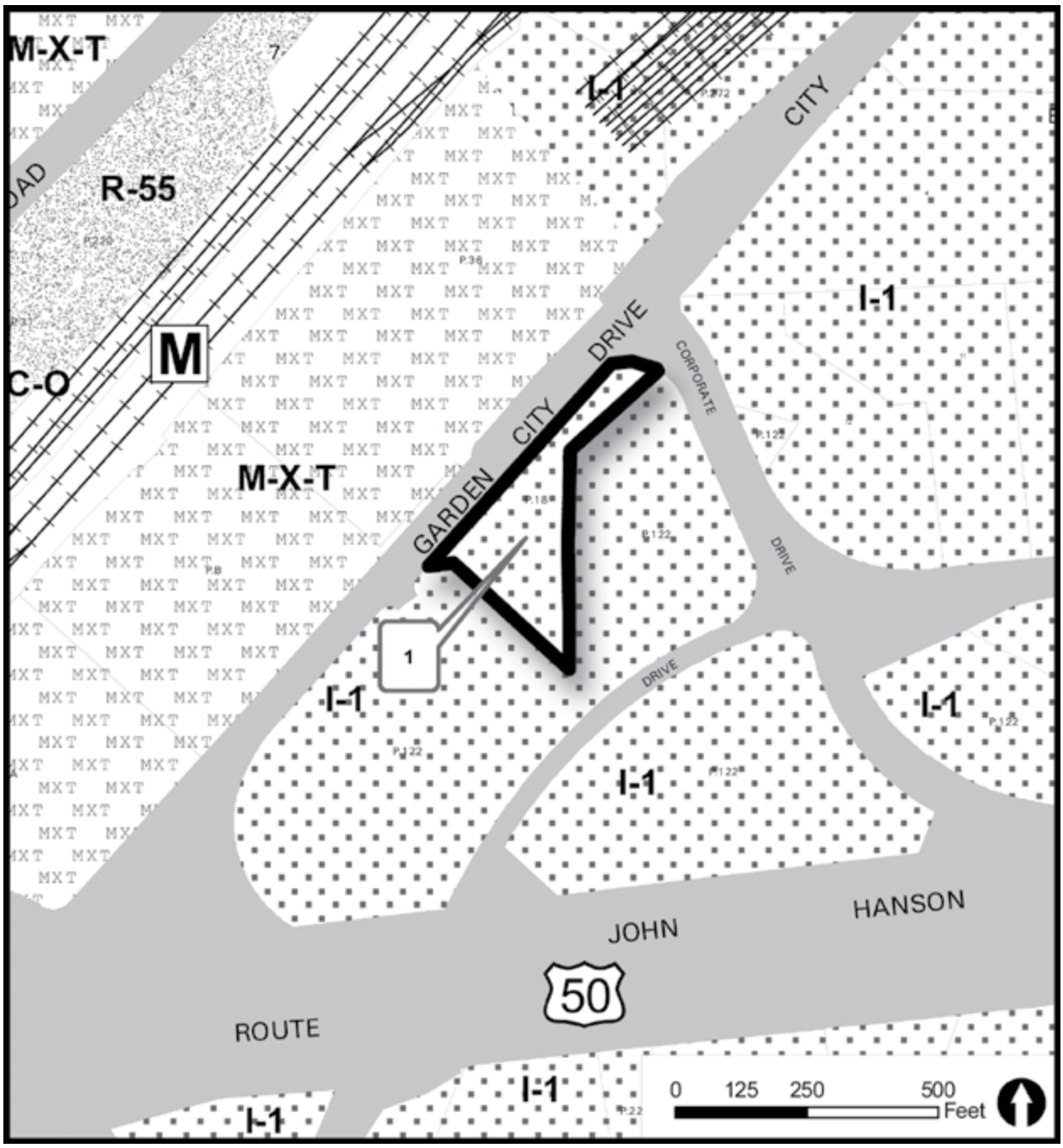
Another factor is the 2010 *Subregion 4 Approved Master Plan and Sectional Map Amendment*. The TDOZ's Garden City neighborhood and a portion of its Metro Core neighborhood lie inside the Subregion 4 boundary. M-NCPPC may apply certain provisions of Subtitle 27A at selected locations within the Subregion 4 SMA, including the above-referenced portions of the New Carrollton TDOZ, to guide future mixed-use development that is consistent with the Subregion 4 master plan vision.

In accordance with the above-cited recent planning and zoning changes, the approved New Carrollton transit district overlay zoning map amendment (TDOZMA) reclassifies a number of properties into the M-X-T Zone, including some commercial properties along Annapolis Road and most of the I-1-zoned properties in the existing Garden City business park. In addition, the TDOZMA reclassifies some low-density Commercial Shopping Center (C-S-C) uses on Annapolis Road that are not at major intersections into medium- to high-density multifamily residential zones (R-18 and R-10).

Approved Map Amendments

Map 17. Summary of Approved Zoning Changes, depicts the approved zoning recommendations for the New Carrollton TDOZ (see page 67). The detailed approved zoning map amendments are as follows:

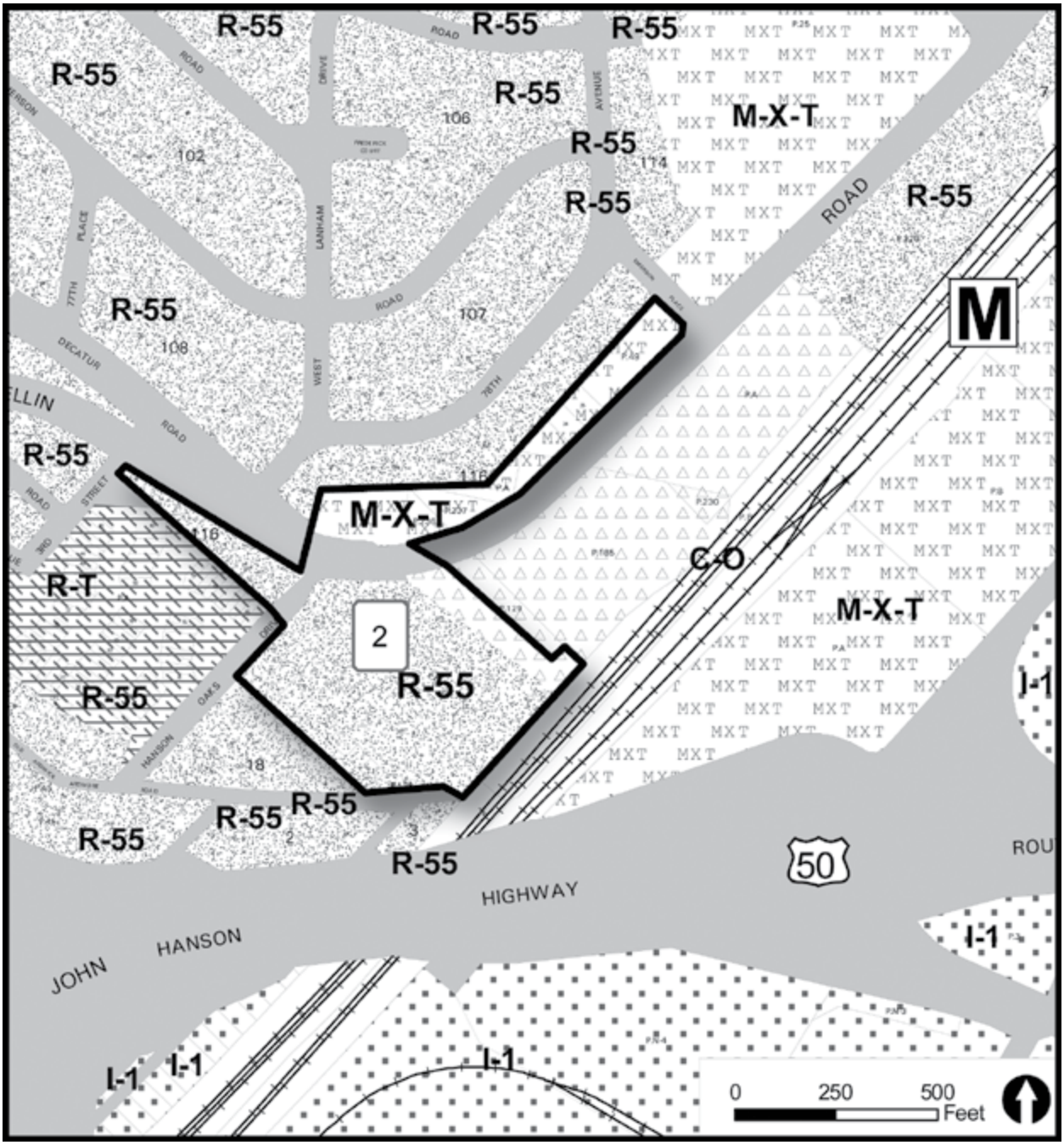
Change Number	Zoning Change	Area of Change (acres)	Approved SMA/ZMA/SE		200' Scale Index Map
			Number	Date	
1	I-1 to O-S	2.3	N/A	N/A	206NE07
Use and Location: Undeveloped land located on the southeast corner of Garden City Drive and Corporate Drive.					
Discussion: Rezoning from the I-1 Zone to the O-S Zone will help to preserve this property as an attractive open space. Its preservation will help to implement the plan's vision of an enhanced green infrastructure/open space system for the redeveloped Garden City neighborhood.					
Use	**Address**	**Location**	**Legal Description**		**Tax Account**
Undeveloped land	Garden City Drive, MD 0-0000	052A2	Parcel: 18		2234847



Change Number 1 (see zoning change on preceding page)

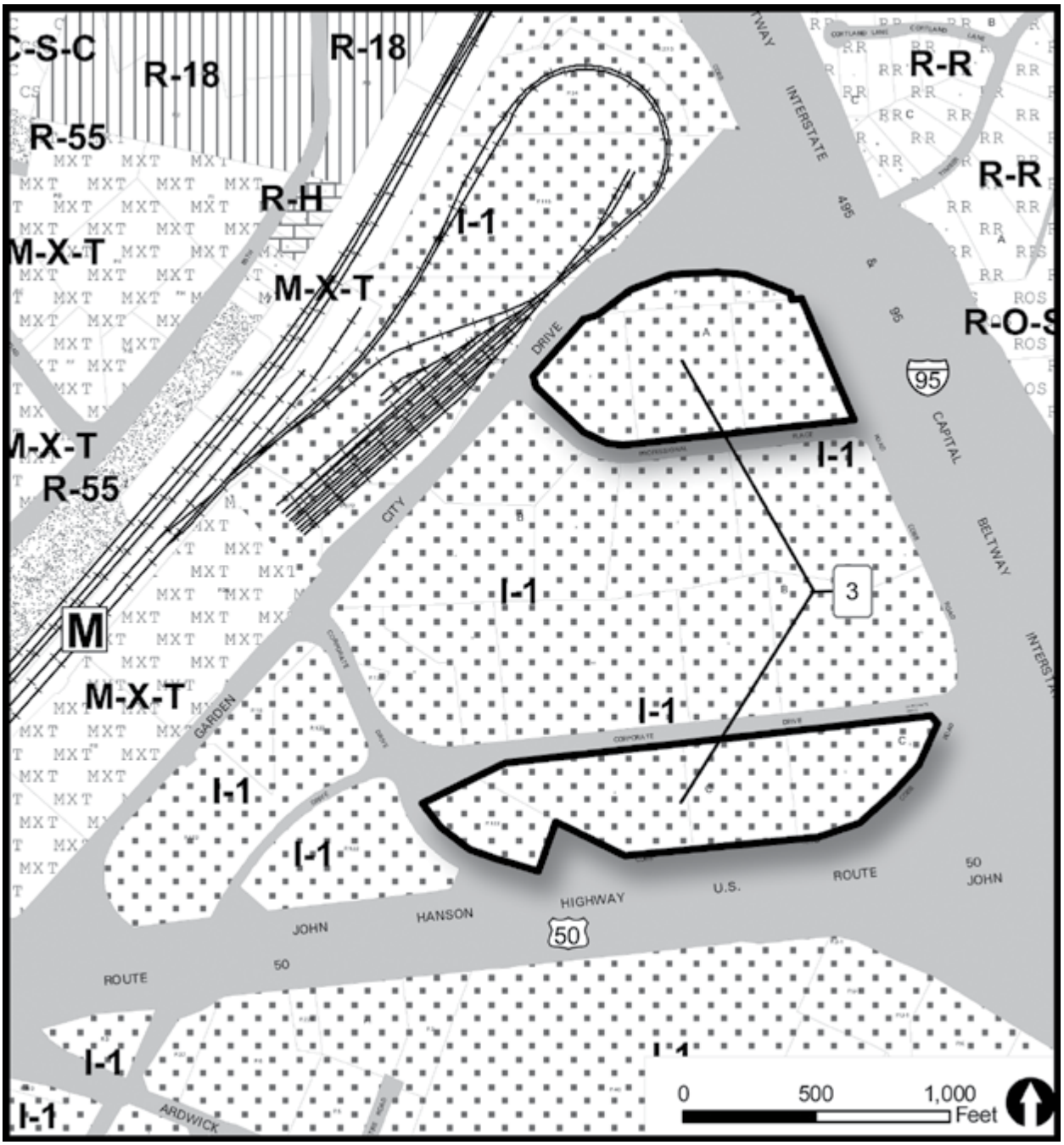
Change Number	Zoning Change	Area of Change (acres)	Approved SMA/ZMA/SE		200' Scale Index Map
			Number	Date	
2	C-O to O-S M-X-T to O-S R-55 to O-S Total	.4 2.4 6.8 9.6	TDOZMA	1989	206NE07
Discussion: Rezoning from the C-O, M-X-T and R-55 Zones to the O-S Zone will help to preserve this area as an attractive open space. Its preservation will also help to implement the plan's vision of a green buffer to help protect the West Lanham Hills and Hanson Oaks neighborhoods from potential impacts that might result from future development at the New Carrollton Metro Station.					
Use	**Address**	**Location**	**Legal Description**	**Tax Account**	
Stormwater pond	000000 ELLIN RD, MD 20784-0000	051F2	Metroview, Plat 1 Parcel A	2276830	
Undeveloped land	000000 DAVENPORT RD, HYATTSVILLE, MD 20784-0000	051F2	PT PAR 128 EQ. 1043 AC	2242295	
Undeveloped land	ARDWICK ARDMORE RD, HYATTSVILLE, MD 20784-0000	051F2	ARDWICK-MITCHELLS SUB, FRT PT LTS 1-5 & ADJ6250 SF ABNDEQ .4273AC L7207F400, Block 19	2273316	
Undeveloped land	ARDWICK ARDMORE RD, HYATTSVILLE, MD 20784-0000	051F2	ARDWICK-MITCHELLS SUB, FRT PTLTS 6.7.8 & ADJ3750SFABND EQ 32948SF L7207 F400, Block 19	2273324	
Undeveloped land	DECATUR RD, HYATTSVILLE, MD 20784-0000	051F2	WEST LANHAM HILLS, LOT 1 EX 2111 SQ FT & LOT 2 EX 1619 SQFT TO P G CO, Block 116	2205029	
Undeveloped land	DECATUR RD, HYATTSVILLE, MD 20784-0000	051F2	WEST LANHAM HILLS, LOT 3 EX 2202 SQ FT & LOT 4 EX 2669 SQFT TO PG CO, Block 116	2205037	
Undeveloped land	DECATUR RD, HYATTSVILLE, MD 20784-0000	051F2	WEST LANHAM HILLS, LOT 5 EX 3135 SF & LT 6 EX 3601 SF TO P G CO, Block 116	2205045	
Undeveloped land	DECATUR RD, HYATTSVILLE, MD 20784-0000	051F2	WEST LANHAM HILLS, LOT 7 EX 4067 SF & LOT 8 EX 4534 SF TO PG CO, Block 116	2205052	
Undeveloped land	DECATUR RD, HYATTSVILLE, MD 20784-0000	051F2	WEST LANHAM HILLS, LOT 9 EX 5389 SF TO P G CO, Block 116	2205060	
Undeveloped land	000000 ELLIN RD, MD 0-0000	051F2	METROVIEW, PLAT 1 PARCEL B	2276848	
Undeveloped land	000000 ELLIN RD, HYATTSVILLE, MD 20784-0000	051F2	STR FR #2255008 96/97, Parcel 236	3018421	
Undeveloped land	000000 ELLIN RD, HYATTSVILLE, MD 20784-0000	051F2	STR FR #2276822 96/97, Parcel 237	3018439	
Undeveloped land	ELLIN RD, HYATTSVILLE, MD 20784-0000	051F2	PT PAR A EQ .2438 AC, Block 116	2276814	
Undeveloped land	Triangular parcel located off of Ellin Road surrounded by Tax Acct # 2276814	051F2	Not available	Not available	

Undeveloped land	ELLIN RD, HYATTSVILLE, MD 20784-0000	051F2	WEST LANHAM HILLS-RESUB, PT LT 24 EQ .1219 AC PER SURVEY, Block 116	2209914
Undeveloped land	ELLIN RD, HYATTSVILLE, MD 20784-0000	051F2	WEST LANHAM HILLS-RESUB, REAR PT LT 25 EQ .1277 AC, Block 116	2205367
Undeveloped land	000000 EMERSON PL, HYATTSVILLE, MD 20784-0000	051F1	PT PAR 49 TRSDT 09/09/92 SB 01/02/86 L6246 F748	2205375



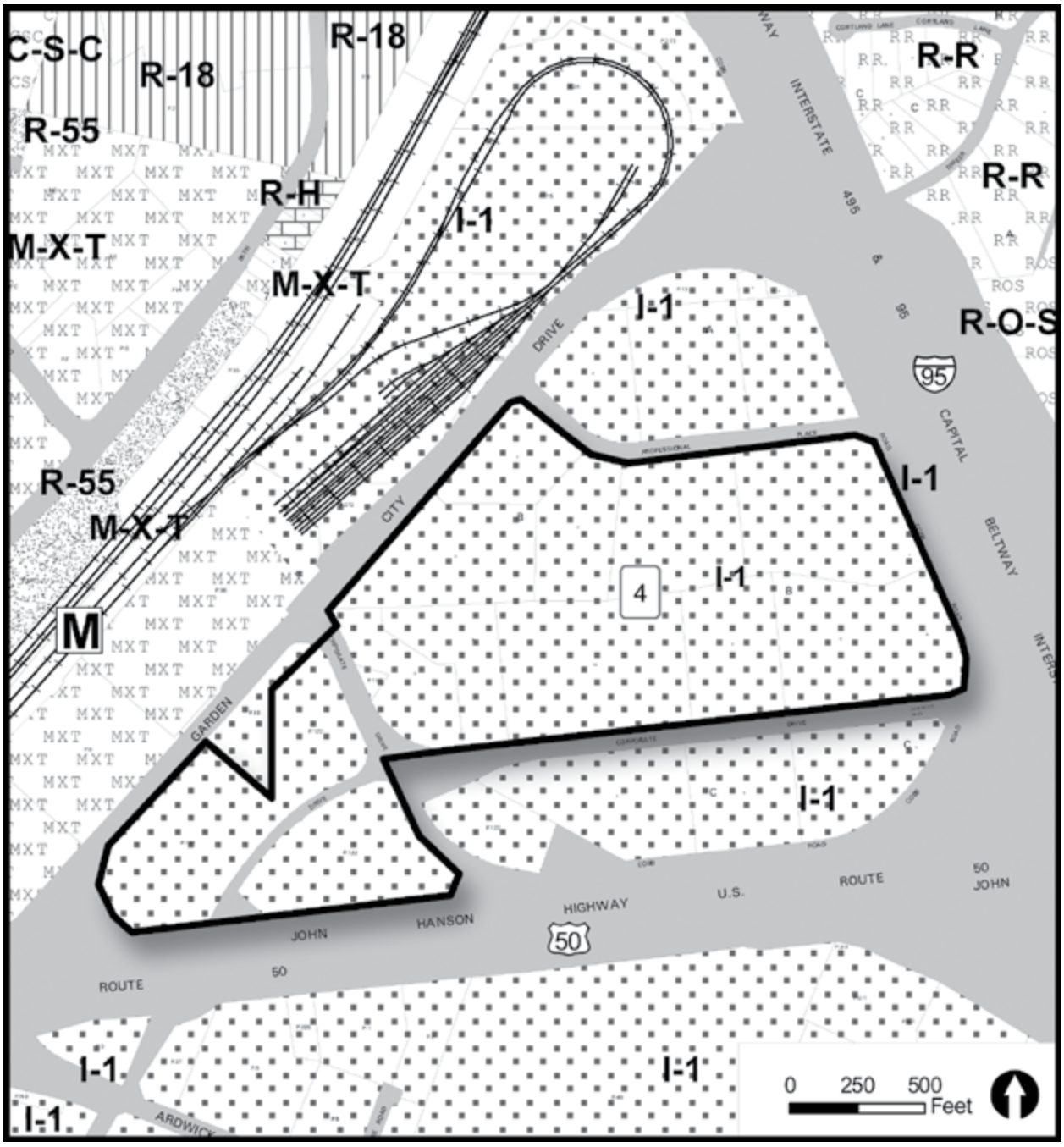
Change Number 2 (see zoning changes on preceding page)

Change Number	Zoning Change	Area of Change (acres)	Approved SMA/ZMA/SE		200' Scale Index Map
			Number	Date	
3	I-1 to C-O	27.6	N/A	N/A	206NE07 206NE08
Discussion: Rezoning from the I-1 Zone to the C-O Zone will allow for redevelopment of these properties with higher-quality, more intensive commercial office uses. The new development will help implement the plan's vision for attractive, pedestrian-friendly commercial office districts. It will also help to buffer adjacent, mixed-use residential neighborhoods from the traffic noise generated by John Hanson Highway (US 50), Capital Beltway (I-95/I-495), and Metrorail/Amtrak/MARC rail operations.					
Use	**Address**	**Location**	**Legal Description**		**Tax Account**
Undeveloped	ARDMORE RD, MD 20785-0000 (SE quadrant of Corporate Drive intersection)	052A2	3.3798 AC COMB FR 2262871,2238418 2242519 APPR & CORR PER SRV MCF02, Parcel 122		2253250
Office commercial	8201 CORPORATE DR, LANDOVER, MD 20785-0000	052B2	METRO EAST-RESUB, Block: C, Lot: 3		3479508
Parking lot	8331 CORPORATE DR, LANDOVER, MD 20785-0000	052B2	METRO EAST-RESUB, Block: C, Lot: 4		3479516
Office commercial	8401 CORPORATE DR, LANDOVER, MD 20785-0000	052B2	METRO EAST-RESUB, Block: C, Lot: 5		3479524
Office commercial	PROFESSIONAL PL, MD 20785-0000	052B1	METRO EAST, Block: A, Lot: 3		2223808
Office commercial	8200 PROFESSIONAL PL, LANDOVER, MD 20785-0000	052B1	METRO EAST, Block: A, Lot: 2		2223741
Office commercial	8300 PROFESSIONAL PL, LANDOVER, MD 20785-0000	052B1	METRO EAST, Block: A, Lot: 1		2223782
Undeveloped	GARDEN CITY DR, LANHAM, MD 20706-0000	052A3	Parcel: 13		2253904
Undeveloped	CRITTENDEN PL, MD 0-0000	052B1	LANHAM ACRES, Block E, PART OF LOT 4		2209799
Undeveloped	CRITTENDEN PL, MD 0-0000	052B1	LANHAM ACRES, Block E, PART OF LOT 3		2209781
Undeveloped	CRITTENDEN PL, MD 0-0000	052B1	LANHAM ACRES, Block E, PART OF LOT 1		2209773



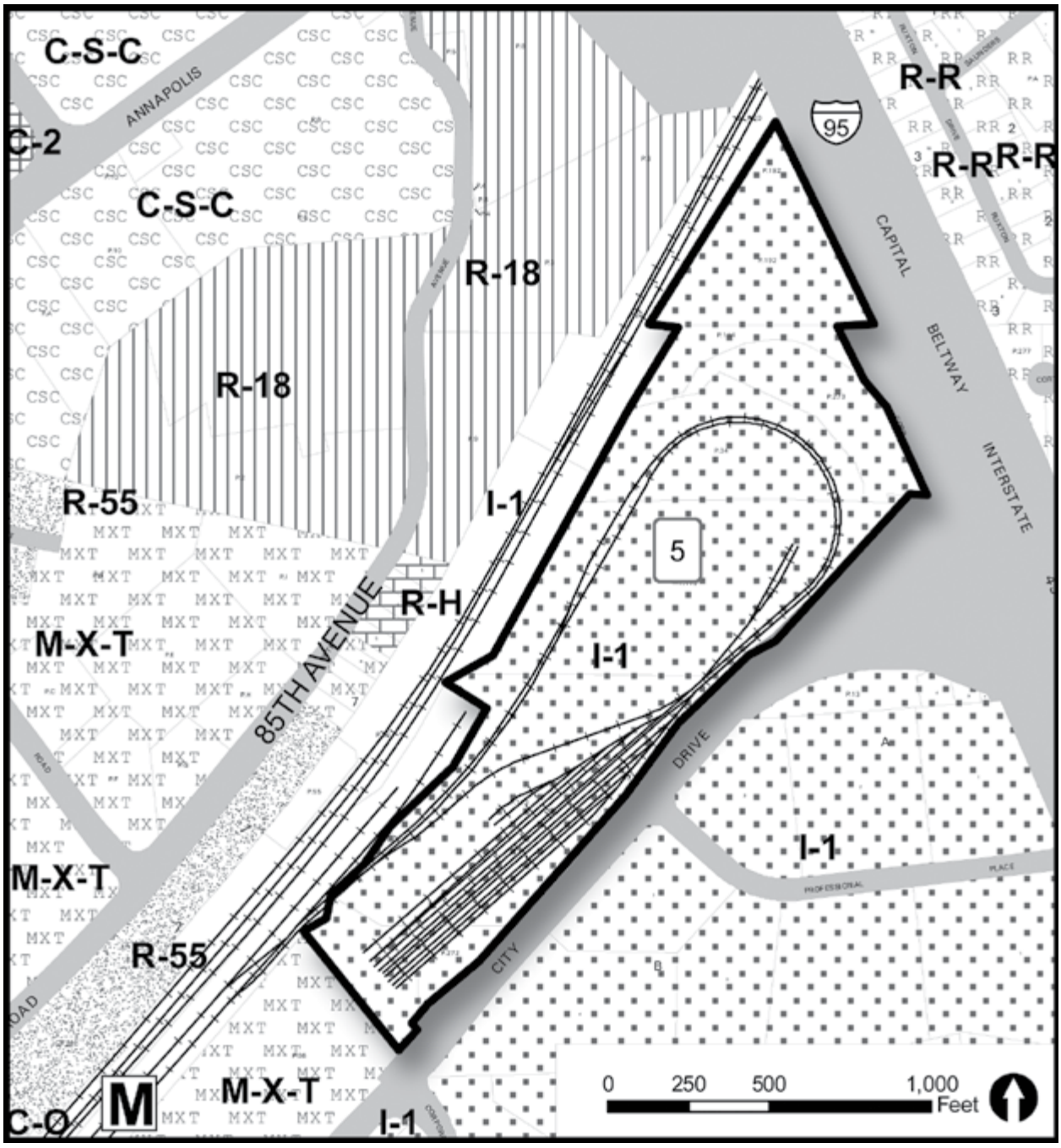
Change Number 3 (see zoning changes on preceding page)

Change Number	Zoning Change	Area of Change (acres)	Approved SMA/ZMA/SE		200' Scale Index Map
			Number	Date	
4	I-1 to M-X-T	62.3	N/A	N/A	206NE08
Discussion: Rezoning from the I-1 Zone to the M-X-T Zone will allow for redevelopment of these properties with mixed residential, retail and office uses. The new development will help implement the plan's vision of a vibrant, pedestrian-friendly, mixed-use neighborhood in Garden City.					
Use	**Address**	**Location**	**Legal Description**		**Tax Account**
Metro parking lot	ARDMORE RD, MD 0-0000 (bounded by Garden City and Corporate Drive)	052A2	3.3798 AC COMB FR 2262871,2238418 2242519 APPR&CORR PER SRV MCF02, Parcel 122		2253250
Undeveloped	ARDMORE RD, MD 0-0000 (bounded by John Hanson Highway and Corporate Drive)	052A2	3.3798 AC COMB FR 2262871,2238418 2242519 APPR & CORR PER SRV MCF02, Parcel 122		2253250
Undeveloped	ARDMORE RD, MD 0-0000 (triangular lot off of Corporate Drive)	052A2	3.3798 AC COMB FR 2262871,2238418 2242519 APPR & CORR PER SRV MCF02, Parcel 122		2253250
Office commercial	8000 CORPORATE DR, LANDOVER, MD 20785-0000	052B2	METRO EAST, Block: B, Lot: 12		2223824
Undeveloped	8050 CORPORATE DR, LANDOVER, MD 20785-0000	052B2	METRO EAST, CORR IN LAND AREA 2004, Block: B, Lot: 11		2223816
Office commercial	8200 CORPORATE DR, LANDOVER, MD 20785-0000	052B2	METRO EAST-RESUB, Block: B, Lot: 6-A		2223857
Hotel	8330 CORPORATE DR, LANDOVER, MD 20785-0000	052B2	METRO EAST-RESUB, Block: B, Lot: 9		2223865
Office commercial	8400 CORPORATE DR, LANDOVER, MD 20785-0000	052B2	METRO EAST-RESUB, Block: B, Lot: 10		2223873
Office commercial	8301 PROFESSIONAL PL, LANDOVER, MD 20785-0000	052B1	METRO EAST, Block: B, Lots: 1 & 2		2223758
Office commercial	8181 PROFESSIONAL PL, LANDOVER, MD 20785-0000	052B1	METRO EAST, Block: B, Lot: 8		2223832
Office commercial	4301 GARDEN CITY DR, LANDOVER, MD 20785-0000	052A1	METRO EAST, (7/1/09 REA CORR FIN W CHG), Block: B, Lot: 4		2223774
Office commercial	4351 GARDEN CITY DR, LANDOVER, MD 20785-0000	052A1	METRO EAST, Block: B, Lot: 3		2223766



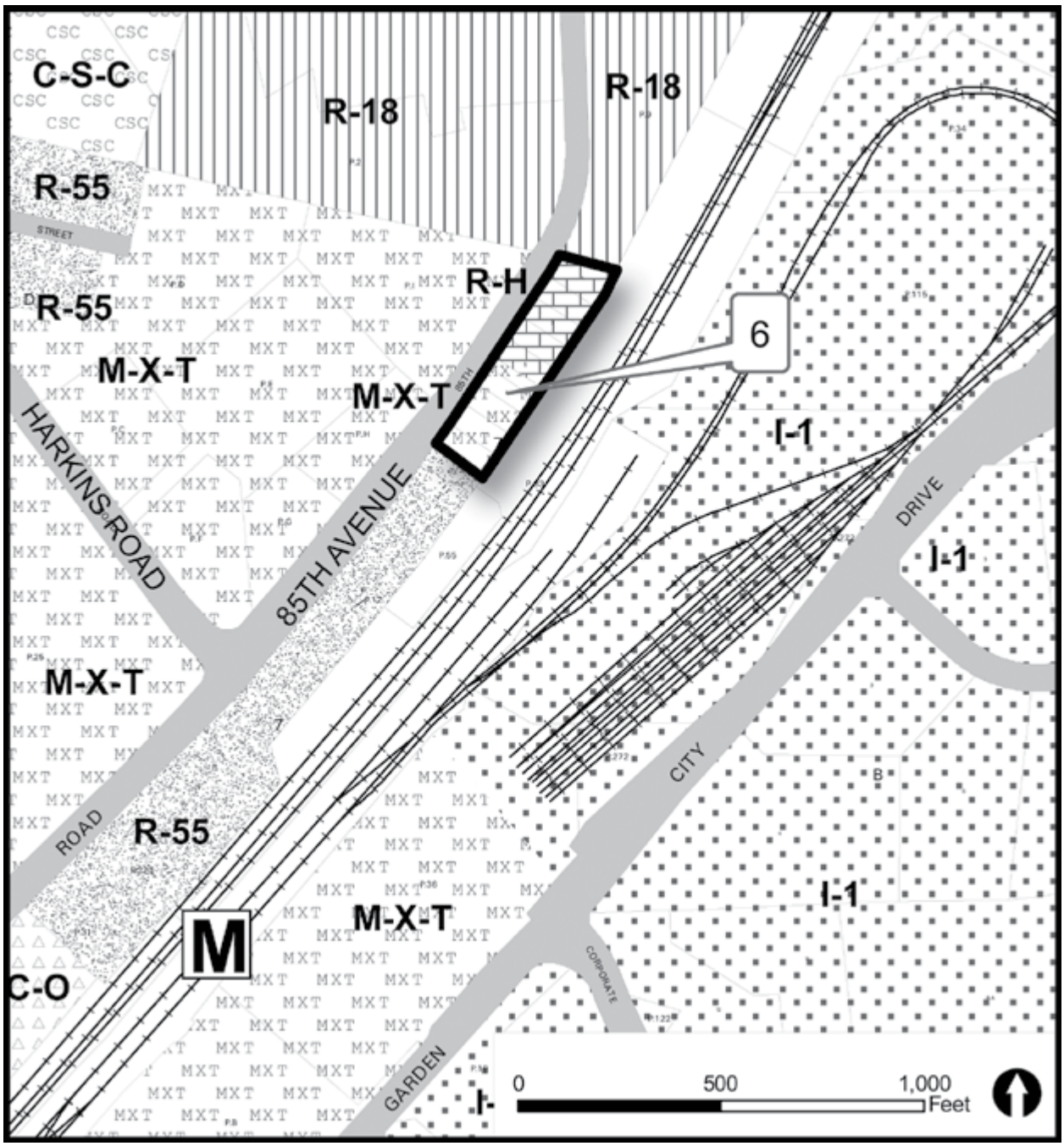
Change Number 4 (see zoning changes on preceding page)

Change Number	Zoning Change	Area of Change (acres)	Approved SMA/ZMA/SE		200' Scale Index Map
			Number	Date	
5	I-1 to M-X-T	43	N/A	N/A	207NE07 206NE07
Discussion: Rezoning from the I-1 Zone to the M-X-T Zone will allow for potential air-rights development of mixed-use commercial, retail, and institutional uses over the existing Metrorail storage and inspection yard. Alternately, in the event that WMATA chooses to relocate this facility to accommodate a possible extension of the Metro Orange Line, the resulting brownfield site can be redeveloped with mixed uses. The new development will help implement the plan's vision of an attractive, mixed-use activity center adjacent to the Metro station.					
Use	**Address**	**Location**	**Legal Description**		**Tax Account**
SHA maintenance yard	000000 GARDEN CITY DR, LANDOVER, MD 20785-0000	044B4	METRO-LINER STATIN (2.99A TO 3970985 STR 09), Parcel 192		2261691
SHA maintenance yard	000000 GARDEN CITY DR, LANDOVER, MD 20785-0000	052B1	Parcel 114		2261709
Metro railyard	000000 GARDEN CITY DR, LANDOVER, MD 20785-0000	044B4	NEW FROM 2261691 STR 09, Parcel: 273		3970985
Metro railyard	COBB RD, MD 0-0000	052B1	Parcel 34		2275790
Metro railyard	000000 GARDEN CITY DR, LANDOVER, MD 20785-0000	052B1	Parcel: 115		2238392
Metro railyard	CAPITAL BELTWAY, MD 0-0000	052B1	Parcel: 115		2238400
Metro railyard	004440 GARDEN CITY DR, LANDOVER,MD 20785-0000	052A1	PAR 112 & PAR 113		2209765
Metro railyard	GARDEN CITY DR, MD 0-0000	052A1	Parcel: 272		2275782
Metro railyard	004280 GARDEN CITY DR, LANDOVER, MD 20785-0000	052A1	NE part of parcel 36		2275618



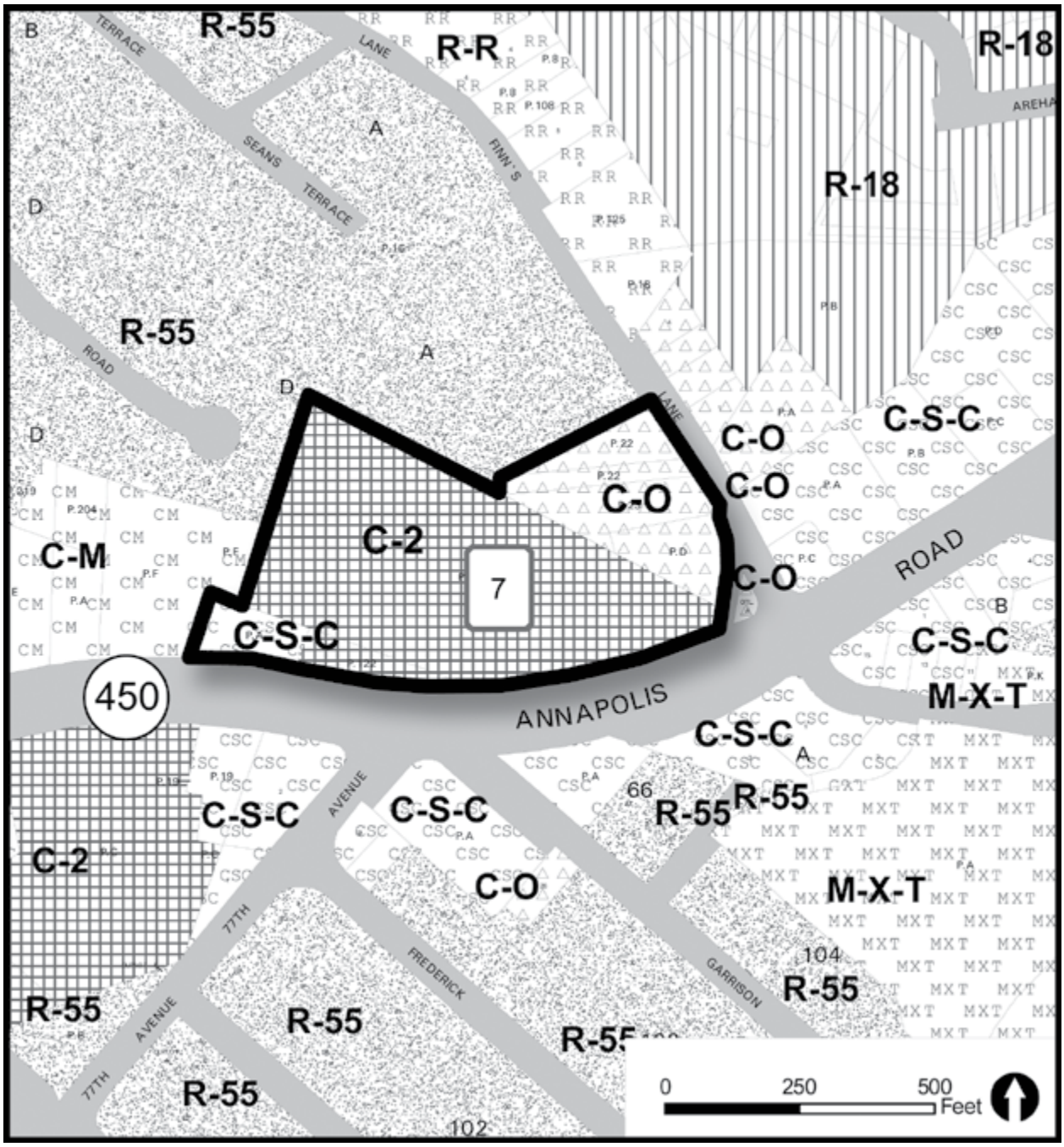
Change Number 5 (see zoning changes on preceding page)

Change Number	Zoning Change	Area of Change (acres)	Approved SMA/ZMA/SE		200' Scale Index Map
			Number	Date	
6	M-X-T to O-S R-H to O-S Total	0.8 1.0 1.8	N/A	N/A	206NE07
Discussion: Rezoning from the M-X-T and R-H Zones to the O-S Zone will help to preserve these properties as attractive open space. Their preservation will help to implement the plan's vision of an enhanced green infrastructure/open space system for the North Hillside residential neighborhood.					
Use	**Address**	**Location**	**Legal Description**		**Tax Account**
Stormwater pond	ELLIN RD, LANHAM, MD 20706-0000	052A1	WEST LANHAM HILLS, Block: 7, Lot: 1		2205078
Stormwater pond	ELLIN RD, LANHAM, MD 20706-0000	052A1	WEST LANHAM HILLS, Block: 7, Lot: 2		2205086
Stormwater pond	ELLIN RD, LANHAM, MD 20706-0000	052A1	WEST LANHAM HILLS, Block: 7, Lot: 3		2205094
Stormwater pond	ELLIN RD, LANHAM, MD 20706-0000	052A1	WEST LANHAM HILLS, Block: 7, Lot: 4		2205102
Stormwater pond	ELLIN RD, LANHAM, MD 20706-0000	052A1	WEST LANHAM HILLS, Block: 7, Lot: 5		2205110
Stormwater pond	Unknown (located between Lots 5 and 6)	052A1	Not available		Not available
Stormwater pond	ELLIN RD, LANHAM, MD 20706-0000	052A1	WEST LANHAM HILLS, Block: 7, Lot: 6		2205128
Stormwater pond	ELLIN RD, LANHAM, MD 20706-0000	052A1	WEST LANHAM HILLS, Block: 7, Lot: 7		2205136
Stormwater pond	ELLIN RD, LANHAM, MD 20706-0000	052A1	WEST LANHAM HILLS, Block: 7, Lot: 8		2205144
Stormwater pond	ELLIN RD, LANHAM, MD 20706-0000	052A1	WEST LANHAM HILLS, Block: 7, Lot: 9		2205151



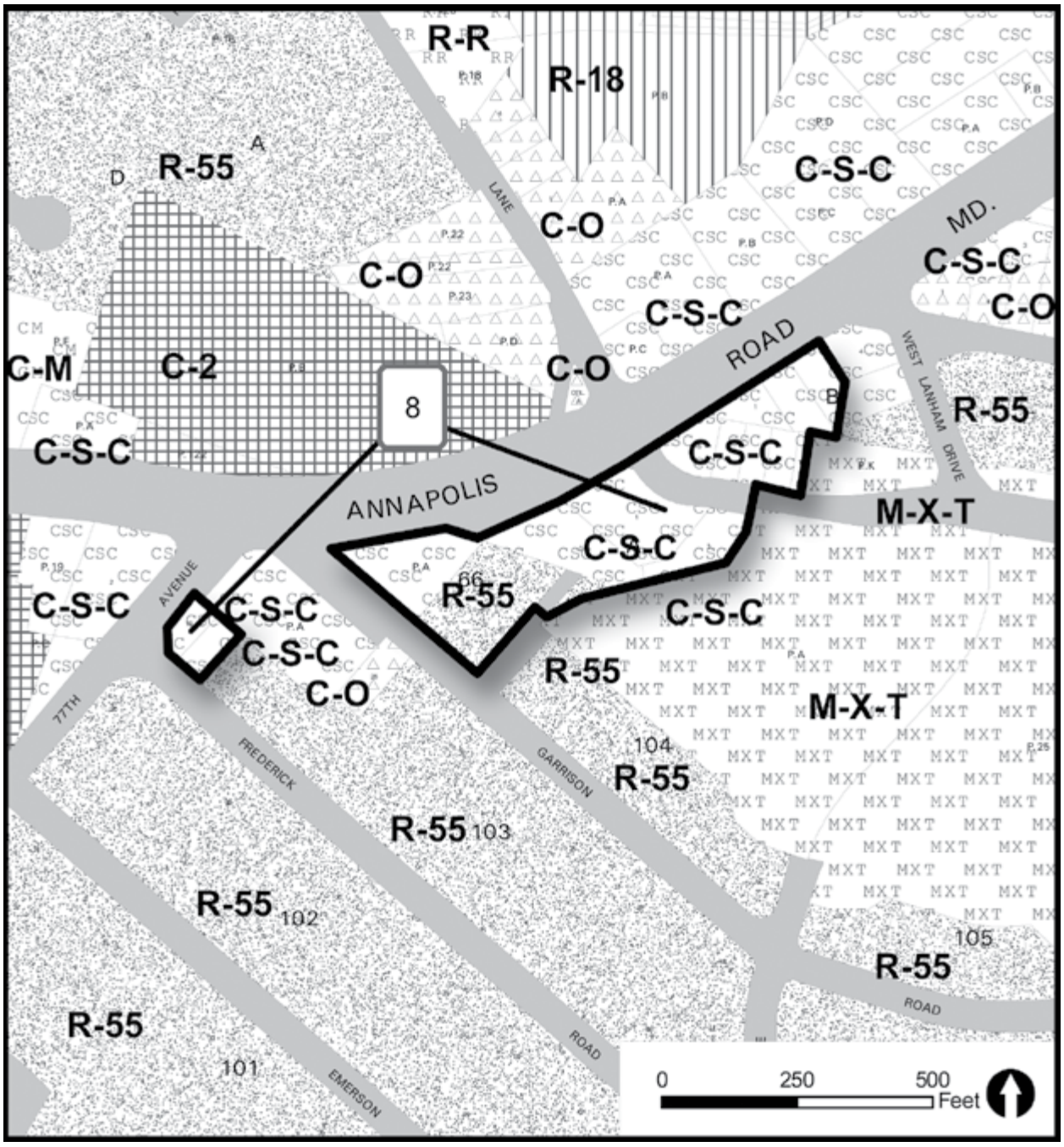
Change Number 6 (see zoning changes on preceding page)

Change Number	Zoning Change	Area of Change (acres)	Approved SMA/ZMA/SE		200' Scale Index Map
			Number	Date	
7	C-2 to R-18	6.1	A-4262		206NE07
	C-O to R-18	2.4	A-4267		
	C-S-C to R-18	0.5	SE-1147	1965	
	Total	9			
Discussion: Rezoning from the C-2, C-O, and C-S-C Zones to the R-18 Zone will allow for redevelopment of these properties with medium-density, multifamily residential uses. The new development will help implement the plan's vision of an attractive multifamily residential community along Annapolis Road (MD 450) between Veterans Parkway (MD 410) and Riverdale Road.					
Use	**Address**	**Location**	**Legal Description**		**Tax Account**
Car dealership	7710 ANNAPOLIS RD, HYATTSVILLE, MD 20784-0000	051E1	CHRYSLERS, IMPSPARCEL B MTC 10-0454, Parcel B		2257087
Car dealership	7666 ANNAPOLIS RD, HYATTSVILLE, MD 20784-0000	051E1	IMPSNR LANHAM, Parcel: 122		2200483
Gas station	7666 ANNAPOLIS RD, HYATTSVILLE, MD 20784-0000	051E1	WEST LANHAM ESTATES-CROWNS ADDN, IMPSPARCEL A PTA 1207-09, Parcel 12		2198257
Church	7731 FINNS LN, LANHAM, MD 20706-0000	051F1	TIMBERLAKE, Parcel D		2257095
Commercial	7729 FINNS LN, LANHAM, MD 20706-0000	051F1	Parcel: 23		2201937
Commercial	7729 FINNS LN, LANHAM, MD 20706-0000	051F1	Parcel: 22		2201945
Commercial	7729 FINNS LN, LANHAM, MD 20706-0000	051F1	Parcel: 22		2201945



Change Number 7 (see zoning changes on preceding page)

Change Number	Zoning Change	Area of Change (acres)	Approved SMA/ZMA/SE		200' Scale Index Map
			Number	Date	
8	R-55 to R-18 C-S-C to R-18 Total	0.8 3.3 4.1	SE-1288 SE-3546 SE-3542 SE-3838	1999	206NE07
Discussion: Rezoning from the C-S-C and R-55 Zones to the R-18 Zone will allow for redevelopment of these properties with higher-density, multifamily residential uses. The new development will help implement the plan's vision of an attractive multifamily residential community along Annapolis Road (MD 450) between Veterans Parkway (MD 410) and Riverdale Road.					
Use	**Address**	**Location**	**Legal Description**		**Tax Account**
Radio Shack and parking lot	7700 FREDERICK RD, HYATTSVILLE, MD 20784-0000	051E1	WEST LANHAM HILLS, Block: 103, LOTS 18 & 19		2178747
Gas station	7703 ANNAPOLIS RD, HYATTSVILLE, MD 20784-0000	051F1	LANHAM KNOLLS- GENTILES ADDN, PARCEL A EX 297 SQ FT		2204816
House	7702 GARRISON RD, HYATTSVILLE, MD 20784-0000	051F1	ARDWICK-MITCHELLS SUB-RESUB, Block: 66, Lot: 22		3240462
House	7704 GARRISON RD, HYATTSVILLE, MD 20784-0000	051F1	ARDWICK-MITCHELLS SUB-RESUB, Block: 66, Lot: 21		3240454
House	7706 GARRISON RD, HYATTSVILLE, MD 20784-0000	051F1	ARDWICK-MITCHELLS SUB-RESUB, Block: 66, Lot: 20		3240447
Undeveloped	GARRISON RD, HYATTSVILLE, MD 20784-0000	051F1	ARDWICK-MITCHELLS SUB, PT LTS 2 & 3 (AREA CHG PER SURVEY 94) PTA 604-09 7/1/09, Block: 66		2209617
One Stop commercial	7705 ANNAPOLIS RD, LANHAM, MD 20706-0000	051F1	LANHAM KNOLLS, .067A EQ ABND PT FOX HALL DR, Block: A, Lot: 2		2169878
Popeye's	7711 ANNAPOLIS RD, LANHAM, MD 20706-0000	051F1	LANHAM KNOLLS, LOT 1 EX 4811 SF ADJ NE LINE LOT 2, Block: A		2237923
Popeye's	ANNAPOLIS RD, LANHAM, MD 20706-0000	051F1	LANHAM KNOLLS, 30 SQFT LOT 1 ADJ NE LINE LOT 2, Block: A		2169886
Tailor/Dry Cleaners	7405 HARKINS RD, LANHAM, MD 20706-0000	051F1	LANHAM KNOLLS, L6177 F719, Block: A, Lot: 3		2222727
KFC	7731 ANNAPOLIS RD, LANHAM, MD 20706-0000	051F1	LANHAM KNOLLS, LOT 15 EX 1032 SQ FT TO PG CO, Block: B		2248698
KFC	000000 HARKINS RD, LANHAM, MD 20706-0000	051F1	LANHAM KNOLLS, LOT 14 EX 350 SF TO PG CO, Block: B		2248680
KFC	HARKINS RD, LANHAM, MD 20706-0000	051F1	LANHAM KNOLLS, PT LT 11 EX 151 SF LOT 12 EX 350 SF & LOT 13 EX 350 SF TO PG CO, Block: B		2248672
Gas station and convenience store	ANNAPOLIS RD, LANHAM, MD 20706-0000	051F1	WEST LANHAM, Block: B, Lot: 1		2212066
Gas station and convenience store	ANNAPOLIS RD, LANHAM, MD 20706-0000	051F1	WEST LANHAM, Block: B, Lot: 2		2212074
Gas station and convenience store	7735 ANNAPOLIS RD, LANHAM, MD 20706-0000	051F1	WEST LANHAM, Block: B, Lot: 3		2212058

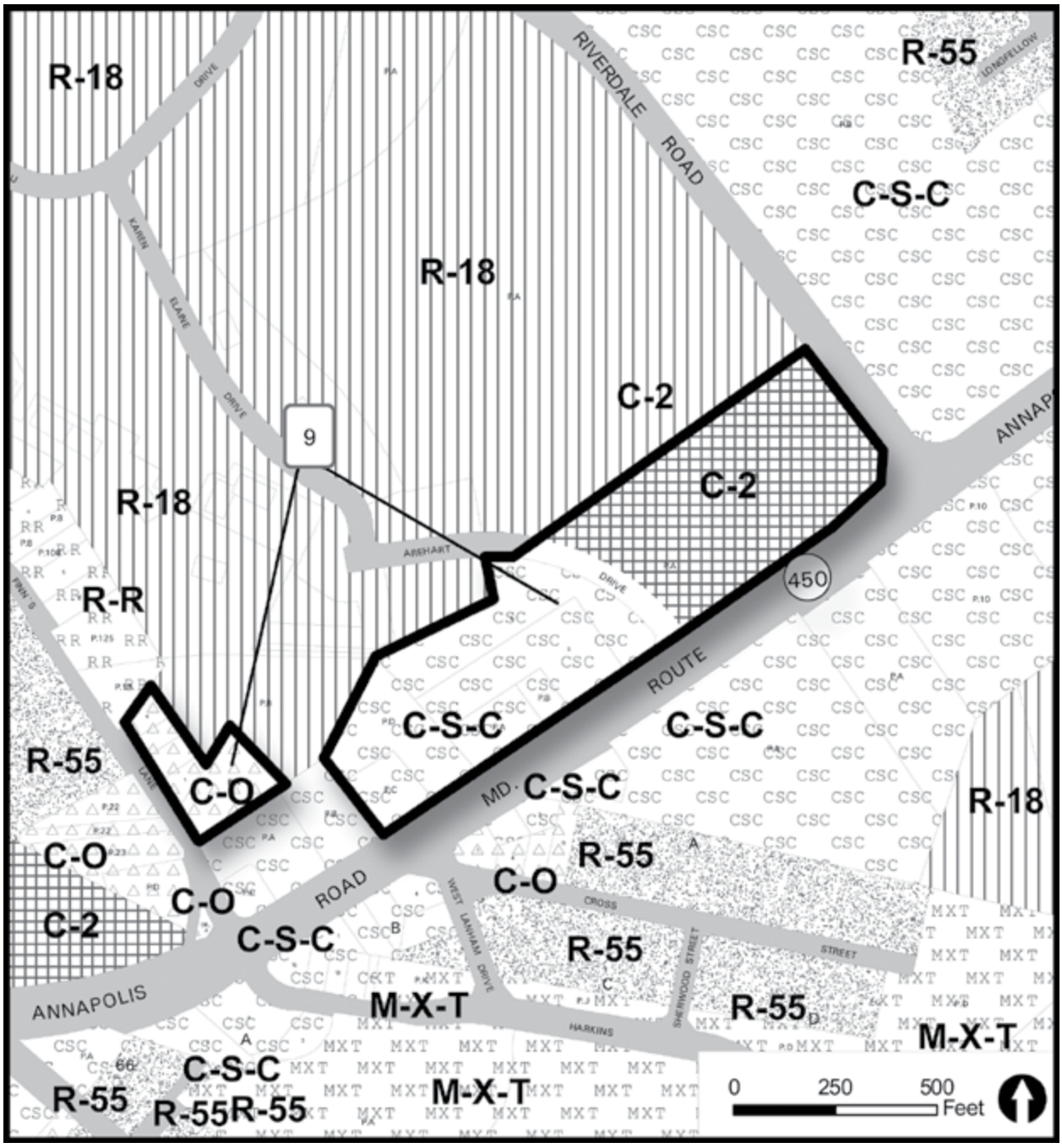


Change Number 8 (see zoning changes on preceding page)

Change Number	Zoning Change	Area of Change (acres)	Approved SMA/ZMA/SE		200' Scale Index Map
			Number	Date	
9	C-2 to R-10	6.351258	SE-3808		205NE07 206NE07
	C-O to R-10	8.224456	SE-1330		
	C-S-C to R-10	1.408454	SE-3947		
	Total	15.984168	SE-1238		

Discussion: Rezoning from the C-2, C-O, and C-S-C Zones to the R-10 Zone will allow for redevelopment of these properties with high-density, multifamily residential uses. The new development will help implement the plan's vision of an attractive multifamily residential community along Annapolis Road (MD 450) between Veterans Parkway (MD 410) and Riverdale Road.

Use	Address	Location	Legal Description	Tax Account
Office	7740 FINNS LN, LANHAM, MD 20706-0000	043F4	FINIANS COURT- PINE INVESTMENT CORPORATION ADDN, PARCEL A	2200459
Office	7726 FINNS LN, LANHAM, MD 20706-0000	043F4	FINIANS COURT- PINE INVESTMENT CORPORATION ADDN, IMPSPARCEL A	2248045
Prince George's County parking lot	FINNS LN, LANHAM, MD 20706-0000	043F4	FINIANS COURT, Lot: 1	2274728
Prince George's County parking lot	FINNS LN, LANHAM, MD 20706-0000	043F4	FINIANS COURT, Lot: 2	2274736
Undeveloped / street	7718 FINNS LN, LANHAM, MD 20706-0000	043F4	Parcel B	2270775
Prince George's County office	FINNS LN, LANHAM, MD 20706-0000	043F4	FINIANS COURT, Lot: 3	Not available
Gas station and service center	7750 ANNAPOLIS RD, LANHAM, MD 20706-0000	043F4	SUNOCO OF PA- RESUB, IMPSPARCEL C	2267847
Laundromat	7800 ANNAPOLIS RD, LANHAM, MD 20706-0000	043F4	SUNOCO OF PA- RESUB, IMPSPARCEL D	2267839
Retail	7900 ANNAPOLIS RD, LANHAM, MD 20706-0000	043F4	ANNAPOLIS ROAD HUMBLE OIL & REFIN CO PROP, PARCEL A TDT S/B 7/2/96 L10878 F056	2199701
Retail	7970 ANNAPOLIS RD, LANHAM, MD 20706-0000	043F4	CARROLLTON REALTY SUB, Lot: 5	2182590
Liquor store	7904 ANNAPOLIS RD, LANHAM, MD 20706-0000	043F4	ANNAPOLIS ROAD HUMBLE OIL & REFIN CO PROP, .2237 AC EQ PT PAR B	2171403
Car rental	7998 ANNAPOLIS RD, HYATTSVILLE, MD 20784-0000	043F4	CARROLLTON REALTY SUB, CERT OF CONVEYANCE 7/28/09, Lot: 6	2182608
Car dealership	8100 ANNAPOLIS RD, HYATTSVILLE, MD 20784-0000	043F4	BURTON SUBDIVISION, PARCEL A	2180891

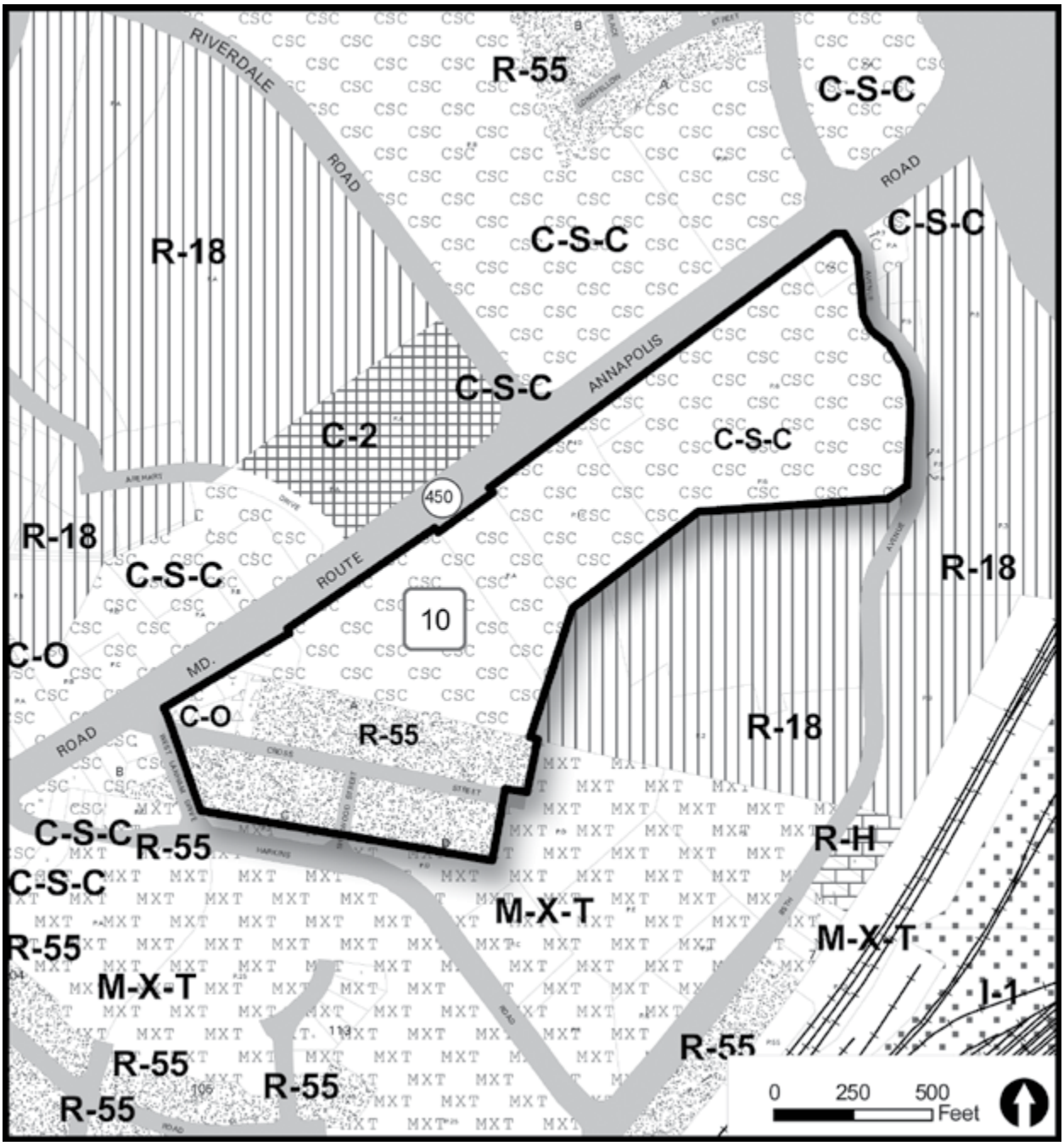


Change Number 9 (see zoning changes on preceding page)

Change Number	Zoning Change	Area of Change (acres)	Approved SMA/ZMA/SE		200' Scale Index Map
			Number	Date	
10	R-55 to M-X-T C-O to M-X-T C-S-C to M-X-T Total	7.8 0.7 27.8 36.3	SE-3486 SE-1632 SE-529 SE-3554 SE-548 SE-2169 SE-1629 SE-3095 SMA	1969 1994	206NE07 207NE07
Discussion: Rezoning from the R-55, C-O, and C-S-C Zones to the M-X-T Zone will allow for redevelopment of these properties with mixed commercial and retail uses. The new development will help implement the plan's vision of an attractive, pedestrian-friendly, mixed-use commercial district along Annapolis Road (MD 450) between West Lanham Drive/Harkins Road and 85th Avenue.					
Use	**Address**	**Location**	**Legal Description**		**Tax Account**
Gas station and convenience store	8461 ANNAPOLIS RD, HYATTSVILLE, MD 20784-0000	044A4	BECKETT PROPERTY, PARCEL A		2184471
Shopping center	8301 ANNAPOLIS RD, HYATTSVILLE, MD 20784-0000	044A4	CARROLLAN, PARCEL 6		2193860
Gas station and service center	8309 ANNAPOLIS RD, HYATTSVILLE, MD 20784-0000	044A4	DOWNES PROPERTY, PARCEL EQ 19600.00 SQ FT		2221141
Bank and drugstore	8201 ANNAPOLIS RD, HYATTSVILLE, MD 20784-0000	044A4	CARROLLAN, PARCEL 10 (ENTIRE IMPS RAZED FOR 4/1/03) (TOWN ANNEX 06)		2184109
Church	8001 ANNAPOLIS RD, HYATTSVILLE, MD 20784-0000	043F4	EPISCOPAL CHURCH PROPERTY, PARCEL A		2254696
Shopping center	7933 ANNAPOLIS RD, LANHAM, MD 20706-0000	043F4	DEFENSE SHOPPING CENTER, PARCEL A		2219715
Auto-related service	7911 ANNAPOLIS RD, LANHAM, MD 20706-0000	043F4	STEUART PETROLEUM CO PROPERTY, PARCEL EQ 13721 SQ FT		2262152
Fast food	7903 ANNAPOLIS RD, LANHAM, MD 20706-0000	051F1	WEST LANHAM, LOTS 2 & 3 LIBER 7666 FOLIO 90 & 93 L 7760 F 285		2172161
Office and parking lot	7901 ANNAPOLIS RD, LANHAM, MD 20706-0000	051F1	WEST LANHAM, Block: A, LOT 1,4,5,6		2209187
Undeveloped	7708 CROSS ST, LANHAM, MD 20706-0000	051F1	WEST LANHAM, (ENT IMPS RAZED 3/1/09), Block: A, Lot: 7		2269892
Undeveloped	7710 CROSS ST, LANHAM, MD 20706-0000	051F1	WEST LANHAM, (ENT IMPS RAZED 3/1/09), Block: A, Lot: 8		2207397
Undeveloped	7712 CROSS ST, LANHAM, MD 20706-0000	051F1	WEST LANHAM, (ENT IMPS RAZED 3/1/09), Block: A, Lot: 9		2211381
Undeveloped	7714 CROSS ST, LANHAM, MD 20706-0000	051F1	WEST LANHAM, (ENT IMPS RAZED 3/1/09), Block: A, Lot: 10		2199941

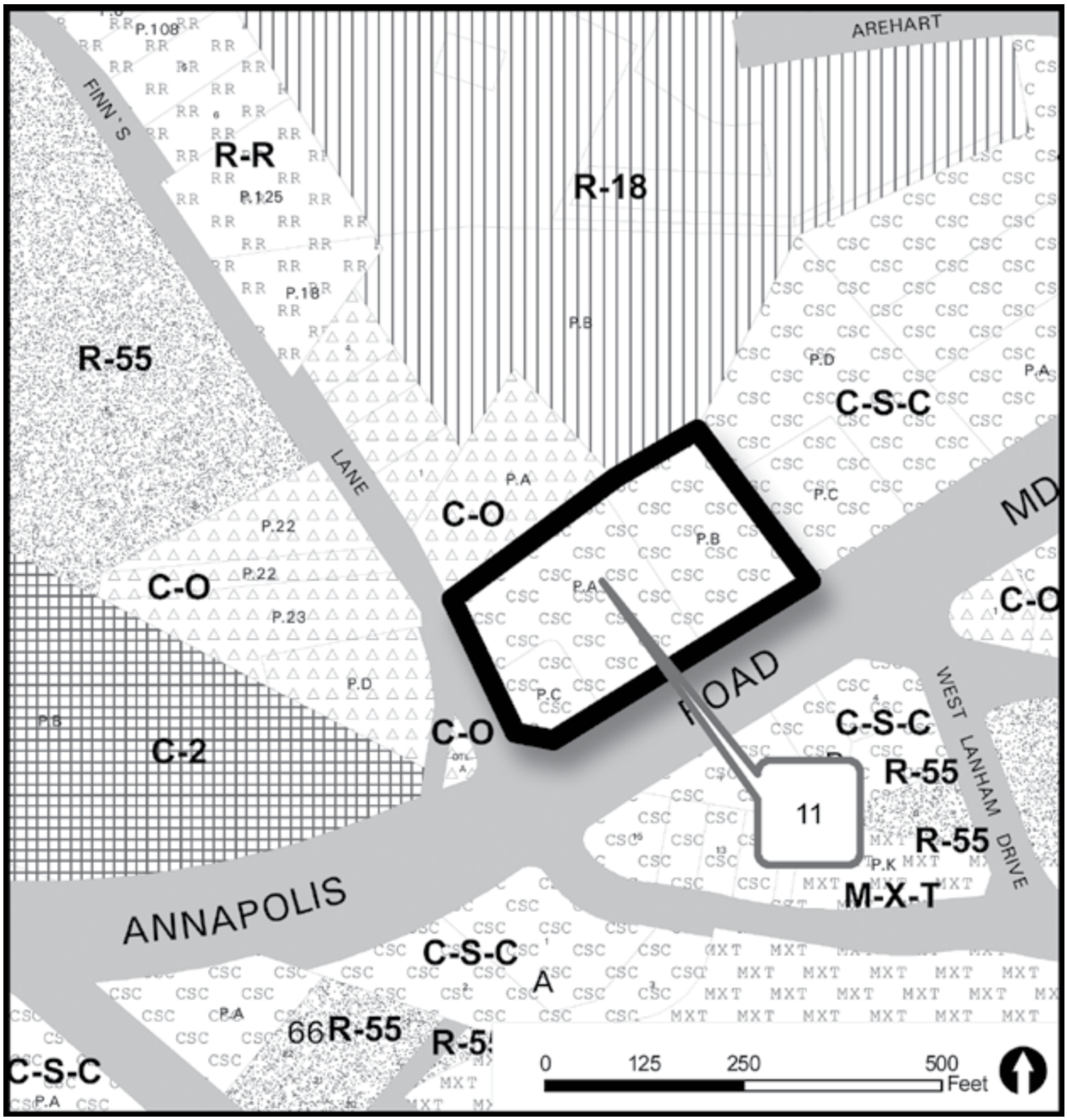
Undeveloped	7716 CROSS ST, LANHAM, MD 20706-0000	051F1	WEST LANHAM, (ENT IMPS RAZED 3/1/09), Block: A, Lot: 11	2221778
House	7800 CROSS ST, LANHAM, MD 20706-0000	051F1	WEST LANHAM, Block: A, Lot: 12	2213189
Undeveloped	7802 CROSS ST, LANHAM, MD 20706-0000	051F1	WEST LANHAM, (ENT IMPS RAZED 3/1/09), Block: A, Lot: 13	2173896
Undeveloped	7804 CROSS ST, LANHAM, MD 20706-0000	051F1	WEST LANHAM, (ENTIRE IMPS RAZED 12/1/08), Block: A, Lot: 14	2270577
Undeveloped	7808 CROSS ST, LANHAM, MD 20706-0000	051F1	WEST LANHAM, Block: A, Lot: 15	2226074
Undeveloped	7808 CROSS ST, LANHAM, MD 20706-0000	051F1	WEST LANHAM, (ENTIRE IMPS RAZED 12/1/08), Block: A, Lot: 16	2226066
Undeveloped	7810 CROSS ST, LANHAM, MD 20706-0000	051F1	WEST LANHAM, (ENTIRE IMPS RAZED 12/1/08), Block: A, Lot: 17	2253219
Undeveloped	7812 CROSS ST, LANHAM, MD 20706-0000	052A1	WEST LANHAM, (ENTIRE IMPS RAZED 12/1/08), Block: A, Lot: 18	2210441
Undeveloped	7814 CROSS ST, LANHAM, MD 20706-0000	052A1	WEST LANHAM, (ENTIRE IMPS RAZED 12/1/08), Block: A, Lot: 19	2202026
Undeveloped	7813 CROSS ST, LANHAM, MD 20706-0000	052A1	WEST LANHAM, (ENTIRE IMPS RAZED 1/1/09), Block: D, Lot: 7	2251759
Undeveloped	7811 CROSS ST, LANHAM, MD 20706-0000	051F1	WEST LANHAM, (ENTIRE IMPS RAZED 1/1/09), Block: D, Lot: 6	2204741
Undeveloped	7809 CROSS ST, LANHAM, MD 20706-0000	051F1	WEST LANHAM, (ENTIRE IMPS RAZED 1/1/09), Block: D, Lot: 5	2204733
Undeveloped	7807 CROSS ST, LANHAM, MD 20706-0000	051F1	WEST LANHAM, (ENTIRE IMPS RAZED 1/1/09), Block: D, Lot: 4	2227049
Undeveloped	7805 CROSS ST, LANHAM, MD 20706-0000	051F1	WEST LANHAM, (ENTIRE IMPS RAZED 1/1/09), Block: D, Lot: 3	2177798
Undeveloped	7801 CROSS ST, LANHAM, MD 20706-0000	051F1	WEST LANHAM, LTS 1 & 2 (ENT IMPS RAZED 3/1/09)	2245298
Undeveloped	CROSS ST, LANHAM, MD 20706-0000	051F1	WEST LANHAM, Block: C, Lot: 9	2192581
Undeveloped	7715 CROSS ST, LANHAM, MD 20706-0000	051F1	WEST LANHAM, (ENT IMPS RAZED 3/1/09) Block: C, Lot: 8	2192573
Undeveloped	7711 CROSS ST, LANHAM, MD 20706-0000	051F1	WEST LANHAM, (ENT IMPS RAZED 3/1/09) Block: C, Lot: 7	2173961
Undeveloped	7709 CROSS ST, LANHAM, MD 20706-0000	051F1	WEST LANHAM, (ENT IMPS RAZED 3/1/09) Block: C, Lot: 6	2273076
Undeveloped	7707 CROSS ST, LANHAM, MD 20706-0000	051F1	WEST LANHAM, (ENT IMPS RAZED 3/1/09) Block: C, Lot: 5	2219814

Undeveloped	CROSS ST, LANHAM, MD 20706-0000	051F1	WEST LANHAM, LTS 3 & 4	2209278
Undeveloped	7703 CROSS ST, LANHAM, MD 20706-0000	051F1	WEST LANHAM, (ENT IMPS RAZED 3/1/09) Block: C, Lot: 2	2209260
Undeveloped	7701 CROSS ST, LANHAM, MD 20706-0000	051F1	WEST LANHAM, (ENT IMPS RAZED 3/1/09) Block: C, Lot: 1	2209328



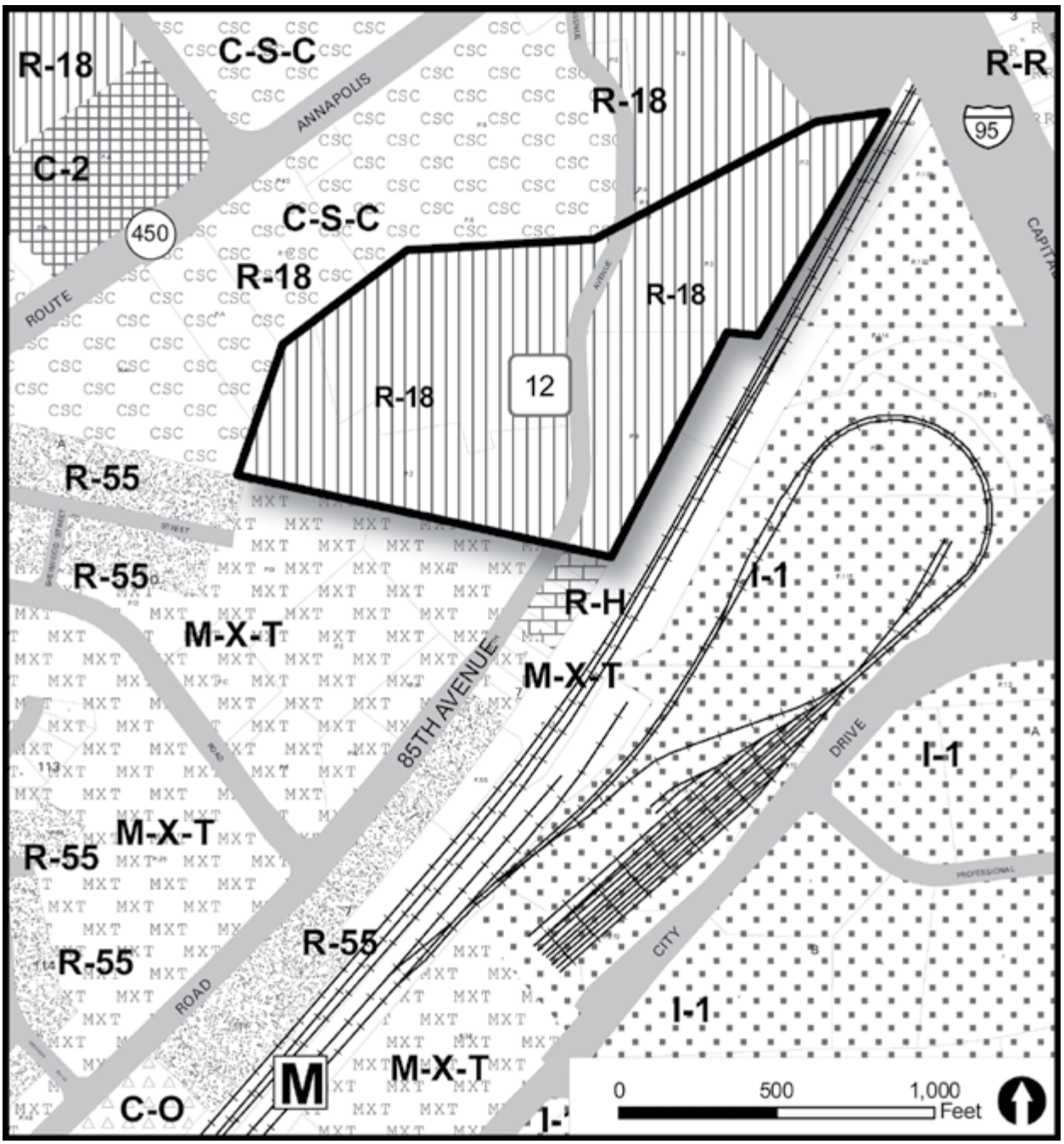
Change Number 10 (see zoning changes on preceding pages)

Change Number	Zoning Change	Area of Change (acres)	Approved SMA/ZMA/SE		200' Scale Index Map
			Number	Date	
11	C-S-C to M-X-T	1.5	N/A	N/A	206NE07
Discussion: Rezoning from the C-S-C Zone to the M-X-T Zone will allow for redevelopment of these properties with mixed residential, retail, and office uses. The new development will help implement the plan's vision of an attractive, pedestrian-friendly mixed-use residential district along Annapolis Road (MD 450) between Finn's Lane and West Lanham Drive.					
Use	**Address**	**Location**	**Legal Description**		**Tax Account**
Check cashing / money transfer	7732 ANNAPOLIS RD, LANHAM, MD 20706-0000	051F1	TIMBERLAKE PROP, PT PARCEL A & PARCEL C EX 993 SF NAME COR PER DEED L4934 F514		2178234
Convenience store / pawn shop	7734 ANNAPOLIS RD, LANHAM, MD 20706-0000	051F1	TIMBERLAKE PROP, PT PARCEL A NAME CORR PER DEED L4934 F514		2178192
Dry cleaners / auto service center	7740 ANNAPOLIS RD, LANHAM, MD 20706-0000	051F1	TIMBERLAKE PROP, PT PARCEL B NAME CORR PER DEED L4934 F514		2178184



Change Number 11 (see zoning changes on preceding page)

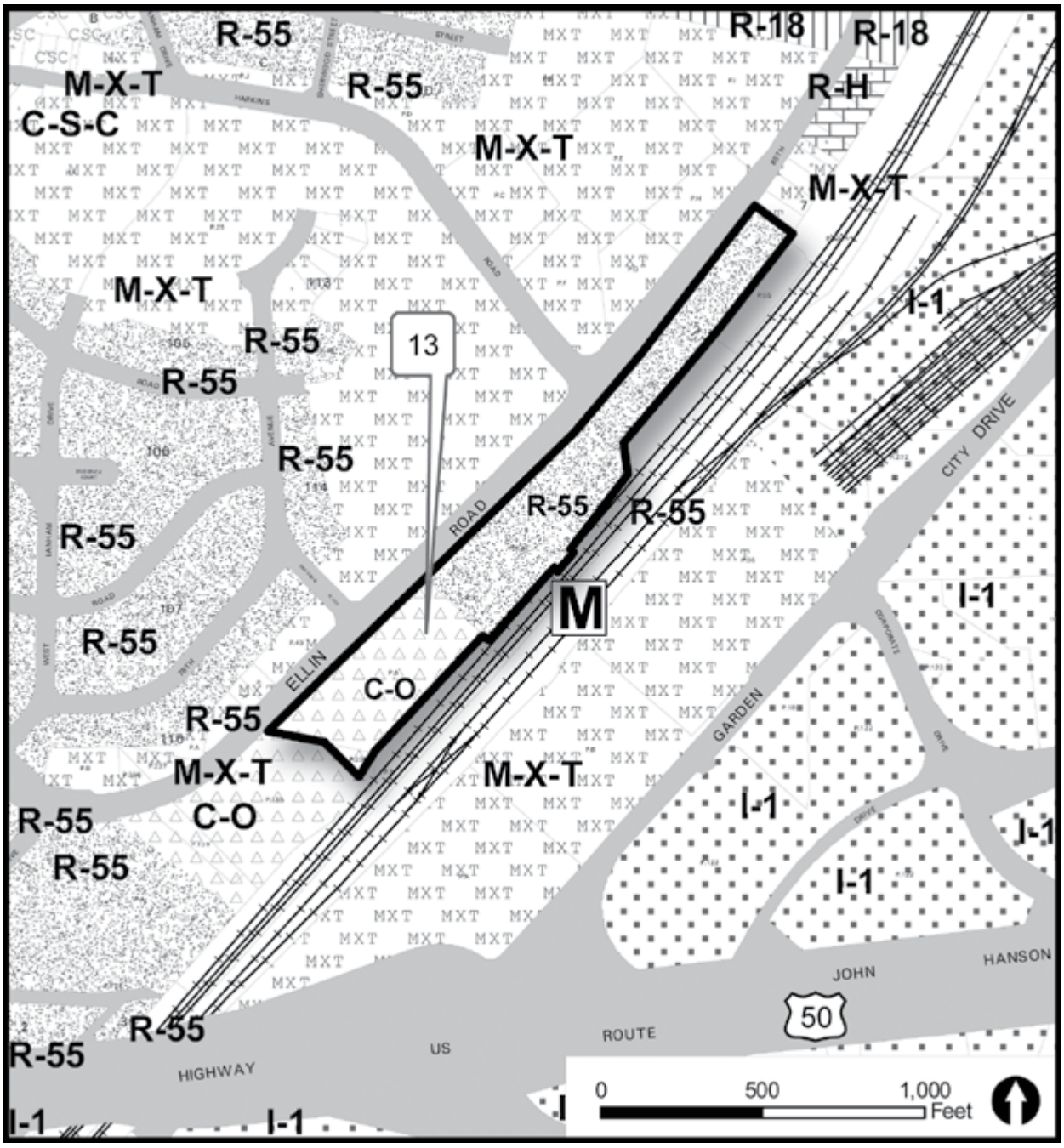
Change Number	Zoning Change	Area of Change (acres)	Approved SMA/ZMA/SE		200' Scale Index Map
			Number	Date	
12	R-18 to M-X-T	29.4	N/A	N/A	206NE07 207NE07
Discussion: Rezoning from the R-18 Zone to the M-X-T Zone will allow for redevelopment of these properties with mixed residential and limited commercial uses. The new development will help implement the plan's vision of an attractive and pedestrian-friendly neighborhood in North Hillside.					
Use	**Address**	**Location**	**Legal Description**		**Tax Account**
Multi-family	5309 85TH AVE, HYATTSVILLE, MD 20784-0000	044A4	CARROLLAN, PARCEL 3		2218154
Multi-family	5289 85TH AVE, HYATTSVILLE, MD 20784-0000	044A4	CARROLLAN, PARCEL 9		2258234
Multi-family	5306 85TH AVE, HYATTSVILLE, MD 20784-0000	052A1	CARROLLAN, PT PAR 2 EQ 7.6177 AC		2180008
Multi-family	5400-5464 85TH AVE, HYATTSVILLE, MD 20784-0000	044A4	CARROLLAN GARDENS CONDO		225 condominium units



Change Number 12 (see zoning changes on preceding page)

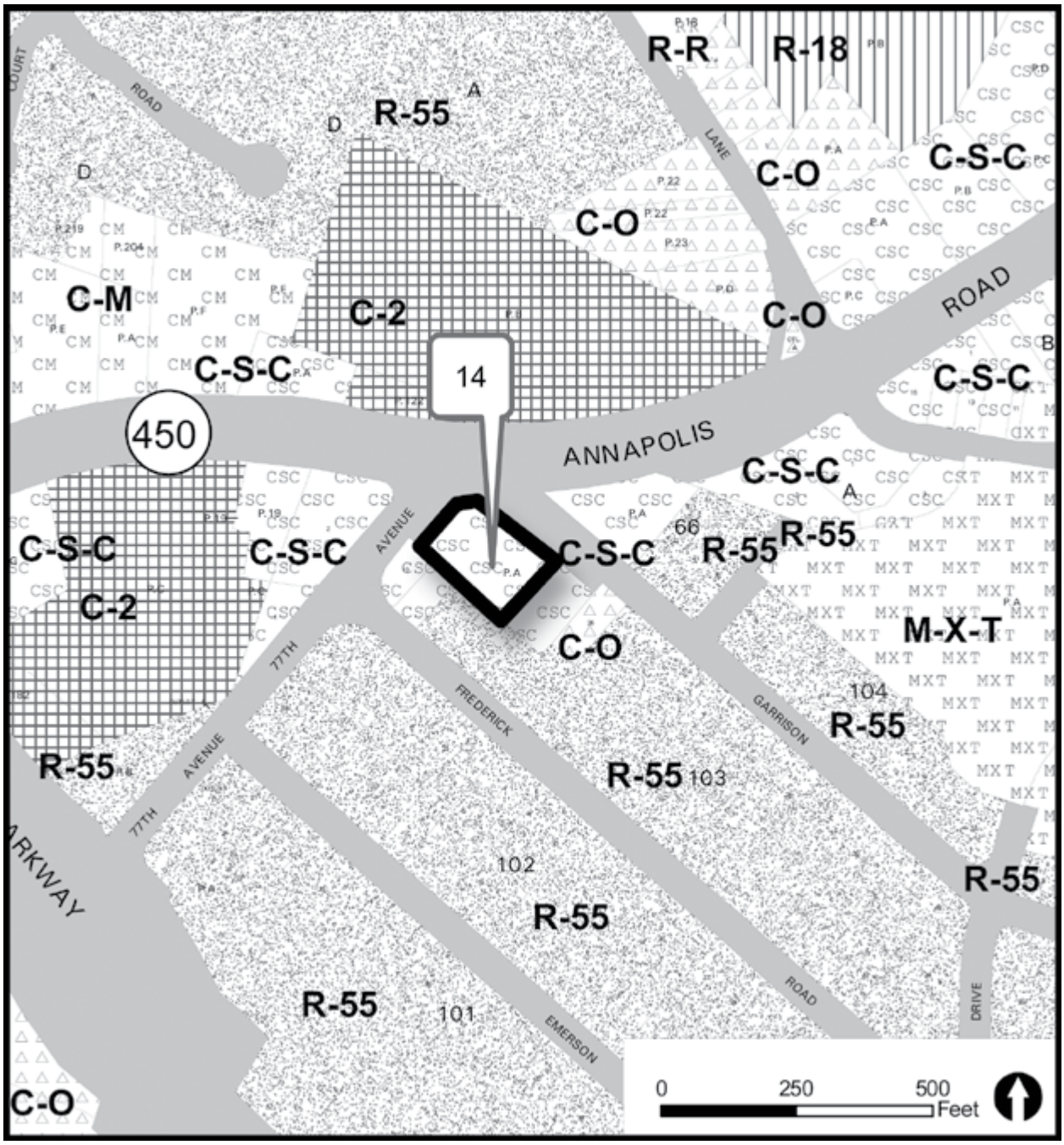
Change Number	Zoning Change	Area of Change (acres)	Approved SMA/ZAPS/SE		200' Scale Index Map
			Number	Date	
13	R-55 to M-X-T C-O to M-X-T Total	6.2 3.8 10.0	TDOZMA	1989	206NE07
Discussion: Rezoning from the R-18 and C-O Zones to the M-X-T Zone will allow for redevelopment of these properties with mixed high-rise commercial and retail uses along with a new intermodal transit plaza. The new development will help implement the plan's vision of a distinctive mixed-use urban place and intermodal transportation center at the Metro station.					
Use	**Address**	**Location**	**Legal Description**		**Tax Account**
Undeveloped (public utility)	ELLIN RD, HYATTSVILLE, MD 20784-0000	051F2	PUBLIC UTILITY OPERATING PROPERTY, Parcel: 230		2249308
Substation	ELLIN RD, HYATTSVILLE, MD 20784-0000	051F2	POTOMAC ELECTRIC POWER CO PROPERTY, PARCEL A EX .1603 AC PUBLIC UTILITY OPER PROPERTY		2249282
Substation	ELLIN RD, HYATTSVILLE, MD 20784-0000	051F2	POTOMAC ELECTRIC POWER CO PROPERTY, PART OF PARCEL A		2249290
Undeveloped (public utility)	ELLIN RD, HYATTSVILLE, MD 20784-0000	051F2	.5228AC BET SEC5.6 WEST LANHAM HILLS &PAR R PUB UTLTY OPER PROP, Parcel: 31		2249274
New Carrollton Metro station	ELLIN RD, HYATTSVILLE, MD 20784-0000	052A2	2.0987 AC BET SEC 5.6 WEST LANHAM HILLS & PA RR, Parcel: 220		2227957
New Carrollton Metro station parking lot	ELLIN RD, LANHAM, MD 20706-0000	052A1	WEST LANHAM HILLS, LIBER 5112 FOLIO 239, Block: 7, Lot: 27		2205342
New Carrollton Metro station parking lot	ELLIN RD, LANHAM, MD 20706-0000	052A1	WEST LANHAM HILLS, LIBER 5112 FOLIO 239, Block: 7, Lot: 26		2205334
New Carrollton Metro station parking lot	ELLIN RD, LANHAM, MD 20706-0000	052A1	WEST LANHAM HILLS, LIBER 5112 FOLIO 239, Block: 7, Lot: 25		2205326
New Carrollton Metro station parking lot	ELLIN RD, LANHAM, MD 20706-0000	052A1	WEST LANHAM HILLS, LIBER 5112 FOLIO 239, Block: 7, Lot: 24		2205318
New Carrollton Metro station parking lot	ELLIN RD, LANHAM, MD 20706-0000	052A1	WEST LANHAM HILLS, LIBER 5112 FOLIO 239, Block: 7, Lot: 23		2205300
New Carrollton Metro station parking lot	ELLIN RD, LANHAM, MD 20706-0000	052A1	WEST LANHAM HILLS, LIBER 5112 FOLIO 239, Block: 7, Lot: 22		2205292
New Carrollton Metro station parking lot	ELLIN RD, LANHAM, MD 20706-0000	052A1	WEST LANHAM HILLS, LIBER 5112 FOLIO 239, Block: 7, Lot: 21		2205284
New Carrollton Metro station parking lot	ELLIN RD, LANHAM, MD 20706-0000	052A1	WEST LANHAM HILLS, LIBER 5112 FOLIO 239, Block: 7, Lot: 20		2205276
New Carrollton Metro station parking lot	ELLIN RD, LANHAM, MD 20706-0000	052A1	WEST LANHAM HILLS, LIBER 5112 FOLIO 239, Block: 7, Lot: 19		2205268
New Carrollton Metro station parking lot	ELLIN RD, LANHAM, MD 20706-0000	052A1	WEST LANHAM HILLS, LIBER 5112 FOLIO 239, Block: 7, Lot: 18		2205250
New Carrollton Metro station parking lot	ELLIN RD, LANHAM, MD 20706-0000	052A1	WEST LANHAM HILLS, LIBER 5112 FOLIO 239, Block: 7, Lot: 17		2205243
New Carrollton Metro station parking lot	ELLIN RD, LANHAM, MD 20706-0000	052A1	Parcel: 12		2205235
New Carrollton Metro station parking lot	000000 85TH AVE, HYATTSVILLE, MD 20784-0000	052A1	WEST LANHAM HILLS, LIBER 5112 FOLIO 239, Block: 7, Lot: 16		2205227
New Carrollton Metro station parking lot	ELLIN RD, LANHAM, MD 20706-0000	052A1	WEST LANHAM HILLS, LIBER 5112 FOLIO 239, Block: 7, Lot: 15		2205219
New Carrollton Metro station parking lot	ELLIN RD, LANHAM, MD 20706-0000	052A1	WEST LANHAM HILLS, LIBER 5112 FOLIO 239, Block: 7, Lot: 14		2205201

New Carrollton Metro station parking lot	ELLIN RD, LANHAM, MD 20706-0000	052A1	WEST LANHAM HILLS, LIBER 5112 FOLIO 239, Block: 7, Lot: 13	2205193
New Carrollton Metro station parking lot	ELLIN RD, LANHAM, MD 20706-0000	052A1	WEST LANHAM HILLS, LIBER 5112 FOLIO 239, Block: 7, Lot: 12	2205185
New Carrollton Metro station parking lot	ELLIN RD, LANHAM, MD 20706-0000	052A1	WEST LANHAM HILLS, LIBER 5112 FOLIO 239, Block: 7, Lot: 11	2205177
New Carrollton Metro station parking lot	ELLIN RD, LANHAM, MD 20706-0000	052A1	WEST LANHAM HILLS, LIBER 5112 FOLIO 239, Block: 7, Lot: 10	2205169



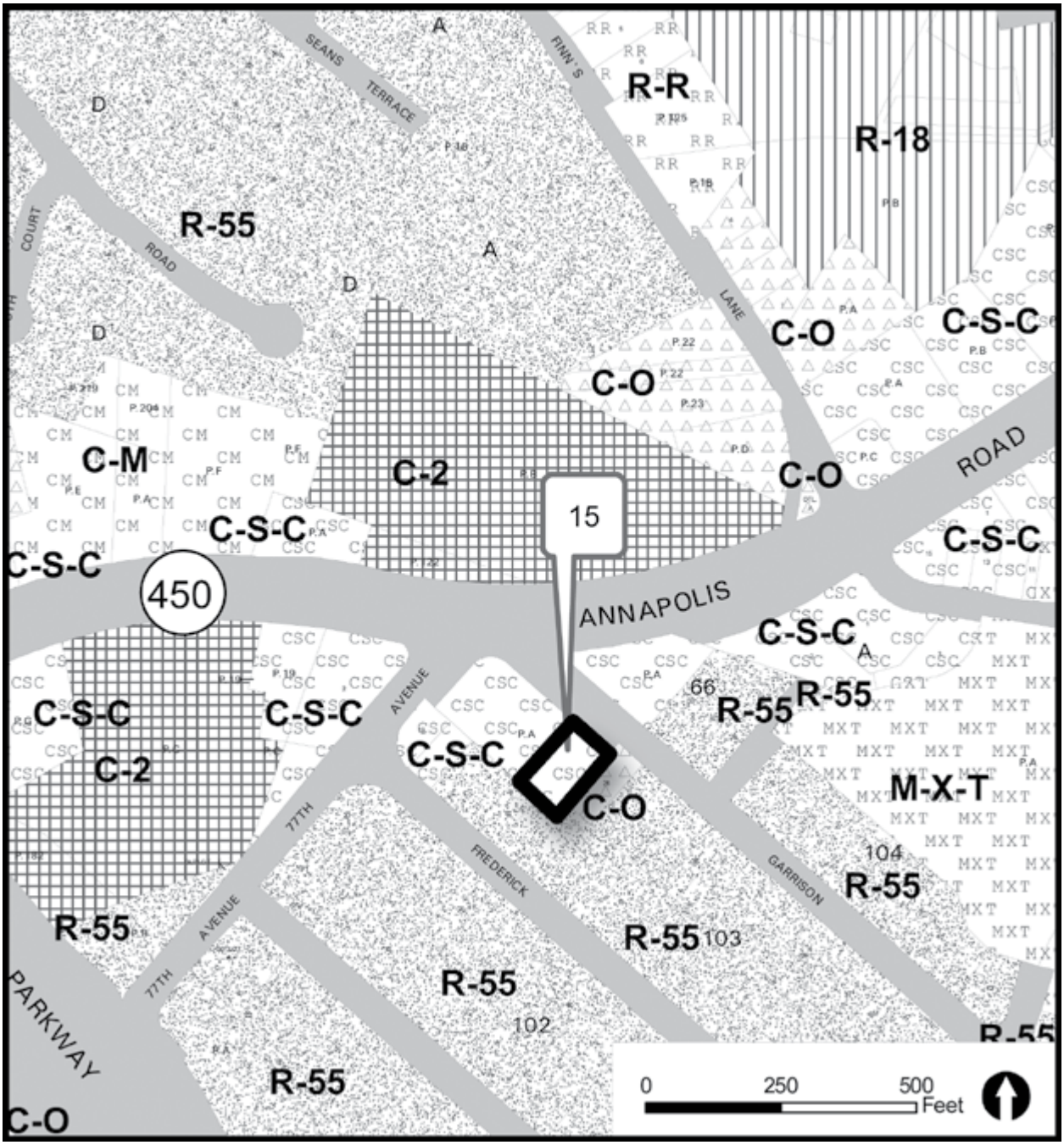
Change Number 13 (see zoning changes on preceding page)

Change Number	Zoning Change	Area of Change (acres)	Approved SMA/ZMA/SE		200' Scale Index Map
			Number	Date	
14	C-S-C to M-X-T	0.7	N/A	N/A	206NE07
Discussion: Rezoning from the C-S-C Zone to the M-X-T Zone will allow for redevelopment of these properties with mixed residential, retail, and office uses. The new development will help implement the plan's vision of an attractive, pedestrian-friendly mixed-use node along Annapolis Road (MD 450) at its intersection with 77th Avenue and Garrison Road.					
Use	**Address**	**Location**	**Legal Description**		**Tax Account**
Commercial	7701 GARRISON RD, HYATTSVILLE, MD 20784-0000	051E1	WEST LANHAM HILLS, NW PT PARCEL A, Block: 103		2204774
Commercial	7703 GARRISON RD, HYATTSVILLE, MD 20784-0000	051E1	WEST LANHAM HILLS, 18000 SQ FT ADJ NW PT PARCEL A, Block: 103		2212322



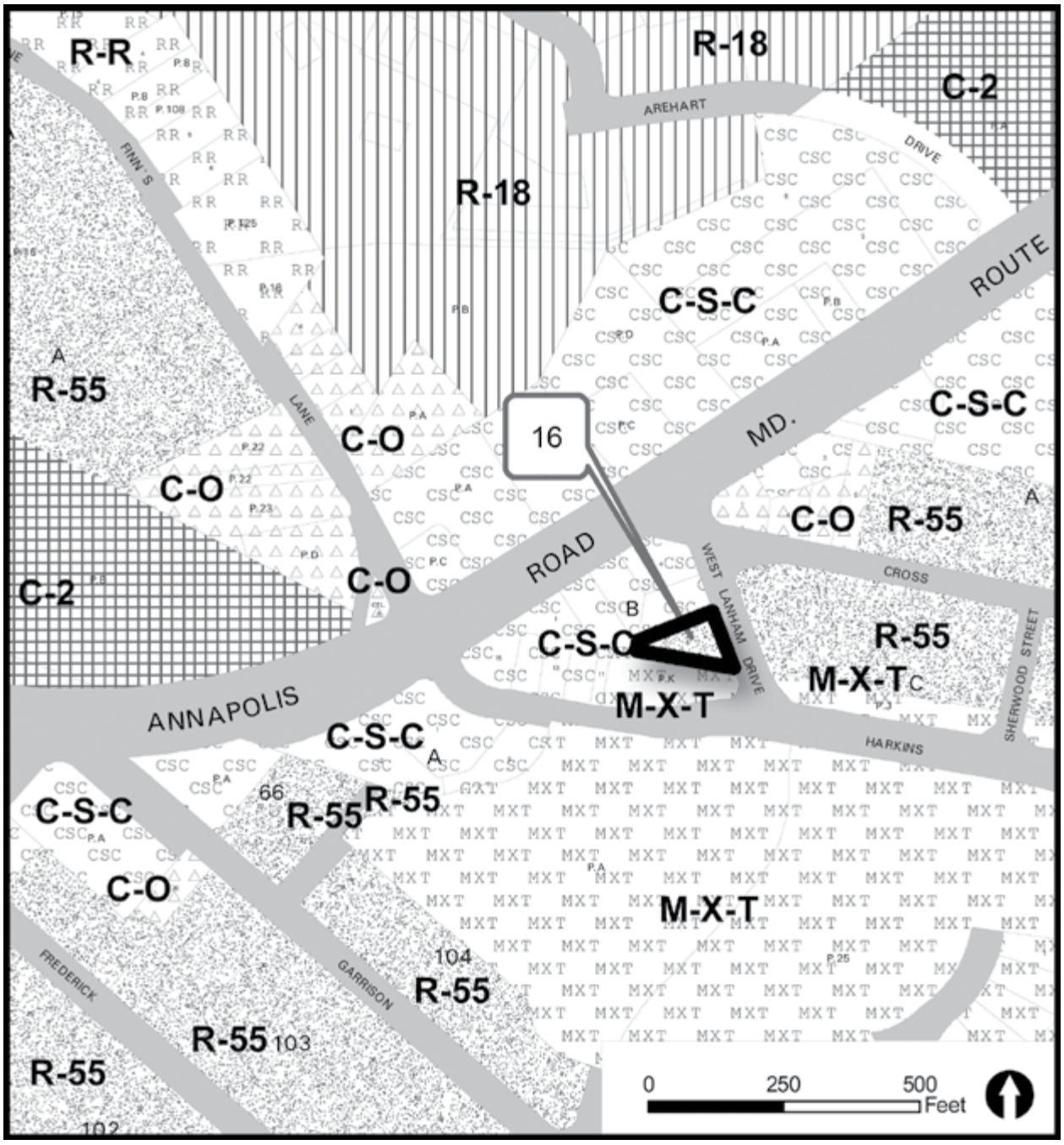
Change Number 14 (see zoning changes on preceding page)

Change Number	Zoning Change	Area of Change (acres)	Approved SMA/ZMA/SE		200' Scale Index Map
			Number	Date	
15	C-S-C to C-O	0.3	N/A	N/A	206NE07
Discussion: Rezoning from the C-S-C Zone to the C-O Zone will allow for an expansion of the existing office use on the adjacent C-O parcel. The new development will help implement the plan's vision of attractive, pedestrian-friendly, mixed-use commercial uses along Annapolis Road (MD 450) at its intersection with 77th Avenue and Garrison Road.					
Use	**Address**	**Location**	**Legal Description**		**Tax Account**
Parking Lot	GARRISON RD, HYATTSVILLE, MD 20784-0000	051E1	WEST LANHAM HILLS, 14925 SQFT EQ PT OF SE PT PAR A, Block: 103		2172476

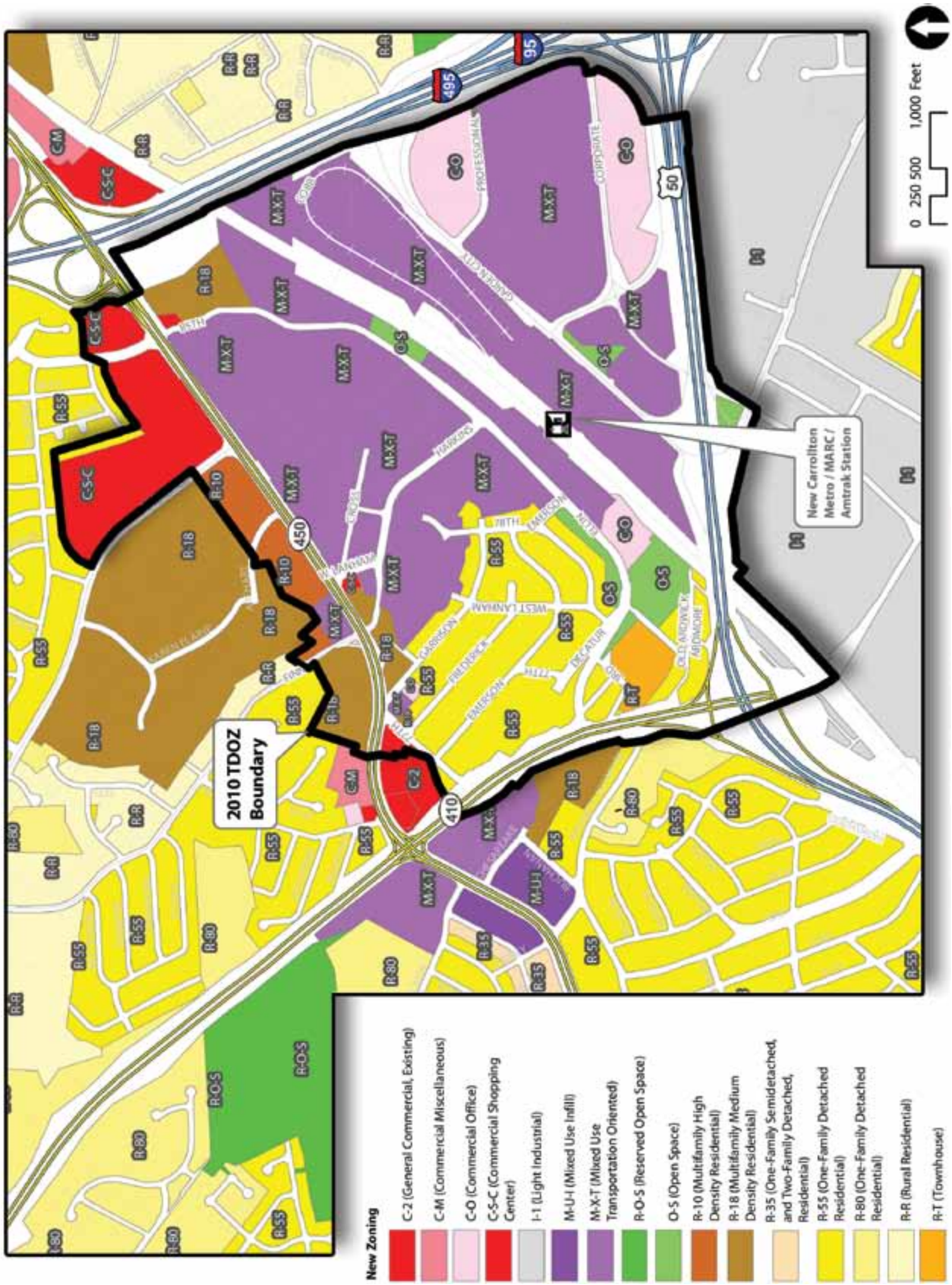


Change Number 15 (see zoning changes on preceding page)

Change Number	Zoning Change	Area of Change (acres)	Approved SMA/ZMA/SE		200' Scale Index Map
			Number	Date	
16	R-55 to M-X-T	0.2	N/A	N/A	206NE07
Discussion: Rezoning from the R-55 Zone to the M-X-T Zone will allow for redevelopment of this property with mixed residential, retail, and office uses. The new development will help implement the plan's vision of an attractive, pedestrian-friendly mixed-use district along Annapolis Road between 85th Avenue and West Lanham Drive.					
Use	**Address**	**Location**	**Legal Description**		**Tax Account**
Undeveloped land	5302 WEST LANHAM DR, LANHAM, MD 20706-0000	051F1	WEST LANHAM, (ENTIRE IMPS RAZED 4/1/09), Block: B, Lot: 6		2225423



Change Number 16 (see zoning changes on preceding page)



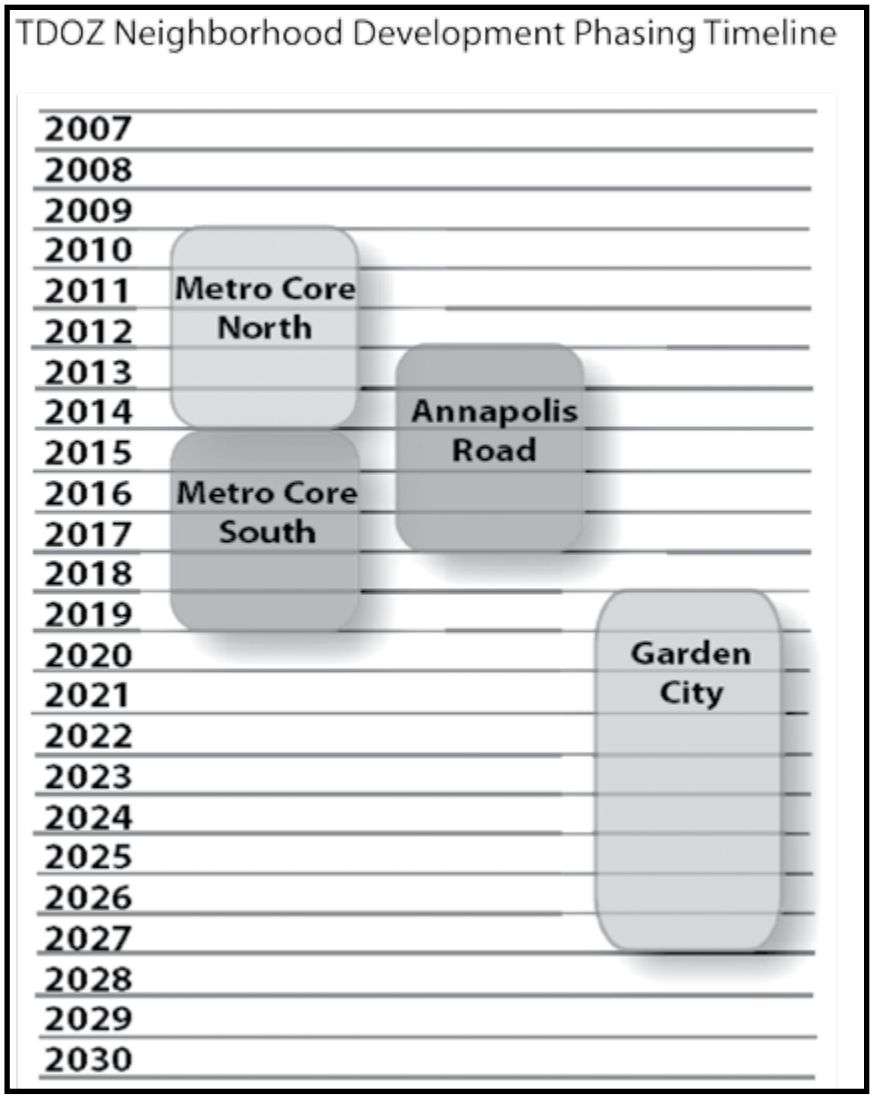
Map 18. Approved Zoning Map

Development Strategy

Phasing and Implementation

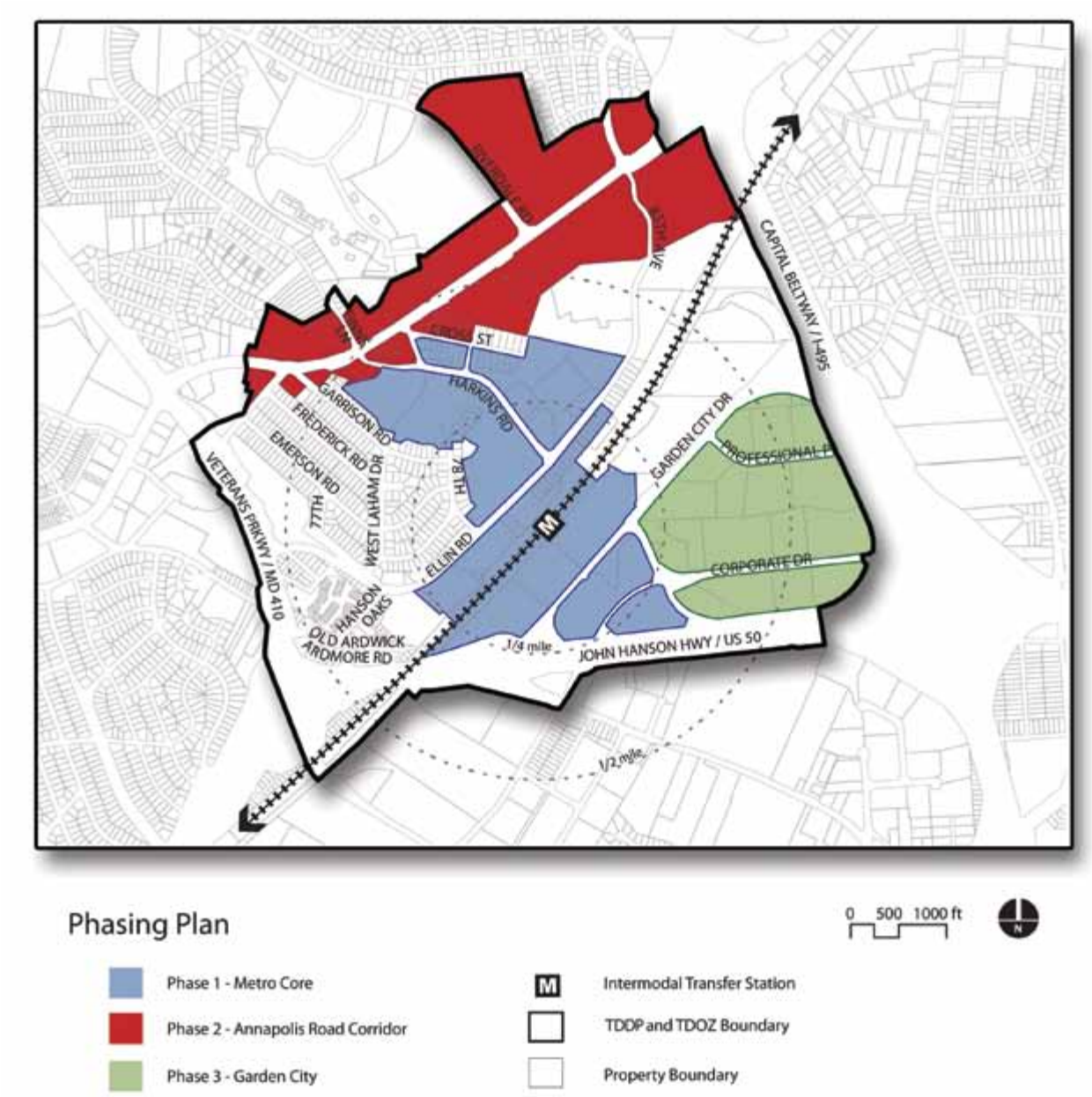
The New Carrollton TDDP envisions redevelopment of the Metro station area taking place over an 18- to 20-year period beginning in 2010. The sequence of development is projected to begin with the Metro Core (north side), followed by the Annapolis Road Corridor, Metro Core (south side), and Garden City. A critical part of the redevelopment of the TDOZ will be the renovation and upgrading of the Metro station itself to provide an enhanced pedestrian link between development on both of its sides.

The plan recognizes the WMATA Joint Development Program as the appropriate vehicle for the redevelopment of WMATA-owned joint development sites in the Metro Core area. In addition, the north portion of the Metro Core consists of several large parcels under a mixture of public and private ownership. For these reasons, the redevelopment of the north portion of the Metro Core area is seen as occurring first, generally between 2010 and 2015. The planned construction of the Purple Line light rail transit line beginning in 2013 or 2014 will further enhance the redevelopment of this area.



The Annapolis Road Corridor is seen as the next site of redevelopment activity, with redevelopment generally taking place between 2013 and 2018. The plan envisions spillover demand resulting from the ongoing redevelopment of the Metro station and its immediate environs.

The Metro Core's southern portion consists entirely of large parcels under public ownership. The implementational advantages of this fact are partially negated by the relative isolation of the area from other parts of the TDOZ and the surrounding county by John Hanson Highway (US 50) and the shared Metrorail/Amtrak/MARC rail alignment. The existence of wetlands at the intersection of Garden City Drive and Corporate Drive also imposes constraints on the potential for redevelopment of state-owned lands in that area. For these reasons, the redevelopment of the Metro Core's southern portion is seen as taking place between 2015 and 2020.



Map 19. Illustrative TDOZ Neighborhood Development Phasing Plan

The Garden City neighborhood poses the greatest redevelopment challenges. It is located farther from the Metro station than any other neighborhood in the TDOZ area. In addition, the area consists of a number of large parcels that are almost entirely under private ownership. Finally, the area is currently a functionally obsolete and unattractive suburban office park with nondescript office blocks surrounded by acres of surface parking lots. Nevertheless, the plan envisions the Garden City area becoming a more viable redevelopment site as redevelopment elsewhere in the TDOZ pushes property values up to the point where property owners may find it more profitable to redevelop their properties or sell to developers who are seeking redevelopment opportunities in the area. Accordingly, redevelopment of the Garden City area is envisioned as taking place between 2019 and 2028. Map 19. Illustrative TDOZ Neighborhood Development Phasing Plan, illustrates the location and sequence of proposed phased development in the TDOZ area.

The reader is advised that the timing of redevelopment within the New Carrollton TDOZ can only be estimated at this point. A great deal depends on continuing development market trends within Prince George's County, the metropolitan Washington region, and the United States/global economies as a whole. Another factor that must be taken into account is the possibility that key property owners may have plans for their sites that could significantly impact the overall development timetable proposed for the New Carrollton TDOZ area. While redevelopment of the New Carrollton TDOZ area is unlikely to take place in a shorter timeframe even in the best of economic conditions, an economic downturn could extend redevelopment of the New Carrollton TDOZ area well past 2030. The timeline illustrates the proposed timing of development in each TDOZ neighborhood between 2010 and 2028.

Engineering Assessment of Proposed Vehicular Crossings of Shared Rail Alignment

Part of the vision for the New Carrollton station area includes creating more connections to facilitate street activity and interaction between land uses north and south of the station. Several major barriers surround and bisect the New Carrollton TDOZ area: the train tracks owned by the Washington Metropolitan Area Transit Authority (WMATA), Amtrak, and MARC; John Hanson Highway (US 50) to the south; the Capital Beltway (I-95/I-495) to the east; Annapolis Road (MD 450) to the north; and Veterans Parkway (MD 410) to the west. These barriers limit vehicular, bicycle, or pedestrian access into and within the area.

PB Consult, Inc., the consultants retained to help M-NCPPC prepare the preliminary draft New Carrollton TDDP/TDOZ, investigated the engineering feasibility of several new crossings of the shared rail alignment, US 50, and I-95/I-495. These crossings were recommended for further study in the 2004 *New Carrollton Transit-Oriented Development Strategy Planning Study.*

At each location, generalized data such as topography, soil conditions, and utilities were collected, and a conceptual analysis was performed in accordance with American Association of State Highway and Transportation Officials (AASHTO), Maryland State Highway Administration (SHA), WMATA, and Amtrak design standards. Although this study addressed general feasibility, more detailed data and design would be needed to understand the specific constraints and opportunities at each location.

The most important crossing options considered by the study were for the shared rail alignment. These included proposed crossings southwest of the station at the Amtrak electrical substation, at Harkins Road, at Professional Place just northeast of the station, and at Cobb Road just west of the Capital Beltway. Bridge as well as tunnel options were assessed for technical feasibility. The Harkins Road option was found to be infeasible as either a bridge or tunnel crossing due to too-steep grades. The southwest/substation crossing was found to be infeasible as a bridge crossing, as was the Professional Place crossing option. Only the Cobb Road option was found to be technically feasible as either a bridge or tunnel crossing. At $18 million, the tunnel option was found to be cheaper than the bridge option ($22 million). PB Consult recommended the

tunnel crossing option in order to avoid the additional expense of a major new bridge and the need to relocate Amtrak's overhead electrical catenaries.

Urban Land Institute Technical Assistance Panel Recommendations for Public Improvements

The engineering assessment was a key element of information provided by M-NCPPC for the Urban Land Institute technical assistance panel (ULI/TAP) which met in July 2007 to assess the potential of the 2004 planning study's recommended public improvements to spur new development in the Metro station's vicinity. Several key recommendations were made, including:

1. Upgrading 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. Allowing 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. Creating an enhanced pedestrian linkage through the station that could be lined with traveler-serving retail outlets.

4. Developing an attractive pedestrian axis to connect the station with a future iconic office building to be built 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. Delaying the construction of vehicular crossings of the shared rail rights-of-way until the later stages of development, when enough additional development value has been generated to help fund these improvements.

The findings, conclusions, and recommendations of the ULI panel were used to help shape the updated New Carrollton TDDP.

Improvements

Preliminary Public Facilities Financing Plan

A preliminary draft public facilities financing plan was prepared by PB Consult for M-NCPPC in order to provide an overview of public facilities needs for the New Carrollton TDOZ, to estimate the potential costs for these facilities, and to present alternatives for financing these improvements. Highlights of that plan are presented in this section. The reader is cautioned, however, that this information is preliminary at best, and will require detailed analysis in order to produce an implementable plan. Also, no preliminary cost information was available for the planned Purple Line because the Maryland Department of Transportation (MDOT) had not selected a preferred alignment nor determined whether the service will be bus rapid transit or light rail transit as of November 2008.

For the purposes of the preliminary public facilities financing plan, phasing assumptions were developed by PB Consult, Inc., in accordance with the phasing recommendations of the July 2007 ULI TAP on New Carrollton.

The phasing plan assumes that redevelopment of each neighborhood would not commence until all parcels are assembled. This strategy is typical in real estate development since having all parcels assembled for a project mitigates the risk that a full plan cannot be realized because of unforeseen acquisition costs or the inability to

purchase all parcels. The land acquisition process is presumed to begin in 2008 and continue through 2019, upon commencement of construction of the final neighborhood, Garden City.

Improving the existing station and developing the Metro Core before the other neighborhoods poses a number of distinct advantages:

1. Investing in the station will send a strong signal to potential developers about the state and county's commitment to long-term investment in the area.

2. Funding for station improvements would be relatively straightforward through federal formula and grant programs.

3. Developing an argument for station enhancements is easier than redevelopment of an isolated light-industry zone to a residential district or a strip-mall corridor to a mixed-use zone. Once developed, the transformed station could attract developer interest in these other TDDP neighborhoods.

4. Implementing public improvements in the Metro Core will cost less than carrying out public improvements in the Garden City neighborhood, which requires major investments as a new road network and greenway park.

5. Developing a new public school in the Metro Core will ensure this facility's availability to meet the demand that will result from future residential development in the TDOZ area.

Following commencement of Metro Core development, improvements along the adjacent commercial corridor, Annapolis Road, should begin. Property tax revenues from this commercial corridor would be significant compared to those generated from the more residential Garden City. Thus, it may be possible to set aside some of the additional tax revenue generated by the corridor for use in meeting any funding gaps in Garden City, which would require significantly higher expenditures on public facilities (e.g., new road network, elementary school to support new population, etc.).

Finally, programming public investments in the Garden City neighborhood to take place in the latter stages of phased development in the TDOZ area will enable the county to capitalize on the increased property values generated by new development within the Metro Core and Annapolis Road neighborhoods.

To determine by how much the proposed development plan would impact study area property values, PB Consult developed a property value model using GIS data, according to the following steps:

1. Created a dataset of parcels within the three proposed neighborhoods

2. Estimated parcel value estimation per square foot, by current land use

3. Adjusted parcel dataset with new proposed land uses—old uses are replaced by new ones

4. Applied new parcel values per square foot, based on new land uses

5. Developed the baseline forecast, assuming a conservative one percent annual property value growth rate, excluding inflation[1]

6. Developed TDDP property value forecast

1 Given recent significant fluctuations in the real estate property markets within the VA-DC-MD region, historic property growth rates have not been used as a basis for property value forecasts

The changes in the baseline value chart summarize the results of this analysis. Based on these results, the total additional property value growth resulting from the more intensive land uses proposed by the TDDP could be as high as 160 percent, from today through 2030.

The most critical public facility needs to support the development of the three TDDP neighborhoods include:

1. Public utilities
2. Street improvements and construction
3. Recreational and open space
4. Transit improvements
5. Improved wayfinding systems
6. Schools

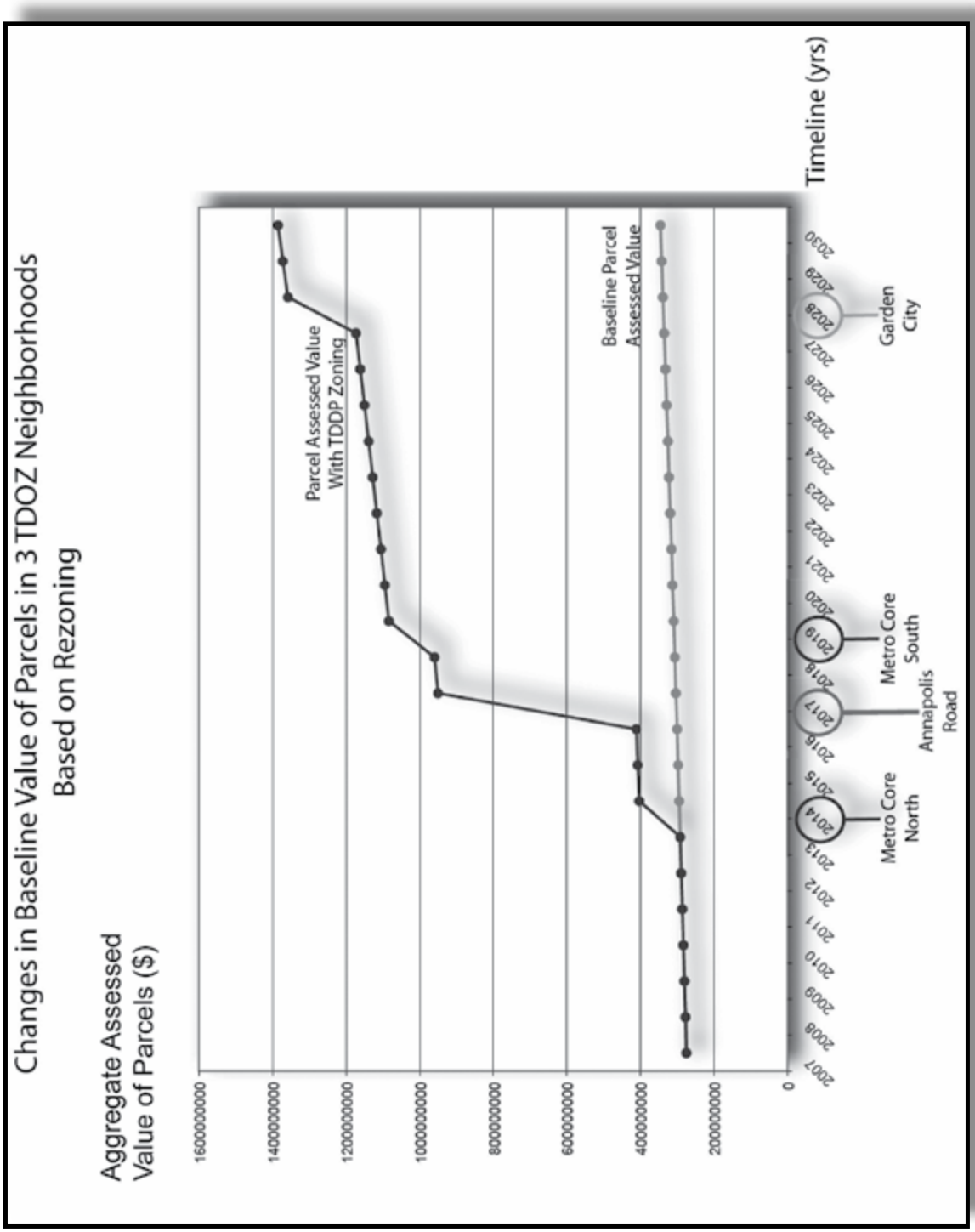
The total estimated cost for these facility improvements is $368,930,100 (in 2008 dollars). Assuming a contingency of 40 percent, costs could run as high as $517,902,140 (in 2008 dollars). The cost of public infrastructure improvements chart breaks out the cost of these recommended public improvements by type and neighborhood. The annual expenditures for these improvements by type between the years 2010 and 2029 are shown in the Public Infrastructure Costs by Type and TDOZ Neighborhood chart.

The preliminary draft public facilities financing plan estimated that new development within the TDOZ area could potentially generate approximately $115,936,600 in new incremental tax receipts that could be dedicated to public facility capital expenditures within the area over the total 18- to 20-year period of redevelopment. This would leave a funding gap of $252,993,500. Again, cost estimates for the proposed Purple Line cannot be determined at this time because MDOT had not selected a final alignment or mode of transit as of November 2008.

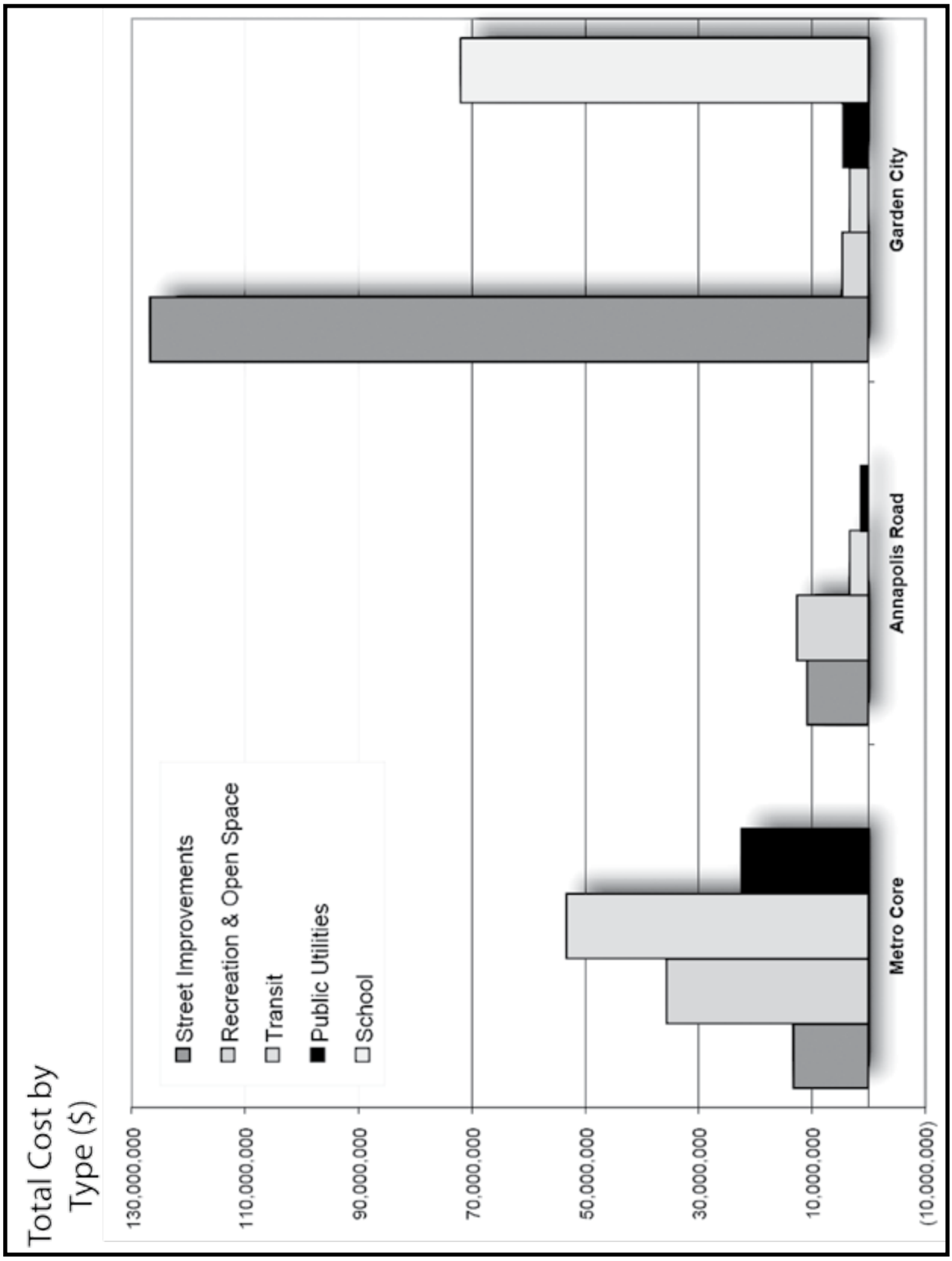
Table 3 (See page 112) shows the phased breakout of projected public facility expenditures between 2010 and 2028 for the Metro Core, Annapolis Road, and Garden City neighborhoods. Table 4 (See page 113) depicts the phased breakout of projected public facility expenditures over a comparable time period for the entire New Carrollton TDOZ area. As Table 3 indicates, transit expenditures are mostly required in the short term to renovate the New Carrollton Metro Station and carry out related bus service improvements. On the other hand, street improvement expenditures are "back-loaded" into the out years of development (post-2020) primarily because of the new street grid that will be constructed as part of the redevelopment of the Garden City neighborhood. Likewise, expenditures for the proposed new public school would not be required until after 2020, when residential buildout in the TDOZ is expected to provide the demand for a new elementary school. Finally, public utility expenditures are expected to be required between 2010 and 2020 as part of the infrastructure support for new development in the TDOZ.

A number of local and federal sources could be tapped to help fund transportation and public utility improvements. The local sources could also be tapped to help fund recreation, open space, and school improvements. These funding sources are summarized below.

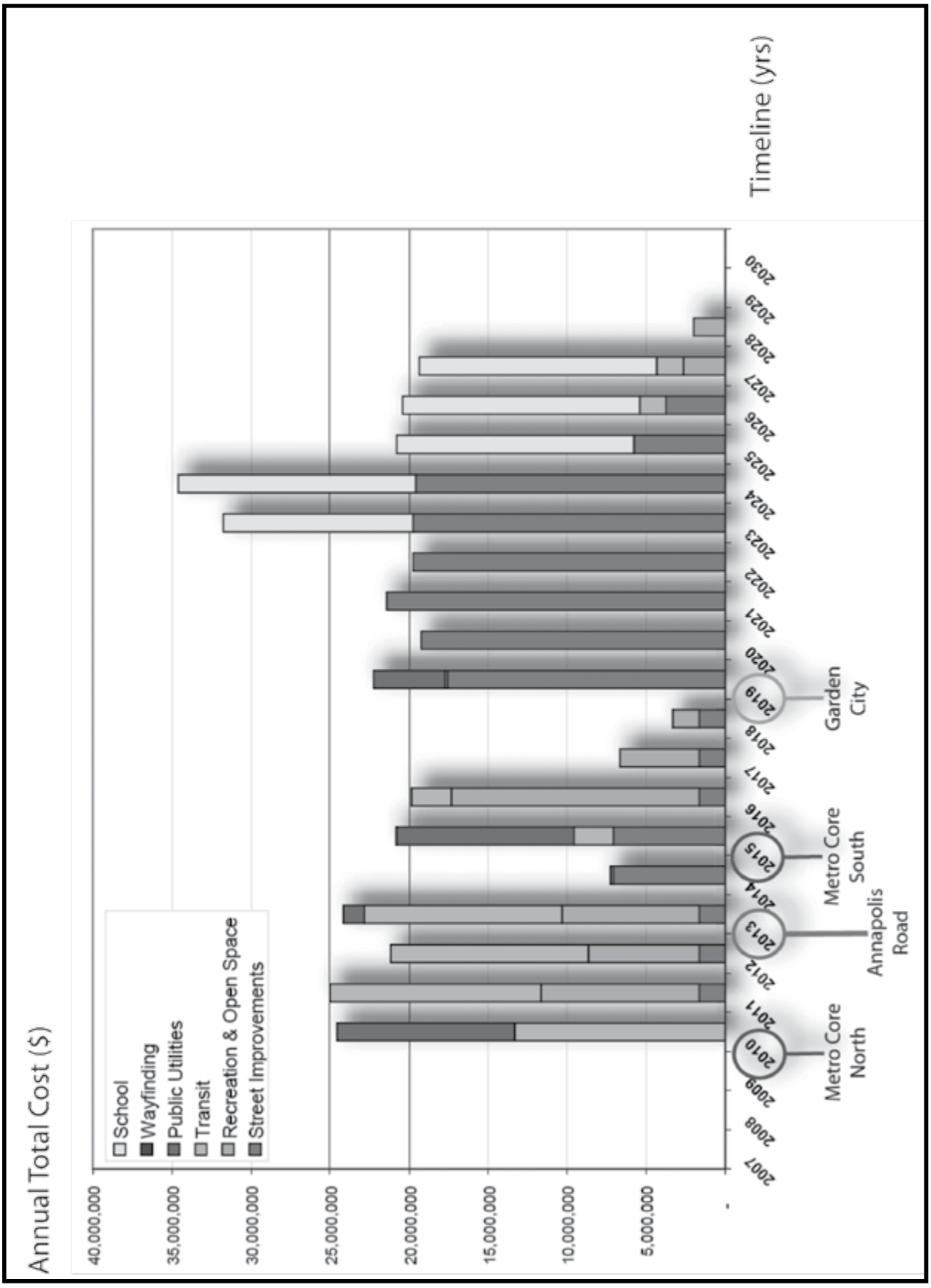
1. *Tax Increment Financing (TIF)*—Sections 14-201 through 14-214 of the Maryland Annotated Code, termed the "Tax Increment Financing Act," allow any county or municipality in the state, except Baltimore City, to use TIF as a tool to issue bonds for financing the development of industrial, commercial, or residential areas without amending its charter. Prince George's County currently has a tax increment financing district fund set up, operated under the same guidelines as the above Maryland State



Changes in baseline value of parcels in three TDOZ neighborhoods based on rezoning



Public infrastructure costs by type and TDOZ neighborhood



Phased TDOZ public infrastructure costs by type

Table 3.

Public Facilities Cost Estimates by TDDP Neighborhood

Public Facilities Cost Estimates—Metro Core
Expenditures between 2010 and 2020

Street Improvements	$13,333,300
Wayfinding Signage	59,700
Recreation and Open Space Facilities	35,666,700
Transit	53,333,300
Public Utilities	22,448,300
Total	**$124,841,300**

Public Facilities Cost Estimates—Annapolis Road (MD 450)
Expenditures between 2013 and 2018

Street Improvements	$10,833,300
Wayfinding Signage	30,100
Recreation and Open Space Facilities	12,666,700
Transit	3,333,300
Public Utilities	1,333,300
Total	**$28,196,700**

Public Facilities Cost Estimates—Garden City
Expenditures between 2019 and 2028

Street Improvements	$131,351,700
Wayfinding Signage	22,100
New Public School	72,000,000
Recreation and Open Space Facilities	4,666,700
Transit	3,333,300
Public Utilities	4,518,300
Total	**$215,892,100**
Total Public Infrastructure Cost Estimate for New Carrollton TDOZ	**$368,930,100**
Total Cost Estimate Plus 40% Contingency	**$517,902,140**

laws. All proposals for financing using TIF districts must be approved by the Prince George's County Council. Funds are based on a formula set up individually for each project based on the characteristics of the development. The primary advantages of this tool are that incremental tax revenues on development values generated by infrastructure improvements are fully captured to help pay for those improvements, and that the fund can be locally administered. The primary disadvantage is that TIF funding might be viewed as a diversion of potential tax base growth to benefit a selected class of beneficiaries. The Maryland Economic Development Corporation is a potential resource for funding and technical assistance to help the county initiate and develop a TIF for the TDOZ area.

Table 4.

Estimated Expenditures for Public Facilities

Estimated Expenditures for Public Facilities—2010 to 2015	
Street Improvements	$23,500,000
Wayfinding Signage	56,000
Recreation and Open Space Facilities	25,000,000
Transit	54,500,000
Public Utilities	24,900,000
Total	**$127,956,000**
Estimated Expenditures for Public Facilities—2016 to 2020	
Street Improvements	$41,600,000
Wayfinding Signage	56,000
Recreation and Open Space Facilities	19,700,000
Transit	2,500,000
Public Utilities	2,500,000
Total	**$66,356,000**
Estimated Expenditures for Public Facilities—2021 and beyond	
Street Improvements	$90,100,000
New Public School	72,000,000
Recreation and Open Space Facilities	4,800,000
Transit	4,000,000
Total	**$170,900,000**
Total Estimated Public Infrastructure Expenditures	**$365,212,000**

Note: The plan's recommendation for a new public elementary school is based on a public facilities needs assessment conducted for the New Carrollton TDOZ area that estimated that the 5,500 residential units envisioned within the plan area at full buildout could generate up to an additional 500 students in grades Pre-K–8. The plan envisions a new elementary school for 600 to 800 students.

2. *Development Impact Fees (DIF)*—These programs are based on the general principle that builders or users of new development should pay the incremental cost of new public infrastructure that will be required to accommodate the service demands generated by that development. Generally, a DIF is paid when a building permit is pulled for new residential or nonresidential construction. The main advantage of DIFs is that local governments can program and construct new infrastructure to meet the needs of new development as it occurs. In addition, community resistance to new development may be tempered by the knowledge that the new development will "pay its own way" for new public infrastructure. The primary disadvantage is that the increased development costs resulting from the imposition of DIFs may reduce affordable housing opportunities. In addition, economic trends in the development market may result in insufficient DIFs being collected to pay for needed new public infrastructure.

3. *Special Tax Districts*—Similar in purpose to TIFs, special tax districts are established to help pay for the infrastructure necessary to support development or redevelopment of an area. The main difference between the two is the way the tax is assessed. While TIF districts collect taxes levied on property values above an established level (a shift in allocation of taxes from the government to a special project fund), special tax districts increase the ad valorem (value added) tax rate charged on the property (or establishes an additional fee based assessment). This allows tax revenues from properties receiving benefits from the new infrastructure to become available for the purposes of the district without constraining the future tax revenue stream that established governmental bodies expect to receive from increased property values and additional development. Special tax districts are authorized in Prince George's County and all municipalities within the state. The primary benefit of this tool is that incremental infrastructure costs are no longer borne solely by the new development. The primary disadvantage—shared with TIFs—is the risk of public perception that special tax districts may place other parts of the county at a disadvantage with regard to collected tax revenues.

4. *Recordation Fees/Transfer Taxes*—A recordation fee is paid based on real estate transactions. Fees are based on the value of the property each time certain land records of the county are changed. Qualifying transactions include but are not limited to the changing of a property's ownership and refinancing. Recordation taxes are made possible by Title 12, Tax Property Article, by the Annotated Code of Maryland. Recordation fees go to the general county fund and are distributed as deemed appropriate. The primary advantage for the use of recordation fees is that they are already in effect in Prince George's County.

   In addition to recordation fees, transfer taxes are paid when any property changes owners. Currently, transfer fees are fully designated to the board of education and are not expected to contribute to funding for public infrastructure improvements in the New Carrollton TDOZ area.

5. *Parking Garage Revenue*—With around 1,700 off-street parking garages and metered on-street parking throughout the region, Prince George's County could potentially fund some future public infrastructure improvements in the New Carrollton TDOZ area through a percentage appropriation of county parking revenue. In FY 2006, Prince George's County collected $5,223,979 in parking-related fees. Currently funds are put into the county general fund and distributed on an agreed-upon basis. The primary benefit of using parking garage revenues is that the revenue stream is predictable. The primary disadvantage is that existing parking revenues may already be dedicated for current public improvement projects. In this case, parking fees might have to be raised to help fund future public infrastructure improvements within the New Carrollton TDOZ area.

6. *Joint Development Opportunities*—Joint development is a method by which private funds are used to develop transit property resulting in profit for the private developer and a developed asset for the transit agency. Risks related to the development are either shared or borne by the transit agency or the private developer. Through joint development, a transit agency and a private developer may partner to develop certain assets. It can also be an arrangement whereby the transit agency receives revenues or transit facilities and the developer receives use of either real estate or some other asset owned by the transit agency. The primary advantage of this tool is the sharing of risk between the transit agency and the private developer. Its primary disadvantage is the greater complexity and time required for project planning, approval, and development.

   Currently, WMATA owns nearly 36 acres at the New Carrollton Metro Station site. The State of Maryland owns an additional nine acres between Garden City Drive and the Pennsy Drive bridge

overpass that is currently occupied by a surface parking lot. Together, these sites represent opportunities for significant new development.

7. *Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula*—The FTA Section 5307 program (49 U.S.C. 5307) makes federal resources available to urbanized areas for transit capital expenditures. Eligible uses include planning, engineering design, and evaluation of transit projects, as well as capital investments in new fixed guideway systems. Funds are apportioned and flow to Prince George's County according to a predetermined formula. For Washington, D.C., Virginia, and Maryland these funds were projected to total $151,201,836 in FY 2008. It is presumed that some of these funds could be put toward infrastructure or capital improvements of the New Carrollton TOD. The primary advantage of this source is that county and state funds could be significantly leveraged, especially if federal funding is secured for the future Purple Line. The primary disadvantage is the uncertainty of being awarded funding through a very competitive process, let alone what the grant amount might be. In addition, the federal funds would carry additional restrictions and requirements for accountability in the handling of grant funds.

8. *Congestion Mitigation and Air Quality (CMAQ) Funds*—The CMAQ program is jointly administered by the Federal Highway Administration (FHWA) and FTA. The program was reauthorized in 2005 under the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The SAFETEA-LU CMAQ program provides over $8.6 billion dollars in funding to state departments of transportation, metropolitan planning organizations, and transit agencies. Funds are earmarked for investment in projects that reduce criteria air pollutants from transportation-related sources over a period of five years. Funding is available for areas that do not meet the National Ambient Air Quality Standards (nonattainment areas) as well as former nonattainment areas that are now in compliance (maintenance areas). The SAFETEA-LU requires agencies to give priority when distributing CMAQ funds to diesel engine retrofits and other cost-effective emission reduction and congestion mitigation activities. The primary advantage of this source is that county and state funds could be significantly leveraged. It is also predictable in the sense that funds are provided to the State of Maryland based on a formula. The primary disadvantage of this source is the restricted number of activities that are eligible for funding.

   TOD at New Carrollton could potentially qualify for CMAQ funding through its potential to mitigate congestion and reduce transportation-generated air pollution. The establishment of a transportation demand management district (TDMD) could further enhance the New Carrollton TDOZ's potential to receive CMAQ funding.

9. *Transportation Enhancement Funds*—Transportation Enhancement (TE) activities are federally funded projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic, or environmental aspects of transportation infrastructure. TE projects must relate to surface transportation modes, including highways, public transit, intercity bus and rail service, pedestrian, and bicycling. Projects can include bicycle and pedestrian facilities, streetscape improvements, refurbishment of historic transportation facilities, and other investments that enhance communities and access. Funding for TE projects is provided through SAFETEA-LU. The primary advantage of this source is that county and state funds could be significantly leveraged. The primary disadvantage is the uncertainty of being awarded funding through a very competitive process, let alone what the grant amount might be. The Maryland Department of Transportation (MDOT) Transportation Enhancement Program is an additional potential source of federal funds for public transportation infrastructure improvements.

10. *Surface Transportation Program (STP) Funds*—The STP provides flexible funding that may be used by states and localities to fund public infrastructure improvements including bridge projects on public roads, transit capital projects, and public bus terminals and facilities. Eligible activities for funding have been expanded to include advanced truck stop electrification systems; high accident/high congestion intersections; environmental restoration and pollution abatement; control of noxious land-dwelling and aquatic weeds; and reestablishment of native species. STP funds in the amount of $32.5 billion have been authorized through 2009. Funds are distributed among the states based on lane-miles of federal-aid highways, total vehicle-miles traveled on federal-aid highways, and estimated contributions to the highway account. The primary advantage of this funding source is its flexibility regarding the types of activities that can be funded. Its primary disadvantage is the uncertainty of being awarded funding through a very competitive process, let alone what the grant amount might be.

Transportation Demand Management

The 2002 General Plan envisions quality TOD at Developed Tier centers at Metro stations such as New Carrollton. Implementing this General Plan vision for the Developed Tier will require balancing the optimum mix and densities of land uses with the transportation infrastructure and services that are needed to efficiently accommodate them. To this end, the TDDP seeks to ensure a convenient and efficient transportation network in the New Carrollton TDOZ area. The TDDP also seeks to protect existing stable residential neighborhoods from added traffic.

This TDDP is premised on the assumption that, at buildout, the preferred development pattern in the New Carrollton Transit District may generate levels of automotive congestion that are somewhat higher than at present. However, the TDDP is also predicated on the parallel assumption that greater vehicular congestion within the TDOZ can be mitigated by (1) improvements to other components of the transportation network—particularly transit and transportation demand management initiatives—and (2) ensuring that new development is designed to be both pedestrian- and transit-friendly. Doing this will encourage significantly higher use of transit and make it desirable and safe to use bicycles or walk to and within the TDOZ.

There are few options to add or expand roads to accommodate the additional vehicular traffic that may result from new development within the New Carrollton TDOZ. The arterials and major collector roads in the transit district are already built out to their master plan rights-of-way and alignments. Furthermore, the street networks in adjoining neighborhoods are not envisioned in the plan as playing a significant role in accommodating future through traffic in the 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 and to help ensure the operational integrity of all components of the transportation network within the New Carrollton TDOZ.

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. Upon receipt of the petition, the Council shall direct the Planning Board to conduct a transportation system capacity analysis to determine whether or not transportation system imbalances will require the establishment of a TDMD. Any TDMD thus established will help implement the General Plan policy (Developed Tier Policy 3, page 35)

that recommends transportation systems be both multimodal and integrated with the preferred development patterns in intensive, higher-density, mixed-use areas such as the New Carrollton TDOZ.

The TDMD is intended to:

1. Ensure that the preferred development pattern can be achieved in the New Carrollton TDOZ while optimizing the overall operational integrity of the transportation network in the transit district and its environs.

2. Reduce, or divert to other modes, the vehicle trips generated by the proposed development and redevelopment in the New Carrollton Transit District, particularly single-occupant vehicle trips, during peak traffic periods.

3. Provide and maintain adequate, multimodal transportation and mobility options for the transit district's residents, workers, and visitors.

4. Establish and maintain a multimodal network of transportation services and facilities that supports:

    a. The development pattern recommendations for New Carrollton as a General Plan Metropolitan Center.

    b. All other provisions of the New Carrollton TDDP.

    c. Goals, objectives, and policies of the 2002 *Prince George's County Approved General Plan*.

    d. The applicable provisions of the 2009 *Approved Countywide Master Plan of Transportation*.

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

The TDMTAC will evaluate, analyze, and manage the transportation demand generated by new development and redevelopment in the transit district as provided for by Title 20A, Subdivisions 2 and 3. It will also coordinate the transportation services needed to accommodate that development, including feeder and commuter intercept bus services and demand management programs for employers in the New Carrollton Transit District. The TDMTAC will also assist the District Council in determining transportation adequacy in the transit district in accordance with the procedures and guidelines of Title 20A and any other guidance or directives that the Prince George's County Planning Board or the District Council provides in adopting and approving this TDDP. Initial staff support for the TDMTAC will be provided by the Countywide Planning Division of M-NCPPC.

Community and Economic Development

Community and Economic Development Implementation Strategies and Tools

The vision for the New Carrollton Transit District Development Plan is predicated on three elements: the variety, stability, and affordability of the TDOZ area's housing stock to create diverse and stable neighborhoods; an enhanced physical and natural environment to provide a high-quality of life for its residents; and the diversity and ability of its businesses to generate high-quality employment opportunities accessible to residents and commuters. The following sections spell out goals, objectives, and strategies to implement these elements. Strategies are identified as being short-term (ST = 1–3 years), medium-term (MT = 4–7 years), or long-term (LT = 8 years and beyond).

Stable and Affordable Neighborhoods

Two key trends pose a threat to the stability and diversity of the neighborhoods in and around the New Carrollton area—the rising cost of home ownership and increasing foreclosure rates. Median home values increased 14 percent per year from 2000 to 2007 translating to a jump in home values to $345,215 in 2007 from just $135,207 in 2000. Since mid-2007, however, the national subprime mortgage implosion has caused home values and sales volumes to decline sharply in many parts of the United States. According to the Washington Post 2008 Housing Outlook, even the hot Prince George's County residential market has begun to feel the effects of the national mortgage credit/housing crisis. Within the postal zip code area that includes the New Carrollton TDOZ (20784), median home values have risen less than one percent ($100) and home sales have dropped 44 percent since 2007. Meanwhile, anecdotal evidence indicates that foreclosures are on the rise in the residential neighborhood of West Lanham Hills.

These trends are particularly problematic because the area's lower median household income increases the susceptibility of households to predatory lending practices. The lower median household income also tends to place home ownership opportunities beyond the reach of many residents. In 2007, the median household income within a one-mile radius of the Metro station was almost $15,000 less than the median income countywide. Meanwhile, only 43 percent of area residents were homeowners compared to 64 percent of residents countywide.

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 home buyers 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 home buyers in Maryland, Virginia, and the District of Columbia. The American Dream Downpayment Initiative (ADDI) provides downpayment assistance. The Home Purchase Assistance Program provides interest-free and low-interest loans that enable borrowers to purchase single-family homes, condominiums, or cooperative apartments. The Smart Commute Program assists home buyers planning to purchase new homes located within ¼ mile from a public transit bus stop or within ½ mile of a public rail station. Participating lenders in this program require a reduced downpayment (three percent of purchase price) and incorporate the potential transportation savings into their calculation of qualifying income. All three federal programs are administered locally in Prince George's County and other Washington-area jurisdictions.

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

In addition to these programs, Montgomery County and the District of Columbia incorporate inclusionary zoning provisions into their respective zoning ordinances. Montgomery County requires affordable housing as a percentage of new housing in proposed developments that contain 20 or more units in applicable zones. The District of Columbia awards bonus density in applicable zones for the production of affordable housing in proposed developments of ten or more units. In addition, the District of Columbia specifically targets workforce housing for public service employees such as teachers, police officers, firefighters, and nurses who cannot afford to purchase market-rate housing in the District. Both jurisdictions have affordable workforce housing trust funds that were created in the late 1980s. These funds are supported by a mix of taxes, fees,

and developer contributions in return for bonus density grants. The trust funds in both jurisdictions are administered by their respective departments of housing and community development.

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

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

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

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

The trends and socio-economic characteristics described above require a multipronged approach. They call for new workforce housing, enhanced home ownership assistance and foreclosure prevention, property-tax relief for the most vulnerable households, and investment in high-quality affordable rental housing. These solutions will allow existing residents to not only remain in their homes, but to live in close proximity to a variety of transit options and potential employers. Providing workforce housing will extend the same opportunity to critical members of Prince George's County society—its police officers, teachers, nurses, and fire/emergency medical service personnel, amongst others.

Goal

Maintain and create diverse and stable residential neighborhoods

Objective

Ensure residents have access to information on county and state housing-related services and programs including foreclosure prevention, financial counseling, and home ownership and rental assistance

Strategies

- Provide technical assistance to civic associations to ensure they are familiar with county and state housing-related services and programs and can market them effectively to their members (ST)
- Establish a point of contact within the Prince George's County Planning Department to serve as a resource to assist individual residents in accessing information (ST)

- Identify public and community-based resources that can help homeowners facing foreclosure remain in their homes or, if necessary, sell them without foreclosure (ST)

- Identify public and community-based resources to assist homeowner associations (HOAs) and civic associations in keeping foreclosed and vacated homes cleaned up and monitoring these properties to help prevent trespassing by squatters or users/sellers of illegal drugs (ST)

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

Objective

Rehabilitate foreclosed vacant housing units

Strategies

- Inventory the number and condition of foreclosed vacant housing units (ST)

- Build the capacity of existing nonprofit housing providers to purchase, rehabilitate, and sell foreclosed housing units as affordable housing (ST to MT)

Objective

Increase the supply of high-quality, affordably priced workforce housing

Strategies

- Provide technical and financial assistance to nonprofit housing providers to develop or help develop workforce housing as a component of new and renovated residential and mixed-use residential development projects (ST to MT)

- Provide density bonuses to private developers of properties in the Metro Core neighborhood who include workforce housing units (MT to LT)

- Work with large public landowners such as WMATA and MTA to ensure that workforce housing units are integrated into their developments wherever feasible (LT)

An example of mixed-income housing in Kentlands, MD

Table 5 (see pages 124-125) summarizes select county and state funding sources, programs, and services available to address the area's housing needs.

High Quality of Life

New Carrollton area residents expressed the desire for additional open space, green design, improved safety—in particular enhanced lighting and traffic calming—and neighborhood improvements during the TDDP planning process. These needs and their proposed solutions are discussed in greater detail in the Transportation, Green Infrastructure, and Urban Design sections. Table 6 (See page 125) summarizes select county and state funding sources and programs available to foster a high-quality of life for New Carrollton area residents.

Goal

Enhance the quality of life for local residents

Objective

Ensure residents have access to information on county and state neighborhood revitalization and open space grant programs

Strategies

- Provide technical assistance to civic associations and other community-based organizations to ensure they are familiar with county and state neighborhood revitalization and open space grant programs and can market them effectively to their members (ST)

- Establish a point of contact within the Prince George's County Planning Department to serve as a resource to assist individual residents in accessing information (ST)

Table 6 summarizes select county and state funding sources, programs, and services available to promote neighborhood revitalization and enhance public open space.

Goal

Ensure that the public schools in the TDOZ area and surrounding communities are not overcrowded, feature cutting-edge technology and quality instructional opportunities, and serve as active centers for their communities.

Objective

Construct a public school serving grades pre-kindergarten through the eighth grade (PreK–8) within the TDOZ to achieve a school system that operates at 100 percent of capacity or less at every school based on projected buildout of the area

Strategies

- Develop basic standards and guidelines for the construction of an urban-scale PreK–8 school (ST)

- Place a floating PreK–8 school symbol within the multifamily residential development area within the North Hillside Residential Neighborhood (ST)

- Acquire sufficient land during the redevelopment process for an urban-scale PreK–8 school (ST to MT)

- Construct an urban-scale PreK–8 school in the North Hillside Residential Neighborhood (MT)

Viable and Accessible Economic and Employment Opportunities

Existing conditions in the New Carrollton area including lower households incomes, car-oriented development, poor branding, and increasing competition from other locations in the region necessitate both the use of county and state tools to stimulate economic revitalization, attract investment, and create high-quality jobs and the creation and/or enhancement of business organizations to promote the area to investors and coordinate development.

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 development 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 C (see earlier discussion under "Stable and Affordable Neighborhoods").

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.

While the area qualifies for a number of economic tools and incentives, it has a distinguishing feature which increases its attractiveness to investors: the Annapolis Road Corridor (MD 450) is a state-designated priority funding area (PFA). This designation earns the area priority consideration over non-PFAs for funding from the Maryland state government. Select economic programs and incentives targeting the corridor include the Enterprise Zone Tax Credit, the Job Creation Tax Credit, and the Sustainable Community programs.

Until recently, the corridor had a new community development corporation—the Annapolis Road Inner Beltway Alliance (ARIBA)—whose primary mission was to promote the physical improvement and economic revitalization of the MD 450 corridor between the Capital Beltway and the Baltimore-Washington Parkway. Unfortunately, ARIBA was unable to generate the resources needed to help it carry out its mission. As a result, it is no longer in business. The plan recommends that another nonprofit or quasi-public organization be identified or created to advocate for and coordinate revitalization efforts along Annapolis Road. That organization should be targeted for capacity-building technical assistance and seed monies, if necessary. Its advocacy and coordination work will be critical to the economic viability and transformation of the corridor. If a business improvement district (BID) is formed, this organization might potentially play a role in its administration. The formation of a merchants association should also be pursued in order to give local merchants a dedicated organizational advocate for their commercial interests.

Coordinating development, marketing investment opportunities, and maintaining the area's appearance and safety will be similarly important to the success of the Metro Core area. One possible vehicle for these initiatives is a BID, which could initially focus on enhancing the aesthetics, cleanliness, and public safety of the area. As the BID matured, it could diversify its services to include promotion, coordination, and business attraction.

Goal

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

Objective

Attract new high-quality commercial, retail, and office development

Strategies

- Market the county's quality housing opportunities and public amenities to potential higher-income residents to demonstrate the attractiveness and locational advantages of the area and establish higher price points (ST to LT)

- Market the county's business opportunities and services to commercial/retail employers seeking locations to develop world-class commercial and mixed-use commercial space (ST to LT)

Objective

Stimulate and coordinate new investment

Strategies

- Build the technical and financial capacity of an existing or new nonprofit or quasi-public organization to coordinate development and market financial incentives to promote investment along the Annapolis Road Corridor (ST)

- Explore the possibility of establishing and building the technical capacity of a BID to coordinate development and market the financial incentives to investing in the Metro Core area (MT)

Objective

Enhance the image and perception of the Metro Core and Annapolis Road Corridor

Strategies

- Build the technical and financial capacity of an existing or new nonprofit or quasi-public organization to rebrand the Annapolis Road Corridor and promote its assets and opportunities (ST)

- Explore the possibility of establishing and building the technical capacity of a BID to fund special operating districts and infrastructure improvements to enhance safety, security, and maintenance (MT)

- Explore the possibility of establishing a tax-increment financing district (MT)

- Enforce all applicable county codes—particularly property maintenance, zoning codes, and signage (ST)

- Enhance safety and security along the corridor (ST)

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)

Table 7 (see page 126) summarizes New Carrollton's economic needs and select county and state funding sources, programs, and tools available to address them.

Table 5

Prince George's County and Maryland State Housing Assistance Resources

Select Housing Resources	Prince George's Co. Planning Department	Prince George's Co. Department of Housing and Community Development	Prince George's Co. Department of Social Services	Maryland Department of Housing and Community Development	State of Maryland
New housing		- Newly Constructed or Substantially Rehabilitated Dwellings Tax Credit w/ in a ¼ mile radius of a Metro station			
Home ownership assistance		- HOME American Dream Downpayment Initiative (ADDI) Program - HOME Home buyers Activities Program - Section 8 Home ownership Program		- Maryland Mortgage Program - Downpayment and Settlement Expense Loan Program	
Renter assistance		- Rental Assistance Program		- Homelessness Prevention and Rapid Re-housing Program	
Workforce housing	Density bonuses (not available currently)			- Downpayment and Settlement Expenses Loan Program - House Keys 4 Employees	
Foreclosure prevention		- Foreclosure prevention counseling services through designated agencies	- Homelessness Prevention Program	- HOPE Initiative (Homeowners Preserving Equity) - Homelessness Prevention and Rapid Re-housing Program	

Source: Agency websites

Table 5

Prince George's County and Maryland State Housing Assistance Resources

Select Housing Resources	Prince George's Co. Planning Department	Prince George's Co. Department of Housing and Community Development	Prince George's Co. Department of Social Services	Maryland Department of Housing and Community Development	State of Maryland
Housing maintenance		- Single-Family Rehab Administration - HOME Homeowner Rehab Program - Weatherization Program			
Property tax relief					- Homeowners' property tax credit program - Renters' property tax credit program

Source: Agency websites

Table 6.

Prince George's County and Maryland State Neighborhood Revitalization Resources

Select Community Development Resources	Prince George's Co. Department of Housing and Community Development	Maryland Department of Housing and Community Development	State of Maryland	Maryland Department of Natural Resources
Neighborhood Revitalization and Open Space Enhancements	- Administers HUD Community Development Block Grants	- Sustainable Communities - Community Investment Tax Credits	- Governor's Grants Office	- Program Open Space

Source: Agency websites

Table 7

Prince George's County and Maryland State Economic Development Resources

Economic Development Resources	Prince Georges' Co. Economic Development Corporation	County/Regional Nonprofits	State of Maryland	Maryland Department of Business and Economic Development	Maryland Department of Housing and Community Development
Job creation and business development, retention, and attraction	- Enterprise Zone Tax Credit Program: Annapolis Road Corridor - High-technology Property Tax Credit - Revitalization Area Tax Credit	- Business Improvement Districts - Prince George's County Financial Services Corporation	- Priority Funding Area: Annapolis Road Corridor	- Job Creation and Recovery Tax Credit: Annapolis Road Corridor	- Sustainable Communities: Annapolis Road Corridor - Community Investment Tax Credits
Infrastructure	-Tax Increment Financing			-Tax Increment Financing	- Sustainable Communities: Annapolis Road Corridor
Capacity building		- Center for Nonprofit Advancement - Partnership for Prince George's County			- Community Investment Tax Credits

Source: Agency websites

DEVELOPMENT STANDARDS AND GUIDELINES

General TDDP Standards and Guidelines

The development standards and guidelines for the New Carrollton TDOZ are organized into four main categories: (1) Building Envelope and Site, (2) Open Space and Streetscape, (3) Parking Facilities, and (4) Building Form. Each category is divided into related subcategories that begin with an intent statement, followed by the related standards and guidelines. Corresponding illustrations are provided to demonstrate the intent of the standards.

The standards in this section are regulatory in nature. That is, they are quantitative and modify existing regulations generally contained in the Zoning Ordinance and Landscape Manual. These standards define the character of new development and redevelopment for the New Carrollton TDOZ. The guidelines are performance-oriented in nature. They support the regulatory standards and establish a consistent design framework for quality site and building construction within the TDOZ.

Modification of the TDOZ standards is permitted through the process described in Section 27-548.08(c)(2) of the Zoning Ordinance:

"The applicant may ask the Planning Board to apply development standards which differ from mandatory requirements in the Transit District Development Plan, unless the plan provides otherwise. The Board may

Examples of pedestrian-friendly environments

amend any mandatory requirements except building height restrictions and parking standards, requirements which may be amended by the District Council under procedures in Part 10A, Division 1. The Board may amend parking provisions concerning the dimensions, layout, or design of parking spaces or parking lots.

"In approving the Transit District Site Plan, the Planning Board shall find that the mandatory requirements, as amended, will benefit the proposed development and the Transit District and will not substantially impair implementation of the Transit District Development Plan, and the Board shall then find that the site plan meets all mandatory requirements which apply."

Per Section 27-548.09.01(a)(1) of the Zoning Ordinance, the District Council may approve any of the following amendments to the Transit District development requirements, under procedures in Part 3, Division 2, Subdivision 5:

1. Changes to the TDOZ boundary;

2. Changes to an underlying zone;

3. Changes to the list of allowed uses, as modified by the Transit District Development Plan;

4. Changes to building height requirements; and

5. Change to transportation demand requirements or other parking provisions in the Transit District Development Plan which do not concern the dimensions, layout, or design of parking spaces or parking lots.

A property owner may request the District Council approve any of the amendments listed above. Per Section 27-548.09.01(b)(2) of the Zoning Ordinance, the owner's application shall include: (1) a statement showing that the proposed development conforms with the purposes and recommendations of the Transit District Development Plan; and (2) a Detailed Site Plan or Conceptual Site Plan, in accordance with Part 3, Division 9. If a Conceptual Site Plan is approved with an application, the owner may not obtain permits without an approved Detailed Site Plan.

The development standards are distinguished from their related guidelines by the use of the terms "shall," "must," "may only," and "may not" as set forth in Section 27-108.01(19) of the Zoning Ordinance. These terms mark the development standards as mandatory requirements. The development guidelines are characterized by the use of the terms "may" and "should." The guidelines are discretionary. They are strongly recommended, however, as aids to reinforce the development vision that the standards are intended to help implement. The New Carrollton TDDP development standards and guidelines apply to the entire TDOZ with the following exceptions:

1. The Building Envelope and Site Standards and Guidelines are arranged by neighborhood.

2. Other standards and guidelines that are specific to building type or location are noted in **bold text**.

Unless stated otherwise, these design standards and guidelines replace the standards and regulations contained in the Landscape Manual and the Zoning Ordinance of Prince George's County.

General Building Envelope and Site Standards and Guidelines

General Intent

To ensure the development of appropriate building forms that reinforce safe and attractive streets and ensure consistent siting of buildings close to the right-of-way, within an attached row or block of mixed-use, multifamily or commercial buildings, to create a comforting sense of enclosure that defines public space and contributes to a pedestrian-friendly environment.

Standards

Building Siting

Each developer, applicant, and applicant's heirs, successors and/or assignees shall be responsible for siting buildings according to the New Carrollton TDDP requirements and shall be obligated to meet these requirements as part of any application for detailed site plan (DSP) and building/grading permits. No building or grading permits shall be issued without a DSP that conforms to all building envelope and site standards in the TDDP.

Alleys

Alley construction within the rear setback shall be required for commercial and multifamily residential building lots and off-street parking facilities unless an alley already exists or the development site is "landlocked" by surrounding properties that are not part of the proposed redevelopment.

Dedicated Rights-Of-Way for Alleys

Where an alley does not exist and is not constructed at the time of development, the developer shall dedicate the alley right-of-way within the rear setback to the county. Pending construction of the alley, the developer or owner shall maintain the dedicated right-of-way by, at a minimum:

1. Sodding and providing routine landscape maintenance to the area.

2. Keeping the area clear of debris, litter, stored materials, and vehicles.

Building Entries

The primary entrance to a building shall be clearly visible from the street and shall front the street. Buildings facing public plazas or squares shall have their primary entrances facing the public space. Buildings on corner lots where streets of different rank intersect shall have their primary entrances on the more heavily traveled street.

Treatment of Building Facades on Arterial and Collector Streets

Building facades facing **Annapolis Road**, **Ellin Road**, **Harkins Road**, **85th Avenue**, and **Garden City Drive** shall be the primary entry facade or shall be of comparable quality in terms of architecture, materials, and detailing.

Utility Connections and Service Areas

Utility boxes, meters, and service areas such as trash enclosures shall not be visible from the street. If these features must be placed near the public street or other space, they shall be screened from direct public view.

Applicability of Neighborhood Boundaries

Where necessary, building projects that straddle neighborhoods shall comply with the requirements for building placement, parking, and landscape of the most restrictive neighborhood to provide reasonable compatibility with adjacent development.

Visual Surveillance

Mixed-use, educational/institutional, commercial, and multifamily residential buildings that face streets or other public space shall be designed to allow visual surveillance of the open space by building occupants.

ADA-Compliant Street Intersection Curb Cuts

Street intersections shall have curb cuts for American with Disabilities Act access on all corners. Sidewalk obstructions such as utility poles and streetlights are prohibited at these locations.

Guidelines

1. Uses that include non-pedestrian or auto-oriented uses, including garage entries, service bays, or similar functions, should orient those functions away from primary street frontage, wherever possible, placing active, populated functions toward the street.

2. Buildings should be designed with an understanding of their role in achieving the overall planning goals of the TDDP, such as providing edges or enclosure to streets and open space, creating linkages and gateways, reinforcing pedestrian connections, as well as shaping views.

3. Consideration should be given to adjoining sites allowing buildings to share access, amenities, and relationships of form that will create a stronger overall identity for the TDDP area.

4. Multifamily and nonresidential buildings should face the street and be located along a consistent build-to line to create a continuous street wall. The street wall should clearly define the urban space in front of it. In selected locations within commercial and mixed-use areas, the street wall should sit far enough back from the street curb to permit amenities such as café seating, street furniture, and a variety of street-side activities.

Example of continuous street wall in commercial district

Neighborhoods

(See Map 7. New Carrollton TDOZ Neighborhoods)

Intent

To ensure the development of special urban places that enhance the overall visual character and distinctive sense of place that is envisioned for the New Carrollton Metro Station and vicinity as a major entry and destination for Prince George's County.

Metro Core Neighborhood

Intent

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.

Standards

1. Buildings within 500 feet of the Metro station entrances shall be a minimum of six stories in height. Buildings more than 500 feet but within ¼ mile of the Metro station entrances shall be between four and 16 stories in height. Additional height up to six 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.

2. Buildings west of the Amtrak substation along **Ellin Road** shall not exceed eight stories in height and no additional height in return for community benefits should be considered at this location in order to avoid overshadowing the West Lanham Hills or Hanson Oaks single-family residential neighborhoods.

Example of high-density mixed-use development

Should Health and Human Services, as the primary tenant, be awarded at this site, then the height shall be adjusted to address federal tenant requirements.

3. Building heights shall decrease, or step down, to three stories or less when the side or rear of a commercial or multifamily building is adjacent to existing single-family homes. Development that is separated from single-family residential areas by a street or other public space 30 or more feet in width shall be exempt from this requirement.

4. Buildings shall sit along the established build-to line measured 20 feet from the edge of the curb.

5. Buildings shall cover no less than 60 percent of their lot and shall occupy at least 75 percent of their street frontage.

6. Off-street parking shall be in parking structures.

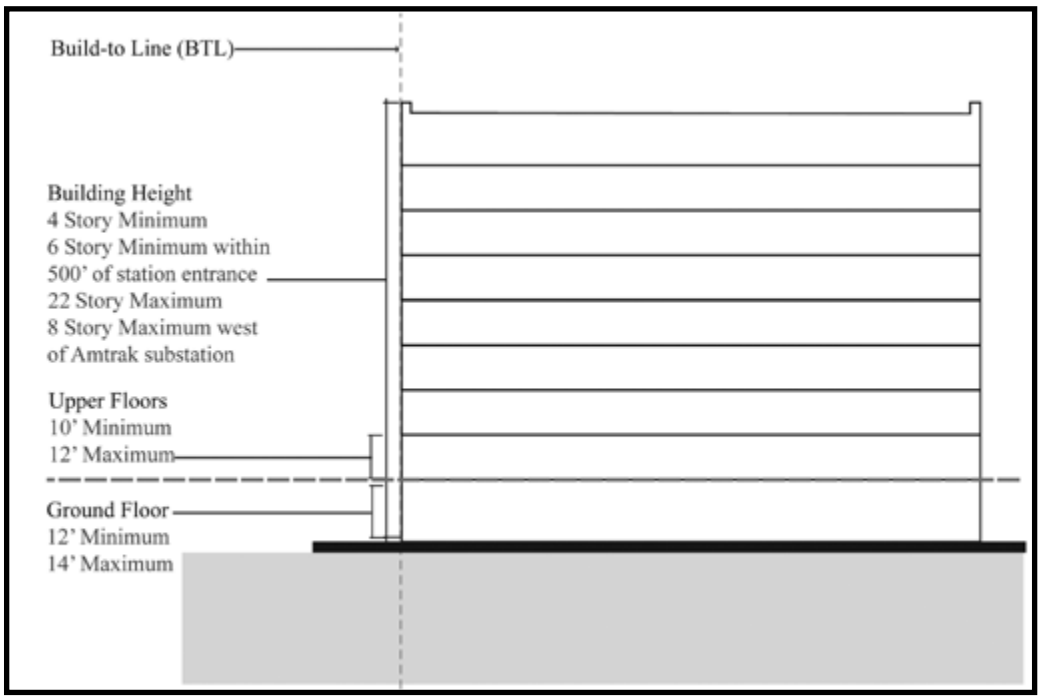
7. No more than one curb cut for parking or service access shall be allowed on any block face.

8. Parking facilities shall be screened from the street with either ground-floor "liner" commercial retail/office uses plus upper-floor facades that mirror the architecture of adjacent buildings, or full-height "liner" commercial/residential uses.

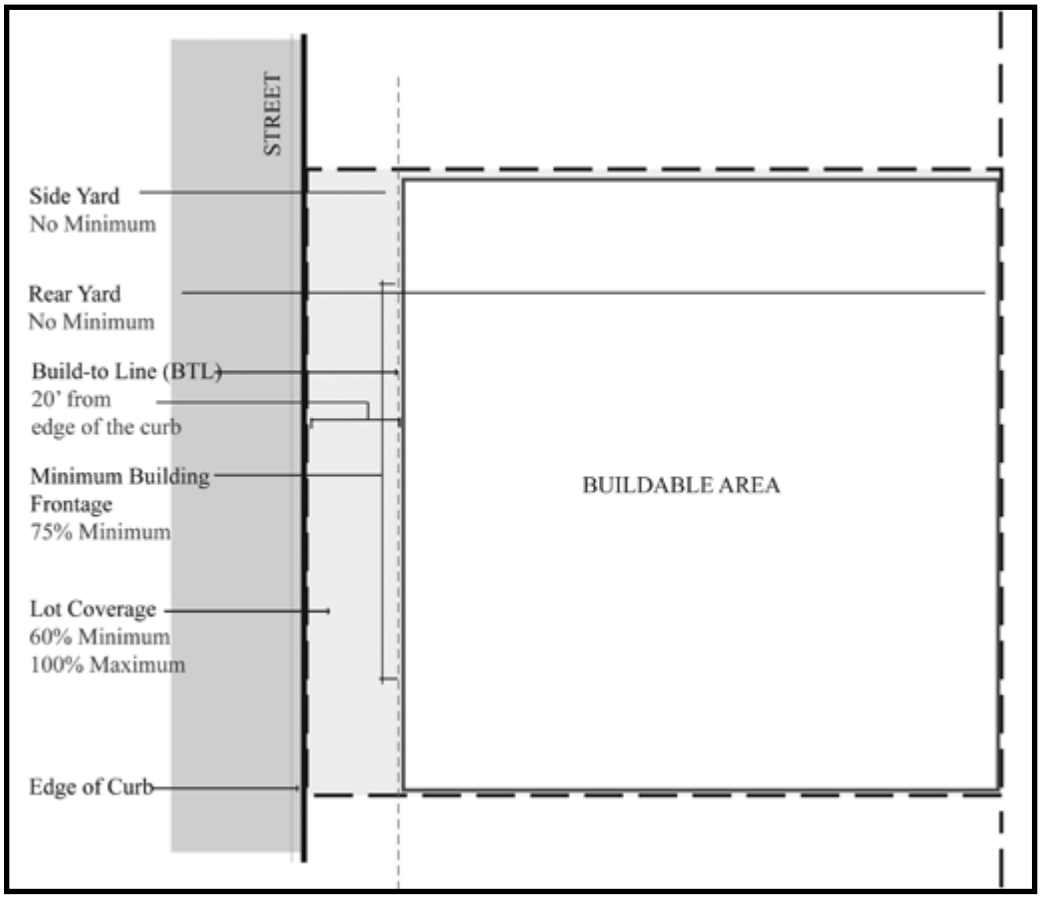
9. Loading docks and other service areas shall be architecturally integrated into the overall design of their development and screened by solid walls, fences, or solid metal doors of adequate height to provide complete screening from normal eye level, within applicable zoning allowances, on all sides where access is not needed.

10. Mixed-use and nonresidential buildings with public street or civic space frontages shall reserve at least 50 percent of their ground-floor frontage for retail uses.

Example of mixed-use development with ground-floor retail



Metro Core building heights—section view



Metro Core lot coverage—plan view

Graphics are not regulatory but are intended to illustrate codes.

11. Parking facilities and outdoor service areas must be well lit, and their lighting must be designed to minimize glare impacts on adjacent residential uses.

12. Switch boxes and utility meters must be located out of view from the public street. All utilities and their connections must be underground.

13. To mitigate the urban "heat island" effect, the rooftops of all new construction or renovated buildings over 10,000 square feet shall be designed in accordance with the heat island mitigation roof treatment criterion specified under the LEED for New Construction and Major Renovation, Version 2.2 or later. Freestanding parking garages and roofs with installed solar thermal or photovoltaic energy systems shall be exempt from this requirement.

14. Environmental site design (ESD) stormwater management techniques shall be used throughout the Metro Core to provide enhanced water quality controls and additional green space.

15. Streets that are part of a development proposal shall be designed as green streets.

16. Public plazas and other civic spaces shall be designed to be safe, sunny, and attractive, with:

    a. No "dead," poorly-lit, or hidden areas

    b. Maximum feasible southern exposure

    c. Use of at least two of the following options as decorative amenities: vegetation planters, special pavement treatments, public art, or street furnishings

Guidelines

1. Off-street parking should be located under or behind the uses that they serve.

2. Access to off-street parking should be from the side or rear of the lot.

3. Building facades should form a continuous street wall on block faces.

4. All loading docks and other service areas should be located to the side or rear of their development and accessed from the side or rear as appropriate.

5. Buildings should share service areas to the greatest extent possible.

6. Developers of mixed-use residential and nonresidential projects should include green building features such as green roofs, renewable energy systems, and energy conservation features in their developments to reduce environmental impacts and utility service costs. They should also seek LEED certification as a potential marketing tool for their projects.

7. Public streets and spaces should be well lit at night; public plazas and civic spaces should have pedestrian-scale streetlights installed for pedestrian safety and to reinforce the Metro Core's distinct physical character after dark.

8. Signal-controlled street intersections should be designed for traffic calming in order to make them safer for pedestrians. Consideration should be given to such devices as specially marked crosswalks, signage, median pedestrian refuges (on **Ellin Road**, **85th Avenue**, and **Garden City Drive**), traffic signal phasing, timed pedestrian signals with countdown displays, and curb extensions or bumpouts.

9. Leadership in Energy and Environmental Design (LEED) standards for building, as set forth by the U.S. Green Building Council (USGBC) should be reviewed and integrated into the design and construction process for all new development and renovation projects. LEED Silver or better certification is recommended for all new development.

10. Variances should be approved to address design standards for federal tenant building on Ellin Road, particularly to accommodate security requirements.

Garden City Neighborhood

Intent

To create a compact, medium-density and pedestrian-friendly mixed-use neighborhood east of the Metro Core.

Standards

1. Buildings shall be between 4 and 12 stories in height.

2. Buildings shall sit along the established build-to line measured 20 feet from the edge of the curb. Buildings on local streets shall sit between 10 and 15 feet from the edge of the curb.

3. Buildings shall cover no less than 60 percent of their lot and shall occupy at least 75 percent of their street frontage.

4. Off-street parking shall be in parking structures.

Example of mixed-use medium-density development

5. Parking facilities shall be screened from the street with either ground-floor "liner" commercial retail/office uses plus upper floor facades that mirror the architecture of adjacent buildings, or full-height "liner" commercial/residential uses.

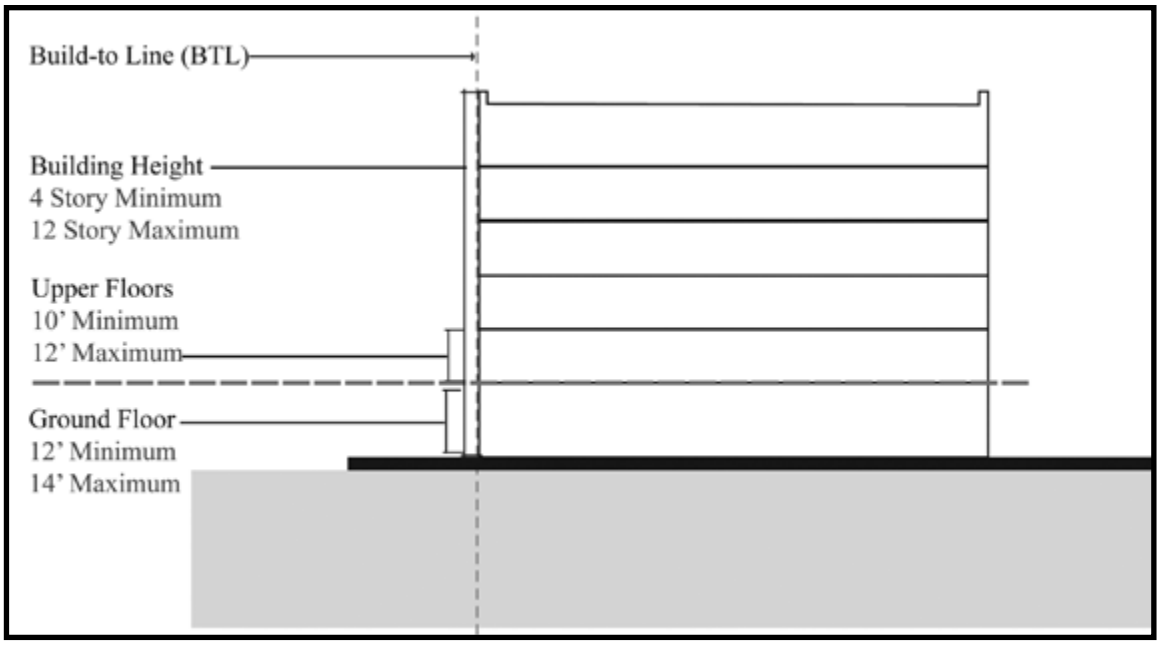
6. Loading docks and other service areas shall be architecturally integrated into the overall design of their development and screened by solid walls, fences, or solid metal doors of adequate height to provide complete screening from normal eye level, within applicable zoning allowances, on all sides where access is not needed.

7. Mixed-use and nonresidential buildings with public street or civic space frontages shall reserve at least 50 percent of their ground-floor frontage for retail uses.

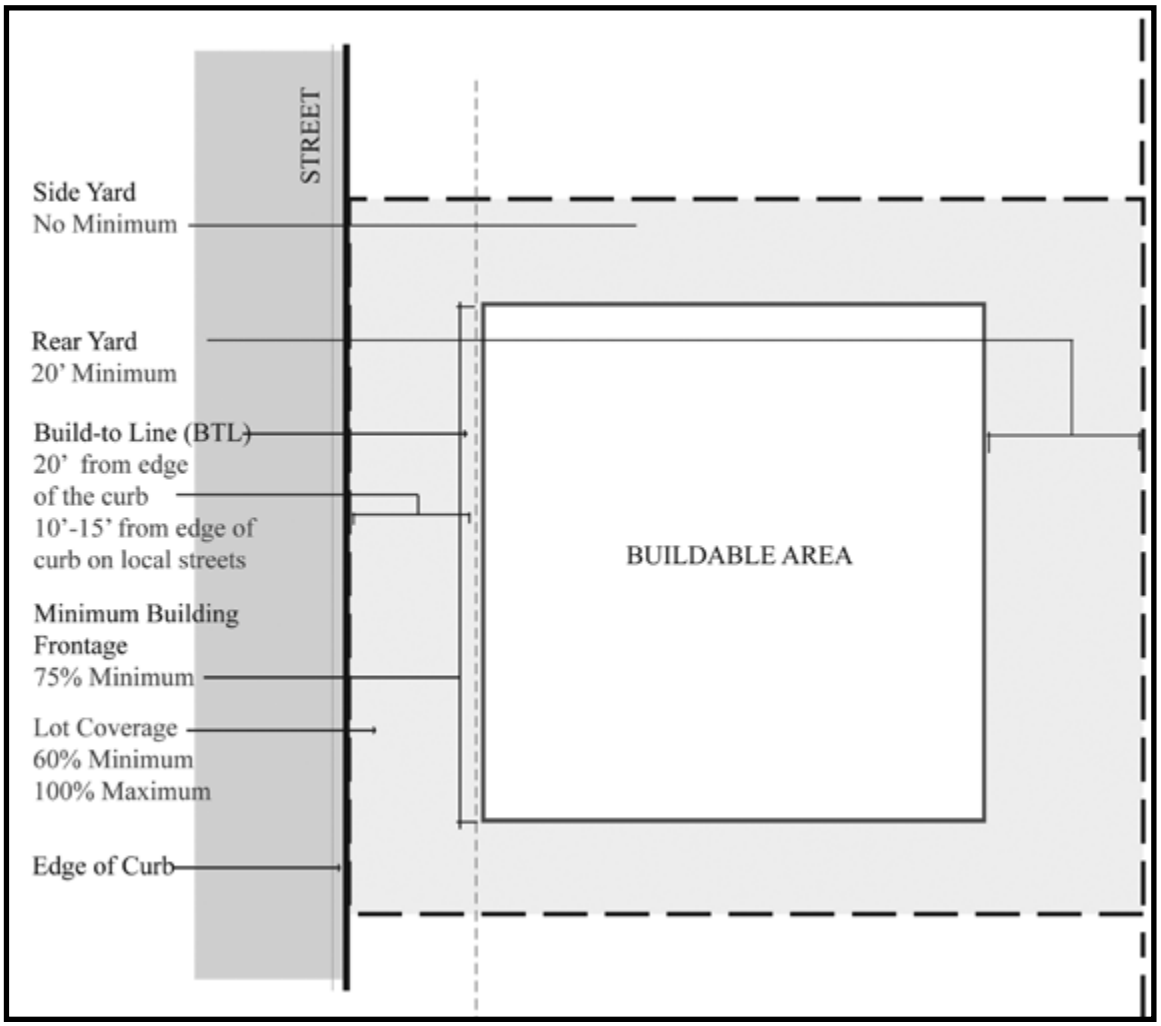
8. Parking facilities and outdoor service areas must be well lit, and their lighting must be designed to minimize glare impacts on adjacent residential uses.

9. To mitigate the urban "heat island" effect, the rooftops of all new construction or renovated buildings over 10,000 square feet shall be designed in accordance with the heat island mitigation roof treatment criterion specified under the LEED for New Construction and Major Renovation, Version 2.2 or later. Freestanding parking garages and roofs with installed solar thermal or photo voltaic energy systems shall be exempt from this requirement.

10. Environmental site design (ESD) stormwater management techniques shall be used throughout the Garden City Neighborhood to provide enhanced water quality controls and additional green space.



Garden City building heights—section view



Garden City lot coverage—plan view

Graphics are not regulatory but are intended to illustrate codes.

11. Streets that are part of a development proposal shall be designed as green streets.

12. Public plazas and other civic spaces shall be designed to be safe, sunny, and attractive, with:

    a. No "dead," poorly-lit, or hidden areas

    b. Maximum feasible southern exposure

    c. Use of at least two of the following options as decorative amenities: vegetation planters, special pavement treatments, public art, or street furnishings

Guidelines

1. Off-street parking should be located under or behind the uses that they serve.

2. Access to off-street parking should be from the side or rear of the lot.

3. Building facades should form a continuous street wall on block faces.

4. Buildings should share service areas to the greatest extent possible.

5. Switch boxes and utility meters should be located out of view from the public street. All utilities and their connections should be underground wherever feasible.

6. Outdoor service areas should be well lit at night; lighting should be designed to minimize glare impacts on adjacent residential uses.

Example of building facades forming a continuous street wall in Rockville, MD

7. Developers of mixed-use residential and nonresidential projects should include green building features such as green roofs, renewable energy systems, and energy conservation features in their developments to reduce environmental impacts and utility service costs. They should also seek LEED certification as a potential marketing tool for their projects.

8. Public spaces should be well lit at night.

9. Signal-controlled street intersections should be designed for traffic calming in order to make them safer for pedestrians. Consideration should be given to such devices as specially marked crosswalks, signage, traffic signal phasing, timed pedestrian signals with countdown displays, and curb extensions or bumpouts.

Annapolis Road Neighborhood

Intent

To create a revitalized and enhanced moderate density, mixed-use commercial district along Annapolis Road (MD 450).

Standards

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

2. Buildings on **Annapolis Road** (**MD 450**) shall sit along the established build-to-line measured 12 feet from the edge of the curb.

3. Buildings shall cover between 60 percent and 80 percent of their lot and shall occupy at least 70 percent of their street frontage.

4. Buildings without rear parking shall have rear yards no less than ten feet deep.

Example of medium-density mixed-use development

5. Off-street parking lots and structures shall be placed behind their on-site uses.

6. Service areas shall be placed behind their on-site uses, screened from public view, and well lit at night.

7. Mixed-use and nonresidential buildings with public street or civic space frontages shall reserve at least 50 percent of their ground-floor frontage for retail uses.

8. Parking facilities and outdoor service areas must be well lit, and their lighting must be designed to minimize glare impacts on adjacent residential uses.

9. To mitigate the urban "heat island" effect, the rooftops of all new construction or renovated buildings over 10,000 square feet shall be designed in accordance with the heat island mitigation roof treatment criterion specified under the LEED for New Construction and Major Renovation, Version 2.2 or later. Freestanding parking garages and roofs with installed solar thermal or photo voltaic energy systems shall be exempt from this requirement.

10. Environmental site design (ESD) stormwater management techniques shall be used throughout the Annapolis Road Neighborhood to provide enhanced water quality controls and additional green space.

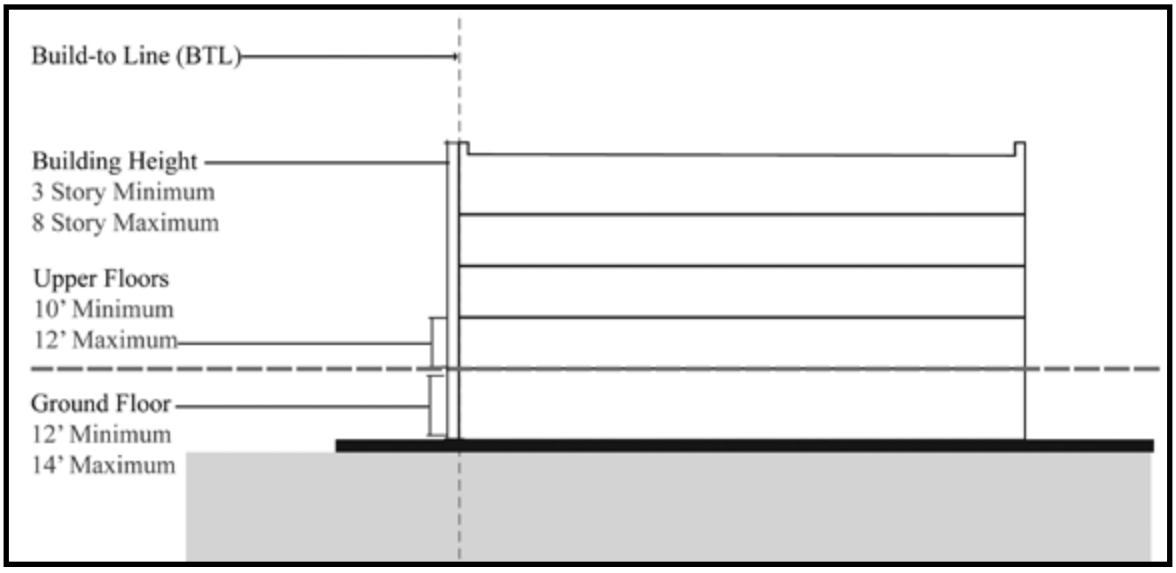
11. Streets that are part of a development proposal shall be designed as green streets.

12. Public plazas and other civic spaces shall be designed to be safe, sunny, and attractive, with:

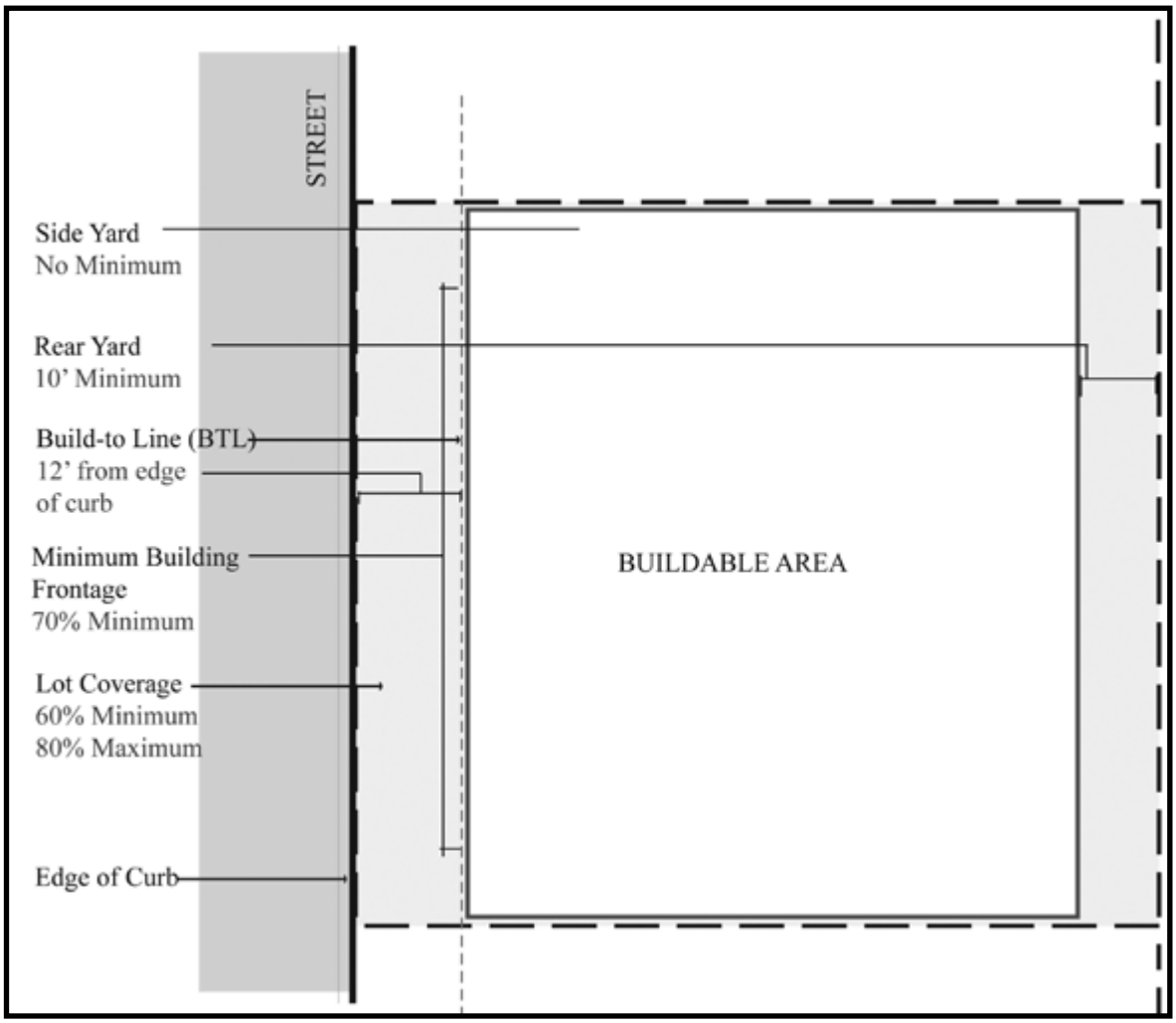
    a. No "dead," poorly-lit, or hidden areas

    b. Maximum feasible southern exposure

    c. Use of at least two of the following options as decorative amenities: vegetation planters, special pavement treatments, public art, or street furnishings



Annapolis Road Corridor building heights—section view



Annapolis Road Corridor lot coverage—plan view

Graphics are not regulatory but are intended to illustrate codes.

Guidelines

1. Off-street parking lots and structures should be accessed from the side or rear.

2. Building facades should form a definite street wall on block faces along **Annapolis Road**.

3. All loading docks and other service areas should be located to the side or rear of their development and accessed from the side or rear as appropriate.

4. Developers of mixed-use residential and nonresidential projects should be encouraged to include Leadership in Energy and Environmental Design (LEED) features such as green roofs, renewable energy systems, and energy conservation features in their developments to reduce environmental impacts and utility service costs. They should also be encouraged to seek LEED certification as a potential marketing tool for their projects.

5. Public streets and spaces should be well lit at night.

6. Signal-controlled street intersections should be designed for traffic calming in order to make them safer for pedestrians. Consideration should be given to such devices as specially marked crosswalks, signage, median pedestrian refuges (on **Annapolis Road**), traffic signal phasing, timed pedestrian signals with countdown displays, and curb extensions or bumpouts.

North Hillside Residential Neighborhood

Intent

To create an attractive, medium-density, mixed-use residential enclave that provides a variety of housing options and community-serving commercial services while acting as a transition area between the higher-density uses of the Metro Core and the lower-density commercial services of the Annapolis Road Corridor.

Standards

1. Buildings shall be between 4 and 12 stories in height.

2. Buildings shall sit between 20 and 40 feet from the edge of the curb.

3. Buildings shall cover between 60 percent and 80 percent of their lot and shall occupy at least 65 percent of their street frontage.

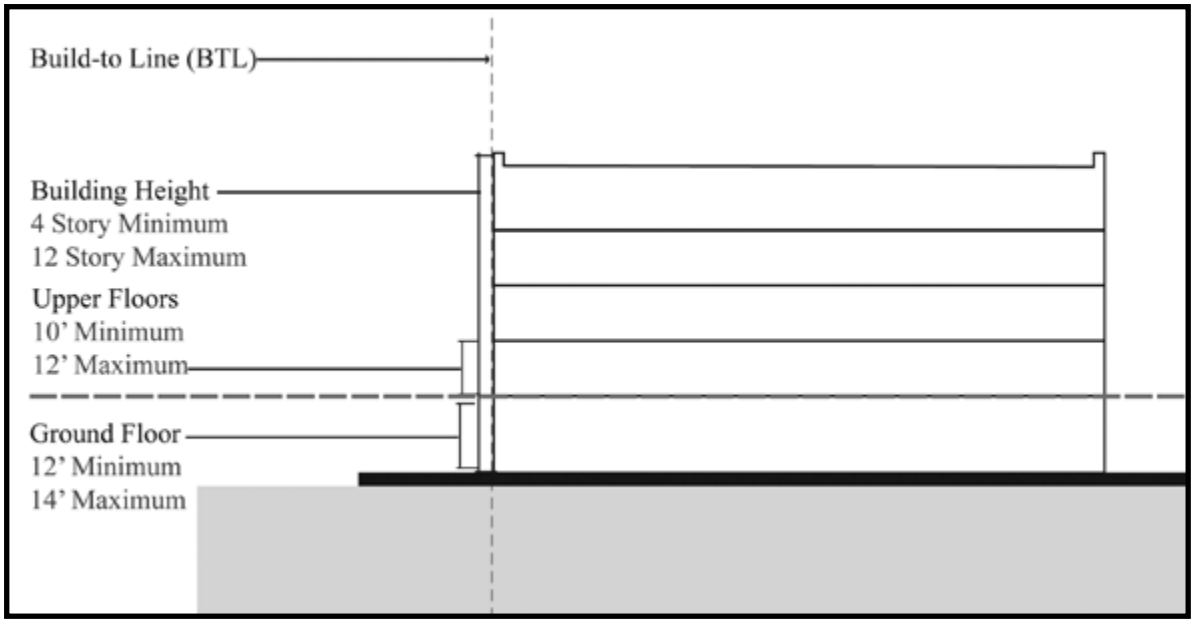
4. Buildings shall have side yards with a combined minimum width of 17 feet. No side yard shall be less than four feet wide. Buildings without rear parking shall have rear yards no less than ten feet deep.

5. Off-street parking lots and structures shall be placed behind their on-site uses.

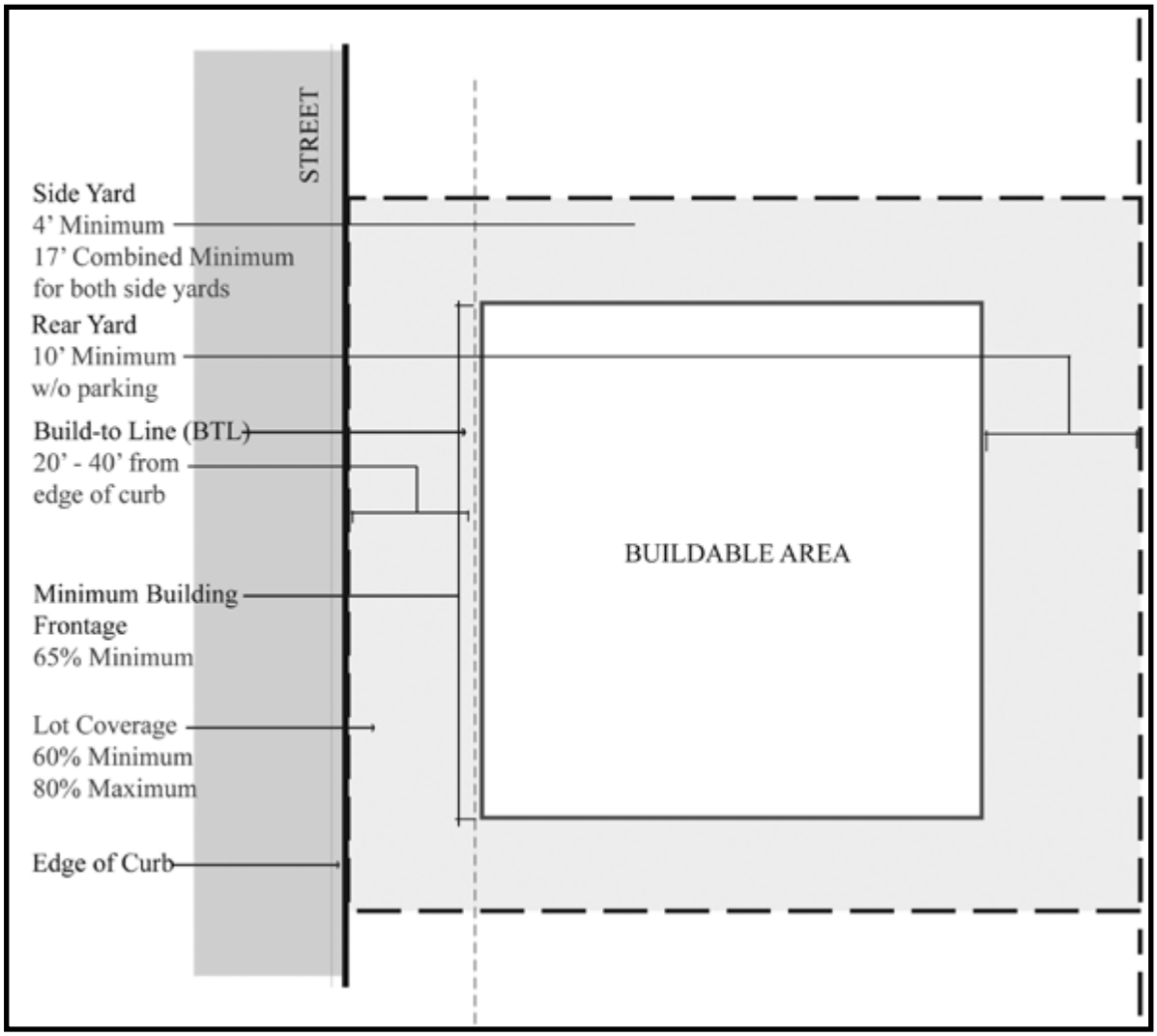
6. Service areas shall be placed behind their on-site uses, screened from public view, and well lit at night.

7. All loading docks and other service areas must be located to the side or rear of their development and accessed from the side or rear as appropriate.

Examples of medium-density residential development



North Hillside Residential neighborhood building heights—section view



North Hillside Residential neighborhood lot coverage—plan view

Graphics are not regulatory but are intended to illustrate codes.

8. Parking facilities and outdoor service areas must be well lit, and their lighting should be designed to minimize glare impacts on adjacent residential uses.

9. Mixed-use and nonresidential buildings with public street or civic space frontages shall reserve at least 25 percent of their ground-floor frontage for retail uses. Schools shall be exempt from this requirement.

10. To mitigate the urban "heat island" effect, the rooftops of all new construction or renovated buildings over 10,000 square feet shall be designed in accordance with the heat island mitigation roof treatment criterion specified under the LEED for New Construction and Major Renovation, Version 2.2 or later. Freestanding parking garages and roofs with installed solar thermal or photo voltaic energy systems shall be exempt from this requirement.

11. Environmental site design (ESD) stormwater management techniques shall be used throughout the North Hillside Residential Neighborhood to provide enhanced water quality controls and additional green space.

12. Streets that are part of a development proposal shall be designed as green streets.

13. Public plazas and other civic spaces shall be designed to be safe, sunny, and attractive, with:

    a. No "dead," poorly-lit, or hidden areas

    b. Maximum feasible southern exposure

    c. Use of at least two of the following options as decorative amenities: vegetation planters, special pavement treatments, public art, or street furnishings

Guidelines

1. Developers of mixed-use residential and nonresidential projects should include LEED features such as green roofs, renewable energy systems, and energy conservation features in their developments to reduce environmental impacts and utility service costs. They should also seek LEED certification as a potential marketing tool for their projects.

2. Signal-controlled street intersections should be designed for traffic calming in order to make them safer for pedestrians. Consideration should be given to devices such as specially marked crosswalks, signage, traffic signal phasing, timed pedestrian signals with countdown displays, and curb extensions or bumpouts.

General Open Space and Streetscape Standards and Guidelines

General Intent

To promote the creation of open space amenities that fit in with, and enhance, the overall visual and physical character of the built environment (buildings and streets).

Standards

1. *Landscape Plan Submission*: Landscape plans, which address all land areas of a lot that are not covered by buildings, streets or paved areas, shall be prepared and submitted with the detailed site plan (DSP). Such plans will define landscape construction, seeding and planting materials, and irrigation methods. Landscape plans shall incorporate ESD techniques and related conservation landscaping measures.

2. *Plant List:* A plant list shall be included on the landscape plan and shall specify the plant species (botanical and common name), size/caliper, spacing, quantity, construction details (for trees, shrubs, evergreens and street trees), and method of irrigation and illumination. These plants should be native or adapted species to the greatest extent possible, in keeping with Native Plants of Prince George's County (1997–1998).

3. *CPTED Guidelines*: Landscape plants provided as buffers and screening shall not endanger pedestrians by creating blind spots or hiding places. All landscape improvements shall be in accordance with Crime Prevention Through Environmental Design (CPTED) guidelines for public safety.

Guidelines

1. Landscaping should serve as an amenity, screen, or buffer to enhance the appearance of structures or uses such as parking lots or large blank walls, or to increase the attractiveness of common open spaces.

2. Landscaping should visually frame occupied buildings.

3. The landscaping character of adjacent lots should be coordinated.

4. Landscaping should be used to mitigate areas of large, unbroken building mass and screen walls.

5. Existing healthy trees should be preserved to the greatest extent practicable. Existing damaged, decayed, or deceased trees should be removed to protect remaining trees.

Example of landscaping within mixed-use TOD

6. Landscape and streetscape amenities, including plantings, lawns, fencing, and furniture, should be used to create clear borders and define controlled, or defensible, spaces to allow people to distinguish public from private spaces.

7. The height and placement of landscape and streetscape amenities should not interfere with natural surveillance.

Ground Cover

Intent

To ensure healthy and attractive ground cover that is visually and functionally compatible with other landscaping plant materials used at development sites.

Standards

1. *Sod:* All permanent turf grass areas and disturbed areas not proposed for construction shall be sodded at the time of development. Seeding, sprigs, or sod plugs shall be prohibited for permanent ground stabilization. Sod specifications shall be provided on the landscape plan.

2. *Groundcover*: Groundcover specifications including name, species, quantity, and spacing shall be provided on the landscape plan. Groundcover shall be planted at a minimum spacing of four inches on center.

3. *Mulch*: Mulch shall be shredded hardwood mulch that is brown in color and shall be specified at a two- to three-inch depth on landscape plans. Red cedar mulch or rubber mulch shall be prohibited.

4. *Unplanted Mulch Beds*: Unplanted mulch beds shall not exceed ten square feet in area; large mulch beds shall be prohibited.

5. *Irrigation*: All sod and groundcover areas shall include an automated irrigation system that uses collected rainwater and/or recycled grey water (from bathing and laundering of clothes) to the fullest extent possible to maintain the health and vigor of the sod and groundcover.

Guidelines

Ground cover and landscaping with other woody plants may be used in place of turf grass to provide visual variety and support stormwater control features in site landscapes.

Open Spaces

Intent

To ensure safe, attractive and accessible open spaces that provide recreational opportunities and support for outdoor public events.

To integrate and utilize landscape design to enhance open spaces and ensure that they function effectively as special places, whether public or private.

Standards

1. *Open Space Elements*: At the time of preliminary plan of subdivision and detailed site plan (DSP), the DSP shall be reviewed for compliance with park and plaza size, location, active and passive recreation amenities, park furniture (benches, trash receptacles, picnic tables, bollards), amenities (examples: fountains, chess tables), play equipment, artwork, lighting, and irrigation. The DSP shall include all locations, quantities, and details for benches, trash receptacles, lighting fixtures, bollards, picnic tables, recreational/children's play equipment, and artwork.

2. *Parks and Plazas CPTED Guidelines*: Parks and plazas shall be designed in accordance with CPTED guidelines for landscaping and lighting to provide pedestrian safety and security. A note indicating compliance with these guidelines shall be placed in the general notes section of the DSP.

3. *Open Space Landscape:* Landscape beds for parks, plazas, and other open spaces shall cover a minimum area of 500 square feet, and a note indicating compliance with this standard shall be included in the general notes on the DSP. ESD stormwater management features and related conservation landscaping measures shall be incorporated into the landscape design, and a note stating compliance with this standard shall be included in the general notes section on the DSP.

4. *Open Space Shade Trees*: Parks, plazas, and other open spaces shall have at least one shade tree per 1,000 square feet of open space area.

5. *Irrigation*: All open space landscaping shall include an automated irrigation system that uses collected rainwater and/or recycled grey water (from bathing and laundering of clothes) to the fullest extent possible to maintain the health and vigor of the landscape plantings. A note stating compliance with this standard shall be included in the general notes section on the DSP.

6. *Open Spaces—Americans with Disabilities Act (ADA) Accessibility*: All open spaces shall be barrier-free and accessible to persons with disabilities, the elderly, people with strollers, and vendors with pushcarts. Open spaces shall meet ADA requirements for parks and recreation spaces.

7. *Open Space Lighting*: Parks, plazas, and other open spaces shall be illuminated to a minimum 1.25 foot-candles and a maximum of 2.0 foot-candles in accordance with ADA requirements for parks and recreation spaces. Full cut-off optics shall be used to direct lighting downward. No up-lighting shall be used.

8. *Open Space Seating*: Open spaces shall provide 60 linear feet of seating per acre with a minimum of 30 linear feet regardless of park or plaza size. Outdoor seating associated with cafes shall not count toward this seating requirement. For the benefit of persons with disabilities, a minimum of five percent of the required seating shall have backs.

9. *Open Space Trash and Recycling Receptacles*: Open spaces shall provide one trash receptacle and at least one recycling receptacle for each bench seating area. Trash and recycling receptacle detail, quantity, and locations shall be delineated on the DSP.

10. *Open Space Service Areas*: Loading and service areas within parks and plazas shall be screened from public view with appropriate landscaping and opaque walls designed to fit in with the surrounding open space environment.

11. *Open Space Emergency Accessibility*: Open spaces shall be free of vehicular traffic and shall provide breakaway or retractable bollards along all adjoining roadways to protect pedestrians and provide emergency vehicle access. Bollard type(s) and locations shall be delineated on the DSP and shall conform to TDDP development standards. If a dedicated emergency access is needed, it shall be provided using soil stabilization methods that provide an adequate sub-base covered with turf or mulch. A note indicating compliance with this standard shall be placed in the general notes of the DSP.

Guidelines

1. Open space should be used to enhance the value and amenity of surrounding development.

2. Open space should bind various projects into cohesive interrelated districts wherever possible.

3. Open spaces should provide a variety of seating options, including benches, seating steps, planters, seat walls, table seating, picnic tables, and grassy seating areas.

4. Public works of art should be considered for all public parks and plazas. Drawings and illustrations shall be provided to M-NCPPC staff for review and comment.

5. Paved surfaces should provide a coordinated, distinctive special paving pattern to provide interest to the public art area.

6. There should be clear sight lines through the park or plaza and clear views of surrounding areas. Avoid features that block sightlines and major access points.

Example of an urban park with clear sight lines

Plazas

Intent

To create safe and visually attractive plazas that enhance adjacent buildings and help create a sense of place.

Standards

1. *Plaza Height*: The height/level of the plaza shall not be more than three feet above or three feet below the curb level of the nearest adjoining street in order to promote pedestrian visibility and security.

2. *Plaza Size*: Plaza spaces shall be no less than 40 feet across nor more than 300 feet across. (Source: Watson, Platus, and Shibley. Time Saver Standards for Urban Design. McGraw Hill: 2003)

3. *Parking Structures Near Plazas*: Parking structures that abut plazas shall not be allowed unless the parking structure contains ground floor retail or full-height liner retail/commercial uses.

4. *Plazas as ESD Stormwater Management Amenities:* Plazas shall be designed as stormwater amenities using ESD stormwater management techniques.

5. *Plaza Shade Trees*: Plaza shade trees shall be a maximum caliper size of 2½ inches at the time of installation. Trees shall be planted either with gratings flush to grade or in a planting bed with a continuous area of at least 100 square feet exclusive of bounding wall.

6. *Plaza Electrical Outlets*: The plaza shall be equipped with 115- and 220-volt outlets appropriate for use in terraced or paved areas that are designed to accommodate outdoor artistic performances. All electrical outlets shall be three-prong grounded with weatherproof protective covers to meet United Laboratories safety requirements.

7. *Plaza Amenities*: Public plazas shall be designed to support a variety of pedestrian activities. Plazas that include transit bus stops or Metro station entrances shall incorporate these features into their design to support convenient and safe public transit access.

8. *Plazas in Commercial Areas*: Plazas in commercial areas shall front adjacent retail uses. A minimum 75 percent of the ground-floor building frontage facing a commercial-area plaza shall consist of retail uses.

Guidelines

1. Plazas should be durable, safe, and inviting spaces that can function as outdoor "living rooms" for the tenants of, and visitors to, nearby buildings.

2. Plazas should provide amenities that support a variety of activities and functions. These may include:

    a. Entertainment

    b. Bus waiting area

    c. Pedestrian links between buildings

    d. Café seating

    e. Seating walls

    f. Fountains

    g. Passive recreation areas

Example of plaza amenities in Arlington, VA

3. A plaza should be designed to fit in with and enhance the architectural appearance of adjacent buildings, using such measures as compatible paving materials and structural features that echo the design of prominent nearby buildings.

4. A minimum plaza width to building height ratio of 2:1 should be incorporated into the design of any plaza to eliminate claustrophobic and unsafe pedestrian spaces.

General Squares and Greens Guidelines and Standards

Intent

To ensure attractive, safe, and healthy public squares and greens that can serve as places of rest and relaxation as well as support outdoor public events.

Standards

1. *Submission of Landscaping Plan Documents*: Landscape plan documents shall be required for all proposed public squares and civic greens. Drawings and illustrations shall be provided to M-NCPPC staff for review and comment per the submission requirements of the New Carrollton TDDP.

2. *Irrigation and Maintenance of Landscaping*: Landscape materials provided in a square or civic green shall be irrigated with an automated irrigation system that uses collected rainwater and/or recycled grey water (from bathing and laundering of clothes) to the fullest extent possible to maintain the health and vigor of the landscape plantings, and a note stating compliance with this standard shall be included in the general notes section on the DSP. Landscaping areas shall receive regular maintenance to remove dead and diseased plants, prune healthy plants, and treat planted areas for pests and disease.

3. *Selection of Landscaping Plant Materials*: A variety of evergreen, ornamental, and flowering landscape material shall be provided for visual variety and attractiveness in accordance with ESD stormwater management best practices and the Landscape Manual. All plant material shall conform to CPTED guidelines.

Guidelines

1. Public works of art should be considered an integral part of the design for all public plazas.

2. Paved surfaces should provide a coordinated, distinctive special paving pattern to provide interest to the public art area.

Squares

Intent

To create visually interesting and attractive squares that serve, along with the buildings and streets that border them, to create a distinct sense of place.

To create easily accessible public spaces large enough to host neighborhood or community outdoor public events.

Standards

1. *Minimum Design and Performance Requirements for Squares*: Surface treatment and materials (within the area back-of-curb to back-of-curb excluding any civic building, public art, or monument footprint) shall provide a minimum of 30 percent permeable surface area (turf, groundcover, soil, or mulch). The remaining area shall be paved surface.

2. *Parking Structures Near Squares*: Parking structures that abut squares shall not be allowed unless the parking structure contains ground floor retail or full-height liner retail/commercial uses.

3 *Lighting of Public Square Areas*: Lighting of public art, paved areas, and landscaping shall conform to CPTED guidelines. Lighting details and specifications shall be provided on the landscape plan. Lighting levels shall be specified according to the TDDP requirements.

Guidelines

1. A square should be surrounded or enclosed by buildings, even if streets separate those buildings from the square. This relationship of buildings to space helps to create a sense of enclosure; i.e., the square becomes an outdoor "living room" for the surrounding uses.

2. Squares should be located near clustered destination uses, such as civic centers or shopping districts, that can generate constant foot traffic into and through these public spaces.

3. Squares should be located at major public transit stops to be easily accessible for those who cannot drive or do not have access to an automobile.

4. A square should be designed for easy surveillance from any point within it. This reinforces the perceived feeling of public safety in line with CPTED guidelines.

Greens

Intent

To ensure the creation of attractive civic greens designed to provide a sense of place and encourage passive and active recreation by residents and visitors.

Standards

1. *Minimum Design and Performance Requirements for Civic Greens:* Surface treatment and materials (within the area back-of-curb to back-of-curb excluding any civic building, public, art or monument footprint) shall provide a minimum 60 percent permeable surface area (turf, groundcover, soil, or mulch). The remaining area shall be paved surface. ESD stormwater management features shall be incorporated into the green design to minimize off-site run-off and streambed erosion.

2. *Lighting of Public Greens*: Lighting of public art, paved areas, and landscaping shall conform to CPTED guidelines. Full-cutoff optics shall be used to direct lighting downward. Up-lighting shall be prohibited. Lighting details and specifications shall be provided on the landscape plan. Lighting levels shall be specified according to the TDDP requirements.

Guidelines

1. Greens should be designed to function like manicured grassy meadows that invite visitors to sit, recline, people-watch, or engage in active sports.

2. Greens should be located at major public transit stops to be easily accessible for those who cannot drive or do not have access to an automobile.

3. A green should be designed for easy surveillance from any point within it. This reinforces the perceived feeling of public safety in line with CPTED guidelines.

Parks

Intent

To ensure the creation of attractive public parks that feature natural environments and/or recreational facilities that support both active and passive recreation.

Standards

1. *Minimum Design and Performance Requirements for Parks*: Parks shall preserve natural areas as primary environmental features. Paved surfaces shall be kept to the minimum required to provide access, required parking, service areas, and team sports that require a paved surface, e.g., basketball and tennis. New parks that are to become part of the M-NCPPC green infrastructure system shall be coordinated with the Department of Parks and Recreation during their planning, design and construction phases.

2. *Community and Recreational Centers*: The location of these facilities shall be determined by M-NCPPC based on the recommendations of the applicable master plan (Landover or Bladensburg–New Carrollton).

3. *Lighting of Parks*: Lighting of public art, paved areas, and landscaping shall conform to CPTED guidelines. Lighting details and specifications shall be provided on the landscape plan. Lighting levels shall be specified according to the TDDP requirements. Lighting in public parks shall be designed to minimize glare in natural areas and nearby residential communities.

Guidelines

1. Large parks should include well-kept areas that invite visitors to sit, recline, people-watch, or engage in active sports. Nature trails, activity centers, and playgrounds should be considered for smaller parks.

2. Parks should be integrated into the designated green infrastructure network so that they can help preserve natural habitats and local wildlife.

3. Parks should be designed for easy surveillance of recreation facilities, playing fields, other open areas, and nature trails. This reinforces the perceived feeling of public safety in line with CPTED guidelines.

Streetscapes

General Intent

To create consistent and inviting streetscapes along residential, commercial, and mixed-use streets and a distinctive visual character throughout the TDDP area.

To create "complete streets" to provide an environment that is easier, safer, and more pleasant for walking, bicycling, and driving.

Standards

1. *Requirement for Complete Green Streets*: Streets shall accommodate all modes of transportation and integrate with an interconnected street and pedestrian network. Streets shall also be designed as green streets that incorporate ESD stormwater management features.

2. *Street Characteristics and Design Criteria*: The following design standards shall be used to ensure that new streets meet the function and demand for the facility type. Because the final design of the roadway can vary from segment to segment (due to adjacent land uses and demands), the system standardizes key characteristics to provide consistency while also allowing flexibility. Table 8 provides a summary of key street characteristics, design criteria, and applications.

3. *Maximum Length of Block Perimeters:* Block perimeters shall not exceed 1,600 feet measured along the public or private street right-of-way.

4. *Maximum Length of Public and Private Streets*: Block lengths for public and private streets shall not exceed 500 feet between through streets, measured along the street right-of-way.

5. *Permissible Deviations from Strict Compliance with Block Dimension Standards*: The standards for block perimeters and lengths shall be modified to the minimum extent necessary based on findings that strict compliance with the standards is not reasonably practical or appropriate due to:

    a. Topographic constraints

    b. Existing development on abutting property which precludes the logical connection of streets or accessways

    c. Railroads

    d. Traffic safety concerns

    e. Functional and operational needs to create a large building

    f. Protection of significant natural resources

Table 8.

Recommended Street Characteristics and Design Criteria

Vehicle Lane Widths (minimum widths)	Truck Route = 12 feet Bus Route = 11 feet Arterial/Collector = 11–12 feet Commercial Street = 10–11 feet Residential and Local Street = 9–10 feet Turn Lane = 10-12 feet (12 feet for truck routes)
On-Street Parking	Residential = 7 feet Commercial/Neighborhood = 8 feet
Bicycle Lanes (minimum widths)	Arterial/Collector = 6 feet Commercial Street = 5 feet Neighborhood Street = 5 feet
Sidewalks	All Streets = minimum 6 feet; maximum 12 feet
Curb Extensions for Pedestrians	Consider on any street within TDDP/TDOZ; recommended for streets fronted by mixed-use residential or nonresidential development
Landscape Strips (designed as ESD stormwater management amenities)	Arterials and Collector Streets = Preferred; minimum 6 feet wide Parkway = Required; Minimum 8 feet wide Residential and Local Streets = Desirable; minimum 6 feet wide
Medians	5 Lanes = Required 3 Lanes = Optional

6. *Undergrounding of Public Utilities on New Development Sites*: All utility lines on new development sites shall be underground where feasible, but utility vault access lids may be located in the sidewalk area.

7. *Street Connectivity Requirement*: Connections shall be provided between new streets in the TDDP area and existing local and minor collector streets.

8. *Streetscapes as ESD Stormwater Management Amenities*: All streetscapes shall incorporate ESD stormwater management features in accordance with county and state requirements as well as known best practices.

9. *Streetscape Elements as Part of Site Plan Submissions*: Streetscape elements of street trees, street furniture, landscaping and planters, decorative paving, sculpture/artwork, and bus shelters shall be provided on the streetscape plan. All streetscape elements shall include information of location, spacing, quantity, construction details, and method of illumination and shall be required for all streets in accordance with the New Carrollton TDDP streetscape sections and public realm elements.

10. *Advertisements and Signage in Public Spaces*: Advertisements and signage shall be prohibited on all streetscape elements with the exception of bus shelter advertisements approved by the appropriate public transit authority (WMATA or TheBus). The posting of transit service-related information within the public right-of-way shall be subject to the approval of MDOT, DPW&T and the City of New Carrollton.

11. *Permitted Streetscape Elements*: Permitted streetscape elements shall include:

    a. Street trees (located in tree grates along urban streets and planting beds along residential streets)

    b. Street furniture (benches, trash receptacles, lighting, and bus shelters; prior approval from DPW&T, WMATA, SHA, and/or the applicable municipal public works agency shall be required)

    c. Landscaping and planters

    d. Decorative paving

    e. Sculpture/artwork (prior approval from DPW&T, WMATA, SHA, and/or the applicable municipal public works agency shall be required)

Example of permitted streetscape elements, Hyattsville, MD

12. *Consistency of Design Elements*: Streetscape elements such as paving, street furniture, and street trees shall be consistent within a development project and shall be consistent along the street wall. Samples of proposed paving materials should be submitted with the detailed site plan for review and approval by M-NCPPC staff, DPW&T, and, where applicable, municipal public works officials.

13. *Streetlights*: Streetlights shall be installed on both sides of streets along the street tree alignment line and, unless otherwise designated in the TDDP, at no more than 60-foot intervals measured parallel to the street. At the time of development, the developer shall be responsible only for the installation of streetlights on the side of the street that is being developed.

Guidelines

Public alleys or major off-street bike/pedestrian pathways, designed as provided in this chapter, may be used to meet the block length or perimeter standards of this section.

Street Type Specifications

Intent

To ensure that all street types are designed as attractive, pedestrian- and bicycle-friendly public spaces that conform to the concept of "complete streets."

Standards

1. *Permitted Street Types*: All new streets built within the TDOZ area shall conform to one of the following types: arterials (example: **Annapolis Road**), collectors (examples: **Ellin Road**, **Garden City Drive**), local streets, and alleys.

2. *Use of Street Design to Slow Down or "Calm" Vehicular Traffic*: Streets shall be designed to encourage or force drivers to travel at lower speeds and drive less aggressively through the use of such traffic-calming devices as raised crosswalks, speed tables or humps, on-street parking, curb bumpouts

at intersections and in the middle of blocks exceeding 250 feet in length, and landscaped medians with pedestrian crossing refuges.

3. *Primacy of Pedestrian Scale in Street Design*: All streetscape elements, including but not limited to signage, lighting, and street furniture, shall be designed to pedestrian scale. Highway-scale directional signs and streetlights shall be restricted to gateway areas where access ramps to **John Hanson Highway** and the **Capital Beltway** are located. Highway-scale directional signs placed at selected locations as required by the State Highway Administration (SHA) to meet established highway safety standards shall be exempt from this requirement.

4. *Interconnected Street Network*: New local streets shall be designed as an interconnected street grid so that traffic capacity can be diffused and maintained across numerous streets.

Guidelines

1. In pedestrian-oriented areas, nonvehicular traffic should be provided with every practical advantage over vehicular traffic so long as public safety is not adversely affected.

2. Vehicular travel lanes should not exceed 11 feet in width. Wider lanes encourage traffic to move at higher speeds that endanger the safety of pedestrians, waiting transit riders, and bicyclists.

3. **Ellin Road**, **85th Avenue**, and other TDOZ streets that have been, or might be, proposed as possible routes for the future Purple Line and its proposed extensions should be designed to accommodate this transit facility as part of a safe, pedestrian-friendly street environment.

Pedestrian/Bike Accessways Within Public Street Right-of-Way

Intent

To provide clearly delineated, attractive, and safe pathways for pedestrians and bicyclists within the public street rights-of-way.

Standards

1. *Requirement for Pedestrian-Scaled Amenities*: Within 600 feet of station entrances, pedestrian-scaled amenities shall be required every 100 square feet of the sidewalk area, including but not limited to:

    a. Street furniture

    b. Plantings

    c. Distinctive paving

    d. Ornamental lighting

    e. Drinking fountains

    f. Sculptures

2. *Clearly Marked Pedestrian Crossings*: Public street, driveway, loading area, and surface parking lot crossings shall be clearly marked with textured accent paving or painted stripes.

3. *Articulation of Sidewalk Cross Section*: The different zones (curb, furnishings, through, frontage) of a sidewalk shall be articulated using special paving or concrete scoring.

4. *Sidewalks*: All sidewalks designated in the TDDP shall be constructed according to the streetscape requirements listed in this section and shall meet the sidewalk width(s) delineated in the TDDP streetscape sections. Sidewalks not designated in the TDDP shall be at least five feet wide and shall meet county specifications.

5. *Permitted Materials*: Brick, precast pavers, concrete, tinted and stamped asphalt, Belgium block, or granite pavers are permitted materials. Samples of proposed paving materials shall be submitted with the detailed site plan for review and approval by M-NCPPC staff.

6. *Sidewalk Requirements*: Sidewalks are required for all street frontages along which occupied structures (commercial, residential, or mixed-use) occur.

7. *Coordination of Proposed Bikeway Facilities in Public Stree Rights-of-Way with Appropriate Public Works Agencies*: Proposed new bikeway facilities within the public right-of-way of state-maintained roads shall conform to State Highway Administration (SHA)-approved standards and guidelines, and their design, approval, and construction shall be coordinated with SHA. Similar coordination with the appropriate public works agency or agencies shall be required for proposed bikeway facilities within other public street rights-of-way. Appendix D: Bike Facility Definitions may be referenced for further guidance in the design of these facilities.

Guidelines

1. Sidewalks adjacent to undeveloped parcels may be temporary.

2. Wherever possible, wide sidewalks should be used in higher-density commercial and mixed-use areas to allow for amenities such as café seating, comfortable pedestrian pathways, street trees, and street furniture.

3. Private sidewalks and walkways should be provided to connect street sidewalks to primary commercial and residential building entries, public transportation, public open spaces, and parking areas by the most direct route practicable. On-site pedestrian walks should not substitute for required public sidewalks.

4. Adjoining developments should minimize auto/pedestrian conflicts and maximize convenient access between buildings.

Public Off-Street Accessways

Intent

To provide clearly delineated, attractive, and safe pathways for pedestrians and bicyclists within blocks and other off-street areas.

Standards

1. *Requirements for Off-Street Pedestrian Accessways:* Off-street pedestrian accessways shall incorporate all of the following design criteria:
   a. Minimum ten-foot vertical clearance
   b. Minimum 20 foot horizontal barrier clearance for pathway
   c. Approved pavement material, with a compacted subgrade
   d. Nonskid boardwalks if wetland construction is necessary
   e. Minimum 100 square feet of trailhead area at intersections with other pedestrian improvements

2. *Requirements for Off-Street Trails:* Minor off-street trails shall be a minimum of five feet wide, have a minimum vertical clearance of eight feet, a minimum two-foot horizontal clearance from edge of pathway and be constructed of gravel or wood chips, appropriate edge material, and with a compacted subgrade.

Guidelines

1. Pedestrian accessways and greenways should be provided as needed to supplement pedestrian routes along public streets.

Parking Lot Driveways

Intent

To provide access for off-street surface lots that are safe for pedestrians as well as motorists.

Standards

1. *Parking Lot Driveways as Private Streets*: Parking lot driveways that link public streets and/or private streets with parking stalls shall be designed as private streets, unless one of the following is met:

    a. The parking lot driveway is less than 100 feet long.

    b. The parking lot driveway serves one or two residential units.

    c. The parking lot driveway provides direct access to angled parking stalls.

2. *Limits on Driveways and Curb Cuts*: No more than one driveway and associated curb cut shall be permitted per block.

3. *Connections to Adjacent Sites:* Where possible, parking lots for new development shall be designed to provide vehicular and pedestrian connections to adjacent sites.

On-Site Pedestrian and Bicycle Circulation

Intent

To provide safe on-site routes for pedestrian and bicycle circulation.

Standards

Attractive access routes for pedestrian travel shall be provided by:

1. Reducing distances between destinations or activity areas such as public sidewalks and building entrances. Where appropriate, develop pedestrian routes through sites and buildings to supplement the public right-of-way.

2. Providing an attractive, convenient pedestrian accessway to building entrances.

3. Bridging across barriers and obstacles such as fragmented pathway systems, wide streets, heavy vehicular traffic, and changes in level by connecting pedestrian pathways with clearly marked crossings and inviting sidewalk design.

4. Integrating signage and lighting that offers interest and safety for pedestrians.

5. Connecting parking areas and destinations with pedestrian paths identified through the use of distinctive paving materials, pavement striping, grade separations, or landscaping.

Pedestrian and Bicycle Linkages

Intent

To develop walkable neighborhoods with contiguous linkages that support pedestrian and bicycle use, residential sociability, and commercial activity.

Standards

1. *American with Disabilities Act (ADA)*: All sidewalks shall be constructed to meet ADA federal standards to comply with accessible design.

2. *Primacy of Sidewalks Over Vehicular Curb Cuts*: Vehicular entrances shall permit safe and clear pedestrian crossings. Sidewalk material(s) shall continue across driveway entrances at the same grade as the sidewalk on both sides of the curb cut.

Guidelines

1. Vehicular entry points should be minimized along all streets within the TDOZ and generally limited to situations where side or rear access to a property is not feasible.

2. Curb cuts and entry points should be designed to visually indicate that pedestrians on the sidewalks have clear priority over turning vehicles. The sidewalk should not "disappear" underneath curb cuts and vehicular entries.

3. The width of entrance drives should be visually minimized, where appropriate, by the provision of planted median of at least six feet in width separating incoming and outgoing traffic, especially if two or more lanes are provided in each direction.

Bikeway Details

Intent

To provide safe and convenient on- and off-street linkages to residences, businesses, and public facilities for pedestrians and bicyclists.

Standards

1. *Materials*: All bikeways (on- and off-street) shall be coordinated with the Department of Public Works and Transportation (DPW&T) and/or State Highway Administration as appropriate.

   (See Map 11. Illustrative Pedestrian and Bicycle Path Plan.)

2. *Configurations and Techniques*: Bikeway access along streets shall be located in accordance with the TDDP circulation plan. Bikeway access shall incorporate all of the following design criteria:

Example of on-street bicycle route

a. On-Street Bikeway Access (Class III)

(1) Vertical clearance for bike access shall be at least six feet.

(2) Bike lane shall be at least six feet wide.

(3) Identification consisting of mounted signage, lane stripes, and the international bike symbol shall be painted along the on-street pathway in accordance with county and/or state bikeway requirements.

b. Off-Street Bikeway Access (Class I)

(1) Vertical clearance for bike path shall be at least ten feet.

(2) Horizontal clearance for bike path shall be at least six feet.

(3) The bikeway shall be surfaced with asphalt, concrete, gravel, or wood chip material as approved by M-NCPPC, with a compacted subgrade.

(4) Nonskid boardwalks shall be provided where the bike path must cross wetlands.

Example of off-street bicycle route

(5) A paved trail head area of at least 100 square feet shall be provided at each point where a bikeway intersects a public sidewalk or street curb. A trail map sign shall be mounted at each trail head.

Guidelines

1. Bikeways should be designed for easy access from nearby uses and public streets.

2. Bikeways should be designed for safety. Overhead and trailside obstacles should be trimmed back or removed, and off-street bikeways should be designed to allow convenient surveillance from nearby buildings and public spaces.

Crosswalks, Curb Extensions, and Medians

Intent

To create a safe, attractive, and continuous pedestrian environment along all streets and at all street intersections within the TDOZ.

Standards

1. *Crosswalk Locations/Dimensions*: Crosswalks shall be provided at all street intersections and shall be located within two feet of the intersecting streets to promote pedestrian visibility. The crosswalk dimensions shall be a minimum 14 foot-wide crosswalk with a 2 foot-wide concrete band on both sides of the crosswalk to promote high visibility, pedestrian safety, and contrast from the roadway pavement. In addition, a two-foot-wide vehicle stop bar shall be provided a minimum ten-foot distance from the crosswalk area and shall be painted with a white reflective paint for high visibility to encourage motorists not to enter the crosswalk area upon stopping at traffic lights.

2. *Curb Extension for Detailed Site Plan (DSP) Submittal*: Each developer, applicant, and applicant's heirs, successors and/or assignees shall be responsible for providing curb extensions at signal-controlled and other street intersections adjacent to or within the development site as deemed appropriate by the State Highway Administration or DPW&T. Curb extensions shall be included on the streetscape plan and shall be submitted as part of any application for DSP and building/grading permits. No building or grading permits shall be issued without a DSP that conforms to all curb extension standards in the TDDP.

Example of pedestrian-friendly crosswalk

3. *Curb Radii*: Curb return radii on all intersections shall be 15 feet.

4. *Medians*: A continuous wide median shall be provided along streets as specified on the streetscape sections of the TDDP to offer pedestrians refuge and protection from vehicle turning movements. All medians shall be landscaped with trees, shrubs, and groundcover and shall be designed as ESD stormwater management features to the fullest extent possible. Large expanses of concrete, lawn area and mulch are prohibited.

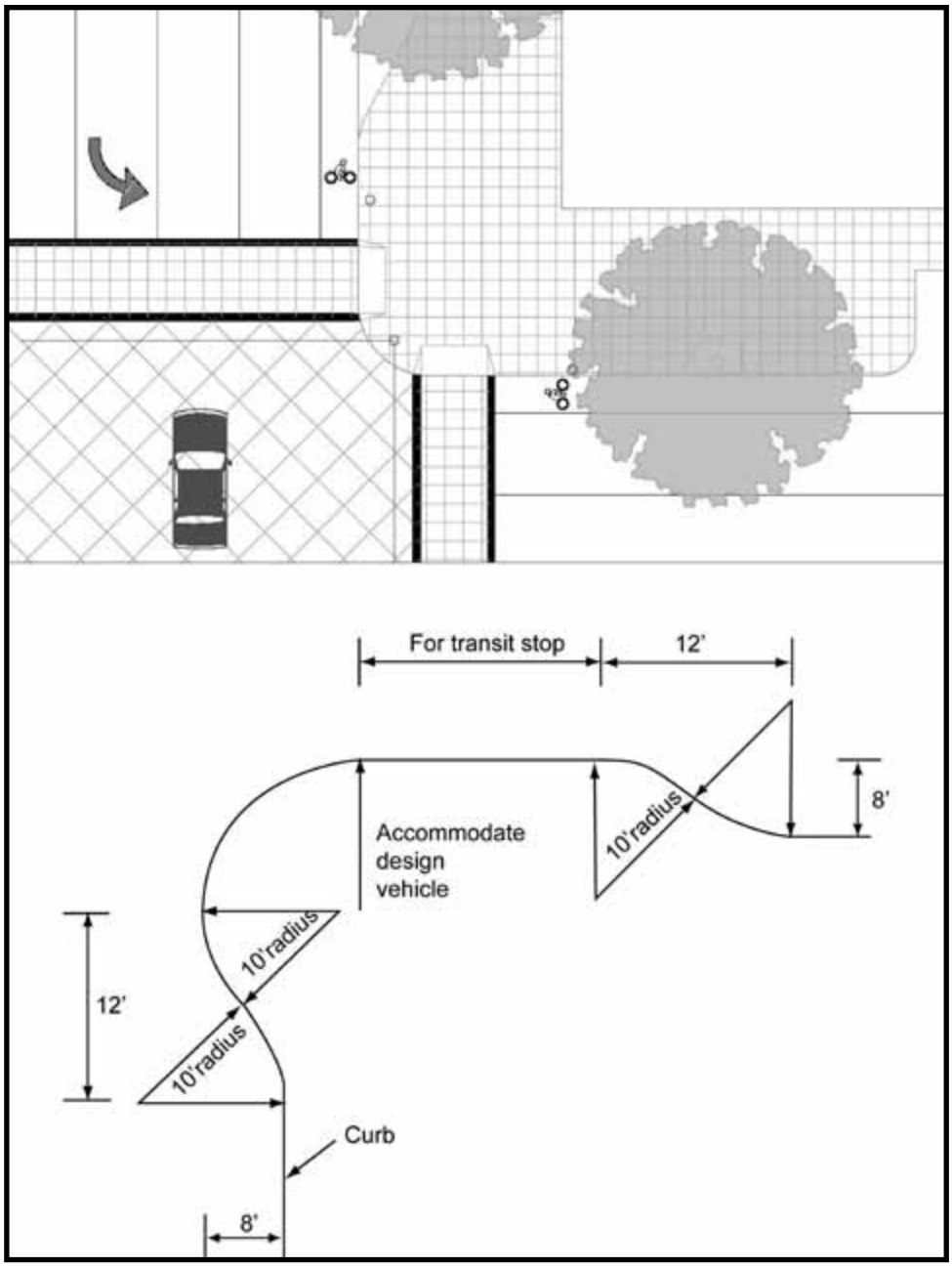
5. *Crosswalks for DSP Submittal*: Each developer, applicant, and applicant's heirs, successors and/or assignees shall be responsible for crosswalk improvements along the entire length of the property frontage where street intersections occur. Crosswalks shall be included on the streetscape plan, shall be submitted as part of any application for DSP and building/grading permits, and shall be in accordance with all crosswalk standards and dimensions of the TDDP. No building or grading permits shall be issued without a DSP that conforms to all crosswalk standards in the TDDP.

6. *Crosswalk with Median Refuge for DSP Submittal*: Each developer, applicant, and applicant's heirs, successors and/or assignees shall be responsible for pedestrian crosswalks with median refuge improvements along applicable streets bordering all property frontages as specified in the TDDP. Crosswalks shall be dimensioned as specified in the crosswalk dimensions stated in this section for "Crosswalks, Curb Extensions and Medians."

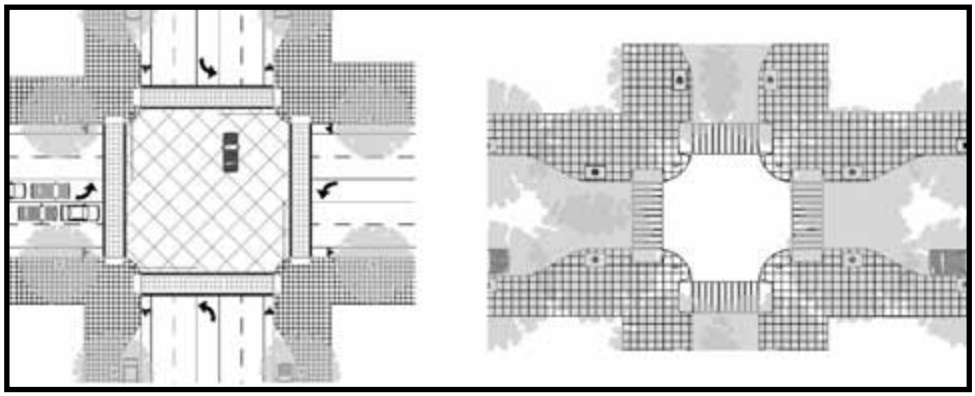
Guidelines

1. Street intersections should use curb bumpouts or short-radius curves to slow down right-turning vehicles and minimize the possibility that they will strike pedestrians in the crosswalks. Wide-radius, right-turn curbs encourage vehicles to make their turns at speeds that are hazardous to pedestrians and bicyclists.

2. Where street widths permit it, medians at intersections should be wide enough to provide refuge for pedestrians who are unable to complete their crossing of the street before the pedestrian or traffic signal changes or oncoming traffic arrives.



Plan views of curb bumpouts at intersections



Plan views of typical pedestrian-friendly crosswalks

Graphics are not regulatory but are intended to illustrate codes.

Trees and Landscaping

Intent

To enhance the visual "green" connection between the built and natural environments within neighborhoods and extend this identity to commercial and mixed-use areas.

Standards

1. *Street Trees*: Street trees shall be planted along **Annapolis Road**, **Ellin Road**, **Harkins Road**, **85th Avenue**, **Garden City Drive**, and **Corporate Drive** according to streetscape construction documents that have been designed in coordination with and approved by DPW&T and/or SHA.

2. *Street Tree Planting Specifications*: Street trees shall be 2–2½-inch caliper in size, located 30 feet on center, planted in tree grates (minimum four feet by six feet in size), limbed up to six feet above finished grade, and provide a positive drainage system to promote the health and vigor of the root system. Street trees shall be planted as ESD stormwater management amenities in appropriate areas. Where necessary, spacing allowances may be made to accommodate fire hydrants, utility vaults, and other existing infrastructure elements.

Guidelines

1. Street trees and other plantings should be selected for attractiveness, drought resistance, and resistance to infestations and disease.

2. An automated irrigation system that uses collected rainwater and/or recycled grey water (from bathing and laundering of clothes) should be provided in the tree beds to promote the health of the trees.

3. Street tree species should be large, broad spreading, open-canopy trees at maturity.

4. Street tree planting areas should be separated from the curb edge to allow for vehicle overhanging and/or door openings and to help avoid accidental damage to street plantings.

5. Street trees should be planted so as to give their full area to the mature critical root zone.

Example of sidewalk buffer strip to protect street trees from cars

Buffers and Screening

Intent

To provide an attractive, positive image of the TDOZ built environment by screening unsightly views and providing adequate buffers between incompatible uses.

Standards

1. *Permitted Screening Materials*: Appropriate materials for a buffer include continuous solid, opaque fences and masonry walls. In all areas, except for the Metro Core, evergreen plant material may be used in

combination with metal picket-type/rail fencing. Plant materials shall be of an appropriate species, size, and quantity to immediately provide an effective, year-round buffer.

2. *Prohibited Screening Materials*: Chain-link fencing (of any type), corrugated metal, corrugated fiberglass, flat vinyl, sheet metal, or wire mesh shall not be used as a screening material. The use of barbed/razor wire is not permitted.

3. *Minimum Buffer Requirements*: The minimum bufferyard requirements (landscape yard) for incompatible uses in the Landscape Manual (Section 4.7) shall be reduced by 50 percent. The plant units required per 100 percent of the property line or right-of-way shall also be reduced by 50 percent. Alternative compliance shall not be required for these reductions.

4 *Screening of Residential Areas from Nonresidential Areas*: A six-foot-high, opaque masonry wall or other opaque screening treatment shall be provided in conjunction with the reduced width of the bufferyard between office/retail/commercial uses and residential uses.

5. *Exemption of Mixed-Use Development from Bufferyard Requirement*: Bufferyards shall not be required between any uses within a property containing mixed-use development in the Metro Core.

6. *Public Safety Considerations in Placement of Screening and Landscape Elements*: The placement of walls, fences and plantings shall not create blind spots or hiding places.

Guidelines

1. The bufferyard requirements within the development district may be reduced to facilitate a compact form of development compatible with the urban character of the TDOZ.

2. The use of wrought iron fencing should be limited to avoid an institutional or prison-like appearance, which might give a visitor the impression that the public space is unsafe.

3. Walls and fences should be used to define boundaries, provide access control, and also distinguish private and public areas.

4. Materials selected for buffers should be of high quality and enhance the character of the built environment.

Lighting of Public Streets and Spaces

Intent

To provide the optimum level of lighting of public spaces for public safety while minimizing adverse environmental impacts such as glare and light pollution.

Standards

1. *General Street Lighting*: Standard "cobra head" design streetlights shall be installed along all public streets in accordance with county or state design and installation requirements, whichever is appropriate.

2. *Pedestrian Streetlights*: All pedestrian streetlights shall be a minimum height of 14 feet and a maximum of 16 feet. Maximum spacing for streetlights shall be 60 feet on center. Full cut-off optics shall be used to direct lighting downward. Pedestrian street lighting shall be provided along sidewalks and in public spaces in locations deemed appropriate by DPW&T and/or SHA.

3. *Permitted and Prohibited Streetlight Types*: The following is a list of permitted and prohibited streetlight types.

    a. Permitted:

        High-Pressure Sodium (HPS)

    b. Prohibited:

        (1) Incandescent

        (2) Metal Halide (MH)

        (3) Mercury Vapor (MV)

        (4) Halogen

        (5) Fluorescent

        (6) Floodlights (i.e., no up-lighting)

    A note referencing compliance with this standard shall be placed in the general notes of the DSP and building permit.

4. *Security CPTED Lighting*: Security lighting shall be provided to illuminate landscaping, parks, and special features and shall be in accordance with Crime Prevention Through Environmental Design (CPTED) standards. (See CPTED Guidelines at the conclusion of this chapter.)

5. *Minimum Lighting Levels*: Minimum public/private space light levels shall be:

    a. 2.0 foot-candles for walkways

    b. 0.5 foot-candles for trails

    c. 1.25 foot-candles for all other outdoor areas

6. *Maximum Lighting Levels*: Maximum public/private space lighting levels shall not exceed:

    a. 2.0 foot-candles for walkways

    b. 1.25 foot-candles for trails

    c. 1.5 foot-candles for all other outdoor areas

General Parking Facilities Standards and Guidelines

General Intent

To provide on-street parking and off-street surface/structured parking facilities that enhance pedestrian/motorist safety; reduce glare and sky glow on the surrounding neighborhoods; provide adequate lighting; shield lamp brightness; and improve motorist/pedestrian visibility within the built environment.

(See Map 9. Illustrative TDOZ Plan.)

Standards

1. *Ratios for Uses*: Off-street parking shall be provided for all new development within the New Carrollton Transit District Overlay Zone (TDOZ) in accordance with the standards provided in Table 9.

Table 9

Maximum Parking Ratios for Land Uses within the New Carrollton TDOZ

Land Use/Character Area	Within ¼ Mile of New Carrollton Metro Station	More Than ¼ Mile From New Carrollton Metro Station
Retail/Commercial	2.00 spaces/1,000 sq. ft.	2.75 spaces/1,000 sq. ft.
Mixed-Use/Ground Floor Retail—Office Above	1.6 spaces/1,000 sq. ft.	2.25 spaces/1,000 sq. ft.
Mixed-Use/Ground Floor Retail—Residential Above	1.6 spaces/1,000 sq. ft. 1.6 spaces/residential unit	2.25 spaces/1,000 sq. ft. 1.6 spaces/residential unit
Mixed-Use/Ground Floor Retail—Office or Residential Above	1.66 spaces/1,000 sq. ft. 1.6 spaces/residential unit	2.25 spaces/1,000 sq. ft. 1.6 spaces/residential unit
Condominium/Apartment Residential	1.5 spaces/residential unit	2.0 spaces/residential unit
Residential Townhomes	2.0 spaces/unit	2.0 spaces/unit
Live/Work Residential	2.0 spaces/unit	2.0 spaces/unit
Greenway: Parks and Open Space	0.50 space/acre 40 spaces/ball field	1.0 space/acre 40 spaces/ball field
The maximum parking ratios for nonresidential uses contained in this table are based on net leasable floor area. Existing lease arrangements as of May 4, 2010, which require parking above the amount recommended, will be recognized during the development review process.		

2. *Accessibility*: All on-street parking and off-street surface/structured parking facilities shall comply with ADA standards and shall be accessible and barrier-free. Off-street parking areas shall not exceed two percent cross slopes in any direction for accessible parking spaces in accordance with ADA standards. On-street parking areas shall not exceed three percent maximum cross slope. Parking areas shall be accessed via ramps from adjoining walkways.

3. *Pedestrian Access to Off-Street Parking*:

   a. Surface Parking:

      (1) Pedestrian walkways through parking areas shall be prohibited.

(2) Perimeter walkways along the edge of parking areas shall not exceed two percent cross slope and shall be illuminated at exactly 2.0 foot-candles for ADA accessibility compliance.

b. Parking structures shall provide pedestrian access to surrounding main buildings and shall provide safe (exactly 2.0 foot-candle illumination), direct (maximum distance of 100 feet), accessible (maximum 2 percent slopes), barrier-free (no steps) pathways.

4. *Construction*: Construction of on-street parking and off-street surface/structured parking facilities shall be completed for any approved development before the issuance of use and occupancy permits for the first building.

5. *Parking Landscaping*: Landscaping shall be provided for surface parking and parking structures as follows:

a. On-Street Parking:

(1) Landscaping shall be provided adjacent to on-street parking areas per the New Carrollton TDDP streetscape standards.

(2) Tree pit areas shall be a minimum of five feet wide and five feet deep. Tree grates shall be a minimum of four feet wide and four feet deep. Tree pit areas and tree grates shall place the center of the tree a minimum of 2.5 feet from the face of curb for protection from open car doors.

b. Off-Street Surface Parking:

(1) Parking perimeters shall screen views of cars from the public realm with both a three-foot high solid masonry wall and evergreen shrub landscaping.

(2) Evergreen shrubs shall be planted at the rate of three shrubs per every ten linear feet of perimeter parking area.

(3) Landscaped parking islands shall be provided as a break in parking areas for every 20 cars, dimensioned at a minimum of 10 feet in width and minimum 20 feet in length, planted with a 2½-inch caliper shade tree, and shall provide ground cover or shrubs within the island.

c. Off-Street Parking Structures:

(1) Landscaping shall be provided along parking structure foundation facades that front the public realm.

(2) Landscaping shall be provided at the rate of one tree (2½-inch caliper) and three shrubs (24-inch height) per 10 linear feet of parking facade.

(3) Planting beds shall be a minimum five feet in width and meet minimum size criteria.

6. *Parking Lighting*: Lighting shall be provided for surface parking and parking structures as follows:

a. On-Street Parking and Off-Street Surface Parking:

(1) Full cut-off lighting.

(2) Pedestrian-scale light fixtures up to a maximum height of 16 feet.

(3) Streetlights shall be a minimum 14 feet and maximum 16 feet in height for on-street parking areas and shall be a maximum of 20 feet in height for off-street surface parking areas.

(4) Illumination shall be a minimum 1.25 foot-candles and a maximum 2.0 foot-candles.

b. Off-Street Parking Structures:

(1) Full cut-off lighting for exterior facades.

(2) Illumination shall be a minimum 2.0 foot-candles at entrances/exits, 0.5 foot-candles at parking lot edges and a maximum 4.0 foot-candles at the most brightly lit location(s).

Shared Parking

Intent

To ensure the efficient use of structured parking facilities that serve more than one use while maintaining overall off-street parking restrictions that support the creation of a pedestrian- and transit-friendly built environment within the TDOZ.

Standards

1. *Shared Parking:* To facilitate shared parking within the TDOZ, Section 27-570, Multiple Uses, and Section 27-572, Joint Use of a Parking Lot, shall be waived. The maximum parking requirements stated in Table 9 are waived for shared parking areas in structures (there is no maximum number of parking spaces for shared parking garages).

2. *Single Ownership:* For any property under one ownership and used for two or more uses, the number of parking spaces shall be computed by multiplying the maximum amount of parking required for each land use, as stated under Table 9, by the appropriate percentage as shown in the shared parking requirements by time period (see Table 10). The number of parking spaces required for the development is then determined by adding the results for each column. The column totaling the highest number of parking spaces becomes the maximum off-street parking requirement.

Table 10

Shared Parking Percentage Requirements by Time Period

Type of Use	Weekday		Weekend		Nighttime
	Daytime 6:00 a.m.-6:00 p.m.	Evening 6:00 p.m.-Midnight	Daytime 6:00 a.m.-6:00 p.m.	Evening 6:00 p.m.-Midnight	Midnight-6:00 a.m.
Office/Retail	100	10	10	5	5
Restaurant	50	100	100	100	10
Recreational/Entertainment/ Social/Cultural	40	100	80	100	10
Residential	60	90	80	90	100
Other Uses	100	100	100	100	100

Source: Table based on "Shared Parking," a publication from the Urban Land Institute, Washington, D.C., 1983.

3. *Multiple Ownership:* The off-street parking requirements for two or more uses with different ownership may be satisfied by providing a joint parking facility, and the maximum parking requirements may be reduced in accordance with the procedure outlined above for shared parking for single ownership.

4. *Certification of Shared Parking Arrangement:* Where shared parking is utilized, the applicant shall provide details of the development's proposed uses and required parking along with a letter from the parking lot manager certifying that the lot has the capacity to accommodate all parking needs and that the parking owner has entered into an agreement to share the number of spaces required. See Table 10.

On-Street Parking

Intent

To regulate the design and location of on-street parking to provide convenient access to adjoining uses without compromising pedestrian/motorist safety and the quality of the streetscape environment.

Standards

1. *Materials*: On-street parking areas shall be coordinated with the Department of Public Works and Transportation (DPW&T) and/or State Highway Administration (SHA) as appropriate. On-street parking shall be permitted during off-peak hours on state and county roadways subject to the prior approval of DPW&T and/or SHA as appropriate.

2. *Siting*: On-street parking shall not exceed the maximum parking permitted by the New Carrollton TDDP development program and parking summary.

Off-Street Parking

Intent

To regulate the location, siting, and design of off-street parking to provide convenient access to adjoining uses without compromising pedestrian/motorist safety and the quality of the built environment within the New Carrollton Transit District Overlay Zone.

Standards

1. *Materials*: Construction materials for parking garages shall be selected according to the following list of permitted and prohibited materials.

    a. Permitted:

        (1) Brick and tile masonry

        (2) Native stone (or synthetic equivalent)

        (3) Precast masonry (for trim and cornice elements only)

        (4) Gypsum Fiber Reinforced Concrete (GFRC—for trim elements only)

        (5) Metal (for beams, lintels, trim elements, and ornamentation only)

    b. Prohibited:

        (1) Stucco/EIFS (cementitious finish)

        (2) Split-faced block

(3) Concrete (except for parking deck surface)

(4) Concrete masonry units

(5) Faux wood grain

(6) Wood lap siding (horizontal configuration), smooth or rough-sawn finish

(7) Hardie-Plank equivalent or better siding

2. *Siting and Access*: Surface parking areas shall be placed under or behind their on-site uses, depending on the neighborhood in which they are located. (See "General Building Envelope and Site Standards and Guidelines.") No more than one curb cut and parking facility entrance will be permitted along any single commercial or mixed-use block face.

3. *Uses Within Parking Structures Along Street Frontages*: Retail uses shall be provided on the ground floor of any parking structure with street frontage within commercial or mixed-use blocks as identified in the New Carrollton TDDP. Retail spaces on the ground floor shall have display windows, canopies/awnings, and recessed entrance doors to screen the parking structure's ground floor from public view. Parking structures on corner lots shall provide ground-floor retail uses within the parking structure along both the front and side streets.

Example of parking garage behind liner mixed uses

4. *Parking Structure Fenestration*: Parking structure openings shall provide a minimum of 75 percent transparency to provide visibility for pedestrian safety. Ground-floor building facade fenestration shall be 75 percent along its street frontage.

Example of parking structure with excellent fenestration

5. *Facade Treatments for Parking Structures*: Parking structure facades that are visible from the street or other public place shall consist of high quality material such as brick, brick with concrete banding, brick with glass block banding, or other material as specified in the permitted materials list above. The appearance of the facades that are visible from any public street or space shall mimic the architecture of the adjacent buildings. Parking structures on corner lots shall provide street-frontage quality architectural facades along both the front and side streets.

6. *Parking Structure Height*: Structured parking shall be between two and five stories in height, depending on the neighborhood in which the facility is located (see "General Building Envelope and Sites"). Parking garages shall not exceed the height of the surrounding buildings.

7. *Siting of Parking Structures With Street Frontage*: All parking structures with street frontage shall be located at the build-to lines (also see standard 3 above). Each developer, applicant, and the applicant's heirs, successors and/or assignees shall be responsible for parking structure improvements as delineated in the New Carrollton Transit District Development Plan (TDDP).

8. *Parking Structure Entrances and Exits (Single-Family Residential)*: Parking structure entrances and exits within single-family residential areas shall not be more than 80 square feet in area, and there shall not be more than two single-width garage doors or one double-width garage door per unit. All townhouse and live/work unit garages shall be tuck-under.

9. *Parking Structure Entrances and Exits (Multifamily/Nonresidential)*: Parking structure entrances and exits within multifamily residential or nonresidential areas shall not exceed 16 feet clear height and 24 feet clear width and shall not be sited within 100 feet of the block corner. Only one parking access and curb cut shall be permitted along any commercial block face.

10. *Parking Structure Stairwells*: Parking structure stairwells shall provide uplighting with a minimum of 2.0 foot-candles and a maximum of 5.0 foot-candles. Glass facades shall be provided for high visibility and openness to enhance pedestrian safety. Steps shall provide open riser construction to increase visibility for pedestrian security.

11. *Parking Structure Elevators*: Parking structure elevators shall be lighted to a minimum of 5.0 foot-candles at the entrance to the elevator car door in accordance with ADA Standards. Elevator landings shall be constructed with glass walls to provide an open view to provide pedestrian safety and enhanced visibility.

Guidelines

1. All parking structure exteriors should be architecturally designed to integrate and be compatible with adjacent building facades.

2. Parking garages should not visually dominate the block where they are visible from the street or other public space.

Bicycle Parking

Intent

To ensure the construction of bicycle parking facilities that provide convenient access to adjoining uses without compromising pedestrian/bicyclist safety and the quality of the streetscape environment.

Standards

1. *Materials*: All bicycle parking areas shall be coordinated with DPW&T and/or SHA as appropriate.

2. *Bicycle Space Required Number*: The minimum number of required bicycle parking spaces shall be one bicycle space for every 20 off-street vehicular parking spaces. Single-family dwelling units shall be exempt from all bicycle parking requirements.

3. *Bicycle Space Dimensions*: Bicycle spaces shall be a minimum of six feet long and 2.5 feet wide and shall provide an overhead minimum clearance of seven feet in covered spaces. A minimum five-foot-wide clear aisle shall be provided between each row of bicycle parking spaces.

4. *Bicycle Parking Locations*: Bicycle parking shall be located proportionally at each public entrance within a development.

    a. Parking Structures: Required bicycle parking within a structure shall be located in main entrances or near elevators.

    b. On-Site: Bicycle parking not located within a parking structure shall be located on-site within 50 feet of main building entrances. Bicycle parking shall not obstruct walkways.

    c. Right-of-Way: Bicycle parking may be located in the public right-of-way with the approval of SHA, DPW&T, and the City of New Carrollton.

    d. Building: Bicycle parking located within a building shall be easily accessible for bicyclists.

5. *Bike Parking Security*

    a. Bicycle racks: Secure stationary racks shall be provided that are anchored/bolted to the ground for security of bicycle property.

    b. Bicycle locker: Lockable enclosures shall be provided for the storage of bicycles for security of bicycle property.

6. *Bike Parking Access*: Bicycle parking shall have direct access to the public right-of-way.

Example of secured bicycle parking

Guidelines

1. Bicycle parking should be located with pedestrian safety, visibility, and security of property as major considerations.

2. Bicycle parking may be located inside a building where security concerns warrant such a location.

Building Form and Scale Standards and Guidelines

Building Organization and Orientation

Intent

To encourage high quality, pedestrian-oriented, enduring building forms that promote a sense of character consistent with the vision for the New Carrollton TDOZ.

Standards

1. *Visual Emphasis on Ground Floor*: Buildings shall emphasize the first story and primary entrances with pedestrian-scaled architectural features and a basic three-part organizational structure for buildings where the ground level, upper story or stories, and roof are clearly identifiable.

2. *Orientation of Buildings to Street*: Buildings shall face the street. The facades of nonresidential buildings on corner lots shall "turn the corner" to face both streets.

Guidelines

Nonresidential and multifamily buildings should line the main street in a continuous line.

Building Form and Human Scale

Intent

To encourage building forms that respond to the human scale and provide visual interest and orientation in a way that reinforces and gives definition to streets and other public spaces.

Standards

1. *Building Design In Support of Streetscape and Open Space Character:* Buildings shall reinforce the civic character of the street and developed open spaces by using one or more of the following techniques:

    a. Providing shifts in massing and variations in height, profile, and roof form, while maintaining the formal relationship of building placement to the public street frontage.

    b. Minimizing long walls of a single height or in a single plane.

    c. Varying floor heights to follow natural grade changes if significant variation is present.

Example of variations in building facade treatments

2. *Building Frontages as Storefronts:* Facades on retail frontages shall be detailed as storefronts. No less than 70 percent of ground floor retail frontage shall be glazed with clear glass.

3. *Maximum Awning Overhang Into Public Right-Of-Way:* Awnings shall not project more than three feet beyond the build-to-line into the public right-of-way, nor provide less than eight feet of vertical clearance above the sidewalk.

Guidelines

1. The design of awnings, including the material color, should fit the architectural style and character of the building.

2. Buildings should be designed to address site and context design issues in a way that visually enhances the surrounding built environment. Effective techniques for doing this include providing edges or enclosures to streets and open space, creating linkages, or shaping views.

3. Large buildings with several storefronts should have compatible, though not necessarily identical, awnings. Awnings should be the same general style, material and proportion, although they may employ different but complementary colors and patterns.

4. Building facades that face public streets should incorporate a large amount of transparent glazing at all occupied levels.

Example of building facade with transparent glazing

Visual Treatment of Large-Scale Building Forms

Intent

To encourage varied building forms and profiles within large structures or building groups to visually break up the mass.

Standards

1. *Treatment of Long Building Facades*: All building facades more than 100 feet in length with public street frontage shall be articulated (visually broken up) through massing, material, color, multiple entrances, windows, landscaping, and detail changes to appear as multiple buildings, while maintaining their orientation to the public street.

2. *Treatment of Long and Featureless Building Facades*: All featureless building facades over 80 feet in length with public street or pedestrian access frontage shall be set back behind liner retail space sited at the build-to line along the edge of the public sidewalk.

Example of articulation of long building facade

Guidelines

Buildings should be designed to provide human scale, interest and variety. The following techniques may be used to meet this objective:

1. Variation in the building form through the use of recessed or projecting bays.

2. Expression of architectural or structural modules and detail.

3. Diversity of window size, shape, or patterns that may relate to interior functions.

4. Windows recessed behind the primary wall plane.

5. Emphasis of building entries through projecting or recessed forms, detail color, or material.

6. Variations of material, material modules, visible joints and details, surface relief, color, and texture to break up large building forms and wall surfaces. Appropriate detailing features include sills, headers, belt courses, reveals, pilasters, window bays, and similar features.

Special Building Type: Schools

Intent

To create technologically advanced, sustainable, urban-scale school facilities that provide accessible educational opportunities to the neighborhoods in and around the transit district.

Standards

1. *School Facility Size*: The 5,500 dwelling units envisioned in the plan could generate up to 500 additional students in grades PreK–8. The urban school shall be designed and constructed to a state-rated capacity of 600–800 students.

2. *School Facility Elements*: The PreK–8 school shall contain the three critical elements of a traditional middle school facility: science classrooms, computer labs, and a gymnasium with a full basketball court.

Guidelines

1. A shared parking arrangement for the school is preferable; Prince George's County Public Schools should coordinate parking arrangements with nearby parking facility operators. On-site parking should be discouraged except for physically challenged employees.

2. School classrooms for older students should be located on the upper floors with younger students assigned to classrooms on the lowest floors for safety.

3. A school bus loading/unloading facility should be located off-street and alongside the school.

4. M-NCPPC and public schools should work with property owners in the North Hillside Residential Neighborhood to identify the optimal acreage needed to support a school. Acquisition of the urban school site will occur during the preliminary plan of subdivision, preferably through the dedication of the needed acreage from the property owner to the Prince George's County Board of Education.

5. Dedication of the urban school site to the Board of Education should not preclude the ability of the property owner to fully develop their property to the extent envisioned in the plan.

6. The urban school should contain either on-site open space or be adjacent to an M-NCPPC park facility. The school site should contain 75 square feet of open space per student or be adjacent to a park/open space facility with equivalent acreage. On-site open space includes any outdoor recreational facilities included on the roof of the school but not indoor recreational facilities such as a gymnasium or multipurpose room.

7. The urban school site should be within reasonable walking distance of the Metro station and public parking.

Functional Relationship of Multifamily and Other Residential Buildings to Surrounding Public Spaces

Intent

To ensure that the form and scale of new multifamily and single-family residential architecture reinforces the desired character of streets and open space within the New Carrollton TDOZ.

Standards

1. *Safety-Conscious Residential Building Design*: Residential buildings shall be designed to facilitate effective visual surveillance of all attached private areas and adjacent public areas.

2. *Taller Buildings and Solar Access*: Multifamily residential and nonresidential buildings shall be sited to minimize the casting of solar shadows over adjacent single-family dwellings and outdoor public spaces such as plazas and civic greens.

3. *Multifamily Buildings and Balconies:* All multifamily buildings should provide a balcony for each dwelling unit above the ground floor to articulate the building facade and to increase natural surveillance of the surrounding area.

4. *Garage and Carport Visual Integration:* The massing, materials, and details of a garage or carport must be visually integrated into the building form of the residence to which it is attached.

5. *Garage Door Design:* Garage doors shall be visually de-emphasized by breaking them up into smaller doors (one-car bays or carriage-style doors), incorporating the doors into the architectural character of the primary structure, placing other architectural features such as porches, window bays, and upper floors forward of the garage, deeply recessing front garage entries, or orienting the garage to the side or rear.

Guidelines

1. Residential buildings should be designed to provide visual interest, variety and compatibility with the human scale.

2. Ground-floor residential units that adjoin a public street or open space should have direct street or public space access.

3. Visibility of public spaces from within residences should promote a sense of personal and community safety. The more active spaces within the residences should be placed next to the public streets and open spaces and be connected visually by closely spaced door and window openings.

4. New residences should be designed to complement and enhance the adjacent natural environment, especially the Lower Beaverdam Creek watershed.

5. Whenever possible, public plazas and civic squares should be located on the south side of nearby tall buildings to maximize wintertime solar exposure and keep these spaces from becoming shadowed, dead, and cold during the winter months.

Building Facade Treatments

Intent

To mandate the use of materials and architectural details which are appropriate to a building's use, location, and surrounding context, and which are environmentally friendly.

Standards

1. *Permitted Building Facade Materials*: Street-facing building facades shall be faced with quality materials such as brick, stone, or masonry.

2. *Prohibited Building Facade Materials*: Tilt-up concrete panels, smooth-faced concrete masonry panels, mirrored glass stucco, wood, EIFS (exterior insulating finishing system), concrete masonry units, imitation or synthetic stone or brick veneers, and prefabricated metal panels shall not be permitted.

3. *Transparency in Expression of Material Properties*: All building materials shall visually express their specific properties. For example, stronger and heavier materials shall be placed beneath weaker, lighter materials.

4. *Universal Compliance of (Franchise Outlet Design) Building Facades with TDDP Architectural Standards*: The exterior facades and signage of all mixed-use and nonresidential buildings must comply with the TDDP architectural standards. Trademark franchise outlets shall not be permitted except as ancillary retail uses housed in larger commercial or mixed-use commercial buildings. In addition, their exterior facades and signage must comply with the TDDP architectural standards.

5. *Building Frontages as Storefronts*: Facades on retail frontages shall be detailed as storefronts. No less than 70 percent of ground floor retail frontage shall be glazed with clear glass.

6. *Parking Structure Designed as Part of a Main Building*: A parking structure designed as part of a main building must be integrated with that building in architectural design and materials utilized.

7. *Integration of Architectural Components:* Architectural components shall not appear to be stuck onto the building facade; instead, they shall appear as integral elements of the building.

Guidelines

1. The highest level of architectural detail should occur adjacent to areas of pedestrian activity.

2. Mixed-use residential and nonresidential buildings should include green building features such as green roofs, renewable energy systems, and energy conservation features in their developments to reduce environmental impacts and resource costs. Developers are encouraged to seek LEED certification as a potential marketing tool for their projects.

Building Fenestration (Design of Window and Door Openings)

Intent

To encourage building forms that use windows and doors to provide visual interest and enhance the pedestrian's experience of the adjoining street or open space.

Standards

1. *Windows and Doors as Generators of Visual Interest*: Ground floor retail areas shall have windows along all sidewalks to create visual interest for pedestrians.

2. *Direct Street Access for Retail Uses*: All individual retail uses shall have visible and direct street access and shall be recessed or framed by a sheltering element such as an overhang, arcade, portico, awning, or other element.

3. *Required Style of Window Treatments In Facades*: Building facades shall feature individually "punched" windows instead of horizontal "ribbon-" or "band-" type windows.

   (See illustrations of preferred and unacceptable window treatments.)

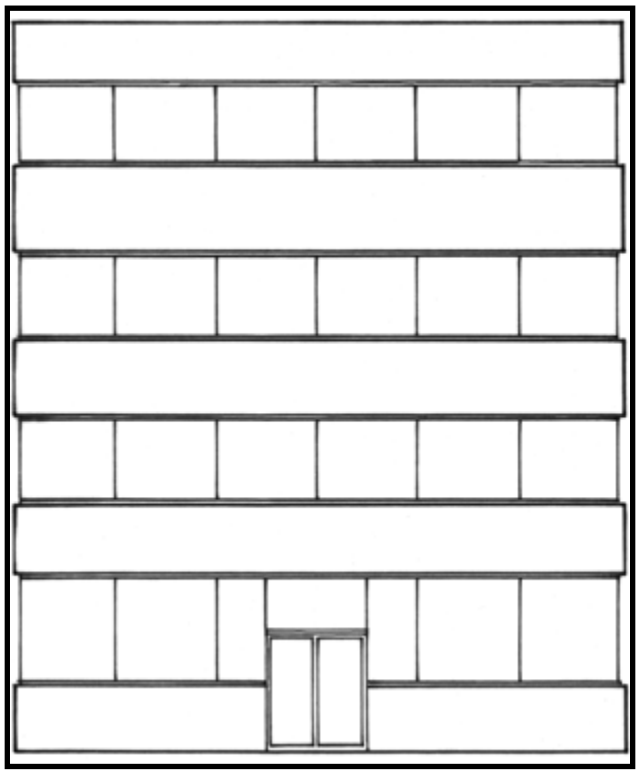
4. *Prohibition of Featureless Building Walls*: Large, blank building walls shall not face public areas such as streets, parking lots, or pedestrian spaces (see "Treatment of Long and Featureless Building Facades").

Guidelines

1. Glass curtain walls or other continuous floor-to-ceiling windows should be avoided.

2. The size and type of windows and doors should be appropriate to the scale, proportion, and rhythm of a building's appearance for its intended use and location.

Preferred window treatment



Unacceptable window treatment

Signage

Intent

To create a positive image with attractive and well-maintained signs within the New Carrollton TDOZ that enhances and contributes to the architectural character of the buildings with the development district.

Standards

1. *Basic Building Sign Design Requirements*: Building signs shall be constructed of quality materials. Signs shall be simply designed, contain only essential information, and shall serve to identify the name, business type, company logo, and street address of the business establishment.

2. *Building Sign Placement:* The placement of the sign shall be integrated into the overall architectural design of the building. The materials, colors, type, style, and size of a sign shall be coordinated with the other architectural features of the building.

Example of multiple building entrances with distinctive signage

3. *Prohibition of Temporary Building Signs*: Temporary signs attached to the building facade shall not be permitted.

4. *Signs for Multi-tenant Buildings*: Signs for multi-tenant buildings shall be coordinated in terms of design, placement, size, materials, and color.

5. *Required Building Sign Clearances*: Building signs shall not project more than two feet into the public right-of-way and shall allow a minimum vertical clearance of ten feet.

6. *Size Restriction on Building Signs in Windows*: Window signs shall not occupy more than 25 percent of the window in which they are mounted.

Example of coordinated multitenant building signage

7. *Prohibition of Animated Building Signs*: Flashing or blinking signs shall not be permitted.

8. *Prohibition of External Carnival-Style Decorative Devices*: Pennants, pinwheels, and similar carnival-type devices attached to or strung between buildings and other site features shall not be permitted.

9. *Prohibition of Back-Lit Signs*: Signs must be externally lit and designed to illuminate the sign face only. Box signs are prohibited.

Guidelines

1. Window signs should not obscure the interior view of a business/retail establishment.

Security-Conscious Building Design

Intent

To balance building security with attractive building design to avoid the unattractive "crime scene" look of declining neighborhood commercial districts.

Standards

1. *Restrictions on Replacement of Existing Windows*: Existing windows shall not be blocked in or replaced with smaller windows. Replacement windows shall match the existing window in design, materials, and size as closely as possible.

2. *Prohibition of Exterior Security Features on Windows and Doors*: Exterior security or burglar bars on windows and doors shall not be permitted. Roll-up security doors shall not be permitted.

Guidelines

1. Alternative means of building security including safety glass, lighting, and electronic surveillance should be considered in place of security bars and roll-up doors over ground-floor windows and doors.

2. Security screens and doors should be attractive and complement the buildings on which they are installed.

Lighting

Intent

To incorporate lighting as a distinctive and character-defining element that enhances public safety and minimizes light pollution in the New Carrollton TDOZ.

Standards

1. *Building Lighting as a Required Architectural Feature*: Lighting shall be part of the overall architectural design of all buildings within the TDOZ.

2. *CPTED Considerations in the Design of Building Lighting*: Lighting shall provide adequate safety and visibility around building entrances and perimeters. Exterior lighting fixtures shall be designed and placed to avoid blind spots, minimize glare, and eliminate shadows.

3. *Control of Glare from High-Intensity Building Lighting Fixtures*: High-intensity light fixtures on the exterior of a building shall direct glare away from nearby residential areas.

Guidelines

1. In residential areas and mixed-used developments that include residential uses, signage should be located and illuminated to avoid glare into nearby residential areas.

2. All parking structures and surface parking lots should be well lit, especially at entrances, in stairwells, and on vehicle ramps.

3. Outdoor service areas should be well lit.

Crime Prevention Through Environmental Design Guidelines

Security relates to those aspects of a community's built environment that promote both the perception and the reality of personal and public safety. Secure communities are attractive places that encourage the continuous and active use of public and private space by residents, workers, and visitors. Such active use provides constant informal surveillance—"eyes on the street"—and helps to reduce or eliminate opportunities for crime.

Crime Prevention Through Environmental Design (CPTED) is a design methodology that focuses on reducing opportunities for crime, mitigating fear of crime, and improving quality of life. Through the design and management of the physical environment (building uses, residential and commercial areas, etc.) and an increase in public safety and education, CPTED programs have been shown to increase community security. Four basic principles of CPTED should be considered during site planning and design: territoriality, natural surveillance, access control, and place making.

1. Territoriality involves designing physical attributes that express ownership, such as fencing, signage, landscaping, and pavement treatments. Physical elements can extend an area of territorial influence and potential offenders perceive that area as undesirable. A well-maintained home, building, or community creates a sense of ownership, which helps to deter criminals.

   Provide clear border definition of controlled space. There are several ways this can be achieved including fences, plantings, lawn, tactile surfaces, etc. These types of boundaries allow people to recognize that they are transitioning from public to private space. Creating a sense of ownership or defensible space is encouraged to deter undesired behavior.

   Provide clearly marked transitional zones. Identify public, semi-public, semi-private, and private spaces. Controlled space must be demarcated in order to move users through the environment.

   Design building and site to encourage interaction. This will provide opportunities for the community to become more familiar with their environment and help build a sense of ownership.

   Clearly identify buildings, open space, and major circulation paths (bike path, crosswalks, etc.). Use signage and markers that are easily observed from the street. This will identify areas and their programmed uses.

2. Natural surveillance is the placement of physical features, activities, and people in such a way as to maximize visibility. A potential criminal is less likely to attempt a crime if he or she is at risk of being observed. At the same time, we are likely to feel safer when we can see others and be seen by others.

   Use physical features, activities, and people in ways that maximize the ability to see. This will help discourage undesired behavior. The use of vegetation heights, street furniture, and building layout can help increase eyes on the activities.

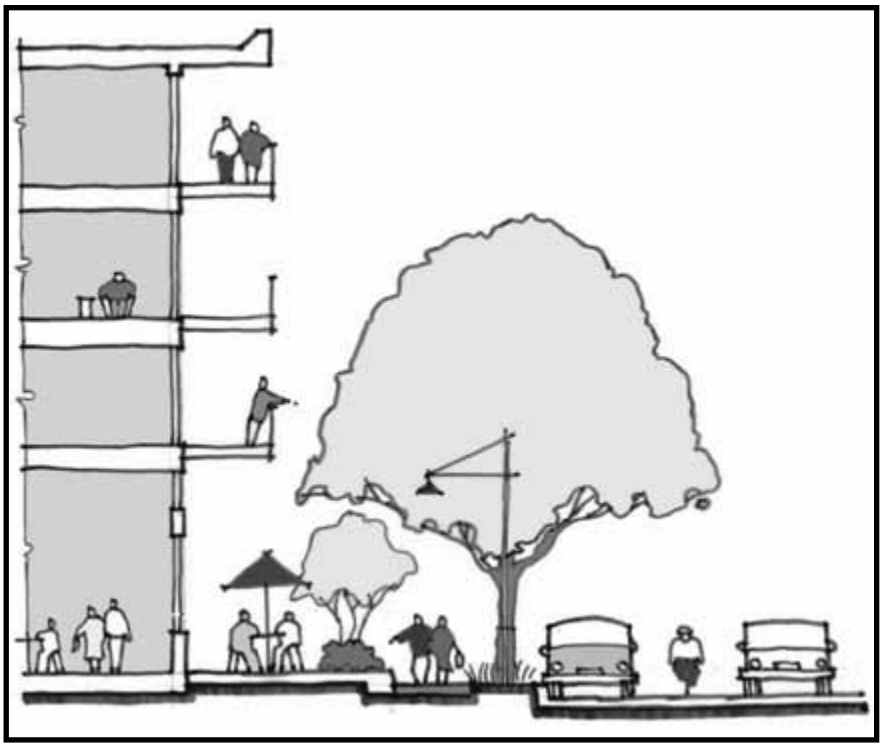
   Design security zones that respond to the building and site relationships. The focus is on creating natural surveillance solutions from the street to the building facade.

   Improve sightlines. There should be clear views of surrounding areas. Design permeable barriers that do not restrict vision. Avoid features (tall vegetation, fences, etc.) that block sightlines and major access points.

   Lighting design must be incorporated into developments to ensure safety and security. Placement of lighting is critical to pedestrian pathways, roads, and potential entrapment spaces.

Locate open spaces and recreational areas so they are visible. Formally designate gathering or congregating areas. These areas should be in locations that are well lit and encourage gathering opportunities that are within sightline of residential and commercial activity.

Create a land-use and activity mix that promotes public safety. A variety of uses should be developed to encourage informal surveillance during the day and evening.



Graphics are not regulatory but are intended to illustrate codes.

3. Access control reduces the opportunity and accessibility for crime. The physical guidance of people coming and going from a space by the judicial placement of entrances, exits, fencing, landscaping, and lighting denies a criminal's access to potential victims. Access control methods should be designed to create the perception of risk to potential offenders.

   Overcome distance and isolation. Entrance and exit points to buildings and public uses (telephone, rest room, etc.) should be designed with increased convenience to major circulation patterns.

   Place safe activities in unsafe locations. Safe activities serve as magnets for normal users and discourage undesirable activities.

   Improve scheduling of space. Productive uses of spaces reduce the risk of attracting undesirable activities. Designed spaces and uses can improve productivity while increasing the control of behavior.

   Discourage cut-through paths and high-speed traffic. Design streets and pedestrian paths to control circulation patterns and reduce vehicular speed. Vegetation, paving elements and signs can help increase community safety.

   Organize and promote community policing and surveillance. Organizing community watch programs and increased policing can reduce potential crime offenders. Proactive involvement will reinforce the priority of safety.

4. Place making is an approach to design and revitalization that carefully looks at community needs and interests to develop strategies to increase productivity, improve transportation circulation, and promote a vibrant community and quality of life. In addition to direct community involvement, the following is essential to creating a "great space": uses and activities, comfort and image, access and linkage, sociability and maintenance. (Urban Design Collaborative, 2002)

Create places that are physically compact in design. Development of place making concepts lends itself to natural surveillance. Eyes on the street and connectivity can be achieved with special attention to building layout and circulation patterns.

Create centers of mixed-use developments near a variety of residential densities. This encourages more pedestrian travel and active areas near neighborhoods. Design uses create activity during day and night hours. Mixing commercial, retail, education, and recreation with housing allows people to satisfy daily needs without having to travel far distances. These centers become a more lively and safe environment.

Create a multimodal transportation network. Walkways, bicycle paths, and street connectivity encourage non-auto travel by offering alternative routes that connect to housing, employment, commercial services, schools, parks, and public transportation.

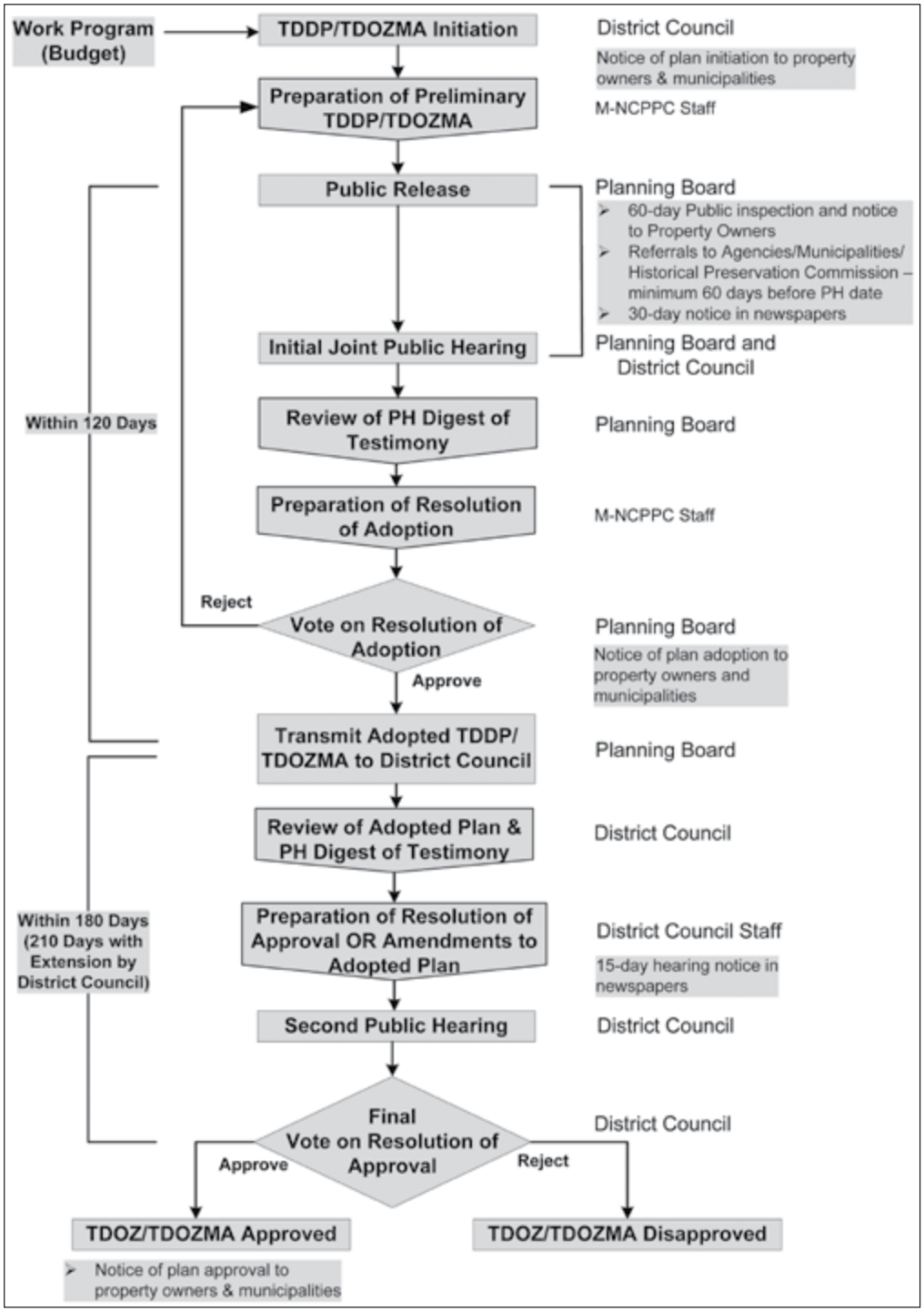
Design pedestrian-scaled environments. Development should be designed to the comfort and scale of people. Vegetation, street furniture, lighting, and other elements can be used to enhance a pedestrian environment. These design features can also reinforce a community's identity and history.

Design facility maintenance into each development project and review maintenance programs on a routine basis. A successful component of place making is to ensure that a program is implemented and is successfully managed beyond the design phase for future generations to enjoy.

Education and community involvement is critical in the success of a "great space." Outreach meetings should be integrated into the design process to develop analysis of users and potential solutions. Residents should form neighborhood committees to ensure continued interest once the implementation strategies have been established.

Source: National CPTED Association, Atlas Safety and Security Design, and Urban Design Collaborative

APPENDIX A



Appendix A - Procedural Flowchart for TDDP-TDOZMA

APPENDIX B

Leadership in Energy and Environmental Design (LEED) Background and Environmental Site Design (ESD) Guidelines

LEED building plaque

A. Leadership in Energy and Environmental Design (LEED) Certification Program

Across the United States, rising energy costs and concerns over the potential local impacts of global warming have heightened calls by environmental organizations, community groups, forward-looking business leaders, and community residents for energy conservation and efficiency. In response to this challenge, in 2009 the State of Maryland passed legislation that requires the Maryland Department of the Environment to develop a plan to reduce state greenhouse gas emissions by 25% below 2006 levels by 2020. Altering the design, construction, operation, and sitting of buildings presents an unprecedented opportunity to address these calls and achieve these goals. According to the U.S. Environmental Protection Agency (EPA), buildings alone account for 36% of total energy use, 68% of total electricity consumption and 38% of total carbon dioxide emissions in the U.S. Locating buildings next to accessible transit and mixing uses (such as residential, office, and retail) also has the potential to dramatically reduce energy use and emissions.

One of the most prominent green building and neighborhood development advocates in the country is the U.S. Green Building Council (USGBC), a member organization composed of 18,000 companies and organizations, 80 local chapters and affiliates, and 155,000 LEED credentialed professionals.

To promote and facilitate environmentally and socially responsible, healthy, and prosperous built environments, USGBC created a new umbrella rating system – Leadership in Energy and Environmental Design (LEED). LEED is a certification program and nationally recognized rating system for the design, construction and operation of high performance green buildings. LEED promotes sustainable and environmentally responsible development by recognizing a building's performance in site development, water and energy efficiency, materials selection and indoor environmental quality.

Green design and construction confers not only health and environmental benefits, but also generates economic dividends. It reduces operating costs, improves a structure's longevity, and can enhance building marketability and occupant productivity. Certifying a building and/or development may qualify a builder for a host of state and local government initiatives and incentives as well as increase its value and exposure to potential clients and/or buyers.

Additional information is available at http://www.usgbc.org.

The General Plan-designated New Carrollton Metropolitan Center's strategic location and transit access, and developable sites make LEED for Neighborhood Development (LEED ND) and LEED for New Construction the two most pertinent LEED rating systems for the New Carrollton Transit District Development Plan.

LEED ND adopts a more holistic approach to sustainability by integrating smart growth principles into green building standards. It rates an entire development – rather than a single structure – based on its location and connectivity, neighborhood design, green construction and technology, and innovation and design process. LEED ND's emphasis on fostering compact, walkable mixed-use neighborhoods with good connections to surrounding communities is closely aligned with policy recommendations of the New Carrollton TDDP/TDOZ and the 2002 Approved General Plan. Additional information including the 2009 Rating System and 2009 Project Checklist is available at http://www.usgbc.org/DisplayPage.aspx?CMSPageID=148.

LEED for New Construction Rating System rates and recognizes green commercial and institutional projects, including office buildings, high-rise residential buildings, government buildings, and recreational facilities. Additional information is available at http://www.usgbc.org/DisplayPage.aspx?CMSPageID=220. LEED for New Construction is particularly relevant to the TDOZ as it is anticipated that New Carrollton's redevelopment will, over the medium- to long-term, involve significant new construction in designated areas. LEED for New Construction has been adopted by USGBC and has been updated to Version 3 for the purpose of certifying LEED-eligible projects.

The construction of a future urban school also highlights the importance of the LEED for School Rating System. Based on the LEED for New Construction rating system, the LEED for Schools Rating System addresses issues such as classroom acoustics, master planning, mold prevention and environmental site assessment and provides a comprehensive tool for schools that wish to build green, with measurable results.

CB-61-2010 grants five-year real property tax credits for high performance buildings meeting LEED New Construction (LEED-NC), LEED Core and Shell (LEED-CS), and LEED Existing Buildings (LEED-EB) standards in Prince George's County. "High performance buildings" are defined as buildings that: (i) achieve at least a silver rating according to the USGBC's LEED green building rating system as adopted by the Maryland Green Building Council; (ii) achieve at least a comparable rating according to any other appropriate rating system; or (iii) meet comparable green building guidelines or standards approved by the State of Maryland.

B. Environmental Site Design (ESD) Guidelines

Environmental Site Design (ESD), now a first-line requirement of state and county stormwater management practice, is a design technique for the built environment to protect and mimic natural hydrologic systems through the use of existing and constructed environmental infrastructure. In an effort to create healthy and sustainable development, ESD incorporates a suite of strategies that promotes stormwater infiltration at the site level in order to reduce and manage stormwater runoff. State and federal mandates to achieve Total Maximum Daily Loads (TMDLs) for the Chesapeake Bay requires the reduction of nutrient and sediment loadings in all impaired county waterways.

Intent

Promote the use of ESD technologies and strategies to reverse and prevent adverse environmental impacts to the Northeast Branch and Beaverdam stream valleys due to development and redevelopment in the New Carrollton Transit District Overlay Zone (TDOZ).

Recommendations

Restore and preserve natural hydrologic and ecological functions

- Protect and enhance existing wetlands
- Maintain floodplains for water storage and flood mitigation

Example of bioretention area in parking lot (USDA-NRCS, Iowa)

- Minimize earth disturbance during construction
- Maintain existing green infrastructure and topography to the maximum extent possible
- Utilize state-of- the-art sediment and erosion control technologies during construction and until soils and vegetation are stabilized
- Protect and enhance vegetated stream buffers
- Utilize native plant materials to the maximum extent possible especially when adjacent to natural areas
- Avoid landscape materials that require irrigation, chemical fertilizers or pest control, and/or excessive maintenance
- Provide enhanced protection strategies on highly erodible soils, areas with a high level of species diversity, streams with high water quality, and areas of sensitive landscape and stream geomorphology

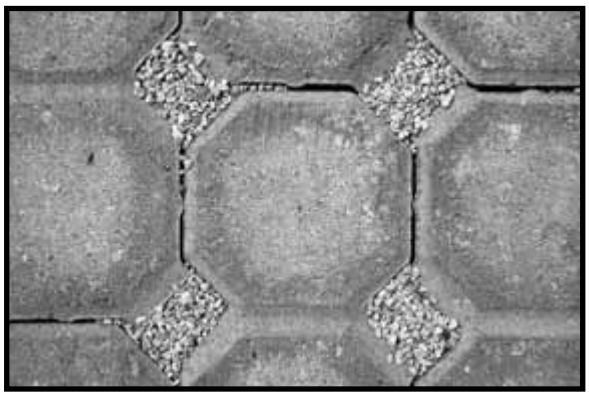
Provide opportunities for rainwater retention and infiltration

- Provide opportunities for bioretention on development and redevelopment sites
- Incorporate bioswales along new and retrofitted roadways
- Encourage rain gardens on public and private open space
- Provide underground stormwater storage facilities
- Encourage rain barrels on public and private development sites
- Design street and parking tree trenches to receive stormwater runoff

Reduce impervious surfaces

- Encourage green roofs on new and redeveloped buildings
- Incorporate pervious pavement in sidewalks and parking bays
- Disconnect impervious surfaces with landscaped water infiltration trenches
- Adhere to the parking maximums specified in the 2010 *New Carrollton Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment*
- Encourage parking structures where appropriate
- Design and build to paving width minimums
- Encourage carpooling, vanpooling, car sharing, and shared parking facilities

Examples of ESD features to control and filter stormwater runoff (USDA-NCRS, Iowa)



Redevelop in response to existing and created microclimate conditions

- Utilize “white roofs” where appropriate
- Plant shade trees to reduce energy consumption in buildings and to provide desirable outdoor spaces
- Provide vegetation where appropriate to buffer harsh winter winds
- Orient open spaces and buildings to take advantage of solar warming and cooling breezes
- Do not site or orient buildings to create wind tunnels or sunless canyons

Promote long-term sustainability

- Site and develop urban open spaces and parks as part of a connected system with multi-modal accessibility as appropriate
- Develop maintenance and management plans for parks and open space
- Organize public/private partnerships to construct highly visible ESD projects that promote community support and education
- Support the formation of community grassroots organizations that contribute to the on-going development and maintenance of parkland and open space

APPENDIX C

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

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

1. Purpose

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

2. Objectives

- To produce mixed-income, workforce housing opportunities for Prince George's County residents and workers in close proximity to the New Carrollton Metro station.

- To provide economic opportunities for local businesses and expand employment options for local residents.

3. Definitions

- "Workforce housing unit" means a unit set aside for sale or rent to moderate-income households as defined by the density bonus program.

- "Moderate-income household" means a household of one or more individuals with a total annual income adjusted for household size equal to between 60% and 100% of the Area Median Income (AMI) as defined by the U.S. Department of Housing and Urban Development for the Washington, DC metropolitan area.

- "Local business" means a private for-profit firm or enterprise owned at least 51% by one or more residents of Prince George's County, Maryland with no corporate or national headquarters outside the county, and licensed to operate within the county.

4. Applicability

The density bonus program applies to all new residential, commercial, and mixed-use construction in the Metro Core area as designated by the New Carrollton Transit District

Development Plan (see Map 1. Metro Core Neighborhood). All public benefits generated by the density bonus program shall be provided on-site.

5. Exemptions

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

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

6. Eligibility

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

7. Workforce Housing Requirements for Rental Projects

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

8. Workforce Housing Requirements for Ownership Units

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

9. Resale Restrictions Applicable to Workforce Ownership Units

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

10. Rental Restrictions for Workforce Ownership Units

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

11. Duration of Provisions

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

12. Workforce Housing Unit Requirements

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

13. Local Business Requirements

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

14. Certificate of Compliance

Prior to issuing a certificate of occupancy, an agreement in a form acceptable to the Department of Housing that addresses price restrictions, homebuyer or tenant qualifications, long-term affordability, and any other applicable topics of the workforce housing units shall be recorded with the Department of Housing. This agreement shall be a covenant running with the land and shall be binding on the assigns, heirs and successors of the applicant.

15. Violations

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

APPENDIX D

Bike Facility Definitions

1. Bike Lanes—On-road dedicated one-way bicycle facilities striped and signed in accordance with the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities.

2. Buffered Bike Lanes—On-road and off-road dedicated one-way bicycle facilities. Roads are signed and signalized for bicycle use. Buffered bike lanes are also referred to as cycle tracks.

3. Bicycle Buffers—A combination of physical space and horizontal elements, such as stone, brick, concrete, berms, fences or walls, and on-road striping, established to mitigate tension between vehicles, bicycles, and pedestrians.

4. Sidepaths and Multiuse Pathways—Off-road bidirectional multiuse facilities adjacent to major roads.

5. Shared Use Roads—Roads and shared space used by bicycle and vehicles. Shared use roads can contain painted markings on travel lanes or bicyclists can utilize wide outside lanes and wide shoulders or on-road shared space that can be signed and/or signalized).

6. Hard Surface Trails—Recreational trails and other multiuse bidirectional trails.

7. Natural Surface Trails—Unpaved trails and footpaths for hiker, biker, and equestrian use.

8. Water Trails—Kayak, boat, and canoe trails for non-motorized water craft.

9. Bicycle-Compatible Roads—Roads that are designed to be compatible with bicycle and pedestrian facilities and that facilitate these modes of transportation. A "bicycle compatible" road recommendation means that the road should incorporate the appropriate or feasible bicycle facility. Appropriateness is evaluated by the Planning Board and the implementing agency for each specific project depending on community needs, environmental constraints, and right-of-way constraints, with final determination by the County Council. Due to site-specific constraints, the road agencies frequently need flexibility when determining the most effective way to accommodate bikes along a particular road.

10. Bicycle (Bike) Route—A segment of a system of bikeways designated by the jurisdiction or agency having authority with appropriate directional and informational markers and signage, with or without a specific bicycle route number.

11. Bikeway—A thoroughfare or trail suitable for bicycles that may either exist within the right-of-way of other modes of transportation, such as highways, or along separate and independent corridors.

Note: All facilities are evaluated according to the standards approved by the Prince George's County Planning Board, with final determination by the County Council. Facilities on roads owned and maintained by the Maryland State Highway Administration and the Prince George's County Department of Public Works and Transportation are subject to review by their respective agency for consistency with their agency standards.

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