

Chapter 7: Implementation



Introduction: A Strategy for Progressive Implementation

In order to achieve successful long-term implementation of the Landover Gateway sector plan, it is critical to establish an adequately staffed and funded public/private entity responsible for implementing the sector plan vision. Private developers and landowners need a forum in which to come together with public-sector decision-makers in order to collaboratively market and promote the area, fund shuttle bus service, and implement other strategies that can ensure a successful downtown Landover. Without public sector involvement, the private sector lacks access to financing and other tools essential to achieving the vision of the sector plan. Day-to-day implementation of the plan requires project-dedicated staff and resources.

Implementation Strategies

Best Practices from Other Communities

Public/private partnerships can take a number of forms depending on the area's status, vision, and resources. These organizations include:

- Business Improvement Districts (BIDs)
- Nonprofit development corporations
- Local government authorities

BIDs

BIDs are formed voluntarily by petition of property owners that desire to support additional services and are willing to self-fund those services through additional property taxes. Examples of the kinds of services that may be provided include: supplemental security, additional street cleaning, and unique marketing events/support within the district. BIDs are funded through special assessments collected from property owners in the defined boundaries of the district. The assessment is levied on the property owners

who can, if the property lease allows, pass it on to their tenants. Typically, an individual property owner will pay an assessment of approximately six percent of his/her annual real estate tax charge.

The job of local government is to establish the district, collect the special tax assessments or fees, and then transfer funds over to the BID organization to be administered. Washington D.C., New York City, and many other cities in the United States and around the world have used BIDs to revitalize established communities and reinvigorate metropolitan centers.

BIDs are usually governed by a Board of Directors that includes a combination of public and private stakeholders of the district. Therefore, they are not inhibited or controlled by either the public or the private sector but are a true partnership between individuals with a vested interest in the success of the area.

Development Corporations

Focusing on the implementation of development and redevelopment plans, public/private development corporations are staffed with experienced real estate development professionals. They negotiate specific development agreements for projects developed on public land and/or developed with public financial assistance. Development corporations also may conduct the same functions as BIDs—providing clean and safe operations, special events, and marketing.

Typically, these development corporations are organized as 501(c)(3) nonprofit entities. Their boards involve both public and private sector representation with funding directly from both sectors and from grants, fees, and development profits. Development corporations are empowered to acquire and dispose of property, to contract for construction and services, and to receive appropriations, grants, and gifts. Few have eminent domain and taxing authority.

Local Government Authorities

A variation of development corporations is the local government authority empowered to implement approved redevelopment plans. Relying on local government funding and staffing, a development authority may combine the development of government-owned land, negotiation of development agreements for other parcels, and coordination of public infrastructure improvements. The County Executive and/or County Council appoints the Board of Directors, which then implements the redevelopment plan with relative autonomy. Board membership is often specified to include representatives of the real estate, finance, and marketing industries. Depending on their enabling legislation, such authorities often have the power to acquire property through eminent domain, issue bonds, and contract for construction and other services. As government agencies, many are subject to personnel and procurement processes. The Redevelopment Authority of Prince George's County is a local example. The Prince George's County Redevelopment Authority and Economic Development Corporation should assume leading roles and collaborate to identify and assess potential implementation strategies.

Public/Private Partnerships

Landover Gateway could benefit greatly from having several major landowners with development capabilities and resources. Ideally, one of these major landowners would spearhead the formation of an implementation entity by joining with other property owners to petition for the creation of a BID. The BID could then take the lead on:

- Public safety.
- Marketing to the federal and state governments, colleges, universities, and other institutions.
- Developing branding and a logo for the area.
- Working with the Department of Public Works and Transportation, Washington Metropolitan Area Transit Authority, and the Maryland Transit Administration to plan transit service to the area.
- Developing financial partnerships between the county and developers, including tax-increment financing and special assessment districts as appropriate.

- Developing shuttle bus service within Landover Gateway and to the New Carrollton and Largo Town Center Metro stations.
- Working with cultural organizations for creation of a new cultural center.
- Working with The Maryland-National Capital Park and Planning Commission (M-NCPPC) and developers in creating public open space.
- Working with the Department of Public Works and Transportation and the State Highway Administration on planning and funding public infrastructure improvements, including gateway and other streetscape improvements.

Public Development Incentives

The historically weak market for office and commercial development in the greater Landover area has resulted in depressed rents and, consequently, undermined the private sector's ability to fund all of the major public realm improvements that are inherent to achieving the community's vision for Landover Gateway. The required improvements include extensive road and transit infrastructure, environmental enhancement through the creation and enhancement of major open spaces and trails, a cultural center, schools, and other public facilities. In addition, the new street grid, structured parking, wide sidewalks, and streetscape improvements within the new development areas will cost more than standard features.

Several financing tools are potentially available to support the proposed development. They include tax-increment financing, special assessment districts, and tax abatement and tax credits:

Tax-Increment Financing (TIF). TIF earmarks the property taxes generated by the increase in property values to fund public improvements. Tax revenues, which would not be generated without the development improvements, are diverted to a special fund for a period of 30–40 years until the bonds financing the improvements have been repaid.

Special Assessment Districts. Within special assessment districts as with BIDs, property owners agree to be subject to an additional tax to finance specific improvements.

Such assessments work well in commercial districts with sophisticated property owners who understand public finance. They are less suitable for homeowners, who often do not understand or budget for the additional taxes. Several jurisdictions use special assessment districts to fund the initial years' debt service on tax-increment bonds before the new development is generating sufficient tax revenue to fully fund the bonds.

Tax Abatement and Tax Credits. Though unsuitable for combination with TIF, which depends on new property tax revenues, short- and midterm abatement of property taxes on new development or redeveloped property can provide an important incentive for private investment. With a reduced tax burden, the project can support a higher level of private investment by devoting a larger share of the project's operating revenues to repayment of development costs.

Public Facilities Cost Analysis and Estimates. Per Section 27-646(b)(4) of the Zoning Ordinance, all approved sector plans must contain an estimate of the cost of all public facilities that must be acquired or constructed in order to carry out the objectives and requirements of the sector plan. Table 11: Public Facilities Cost Analysis and Estimates exhibits the public facility cost estimates. The estimates are based on current (2007) dollars.

“New” indicates new or modified public facilities. “Existing” indicates existing and proposed recommendations in current county or state funding programs or carried over from the 1993 *Approved Landover and Vicinity Master Plan and Sectional Map Amendment* and 1990 *Approved Largo-Lottsford Master Plan and Sectional Map Amendment*.

Table 11: Public Facilities Cost Analysis and Estimates

| New/ Existing | Recommended Public Facilities | Location and Description | County CIP/ State CTP | Estimated Cost |
|--|----------------------------------|--|--------------------------|--|
| Transportation Facilities—Roads | | | | |
| New | Internal roadways | Throughout the sector plan | Not in current CIP | 100% Developer Funded |
| New | Campus Way/Evarts Street | Extension of Campus Way/ Evarts Street over the Capital Beltway to Brightseat Road | Not in current CIP | \$13,000,000 required improvement to be funded and constructed by WTC |
| Existing | MD 202, Enhancement | Planned 6-lane expressway between Capital Beltway and Barlowe Road | Not in current CIP | \$2,600,000 - \$4,000,000 |
| Existing | Brightseat Road, Enhancement | Planned 4-lane collector facility between Evarts Street and Ardwick-Ardmore Road. | Not in current CIP | 100% Developer Funded |
| New | Grade-Separated Interchange | Planned urban diamond interchange at MD 202 with Brightseat Road | Not in current CIP | \$13,000,000 required improvement to be funded and/or constructed by WTC or others |
| New | Cattail Branch/Evarts Street | Extend to Barlowe Road as a 4-lane collector | Not in current CIP. | 100% Developer Funded |

| Transportation Facilities—Transit | | | | |
|-----------------------------------|---|--|--|---|
| New | Reroute and expand bus service from New Carrollton Metro to Largo Town Center Metro serving the Landover Gateway sector plan area | Extend the planned and existing bus service from New Carrollton Metro station to connect with the Largo Town Center Metro Station serving the Landover Gateway sector plan area and the WTC | Not in current CIP | To be determined. (This is part of a larger project currently being studied by MD-MTA.) |
| Transportation Facilities—Trails | | | | |
| Existing | Cattail Branch Stream Valley Trail | A multiuse trail within a park corridor along Cattail Branch. Cost estimate for study area only | Not in current CIP. 1993 master plan recommendation (p. 83) | \$360,000 |
| New | Neighborhood Trail Connection | Evarts Street to Cattail Branch and Kenmoor Elementary School | Not in current CIP | \$60,000 |
| Existing | Stream Valley Trail along tributary of Cattail Branch | A multiuse trail within a park corridor from Sheriff Road to Cattail Branch | Not in current CIP. 1993 master plan recommendation (p. 83). | \$108,000 |
| New | Pedestrian Safety Improvements across MD 202 at Brightseat Road | Improve pedestrian safety at this crossing. Improvement types and costs will vary depending upon the type of intersection improvements made. | New proposal | To be determined. |
| Existing | Brightseat Road sidewalks and designated bike lanes | Sidewalk and bikeway improvements along Brightseat Road within the study area. Improvements may include completing gaps in the sidewalk network, providing wider sidewalks in areas of high pedestrian traffic, pedestrian safety improvements, and designated bike lanes. | 1993 master plan (p.84). Funded in current CIP from MD 214 to Spectrum Drive (FD669711). | \$240,000. Costs may be included within larger road improvement project. |
| New | H. P. Johnson Park Connector Trails | Trail connections through the neighborhood park connecting surrounding communities | New proposal | \$60,000 |
| New | Pedestrian Bridge | Woodmore Town Centre to Landover Mall site | New proposal. To be constructed in conjunction with transit. | \$3,000,000 |

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|-------------------------------------|--|--|------------------------------|--|
| Existing | Evarts Street | Sidewalks and on-road bike accommodations along Evarts Street. This facility will provide bike and pedestrian access across the Beltway. | 1993 Comprehensive Plan map. | Developer funded |
| New | Trail/bikeway along “Boulevard” | Trail or pedestrian accommodations should be incorporated into the “boulevard” proposal of the center, as well as other linear greenways | New proposal | To be determined |
| New | Standard sidewalks along all internal roads | Standard sidewalks are recommended along both sides of all internal roads within the study area. Improvements may be implemented through development projects, CIP projects, and individual retrofit projects. | New proposal | To be determined. Costs may be included within larger road improvement projects. |
| Schools—Short-term | | | | |
| Existing | Ardmore Elementary School renovation | 9301 Ardwick Ardmore Road, renovation of existing structure | Sector plan recommendation. | TBD |
| Existing | Matthew Henson Elementary School renovation. | 7910 Scott Road, renovation of existing structure | Sector plan recommendation | TBD |
| New | New Fairmont Heights High School. | South Columbia Park, Columbia Park Road, construction of new 900-seat high school | CIP AA779826 | \$70,757,000 |
| Library—Short-term | | | | |
| New | Obtain Prince George’s County Central Library site | Obtain appropriate acreage or building floor space for a new 100,000-square-foot central library, adjacent to public parking and transit | Sector plan recommendation | TBD |
| Fire/EMS Stations—Short-term | | | | |
| New | Obtain Landover Gateway Fire/EMS Station site | Obtain a site for a new Fire/EMS station | Sector plan recommendation | TBD |

| | | | | |
|----------------------------|--|---|--|-------------------------------|
| New | St. Joseph's Drive Fire/EMS Station | St. Joseph's Drive and Ardmore Road, new Fire/EMS station | Approved County FY 2007-2012 CIP Item # LK510163; 1990 <i>Approved Largo-Lottsford Master Plan</i> recommendation. | \$2,617,000 |
| Police Station—Long-term | | | | |
| Existing | Police Headquarters/District III Headquarters renovation | 7600 Barlowe Road, renovation of existing structure | 2008 <i>Public Safety Facilities Master Plan</i> recommendation | \$10,000,000 |
| School—Long-term | | | | |
| New | New Urban PreK-8 School | Obtain appropriate acreage and construct a new 200,000-square-foot PreK-8 school adjacent to H.P. Johnson Park, sufficient parking for faculty and staff, and access to transit | Sector plan recommendation. | TBD |
| Library—Long-term | | | | |
| New | Prince George's County Central Library | New construction | Sector plan recommendation | TBD |
| Fire/EMS Station—Long-term | | | | |
| New | Landover Gateway Fire/EMS Station | New construction | Sector plan recommendation | TBD |
| Parks and Recreation | | | | |
| Existing | Henry P. Johnson Neighborhood Park (P25) | Add 4.2 acres on the south side of the existing park. | 1993 <i>Landover and Vicinity Master Plan</i> recommendation | \$60,000/acre or \$252,000 |
| Existing | Highland Park Neighborhood Park (P14) | Add 5-acre Board of Education parcel (lease option) | 1993 <i>Landover and Vicinity Master Plan</i> recommendation | \$100,000/acre or \$500,000 |
| Existing | Hill Road North Neighborhood Park | Propose 10-acre park located to the north of Arena Drive | 1993 <i>Landover and Vicinity Master Plan</i> recommendation | \$90,000/acre or \$900,000 |
| Existing | John Carroll Community Park/School (P33) | Add 14 acres to the east of the existing park | 1993 <i>Landover and Vicinity Master Plan</i> recommendation | \$200,000/acre or \$2,800,000 |
| Existing | Woodmore Towne Centre at Glenarden | Propose new 28-acre park between St. Joseph's Drive and the Beltway | 1990 <i>Largo-Lottsford Master Plan/SMA</i> recommendation | \$250,000/acre or \$7,000,000 |

| | | | | |
|----------|--------------------------------------|---|--|---------------------------------|
| Existing | Largo-Lottsford Community Park | Add 80-acre parcel to an existing park, located north of the Lake Arbor Community Park/School Center | 1990 <i>Largo-Lottsford Master Plan/SMA</i> recommendation | \$40,000/acre or \$3,200,000 |
| New | Willow Grove Neighborhood Park (O47) | Add 19 acres to an existing park south of US 50 at the terminus of Cleary Lane | Sector plan recommendation | \$40,000/acre or \$760,000 |
| New | Lottsford Vista Community Park | Propose new 50-acre park south of Cleary Lane | Sector plan recommendation | \$40,000/acre or \$2,000,000 |
| New | Former Landover Mall Site | Propose new 5-acre urban park site | Sector plan recommendation | \$10/square foot or \$3,049,000 |
| New | Woodstream Community Park | Propose new 44-acre park east of Landover Road and north of Lottsford Road | Sector plan/SMA recommendation | \$100,000/acre or \$4,400,000 |
| New | Cattail Branch Stream Valley Park | Acquire 14-acre developable parcel of land within the Cattail Branch Stream Valley Park that can be used as either active or passive parkland | Sector plan/SMA recommendation | \$60,000/acre or \$840,000 |

Plan Sequencing

Actions recommended as part of the sector plan are divided strategically into four stages: immediate actions, short-term (5-15 years), midterm (10-20 years), and long-term (15-30 years). (See Map 28: Recommended Development Sequencing Plan on page 125.)

Immediate Actions

- Form a BID including all properties located west of the Capital Beltway with the option of future expansion, followed by policy and legislation by the county.
- Establish a tax increment financing district for all properties west of the Beltway.
- Implement aesthetic improvements to the undeveloped portion of the former Landover Mall site.
- Install new lighting and street trees along Brightseat Road.
- Implement circulatory shuttle bus service, connecting Landover Gateway to Woodmore Towne Centre and nearby Metro stations.

Short-Term (5–15 Years)

Short-term actions are designed to provide an initial “big bang” of highly visible projects that signal positive changes in the area and establish upfront key components of the larger vision for Landover Gateway. Elements of the sector plan implemented in the short-term include:

- Develop the first phase of the civic center with initial anchor tenants to establish Landover Gateway’s presence in the county and region.
- Initiate redevelopment of the Glenarden Apartments property to address existing negative perceptions of the area.
- Establish the main street streetscape.
- Construct extension of Evarts Street across the Capital Beltway, connecting Landover Gateway with Woodmore Towne Centre.
- Develop entrances and exits to the former Landover Mall site.
- Develop distinctive and welcoming gateways to the area from the north and south.

Actions Requiring Public Funds

- Upgrades to and expansion of the Henry P. Johnson Park.
- Develop an urban model school on the existing Prince George’s County Public Schools property. Include school in Capital Improvement Program (CIP) list for future consideration.
- Initiate a detailed infrastructure needs study, including a study of proposed improvements to the existing off-ramp from I-95/I-495 to MD 202, a study of road improvements at the intersection of Brightseat Road and MD 202, and a study of the proposed Cattail Creek Drive.
- Establish initial portions of the planned street network, including portions of the main street commercial core, the area around the proposed new school, and the Gateway North Neighborhood. (SHARED COSTS)
- Initiate a study of potential alignments for light rail transit.
- Fund the housing trust fund and single-family rehabilitation program to provide housing for all incomes.
- Market Landover Gateway to government, institutional, and educational tenants.
- Market Landover Gateway to retailers and hotels.
- Pursue development of a community cultural center and arts integration center by organizing a task force of cultural organizations.
- Organize festivals and other public events to animate and market the area.

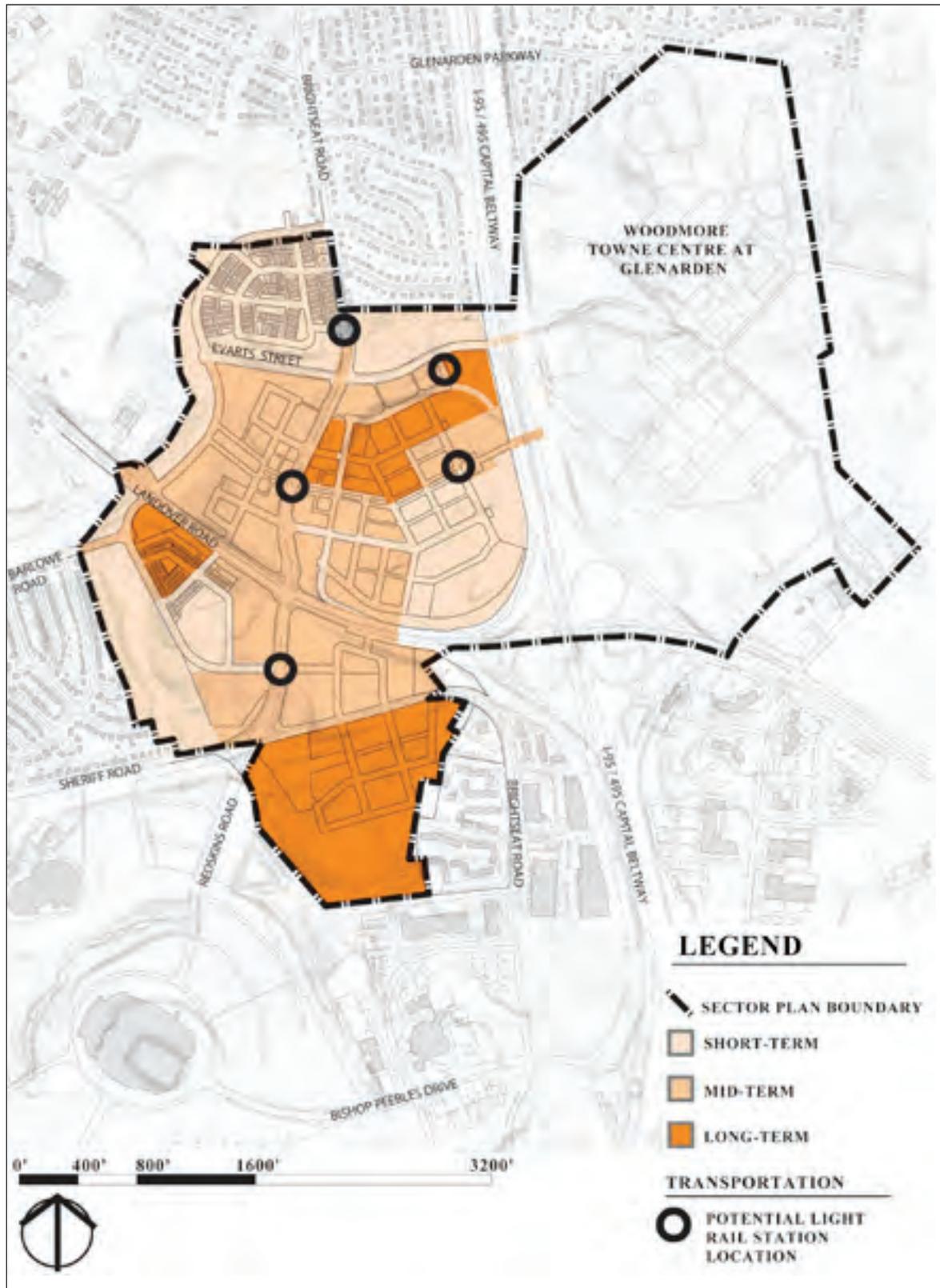
Midterm (10–20 Years)

Midterm actions will complete the main street commercial core and Park Slope neighborhood, while also establishing the presence of a viable new mixed-use area at the intersection of MD 202 and Brightseat Road. Elements of the sector plan implemented during the midterm include:

- Complete the main street and southwest quadrant of the former Landover Mall site.
- Complete redevelopment of Glenarden Apartments property.
- Redevelop the area west of Brightseat Road (Maple Ridge Apartment property and adjoining properties) as a mixed-use and residential neighborhood.
- Continue buildout of residential and mixed-use portions of the downtown neighborhood.
- Continue buildout of the civic center.
- Redevelop the existing Landover Crossing Shopping Center site.
- Develop portions of the Gateway South Neighborhood, north of Sheriff Road.
- Construct an additional pedestrian walkway to Woodmore Towne Centre.
- Develop an additional entrance to the main street commercial core off MD 202.
- Continue development of the street network, including connections north and south of Landover Road at the western edge of the sector area, portions of the downtown and Park Slope neighborhoods, and at the location of the existing Landover Crossing Shopping Center site.
- Assess needs for construction of a pedestrian crossing across MD 202.

Actions Requiring Public Funds

- Construct proposed Cattail Creek Drive connecting Everts Street with MD 202 (SHARED COSTS).
- Improve the intersection of Brightseat Road and MD 202 (SHARED COSTS).
- Improve Brightseat Road/Redskins Drive, north and south of MD 202 (SHARED COSTS).
- Construct exit ramp improvements (SHARED COSTS).



Map 28: Recommended Development Sequencing Plan

- Construct a new central library in the downtown core area.
- Prepare schematic plans for light rail transit.
- Fund the housing trust fund and single-family rehabilitation program to provide housing for all incomes.
- Market Landover Gateway to government, institutional, and educational tenants.
- Market Landover Gateway to retailers and hotels.
- Organize festivals and other public events to animate and market the area.
- Complete the downtown neighborhood.
- Complete the Civic Center up to Evarts Street.
- Complete buildout of the Gateway South neighborhood, south of Sheriff Road, including development of mixed office and residential uses and shared parking.
- Complete build-out of the Gateway South neighborhood at the intersection of MD 202 and Barlowe Road.

Actions Requiring Public Funds

- Implement light rail transit.
- Fund the housing trust fund and single-family rehabilitation program to provide housing for all incomes.

Long-Term (15–30 Years)

Long-term actions will complete the remaining elements of the plan. Actions implemented during this stage include:

Technical Manual for Implementation

The sector plan provides the overall vision for Landover Gateway and includes design guidelines to assist public and private entities in implementing the sector plan's vision. These guidelines provide the sector plan's specific recommendations and expectations for building height, siting, elements, uses, and the relationship of buildings to the public space. (See Chapter 3.)

Sectional Map Amendment (SMA)

Introduction

The comprehensive rezoning process, also known as the SMA process in Prince George's County, allows for the rezoning of a section of the overall county zoning map in order to bring zoning into conformance with adopted county plans and policies. This chapter contains the proposed SMA for the Landover Gateway sector plan. The SMA is intended to implement the land use recommendations of the approved sector plan for the foreseeable future.

The SMA was initiated via Council Resolution CR-20-2007, with the expressed intent to process the SMA concurrent with the sector plan. The procedure followed is in accordance with Council Bill CB-33-1992, which establishes the framework for the process. The SMA formally incorporates the zoning recommendations as an amendment to the official zoning maps. Existing zoning that hinders such development will be corrected, and piecemeal rezonings will be minimized by this comprehensive approach. The procedural sequence chart for this concurrent process is illustrated in Appendix A.

The approval of the zoning pattern recommended by the sector plan and implemented by this SMA brings zoning into greater conformity with county land use goals and policies as they apply to the Landover Gateway and vicinity area, thereby enhancing the health, safety, and general welfare of all Prince George's County citizens.

The County's CIP and Ten-Year Water and Sewerage Plan, as well as existing land use and zoning, and pending zoning applications were examined and evaluated in the preparation of both the land use plan and the SMA. Consideration has also been given to the environmental and economic impact

of the land use and zoning recommendations. The approval of the SMA results in the revision of the official 1"=200' zoning map(s) for this portion of Planning Area 72 that includes the sector plan boundary. Future comprehensive examinations of the zoning within the area will occur in accordance with the procedures established for SMAs.

The last comprehensive rezoning of this area took place on July 27, 1993, with the approval of the SMA for Landover and Vicinity (Planning Area 72) by Council Resolution CR-57-1993.

Comprehensive Rezoning Implementation Policies

A number of established comprehensive rezoning implementation policies are utilized as necessary guidelines for developing the SMA.

Public Land Policy

The established public land policy states that all public land should be placed in the most restrictive and/or dominant adjacent zone, whichever bears the closest relationship to the intended character of the area. Therefore, the zoning of public land, just as private land, should be compatible with surrounding zones. This policy should eliminate any "islands" of inharmonious zoning, while still providing for the public use. It should further assure compatibility of any future development or uses if the property is returned to private ownership.

A distinction is made where a large parcel of land has been set aside specifically for public open space. In this case the R-O-S Zone is applied.

Federal and state government property, which is scattered throughout the county, is not subject to the requirements of the Zoning Ordinance. The intent of the comprehensive rezoning process is to apply a zoning category to all land, including federal and state property, without regard to its unique zoning status. The R-O-S Zone is generally applied to federal and state properties, unless specific uses of the property or intended character of the property and/or area should warrant another zoning category. The Prince George's County Board of Education and M-NCPCC own land within the sector plan boundary. The base zone

for the Board of Education property is the C-O Zone, and the base zone for M-NCPPC property is the R-55 Zone.

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 SMA has been prepared in accordance with this section.

Limitations on the Use of Zones

Zoning classifications used in this SMA are limited only 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."

Finally, in order to clarify the extent to which a given parcel of land is protected from less intensive rezoning by virtue of 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."

Conditional Zoning

The inclusion of safeguards, requirements, and conditions beyond the normal provisions of the Zoning Ordinance, which can be attached to individual zoning map amendments via "Conditional Zoning," cannot be utilized in SMAs. In the piecemeal rezoning process, conditions are used to (1) protect surrounding properties from potential adverse effects that might accrue from a specific zoning map amendment; and/or (2) enhance coordinated, harmonious, and systematic development of the regional district. 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 SMA process should be compatible with other land uses without the use of conditions. However, it is not the intent of an SMA to repeal the additional requirements determined via "conditional" zoning cases that have been approved prior to the initiation of a sectional map amendment. As such, it is appropriate that, when special conditions to development of specific properties have been publicly agreed upon and have become part of the existing zoning map applicable to the site, those same conditions shall be brought forward in the SMA. This is accomplished by continuing the approved zoning with "conditions" and showing the zoning application number on the newly adopted zoning map. This would take 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 SMA where the previous zoning category has been maintained.

Comprehensive Design Zones (CDZ)

CDZs may be included in a sectional map amendment. Normally, the flexible nature of these zones requires a basic

plan of development to be submitted through the zoning application process (zoning map amendment) in order to evaluate the comprehensive design proposal. It is only through approval of a basic plan, which identifies land use types, quantities, and relationships, that a CDZ can be recognized. Under this process, an application must be filed, including a basic plan, and the Planning Board must have considered and made a recommendation on the zoning application in order for the CDZ to be included within the SMA. During the comprehensive rezoning, prior to the submission of such proposals, property must be classified in a conventional zone that provides an appropriate “base density” for the development. In theory, the “base density” zone allows for an acceptable level of alternative development should the owner choose not to pursue full development potential indicated by the master plan.

Under limited circumstances, CDZs may be approved in a sectional map amendment without the filing of a formal rezoning application by an applicant. The recommendation of the sector plan and the SMA zoning change, including any design guidelines or standards, may constitute the basic plan for development. In these cases, overall land use types, quantities, and relationships for the recommended development concept should be described in the SMA text and be subject to further adjustment during the second phase of review, the Comprehensive Design Plan, as more detailed information becomes available. See CB-76-2006, CB-77-2006, and Sections 27-223(b), 27-225(b)(1), 27-226(a)(2), 27-226(f)(4), 27-478(a)(1), 27-480(g), and 27-52(a)(1) of the Zoning Ordinance.

A mixed-use zoning tool currently being developed by M-NCPPC is expected to be completed in FY 2009, which could implement the 2002 General Plan recommendations for centers, streamline and standardize regulations and development review procedures, and supplement or replace existing mixed-use zones and overlay zones. Until a new mixed-use zoning tool or set of mixed-use zones is approved, the Mixed-Use Transportation (M-X-T) zone serves as an adequate zoning technique to implement the recommendations of the sector plan for mixed-use development concentrated in and around the former Landover Mall site.

Mixed-Use Zoning Recommendations

Implementation of the long-range land use recommendations of the Landover Gateway sector plan and SMA for mixed-use, pedestrian- and transit-oriented development in designated mixed-use activity centers will require application of mixed-use zoning techniques and possible incorporation of a form-based code. Although there are several mixed-use zoning categories defined in the Zoning Ordinance, none currently contain an ideal combination of use, design, and administrative regulations necessary to achieve the character and vision recommended by the sector plan. The following mixed-use zones are currently available: the Development District Overlay Zone, Transit District Overlay Zone, M-X-T Oriented Zone, Mixed-Use Infill Zone, Mixed-Use Town Center Zone, and CDZs, including the Local Activity Center, and Major Activity Center.

It is recommended that an appropriate set of mixed-use, form-based zoning categories or techniques be prepared (or existing zones modified), so that there is an effective and efficient set of regulations to implement the mixed-use, pedestrian- and transit-oriented development patterns recommended by the 2002 General Plan and recent master plans, including the Landover Gateway sector plan and SMA.

The land use map (see Map 6: Land Use Plan on page 19) includes (striped) areas where applications for a mixed-use zone (or other appropriate zoning tool) are appropriate, based on the visions, goals, policies, and planning strategies contained in this sector plan.

Comprehensive Rezoning Changes

To implement the sector plan’s policies and land use recommendations contained in the preceding chapters, many parcels of land must be rezoned to bring the zoning into conformance with the sector plan. The comprehensive rezoning process (via the SMA) provides the most appropriate mechanism for the public sector to achieve this. As such, the SMA is approved as an amendment to the official zoning map(s) concurrently with sector plan approval.

The approved SMA includes 11 recommended zoning changes based on the land use and development policies described in the previous chapters of this sector plan. The

SMA is organized using the sector plan’s subareas identified on Map 29: Approved Zoning Changes on page 131. The 11 zoning changes result in a new zoning inventory for the area. Table 12: Existing and Approved Zoning Inventory (in acres) lists the aggregate changes in zoning by zone classification and indicates the acreage comprising each zoning change. Specific zoning changes are shown on individual subarea page-size maps (see Maps 29-40) and

are described in tables. Also, these maps and the approved SMA zoning map (see Map 4: Approved Zoning on page 15) are included for illustrative purposes only. The 1"=200' scale zoning maps will represent the official zoning boundaries. There were no zoning applications pending during the preparation of this SMA.

Table 12: Existing and Approved Zoning Inventory (in acres)

| Zone | Existing Zoning | Net Change | Approved Zoning |
|---|-----------------|------------|-----------------|
| R-55 (One Family Detached Residential) | 27.97 | -15.70 | 12.27 |
| R-18 (Multifamily Medium Density Residential) | 45.15 | -45.15 | 0 |
| C-A (Ancillary Commercial) | 0.72 | -0.72 | 0 |
| C-O (Commercial Office) | 15.82 | -15.82 | 0 |
| C-S-C (Commercial Shopping Center) | 114.04 | -114.04 | 0 |
| C-M (Commercial Miscellaneous) | 23.23 | -23.23 | 0 |
| I-1 (Light Industrial) | 31.81 | -31.81 | 0 |
| I-3 (Planned Employment Park) | 0.25 | -0.25 | 0 |
| M-X-T | 244.67 | +246.72 | 491.39 |
| O-S (Open Space) | 4.94 | 0 | 4.94 |
| Right-of-Way | 81.99 | 0 | 81.99 |
| Total | 590.59 | 0 | 590.59 |

R-18, C-O, C-A, C-S-C, R-55, C-M, I-1, I-3 to M-X-T



Map 29: Approved Zoning Changes

Proposed Zoning Changes LG-1a, 1b, 1c

| Change Number | Zoning Change | Area of Change | Approved SMA/ZMA/SE | | 200' Scale |
|--|----------------|----------------|---------------------|---------|--------------------|
| | | | Number | Date | Index Map |
| LG-1a | C-S-C to M-X-T | 69.07 ac. | SE-2466 | 7/15/71 | 203NE08 204NE08 |
| <p>Use and Location: Vacant property, demolished Landover Mall Shopping Center (Tax Map 60 Grid C-2, LANDOVER MALL, PARCEL C-1, E, F; 60C3, LANDOVER MALL, PARCEL A, D, H)</p> | | | | | |
| <p>Discussion:</p> <p>The property is in the core of the sector plan area designated as a regional center in the 2002 General Plan and appropriate for mixed-use development in accordance with the sector plan's goals and the 2002 General Plan recommendation for regional centers.</p> | | | | | |

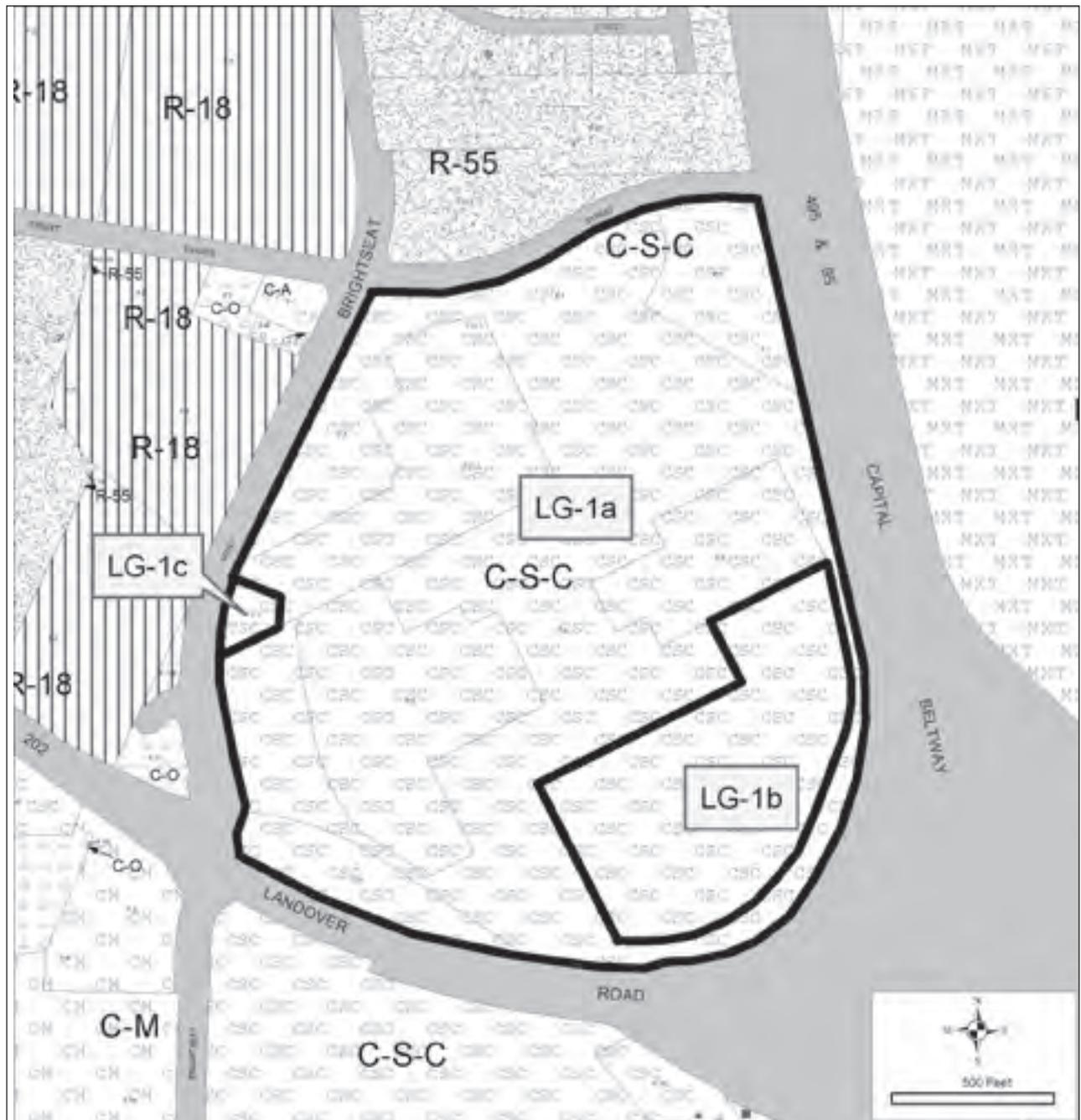
| Change Number | Zoning Change | Area of Change | Approved SMA/ZMA/SE | | 200' Scale |
|--|----------------|----------------|---------------------|--------|------------|
| | | | Number | Date | Index Map |
| LG-1b | C-S-C to M-X-T | 13.74 ac. | SE-2518 SE-4357 | 9/1/71 | 203NE08 |
| <p>Use and Location: Retail commercial, Sears store at 2101 Brightseat Road (Tax Map 60 Grid C-3, LANDOVER MALL, PARCEL B)</p> | | | | | |
| <p>Discussion:</p> <p>The property is in the core of the sector plan area designated as a regional center in the 2002 General Plan and appropriate for mixed-use development in accordance with the sector plan's goals and the 2002 General Plan recommendation for regional centers.</p> | | | | | |

| Change Number | Zoning Change | Area of Change | Approved SMA/ZMA/SE | | 200' Scale |
|--|----------------|----------------|---------------------|---------|------------|
| | | | Number | Date | Index Map |
| LG-1c | C-S-C to M-X-T | 0.64 ac. | SE-2466 | 7/15/71 | 203NE08 |
| <p>Use and Location: Service commercial, tire installation at 2487 Brightseat Road (Tax Map 60 Grid C-2, LANDOVER MALL, PARCEL C-2)</p> | | | | | |
| <p>Discussion:</p> <p>The property is in the core of the sector plan area designated as a regional center in the 2002 General Plan and appropriate for mixed-use development in accordance with the sector plan's goals and the 2002 General Plan recommendation for regional centers.</p> | | | | | |

LG-1a. C-S-C to M-X-T

LG-1b. C-S-C to M-X-T

LG-1c. C-S-C to M-X-T

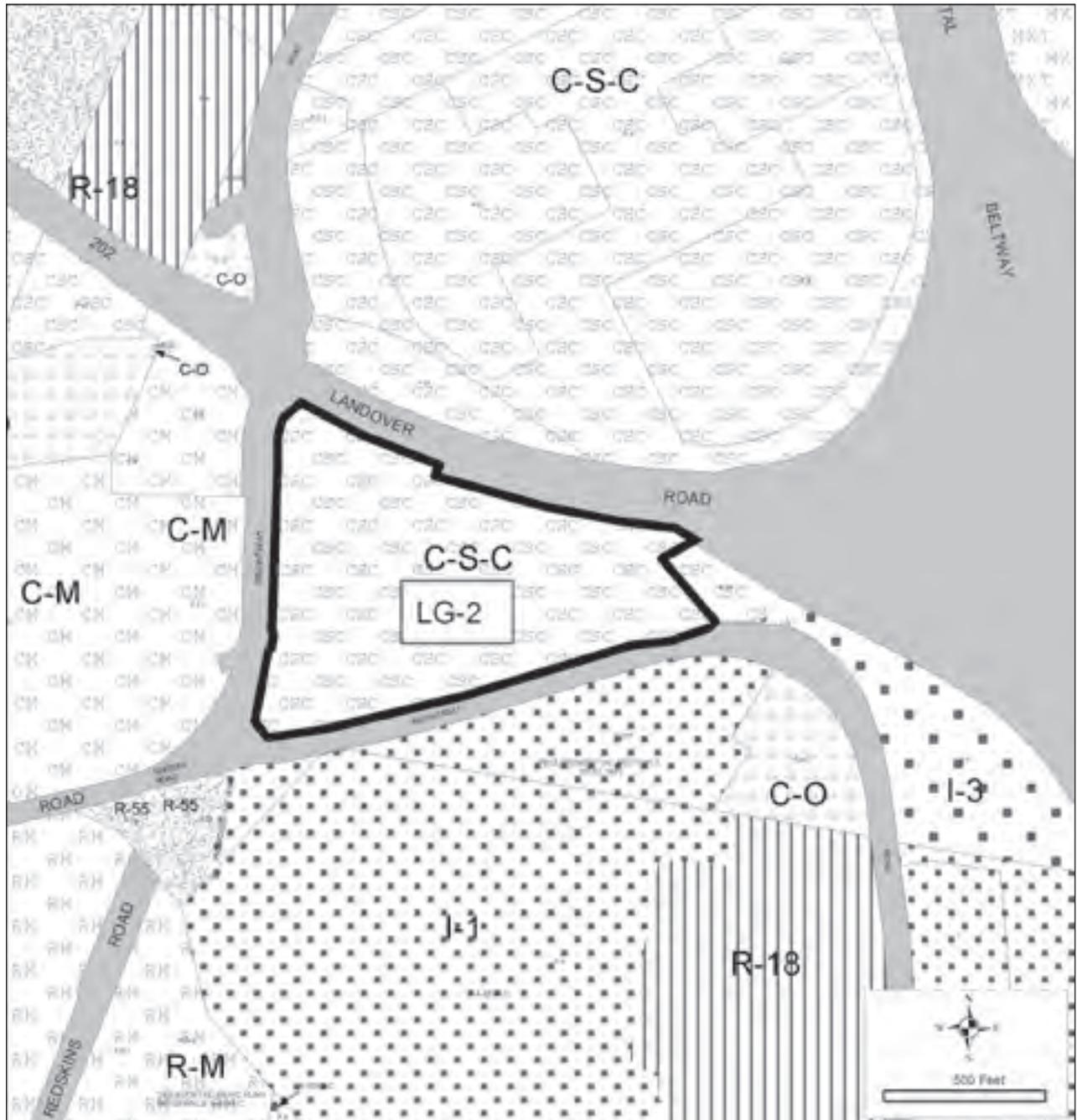


Map 30: Approved Zoning Changes LG-1a, 1b, 1c

Proposed Zoning Changes LG 2

| Change Number | Zoning Change | Area of Change | Approved SMA/ZMA/SE | | 200' Scale |
|--|----------------|----------------|---------------------|---------|------------|
| | | | Number | Date | Index Map |
| LG-2 | C-S-C to M-X-T | 19.17 ac. | SE-2888 | 9/15/75 | 203NE08 |
| Use and Location: Retail commercial, Landover Crossing Shopping Center at 8501-8585 Landover Road (Tax Map 60 Grid C-3, LANDOVER ROAD K-MART-HENRY J KNOTT PROP P/O LOT 1) | | | | | |
| Discussion: The property is recommended for mixed-use development to encourage land use options that include office, residential, and retail uses as discussed in the Development Pattern Elements chapter and consistent with the goals of the sector plan and the 2002 General Plan recommendations for regional centers. Rezoning of the property to the M-X-T zone will fulfill the sector plan's goals and the 2002 General Plan recommendations for regional centers. | | | | | |

LG-2. C-S-C to M-X-T

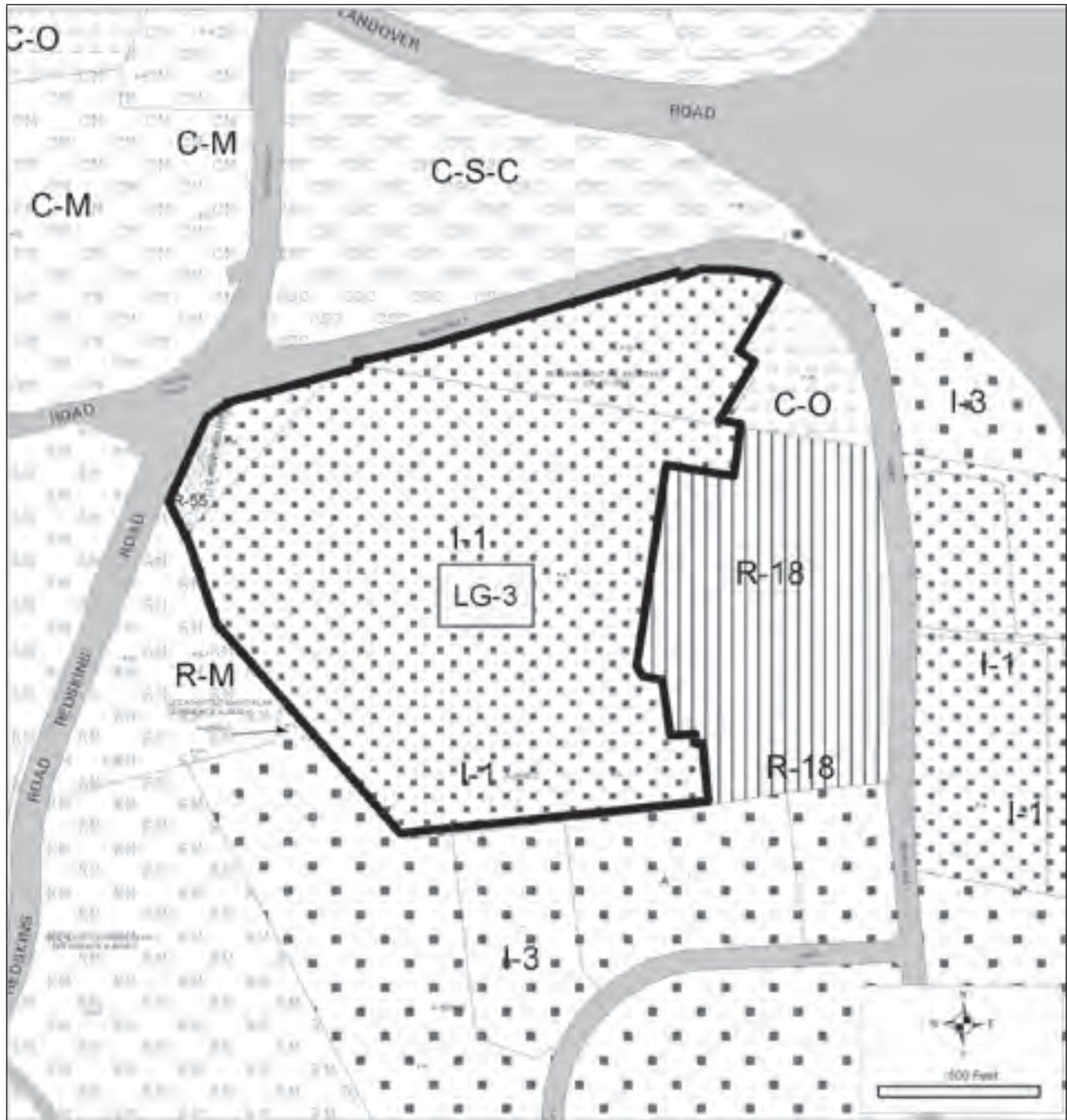


Map 31: Approved Zoning Changes LG-2

Proposed Zoning Changes LG-3

| Change Number | Zoning Change | Area of Change | Approved SMA/ZMA/SE | | 200' Scale |
|---|---------------|----------------|---------------------|--------|------------|
| | | | Number | Date | Index Map |
| LG-3 | I-1 to M-X-T | 48.09 ac. | A-9640C | 1/9/84 | 202NE08 |
| | R-55 to M-X-T | 1.43 ac. | | | 203NE08 |
| | Total | 49.52 ac. | | | |
| Use and Location: Vacant property at 1802 Brightseat Road (Tax Map 60 Grid C-4, LANSDOWNE VILLAGE, P/O PARCEL A, Parcel 277. p/o Parcel 29) | | | | | |
| <p>Discussion:</p> <p>The plan proposes mixed-use development with offices/limited retail and residential uses for the WFI Stadium Inc. property. However, parking for future mixed-use development for the Gateway South neighborhood may be permitted at the WFI Stadium Inc. property, provided that the required mixed-use elements are satisfied by other properties adjoining the subject site. In the long run, the plan envisions the parking lots being replaced with appropriate mixed uses designed to accommodate a large-scale parking facility.</p> | | | | | |

LG-3. I-1 to M-X-T



Map 32: Approved Zoning Changes LG-3

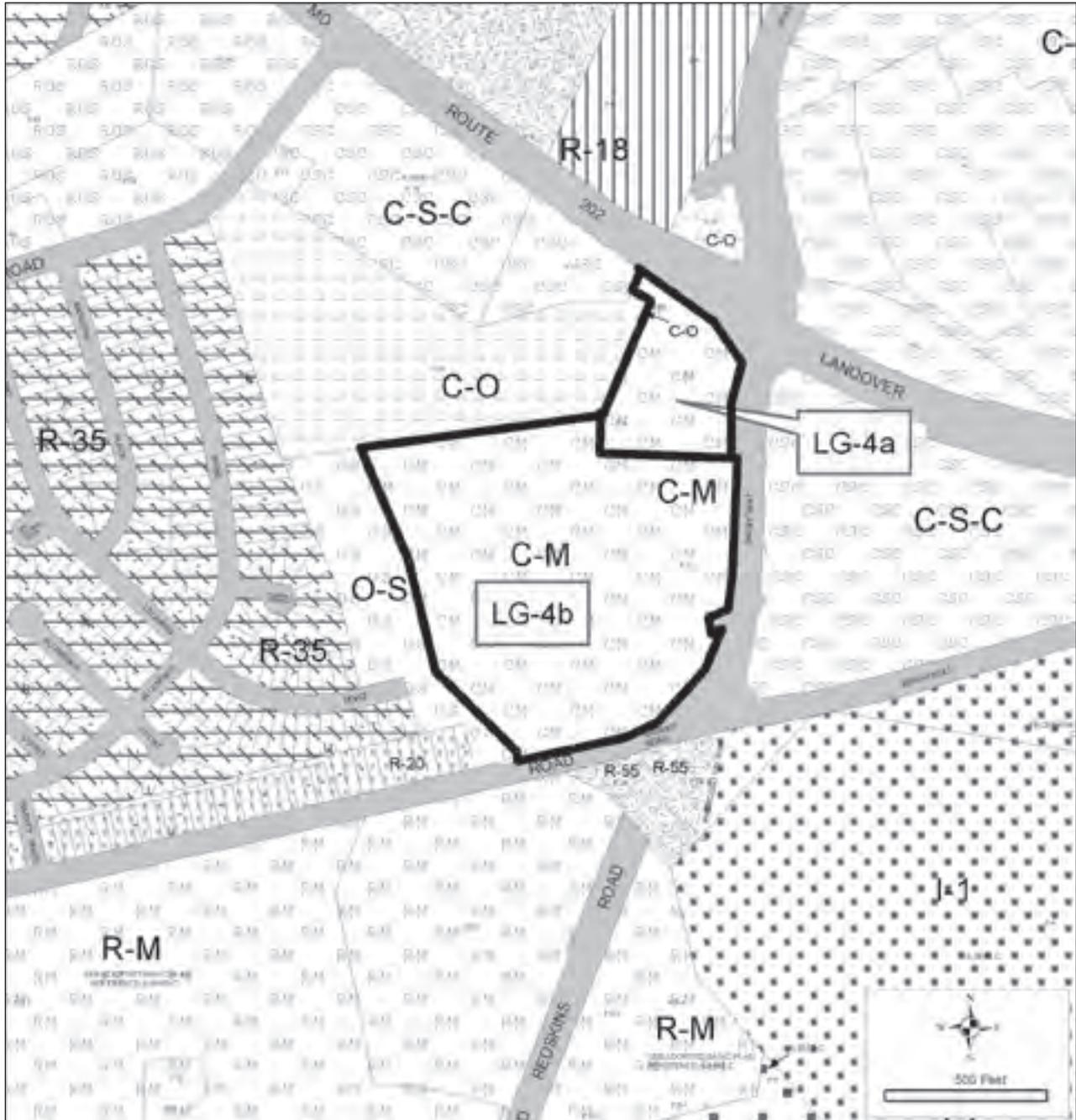
Proposed Zoning Changes LG-4a, LG-4b

| Change Number | Zoning Change | Area of Change | Approved SMA/ZMA/SE | | 200' Scale |
|--|---------------|----------------|---------------------|---------|--------------------|
| | | | Number | Date | Index Map |
| LG-4a | C-M to M-X-T | 3.79 ac. | SMA | 7/27/93 | 203NE07 203NE08 |
| Use and Location: Abandoned auto dealership at 2000 Brightseat Road (Tax Map 60 Grid B-3, VOLKSWAGON SALES & SERVICE INC, P/O PARCEL A) | | | | | |
| Discussion: The property is in an area determined to be appropriate for mixed-use development to encourage land use options that include office, residential, and retail uses as discussed in the Development Pattern Elements chapter and consistent with the goals of the sector plan and the 2002 General Plan. Rezoning to the M-X-T zone will create flexible development opportunities along this critical corner of the MD 202 and Brightseat Road intersection. | | | | | |

| Change Number | Zoning Change | Area of Change | Approved SMA/ZMA/SE | | 200' Scale |
|--|---------------|----------------|---------------------|---------|--------------------|
| | | | Number | Date | Index Map |
| LG-4b | C-M to M-X-T | 19.57 ac. | SMA | 7/27/93 | 203NE07 203NE08 |
| Use and Location: Graded property at 8300 Sheriff Road (Tax Map 60 Grid B-3, p/o Parcel 51) | | | | | |
| Discussion: The plan proposes mixed-use development with offices/retail and residential uses for the property. However, a temporary graveled surface parking lot is currently allowed in anticipation of future mixed-use development as envisioned by the sector plan. | | | | | |

LG-4a. C-M to M-X-T

LG-4b. C-M to M-X-T

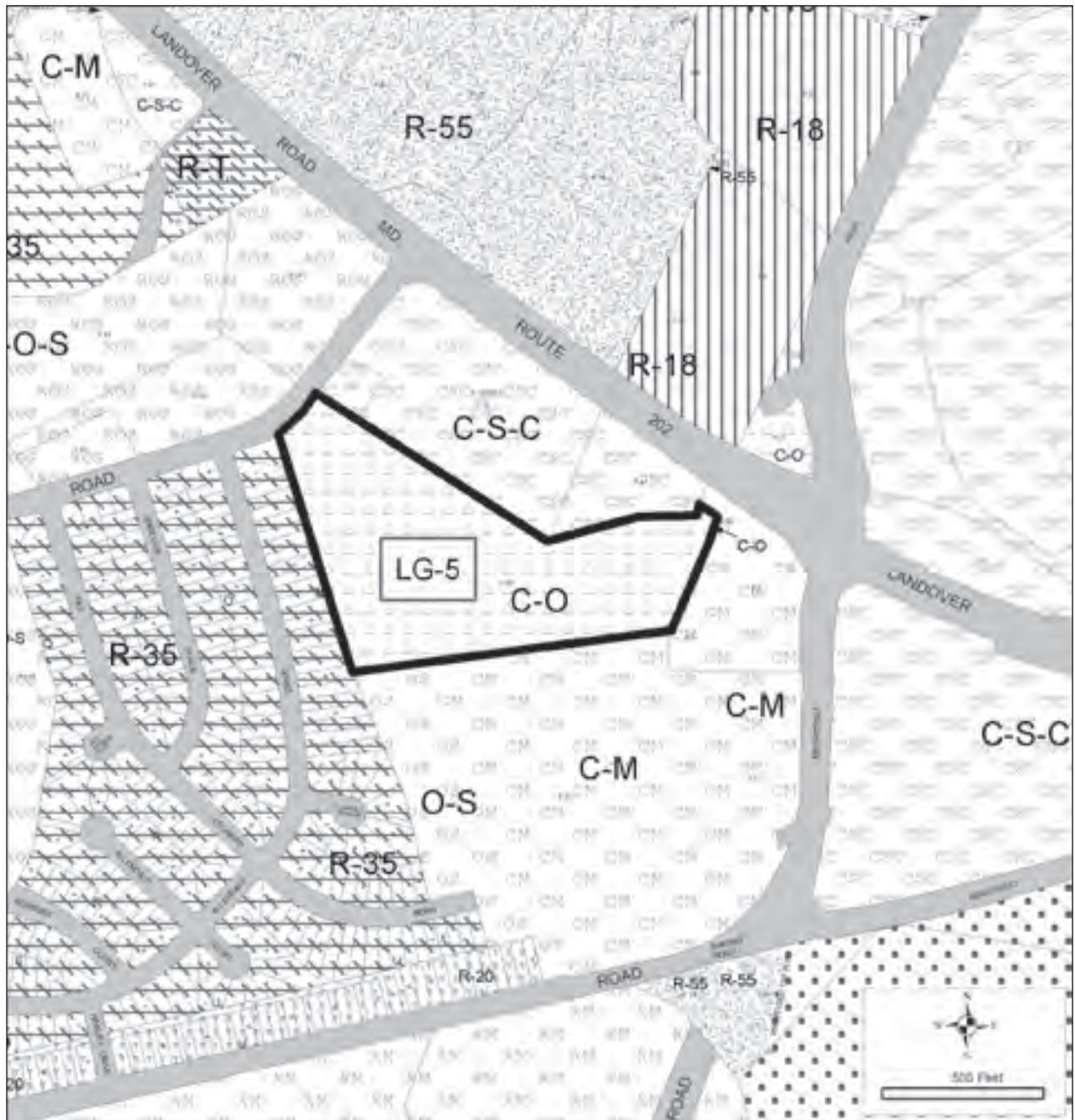


Map 33: Approved Zoning Changes LG-4a, 4b

Proposed Zoning Changes LG-5

| Change Number | Zoning Change | Area of Change | Approved SMA/ZMA/SE | | 200' Scale |
|---|---------------|----------------|---------------------|---------|--------------------|
| | | | Number | Date | Index Map |
| LG-5 | C-O to M-X-T | 13.75 ac. | SMA | 7/27/93 | 203NE07 203NE08 |
| Use and Location: Bonnie F. Johns Educational Media Center at 8437 Landover Road (Tax Map 60 Grid B-3, Parcel 56) | | | | | |
| <p>Discussion:</p> <p>A portion of this property is recognized as a school, and the frontage is recommended for a mixed-use zone to encourage land use options that include office, residential, retail, and uses as discussed in the Development Pattern Elements chapter and consistent with the goals of the sector plan and the 2002 General Plan recommendations for centers. Rezoning to M-X-T zone will create flexible development opportunities.</p> | | | | | |

LG-5. C-O to M-X-T



Map 34: Approved Zoning Changes LG-5

Proposed Zoning Changes LG-6a, LG-6b

| Change Number | Zoning Change | Area of Change | Approved SMA/ZMA/SE | | 200' Scale |
|---|----------------|----------------|---------------------|---------|------------|
| | | | Number | Date | Index Map |
| LG-6a | C-S-C to M-X-T | 10.24 ac. | SMA | 7/27/93 | 203NE07 |
| Use and Location: Vacant property on Landover and Barlow Roads (Tax Map 60 Grid B-3, p/o Parcels 18, 47) | | | | | |
| Discussion: The property is recommended for residential development to support the employment core of the sector plan. Rezoning to C-S-C to M-X-T zone will create more housing choices in the sector plan area. | | | | | |

| Change Number | Zoning Change | Area of Change | Approved SMA/ZMA/SE | | 200' Scale |
|---|----------------|----------------|---------------------|---------|------------|
| | | | Number | Date | Index Map |
| LG-6b | C-S-C to M-X-T | 0.29 ac. | SMA | 7/27/93 | 203NE07 |
| Use and Location: Single-family detached residential at 8201 Barlow Road (Tax Map 60 Grid B-3, Parcel 11) | | | | | |
| Discussion: The property is recommended for residential development to support the employment core of the sector plan. Rezoning from C-S-C to M-X-T zone will create more housing choices in the sector plan area. | | | | | |

LG-6a. C-S-C to M-X-T

LG-6b. C-S-C to M-X-T

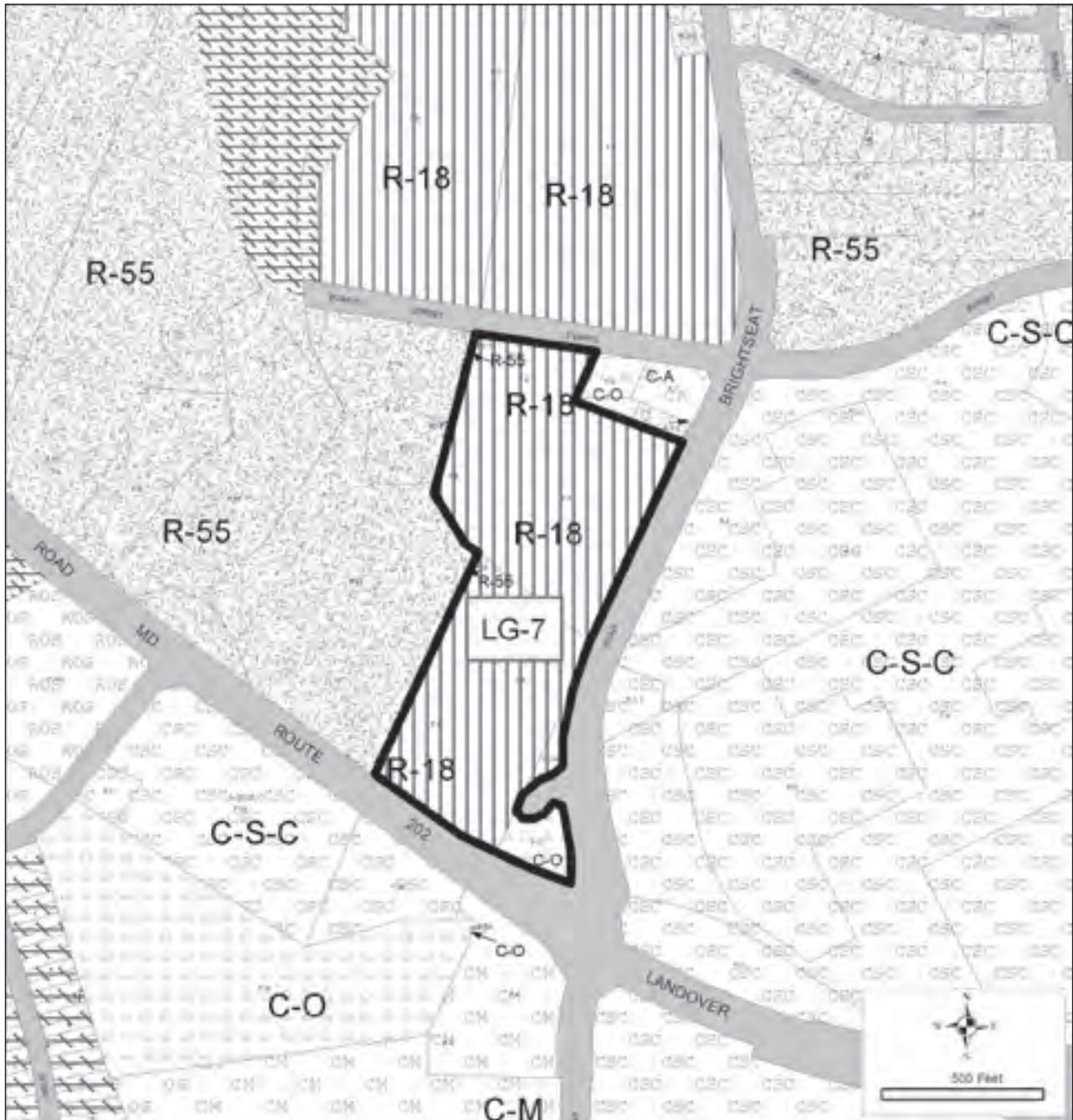


Map 35: Approved Zoning Changes LG-6a, 6b

Proposed Zoning Changes LG-7

| Change Number | Zoning Change | Area of Change | Approved SMA/ZMA/SE | | 200' Scale |
|--|---------------|----------------|---------------------|---------|------------|
| | | | Number | Date | Index Map |
| LG-7 | R-18 to M-X-T | 17.43 ac. | SMA | 7/27/93 | 203NE07 |
| | C-O to M-X-T | 0.80 ac. | | | 203NE08 |
| | Total | 18.23 ac. | | | 204NE07 |
| 204NE08 | | | | | |
| Use and Location: Multifamily residential, Maple Ridge Apartments, 400 units at 2200-2500 Brightseat Road (Tax Map 60B2, LARBRIGHT MANOR, PARCEL A, B; Tax map 60 Grid B-3, Parcel 37) | | | | | |
| Discussion: | | | | | |
| The property is recommended for higher residential densities to provide different housing choices in the sector plan area as discussed in the Development Pattern Elements chapter and consistent with the goals of the sector plan and the 2002 General Plan. | | | | | |

LG-7. C-O, R-18 to M-X-T

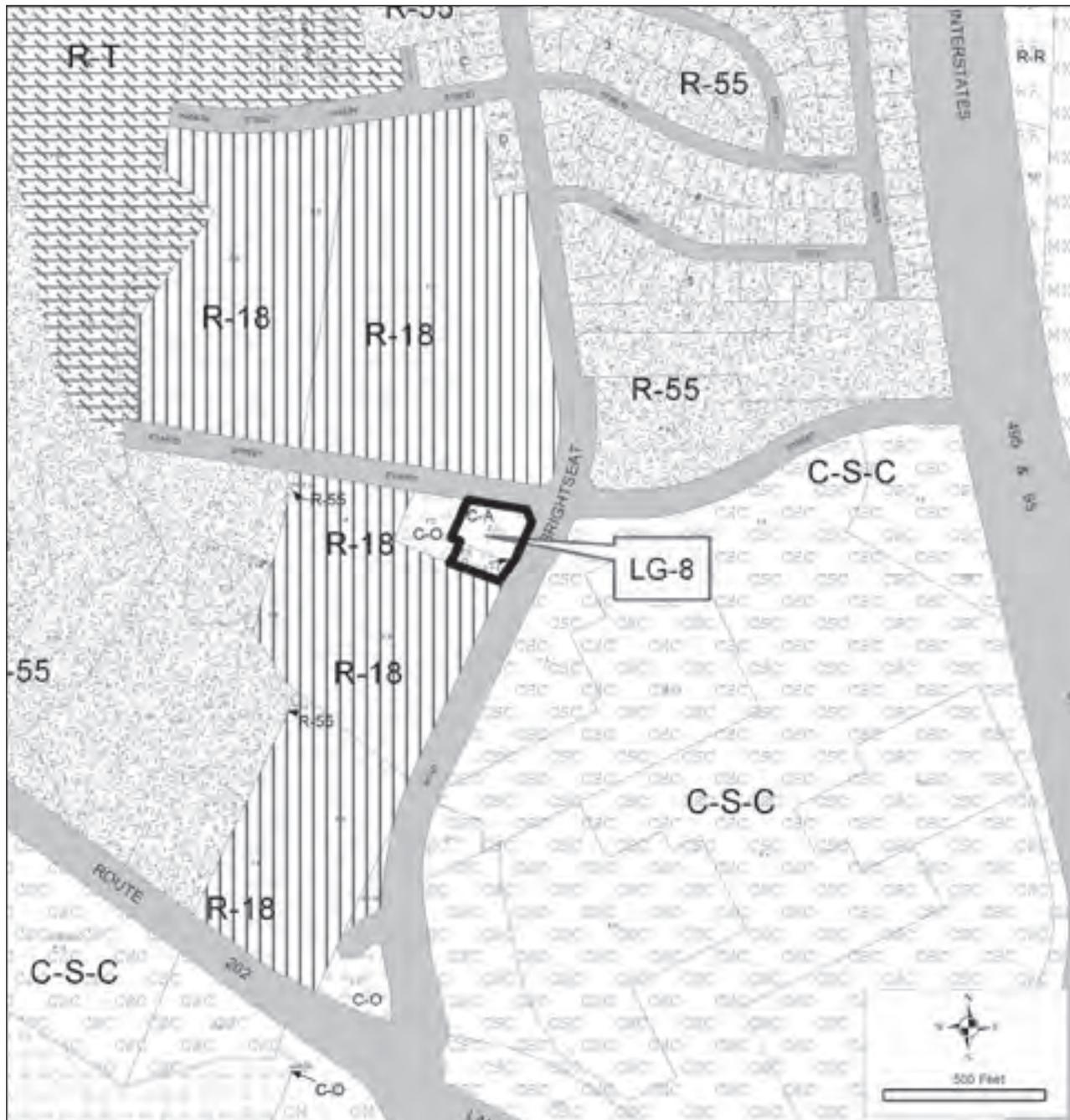


Map 36: Approved Zoning Changes LG-7

Proposed Zoning Changes LG-8

| Change Number | Zoning Change | Area of Change | Approved SMA/ZMA/SE | | 200' Scale |
|---|---------------|----------------|---------------------|---------|------------|
| | | | Number | Date | Index Map |
| LG-8 | C-O to M-X-T | 0.24 ac. | SE-402 | 5/21/58 | 203NE08 |
| | C-A to M-X-T | 0.72 ac. | | | 204NE08 |
| | Total | 0.96 ac. | | | |
| Use and Location: Retail commercial, liquor store at 2600 Brightseat Road (Tax Map 60 Grid B-2, LARBRIGHT MANOR, PARCEL C, E) | | | | | |
| Discussion: | | | | | |
| The property is within an area determined to be appropriate for medium density residential housing; density to be consistent with the goals of the sector plan and the 2002 General Plan recommendations for centers. | | | | | |

LG-8. C-O, C-A to M-X-T

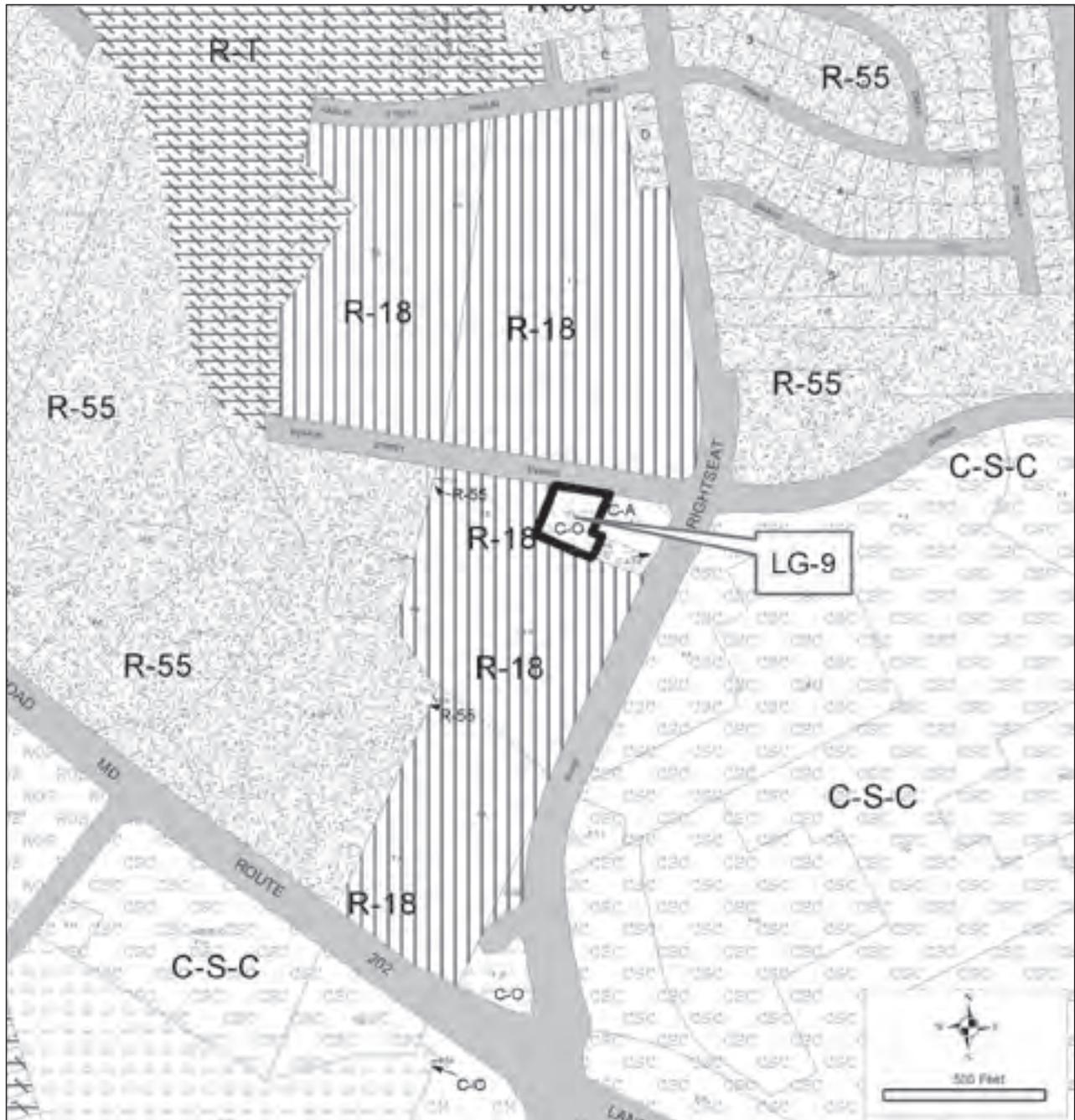


Map 37: Approved Zoning Changes LG-8

Proposed Zoning Changes LG-9

| Change Number | Zoning Change | Area of Change | Approved SMA/ZMA/SE | | 200' Scale |
|--|---------------|----------------|---------------------|---------|--------------------|
| | | | Number | Date | Index Map |
| LG-9 | C-O to M-X-T | 0.74 ac. | SE-402 | 5/21/58 | 203NE08 204NE08 |
| Use and Location: Vacant property at 8505 Evarts Street (Tax Map 60 Grid B-2, LARBRIGHT MANOR, PARCEL D) | | | | | |
| Discussion: The property is recommended within an area determined to be appropriate for medium density residential housing; density to be consistent with the goals of the sector plan and the 2002 General Plan. | | | | | |

LG-9 C-O to M-X-T



Map 38: Approved Zoning Changes LG-9

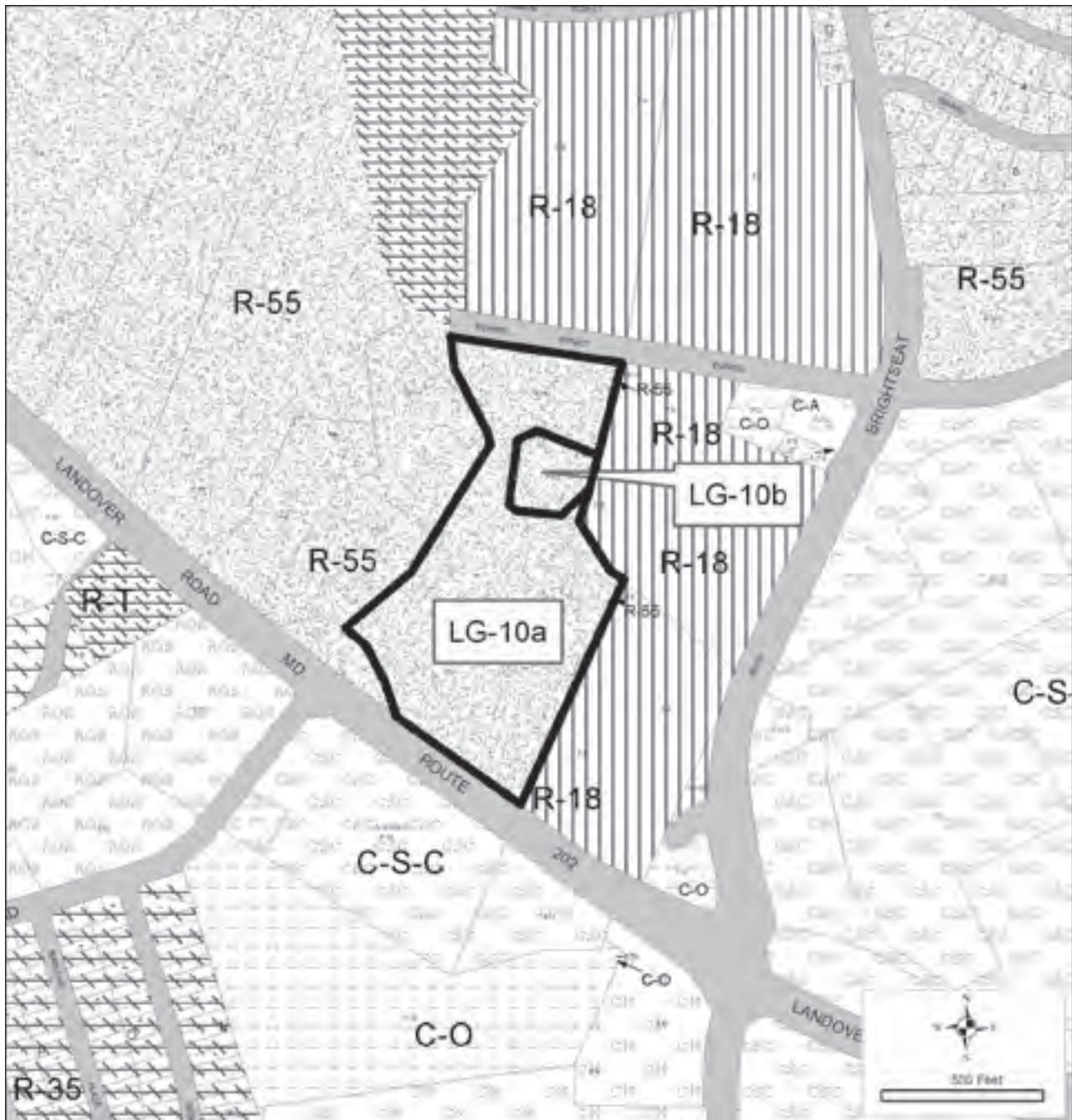
Proposed Zoning Changes LG-10a, LG-10b

| Change Number | Zoning Change | Area of Change | Approved SMA//SE | | 200' Scale |
|--|---------------|----------------|------------------|----------|--------------------|
| | | | Number | Date | Index Map |
| LG-10a | R-55 to M-X-T | 14.59 ac. | SE-104 | 11/19/52 | 203NE07 203NE08 |
| Use and Location: Vacant property at 8410 Landover Road (Tax Map 60 Grid B-2, Parcel 16) | | | | | |
| <p>Discussion:</p> <p>The property is recommended for high density residential development to provide different housing choices in the sector plan area as discussed in the Development Pattern Elements chapter and consistent with the goals of the sector plan and the 2002 General Plan.</p> | | | | | |

| Change Number | Zoning Change | Area of Change | Approved SMA/ZMA/SE | | 200' Scale |
|---|---------------|----------------|---------------------|----------|------------|
| | | | Number | Date | Index Map |
| LG-10b | R-55 to M-X-T | 1.10 ac. | SE-104 | 11/19/52 | 203NE07 |
| Use and Location: Vacant property at 8410 Landover Road (Tax Map 60 Grid B-2, Parcel 12) | | | | | |
| <p>Discussion:</p> <p>The property is recommended for high density residential development to provide different housing choices in the sector plan area as discussed in the Development Pattern chapter and consistent with the goals of the sector plan and the 2002 General Plan.</p> | | | | | |

LG-10a. R-55 to M-X-T

LG-10b. R-55 to M-X-T

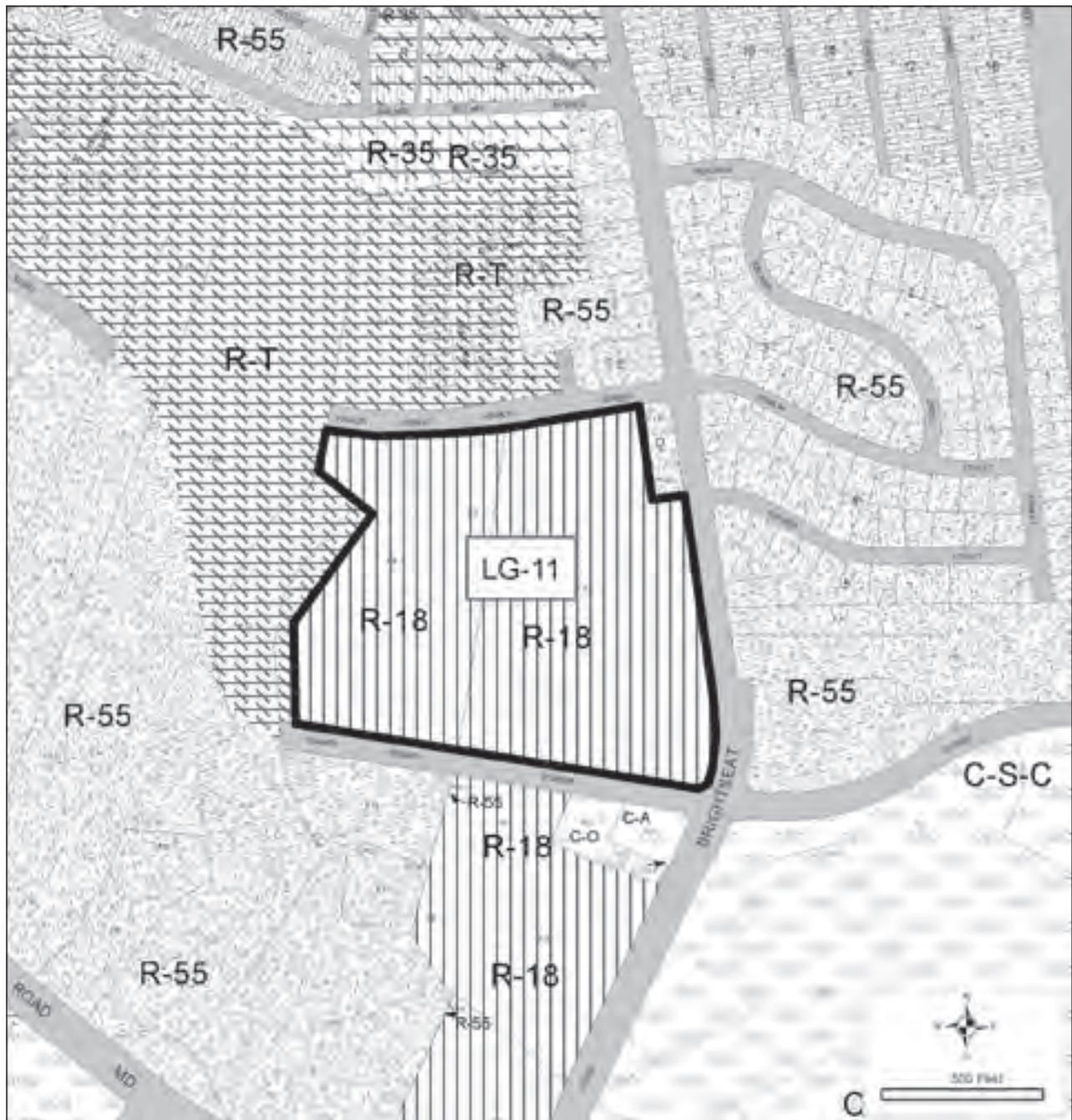


Map 39: Approved Zoning Changes LG-10a, 10b

Proposed Zoning Changes LG-11

| Change Number | Zoning Change | Area of Change | Approved SMA/ZMA/SE | | 200' Scale |
|--|---------------|----------------|---------------------|---------|--------------------|
| | | | Number | Date | Index Map |
| LG-11 | R-18 to M-X-T | 27.12 ac. | SE-1894 | 1/14/69 | 204NE07 204NE08 |
| Use and Location: Multifamily residential, Glenarden Apartments, 592 units at 8401-8441 Hamlin Street and 2900-3042 Brightseat Road (Tax Map 60 Grid B-2, GLENARDEN APARTMENTS, PARCEL A, B) | | | | | |
| Discussion: The property is recommended for medium-density residential development to be consistent with the goals of the sector plan and the 2002 General Plan. | | | | | |

LG-11 R-18 to M-X-T



Map 40: Approved Zoning Changes LG-11

