

**COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND**  
**SITTING AS THE DISTRICT COUNCIL**  
**2007 Legislative Session**

Resolution No. CR-20-2007

Proposed by The Chairman (by request – Planning Board)

Introduced by Council Members Exum, Dean, Harrington and Knotts

Co-Sponsors \_\_\_\_\_

Date of Introduction March 20, 2007

**RESOLUTION**

1 A RESOLUTION concerning

2 Preparation of a New Sector Plan and Sectional Map Amendment (SMA) and Approval of  
3 Goals, Concepts, Guidelines, and Public Participation Program for the Landover Gateway Area  
4 (Portions of Planning Areas 72 and 73)

5 For the purpose of initiating an amendment to the 1993 Approved Landover and Vicinity Master  
6 Plan (Planning Area 72), the 1990 Approved Largo-Lottsford and Vicinity Master Plan and  
7 Sectional Map Amendment (Planning Area 73), and the 2002 Prince George’s County Approved  
8 General Plan, and approving the Goals, Concepts, Guidelines, and Public Participation Program  
9 in order to develop a comprehensive approach to ensure that future development is consistent  
10 with County policies.

11 WHEREAS, Sections 27-225.01.05 and 27-641 of the Zoning Ordinance for Prince  
12 George’s County establish procedures whereby the Prince George’s County Planning Board may  
13 initiate a master plan amendment and a concurrent SMA with the approval of the District  
14 Council; and

15 WHEREAS, the approved FY 2007 Planning Department Work Program includes the  
16 preparation of the Landover Gateway area Sector Plan and SMA to evaluate the land uses, other  
17 plan elements, and set development policies to provide a mix of uses at an intensity appropriate  
18 for a designated Community Center within the Developed Tier, as articulated in the 2002 Prince  
19 George’s County Approved General Plan; and

20 WHEREAS, the Sector Plan area, being part of Planning Areas 72 and 73, is generally  
21 comprised of the properties within a half-mile radius of the immediate Landover Mall site area

1 including Landover Crossing Shopping Center, the former Landover Mall site, Glenarden and  
2 Maple Ridge Apartments, Brightseat Liquors, Good Year Tire, Bonnie Johns School, other  
3 privately owned properties south of the intersection of Landover Road (MD 202), Brightseat  
4 Road, and the Woodmore Towne Centre as shown on the attached Sector Plan Boundary Map;  
5 and

6 WHEREAS, the Goals, Concepts, Guidelines, and Public Participation Program  
7 (Attachment A) establish the purpose, the issues to be addressed during the plan preparation, and  
8 the methodology for ensuring adequate community involvement in the planning process; and

9 WHEREAS, it is the desire of the District Council to process the Sector Plan and Sectional  
10 Map Amendment concurrently, in accordance with Section 27-225.01.05 of the Zoning  
11 Ordinance, to shorten the process and provide a strong interrelationship between the Sector Plan  
12 and zoning of land as a tool to implement land use recommendations.

13 NOW, THEREFORE, BE IT RESOLVED by the County Council of Prince George's  
14 County, Maryland, sitting as the District Council for that part of the Maryland-Washington  
15 Regional District in Prince George's County, Maryland, that  
16 Tthe Maryland-National Capital Park and Planning Commission is hereby directed to prepare a  
17 Sector Plan and concurrent Section Map Amendment (SMA) for the Landover Gateway area in  
18 accordance with the requirements of Parts 3 and 13 of the Zoning Ordinance for Prince George's  
19 County, Maryland.

20 BE IT FURTHER RESOLVED that the District Council has considered and hereby  
21 approves the Goals, Concepts, Guidelines, and Public Participation Program (Attachment A).  
22

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BE IT FURTHER RESOLVED that this Resolution shall take effect upon its adoption.  
Adopted this 20th day of March, 2007.

COUNTY COUNCIL OF PRINCE GEORGE'S  
COUNTY, MARYLAND, SITTING AS THE  
DISTRICT COUNCIL FOR THAT PART OF  
THE MARYLAND-WASHINGTON REGIONAL  
DISTRICT IN PRINCE GEORGE'S COUNTY,  
MARYLAND

BY: \_\_\_\_\_  
Camille A. Exum  
Chair

ATTEST:

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



**ATTACHMENT A**

**PROPOSED**

**Preliminary Goals, Concepts, Guidelines and**

**Proposed Public Participation Program**

**for the**

**Landover Gateway Sector Plan and**

**Sectional Map Amendment (SMA)**

**March 2007**

## **INTRODUCTION**

The Prince George's County Planning Department of The Maryland-National Capital Park and Planning Commission (M-NCPPC) has been directed by the Prince George's County Council to develop a Landover Gateway Sector Plan and concurrent Sectional Map Amendment (SMA) for the Landover Mall site and its vicinity within Planning Areas 72 and 73.

The sector plan will contain policies, objectives and recommendations that will guide future growth and development on the former Landover Mall site and surrounding properties. The SMA will implement the sector plan recommendations and policies by amending the zoning map. The new sector plan and SMA will amend the 1993 *Approved Master Plan and Sectional Map Amendment for Landover and Vicinity* (Planning Area 72), the 1990 *Approved Largo-Lottsford and Vicinity Master Plan and Sectional Map Amendment* (Planning Area 73), and implement the 2002 General Plan recommendations.

This document contains the project description, preliminary Goals, Concepts and Guidelines providing the framework for the development of this sector plan and the proposed Public Participation Program outlining community outreach activities. A project timeline is also included that lists the completion dates for major milestones.

## **PROJECT DESCRIPTION**

The Landover Gateway Sector Plan area (the sector plan area) includes the Landover Mall site (Sears), H.P Johnson neighborhood park (M-NCPPC), Glenarden and Maple Ridge Apartments, Brightseat Liquors, Good Year Tire (High Tech), DAR Cars used car lot, Bonnie Johns Vocational School (BOE), the Landover Crossing Shopping Center (C-Mart store) and other undeveloped parcels. Landover Mall, once a thriving regional destination, opened in 1972 but closed in May 2002. The mall site is now vacant, with the exception of Sears.

With the exception of FedEx Field and the Prince George's County Sports & Learning Complex, the sector plan area has not seen any new development or redevelopment since the 1993 *Approved Master Plan and Sectional Map Amendment for Landover and Vicinity*.

M-NCPPC has hired a consultant team to prepare a sector plan and sectional map amendment for the Landover Gateway Sector Plan area. The consultant will 1) conduct community meetings; 2) hold a pre-charrette and a five-day charrette to create a preferred development concept; 3) conduct a post-charrette workshop; 4) produce a final report with recommended form-based zoning code, and 5) hold a third community meeting to present the draft sector plan.

The consultant team is expected to prepare alternative development concepts that may incorporate preliminary work done by an Urban Land Institute (ULI) Technical Assistance Panel in 2006. Any new development concepts will include comprehensive feasibility studies to address issues essential to its advancement, including implementation and a phasing plan, and illustrations and graphics sufficient to explain the concept and principles to the public to elicit feedback and community buy-in.

## **Mission Statement**

The mission of the Landover Gateway Sector Plan and SMA planning team is to identify future uses for the former Landover Mall site and plan for the revitalization and redevelopment of the site and adjacent properties, thereby enhancing the quality and character of the Landover Gateway area. The plan will encourage quality economic development, identify needed transportation and pedestrian improvements, ensure efficient use of existing infrastructure and investment in and around the Landover

Mall site, and protect environmentally sensitive land. In doing so, the plan will fulfill the 2002 General Plan vision for the Developed Tier as a network of sustainable, transit-supporting, mixed-use, pedestrian-oriented, medium-to-high-density neighborhoods. It also will advance the General Plan's vision for Centers by encouraging a concentration of mass transportation with compact development that generates sufficient commuter and pedestrian traffic. The end result of the sector plan process will be a comprehensive plan and form-based zoning code that will enable successful implementation of the plan.

Sector Plan objectives:

- Identify land use and design issues as well as the appropriate land use mix and implementation strategies to overcome problems associated with vacant businesses and underutilized space in the planning area. Propose additional planning actions to be considered in the future, working closely with major stakeholders including citizens, property owners, civic organizations, the Town of Glenarden, and various county and state agencies.
- Prepare a comprehensive development plan and implementation strategy for the Landover Gateway area consistent with the area's Community Center and Developed Tier designations. Rezone property as needed to reflect the development plan and implementation strategy. Develop illustrative design guidelines and standards to guide revitalization and redevelopment of the area that may ultimately be used in an overlay zone or new mixed-use Euclidian zone.
- Prepare a sector plan and sectional map amendment for public and private stakeholders that will facilitate revitalization/redevelopment of the area generally located within a one-half mile radius of Landover Mall.

### **Approved Plans and Policies**

The 2002 General Plan designates the former Landover Mall site and vicinity as a Community Center in the Developed Tier. The vision for the Developed Tier is a network of sustainable, transit-supporting, mixed-use, pedestrian-oriented, medium- to high-density neighborhoods. Community Centers are concentrations of activities, services and land uses that serve the immediate community. They typically include a variety of public facilities and services, an integrated mix of commercial and office, and some residential development. Community Centers may include higher-intensity redevelopment in appropriate areas, and should be served by mass transit (bus and rail). The General Plan contains the following goals for the Developed Tier and Centers:

The goals of the Developed Tier are:

- Strengthen existing neighborhoods
- Encourage appropriate infill
- Encourage more intense, high-quality housing and economic development in Centers and Corridors
- Promote transit-supporting, mixed-use, pedestrian-oriented neighborhoods

The goals of the Centers are:

- Capitalize on public investment in the existing transportation system
- Promote compact, mixed-use development at moderate to high densities
- Ensure transit-supportive and transit-serviceable development
- Require pedestrian-oriented and transit-oriented design
- Ensure compatibility with surrounding neighborhoods

The most recent master plans for the area are the 1993 *Approved Master Plan and Sectional Map Amendment for Landover and Vicinity* (Planning Area 72) and the 1990 *Approved Largo-Lottsford and Vicinity Master Plan and Sectional Map Amendment* (Planning Area 73). The 1993 *Approved Master Plan and Sectional Map Amendment for Landover and Vicinity* designates the former Landover Mall site as a Regional Shopping Area with uses such as office, and hotel and/or motels as supporting uses that could strengthen the retail destination center.

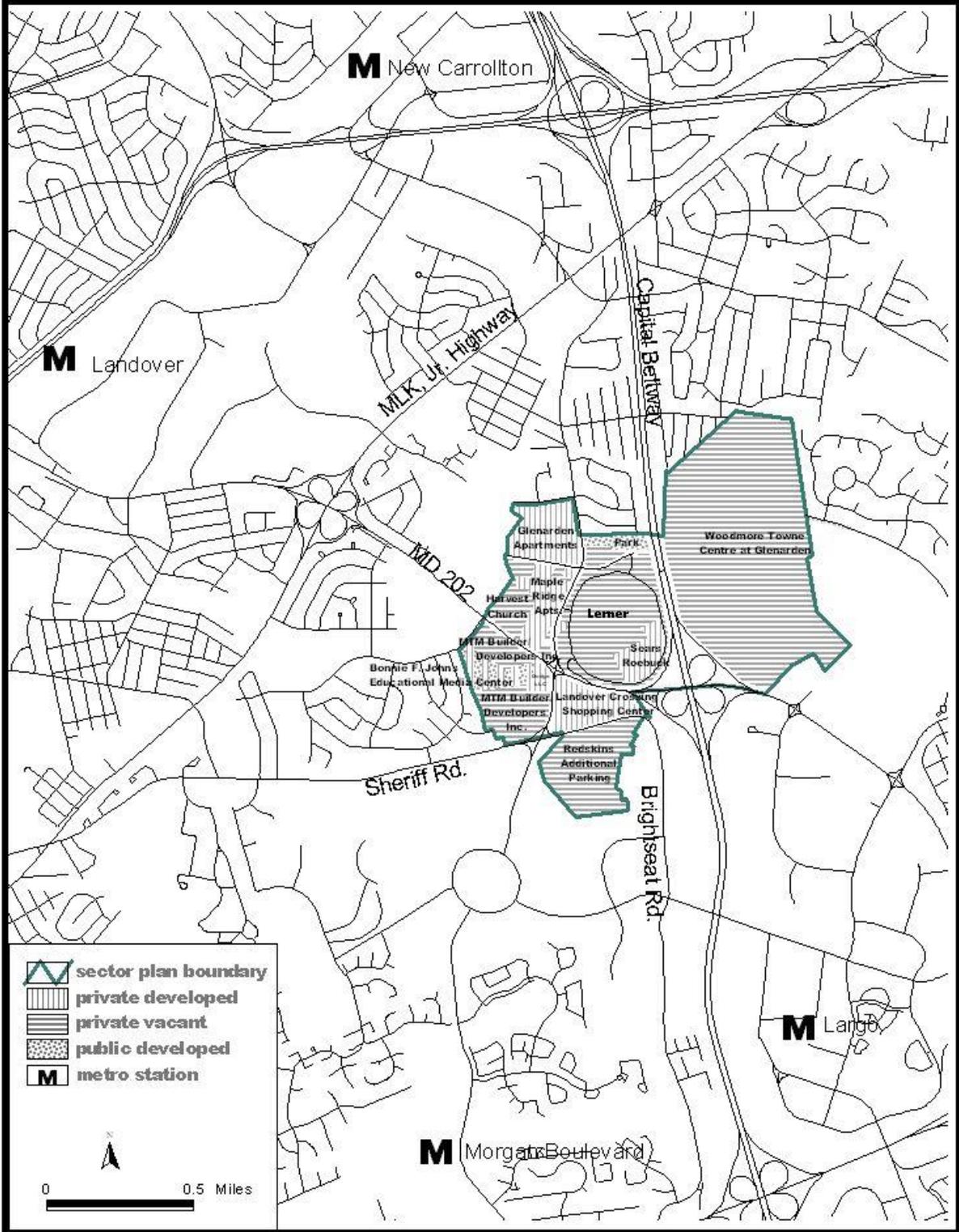
The sector plan area is also located in a state-designated Smart Growth area, a Priority Funding Area, and one of the county's Enterprise Zones (specifically, the Cabin Branch sub-zone).

### **Sector Plan Area and Sectional Map Amendment Boundary**

The Landover Gateway Sector Plan area is located south of the intersection of the Capital Beltway and Landover Road. The 88-acre mall site is located west of the Capital Beltway and northeast of the intersection of MD 202 and Brightseat Road. Other adjoining properties include: Landover Crossing Shopping Center (19.55 acres) on the south side of MD 202, a used car dealership (3.88 acres) south of Brightseat Road, Glenarden Apartments (16.3 acres) and Maple Ridge Apartments (9.9 acres) south of Brightseat Road, a handful of surviving retail and service businesses, and the Woodmore Towne Centre development site (245 acres) east of the Capital Beltway.

The sector plan area is in proximity of four existing Metro stations: Landover (Orange Line), New Carrollton (Orange Line), Largo Town Center (Blue Line) and Morgan Boulevard (Blue Line). The linear distance between the sector plan area and these Metro stations is ranging from 1.3 miles to 2.2 miles.

### Sector Plan Boundary



## Washington Urban Land Institute Technical Assistance Panel Report

In early 2006 The Maryland-National Capital Park and Planning Commission contracted for services of an Urban Land Institute (ULI) Technical Assistance Panel that included urban design, planning, and economic development professionals to review existing issues affecting the sector plan area and evaluate potential development scenarios for the former Landover Mall site and vicinity.

M-NCPPC asked the ULI panel to formulate three development scenarios for the former Landover Mall site and vicinity, develop a preliminary market analysis for the area, and provide preliminary estimates of the appropriate mix of land uses and development that could be supported in the surrounding study area. Some of the specific issues and questions the panel was asked to address include the following:

1. The feasibility of mixed-use development, horizontal and/or vertical, and the appropriate land uses both on the Landover Mall site and within the entire Community Center.
2. Crime and the generally negative perception of the community by non-residents.
3. Lack of connectivity within the Community Center and to nearby sites including FedEx Field and the Boulevard at the Capital Centre.
4. What type of uses would successfully create a catalyst for redevelopment of the Landover Mall site and lead to the revitalization and redevelopment of the surrounding area within the Community Center radius?
5. What is the demand for a “medical mall” redevelopment alternative in this area? Is a full-service hospital and/or professional medical office campus feasible on the Landover Mall site? What is the rationale behind this determination?
6. How will proposed development in the area, particularly in the Woodmore Towne Centre project, affect the redevelopment potential of the Landover Mall site?
7. What can be done to improve pedestrian safety in the vicinity of the Landover Mall site?
8. What potential methods, programs or incentives can be used to attract a mix of uses appropriate for a General Plan-designated Community Center?
9. What is the phasing plan for redevelopment? What should be the focus of the first phase of redevelopment?
10. What role should the county play in the redevelopment of the Landover Mall site and adjacent properties including the Landover Crossing Shopping Center?

The panel found a number of other projects and economic initiatives competing for the attention of the county and found difficulties associated with matching the community’s vision with the market. However, the panel strongly believed that five years from now, as Woodmore Towne Centre reaches completion and market dynamics continue to shift in the county’s favor, opportunities for redevelopment of the Landover Mall site will significantly improve.

Over a two-day period, the panel developed three preliminary scenarios for the area: 1) Mixed-Use Urban Village; 2) Induced Demand (with Medical Mall) and 3) Interim Holding.

## **PRELIMINARY GOALS, CONCEPTS AND GUIDELINES**

The preliminary Goals, Concepts and Guidelines for the Landover Gateway Sector Plan area are the issues to be addressed during the sector planning process. The categories of issues are: development pattern, environmental infrastructure, green infrastructure, transportation systems, public facilities, housing, economic development, urban design, and implementation.

The planning process will examine these categories of issues, propose planning, zoning and development alternatives, propose a preferred development concept, and recommend zoning that will help implement the development concept. The concept plan will cover all properties within the sector plan area with the exception of Woodmore Towne Centre at Glenarden, which has an approved Conceptual Site Plan. The following issues are to be addressed during the planning process.

### **Development Pattern**

The development pattern goals are to promote economic vitality, promote a sustainable pattern of development that encourages economic vitality, encourage efficient use of existing and proposed public facilities, enhance the quality and character of communities and neighborhoods, and protect environmentally sensitive lands.

#### **Issues:**

1. Is the Community Center designated in the General Plan appropriate for the Landover Gateway area?
2. What is the most appropriate mix and intensity of land use for the Landover Gateway Sector Plan area?
3. What are the development options that will result in a market supportable and vibrant mixed-use, transit- and pedestrian-oriented center?
4. What is the potential for locating government offices and community-supporting institutional uses in the core of the sector plan area?
5. What are the opportunities for a variety of new housing development within the sector plan area?
6. How should development in the Landover Gateway area relate to the Woodmore Towne Centre, FedEx Field, and surrounding General Plan-designated Centers?
7. What is the potential for “Green Building Technology” approaches to land use and development?

### **Environmental Infrastructure**

The environmental infrastructure goal is to preserve, enhance, and the restore environment and its ecological functions as the basic component of a sustainable development pattern.

#### **Issues:**

1. How to encourage low-impact development (LID) as the primary method for stormwater management? LID is an approach to stormwater management that attempts to trap and filter stormwater runoff in the same way that an undeveloped watershed does.
2. How to minimize or reduce the amount of impervious surface in this area?
3. How to increase the number of street trees and incorporate urban trees in open spaces/urban park area? What locations within the sector plan area are appropriate for locating enhanced street tree cover?

4. How to reduce overall sky glow, minimize the spill-over of light from one property to the next, and reduce glare from light fixtures?
5. How to minimize impacts of noise on residential uses?
6. How to promote environmental stewardship as an important element to the overall success of the environmental initiatives contained in the General Plan?

### **Green Infrastructure**

The green infrastructure goal is to preserve, enhance, and restore an interconnected network of significant countywide environmental features that retains ecological functions and maintain or improve water quality and supports the desired development pattern of the General Plan.

#### **Issues**

1. How can we recognize the green infrastructure network as a valuable component of the county's Livable Communities Initiative?
2. How can we preserve, protect and enhance surface and ground water features and restore lost ecological functions in the sector plan area?
3. How can we preserve existing woodland resources and replant woodland?
4. Can Cattail Branch be connected to the larger Anacostia stream valley trail system in order to provide it greater protection?

### **Transportation Systems**

The transportation systems goal is to create effective and efficient access to and from the area, which includes consideration of roadways, trails, transit, pedestrian walkways as strategies for curbing air pollution, easing congestion, and improving external and internal circulation at this area.

#### **Issues:**

1. What are the options for bringing mass transit to the sector plan area?
  - a. What modes should be considered?
  - b. Should connections be designed to change modes?
  - c. Where can a maintenance and inspection yard be located?
2. How to make MD 202/Brightseat Road intersection safe for pedestrians and bicyclists?
3. How to create pedestrian-friendly transportation systems?
4. How can traffic congestion on Landover Road and special-event traffic related to FedEx Field be mitigated and/or improved? Will the proposed interchanges at Landover and Brightseat Roads and Arena Drive assist or hinder redevelopment? Will the proposed bridge spanning the Beltway at Evarts Street help to mitigate traffic impact or add to the congestions?
5. How will the area's transportation systems interface with the countywide Master Plan of Transportation, which is underway?
6. Does structured parking make sense in this area? How can structured parking be funded and implemented?
7. What transportation system improvements will be needed to connect both sides of the Capital Beltway?
  - a. Evarts Street improvements?
  - b. Campus Way North improvements?
  - c. Arena Drive improvements?
  - d. An additional pedestrian overpass?
  - e. Additional pedestrian trail connections to existing neighborhoods, the Sports and Learning Complex, schools, Glenarden Library, and future development?

## **Public Facilities**

The public facilities goal is to provide needed schools, open space, public safety, and library facilities within the sector plan area.

### **Issues:**

1. Will the existing library facility meet the needs of future residents?
2. Is there a need for a new school facility within the study area? The only school facility in the study area is now being used as a meeting/conference facility for the Board of Education.
3. What can be done to improve the capacity and physical conditions of existing schools and the impact of anticipated new residents?
4. Are the current park and recreation facilities sufficient to meet the needs of existing and future residents of the sector plan area?
5. How to enhance connections between park facilities (such as the Sports and Learning Center)? Explore options including a trail along Cattail Branch.
6. What public facilities are needed to improve public safety for the area?
7. What innovative techniques can be used to prevent crime in the sector plan area?

## **Housing**

The housing goal is to enhance the quality and character of residential neighborhoods through the planning and provision of a high-quality mix of residential development that provides a choice of housing types.

### **Issues:**

1. What actions are needed to increase the residential market potential within the sector plan area and produce a mix of housing types, including market rate condominiums, townhouses, and, and “lifestyle” housing for persons aged 55 and over?
2. How to provide for high-density housing within the Center core?
3. How to provide quality housing at a variety of prices while encouraging development of a variety of high-value housing?
4. How to increase homeownership in this area and reduce the number of subsidized housing in the area?

## **Economic Development**

The goal for economic development is to encourage quality economic development that would increase employment opportunities, income, and the tax base within the county.

### **Issues:**

1. Given the reality of a failed retail center at this location, and the development of additional significant retail competition elsewhere in the region, a sector plan strategy must be developed that will realistically identify the retail market appropriate for the sector plan area in terms of amount of square footage needed, the potential customer base, and the types of retail appropriate to this area.

2. What are alternative strategies for stimulating retail interest in this area? What is the possibility of establishing regionally-attractive niche market retail that can build on the potential for a theme-related destination site that is visible from the Beltway?
3. There is a lack of community-based retail in this area that will need to be addressed by the sector plan in terms of the types, sizes and locations for these kinds of stores in relation to the new retail uses that are about to open in the area.
4. Given the fact that the sector area already has a “known” entertainment market through the Redskins’ presence at FedEx Field; can the sector plan build on this to establish significant arts and cultural venues and/or sports and other recreational facilities within this area?
5. There is a significant lack of hotel and conference space within and near the sector plan area. The sector plan should explore the feasibility of additional hotel and conference venues that can complement those being planned at Woodmore Towne Centre.
6. Given the competitive office market developing in and near the sector plan area, what creative alternative strategies can the sector plan define to generate new office market potential for the area?
7. What can be done to attract major governmental (county, state or large educational institutional, e.g., medical and/or federal educational entities) tenants to the sector plan area?
8. Several factors, which currently present limitations for attracting significant alternative office tenants to the sector plan area, must be addressed in the plan. These include public transit access beyond a ¼ mile of the sector plan area; lack of convenient access to office support facilities (e.g., retail and residential options); lack of an attractive and convenient setting for retail, restaurants and services; lack of controlled security measures and concerns about employee safety.
9. What strategies should be adopted to ensure that new development at the Landover Mall site does not compete with already approved development at Woodmore Towne Centre at Glenarden, Largo Town Center, The Boulevard at Capital Centre, New Carrollton Metro area, and Morgan Boulevard Metro area?

### **Urban Design**

The urban design goal is to use urban design principles to achieve quality development in the sector plan area.

#### **Issues:**

1. How the design of infill development will maintain or enhance the character of the existing community?
2. How to emphasize and encourage the design of pedestrian-friendly environments?
3. How to ensure the compact mixed-use projects have the highest quality of urban design?
4. How to create a sense of place and connections to open space systems?
5. How to use crime prevention through environmental design (CPTED) to address crime and the generally negative perception of the community by non-residents?
6. How to increase the visibility of the Landover Gateway area?
7. How gateway and signage concepts will contribute to a distinct sense of identity and place for the area?

## **Implementation**

The implementation goal is to achieve the community's vision for this sector plan area.

### **Issues:**

1. How to achieve intergovernmental cooperation and public participation in implementation of the sector plan? How can the funding programs and incentives facilitated by the county's Economic Development Corporation and other agencies be used effectively to redevelop the Landover Gateway area.
2. What are the specific actions necessary to implement the sector plan?
3. How should the county regulations and procedures be revised to remove cumbersome and unnecessary requirements and processes?
4. What is the phasing plan for redevelopment? What should be the focus of the first phase of redevelopment?

## **PUBLIC PARTICIPATION PROGRAM**

The Public Participation Program for the Landover Gateway Sector Plan and SMA began in January 2006 with key-person interviews and community meetings convened by the ULI Technical Assistance Panel. In October and November 2006, public participation continued with two community meetings for residents of the Town Glenarden and neighboring community groups such as Royal Gardens, Kenmore and Palmer Park Civic Associations. Since January 2007, the pre-planning public participation program has included interviews and briefings with property owners, school principals, and elected officials and meetings with state and county agency staff (See Appendix).

Issues, ideas and preferences raised at these meetings have been compiled and will be incorporated into the planning of a community charrette scheduled for May 2007. Additional stakeholder interviews will be scheduled up to and during the charrette as necessary to ensure stakeholder/community support for the sector plan. The three-part planning and design charrette will be the primary vehicle for community involvement.

1. *Pre-Charrette Workshop* - Participants will define the vision, goals and strategies for the town center area.
2. *Five-Day Planning Charrette* - Utilizing the vision established at the pre-charrette meeting, participants will collaborate with planning staff to generate and refine development concepts. Design standards and guidelines will be developed to support the implementation of the vision for the town center.
3. *Post-Charrette Meeting* - Planning staff will present the products of the charrette.

The charrette will involve stakeholders including, property owners, business owners, residents, and public agencies with an interest or responsibility in the area. Evaluations will be taken at each charrette activity to gauge participant satisfaction with the process and outcome.

### Keeping People Informed

The tools and techniques for keeping community stakeholders and the general public informed about the sector planning process will include:

- Local newspapers. Staff will prepare articles for publication in the local newspapers before a major event such as public hearing to invite the community to attend. Staff will provide a summary of the results of the event.
- Ongoing presentations to state legislators, county council members, and county government officials, and municipal government officials. Staff will periodically brief the state, county and municipal officials on the status of the sector plan initiative.
- Website Update. Staff will update the project web page monthly to provide the current status of the project. A comment form and email address will be posted to receive feedback.
- Required Public Notification. Staff will send flyers to all property owners within the sector plan area advising them of the preliminary plan and joint public hearing.

Timetable for Plan Preparation

1.	Pre-Planning	July 2006-February 2007
2.	Authorization/Initiation/GCG & PPP	February 2007-March 2007
3.	Prepare Sector Plan/SMA	April 2007-November 2007
4.	Permission to Print	November 2007
5.	First Joint Public Hearing	February 2008
6.	Planning Board Adoption and Endorsement	May 2008
7.	District Council Sets Second Public Hearing	July 2008
8.	Second Joint Public Hearing	September 2008
9.	District Council Approval	October 2008

**APPENDIX**

## Pre-planning Outreach and Public Engagement

To date staff has completed a series of meetings with major stakeholders including property owners/developers and public officials on specific land use and zoning issues as part of the pre-planning work for this project. The following table is a list of persons interviewed or briefed and/or provided information on the project.

**Interviews and Briefings**

<b>Property owners</b>	<b>Address</b>	<b>Land Use</b>	<b>Date</b>
United Glenarden I & II Ltd. Partnership	10390 Santa Monica Boulevard Los Angeles, California	Garden Apartments, Glenarden Apartment	Briefed 10/12/2006
M-NCPPC	6600 Kenilworth Avenue Riverdale, Maryland 20737	Existing Park, Henry P. Johnson	In-house
Inglewood North LLC	Landover Road Landover, Maryland 20708	Vacant, Woodmore Towne Centre at Glenarden	Briefed 10/19/2006
WFI Stadium Inc.	21300 Redskins Park Drive Ashburn, Virginia 20147	Approved for Additional Parking	Briefed 11/14/2006
Rea S. Marshall	4017 Washington Road McMurray, Pennsylvania 15317	Outbuilding at Landover Crossing Shopping Center	Project Information Mailed 01/30/2007
5035 Associates Ltd. Partnership	8816 Six Forks Road, Suite 201 Raleigh, North Carolina 27615	Retail Shopping Center, Landover Crossing Shopping Center	Project Information Mailed 01/03/2007
MTM Builder/Developer, Inc.	8800 Pennsylvania Avenue Upper Marlboro, Maryland 20772	Temporary Parking Lot	Briefed 01/07/2007
Dodger LLC	11454 Baltimore Boulevard Beltsville, Maryland 20705	Vacant, Used Car Dealership	Project Information Mailed 01/03/2007
Board of Education	14201 School Lane Upper Marlboro, Maryland 20772	Educational Media Center	Briefed 11/29/2006
MTM Builder/Developer, Inc.	8800 Pennsylvania Avenue Upper Marlboro, Maryland 20772	Vacant, Wooded Lot	Briefed 01/07/2007
New Christian Outreach Chapel Church	8201 Barlowe Road Landover, Maryland 20785	Church	Project Information Mailed 01/30/2007
Village in the Woods Ltd. Partnership	7007 Heather Hill Road Bethesda, Maryland 20817	Garden Apartments, Maple Ridge Apartments Vacant, Open Space	Briefed 10/26/2006
Larbright Manor Ltd. Partnership	7007 Heather Hill Road Bethesda, Maryland 20817	Garden Apartments, Maple Ridge Apartments	Briefed 10/26/2006

<b>Property owners</b>	<b>Address</b>	<b>Land Use</b>	<b>Date</b>
Harvest Church International Inc.	P.O. Box 1240 Landover, Maryland 20785	Vacant, Wooded Lot	Project Information Mailed 01/30/2007
Ernest B. Cleveland	P.O. Box 456 Poolesville, Maryland 20837	Single-Family Dwelling	Project Information Mailed 01/30/2007
Israel Ilkovitch & Etal Blanka	2600 Brightseat Road Landover, Maryland 20785	Retail, Liquor Store, Brightseat Liquors	Project Information Mailed 01/03/2007
New England Properties LLC	105 Eastern Avenue Annapolis, Maryland 21403	Vacant, Wooded Lot	Project Information Mailed 01/30/2007
Verena A. Chavez & Nelson D. Rodriguez	3104 Brightseat Road Landover, Maryland 20785	Single-Family Dwelling	Briefed 2/16/2007
Walter H. Spivey	3102 Brightseat Road Landover, Maryland 20785	Single-Family Dwelling	Project Information Mailed 01/30/2007
Renato & Sukanya Caldwell	3100 Brightseat Road Landover, Maryland 20785	Single-Family Dwelling	Project Information Mailed 01/30/2007
Lerner Company	45630 Dulles Center Boulevard Dulles, Virginia 20166	Vacant, Formerly Landover Mall Site	Briefed 10/04/2006
Sears Roebuck Company	3333 Beverly Road Hoffman Estates, Illinois 60179	Retail Store / Auto Service Center	Briefed 10/05/2006
Hai & Ho Long	3511 Collier Road Beltsville, Maryland 20705	Auto Service Center, Hi-Tech Auto	Project Information Mailed 01/03/2007

<b>School Principals</b>	<b>Address</b>	<b>School</b>	<b>Date</b>
Diana L. Mitchell-Saulsberry, Ed. D.	2500 Kenmoor Drive Landover, Maryland 20785	Kenmoor Middle	Project Information Delivered 1/26/2007
Clara B. Yancey	7910 Scott Road Landover, Maryland 20785	Matthew Henson Elementary	Project Information Delivered 1/26/2007

School Principals	Address	School	Date
Rodney Henderson	3211 82 <sup>nd</sup> Avenue Landover, Maryland 20785	Kenmoor Elementary	Project Information Delivered 1/26/2007
Georgette Gregory	9301 Ardwick Ardmore Road Springdale, Maryland 20774	Ardmore Elementary	Project Information Delivered 1/26/2007
Helena Nobles-Jones	10001 Ardwick-Ardmore Road Springdale, Maryland 20774	Charles Herbert Flowers High	Project Information Delivered 1/26/2007
Helen Coley	10205 Lake Arbor Way Mitchellville, Maryland 20721	Lake Arbor Elementary	Project Information Delivered 1/26/2007
Marian Whitehood	1300 Campus Way North Mitchellville, Maryland 20721	Ernest Everett Just Middle	Project Information Delivered 1/26/2007

Government Officials	Location of Briefing		Date
County Executive's staff <ul style="list-style-type: none"> <li>• Dr. Jacqueline Brown</li> <li>• David Byrd</li> <li>• Iris Boswell</li> <li>• Paivi Spoon</li> </ul>	County Administration Building		October 2006
Department Heads <ul style="list-style-type: none"> <li>• Tommie Thompson, DHCD</li> <li>• Kwasi Holman, EDC</li> <li>• Kevin Malachi, EDC</li> <li>• Sarah Baldwin-Car, DER</li> </ul>	County Administration Building		November 2006
Congressman Albert Wynn	Largo		November 2006
24 <sup>th</sup> Legislative District <ul style="list-style-type: none"> <li>• Senator Nathaniel Exum</li> <li>• Delegate Michael Vaughn</li> </ul>	24 <sup>th</sup> District Field Office		December 2006

An objective of the project is to solicit the participation of county agencies that are key to the implementation of any development strategies from this project in the areas of housing, environment, public safety and economic development. The success of this project will in part depend on the active participation of key Prince George's County agencies. The following table outlines some of the issues and challenges within the Landover Gateway sector plan area along with the agencies whose assistance is needed.

**Landover Gateway Sector Plan Issues Identified by Planning Staff**

DEPARTMENT NAME	ISSUES CRITICAL TO THE PROJECT	ASSISTANCE NEEDED
County Executive's Office	<ul style="list-style-type: none"> <li>• Opportunity to promote Green Building &amp; Low Impact Development approaches as part of Livable Communities Initiative</li> <li>• Opportunities to promote/require incorporation of CPTED (Crime Prevention Through Environmental Design) techniques in support of Livable Communities initiative</li> <li>• County policy on the priority of any development at the Landover Gateway sector plan area</li> </ul>	<ul style="list-style-type: none"> <li>• Input/Information about Green Building and Livable Communities programs</li> <li>• Status of county efforts to enact CPTED requirements into law</li> <li>• Provide policy guidance on county's priority funding area – inside the Beltway community</li> </ul>
Department of Public Works & Transportation	<ul style="list-style-type: none"> <li>• Stormwater management issues due to fact that area was developed prior to more stringent current stormwater management regulations</li> <li>• Improved pedestrian access</li> <li>• Elimination of gaps in the sidewalk network</li> </ul>	<ul style="list-style-type: none"> <li>• Promotion/requirement for pedestrian- and transit-oriented design at Landover Mall site and surrounding area</li> <li>• Input on LID/stormwater management issues and opportunities</li> <li>• Development of comprehensive bicycle and pedestrian facilities along Brightseat Road</li> <li>• Providing bicycle compatible pavement markings</li> <li>• Retrofit existing sidewalks for improved pedestrian safety</li> </ul>
Department of Environmental Resources	<ul style="list-style-type: none"> <li>• Large amount of paved areas (high levels of imperviousness)</li> <li>• Areas developed prior to today's more stringent stormwater management regulations</li> </ul>	<ul style="list-style-type: none"> <li>• Stream restoration opportunities</li> <li>• Water quality data</li> <li>• LID/stormwater management issues and opportunities</li> <li>• Green building/energy conservation issues and opportunities</li> </ul>

DEPARTMENT NAME	ISSUES CRITICAL TO THE PROJECT	ASSISTANCE NEEDED
Redevelopment Authority/Department of Housing & Community Development	<ul style="list-style-type: none"> <li>• Neighboring apartment complexes (Glenarden and Maple Ridge Apartments)</li> <li>• Distance to available/future retail and shopping opportunities</li> </ul>	<ul style="list-style-type: none"> <li>• Market surveys and analyses</li> <li>• Feasibility for redevelopment</li> </ul>
Economic Development Corporation	<ul style="list-style-type: none"> <li>• Rental and sale figures for commercial real estate in surrounding area (averages and/or ranges)</li> <li>• Vacancy rates for commercial real estate in surrounding area</li> <li>• Household income differences (Developed Tier vs. Developing Tier)</li> </ul>	<ul style="list-style-type: none"> <li>• Market surveys and analyses</li> <li>• Feasibility for redevelopment</li> <li>• Job market information – focus on quality jobs</li> <li>• State designated Smart Growth area, Priority Funding area, and state Enterprise Zones area</li> </ul>
Stadium Traffic Management	<ul style="list-style-type: none"> <li>• Improved pedestrian access from Morgan Boulevard Metro Station</li> <li>• Pedestrian overpass across MD 202 at Brightseat Road</li> </ul>	<ul style="list-style-type: none"> <li>• Vehicle and pedestrian counts (entry and exit) for stadium events</li> </ul>
State Highway Administration	<ul style="list-style-type: none"> <li>• Pedestrian safety at MD 202 and Brightseat Road</li> <li>• Pedestrian safety along MD 202 corridor</li> <li>• New traffic signal on MD 202 between Capital Beltway (I-95) and Brightseat Road</li> <li>• Reversible lanes for MD 202</li> <li>• Treatment of MD 202 west of the Beltway as part of future pedestrian-oriented environment as well as existing traffic artery</li> </ul>	<ul style="list-style-type: none"> <li>• Implement traffic-calming safety features for pedestrians at MD 202 and Brightseat Road</li> <li>• Feasibility of eliminating “flying entry” entrance ramp from westbound MD 202 onto Landover Mall site to enhance pedestrian safety</li> <li>• Retrofit sidewalks (including closing of gaps)</li> <li>• Evaluate feasibility of pedestrian overpass over MD 202 west of the Beltway</li> </ul>

DEPARTMENT NAME	ISSUES CRITICAL TO THE PROJECT	ASSISTANCE NEEDED
Board of Education	<ul style="list-style-type: none"> <li>• School capacity</li> <li>• Maintenance/replacement of poor-quality schools (physical condition of public schools is a critical quality-of-life indicator for prospective employers or residents looking to relocate to project area)</li> </ul>	<ul style="list-style-type: none"> <li>• Rehabilitation of deteriorated schools needed within and adjacent to the project area</li> </ul>
Prince George's County Police Department	<ul style="list-style-type: none"> <li>• Visible police presence needed to enhance environmental quality of life/perceived sense of public safety</li> </ul>	<ul style="list-style-type: none"> <li>• Coordinate with Town of Glenarden on police patrols in Woodmore Towne Centre area</li> <li>• Institute targeted police patrols similar to police coverage plan for National Harbor development</li> <li>• Crime statistics needed for CSA 11, 22, 31, and 32 for time period 2001 – 2005</li> <li>• Opportunities to promote/require incorporation of CPTED techniques in support of Livable Communities initiative</li> </ul>