

**Approved Landover Gateway Sector Plan
and Sectional Map Amendment
May 2009**

The following attachments (1–8) reflect the changes from the

**Preliminary Landover Gateway Sector Plan
and Proposed Sectional Map Amendment
January 2009**

To be used in conjunction with
PGCPB No. 09-55 and
County Council Resolution CR-20-2009

Attachment 1

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Attachment 1

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Attachment 2

Revised Plan Highlights

New Text to Replace Pages x-xii in Preliminary Sector Plan

The Vision

Landover Gateway is a vibrant, 24-hour activity center with a dense urban form and a mix of uses. The core area is anchored by a complex of signature office towers offering a range of civic uses, ranging from governmental to cultural facilities adjacent to the Capital Beltway and including a mixed-use main street area. The downtown core transitions into outer neighborhoods with a range of high- and moderate-density residential neighborhoods and complementary mixed-use development. Landover Gateway serves as a major multimodal transportation hub with the addition of direct transit service to support the new development.

Development Pattern Recommendations

- Create a vibrant new downtown for Prince George’s County in the area on and around the former Landover Mall site.
- Improve connectivity in the sector area by creating a compact network of pedestrian-friendly streets.
- Establish new transit connections to the area and encourage transit-oriented development and design.
- Integrate open spaces, green connections, and public focal places into Landover Gateway’s neighborhoods; develop and provide neighborhood access to a greenway in the Cattail Branch stream valley.
- Develop the civic center as a visible and identifiable icon for Landover Gateway with an imaginative mix of uses, including government, educational, cultural, hotel, commercial office and residential uses.
- Create a mixed-use, pedestrian-oriented east-west main street that serves as the commercial core of Landover Gateway and extends onto Brightseat Road.
- Create a mixed-use, pedestrian-oriented, north/south street that serves the core of Landover Gateway and extends from Evarts Streets to Brightseat Road south of MD 202.
- Develop high- and moderate-density residential areas to the north and west of the commercial core.
- Create a mixed-use, pedestrian boulevard running parallel to main street.

- Develop a signature, high-density residential neighborhood west of Brightseat Road, and a new north-south road along the edge of the Cattail Branch open space and overlooking the adjacent stream valley linear park.
- Develop a neighborhood of moderate-density housing surrounding a mixed-use core at Brightseat Road.
- Develop a neighborhood composed of mixed-use and moderate-density residential development south of MD 202, as well as mixed office and residential uses, wrapped around shared, structured parking, at the southernmost end of the study area.

Housing Recommendations

- Provide a variety of housing types for a range of incomes, including workforce housing and active adult housing.
- Reduce any high concentration of distressed/desolate housing in and outside the sector plan area.
- Seek opportunities for the Department of Housing and Community Development to invest in new housing by providing financial incentives for the development of mixed-income housing, inclusive of workforce and starter-homeownership and rental units.
- Encourage development of preretirement and retirement housing suited to the needs of active adults, including units with low maintenance and adaptable design to accommodate future mobility limits and other disabilities.
- Provide homeownership and financial training and counseling, both before and after the purchase, for current area renters wishing to purchase homes.
- Develop and implement funding strategies for single-family rehabilitation programs that attract moderate-income homeowners.

Infrastructure Recommendations

- Protect, preserve and enhance the identified green infrastructure network within the Landover Gateway study area, particularly the Cattail Branch stream valley; restore and enhance water quality; implement environmentally sensitive design building practices.
- Provide a transportation network that is comprehensive, multimodal, safe, efficient, accessible, and convenient while fully accommodating transit, automobiles, pedestrians and bicyclists. Recommended actions include:
 - Implement the recommended highway improvements

- Minimize traffic congestion on major thoroughfares and explore ways to reduce through-traffic along the existing and planned residential streets.
- Plan and implement the recommended bus service enhancements and eventual extension of fixed guideway transit or light rail transit (Purple Line) to and from the Landover Gateway area.
- Improve pedestrian and bicycle access and safety.
- Create new trail connections within the sector plan area.
- Encourage transit-oriented development (TOD) within the sector plan area. All new development and redevelopment applications should incorporate and be reviewed for transit, bicycle, and pedestrian-supportive design.
- Provide public facilities that efficiently serve existing and future populations, including:
 - Construction of new urban school models and renovation of deteriorated school facilities
 - Development of an architecturally and culturally significant central or headquarters branch of the Prince George’s County Memorial Library System
 - New and renovated public safety facilities
- Provide park and recreation facilities that comply with national, state, and county standards and include a variety of open space types and recreational facilities; conserve stream valleys as resource-based open space.

Community Development Recommendations

- Build a new downtown Prince George’s County with pedestrian activity and vitality that attracts consumers, residents, and visitors.
- Design for a multiplicity of uses that reinforce each other and are flexible enough to respond to changing markets.
- Plan for phased development that builds mixed uses at each stage that takes advantage of the Beltway location and preserves the potential to capitalize on future transit access.
- Develop a residential community that accommodates residents of all incomes, emphasizes homeownership for long-term stability, and provides links to jobs, retail, restaurants, services and cultural/entertainment activities.
- Encourage amenities that support both new and existing residents, including retail, entertainment and cultural uses as well as public open space and schools.
- Develop a community cultural center to attract youth and adults from across the county.

- Ensure high-quality design for all new construction by implementing design guidelines for building form and design character.
- Enhance Landover Gateway’s sense of place through the creation of unique neighborhoods and thoroughfares with high-quality pedestrian environments, thematic architectural elements and consistent street walls.
- Develop distinct neighborhood character areas according to the District and Street Grid Plan and associated specifications for each area and corresponding thoroughfare types.

Implementation Recommendations

- Pursue public-private partnerships, such as business improvement districts, nonprofit development corporations, and local government authorities.
- Provide public development incentives, including financing tools such as tax-increment financing, special assessment districts, tax abatement, and tax credits.
- In accordance with the sector plan’s transportation-based staging analysis, sequence development for portions of the sector plan area west of the Capital Beltway (I-95/I-495) to meet or exceed all applicable APF laws, regulations, and requirements.
- Extend Evarts Street across the Capital Beltway (I-95/I-495) from Brightseat Road to the planned Ruby Lockhart Way as a major collector.
- Implement the recommended new bus routes and service modifications recommended by the current and subsequent DPW&T Five-year Transit Service and Operations Plan.
- Prior to the designation of Landover Transportation Priority Growth District by the District Council, all development and redevelopment are required to satisfy the established adequate public facilities (APF) requirements.
- When deemed appropriate and/or warranted, establish a Transportation Demand Management District (TDMD) under Subtitle 20A for portions of the sector plan area west of the Capital Beltway (I-95/I-495) to ensure that levels of service for applicable transportation infrastructure serving this area do not exceed the acceptable levels of service (E) and satisfy all applicable APF requirements.
- Prior to the establishment of the recommended TDMD under Subtitle 20A, all new development and redevelopment within the sector plan area west of the Capital Beltway (I-95/I-495) are encouraged to identify and include as part of any new development or redevelopment, appropriate and applicable TDM strategies and measures that will reduce the projected vehicular traffic, particularly single-occupant vehicles. The applicable TDM strategies may include measures such as on-site parking reduction, share parking, transit use incentives, or any other appropriate trip reduction strategies.

- In accordance with the sector plan's vision to improve safety, mobility and increase capacity of the MD 202 and Brightseat Road intersection, it is recommended that development community coordinate with the Maryland State Highway Administration and Prince George's County to begin initiation of a project planning, design, and construction of the most effective and efficient configuration for this intersection. This would include a comprehensive evaluation of a wide range of alternatives including the approved grade-separated interchange concept, the recommended urban diamond interchange concept, or the provision of a new north-south roadway extending from Evarts Street to Brightseat Road south of MD 202 and east of the Brightseat Road and Sheriff Road intersection.
- Extend Evarts Street as a collector roadway from Brightseat Road in south westerly direction to intersect with MD 202 directly opposite of the MD 202 and Barlowe Road intersection.
- Construct a new four-lane divided roadway (the main street) within the core area of the sector plan area extending from Brightseat Road south of Evarts Street, east to I-95/I-495.
- Construct a new four-lane divided north-south roadway extending from Evarts Street to Brightseat Road south of MD 202.
- When deemed appropriate and/or warranted, designate the Landover Gateway Sector Plan area as a Transportation Priority Growth District (TPGD), recommended by the preliminary countywide MPOT. This designation would provide flexibility for managing congestion and implementing effective vehicle trip reduction measures within the Landover Gateway Sector Plan area.
- Work with appropriate agencies to plan and extend fixed-guideway transit (Purple Line) to the sector plan area to reduce vehicular traffic from the New Carrollton Metro Station south to either Morgan Boulevard, or Largo Metro Stations.
- Coordinate implementation actions in cooperation with responsible agencies.
- Assist public and private entities in implementing the sector plan's vision by applying the design guidelines.
- Propose to change existing zoning on all properties west of the Capital Beltway, (I-95, I-495) from R-18, C-O, C-A, C-S-C, R-55, C-M, I-1, I-3 to the M-X-T (Mixed-Use-Transportation Oriented) Zone to allow for compact, mixed-use development of office, retail, and residential uses.

Attachment 3

DELETE

**Map 4: Property Ownership
on Page 11 in Preliminary Sector Plan**

and

REPLACE

with

Map 4: Proposed Zoning

Attachment 4

Revised Urban Design

New Text to Replace Pages 25-46 in Preliminary Sector Plan

Vision

Landover Gateway is envisioned as a vibrant and walkable downtown for Prince George's County with a distinctive sense of place. The downtown area is organized around distinct neighborhoods and a network of corresponding thoroughfare and public places. Unique architectural and streetscape elements further contribute to the area's sense of place. (See Illustrative Neighborhoods and Primary Thoroughfares, Map 11).

Background

Three fundamental design principles provide the basis for the policies and strategies described below. These principles include:

Pedestrian-Oriented Design

Pedestrian-oriented design addresses the design details that are essential to creating places where people can and will walk safely and pleasurably. Key principles of pedestrian-oriented design include compact neighborhoods; the proximity of residential and civic/commercial uses; a consistent street wall, influenced by the placement of buildings on the lot in relation to the street; complete and interconnected sidewalks, trails, and transportation facilities; human-scale architecture; and the provision of consistent eye-level details and amenities (i.e., lighting, benches, signage, decorative paving and railings, windows that engage the street, street trees, water fountains, etc.) that make sidewalks inviting and comfortable for pedestrians and encourage people to explore local businesses and public places on foot. (See new design guidelines).

Placemaking

Placemaking entails the creation of a setting that imparts a sense of place to an area. This process is achieved by establishing identifiable neighborhoods, unique architecture, aesthetically pleasing views and public places, identifiable landmarks and focal points, and a human element established by compatible scales of development and ongoing public stewardship. Other key elements of placemaking include lively commercial centers, mixed-use development with ground-level retail uses, human-scale and context-sensitive design, safe and attractive public areas, and image-making (i.e., decorative) elements in the public realm.

Crime Prevention Through Environmental Design (CPTED)

Crime Prevention Through Environmental Design (CPTED) was developed out of the realization that the built environment influences both the reality and perception of crime. CPTED is defined as the proper design and effective use of the built environment in ways that reduce the incidence and fear of crime, and improve overall quality of life. CPTED is not just for architects and planners but involves the participation of everyone: police, employees, neighbors, business owners, service organizations, professional groups, students, and residents.

Implementation of CPTED focuses on the core principles of territorial reinforcement, natural surveillance, activity support, access control and maintenance, while emphasizing the physical environment, people's behavior, the productive use of space, and crime/loss prevention.

- Territoriality is based on the principle that people protect territories that they identify as their own and respect the territory of others. Territoriality can be established through design elements such as the clear delineation of public and private areas (through low walls, fences, sidewalks, private yards, etc.) and consistent maintenance of both public and private spaces.
- Natural surveillance draws on the principle of “eyes on the street” and the idea that public spaces are safer—and criminal activity is riskier—when others can view them. Natural surveillance can be achieved by design elements (windows, balconies, porches, outdoor activity areas) that increase visibility of the street as well as by preserving sightlines through appropriate maintenance of trees and shrubbery and by ensuring the provision of adequate lighting.
- Activity programming involves locating uses and amenities so that they foster natural surveillance, creating opportunities that will increase the legitimate use of spaces (i.e., festivals, farmers markets, recreation activities in parks, and other activities) in order to discourage or displace illegitimate uses in these places.
- Access control means creating limitations that discourage illegitimate access to public or private areas. Access control measures include ensuring the visibility of commercial and residential entrances and exits; controlling access through use of manned or otherwise controlled access points, or through limiting the number of units per entrance to reduce anonymity; and installing traffic-calming measures that minimize speeding and easy getaways.
- Maintenance involves efforts to create a sense of order and attentiveness to the condition of the physical environment. It involves reinforcing territoriality through attention to the upkeep of properties and public spaces, while also ensuring regular, scheduled maintenance of amenities such as lighting and landscaping that could create an environment more hospitable to crime if not attended to at regular intervals.

Goals

- Promote high-quality design.
- Establish a sense of place.
- Protect, enhance, and physically integrate existing residential neighborhoods.
- Create pedestrian-friendly thoroughfares.
- Establish a cohesive network of connected trails and open spaces.
- Create public focal places.
- Provide safe neighborhoods through design that deters criminal activity.
- Promote “green” design and conservation of natural resources.

Policy 1: Ensure high-quality design for all new construction by implementing design guidelines for building form and design character.

Strategies

- Encourage a consistent build-to line for each neighborhood character area and thoroughfare type to ensure a coherent street wall, appropriate scale, and proper relationship to the street.
- Ensure appropriate form, massing, use, height, siting, fenestration, and relationship to the street for all new buildings.
- Establish well-defined public space through the incorporation of a continuous street wall of building façades as well as through fences, walls, and landscaping that define public spaces.
- Ensure appropriate use of design elements such as entrances, porches, stoops, canopies, and roof profiles to discourage the negative appearance of monotonous structures.
- Encourage adjacent stores to share ramps and stairs.
- Encourage flexible and creative individuality rather than monotonous uniformity.
- Establish a Landover Gateway architectural review board or committee to evaluate and advise on all architectural and landscape design proposals.
- Encourage all buildings to utilize high-quality building materials, including brick, stone, cast stone, or pre-cast concrete, as the primary materials.

Policy 2: Enhance Landover Gateway's sense of place through the creation of unique neighborhoods and thoroughfares with high-quality pedestrian environments, thematic architectural elements, and consistent street walls.

Strategies

- Establish six conceptual neighborhoods—Landover Civic Center, Main Street Commercial Core, Downtown Neighborhood, Park Slope, and Gateway North and Gateway South Neighborhoods—as illustrated on Map 11. Establish four urban design districts to guide the implementation of the desired building form within these neighborhoods.
- Create a hierarchy of character areas and corresponding thoroughfare types, each with its own unique form, architectural character, and streetscape.
- Establish well-defined and welcoming gateways to the downtown area that announce entry to Landover Gateway and introduce a discernable downtown character.
- Implement streetscape enhancements to improve the pedestrian environment and establish a sense of place along each thoroughfare.
- Incorporate distinctive architecture that contributes to Landover Gateway's sense of place, especially in highly visible locations and at important destination areas.

Policy 3: Design an efficient, safe, and interconnected thoroughfare system.

Strategies

- Use street-grid systems to create compact blocks and easy connectivity to all downtown destinations.
- Provide rear access to lots via service drives or alleys.
- Establish alternate routes that bypass major thoroughfares through development of a connected street system.

Policy 4: Incorporate traffic-calming techniques to promote a pedestrian-friendly character.

Strategies

- Promote on-street parking along residential and retail streets.
- Provide bump-outs at residential intersections to shorten street crossings.
- Incorporate raised or flush crosswalks into paving programs to encourage crossing at designated intersections or crossing areas, and to alert drivers to pedestrian activity.
- Break up continuous lines of on-street parked vehicles with island projections, if appropriate.

Policy 5: Encourage parking that is multiuse and does not interfere with streetscape aesthetics.

Strategies

- Screen freestanding parking structures from public walks and streets by locating them behind or below primary structures.
- Provide ground-floor retail in parking structures located adjacent to the street.
- Disguise or screen any structured parking that is visible from the street.
- Encourage shared parking that enables convenient parking and the ability to access a variety of commercial and civic destinations.
- Minimize single-purpose, reserved parking that is fragmented, uncoordinated, and inefficient.
- Avoid adverse parking impacts on neighborhoods adjacent to the downtown area.
- Maximize on-street parallel parking.
- Ensure the visibility and accessibility of public parking and provide bike racks.
- Incorporate convenient bicycle parking.
- Encourage legislation where appropriate to establish maximum parking levels for development or redevelopment within the sector plan area, in lieu of the current minimums in Section 27, Part 11.

Policy 6: Create a network of trails and open spaces with clearly articulated connections, safe pedestrian and bicycle routes, and places for public gatherings.

Strategies

- Ensure that each neighborhood includes appropriate urban spaces including a central public focal place.
- Consider other smaller public spaces within residential and commercial areas.
- Ensure that public spaces are well-defined by surrounding buildings and streets.
- Integrate open spaces with other amenities and attractions, including sidewalks, seating, landscaping, and lighting.
- Construct inviting public amenities (such as fountains, gazebos, public art, bandstands, and ornamental landscaping) in all civic and public places.
- Clearly define pedestrian routes with identifiable landmarks to ensure that they are visible and accessible.
- Ensure that all improvements conform to accessibility standards established by the Americans with Disabilities Act.

Policy 7: Create signage for marketing services and ensure that all signage does not compromise aesthetics or safety.

Strategies

- Provide signs only to advertise a service, product, or business on the site where the sign is located or to provide, as a public service, directional guidance to nearby public destinations.
- Design signs to be compatible in style or character with the primary structure.
- Discourage large wall signs.
- Encourage appropriately scaled monument signs.
- Prohibit pole signs, except as directional signs.
- Discourage fluorescent, reflective, neon, blinking, animated, and flashing rotating signs that may compromise motorists' safety.
- Prohibit roof signs.
- Encourage appropriate blade and awning signs and use windows to display merchandise.
- Encourage distinct lettering styles, artwork and logos in legible type fonts and colors.
- Ensure that signs are mounted no more than one story above the sidewalk level within internal streets and higher in the Landover civic area.

Neighborhood Character

The urban design framework for Landover Gateway is developed around the creation of six distinctive neighborhoods. Each neighborhood contains a significant diversity of building types and thoroughfares, achieved in part through the application of the M-X-T guidelines. These principles guide the key placemaking features in ways that ensure the creation of vibrant and humane public spaces.

The sector plan identifies both key neighborhood thoroughfares and neighborhood focal places, which include a range of plazas, greens, and urban gardens. Neighborhoods transition into one another along the thoroughfares through a shift in building and/or streetscape type. Many neighborhood edges are defined by drives (with their adjacent linear parks) and the larger parks. The sector plan discusses each neighborhood in terms of the character of its focal thoroughfares, focal places, transitions, and edges.

The designated neighborhoods of Landover Gateway are:

- Landover Civic Center
- Main Street Commercial Core
- Downtown Neighborhood
- Park Slope
- North Neighborhood
- South Neighborhood

See Map 11: Illustrative Neighborhoods and Primary Thoroughfares.

Landover Civic Center-Capital Beltway area

The civic center is envisioned as a new downtown icon for Prince George's County. This neighborhood is planned to be a premier institutional, business, cultural and residential neighborhood located at the county's epicenter and adjacent to the Capital Beltway.

The conceptual vision includes a focal north-south street (Center Street on illustrative Map 11) running through the civic center, and an east-west boulevard (Central Boulevard on illustrative Map 11) that connects the civic center to the western neighborhoods. The buildings on the east side of Center Street may rise up to 20 stories adjacent to the Capital Beltway and contain mainly commercial uses directly adjacent to the Beltway; along Center Street, at the heart of the neighborhood, the buildings step down to between 4 and 12 stories and have commerce on the ground level and residential or office above. Several thoroughfares intersect with Center Street, including Central Boulevard.

There will be a well-placed open space or plaza centrally located to provide a multipurpose community gathering space. Buildings will face this space on all sides. Adjoining sidewalks will be wide enough to allow for outdoor dining. This place should be the most intensely urban part of Landover Gateway.

Streetscapes throughout the neighborhood should promote pedestrian activity through a mix of hardscapes and softscapes.

Main Street Commercial Core

The main street commercial core is the busiest neighborhood of Landover Gateway. The neighborhood's focal thoroughfare is bounded by the general center building form with continuous retail store fronts facing the street. The buildings range in height from 4–10 stories. The upper floors contain residential and office uses. Sidewalks should allow for outdoor dining in a variety of settings. Some buildings may be up to 12 stories along main thoroughfares. A variety of sustainable paving materials and pedestrian-scaled lighting should be used.

Downtown Neighborhood

The downtown neighborhood provides a calmer place to live next to the hustle and bustle of the civic center and the main street commercial core. An east-west residential street serves as the focal of the downtown neighborhood. The residential street crosses Brightseat Road, extending the downtown neighborhood east to the Park Slope neighborhood and west to the civic center neighborhood.

The downtown neighborhood includes the General Center, General Edge and Local Frontages building forms, as detailed in the guidelines. The building heights range from 2– 8 stories. The civic open space is the central gathering space in the community and is open to the public. Residential buildings and their entrances form the major walls of the civic open space. Pedestrian promenades connect through the neighborhood to provide a link to the Evarts Street linear park, provide a way through to Brightseat Road and directly connect to a hierarchy of neighborhood parks. All pedestrian promenades are front door public space with residential unit entrances facing directly onto them.

The streetscapes of the downtown neighborhood range from mostly paved at the residential street intersections to mostly planted along the middle of the blocks with front door gardens and long, planted tree wells. The streetscapes feature a variety of plantings, fences, and sidewalk pavings. In the vicinity of the urban garden, streetscapes focus on the garden to create a residential mixed-use garden district next to the commercial and institutional mixed-use districts.

Park Slope

Park Slope is a high-density residential neighborhood that overlooks Cattail Creek Drive, the Cattail Branch linear park, and the adjacent stream-related natural resource area. Although the neighborhood is predominantly residential in character, limited amounts of neighborhood-oriented commercial development are allowed on ground floors. This residential neighborhood is located directly adjacent to both the main street commercial core and the downtown neighborhood to the east. Park Slope is built on land that slopes down to Cattail Branch from Brightseat Road. The tallest buildings face the creek and park and are centered on the Central Boulevard connection to Cattail Creek Drive. The Central Boulevard widens in this neighborhood to include space for a large internal public green. The 4–8 story buildings that face Cattail Creek Drive turn the corner and face the public green. The green is bounded by the Central Boulevard roadway and Cattail Creek Drive. Stormwater is funneled into a series of stormwater management gardens that step down the slope to absorb and filter water before it enters the creek.

The streetscape in this area includes a combination of boulevard character, mostly paved areas, and mostly green areas with 8-foot-wide sidewalks between a curb edge planting strip and front-door gardens that border the residential buildings. At the northern end of the neighborhood, an east-west pedestrian promenade connects to a Brightseat Road streetscape that is mostly green with paved corners. A park overlook streetscape frames the western edge of the neighborhood.

North Neighborhood

The north neighborhood includes both single-family attached townhomes and neighborhood mixed-use development on the west side of Brightseat Road. The townhome neighborhood is a community of 2–3 story, attached, single-family homes that face the public streets and feature auto access and service via rear alleys. At a new entrance to Brightseat Road, just north of the Evarts Street intersection, a small neighborhood mixed-use area serves this community. Here at the location of a regional transit stop, taller (4–8 stories) buildings cluster on both sides of the new entrance road located to the west of Brightseat Road. Retail uses occupy the ground floor of these buildings, and office or residential uses occupy the upper floors. The upper floors overlook Brightseat Road and the Henry P. Johnson Park, an existing M-NCPPC facility that is upgraded and expanded as part of the sector plan to include all land to the west between Brightseat Road and the existing western boundaries of the park.

The residential thoroughfares in the north neighborhood are characterized by attached residential structures. All lots should back up to an alley, which provides access for surface parking or enclosed garages that are located directly off of the alley. All streets allow for parallel parking on both sides and two-way traffic.

The north neighborhood should feature public greens as neighborhood entry features at the core of the neighborhood. A series of pedestrian promenades connect the adjacent Cattail Creek Drive to the center of the neighborhood. Townhomes with a wall facing the promenade should have entrances off of the promenade. Cattail Creek Drive and its adjacent and contiguous linear park define the western and northern edges of the Gateway north neighborhood.

Streetscape character in this neighborhood is mostly green with interspersed pedestrian promenades and a park overlook along the western edge of the area.

South Neighborhood

The south neighborhood is situated between Landover Road to the north, Sheriff Road to the south, and Brightseat Road to the south. The neighborhood is bounded by Cattail Branch and Palmer Park to the west and by the Capital Beltway to the east. The scale of this neighborhood ranges from 2–3-story, single-family attached residences in the western areas to a high-density residential and mixed-use street that straddles Brightseat Road, east of its intersection with Sheriff Road.

Streets in the south neighborhood, south of Landover Road (MD 202) are primarily mixed-use in character. To the east of its intersection with Sheriff Road, Brightseat Road serves as the focal thoroughfare for this area. This segment of Brightseat Road is defined by mixed-use development with commercial activities planned on the ground floor and residential or office uses located on the upper floors. To the south of Brightseat Road is a mixed business and residential area. To the north of Brightseat Road, a public green is envisioned that serves as a focal area and calm interior for the primarily residential mixed-use area surrounding it.

Streetscape character is mostly green with areas of paved corners. A mostly paved area runs along Sheriff Road and pedestrian promenades provide key connections south of Sheriff Road and south of the western portion of MD 202.

Focus Areas

For the purpose of providing more detailed recommendations and distinguishing between Landover Gateway's distinct components, the sector plan area is divided into distinct focus areas with their own unique character. These focus areas include a variety of diverse neighborhoods, each with its own public focal place (plaza or green) at its core, that together comprise the Landover Gateway area and the surrounding gateway neighborhoods.

Core Areas

Core Focal Office—Landover Civic Center (Capital Beltway)

Vision

The core area contains an imaginative mix of government, educational, cultural, hotel, commercial office and residential uses. This area serves as a regional draw and economic magnet that brings employers, visitors, workers, and residents to Landover Gateway. The building structures envisioned for Landover Gateway have distinctive designs, are prominently visible from the Capital Beltway, and function as identifiable visual icons. Ground-floor retail and high-density residential, office and hotel uses on the upper floors should ensure round-the-clock activity and create a safe and dynamic urban icon at the civic center.

Background

This focus area includes the parcels that line the eastern edge of the former Landover Mall property, all of which contain no structures at this time. A significant challenge related to the development of these parcels is the noise generated by the adjacent Capital Beltway, a factor which makes this location most appropriate for commercial and institutional uses and tall structures that can raise high above the Beltway traffic. The Beltway also serves as a barrier between these parcels and the future location of Woodmore Towne Centre, thus making it necessary to seriously consider future pedestrian and vehicular connections. Unique development opportunities for the civic center area include the potential for tall structures that are visible from the Beltway, an advantage that would appeal especially to commercial office tenants. Moreover, the eastern edge of the former mall property is especially appropriate for tall structures due to the lack of properties immediately adjacent to the east. These structures can also serve as a buffer between Beltway traffic and the rest of Landover Gateway.

Goals

- A signature complex of governmental, educational, cultural, hotel and commercial office uses.
- Identifiable icon for Landover Gateway such as tall, architecturally distinctive structures.
- High-profile anchor tenants that establish a regional presence and significance for Landover Gateway.
- A vibrant and attractive public realm focused on a significant urban plaza and major street.

Policy 1: Develop civic center as a visible and iconic core for Landover Gateway.

Strategies

- Maximize visibility from the Capital Beltway and surrounding roadways.
- Ensure that new development is architecturally distinctive.
- Locate the tallest structures in the Landover Gateway along the easternmost parcels of the sector plan area.
- Recruit high-profile tenants that seek visibility, which would help increase the potential of making Landover Gateway a regionally recognizable destination.
- Provide tenant parking and public parking in structured or underground parking incorporated into the surrounding development.

Policy 2: Identify and recruit potential anchors.

Strategies

- Pursue opportunities to bring some government offices to Landover Gateway area.
- Explore the relocation of some of Prince George’s County government offices to Landover Gateway, possibly as part of a new “government center” that consolidates key county offices in one location.
- Explore opportunities to locate federal or state offices at Landover Gateway.
- Comprehensively and aggressively plan for interim shuttle bus service and future light rail transit services in order to meet transit needs and requirements for government offices.
- Identify and pursue opportunities to locate higher education or adult education facilities at Landover civic center.
- Engage in discussions with regional higher education institutions, such as University of Maryland, Johns Hopkins University, and Prince George’s Community College regarding the possibility of locating satellite campuses at the Landover civic center.
- Explore opportunities to locate technical and vocational schools or for-profit educational institutions (e.g., Strayer University or University of Phoenix) at Landover civic center.
- Identify opportunities to locate community-oriented adult education facilities at Landover Gateway, possibly as part of a share-use arrangement with another institution.

- Collaborate with local cultural organizations to identify and recruit the county’s significant and diverse cultural uses and facilities to the civic center.
- Market hotel and/or commercial office uses.

Policy 3: Develop a visually attractive and welcoming public plaza to serve as a venue for public gatherings and passive recreation and as the symbolic core of the civic center.

Strategies

- Create a centrally located, focused urban plaza or open space defined by adjacent buildings.
- The plaza may be bounded on all sides by public streets.
- Incorporate wide sidewalks at the surrounding building edges.
- Create a central design feature, surrounded by a mostly paved space, as a focal point at the plaza’s center.

Policy 4: Ensure direct pedestrian and vehicular access to the civic center from Woodmore Towne Centre and from other parts of Landover Gateway.

Strategies

- Extend Evarts Street, providing a new pedestrian and vehicular bridge connection across the Capital Beltway.
- If pedestrian access cannot be achieved across the Evarts bridge extension, construct a pedestrian bridge across the Capital Beltway that connects Woodmore Towne Centre at Glenarden to the civic center development and to Landover Gateway as a whole.
- Incorporate on-road bicycle facilities on Evarts Street and on Landover Gateway’s Central Boulevard and extend these routes across the proposed Evarts Street bridge and proposed pedestrian bridge respectively.

Core Main Street—Main Street Commercial Core

Vision

This neighborhood serves as the primary commercial corridor of Landover Gateway. Commercial activity is organized around a walkable, economically vital main street that forms the central commercial spine of Landover Gateway. Main street buildings and uses are oriented to the street to create a continuous street wall. An attractive and comfortable streetscape with wide sidewalks, distinctive street furniture, street trees, and other amenities make the main street a pleasant, comfortable and engaging place to stroll. The upper floors of main street buildings include both residential and commercial uses to help create a dynamic urban main street.

Background

Although much of this focus area consists of vacant parcels once occupied by the former Landover Mall, it also includes the parcels owned and occupied by the Sears department store. It is assumed that this site will continue to be occupied by Sears as the plan reaches implementation. A central planning challenge for this area is identifying a way to incorporate the Sears store, a vestige of the area's suburban and automobile-oriented past, into a downtown concept that is more urban and pedestrian-oriented. The area also includes parcels along Brightseat Road—the current locations of an apartment complex on the west side and an automobile mechanic business on the east side—that are envisioned as potential redevelopment sites as the real estate development market matures.

Goals

- A vibrant and walkable main street.
- Mixed-use development at high densities.
- Attractive open space areas activated by surrounding uses.
- 24-hour activity that caters to a variety of users.
- A fully integrated Sears store as a retail anchor.

Policy 1: Create a mixed-use pedestrian-oriented east-west main street that serves as the commercial heart of Landover Gateway.

Strategies

- Ensure a continuous retail edge on the ground floors along a main street with office and residential uses located on the upper floors.
- Design buildings to form a consistent street wall with all building entrances leading directly to the sidewalk.
- Include wide sidewalks and distinctive, visually appealing streetscape elements, including landscaping, street trees, benches, lighting, and other visually appealing street furniture.
- Provide outdoor dining areas along the main street.
- Ensure a high degree of fenestration at the sidewalk level.
- Retain and improve the existing Sears store, integrating the structure into future development on the south side of main street.
- Identify themes and market potential tenants for retail space.
- Surround main street buildings with mixed-use office and residential uses to the north and south.

- Encourage the location of residential and office lobbies on the side streets off main street.

Policy 2: Extend the commercial core along Brightseat Road and to the west along a continuation of main street.

Strategies

- Extend main street environment onto Brightseat Road by encouraging mixed-use development with ground floor retail uses on both sides of Brightseat Road between MD 202 and the downtown neighborhood.
- Extend main street commercial activity across to the west of Brightseat Road, parallel to MD 202.
- Ensure that ground floors are occupied by retail uses that engage the street and sidewalk.
- Consider retail space near transit stations as locations for neighborhood-and transit-serving retail, such as sidewalk cafes, newsstands, dry cleaners, small groceries, etc.
- Enliven transit station areas and bus stops with development that is transit-oriented and pedestrian-accessible.
- Create a walkable, visually appealing streetscape on Brightseat Road that mirrors that of main street with its retail frontage.

Policy 3: Create a mixed-use, pedestrian-oriented, east-west boulevard.

Strategies

- Design a central urban boulevard intersecting Brightseat Road with wide sidewalks and visually appealing streetscape elements as illustrated in Figure 3.
- Encourage the location of residential and office lobbies facing the central boulevard.
- Design buildings that engage the sidewalk and form a consistent street wall with all building entrances on the sidewalk.
- Design a central planted median with multiple opportunities for pedestrian access.

Policy 4: Plan for a possible light rail transit stop in the vicinity of Brightseat Road.

Strategies

- Assess alternatives for accommodating light rail transit on Brightseat Road, including potential alignments and whether transit would occupy dedicated or shared lanes.
- Identify locations for one or more transit stops along Brightseat Road.

- Design pedestrian-accessible, attractive and well-lighted transit stops.
- Study the potential impact of proposed light rail alignments on neighborhoods located to the north of the study area.

Policy 5: Ensure that all intersections with Brightseat Road are pedestrian-oriented and “calm” traffic.

Strategies

- Provide appropriate pedestrian access, marked intersections, and refuge areas around transit stops.
- Employ appropriate traffic-calming measures to slow traffic on Brightseat Road.
- Create safe and comfortable pedestrian crossings at the intersection of main street and Brightseat Road.

Policy 6: Create a public gathering place and focal point adjacent to a main street.

Strategies

- Design a flexible public green near the center of the main street neighborhood.
- Create a public market building at the main street edge of the public green to ensure retail continuity along main street.
- Create a focal point (i.e., public monument or sculpture) at the center of the public green.

Core General Center and Core General Edge—Downtown Neighborhood

Vision

Create a prime residential neighborhood to the north of the main street commercial core neighborhood. The neighborhood straddles Brightseat Road and ranges from 4–10-story mixed-use buildings next to the main street commercial core and the civic center, with some buildings up to 12 stories along Brightseat Road. This neighborhood provides a quieter place to live adjacent to the activity of the commercial core. The neighborhood is defined by a variety of streetscape types, ranging from the commercial streetscape along Brightseat Road to more intimate internal streets. There should be a centrally located open space and a linear park along the northern edge of this neighborhood.

Background

The downtown neighborhood includes the northwestern portion of the former mall site and a portion of Brightseat Road south of Evarts Street. The area is currently occupied by undeveloped land on the former mall site, the northern section of the existing Maple Ridge Apartments property, and the site currently occupied by a liquor store.

Goals

- A neighborhood that provides opportunities to live and work in an urban environment.
- A neighborhood that provides a variety of housing types.

Policy 1: Develop high- and moderate-density residential areas to the north and west of the commercial core.

Strategies

- Develop the land west of Brightseat Road into a high-density residential neighborhood.
- Allow the flexibility to include either residential use or neighborhood-oriented commercial uses on ground floors within the higher density residential areas, as market conditions permit.
- Frame the intersection of Brightseat Road and Evarts Street with moderate-density housing on the southeast and southwest corners.
- Encourage development that decreases in height as it approaches lower-density neighborhoods to the north and west.

Policy 2: Develop a network of open spaces and streetscapes that is integrated into the neighborhood and provides connections to nearby open space areas and destinations.

Strategies

- Develop a public urban garden at the core of the downtown neighborhood.
- Provide a linear park along Evarts Street that connects the Cattail Branch stream valley trail network with the Evarts Street bridge connection to the Woodmore Towne Centre.
- Develop a network of streetscapes that incorporate plantings along each block.
- Provide pedestrian promenades that provide connections to the urban garden as well as to Brightseat Road and to surrounding open spaces.

Core Park Slope—Park Slope Neighborhood

Vision

Develop a signature, high-density residential neighborhood to the west of the downtown core that serves as the premiere residential-only neighborhood in the Landover Gateway core. The neighborhood faces the new drive along the Cattail Branch linear park with views of the stream valley possible from upper floors. A large public green that incorporates innovative stormwater management facilities serves as the terminus of the Central Boulevard.

Background

This area slopes upward from the Cattail Branch stream valley and connects with the western portion of the existing Maple Ridge Apartments property. The existing Cattail Branch stream valley and associated steep slopes constitute both assets and challenges from a planning perspective. Although the environmentally sensitive stream valley and existing floodplain areas limit the area that is suitable for future development, these areas also offer the potential to enhance nearby neighborhoods by providing easily accessible natural and recreational amenities.

Goals

- A signature, high-density residential neighborhood.
- An alternative north-south vehicular route that bypasses the intersection of Brightseat Road and MD 202 to provide a secondary means of access.
- A neighborhood that maximizes the recreational and quality-of-life benefits of the adjacent Cattail Branch stream valley and linear park.
- A vibrant and attractive public realm focused on a public green and linear park.

Policy 1: Develop Park Slope as a signature, high-density residential neighborhood.

Strategies

- Maximize building heights along the Cattail Branch linear park and new north-south drive.
- Ensure that new development is architecturally distinctive.
- Consider the construction of a small number of high-rise “point” towers overlooking the Cattail Branch stream valley that serve to frame the western extension of the Central Boulevard.

Policy 2: Create a new north-south drive along the edge of the Cattail Branch open space and linear park to link MD 202, Evarts Street and the northern segment of Brightseat Road and enable traffic to bypass the intersection of Brightseat Road and MD 202.

Strategies

- Study potential alignments for a new drive located outside of and to the east of the existing floodplain area.
- Design and landscape the drive to emphasize its residential parkway character.
- Include amenities such as wide sidewalks, improved lighting, an on-road bicycle trail, and pedestrian crosswalks at all intersecting streets.
- Provide clear connections to the adjacent linear park.

Policy 3: Create a large public green at the western end of the central boulevard.

Strategies

- Create a wide (95 feet at a minimum, curb to curb) central median to house the public space.
- Include plantings, lawn areas, walkways, seating, and other amenities into this area.
- Incorporate public gardens that serve as stormwater management in facilities within the public park.

Policy 4: Create a new linear park adjacent to the new drive parallel to the Cattail Branch stream valley.

Strategies

- Incorporate plantings, walkways, benches and playgrounds in the area between the drive and the regulated environmental protection areas along Cattail Branch.
- Provide pedestrian access across Cattail Branch to connect with the Glenarden neighborhoods to the north and west.

Core North Neighborhood—North Neighborhood

Vision

A moderate-density neighborhood of townhomes surrounds a mixed-use neighborhood area on the west side of Brightseat Road that includes office, residential, and neighborhood-serving retail uses. Development in this area incorporates a variety of attractive open space areas. The existing Henry P. Johnson Park is upgraded and expanded westward to the east side of Brightseat Road.

Background

This focus area encompasses the land currently occupied by the Glenarden Apartments as well as the undeveloped northernmost edge of the former Landover Mall site. Planning challenges in this area include defining strategies for the redevelopment of the existing housing stock as well as protecting and enhancing the residential areas to the north of the study area with an appropriate scale and mix of development that will complement and fit within the new Landover Gateway downtown area.

Goals

- A moderate-density residential neighborhood.
- A mixed-use core with amenities and services for the surrounding neighborhood.
- A pedestrian-oriented street network.
- An enhanced, expanded, and accessible open space network.

Policy 1: Develop a neighborhood of moderate-density housing surrounding a mixed-use core at Brightseat Road.

Strategies

- Redevelop the site currently occupied by the Glenarden Apartments with a neighborhood of moderate-density townhomes.
- Upgrade and expand the existing Henry P. Johnson Park such that the parkland extends westward to Brightseat Road.
- Support and enhance residential uses with mixed-use development on Brightseat Road, north of Evarts Street.
- Include neighborhood-serving retail at the ground floor of the mixed-use development.
- Establish a pedestrian-oriented network of streets that enhances connectivity.
- Establish a relocation policy that encourages existing residents to remain in the area when existing housing is redeveloped.

Policy 2: Create a network of diverse, attractive, and accessible open spaces.

Strategies

- Develop a gateway park to serve as a transition between neighborhood commercial mixed-use and residential areas.
- Develop a hilltop public green to serve as the central public space for the surrounding neighborhood.
- Connect the neighborhood to the drive and linear park along the Cattail Branch stream valley with pedestrian walkways and public streets.
- Provide a linear park along Evarts Street that connects the Cattail Branch stream valley trail network with the Evarts Street bridge connection to the Woodmore Towne Centre.

Core South Neighborhood—South Neighborhood

Vision

The area south of MD 202 is transformed into a neighborhood of mixed-use, residential and educational uses that support and complement the downtown. Mixed residential, office, and other uses, surrounding a new public space, extend commercial activity to the south across MD 202 from the downtown. Further south, mixed office and residential uses wrap a shared parking structure. Moderate-density residential development and a new school are recommended in the southwestern corner of the study area.

Background

This focus area includes the existing Landover Crossing Shopping Center site, a 50-acre undeveloped parcel owned by WFI Stadium, Inc., vacant and/or transitional commercial properties, and additional privately owned undeveloped land. The area also includes the existing Bonnie F. Johns Educational Media Center, a former school that is now used for administrative and training purposes by Prince George's County Public Schools. Planning challenges include encouraging development that protects and enhances the adjacent Palmer Park neighborhood with compatible development, and identifying uses in the southern end of the study area that can be compatible with FedEx Field events.

Goals

- A mixed-use and residential neighborhood that supports and complements the Landover Gateway downtown.
- Commercial activity to the south of MD 202.
- A new school to accommodate future residential growth.
- A network of passive and active open space areas.

Policy 1: Develop a moderate- to high-density mixed-use neighborhood in the area south of MD 202.

Strategies

- Redevelop the existing Landover Crossing Shopping Center site as a mixed-use development with office, residential, and retail uses.
- Redevelop the east side of Redskins Road with mixed office, residential, and retail uses.
- Locate retail uses on the ground floors of all mixed-use development that includes retail uses.
- Establish a pedestrian-oriented network of streets that enhances connectivity.

Policy 2: Maximize the redevelopment potential of the publicly owned Bonnie F. Johns Educational Media Center.

Strategies

- Engage in discussions with Prince George's County Public Schools regarding potential future uses of the Bonnie F. Johns Educational Media Center.
- Explore opportunities to build a new urban model school on the site of the existing Bonnie F. Johns Educational Media Center.
- Encourage the inclusion of an active recreational open space as part of any school development.

Policy 3: Develop moderate-density housing south of MD 202.

Strategies

- Construct moderate-density housing along the south side of MD 202, between the intersection of Barlowe Road and MD 202 and the proposed school site.
- Ensure that future development provides an appropriate transition to the lower-density Palmer Park neighborhood.

Policy 4: Develop continuous pedestrian linkages and ensure that the pedestrian network fosters safe routes to school.

Strategies

- Expand the street network to establish a pedestrian-oriented network of streets that enhances connectivity.
- Prioritize pedestrian safety and traffic calming in the vicinity of the proposed school site.
- Consider a potential pedestrian bridge across MD 202 in the area west of Brightseat Road.

Policy 5: Develop mixed office and residential uses, wrapped around structured parking at the southern end of the study area.

Strategies

- Ensure that parking is hidden from view by the office and residential uses wrapped around it.
- Explore parking management strategies that enable the shared use of the new garage to accommodate office and residential as well as FedEx Field event parking.

Policy 6: Integrate a variety of open space areas as part of the larger open space and environmental network.

Strategies

- Protect and enhance the Cattail Branch stream valley while providing linkages to the proposed resource-based greenway.
- Create linear parks at the edges of resource-based greenways and outside of environmentally regulated areas.
- Incorporate stormwater facilities as attractive and accessible planted amenities.

Attachment 5

Revised Design Guidelines

New Text to Replace Downtown District Design Guidelines Manual Pages 47-75 in Preliminary Sector Plan

Design Guidelines

In order to achieve the goals of the sector plan and create a coherent street space throughout the sector plan area, the following design guidelines have been formulated to guide development in the M-X-T Zone. The build-to line (BTL) is referenced to ensure building siting at the street throughout the plan. For each district, the BTL should be the inside edge of the sidewalk, no matter the sidewalk width. Fenestration is understood as the transparent or translucent elements of a building's façade. The building's façade is all of the building's faces except those that adjoin directly onto an adjacent building.

Development applications in the Landover Gateway sector should respond to and be in harmony with the design guidelines. The sector plan area is divided into four different districts, each of which is envisioned to contain a different density and building form. Development applications should propose a street network that is similar to the illustrative street network in terms of the size of blocks and the regular orientation of blocks. Alleys should be utilized for access to parking and service areas. All streets should provide for a range of transportation modes.

Land that is rezoned to the M-X-T Zone is subject to the regulations of Section 27-544 (a) and 27-548, and uses are limited to those permitted in the M-X-T Zone. However, existing uses may remain where new development is not proposed, and general maintenance of existing building and surface parking is allowed. New development, including expansion of existing buildings and major changes to existing parking lots, requires approval of a conceptual site plan and detailed site plan in accordance with Section 27-546.

Policy 1: Establish four mixed-use districts, each with appropriate density and height recommendations for a downtown environment. Each should have a logical distribution of density while respecting existing lower density neighborhoods. Each district's density is transit supportive.

Strategy I. Beltway Focus District

Develop a core area that contains an imaginative mix of government, education, cultural, hospitality, commercial office, and residential uses. This area serves as a regional draw and economic magnet that brings employers, visitors, workers, and residents to Landover Gateway. The buildings envisioned for the area of the Beltway Focus District have distinctive designs, are prominently visible from the Capital Beltway, and function as identifiable visual icons.

- Range of Land Use Mix:

- o Office/Educational/Cultural: 80–85 percent
- o Retail: 7–20 percent
- o Residential: 1–10 percent
- o Hospitality: 7–10 percent
- Building Height Ranges: 6–20 stories with most buildings a minimum of 8 stories.

Design Principles:

- Locate the tallest structures in the Landover Gateway area, up to 20 stories tall, along the Capital Beltway.
- Develop major north-south and east-west axis streets for the development.
- All development should be a minimum of 6 stories.
- Recruit high profile tenants that seek visibility, which would help increase the potential of making Landover Gateway a regionally recognizable destination.
- Design buildings to form a consistent street wall directly on the sidewalk with all building entrances leading directly to the sidewalk.
- Include wide sidewalks and distinctive, visually appealing streetscape elements such as benches, planters, and ornamental lighting.
- Maximize visibility from the Capital Beltway and surrounding roadways.
 - o Where appropriate, provide building-mounted signage opportunities for iconic buildings along the Beltway.
 - o Identify locations for high-intensity office/educational/cultural and mixed-use buildings visible from the Capital Beltway.
- Buildings should not be set back, but provide a continuous street wall for the pedestrian.
 - o Prohibit drive through commercial services
 - o Hide service and garbage elements of buildings in parking structures or alleyways that are hidden from public view.
- Ensure that new development is architecturally distinctive.
 - o Distinctive iconic architecture is encouraged.
 - o Encourage the use of high-quality, sustainable building materials.
 - o Provide architectural variation.

- Use street grid pattern to create compact blocks of development.
 - o Develop a pedestrian-oriented street grid of regularly sized and spaced blocks that creates a block range of 250–650 feet to encourage alternative modes of transportation.
 - o Prohibit culs-de-sac.
- Create a pedestrian-oriented environment that encourages walking and biking rather than driving.
 - o Design complete streets to support bicyclists, pedestrians, and automobiles.
 - Sidewalks should line all streets.
 - o All sidewalks on main streets are a minimum of 15 feet wide.
 - On major axial streets, provide a minimum of 18' sidewalks to accommodate outdoor dining.
 - Alleys should be lined with a maximum of 6-foot-wide sidewalks.
 - o At least one main street must be designed to support fixed guideway transit.
 - Provide the necessary right-of-way for transit and transit stops.
 - o Provide direct access to all buildings from the public sidewalk.
 - o Promote on-street parallel parking to decrease vehicle speed and increase pedestrian safety.
- Feature extensive vertical mixing of uses to include ground-level retail and upper-level office/educational/cultural, residential or hospitality uses.
- Build structured parking that does not break up or impose on the consistent street wall.
 - o Screen above-grade parking structures from view of streets with primary buildings and architectural screen walls.
 - o Include on-street parallel parking on all streets except alleys.
 - o Where appropriate, encourage shared parking services.
 - o Charge a parking fee.
 - o Create an effective wayfinding system to help visitors safely navigate from parking to their destination.
 - o Discourage surface parking.
- Incorporate sustainable building technologies, building management, and construction techniques to promote low energy use, minimize construction waste, minimize water usage, and utilize advanced stormwater management.

- o Promote innovative water management systems for indoor water usage.
- o Incorporate new stormwater management technologies such as collection systems, rain gardens, green roofs, and greywater reuse.
- o Investigate site opportunities for geothermal systems.
- o For larger tenants or buildings, encourage the use of district power generation.
- Develop well-placed open space throughout the district to serve for formal and informal gatherings.
 - o Open space should be allocated within approximately a five minute walk from all points in the district.
 - o All hardscape plaza space should have pervious paving and utilize sustainable stormwater management principles.
 - o Open space can be lined by sidewalks.
 - o Where appropriate, allow retail uses to engage open space.
- Create accessible public transit stations
 - o Transit stop locations need to encourage walking connections throughout the sector plan area.
 - o Encourage retail space near transit stations to be neighborhood and transit serving, such as sidewalk cafes, newsstands, dry cleaners, etc.
 - o Development should be designed to support and take advantage of mass transit (fixed guideway transit)

Building Envelope Guidelines:

Height:

- **Building Height:** The height of the building is measured in stories. Each principal building should be at least 6 stories in height, but no more than 20 stories in height. Most buildings should range between 8 and 20 stories.

The minimum floor-to-floor story height should be 10 feet.

An attic story should not count against the story height.

- **Parking Structure Height:** Where a parking structure is within 40 feet of any principal building (built after 2008), that portion of the structure should not exceed the building's ridge or parapet height.

- **Mezzanines:** Mezzanines having a floor area greater than 1/3 of the floor area of the story in which the mezzanine is situated should count as full stories.
- **Street Wall Height:** A street wall not less than 4 feet in height or greater than 18 feet in height should be constructed along any build-to-line (BTL) frontage that is not otherwise occupied by a building on the lot.

Siting:

- **Street Façade:** On each lot the building façade should be built to the build-to line for at least 70 percent of the BTL length.

The building façade should be built along the BTL to within 30 feet of a block corner. The ground floor façade, within 7 feet of the block corner may be chamfered to form a corner entry.

- **Buildable area:** Buildings may occupy the portion of the lot specified by these standards.

A contiguous open area equal to at least 10 percent of the total buildable area should be preserved on every lot.

Except overhanging eaves, awnings, blade signage, light fixtures or balconies, no part of any building should be located outside the buildable area.

- **Alleys:** There is no required setback from alleys. On lots having no alley access, there should be a minimum setback of 25 feet from the rear lot line.
- **Site lot setbacks:** There are no required site lot setbacks.

Where a Beltway focus site has a common lot line with a single-family residential property, there should be a 40 foot setback on the Beltway focus property.

- **Garage and Parking:** Curb cuts or driveways should be located at least 75 feet away from any block corner or another garage entry on the same block face. These requirements are not applicable along alleys. Off-street parking should be structured and should not be located along the street frontage.

Elements:

- **Fenestration:** There should be no more than 20 continuous linear feet of blank lengths of wall on the build-to lines (BTL).
- **Fenestration—Ground Story:** Fenestration on facades should comprise between 40 percent and 90 percent of the façade.
- **Fenestration—Upper Stories:** Fenestration on the upper story facades should comprise between 20 percent and 75 percent of the façade area per story.

No window may face or have direct views toward a common lot line within 30 feet unless that view is contained within the lot (e.g., by a privacy fence/ garden wall) or, the sill is at least 6 feet above its finished floor level.

- **Building Projections:** Balconies and stoops should not project closer than five feet to a common lot line.

No part of any building, except overhanging eaves, awnings, balconies, bay windows and stoops, should encroach beyond the build-to line.

Awnings that project over the sidewalk portion of the street space should maintain a clear height of at least ten feet.

Awnings may have supporting posts at their outer edge provided that they have a minimum of eight feet clear width between the façade and the support posts or columns of the awnings, and provide for a continuous public access easement that is at least four feet wide running adjacent and parallel to awning columns/ posts.

- **Doors/Entries:** At least one functioning entry door(s) should be provided along each ground story façade at intervals not greater than 100 feet.
- **Street Walls:** A vehicle entry gate no wider than 20 feet or a pedestrian entry gate no wider than 5 feet should be permitted within any required street wall.

Use:

- **Ground story:** The ground story should house commercial uses.
- **Upper stories:** The upper stories should house residential or commercial uses.
- **Neighborhood Compatibility:** Where a Beltway focus site has a common lot line with a single-family residential property, a garden wall/ street wall, four to six feet in height, should be constructed within one foot of the single-family residential property.

Where a Beltway focus site is located within 50 feet of an existing single-family residential zoning district, the maximum eave or parapet height for that edge of the site should be 32 feet. This requirement should supersede the minimum story height requirement.

Strategy II: *General Center District*

Create a mixed-use pedestrian-oriented district focused on a main street that serves as the retail-commercial heart of the district. This district should serve as the primary retail main street core organized around a walkable, economically vital main street that forms a central spine for the Landover Gateway. Attractive and comfortable streetscapes with wide sidewalks, distinctive street furniture, street trees, and other amenities make this district a pleasant, comfortable, and engaging place to stroll. Upper floors of the main street buildings include both residential and commercial uses to create a dynamic urban residential and commercial district.

- Range of Land Use Mix:
 - o Office/Educational/Cultural: 25–40 percent
 - o Retail: 20–35 percent
 - o Residential: 35–55 percent
- Building Height Ranges: 4-10 stories, up to 12 stories along major east-west and north-south streets.

Design Principles:

- Buildings should provide a transition from the higher density Beltway focus district and range from 4 to 12 stories tall.
- Design buildings to form a consistent street wall along the build-to line with all building entrances leading directly to the sidewalk.
- Include wide sidewalks and distinctive, visually appealing streetscape elements.
- Provide outdoor dining areas along the main street.
- Surround main street buildings with mixed-use office/educational/cultural, and residential uses.
- Extend the main street environment onto Brightseat Road by encouraging mixed-use development with ground floor retail uses on both sides of Brightseat Road.
- Enliven transit station areas and bus stops with development that is transit-oriented and pedestrian-accessible.
- Ensure a continuous retail edge in the ground floors along a main street with office, educational, cultural, and residential uses located on the upper floors.
- Buildings should not be set back, but provide a continuous street wall for the pedestrian.
 - o Prohibit drive-through commercial services.
 - o Hide service and garbage elements of buildings in parking structures or alleyways and hidden from public view.
- Ensure that new development is architecturally distinctive.
 - o Distinctive iconic architecture is encouraged.
 - o Encourage the use of high-quality, sustainable building materials.
 - o Provide architectural variation.
- Use street grid pattern to create compact blocks of development.

- o Develop a pedestrian-oriented street grid with regularly sized and oriented blocks that creates a block range of 250–400 feet to encourage alternative modes of transportation.
- o Prohibit culs-de-sac.
- Create a pedestrian-oriented environment that encourages walking and biking rather than driving.
 - o Design complete streets to support bicyclists, pedestrians and automobiles.
 - Sidewalks should line all streets.
 - o All sidewalks on main streets should be a minimum of 15 feet wide.
 - On main commercial streets, provide a minimum of 18-foot-wide sidewalks to accommodate outdoor dining.
 - Alleys should be lined with a maximum of 6-foot-wide sidewalks.
 - o At least one main street should be designed to support fixed guideway transit.
 - Provide the necessary right-of-way for transit and transit stops.
 - o Provide direct access to all buildings from the public sidewalk.
 - o Promote on-street parallel parking to decrease vehicle speed and increase pedestrian safety.
- Feature extensive vertical mixing of uses to include ground-level retail and upper-level office/educational/cultural, or residential uses.
- Build structured parking that does not intrude on or break up the consistent street wall.
 - o Screen above-grade parking structures with primary buildings and architectural screen walls.
 - o Encourage on-street parallel parking on all streets except alleys.
 - o Where appropriate, encourage shared parking services.
 - o Charge a parking fee.
 - o Create an effective wayfinding system to help visitors safely navigate from parking to their destination.
 - o Discourage surface parking.
- Incorporate sustainable building technologies, building management and construction techniques to promote low energy use, minimize construction waste, minimize water usage, and utilize advanced stormwater management.
 - o Promote innovative water management systems for indoor water usage.

- o Incorporate new stormwater management technologies such as collection systems, rain gardens, green roofs, and greywater reuse.
- o Investigate site opportunities for geothermal systems.
- o For larger tenants or buildings, encourage the use of district power generation.
- Develop well-placed open space throughout the district to serve for formal and informal gatherings.
 - o Open space should be allocated within approximately a five-minute walk from all points in the district.
 - o All hardscape plaza space should have pervious paving and utilize sustainable stormwater management principles.
 - o Open space can be lined by sidewalks.
 - o Where appropriate, allow retail uses to engage open space.
- Create accessible public transit stations
 - o Transit stop locations need to encourage walking connections throughout the sector plan area.
 - o Encourage retail space near transit stations to be neighborhood- and transit-serving, such as sidewalk cafes, newsstands, dry cleaners, etc.

Building Envelope Guidelines:

Height:

- **Building Height:** The height of the building is measured in stories.

Each principal building should be at least 4 stories in height, but no greater than 10 stories in height. Buildings may rise up to 12 stories framing the public open space.

An attic story should not count against the story height.

The minimum floor-to-floor story height should be 10 feet.
- **Parking Structure Height:** Where a parking structure is within 40 feet of any principal building (built after 2008) that portion of the structure should not exceed the building's ridge or parapet height.
- **Ground Story Height:** The average finished floor elevation for residential units should be no less than 3 feet and no more than 7 feet above the exterior side walk elevation at the build-to line.

The first story should be a minimum floor-to-floor height of 12 feet as measured from the sidewalk.

- **Mezzanines:** Mezzanines having a floor area greater than 1/3 of the floor area of the story in which the mezzanine is situated should count as full stories.
- **Street Wall Height:** A street wall not less than 4 feet in height or greater than 18 feet in height should be constructed along any build-to line frontage that is not otherwise occupied by a building on the lot.

Siting:

- **Street Façade:** On each lot the building façade should be built to the build-to line (BTL) for at least 80 percent of the BTL length

The building façade should be built along the BTL to within 30 feet of a block corner. The ground floor façade, within 7 feet of the block corner may be chamfered to form a corner entry.

- **Buildable area:** Building may occupy the portion of the lot specified by these standards.

A contiguous open area equal to at least 10 percent of the total buildable area should be preserved on every lot.

Except overhanging eaves, awnings, blade signage, light fixtures or balconies, no part of any building should be located outside the buildable area.

- **Alleys:** There is no required setback from alleys. On lots having no alley access, there should be a minimum setback of 25 feet from the rear lot line.
- **Site lot setbacks:** There are no required site lot setbacks.

Where a General Center site has a common lot line with a single-family residential property, there should be a 40-foot setback.

- **Garage and Parking:** Curb cuts or driveways should be located at least 75 feet away from any block corner or another garage entry on the same block face. These requirements are not applicable along alleys. Off-street parking should be structured and should not be located along the street frontage.

Elements:

- **Fenestration:** There should be no more than 20 continuous linear feet of lank length of wall on the build-to lines.
- **Fenestration—Ground Story:** Fenestration on facades should comprise between 40 percent and 90 percent of the façade.
- **Fenestration—Upper Stories:** Fenestration on the upper story facades should comprise between 20 percent and 75 percent of the façade area per story.

No window should face or have direct views toward a common lot line within 30 feet unless that view is contained within the lot (e.g., by a privacy fence/garden wall) or the sill is at least 6 feet above its finished floor level.

- **Building Projections:** Balconies and stoops should not project closer than five feet to a common lot line.

No part of any building, except overhanging eaves, awnings, balconies, bay windows, stoops, and shopfronts, should encroach beyond the build-to line.

Awnings should project a minimum of six feet and a maximum of within one foot of the back of curb (where there are no street trees) or one foot into the tree lawn (where there are street trees).

Awnings that project over the sidewalk portion of the street space should maintain a clear height of at least ten feet.

Awnings may have supporting posts at their outer edge provided that they have a minimum of eight feet clear width between the façade and the support posts or columns of the awnings, and provide for a continuous public access easement that is at least four feet wide running adjacent and parallel to awning columns/ posts.

- **Doors/Entries:** At least one functioning entry door(s) should be provided along each ground story façade at intervals not greater than 100 feet.
- **Street Walls:** A vehicle entry gate no wider than 20 feet or a pedestrian entry gate no wider than 5 feet should be permitted within any required street wall.

Use:

- **Ground story:** The ground story should house commercial uses. See height specifications above for specific requirements unique to each use.
- **Upper stories:** The upper stories should house residential or commercial uses.

Additional habitable space is permitted within the roof where the roof is configured as an attic story.

- **Neighborhood Compatibility:** Where a General Center site has a common lot line with a single-family residential property, there should be a 40-foot setback.

Where a General Center site abuts a single-family residential property, a garden wall/street wall, four to six feet in height, should be constructed within one foot of the single-family residential property.

Where a General Center site is located within 50 feet of an existing single-family residential zoning district, the maximum eave or parapet height for that edge of the site should be 32 feet.

Strategy III: *General Edge District*

Develop a medium- to high- density urban largely residential neighborhood. This neighborhood is defined by a variety of streetscape types, ranging from commercial streetscapes along the shared edges of the Beltway Focus district and the General Edge district, to more intimate internal streets. This district includes some retail. This district provides opportunities to live and work in an urban environment.

- Range of Land Use Mix:
 - o Office/Educational/Cultural: 2-5 percent
 - o Retail: 7-10 percent
 - o Residential: 80-90 percent
- Building Height Ranges: 4-8 stories

Design Principles:

- Buildings should range from 4–8 stories tall.
- Allow the flexibility to include either residential use or neighborhood-oriented commercial uses on ground floors within the higher density residential areas, as market conditions permit.
- Encourage development that decreases in height as it moves from the shared border of the General Edge and Beltway Focus districts.
- Design buildings to form a consistent street wall along the build-to line with all building entrances leading directly to the sidewalk.
- Include wide sidewalks and distinctive, visually appealing streetscape elements.
- Buildings should not be set back, but provide a continuous street wall for the pedestrian.
 - o Prohibit drive-through commercial services.
 - o Hide service and garbage elements of buildings in parking structures or alleyways and hidden from public view.
- Ensure that new development is architecturally distinctive.
 - o Distinctive iconic architecture is encouraged.
 - o Encourage the use of high-quality, sustainable building materials.
 - o Provide architectural variation.
- Use street grid pattern to create compact blocks of development.
 - o Develop a pedestrian-oriented street grid with regularly sized and oriented blocks with a block range of 250–400 feet to encourage alternative modes of transportation.
 - o Prohibit culs-de-sac.
- Create a pedestrian-oriented environment that encourages the walking and biking rather than driving.
 - o Design complete streets to support bicyclists, pedestrians and automobiles.

- Sidewalks should line all streets.
 - o All sidewalks should be a minimum of 10 feet wide.
 - On main commercial streets, provide a minimum of 18-foot-wide sidewalks to accommodate outdoor dining.
 - Alleys should be lined with a maximum of 6-foot-wide sidewalks.
 - o Provide the necessary right-of-way for transit and transit stops.
 - o Provide direct access to all buildings from the public sidewalk.
 - o Promote on-street parallel parking to decrease vehicle speed and increase pedestrian safety.
- Feature vertical mixing of uses to include ground-level retail and upper level office/educational/cultural, or residential uses.
- Build structured parking that does not intrude on or disrupt the consistent street wall.
 - o Screen above grade parking structures with primary buildings and architectural screen walls.
 - o Include on-street parallel parking on all streets except alleys.
 - o Where appropriate, encourage shared parking services.
 - o Charge a parking fee.
 - o Create an effective wayfinding system to help visitors safely navigate from parking to their destination.
 - o Discourage surface parking.
- Encourage sustainable building technologies, building management and construction techniques to promote low energy use, minimize construction waste, minimize water usage, and utilize advanced stormwater management.
- Develop well-placed open space throughout the district to serve for formal and informal gatherings.
 - o Open space should be allocated within approximately a five-minute walk from all points in the district.
 - o All hardscape plaza space should have pervious paving and utilize sustainable stormwater management principles.
 - o Open space can be lined by sidewalks.
 - o Where appropriate, allow retail uses to engage open space.
- Create accessible public transit stations.

- o Transit stop locations should encourage walking connections throughout the sector plan area.
- o Encourage retail space near transit stations to be neighborhood and transit serving, such as sidewalk cafes, newsstands, dry cleaners, etc.

Building Envelope Guidelines:

Height:

- **Building Height:** The height of the building is measured in stories.

Each principal building should be at least 4 stories in height, but no greater than 8 stories in height.

An attic story should not be counted against the maximum story height.

The minimum floor-to-floor story height should be 10 feet.

- **Parking Structure Height:** Where a parking structure is within 40 feet of any principal building (built after 2008) that portion of the structure should not exceed the building's eave or parapet height.
- **Mezzanines:** Mezzanines having a floor area greater than 1/3 of the floor area of the story in which the mezzanine is situated should count as full stories.
- **Street Wall Height:** A street wall not less than 5 feet in height or greater than 18 feet in height should be constructed along any build-to line frontage that is not otherwise occupied by a building on the lot.

Siting:

- **Street Façade:** On each lot the building façade should be built to the build-to line (BTL) for at least 75 percent of the BTL length,

The building façade should be built along the BTL to within 30 feet of a block corner. The ground floor façade, within 7 feet of the block corner may be chamfered to form a corner entry.

- **Buildable area:** Building may occupy the portion of the lot specified by these standards.

A contiguous open area equal to at least 15 percent of the total buildable area should be preserved on every lot.

Except overhanging eaves, awnings, blade signage, light fixtures or balconies, no part of any building should be located outside the buildable area.

- **Alleys:** There is no required setback from alleys. On lots having no alley access, there should be a minimum setback of 25 feet from the rear lot line.
- **Site lot setbacks:** There are no required site lot setbacks.

Where a General Edge site has a common lot line with a single-family residential property, there should be a 40-foot setback.

- **Garage and Parking:** Curb cuts or driveways should be located at least 75 feet away from any block corner or another garage entry on the same block face. These requirements are not applicable along alleys. Off-street parking should be structured and should not be located along the street frontage.

Elements:

- **Fenestration:** There should be no more than 20 continuous linear feet of blank length of wall on the build-to lines (BTL).
- **Fenestration Ground Story—Commercial Uses:** Fenestration on facades should comprise between 40 percent and 90 percent of the façade.
- **Fenestration Ground Story—Residential Uses:** Fenestration on facades should comprise between 30 percent and 75 percent of the façade.
- **Fenestration: Upper Stories:** Fenestration on the upper story facades should comprise between 20 percent and 75 percent of the façade area per story.

No window should face or have direct views toward a common lot line within 30 feet unless that view is contained within the lot (e.g., by a privacy fence/garden wall) or the sill is at least 6 feet above its finished floor level.

- **Building Projections:** Balconies and stoops should not project closer than five feet to a common lot line.

No part of any building, except overhanging eaves, awnings, balconies, bay windows, stoops, and shopfronts should encroach beyond the build-to line.

Awnings should project a minimum of six feet and a maximum of within one foot of the back of curb (where there are no street trees) or one foot into the tree lawn (where there are street trees).

Awnings that project over the sidewalk portion of the street space should maintain a clear height of at least ten feet.

Awnings may have supporting posts at their outer edge provided that they have a minimum of 8 feet clear width between the façade and the support posts or columns of the awnings, and provide for a continuous public access easement that is at least 4 feet wide running adjacent and parallel to awning columns/ posts.

- **Doors/ Entries:** At least one functioning entry door(s) should be provided along each ground story façade at intervals not greater than 100 feet.
- **Street Walls:** A vehicle entry gate no wider than 20 feet or a pedestrian entry gate no wider than 5 feet should be permitted within any required street wall.

Use:

- **Ground story:** The ground story should house commercial or residential uses.

- **Upper stories:** The upper stories should house residential or commercial uses.

Additional habitable space is permitted within the roof where the roof is configured as an attic story.

- **Neighborhood Compatibility:** Where a General Edge site has a common lot line with a single-family residential property, there should be a 40-foot setback.

Where a General Edge site abuts a single-family residential property, a garden wall/ street wall, four to six feet in height, should be constructed within one foot of the single-family residential property.

Where a General Edge site is located within 50 feet of an existing single-family residential zoning district, the maximum eave or parapet height for that edge of the site should be 32 feet. This requirement should supersede the minimum story height requirement.

Strategy IV: *Local Frontage District*

This district is a medium-density residential district that serves as a transition from the higher density General Edge, General Center, and Beltway Focus districts. This district provides a quieter place to live adjacent to the activity of the commercial core. It is defined by intimate, walkable streets and includes neighborhood parks.

- Range of Land Use Mix:
 - o Retail: 2–5 percent
 - o Residential: 95–98 percent
- Building Height Ranges: 2–4 stories

Design Principles:

- This is a medium-density residential neighborhood with mostly four-story buildings.
- Ensure that circulation through the district well connects residents to the mixed-use amenities of the General Edge, General Center, and Beltway Focus districts.
- Design buildings to form a consistent street wall with all building entrances leading directly to the sidewalk.
- Buildings should not be set back, but provide a continuous street wall for the pedestrian.
 - o Prohibit drive-through commercial services
 - o Hide service and garbage elements of buildings in parking structures or alleyways and hidden from public view.
- Ensure that new development is architecturally distinctive.
 - o Distinctive iconic architecture is encouraged.

- o Encourage the use of high-quality, sustainable building materials.
- o Provide architectural variation.
- Use street grid pattern to create compact blocks of development.
 - o Develop a pedestrian-oriented street grid with regularly sized and oriented blocks with a block range of 250–400 feet to encourage alternative modes of transportation.
 - o Prohibit culs-de-sac.
- Create a pedestrian-oriented environment that encourages walking and biking rather than driving.
 - o Design complete streets to support bicyclists, pedestrians and automobiles.
 - Sidewalks should line all streets and be a minimum of five feet wide.
 - Alleys should be lined with a maximum of six-foot-wide sidewalks.
 - o Provide direct access to all buildings from the public sidewalk.
 - o Promote on-street parallel parking to decrease vehicle speed and increase pedestrian safety.
- Where appropriate, build structured parking that does not intrude on or break up the consistent street wall.
 - o Screen above-grade parking structures with primary buildings and architectural screen walls.
 - o Include on-street parallel parking on all streets except alleys.
 - o Discourage surface parking.
- Develop well-placed open space throughout the district to serve for formal and informal gatherings
 - o Open space should be allocated within approximately a five- minute walk from all points in the district.
 - o All hardscape plaza space should have pervious paving and utilize sustainable stormwater management principles.
 - o Open space can be lined by sidewalks.
 - o Where appropriate, allow retail uses to engage open space.
- Create accessible public transit stations.
 - o Transit stop locations need to encourage walking connections throughout the sector plan area.

Building Envelope Guidelines:

Height:

- **Building Height:** The height of the building is measured in stories.

Each principal building should be at least 2 stories or 25 feet to the eaves or the parapet in height, but no greater than 4 stories in height.

An attic story should not be counted against the maximum story height.

The minimum floor-to-floor story height should be 10 feet.
- **Parking Structure Height:** Where a parking structure is within 40 feet of any principal building (built after 2008) that portion of the structure should not exceed the building's eave or parapet height.
- **Street Wall Height:** A street wall not less than 4 feet in height or greater than 18 feet in height should be constructed along any build-to line frontage that is not otherwise occupied by a building on the lot.

Siting:

- **Street Façade:** On each lot the building façade should be built to the build-to line (BTL) for at least 70 percent of the BTL length. For buildings with front porches the main façade should be set four feet behind the BTL.

The building façade should be built along the BTL to within 20 feet of a block corner.

The building façade may include jogs to allow bay windows, shopfronts, and balconies.
- **Buildable area:** Buildings may occupy the portion of the lot specified by these standards.

A contiguous open area equal to at least 20 percent of the total buildable area should be preserved on every lot.

Except overhanging eaves, awnings, blade signage, light fixtures or balconies, no part of any building should be located outside the buildable area.
- **Site lot setbacks:** There are no required site lot setbacks.
- **Garage and Parking:** Curb cuts or driveways should be located at least 75 feet away from any block corner or another garage entry on the same block face. These requirements are not applicable along alleys. Off-street parking should be located at the rear of the lots and should be provided in garages.
- **Alleys:** There is no required setback from alleys. On lots having no alley access, there should be a minimum set back of 25 feet from the rear lot line.

Where a local frontage site has a common lot line with a single-family residential property, there should be a 40-foot setback.

Elements:

- **Fenestration:** There should be no more than 20 continuous linear feet of blank length of wall on the build-to lines (BTL).

Fenestration on all facades should comprise at least 25 percent but not more than 75 percent of the façade .

No window may face or have direct views toward a common lot line within 30 feet unless: that view is contained within the lot (e.g., by a privacy fence/garden wall) or the sill is at least 6 feet above its finished floor level.

- **Building Projections:** Balconies and stoops should not project closer than five feet to a common lot line.

No part of any building, except overhanging eaves, awnings, balconies, bay windows, stoops, and shopfronts should encroach beyond the build-to line.

- **Doors/ Entries:** At least one functioning entry door(s) should be provided along each ground story façade of each building at intervals not greater than 100 linear feet.
- **Street Walls:** A vehicle entry gate no wider than 18 feet or a pedestrian entry gate no wider than 5 feet should be permitted within any required street wall.

Use:

- **Ground story:** The ground story should house residential uses.
- **Upper stories:** The upper stories should house residential uses.

Additional habitable space is permitted within the roof where the roof is configured as an attic story.

Attachment 6

New text inserted before Pages 76–87 of the Preliminary Sector Plan and moved to Appendix C as Buildout Scenario Assumptions

Projected Landover Gateway Regional Center Buildout and Land Use Mix

Based on the Landover Gateway Sector Plan’s land use and urban design vision, goals, policies, strategies and concept plans, the following Table 1 defines a projected buildout scenario for the 591-acre sector planning area, which includes the approved Woodmore Towne Center at Glenarden. Table 1 also compares the projected sector planning area buildout with the 2002 General Plan's recommended range of mixed land uses for regional centers.

The buildout calculations, as expressed in square feet, are based on areas assigned to conceptual blocks (See Map 13) formed by the illustrative future plan’s street grid and the range of Floor Areas Ratios (FAR) that have been calculated for the Plan’s Core, North and South neighborhoods (See Maps 5, 6, 11 and 13) that also correspond to the 2002 General Plan’s Center Core and Maximum Core Edge zones. The buildout calculations are also based on the series of assumptions below that correspond to the land use and illustrative plans.

Table 1: Projected Landover Gateway Sector Plan Buildout and Comparison to 2002 General Plan Recommended Range for Regional Center Land Use Mix

	Approved	Projected			2002 General Plan
Land Use Mix	Woodmore Towne Center	Landover Gateway	Total		Regional Center Recommended Land Use
	Square feet	Square feet	Square feet	Percent	Percent
Residential	2,035,000	10,402,269	12,437,269	60	20–70
Retail and Services	684,617	1,502,176	2,186,793	11	10–60
Employment (Office)	1,000,000	4,428,667	5,428,667	27	10–60
Total	3,719,617	16,333,112	20,052,729		

NOTE: Landover Sector Gateway buildout will be subject to market conditions, adequate public facilities, and site planning and design considerations

Range of Floor Area Ratios Utilized for Sector Plan Buildout Scenario

Core Area	1.1–5.5
North Area	0.8–3.5
South Area	0.3–4.3

Buildout Scenario Assumptions (Assumptions 1–12 Pages 78–87 of the Preliminary Landover Gateway Sector Plan and Proposed SMA are now Appendix C in the approved plan).

Attachment 7

New text to replace Pages 105–117 of the Preliminary Sector Plan

Transportation Systems

Vision

The transportation infrastructure is a comprehensive multimodal network that is safe, efficient, accessible, convenient, and fully accommodates mass transit, automobiles, pedestrians and bicyclists. This system of roads, sidewalks, trails, and mass transit is integrated with the recommended land use plan to encourage a user-friendly system that would link the Landover Gateway Sector Plan area with other key destinations in the region. It plays an important role in attracting quality development that is envisioned in the sector plan and the 2002 General Plan policies for regional centers.

Background

The sector plan area is within close proximity to four existing Metrorail 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 ranges from 1.3 miles to 2.2 miles. None of these stations is within a 10-minute walking distance of the sector plan area.

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), the 1990 *Approved Largo-Lottsford and Vicinity Master Plan and Sectional Map Amendment* (Planning Area 73), and the 2002 *Minor Public Facility Amendments for the MD 202 Corridor*. At the time, the recommended transportation improvements were deemed sufficient to handle through traffic and buildout densities. These improvements were intended to be staged over time by travel demands and funding availability. These improvements included modifications to existing interchanges along the Capital Beltway (I-95/I-495); the extension of Campus Way to Evarts Street, a new east-west roadway, across the Capital Beltway, and the reconstruction of Brightseat Road as an arterial facility (A-31) with a grade-separated interchange at its intersection with MD 202. Most of these recommended road improvements have not been implemented. The approval of the Woodmore Towne Centre at Glenarden is conditioned on ~~will provide funding for~~ the construction of the Campus Way/Evarts Street bridge over the Capital Beltway and the widening of MD 202 to six lanes at the Capital Beltway interchange.

In the Purple Line study, the Maryland Department of Transportation (MDOT) is examining future transit service connections from Bethesda to New Carrollton. An Alternatives Analysis and Draft Environmental Impact Study has been prepared for the Bethesda to New Carrollton route. In the preliminary countywide Master Plan of Transportation (MPOT), it is envisioned that this service will be extended to the Landover Gateway Sector Plan area and beyond.

Goals

- Improve existing and planned roadways to safely and efficiently manage current and forecast traffic volumes.
- Provide access to all existing and planned developments.
- Design appropriate streetscape treatments to encourage pedestrian and other nonmotorized transportation.
- Design and build a system of trails, sidewalks and crosswalks that is pedestrian friendly.
- Provide direct bus services, fixed guideway transit and/or light rail transit (Purple Line) to nearby Metrorail and MARC rail stations and connecting the sector plan area to New Carrollton Metro Station (Orange Line), Morgan Boulevard and/or Largo Metro Stations (Blue Line).

Overall Transportation Policies and Strategies

Policy 1: Provide an integrated multimodal transportation system that attracts high-quality TOD development.

Strategies

- Promote nonmotorized travel between all existing and planned residential and commercial activities throughout the area. Safe and convenient pedestrian access is particularly essential between the planned light rail transit stations and adjoining communities.
- Provide a safe, direct and well-maintained bicycle trail network that links residents with employment centers, schools, parks, shopping areas, and transit stations. Provision of on-road bicycle lanes should be considered on all roadways serving the Landover Gateway area, except for MD 202, where a parallel off-road trail would be more appropriate.
- Discourage through traffic movement and unsafe speeds along neighborhood streets by providing traffic calming measures, as deemed appropriate by the appropriate operating agency along internal roadways within the sector plan area.
- Work with appropriate agencies to plan and extend fixed guideway transit (Purple Line) from New Carrollton to the sector plan area and extend it south to either Morgan Boulevard and/or Largo Metro Stations as proposed in the Countywide Master Plan of Transportation (MPOT), or subsequently approved master plans.
- Plan for effective on-site travel demand management strategies that include parking reduction, shared parking, transit ridership incentives, flexible working hours, and telecommuting.
- When deemed appropriate, establish a Transportation Demand Management District (TDMD) under Subtitle 20A for portions of the sector plan area west of the Capital Beltway (I-95/I-495) to ensure that levels of service for roads serving this area do not exceed the minimum acceptable level-of-service E, as recommended by the 2002 General Plan.
- When deemed appropriate, designate the Landover Gateway Sector Plan area as a Transportation Priority Growth District (TPGD), which is a strategy recommended in the preliminary countywide MPOT. This designation would provide flexibility for managing congestion and

implementing effective vehicle trip reduction measures within the Landover Gateway Sector Plan area, especially when development levels exceed the recommended levels for the short-term transportation stage.

- Develop advanced parking management for parking facilities within the sector plan area. Also explore electronic parking management systems that include sensors to guide motorists to available parking spaces. A local example is at the Baltimore-Washington International Thurgood Marshall Airport parking garages.
- Work to attract public and private investment to the sector plan area. Consider all feasible financing mechanisms for provision of the recommended fixed guideway transit line from New Carrollton to the sector plan area and south to either Morgan Boulevard and/or Largo Metro Stations.

Roads

The proposed roadway system consists of the recommended improvements to the existing roadways, and construction of planned transportation facilities that support the development pattern envisioned by the sector plan.

Background

The basic road infrastructure for the Landover Gateway area is in place, and very few new roadways are currently planned. The construction of the nearby FedEx Field, and the opening of the Largo Town Center and Morgan Boulevard Metro Stations called for a new Capital Beltway (I-95/I-495)/Arena Drive interchange and other roadway improvements.

This interchange will be upgraded to full-time operation status by mid-2009. As part of the interstate access point approval for the conversion of Arena Drive interchange to full-time operation, the county supports the connection of Campus Way/Ruby Lockhart Way to Evarts Street over the Capital Beltway (I-95/I-495). The proposed connection is in accordance with District Council and the Planning Board resolutions approving the Woodmore Towne Centre development.

The current average daily traffic volume on the Capital Beltway (I-95/I-495) within the Landover Gateway Sector Plan area ranges from 199,400 to 216,900, which operates at level-of-service E. The average daily traffic on MD 202 through the sector plan area ranges from 39,900 to 54,000, which operates at level-of-service D. Brightseat Road carries an average daily traffic volume of 13,200 to 17,000, which operates at a level-of-service range from C–F.

The following six-level system (A–F) defines the transportation level-of-service on a given transportation roadway segment.

Policy 1: Provide roadway improvements that are fully integrated with land use recommendations in the sector plan to achieve accessibility, circulation, and development goals.

(See Map 19: Transportation Functional Classification and Highway Network table)

Strategies

- Create a balanced, multifunctional network of streets and highways.
- Provide attractive and safe shared road spaces that accommodate pedestrians, bicyclists, transit vehicles (bus, fixed guideway transit), and other motorized vehicular traffic.

Freeways

Freeways are divided highways for through traffic with full control of access and grade-separated interchanges at selected public roads. Rights-of-way range from 300 to 400 feet.

I-95/I-495 (Capital Beltway)

The sector plan does not recommend any additional changes or modifications to the planned widening of this facility to ten lanes as proposed in the SHA Capital Beltway Corridor Study or its existing and planned interchange configurations.

Expressways:

Expressways are divided highways for through traffic with full or partial control of access and interchanges at selected public roads with some at-grade intersections at 1,500-2,000 foot intervals. Rights-of-way range from 200 to 300 feet.

MD 202 (Landover Road)

Improve MD 202 to a six-lane expressway between the Capital Beltway and Barlowe Road. Amenities within the right-of-way should include an off-road trail, improved lighting, and special pedestrian crosswalks at the signalized intersection of MD 202 with Barlowe Road /Cattail Creek Drive/ Evarts Street extended.

The sector plan recommends that the development community coordinate with the Maryland State Highway Administration and Prince George's County DPW&T to begin initiation of project planning, design, and construction of the most effective, efficient, pedestrian friendly configuration that accommodates the recommended fixed guideway transit (Purple Line extension) at the intersection of MD 202 with Brightseat Road. To do this, the plan recommends a comprehensive evaluation of a wide range of alternatives including the approved grade-separated interchange concept, the recommended urban diamond interchange, and/or the provision of a new north-south roadway with a grade-separated at MD 202, extending from Evarts Street to Brightseat Road south of MD 202 and east of the Brightseat Road and Sheriff Road intersection. Until a final concept is selected, the plan recommends all new development and redevelopment applications within the sector plan area should consider an urban diamond interchange as the preferred concept.

Arterials

Arterials are highways for through and local traffic, either divided or undivided, with controlled access to abutting properties and at-grade intersections. Rights-of-way are generally 120 feet.

The plan recommends reconstruction of Brightseat Road as a six-lane divided roadway between MD 202 and Sheriff Road. Amenities within the right-of-way should include wide sidewalks, improved lighting, on-road bicycle lanes and pedestrian crosswalks delineated with special pavement or markings. The reconstructed road should be sufficiently wide to accommodate the recommended fixed guideway transit (Purple Line extension) serving the sector plan area.

Major Collectors

Major Collectors are four-lane divided roadways with controlled access to abutting properties and at-grade intersections. They generally have 90–100 foot rights-of-way. Direct access to abutting properties is controlled by DPW&T policy on major collectors.

- Ruby Lockhart Way extended/Evarts Street and Bridge over I-95/I-495

Reconstruct and extend Evarts Street across the Capital Beltway (I-95/I-495) from Brightseat Road to the planned Ruby Lockhart Way as a major collector. Amenities within the right-of way should include wide sidewalks, improved lighting, on-road bicycle lanes, and pedestrian crosswalks with special pavement or marking at all intersecting streets.

- New North/South Boulevard

Construct a new north-south roadway with a tunnel under MD 202 extending from Evarts Street to Brightseat Road east of its intersection with Sheriff Road.

- New East/West Boulevard (Main Street)

Extend a new four-lane divided roadway (as referred as the main street) within the core area of the sector plan area between Evarts Street and MD 202, extending east from Brightseat Road.

Collectors

Collectors are two- or four-lane roadways with minimal control of access providing movement between developed areas and the arterial system. They generally have 70–80 foot rights-of-way.

Brightseat Road

Improve Brightseat Road from Evarts Street to Ardwick-Ardmore Road and from Sheriff Road to Arena Drive as an undivided four-lane collector facility. Amenities within the right-of way should include wide sidewalks, improved lighting, on-road bicycle lanes, and pedestrian crosswalks at all intersecting streets.

- Cattail Creek Drive/Evarts Street extended

Improve and extend Evarts Street from Brightseat Road, in a southwesterly direction, to intersect with MD 202 directly opposite of Barlowe Road.

Transit

Background

The sector plan recommends provision of an integrated local transit service (The BUS), regional transit service (Metrobus), fixed guideway transit (Purple Line extension) that provides convenient, efficient and user-friendly service to supplement the private automobile and buses as a mobility option. There are four existing Metro stations-Landover, New Carrollton (Orange Line), Largo Town Center, and Morgan Boulevard (Blue Line) all located within 1.3 miles to 2.2 miles from the core of the Landover Gateway Sector Plan area. The existing Metrobus service within the sector plan area includes the Landover Road line (Routes A11, and A12), and the Sheriff Road line (Route F14). The Prince George’s County DPW&T operates The BUS in the area. Routes 21 and 21X of The BUS, currently travel along Brightseat Road and connect Upper Marlboro and Prince George’s Community College to New Carrollton and Largo Metro Stations. (See Map 20: Existing and Planned Transit Routes).

Policy: Provide transit services integrated with land use recommendation and transit-supporting development policies and practices.

Strategies

- Plan for additional local bus routes and undertake route modifications to the routes to be closely coordinated by the current and future Five-year Transit Service and Operations Plans developed by DPW&T.
- Plan and design internal roadways to ensure safe and adequate accommodations for bus transit and fixed guideway transit (Purple Line extension).
- Work with all public agencies to ensure that the future Purple Line is extended to the Landover Gateway Sector Plan area. This can be done either by ensuring that the planning, design and location engineering for the extension of the Purple Line retain the option of extending fixed-guideway transit (FGT) service to the Landover Gateway Sector Plan area, or as a stand-alone FGT service connecting New Carrollton Metro Station to the Largo Town Center Metro Station with stops along Brightseat Road to serve the Landover Gateway Sector Plan area.
- The Plan recommends that during plan implementation and as part of review of any development application, all options be evaluated for increasing the attractiveness and use of all forms of transit and non-motorized mode of transportation both to and within the plan area.

Transportation-Based Staging Plan

The proposed development staging plan for the Landover Gateway Sector Plan envisions a three-stage program (short-term, mid-term, and long-term). Although the short-term and mid-term stages can be realized with some level of transportation improvement, major regional infrastructure enhancements including the Capital Beltway and extension of the Purple Line south to the Landover Gateway Sector Plan area and beyond would be essential in achieving the full development potential envisioned by the sector plan.

The Capital Beltway Corridor Study initiated by the Maryland State Highway Administration (SHA), examined an alternative which would add two additional through lanes to the Beltway. The Maryland Transit Authority's (MTA) ongoing planning study for the Purple Line extension is limited to evaluation of FGT alternatives for bus rapid transit (BRT), or light rail transit (LRT) between Bethesda and New Carrollton linking Bethesda, Silver Spring, Takoma–Langley Crossroads, the University of Maryland, College Park, Riverdale Park, and New Carrollton.

The 2002 General Plan included a strategy for an “Inner Purple Line” transit facility which would extend the Purple Line south from New Carrollton linking to other centers. This is also a recommendation in the MPOT. The MPOT recommends the extension of the Purple Line as a FGT south from New Carrollton, linking Landover Gateway, Largo Town Center, the planned Westphalia Town Center, Andrews Air Force Base, the Suitland or Branch Avenue Metro Stations, the proposed Oxon Hill Center, and National Harbor.

In 2006, the Woodmore Towne Centre at Glenarden development was approved with transportation improvement conditions that were needed to support the approved development levels. These improvements included additional lanes at the intersections of MD 202, widening of the MD 202 bridge over I-95/I-495 to include three through lanes in each direction and a new four-lane divided roadway across the Beltway connecting Brightseat Road with the planned Ruby Lockhart Way. (See Map 21: Woodmore Towne Centre Required Improvements)

In 2007, SHA began construction of necessary improvements to the Beltway and nearby interchanges with MD 202 and MD 214 to convert the existing limited-use Arena Drive interchange to a full-time use. (See Map 22: Existing and Funded Highway Network)

Transportation Staging Analysis

The transportation staging analysis (available upon request) conducted for this sector plan is broad and general in nature. It provides useful information on the amount of development yields at each stage of development along with recommended and needed transportation infrastructure improvements. However, more detailed analysis is required to satisfy the adequate public facilities (APF) test for any development proposal within the core area of the Landover Gateway Sector Plan.

The baseline condition for this plan includes: (1) Woodmore Towne Centre development, (2) Woodmore Towne Centre required transportation improvements, and (3) I-95/I-495 and Arena Drive interchange conversion to full-time operation. Since the baseline transportation alone does not create additional capacity for full development of the core area as envisioned by the sector plan, an additional analysis was performed. The transportation staging analysis was conducted to identify appropriate stages of development levels and associated transportation improvements that satisfactorily address concerns raised by the Planning Board and the transportation agencies.

Short-term Stage

The short-term stage consists of the following needed roadway improvements and development levels:

Recommended Improvements (See MAP 24)

The rerouting of the planned The BUS Route 22, suggested by the county's Transit Service and Operations Plan and the rerouting of the existing The Bus Route 21X. (See Map 23: Recommended Transit Service Route Changes)

The widening of Brightseat Road from Evarts Street to Ardwick-Ardmore Road to a four-lane collector roadway.

The widening of Brightseat Road from Sheriff Road to Arena Drive to a four-lane collector roadway.

The construction of Cattail Creek Drive as a new collector facility, extending from Evarts Street to MD 202.

Any interim transportation improvements deemed appropriate for the intersection of MD 202 and Brightseat Road to satisfy the applicable adequate public facilities (APF) requirements prior to the full construction funding of the preferred design option deemed most feasible by the recommended project planning and design study for this intersection.

Recommended Development Levels

The recommended development levels can be divided into two parts:

Part One includes any additional development beyond the existing development levels and the levels approved for the Woodmore Towne Centre that generate up to 28,000 new daily vehicle trips. The transportation staging analysis showed that with this level of additional development, all evaluated baseline roadway links including the Capital Beltway segments between Arena Drive and US 50 will operate at or below the level-of-service (LOS) E.

Once the approved development levels within the core area exceed the development levels recommended for Part One, the sector plan recommends the establishment of a TDMD in accordance with the provision of Subtitle 20A of the Prince George's County Code. The establishment of a TDMD is needed to

maintain an LOS-E standard along roadways serving the Landover Gateway Sector Plan area without the need for any additional off-site roadway widening.

Part Two includes any additional development beyond the recommended levels for Part One that generates up to 26,500 additional new daily vehicle trips. Considering the development levels recommended for Part One and Two levels, the short-term development stage would consist of all allowed development that would generate up to a total of 54,500 new daily vehicle trips.

The transportation staging analysis showed that with all Part One and Part Two additional development, all evaluated roadway links including the above-recommended improvements would operate at or below LOS-E, except for the Capital Beltway segments between Arena Drive and US 50.

Prior to the designation of Landover Transportation Priority Growth District by the District Council, all development and redevelopment must satisfy the established adequate public facilities requirements.

The Mid-term Stage

In order to allow any mid-term stage development, the County Council should enact legislation for creation of a Transportation Priority Growth District (TPDG), which provides flexibility for managing congestion and implementing effective vehicle trip reduction measures.

When the approved development levels within the Landover Gateway core area reach the maximum recommended levels for the short-term stage (Part One and Part Two combined), the District Council should designate the Landover Gateway Sector Plan area as a TPGD, as well as establish the maximum development levels allowed for the mid-term stage. The additional mid-term development levels should be allocated to the sector plan property owners by a set of agreements. The sector plan recommends that these agreements be executed by Prince George's County, the management authority of the Landover Gateway TDMD, if established, and the property owners of interest. The sector plan envisions that these agreements would be negotiated with direct input from the Planning Department and the operating agencies (SHA, DPW&T, and WMATA).

The Long-term Stage

The sector plan recommends that once the approved development levels reach: (1) either the recommended short-term development stage level without an established TPGD, or (2) the District Council's maximum mid-term development stage levels with an established TPGD for the Landover Gateway area, any additional development up to the recommended buildout levels envisioned by the sector plan would require major regional infrastructure improvements. The sector plan recommends these improvements—at the very least—include the extension of the Purple Line south to the Landover Gateway Sector Plan area and the planned improvement to the Capital Beltway within the county.

Attachment 8

Revised text to replace Pages 187–191 of the Preliminary Sector Plan

APPENDIX B

GLOSSARY OF TERMS

Arterial: A highway, usually within a 120-foot right-of-way, for through traffic with access controlled to minimize direct connections, usually divided and on a continuous route.

At-Grade: Level for a road, building or other structure at the same grade or level as the adjoining property (as opposed to a depressed or elevated road, building or other facility).

Building Envelope: The area where the indoor portions of a building meet the outdoors. The building envelope includes elements of a building such as the foundation, façade, roof, doors, and windows.

Buildout: A theoretical measure of “full development” for which public facilities are planned.

Charrette: A brief, intense design workshop in which community teams work together with municipal staff, city council members, the landowner, the developer, and all interested citizens in order to produce a plan that addresses the needs of the community.

Collectors: Multilane or two-lane roadways designed to carry medium-speed traffic between arterial and internal local streets, and to connect the residential neighborhoods to major traffic generators.

Crime Prevention Through Environmental Design (CPTED): An approach to crime-prevention that focuses on the ways in which the design of the built environment can reduce the incidence and fear of crime.

Density: The number of dwelling units or persons per acre of land, usually expressed in units per gross acre.

- Single-family detached dwellings (range from less than 1 to 6 per acre) on a single lot.
- Townhouses (range from 7 to 12 per acre) attached in a row.
- Multifamily Apartments (range from 12 to 48 per acre) in one structure.
- Garden Apartments: Multiple-unit structure (2 to 4 stories high) with no elevator.
- High-Rise Apartments: Multiple-unit structure (5 or more stories high) with an elevator.

Developed Tier: The subarea of the county consisting primarily of inner-county areas that are largely developed.

Developing Tier: The largely suburban subarea of the county located primarily in the central portion of the county.

Environmentally Sensitive Site Design (ESSD): In April 2007, the Maryland State Legislature enacted the Stormwater Management Act of 2007. The purpose of this act is to mandate a more comprehensive and environmentally sensitive approach to stormwater management on development project sites within the state of Maryland. Environmentally Sensitive Site Design (ESSD), as defined in this legislation, refers to the use of small scale stormwater management practices, nonstructural techniques, and better site

planning to mimic natural hydrologic runoff characteristics and minimize the impact of land development on water resources. It includes:

1. Optimizing conservation of natural features, such as drainage patterns, soils, and vegetation;
2. Minimizing use of impervious surfaces, such as paved surfaces, concrete channels, roofs and pipes;
3. Slowing down runoff to maintain discharge timing and to increase infiltration and evapotranspiration; and
4. Other nonstructural practices or innovative stormwater management technologies approved by the Department (Maryland Department of the Environment).

Expressway: A divided highway, generally within a 150-200 foot right-of-way, with full or partial control of access and interchanges at selected public roads, with some at-grade intersections spaced at 1,500 foot to 2,000 foot intervals.

Façade: Building face; the building elevation facing the street.

Fenestration: Openings in the building wall, including windows and doors, allowing light and views between interior and exterior.

Floodplain: A relatively flat or lowland area adjoining a river, stream, or watercourse, which is subject to periodic, partial or complete inundation.

Focal Place: A public space that serves as a neighborhood gathering point and is generally situated at the heart of a neighborhood or at a prominent location.

~~**Form-based code:** A zoning code that is designed to regulate building form rather than, or in addition to, land use. It establishes zones of building type based on pedestrian accessibility and the scale and character of surrounding development. At the same time, form-based code largely allows property owners to determine what uses will be contained in their buildings.~~

~~Form-based code typically contains the following elements:~~

- ~~1. A street space plan that identifies which building envelope standards apply to which block frontages;~~
- ~~2. Building envelope standards that specify building heights, setbacks, lot coverage, and roof design;~~
- ~~3. Architectural standards that specify the scale and treatment of facades, fenestration (appearance and location of windows and doorways), and building signage; and~~
- ~~4. Streetscape standards that specify the siting and design of streetscapes and other public open spaces.~~

Freeway: A divided highway for through traffic with full control of access and interchanges at selected public roads only.

General Plan: The Prince George's County General Plan, approved by the County Council in October 2002, provides long-range guidance for the future growth of the county. It identifies Centers and Corridors where intensive mixed use (residential, commercial, and employment development) is to be encouraged. The plan also divides the county into three development tiers (Developed, Developing, Rural) recognizing the different development goals and needs of different parts of the county. The plan also makes recommendations for infrastructure elements: green infrastructure, transportation systems, and

public facilities. The plan includes guidance for economic development, revitalization, housing, urban design, and historic preservation. Future implementation efforts are outlined.

Green (Civic Green): A small, formally-configured lawn or park that is primarily unpaved. These spaces are situated at prominent locations within the Landover Gateway area and are often dedicated to important events or citizens.

Green Building: Practices that consider the impacts of buildings on the local, regional, and global environment, energy and water efficiency, reduction of operation and maintenance costs, minimization of construction waste, and eliminating the use of harmful building materials.

Green Infrastructure: The interconnected network of protected land and water that supports native plant and animal species, maintains natural ecological processes, sustains air and water resources, and contributes to the health and quality of life of human communities. Green infrastructure provides natural feeding areas and migratory routes for wildlife. These areas also form the natural environmental framework within which all other land use planning and development takes place. The 2005 Approved Countywide Green Infrastructure Plan defines green infrastructure as an interconnected network of waterways, wetlands, woodlands, wildlife habitats, and other natural areas of countywide significance. The plan maps and defines what is called the Green Infrastructure Network for Prince George's County. The network is divided into three categories:

1. Regulated areas containing environmentally sensitive features, such as streams, wetlands, buffers, the 100-year floodplain, and steep slopes that are currently regulated (i.e., protected) during the land development process.
2. Evaluation areas containing environmentally sensitive features, such as interior forests, colonial waterbird nesting sites, and unique habitats, that are not currently regulated (i.e., protected) during the land development process.
3. Network gaps comprising areas that are critical to the connection of the regulated and evaluation areas and are targeted for restoration to support the overall functioning and connectivity of the green infrastructure network.

Greenways: Areas of protected open space that follow natural and manmade linear features for recreation, transportation and conservation purposes and link ecological, cultural and recreational amenities.

Impervious Surfaces: In environmental language, a surface, such as pavement or a building, that water cannot penetrate or permeate.

Infill development: Development that takes place on vacant or underutilized parcels within an area that is already characterized by urban development and has access to urban services.

Infrastructure: The built facilities, generally publicly funded, that are required in order to serve a community's developmental and operational needs. The infrastructure includes such things as roads and water and sewer systems.

Intensity: A term referring to the gross (total) floor area and/or the degree to which commercial and industrial land uses generate traffic, noise, air pollution, and other potential problems for commercial and industrial uses.

Level of Service (LOS): a. A set of operating conditions describing the ability of a road network to handle traffic. Level A specifies the best traffic conditions; Level F indicates gridlock. b. The adequacy

of the road and street network in the county transportation system is generally measured and expressed in terms of its LOS. Each level of service is one in a hierarchy of indices that evaluate the level and severity of automotive traffic congestion on a specific road segment or at specific intersections. The General Plan recommends the minimum acceptable LOS by Development Tier.

Light Rail: Light rail (streetcar, tramway, or trolley) refers to lightweight passenger rail cars operating singly (or in short, usually two-car, trains) on fixed rails in a right-of-way that is not separated from other traffic for much of the way. Light rail vehicles are typically driven electrically with power being drawn from an overhead electric line via a trolley or a pantograph. (American Public Transportation Association: www.apta.com)

Low-Impact Development: An innovative approach to stormwater management that imitates the response of natural environments to stormwater runoff events. In other words, low impact development is designed to slow down, filter, and reduce the volume of stormwater runoff before releasing it to nearby storm sewers. On the other hand, conventional stormwater management devices (stormwater ponds, drainage culverts, etc.) channel as much runoff as possible into storm sewers as quickly as possible. In locations where most of the land area is paved or roofed over, heavy rains can overwhelm conventional storm drainage systems and lead to local flooding.

The structures that accomplish this include:

1. Bioretention areas that use vegetation, engineered soil, underground moisture barriers, and underground drainage channels to treat stormwater runoff.
2. Green roofs that also include vegetation and function much like bioretention areas. In addition, green roofs reduce runoff, help to protect underlying roof structures from the elements, and reduce heating and cooling costs for occupied building spaces under the green roofs.

Median: A central strip of roadway that separates lanes of traffic running in opposite directions and is not used to accommodate traffic. The median is often raised several inches above the roadways and sometimes contains areas of plantings and, at intersections, refuge areas for pedestrians crossing the roadway.

Mixed-Use Zoning: Zoning that permits a combination of uses within a single development. Many zoning districts specify permitted combinations of, for example, residential and office/commercial uses. The term has also been applied to major developments, often with several high-rise buildings, that may contain offices, shops, hotels, apartments, and related uses.

Open Space (land use, not zoning): Areas of land not covered by structures, driveways, or parking lots. Open space may include homeowners association common areas, parks, lakes, streams and ponds, etc.

Pedestrian-Friendly / Pedestrian-Oriented Design: Land use activities that are designed and arranged in a way that emphasizes travel on foot rather than by car. The factors that encourage people to walk are often subtle, but they most regularly focus upon the creation of a pleasant environment for the pedestrian. Elements include compact, mixed-use development patterns with facilities and design that enhance the environment for pedestrians in terms of safety, walking distances, comfort, and the visual appeal of the surroundings. Pedestrian-friendly environments can be created by locating buildings close to the sidewalk, by lining the street with trees, and by buffering the sidewalk with planting strips or parked cars, small shops, street-level lighting and signs, and public art or displays.

Placemaking/Sense of Place: “Placemaking” entails the creation of a setting that imparts a sense of place to an area. This process is achieved by establishing identifiable neighborhoods, unique architecture, aesthetically pleasing views and public places, identifiable landmarks and focal points, and a human

element established by compatible scales of development and ongoing public stewardship. Other key elements of placemaking include: lively commercial centers, mixed-use development with ground-level retail uses; human-scale and context-sensitive design; safe and attractive public areas; and image-making (i.e., decorative) elements in the public realm.

Planning Area: A district geographically defined by natural or manmade boundaries as described in the Zoning Ordinance. It is the smallest geographical area for which a master plan is prepared. Prince George's County is divided into 37 planning areas, covering all of the county with the exception of the City of Laurel (which is not under M-NCPPC jurisdiction).

Plaza: An outdoor common space that is generally used to describe spaces that have more paved surface area than unpaved surface area.

Public-Private Partnerships: Contractual agreement between a public agency (federal, state or local) and a private sector entity. Through this agreement, the skills and assets of each sector (public and private) are shared in delivering a service or facility for the use of the general public. In addition to the sharing of resources, each party shares in the risks and rewards potential in the delivery of the service and/or facility. (National Council for Public-Private Partnerships: www.ncppp.org)

Regional Centers: Areas of the county with a high concentration of land uses (such as government service or major employment, major educational complexes, high-intensity commercial uses) that attract employers and customers from other parts of the Washington region. Regional centers are, or may be, cost-effectively served by mass transit.

Right-of-Way: (A.) A general term denoting land or an interest therein, usually in a strip, devoted to transportation or other public purposes (e.g., utilities). (B.) the legal right to pass through the grounds of another; also the public strip of land on which a highway, railroad, transit line or other public utility (power and sewer lines) are built.

Screening: A method of reducing the impact of visual and/or noise intrusions through the use of plant materials, berms, fences and/or walls, or any combination thereof. Screening blocks that which is unsightly or offensive with a more harmonious element.

Sectional Map Amendment (SMA): (A) The rezoning of a planning area (or a combination of planning areas, municipalities, those areas subject to a master plan, or areas subject to an adopted urban renewal plan), either selectively or in its entirety, to implement a master plan and policies to achieve specified planning goals. (B) A legislative act that implements the land use recommendations contained in a master plan by comprehensively rezoning property to reflect master plan policies, but need not follow all master plan land use policies or recommendations.

Stormwater Management: The collection, conveyance, storage, treatment, and disposal of stormwater runoff in a manner to prevent accelerated channel erosion, increased flood damage, and/or degradation of water quality.

Streetscape: The environment of the public right-of-way as defined by adjacent private and public buildings, character of the pavement and street furniture, and use of the right-of-way.

Street Space Plan: A plan or map that designates the locations where specific sets of design standards for building form, scale and character apply. A street space plan generally serves as the key to a form based code (see definition above). It identifies the building envelope standards (see definition above) for all building sites within the area and shows how each lot relates to the public realm (streets, public spaces, pedestrian pathways, etc.) and the surrounding neighborhood.

Street Wall: The line or wall that is created by the front edges of buildings and landscaping facing the street. The term “continuous street wall” refers to a portion of a street that is lined with buildings set back a common distance from the street.

Transit-Oriented Development (TOD): Land uses that are sited, designed, and combined to maximize transit, particularly rail, ridership.

Transit Supporting Development (TSD): Similar to transit-oriented development (see above), transit-supporting development is land use that is generally sited and designed to increase, as opposed to maximize, transit ridership.

Transportation Demand Management (TDM): Techniques aimed at reducing single-occupant automobile trips and/or reduce overall transportation demand. Examples of TDM include ride sharing programs, transit subsidies, parking management and improvements to pedestrian and bicycle facilities.

Urban Design: The process of giving form, shape and character to the arrangement of buildings, to whole neighborhoods, or the city. Urban design blends architecture, landscape architecture and city planning concepts together to make an urban area accessible, attractive and functional.

Urban Diamond: A road interchange configuration that is typically used at the intersection of a major freeway with another road. The major freeway is grade-separated to separate the two traffic flows, such that one passes above the other.

Urban School Models: This term refers generally to schools that require less acreage than the traditional, suburban-based model for school siting.

Watershed: An area of land with a common drainage point (such as the Anacostia River or Potomac River).

Zoning: The classification of land by types of uses permitted and prohibited in a district and by densities and intensities permitted and prohibited, including regulations regarding building location on lots.