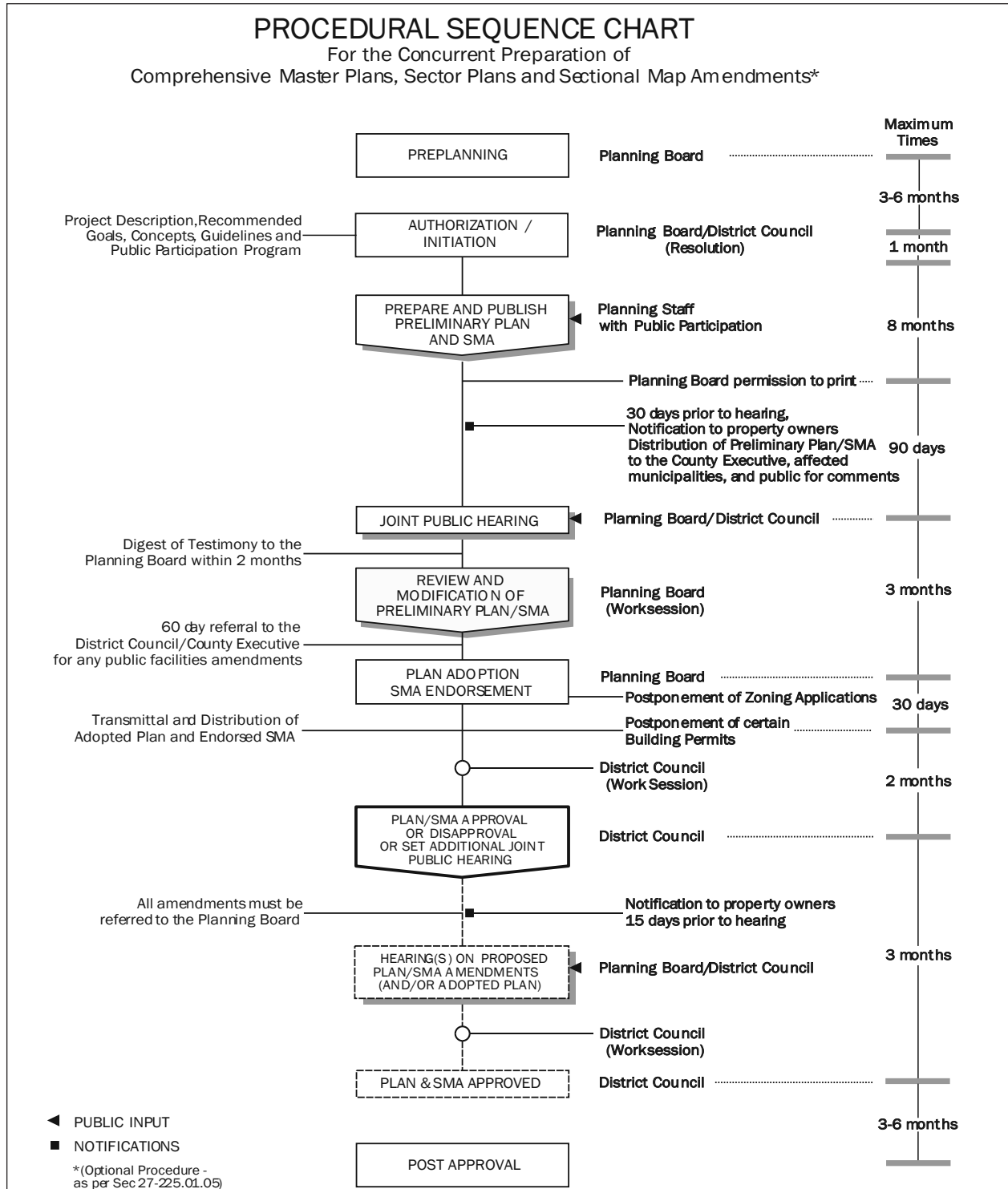


Appendix A: Procedural Sequence Chart



Appendix B: Cultural Elements



Arts Integration Center Proposal

Arts Integration Defined

The Kennedy Center's Changing Education Through the Arts Program defines arts integration as, "... instruction that makes natural and significant connections between a subject area (science, social studies, language arts, mathematics) and an aspect of an art form (reader's theatre, story dramatization, singing, creative movement, drawing)." Students master learning objectives in both the subject area and the art form.

The Value of Arts Integration in Education

The arts engage students in active learning by addressing their various learning styles. The curriculum will support the Maryland State Department of Education's Voluntary State Curriculum Standards for both the arts and academic subjects. This method of study offers students additional resources to improve their test scores on Maryland State Assessments as mandated by the Federal Government's "No Child Left Behind Act."

Students who participate in the arts develop self confidence, higher level thinking skills, and problem solving skills. They learn to work together as a team, therefore learning to compromise and improve in decision-making skills. Through this process, they increase their ability to see natural connections and look at topics with a more global point of view.

"Research by Catterall, Capleau, and Iwanga has shown that low-income students who have opportunities to regularly participate in the arts fared better in other academic areas than those who were low participators in the arts. Another study by Heath and Roach showed that low-income youth fared better across a wide range of variables from academic achievement to developing leadership skills and talents that foster imagination, critical thought, and teamwork. These skills are transferable to the workplace. In a 1999 study of 91 school districts in 42 states (which was directed by the Arts Education Partnership and the President's Committee on the Arts and Humanities), evaluators found that the

arts contribute significantly to the creation of the flexible and adaptive workers that businesses demand to compete in today's world economy." (Testimony of Dr. Ray Zeigler, Fine Arts Specialist for the Maryland State Department of Education to the United States House of Representatives Committee on Education and the Work Place titled, "Maryland Artist/Teacher Institute: Making a Difference Through Arts Integration" on May 18, 2006.)

The Purpose of the Arts Integration Center

The purpose of the Arts Integration Center is to service the students, the educators, and the community as a whole. The proposed center will provide a creative and nurturing space where children will be invited to participate in hands-on arts activities that are naturally connected to the Voluntary State Curriculum Standards. Local, state, national, and international teaching artists will support, reinforce, and enhance skill development in both the arts and academic subject areas. Arts integrated programs will be offered during the school day, after school, evenings, weekends, and summer arts camp for school-aged children.

Professional development courses and workshops will provide many opportunities to meet their professional responsibilities for recertification and graduate work. Partnerships with local colleges and universities (University of Maryland, George Mason University, Towson State University, and McDaniel College) will encourage the use of the facility for outreach classes that will provide graduate level course work in arts integration. In addition, there will be a new multi-institutional Post Baccalaureate Certificate, the first of its kind in the nation, where teachers may take advantage of this innovative course of study.

The community will be invited to engage in arts integrated activities, both as individuals and families. Members of the community will develop their talents

in a nurturing environment where they will be encouraged to expand their creativity and find the artist within them. Programs will be developed where families can spend quality time together in shared arts experiences.

The Arts Integration Center as a Critical Need

Presently, there are no arts integration facilities in the Mid-Atlantic region that offer in combination:

- Arts integrated workshops for schools
- Various professional development opportunities
- Community arts classes

- After-school arts programs for school-aged children
- Summer arts camps
- Partnerships with local universities and arts organizations

Students, adults, and families will participate in a wide variety of arts activities that will promote emotional, social, artistic, and intellectual growth. Educators will have opportunities to expand their repertoire of arts-infused teaching strategies to meet the diversity of learning styles and multiple intelligences of their students. The systemic process will eventually cultivate the community's appreciation for the arts in which they will actively participate.

Appendix C: Glossary of Term



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:

- Optimizing conservation of natural features, such as drainage patterns, soils, and vegetation.
- Minimizing use of impervious surfaces, such as paved surfaces, concrete channels, roofs, and pipes.
- Slowing down runoff to maintain discharge timing and to increase infiltration and evapotranspiration.
- Other nonstructural practices or innovative stormwater management technologies approved by the 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 1,500–2,000 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.

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, 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): (1) 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. (2) 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 evaluates the level and severity of automotive traffic congestion on a specific road segment or at specific intersections. The 2002 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:

- Bioretention areas that use vegetation, engineered soil, underground moisture barriers, and underground drainage channels to treat stormwater runoff.
- 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.

Place-making/Sense of Place: “Place-making” 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 place-making 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: (1) A general term denoting land or an interest therein, usually in a strip, devoted to transportation or other public purposes (e.g., utilities). (2) 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) is 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): (1) 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. (2) 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 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.



Appendix D: 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 13 defines a projected buildout scenario for the 591-acre sector planning area, which includes the previously approved Woodmore Town Centre at Glenarden. Table 13 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 41: Density Projections on page 167) 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, Gateway North, and Gateway South neighborhoods (see Map 6: Land Use Plan on page 19, Map 11: Illustrative North, Core, and South Neighborhoods and Primary Thoroughfares on page 32, and Map 13: Design District Boundaries on page 51). The buildout calculations also correspond to the 2002 General Plan’s center core, maximum core edge zones, and on the series of assumptions below that correspond to the land-use and illustrative plans.

Table 13: Projected Landover Gateway Sector Plan Buildout and Comparison to 2002 General Plan Recommended Range for Regional Center Land Use Mix

	Previously 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	0.3–4.31.

1. All building areas are in gross square feet (GSF).
2. Building heights for the medium development scenario are those heights that are midway between the minimum and the maximum heights as outlined in the building envelope standards.

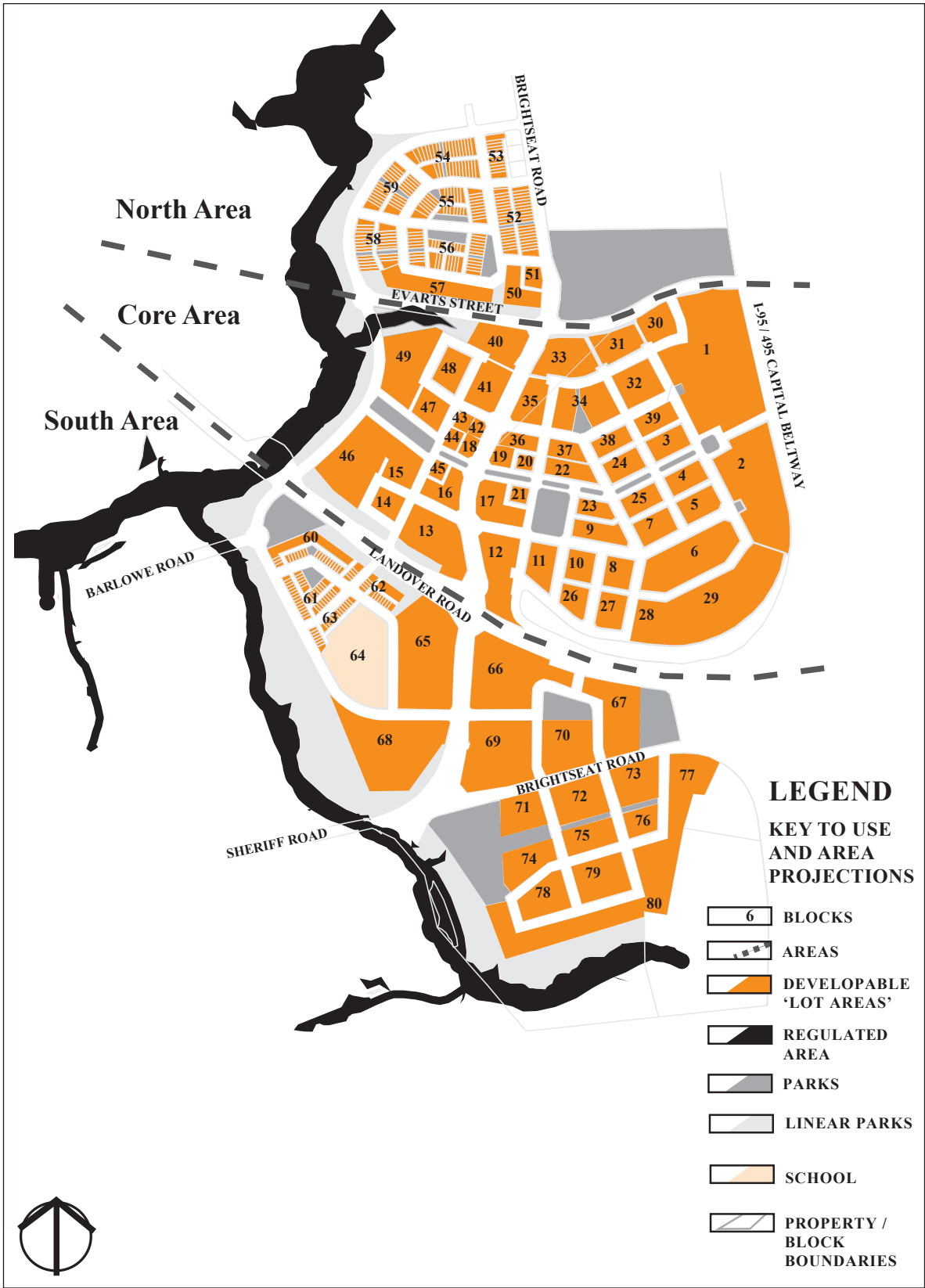
The Medium Development Scenario heights used are as follows:

 - Beltway Focus—7 floors
 - General Center—6 floors
 - Local Frontages—2.5 floors
 - General Edge—6 floors
3. Open space areas are for proposed open space only. Open space areas are not included in lot area or in the floor area ratios. Proposed open space totals are for those areas integrated with the Landover portion of the sector area west of the Capital Beltway.
4. Retail is assumed to be continuous in ground floor in the general center frontages. Commerce (retail or

office) is assumed to be the predominant ground floor use along all general center frontages.

5. The existing Sears is included as two-story retail in block group six. No other existing retail is included in the retail totals.
6. Along the general center and general edge frontages, all upper floors have their proposed gross square foot areas assigned as two-third residential and one-third commerce (office).
7. Local frontages are calculated as 2.5 average floors in the medium build out scenario, with multiple units at 1,500 GSF per unit.
8. The number of residential units is estimated at 1,500 GSF per unit for all residential areas.
9. Public and quasi-public uses are indicated by type and location within the block group.
10. These square foot area totals for the retail and office uses, and all of the Park Slope residential uses, are dependent on below-grade or freestanding structured parking. The use of surface parking to provide access to the regulating standards will result in significantly lower floor area ratios.

NOTE: Tables 14–22 provide density projections for the core, north, and south areas formed by the conceptual blocks associated with the illustrative plan. Table 23 provides a summary of the density projections at final bailout.

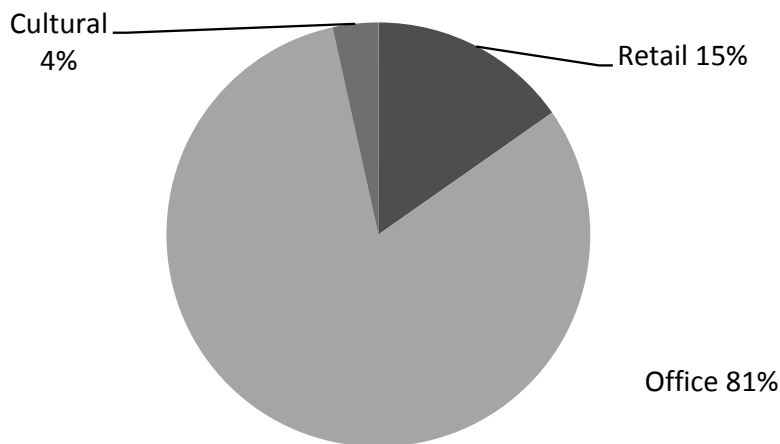


Map 41: Density Projections

Table 14: Density Projection—Core Focal Office

Blocks	Lot Area Square Feet	Lot Area Acre	Retail	Office	Cultural	Building Gross Square Feet	FAR
Totals	721,000	17	117,000	2,176,500	26,500	2,320,000	3.2
1	395,000	9.1	38,000	1,186,000	0	1,224,000	3.1
2	236,000	5.4	27,000	730,500	26,500	784,000	3.3
3	45,000	1.0	26,000	130,000	0	156,000	3.5
4	45,000	1.0	26,000	130,000	0	156,000	3.5

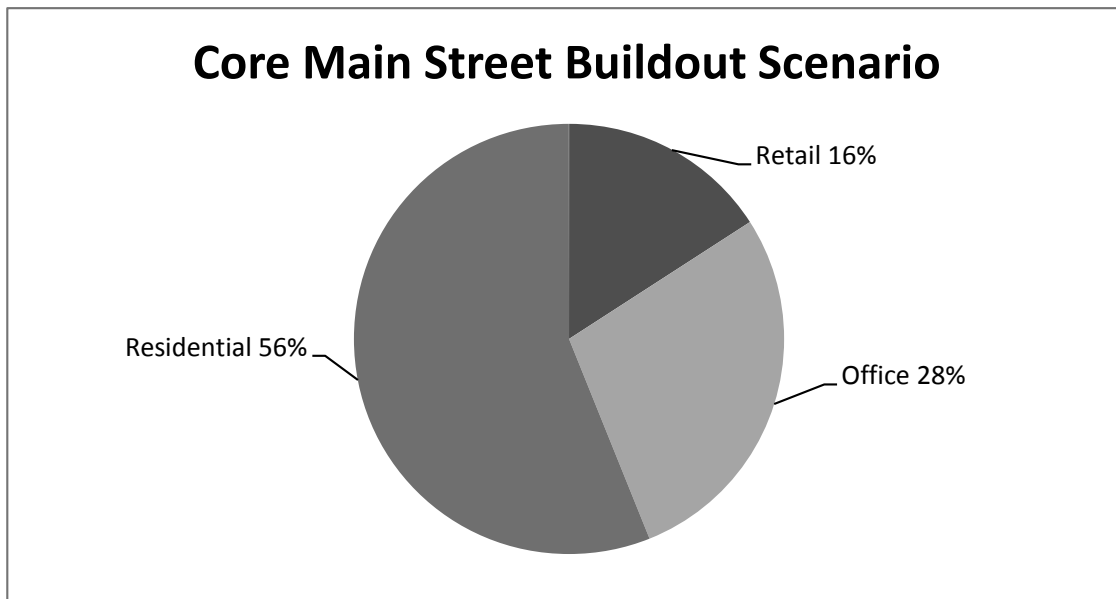
Core Focal Office Buildout Scenario



Note: Upon demonstration by applicant that market, adequate public facilities, and design considerations justify additional height/density, additional stories may be approved for each category.

Table 15: Density Projection—Core Main Street

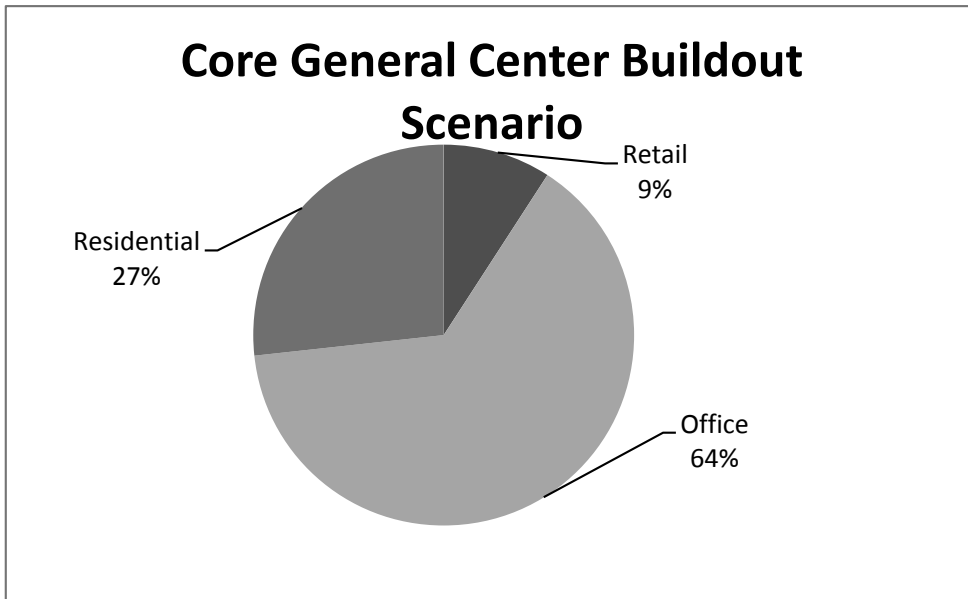
Blocks	Lot Area Square Feet	Lot Area Acre	Retail	Office	Residential	Building Gross Square Feet	FAR
Totals	780,000	18	490,500	867,500	1,735,000	3,093,000	4.0
5	39,000	0.9	23,000	38,333	76,667	138,000	3.5
6	190,000	4.4	168,000	280,000	560,000	1,008,000	5.3
7	39,000	0.9	23,000	38,333	76,667	138,000	3.5
8	37,000	0.8	22,000	36,667	73,333	132,000	3.6
9	39,000	0.9	34,000	56,667	113,333	204,000	5.2
10	37,000	0.8	22,000	36,667	73,333	132,000	3.6
11	23,000	0.5	20,000	33,333	66,667	120,000	5.2
12	98,000	2.2	44,000	73,333	146,667	264,000	2.7
13	115,000	2.6	49,000	81,667	163,333	294,000	2.6
14	27,000	0.6	0	28,000	56,000	84,000	3.1
15	19,000	0.4	0	22,000	44,000	66,000	3.5
16	32,000	0.7	25,500	42,500	85,000	153,000	4.8
17	54,000	1.2	38,000	63,333	126,667	228,000	4.2
18	11,000	0.3	10,000	16,667	33,333	60,000	5.5
19	20,000	0.5	12,000	20,000	40,000	72,000	3.6



Note: Upon demonstration by applicant that market, adequate public facilities, and design considerations justify additional height/density, additional stories may be approved for each category.

Table 16: Density Projection—Core General Center

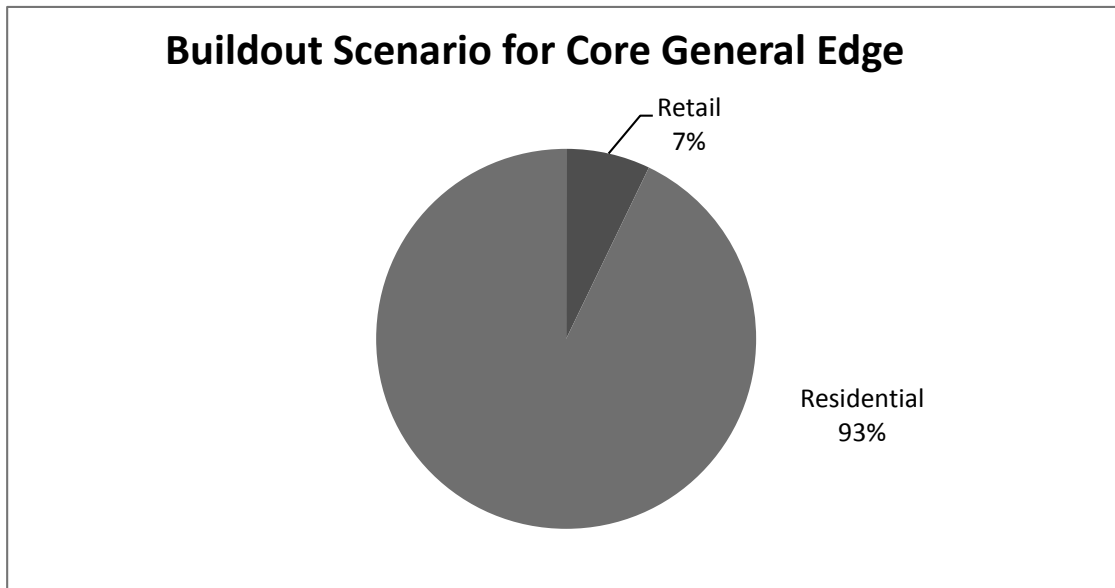
Blocks	Lot Area Square Feet	Lot Area Acre	Retail	Office	Residential	Building Gross Square Feet	FAR
Totals	517,000	12	191,500	1,343,000	560,000	2,094,000	4.1
20	18,000	0.4	10,500	17,500	35,000	63,000	3.5
21	14,000	0.3	10,000	16,667	33,333	60,000	4.3
22	35,000	0.8	25,500	42,500	85,000	153,000	4.4
23	24,000	0.6	16,500	27,500	55,000	99,000	4.1
24	40,000	0.9	24,000	40,000	80,000	144,000	3.6
25	40,000	0.9	23,000	38,333	76,667	138,000	3.5
26	28,000	0.6	18,000	30,000	60,000	108,000	3.9
27	38,000	0.9	24,000	40,000	80,000	144,000	3.8
28	23,000	0.5	16,500	27,500	55,000	99,000	4.3
29	257,000	5.9	23,500	1,063,000	0	1,086,000	4.2



Note: Upon demonstration by applicant that market, adequate public facilities, and design considerations justify additional height/density, additional stories may be approved for each category.

Table 17: Density Projection—Core General Edge

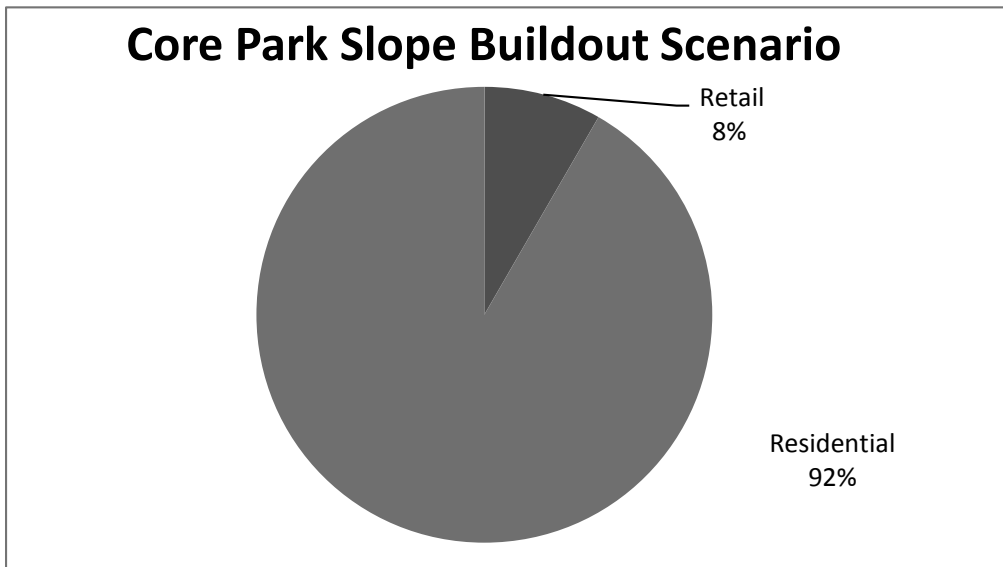
Blocks	Lot Area Square Feet	Lot Area Acre	Retail	Office	Residential	Building Gross Square Feet	FAR
Totals	602,000	13.8	135,000	0	1,751,250	1,886,250	3.1
30	39,000	0.9	10,500	0	115,500	126,000	3.2
31	56,000	1.3	13,750	0	151,250	165,000	2.9
32	62,000	1.4	0	0	206,250	206,250	3.3
33	85,000	2.0	16,250	0	178,750	195,000	2.3
34	80,000	1.8	25,250	0	277,750	303,000	3.8
35	49,000	1.1	14,500	0	159,500	174,000	3.6
36	22,000	0.5	8,500	0	93,500	102,000	4.6
37	22,000	0.5	8,500	0	93,500	102,000	4.6
38	30,000	0.7	9,000	0	99,000	108,000	3.6
39	30,000	0.7	9,250	0	101,750	111,000	3.7
40	57,000	1.3	0	0	60,000	60,000	1.1
41	59,000	1.4	15,250	0	167,750	183,000	3.1
42	11,000	0.3	4,250	0	46,750	51,000	4.6



Note: Upon demonstration by applicant that market, adequate public facilities, and design considerations justify additional height/density, additional stories may be approved for each category.

Table 18: Density Projection—Core Park Slope

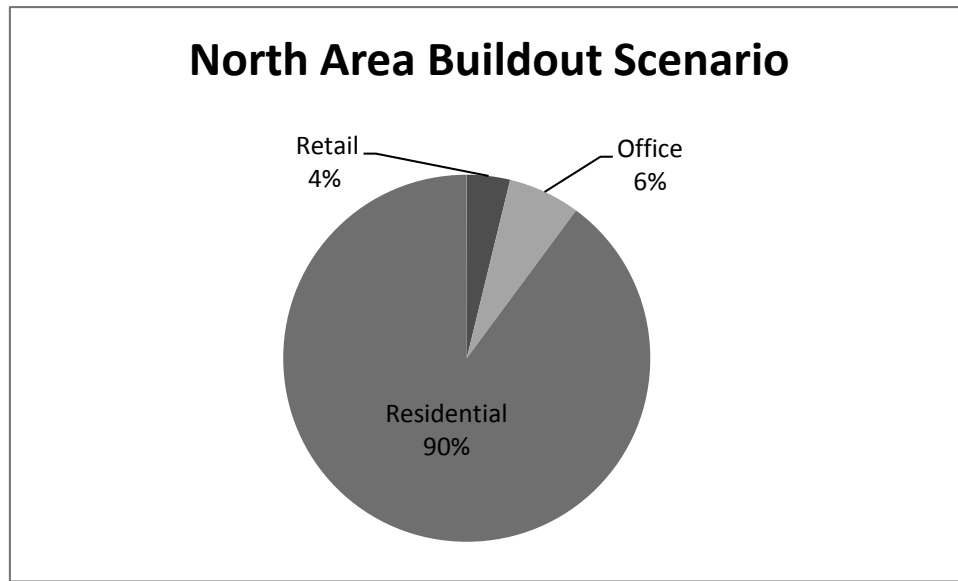
Blocks	Lot Area Square Feet	Lot Area Acre	Retail	Office	Residential	Building Gross Square Feet	FAR
Totals	414,000	9.5	100,479	0	1,105,264	1,205,742	2.9
43	10,000	0.2	2,500	0	27,500	30,000	3.0
44	10,000	0.2	2,750	0	30,250	33,000	3.3
45	13,000	0.3	3,000	0	33,000	36,000	2.8
46	180,000	4.1	37,250	0	409,750	447,000	2.5
47	37,000	0.8	13,250	0	145,750	159,000	4.3
48	46,000	1.1	13,000	0	143,000	156,000	3.4
49	118,000	2.7	28,729	0	316,014	344,742	2.9



Note: Upon demonstration by applicant that market, adequate public facilities, and design considerations justify additional height/density, additional stories may be approved for each category.

Table 19: Density Projection—North Area

Blocks	Lot Area Square Feet	Lot Area Acre	Retail	Office	Residential	Building Gross Square Feet	FAR
Totals	574,000	13.3	25,000	41,667	590,833	657,500	1.1
50	43,000	1.0	15,000	25,000	50,000	90,000	2.1
51	17,000	0.4	10,000	16,667	33,333	60,000	3.5
52	85,000	2.0			82,500	82,500	1.0
53	26,000	0.6			27,500	27,500	1.1
54	76,000	1.7			75,000	75,000	1.0
55	63,000	1.4			72,500	72,500	1.2
56	72,000	1.7			85,000	85,000	1.2
57	72,000	1.7			55,000	55,000	0.8
58	64,000	1.5			52,500	52,500	0.8
59	56,000	1.3			57,500	57,500	1.0

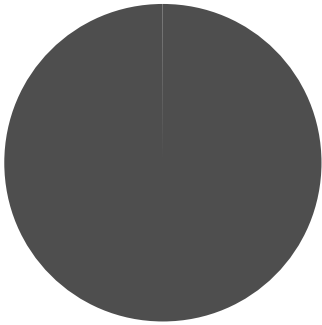


Note: Upon demonstration by applicant that market, adequate public facilities, and design considerations justify additional height/density, additional stories may be approved for each category.

Table 20: Density Projection—South Area Local Streets

Blocks	Lot Area Square Feet	Lot Area Acre	Retail	Office	Residential	Building Gross Square Feet	FAR
Totals	173,000	4	0	0	198,250	198,250	1.1
60	66,000	1.5			88,750	88,750	1.3
61	47,000	1.1			63,750	63,750	1.4
62	36,000	0.8			12,000	12,000	0.3
63	24,000	0.6			33,750	33,750	1.4

**South Area Local Streets Buildout
Scenario**

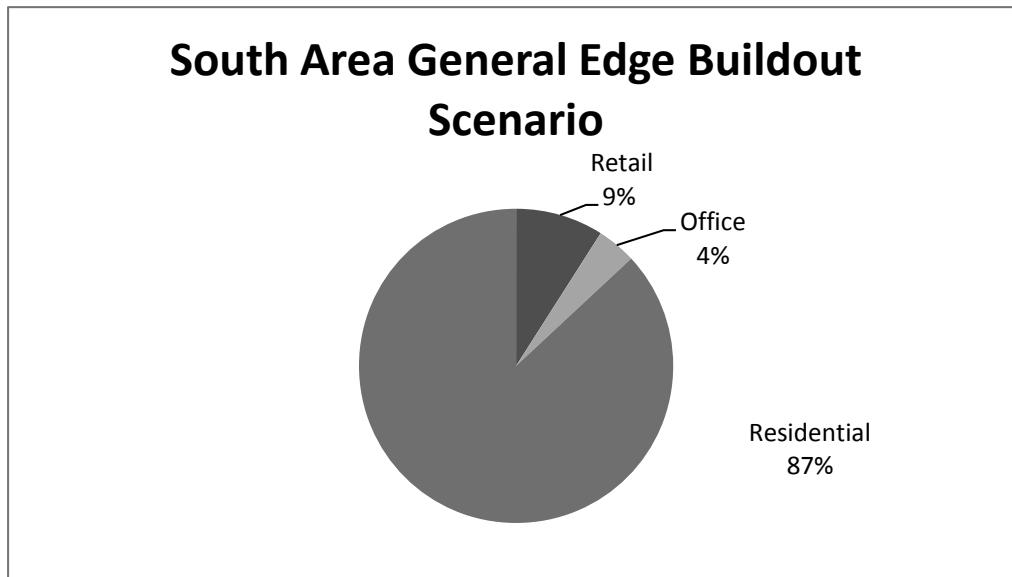


Residential
100%

Note: Upon demonstration by applicant that market, adequate public facilities, and design considerations justify additional height/density, additional stories may be approved for each category.

Table 21: Density Projection—South Area General Edge

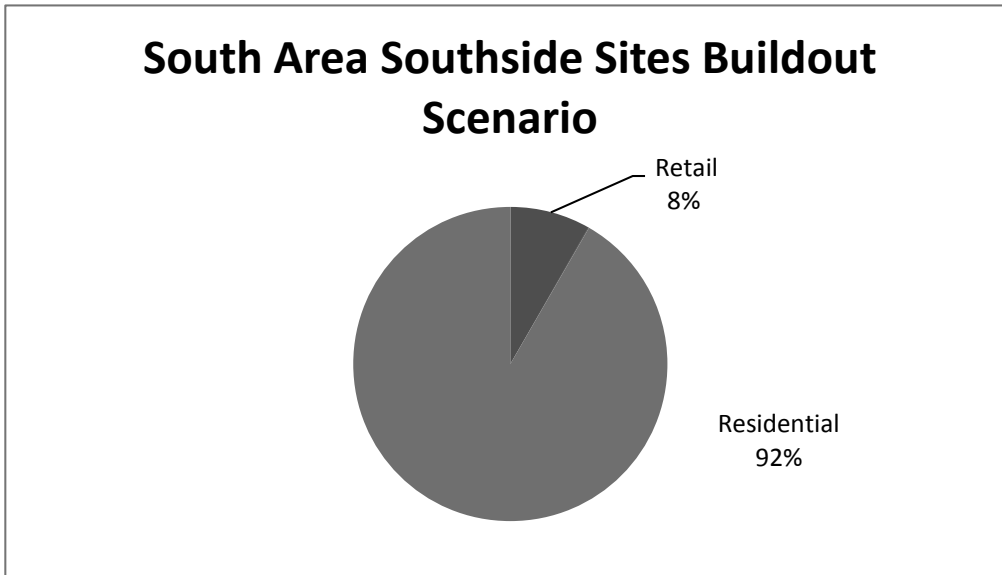
Blocks	Lot Area Square Feet	Lot Area Acre	Retail	Academic	Residential	Building Gross Square Feet	FAR
Totals	1,434,000	33	296,778	132,000	2,852,923	3,281,370	2.3
64	198,000	4.5		132,000	-	132,000	0.7
65	234,000	5.4	37,250		409,750	447,000	1.9
66	196,000	4.5	39,250		431,750	471,000	2.4
67	117,000	2.7	28,000		260,000	288,000	2.5
68	217,000	5.0	36,250		398,750	435,000	2.0
69	177,000	4.1	38,500		348,500	387,000	2.2
70	100,000	2.3	39,750		359,250	399,000	4.0
71	61,000	1.4	19,500		139,500	159,000	2.6
72	81,000	1.9	36,000		315,000	351,000	4.3
73	53,000	1.2	21,948		190,423	212,370	4.0



Note: Upon demonstration by applicant that market, adequate public facilities, and design considerations justify additional height/density, additional stories may be approved for each category.

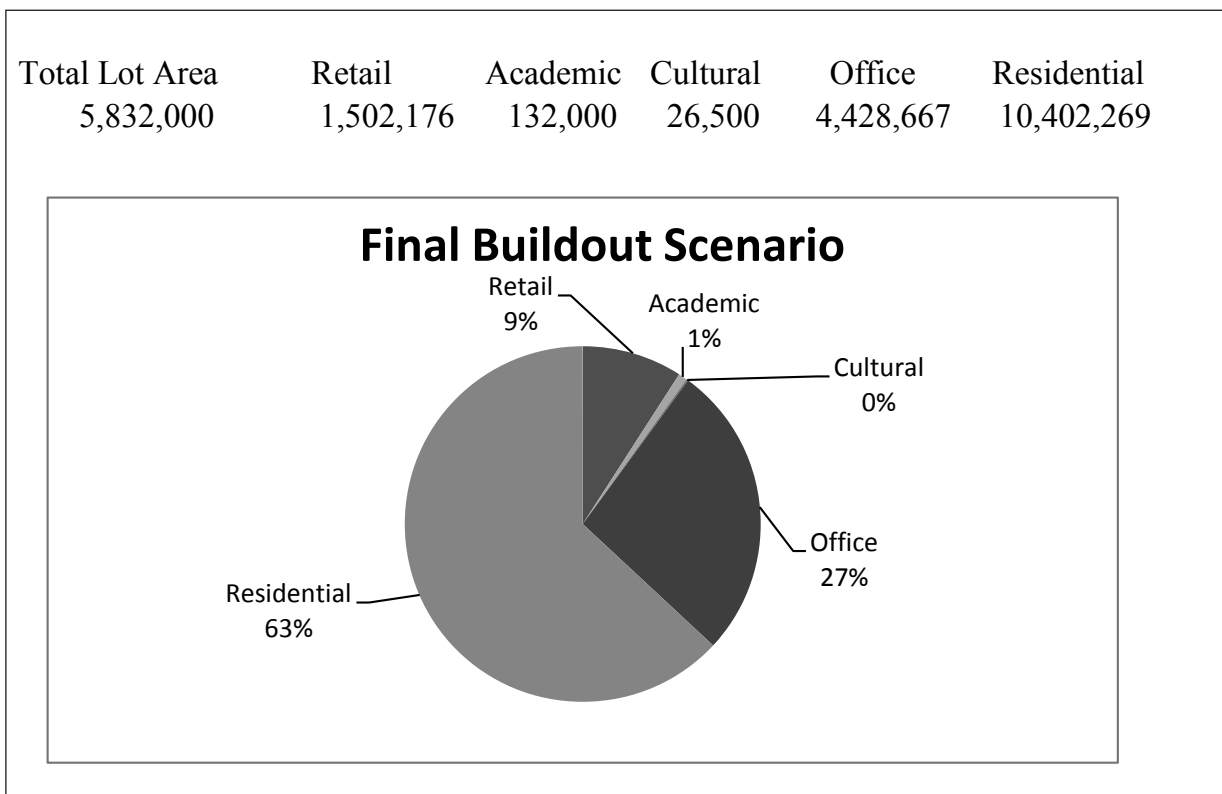
Table 22: Density Projection—South Area Southside Sites

Blocks	Lot Area Square Feet	Lot Area Acre	Retail	Office	Residential	Building Gross Square Feet	FAR
Totals	617,000	14.2	146,250	0	1,608,750	1,755,000	2.8
74	63,000	1.4	15,500	0	170,500	186,000	3.0
75	55,000	1.3	18,250	0	200,750	219,000	4.0
76	57,000	1.3	13,250	0	145,750	159,000	2.8
77	96,000	2.2	10,750	0	118,250	129,000	1.3
78	66,000	1.5	20,250	0	222,750	243,000	3.7
79	83,000	1.9	24,250	0	266,750	291,000	3.5
80	197,000	4.5	44,000	0	484,000	528,000	2.7



Note: Upon demonstration by applicant that market, adequate public facilities, and design considerations justify additional height/density, additional stories may be approved for each category.

Table 23: Density Projection—Final Buildout



Note: Upon demonstration by applicant that market, adequate public facilities, and design considerations justify additional height/density, additional stories may be approved for each category.

Appendix E: Resolution CR-20-2009



DR-1

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL
2009 Legislative Session

Resolution No. CR-20-2009
Proposed by The Chairperson (by request – Planning Board)
Introduced by Council Member Harrison
Co-Sponsors _____
Date of Introduction May 19, 2009

RESOLUTION

1 A RESOLUTION concerning
2 Landover Gateway Sector Plan and Sectional Map Amendment
3 For the purpose of approving with amendments, as an Act of the County Council of Prince
4 George's County, Maryland, sitting as the District Council for the Sector Plan and Sectional
5 Map Amendment for the Landover Gateway area, thereby defining long-range land use and
6 development policies and setting forth and adopting detailed zoning proposals for the area
7 comprising the Landover Gateway Sector Plan Area bounded to the north by Hamlin and Evarts
8 Streets; to the east by the Capital Beltway (I-95/I-495); to the south by Sheriff Road, Brightseat
9 Road, and Landover Road (MD 202); to the west by the proposed Cattail Drive (along Cattail
10 Branch), an extension of Barlowe Road; including the Woodmore Towne Centre at Glenarden
11 development site and the WFI Stadium, Inc.-owned property located in the southeast quadrant of
12 the intersection of Sheriff and Brightseat Roads
13 WHEREAS, the *Preliminary Landover Gateway Sector Plan and Proposed Sectional Map*
14 *Amendment* is proposed to amend portions of the 1993 *Approved Landover and Vicinity Master*
15 *Plan (Planning Area 72)*; the 1993 *Approved Largo-Lottsford Master Plan and Sectional Map*
16 *Amendment (Planning Area 73)*; the 2002 *Prince George's County Approved General Plan* for
17 the physical development of the Maryland-Washington Regional District within Prince George's
18 County, Maryland; the 2005 *Countywide Green Infrastructure Plan*; the 1982 *Master Plan of*
19 *Transportation*; the 1983 *Functional Master Plan for Public School Sites*; the 1990 *Public Safety*
20 *Master Plan*; the 1992 *Prince George's County Historic Sites and Districts Plan*; and the 1975
21 *Countywide Trails Plan* including the 1985 *Equestrian Addendum*; and

1 WHEREAS, on June 17, 2008, in Council Resolution CR-61-2008, the County Council,
2 sitting as the District Council, directed The Maryland-National Capital Park and Planning
3 Commission to prepare a Sector Plan and Sectional Map Amendment for the Landover Gateway
4 Sector Plan area in order to develop a comprehensive plan that sets policies and strategies that
5 will improve the quality of life for the residential communities, improve the business climate,
6 guide revitalization and redevelopment in the sector plan area, maximize the use of the existing
7 road network, protect environmentally sensitive land, and implement the 2002 General Plan
8 vision for the Developed Tier; and

9 WHEREAS, on June 17, 2008, the District Council endorsed the Goals, Concepts and
10 Guidelines prepared by the Planning Board pursuant to Section 27-643 of the Zoning Ordinance;
11 and

12 WHEREAS, the Planning Board hosted a series of stakeholder meetings to inform the
13 public of the planning process and solicit issues and concerns, and the Planning Board further
14 conducted three planning workshops, including a four-day planning and design charrette, one-
15 on-one key stakeholder meetings and a one-day post-charrette as the major component of the
16 Public Participation Program to involve the community in the preparation of the Plan; and

17 WHEREAS, on December 11, 2008, the Planning Board granted permission to print the
18 Preliminary Landover Gateway Sector Plan and Proposed Sectional Map Amendment; and

19 WHEREAS, on February 10, 2009, the District Council and the Planning Board held a
20 duly advertised joint public hearing on the Preliminary Landover Gateway Sector Plan and
21 Proposed Sectional Map Amendment; and

22 WHEREAS, pursuant to Section 27-645(b) of the Zoning Ordinance, the plan proposals for
23 public facilities were referred to the County Executive and District Council for review, and the
24 District Council subsequently endorsed the Sector Plan proposal for public facilities as amended
25 by CR-07-2009; and

26 WHEREAS, on April 2, 2009, the Planning Board held a work session to consider the
27 public hearing testimony; and

28 WHEREAS, on April 16, 2009, the Planning Board, in response to the public hearing
29 testimony, adopted the Sector Plan and endorsed the Sectional Map Amendment with revisions

CR-20-2009 (DR-1)

1 as described in Prince George’s County Planning Board Resolution PGCPB No. 09-55 and
 2 transmitted the Sector Plan and Sectional Map Amendment to the District Council on May 4,
 3 2009; and

4 WHEREAS, the Prince George's County Planning Board amended the *Preliminary*
 5 *Landover Gateway Sector Plan and Proposed Sectional Map Amendment* in response to said
 6 public hearing, adopted the sector plan, and transmitted the Plan and Sectional Map Amendment
 7 with further amendments, extensions, deletions, and additions in response to the public hearing
 8 record, as follows:

9 **Table of Contents**

- 10 • Revise table of contents to include new/revised map and figure titles and figures
 11 included with **Attachment 1**.
- 12 • Replace existing maps/figures with those included in **Attachment 1**.

13 **Plan Highlights**

14 Replace pages xi and xii with **Attachment 2**.

15 **Chapter 2 - Land Use Plan**

16 Revise map 6 to reflect “Office, Retail and Residential” land uses on blocks 44
 17 and 45 as shown in **Attachment 3**.

18 **Chapter 3: Development Pattern Elements**

- 19 1. Replace text on pages 25-46 with text shown on **Attachment 4**.
- 20 2. Replace text pages 47-75 text shown on **Attachment 5**.
- 21 3. Insert **Attachment 6** at starting point of Density Projections and Assumptions
 22 on page 76 - 87 and move these pages to a new Appendix C.

23 **Chapter 5: Infrastructure Elements**

- 24 1. Replace text with pages 105-117 with revised text shown on **Attachment 7**.
- 25 2. Replace page 124, the last sentence of the 3rd paragraph with “In addition, the
 26 existing Fairmont Heights High School is planned for replacement in a newly
 27 constructed building in the South Columbia Park Area.”
- 28 3. Revise page 125: Table 14 to show 900 rather than [4,600] for the 2013
 29 Projected Capacity of Fairmont Heights High School and 68.0 instead of
 30 [38.0] for the 2013 Projected Percent Capacity for Fairmont Heights High.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31

Revise Table 14 to reflect 291 instead of [991] available seats in 2013 for Fairmont Heights High School.

4. Replace Policy 2 on page 126 with: “Renovate or replace, as needed, school facilities nearest the study area, creating new, modern, and state-of-the-art facilities independent of residential development in the sector plan area.”
5. Remove the first strategy under Policy 2 that reads [~~Construct a comprehensive high school, with a 1,600-seat capacity (incorporating some urban school design features), with a LEED silver or the equivalent rating, at South Columbia Park, to replace the existing Fairmont Heights High School.~~]
6. Add new Policy 3 on page 126: “Design and construct all new public schools in accordance with the Leadership in Energy and Environmental Design (LEED) silver rating or an equivalent rating under a comparable green building performance measure.”
7. Add the following new strategies under Policy 3: Strategies
 - o Construct a 900 seat capacity high school (incorporating some urban school design features), with a LEED silver or the equivalent rating, at South Columbia Park, to replace the existing Fairmont Heights High School.
 - o Add a floating symbol to the sector plan map for a future PreK-8 school with a LEED silver or the equivalent rating (incorporating urban school design features) adjacent to Henry P. Johnson Park.
8. On page 143, the Public Facilities Cost Analysis and Estimates for schools—replace the reference to the seating capacity for New Fairmont Heights High School from a [1,600] to a 900-seat high school.

Chapter 7: Implementation Elements

Replace text in the discussion section (page 166 LG -3) of the WFI Stadium, Inc. property page with the following text: “The plan proposes mixed-use development with offices/limited retail and residential uses for the WFI Stadium Inc. property. However, parking for future mixed-use development for the Gateway South neighborhood may be permitted at the WFI Stadium Inc. property, provided that the required mixed-use elements are satisfied by

CR-20-2009 (DR-1)

1 other properties adjoining the subject site. In the long run, the plan envisions
 2 the parking lots being replaced with appropriate mixed uses designed to
 3 accommodate a large-scale parking facility.”

4 Replace text in the discussion section (page 168 LG -4b) of MTM Builders
 5 property with the following text: “The plan proposes mixed-use development
 6 with offices/retail and residential uses for the property. However, a temporary
 7 graveled surface parking lot is currently allowed in anticipation of future
 8 mixed-used development as envisioned by the Sector Plan.

9 Replace pages 187-191 with revised text shown in **Attachment 8.**

10 NOW, THEREFORE, BE IT RESOLVED by the County Council of Prince George's
 11 County, Maryland, sitting as the District Council for that part of the Maryland-Washington
 12 Regional District in Prince George's County, Maryland, that the Sector Plan and Sectional Map
 13 Amendment for the Landover Gateway Sector Plan area as adopted and endorsed on April 16,
 14 2009, by PGCPB No. 09-55, are hereby approved, with the following amendments described
 15 below:

16
 17 **AMENDMENT 1**

18 Revise Attachment 7 text (Page 1, Background, 2nd Paragraph, last sentence) to read: “The
 19 Preliminary Plan of subdivision approval of the Woodmore Towne Center at Glenarden included
 20 a condition which will provide for funding and/or [is conditioned on will provide funding for]
 21 the construction of the Campus Way/ Evarts Street bridge over the Capital Beltway and the
 22 widening of MD 202 to six lanes at the Capital Beltway interchange by the developers of the
 23 Woodmore Towne Center or others.”

24
 25 **AMENDMENT 2**

26 Revise Attachment 7 text (Page 3, Background, 2nd Paragraph, last sentence) to read: “The
 27 proposed connection is in accordance with [~~District Council and~~] the Planning Board resolution
 28 approving the Preliminary plan of Subdivision for the Woodmore Towne Center at Glenarden.”

29
 30 **AMENDMENT 3**

31 Revise Public Facilities Cost Analysis and Estimates, Page 141, 5th row, last Column, to read:
 32 “\$13,000,000 required improvement to be funded and /or constructed by WTC, or others.”

CR-20-2009 (DR-1)

1 BE IT FURTHER RESOLVED that the planning staff is authorized to make appropriate
2 text and map revisions to correct identified errors, reflect updated information, and incorporate
3 the zoning map changes reflected in this Resolution.

4 BE IT FURTHER RESOLVED that this Sectional Map Amendment is an amendment to
5 the Zoning Ordinance and to the official zoning map for the Maryland-Washington Regional
6 District in Prince George's County, Maryland. The zoning changes approved by this Resolution
7 shall be depicted on the official zoning map of the County.

8 BE IT FURTHER RESOLVED that this Resolution shall take effect on the date of its
9 adoption.

Adopted this 19th of May, 2009.

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

BY: Marilyn M. Bland
Marilyn M. Bland
Chairperson

ATTEST: Reid C. Floyd
Reid C. Floyd
Clerk of the Council



PGCPB No. 09-55

RESOLUTION

WHEREAS, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission, in conjunction with the Prince George's County Council, pursuant to Section 27-644 of the Zoning Ordinance of Prince George's County, held a duly advertised public hearing on the *Preliminary Landover Gateway Sector Plan and Proposed Sectional Map Amendment* on February 10, 2009; and

WHEREAS, the *Preliminary Landover Gateway Sector Plan and Proposed Sectional Map Amendment* is proposed to amend the 1993 *Approved Landover and Vicinity Master Plan (Planning Area 72)*; the 1993 *Approved Largo-Lottsford Master Plan and Sectional Map Amendment (Planning Area 73)*; the 2002 *Prince George's County Approved General Plan* for the physical development of the Maryland-Washington Regional District within Prince George's County, Maryland; the 2005 *Countywide Green Infrastructure Plan*; the 1982 *Master Plan of Transportation*; the 1983 *Functional Master Plan for Public School Sites*; the 1990 *Public Safety Master Plan*; the 1992 *Prince George's County Historic Sites and Districts Plan*; and the 1975 *Countywide Trails Plan* including the 1985 *Equestrian Addendum*; and

WHEREAS, the planning areas of the *Preliminary Landover Gateway Sector Plan and Proposed Sectional Map Amendment* is generally bounded to the north by Hamlin and Evarts Streets; to the east by the Woodmore Towne Centre at Glenarden project boundary; to the south by Sheriff Road, Brightseat Road, and Landover Road (MD 202); to the west by the proposed Cattail Drive (along Cattail Branch), an extension of Barlowe Road; including the Woodmore Towne Centre at Glenarden development site and the WFI Stadium, Inc.-owned property located in the southeast quadrant of the intersection of Sheriff and Brightseat Roads; and

WHEREAS, the purpose of the *Preliminary Landover Gateway Sector Plan and Proposed Sectional Map Amendment* is to develop a comprehensive plan to identify future uses for the sector plan area including the former Landover Mall site and needed transportation and pedestrian improvements, to ensure efficient use of existing infrastructure and investment around the Landover Mall site, to protect environmentally sensitive land, to encourage quality economic development, and to fulfill the 2002 General Plan vision for the Developed Tier; and

WHEREAS, the *Preliminary Landover Gateway Sector Plan and Proposed Sectional Map Amendment* contains a comprehensive rezoning element known as the Proposed Sectional Map Amendment intended to implement the land use recommendations of the sector plan for the foreseeable future; and

WHEREAS, on April 2, 2009 and April 16, 2009, the Planning Board held public worksessions to examine the summary of testimony analysis based on the comments obtained from the February 10, 2009, joint public hearing on the *Preliminary Landover Gateway Sector Plan and Proposed Sectional Map Amendment* ~~additional exhibits admitted to the record of the public hearing by the Planning Board;~~ and

Underlining indicates new language.

~~[Brackets/Strikethrough]~~ indicated deleted text.

WHEREAS, the Planning Board determined as a result of these public worksessions that technical changes to the Preliminary Landover Gateway Sector Plan and Proposed Sectional Map Amendment are necessary, and instructed the Commission's Technical Staff to implement said changes prior to transmittal to the District Council; and

WHEREAS, the Prince George's County Planning Board determined to amend said *Preliminary Landover Gateway Sector Plan and Proposed Sectional Map Amendment* in response to said public hearing, and to adopt the sector plan and transmit the plan and sectional map amendment with further amendments, extensions, deletions, and additions in response to the public hearing record, as follows:

I. Table of Contents

- Revise table of contents to include new/revised map and figure titles and figures included with Attachment 1.
- Replace existing maps/figures with those included in Attachment 1.

II. Plan Highlights

Replace pages xi and xii with Attachment 2.

III. Chapter 2 - Land Use Plan

Revise map 6 to reflect "Office, Retail and Residential" land uses on blocks 42 and 45 as shown in Attachment 3.

IV. Chapter 3: Development Pattern Elements

1. Replace text on pages 25-46 with text shown on Attachment 4.
2. Replace text pages 47-75 text shown on Attachment 5.
3. Insert Attachment 6 at starting point of Density Projection and Assumption on page 76-87 and move these pages to a new Appendix C.

V. Chapter 5: Infrastructure Elements

1. Replace text with pages 105-117 with revised text shown on Attachment 7.
2. Replace page 124, the last sentence of the third paragraph with "In addition, the existing Fairmont Heights High School is planned for replacement in a newly constructed building in the South Columbia Park Area."
3. Revise page 125: Table 14 to show 900 rather than [~~1,600~~] for the 2013 Projected Capacity of Fairmont Heights High School and 68.0 instead of [~~38.0~~] for the 2013 Projected Percent Capacity for Fairmont Heights High. Revise Table 14 to reflect 291 instead of [~~994~~] available seats in 2013 for Fairmont Heights High School.

Underlining indicates new language.

[~~Brackets/Strikethrough~~] indicated deleted text.

4. Replace Policy 2 on page 126 with: "Renovate or replace, as needed, school facilities nearest the study area, creating new, modern, and state-of-the-art facilities independent of residential development in the sector plan area."
5. Remove the first strategy under Policy 2 that reads [~~Construct a comprehensive high school, with a 1,600 seat capacity (incorporating some urban school design features), with a LEED silver or the equivalent rating, at South Columbia Park, to replace the existing Fairmont Heights High School.~~]
6. Add new Policy 3 on page 126: "Design and construct all new public schools in accordance with the Leadership in Energy and Environmental Design (LEED) silver rating or an equivalent rating under a comparable green building performance measure."
7. Add the following new strategies under Policy 3:

Strategies

 - o Construct a comprehensive high school, with a 900 seat capacity (incorporating some urban school design features), with a LEED silver or the equivalent rating, at South Columbia Park, to replace the existing Fairmont Heights High School.
 - o Add a floating symbol to the sector plan map for a future PreK-8 school with a LEED silver or the equivalent rating (incorporating urban school design features) adjacent to Henry P. Johnson Park.
8. On page 143, the Public Facilities Cost Analysis and Estimates schools—replace the reference to the seating capacity for New Fairmont Heights High School from a [~~1,600~~] to a 900-seat high school.

VI. **Chapter 7: Implementation Elements**

Replace text in the discussion section (page 166 LG -3) of the WFI Stadium, Inc. property page with the following text: "The plan proposes mixed-use development with offices/limited retail and residential uses for the WFI Stadium Inc. property. However, parking for future mixed-use development for the Gateway South neighborhood may be permitted at the WFI Stadium Inc. property, provided that the required mixed-use elements are satisfied by other properties adjoining the subject site. In the long run, the plan envisions the parking lots being replaced with appropriate mixed uses designed to accommodate a large-scale parking facility."

Replace text in the discussion section (page 168 LG -4b) of MTM Builders property with the following text: "The plan proposes mixed-use development with offices/retail and residential uses for the property. However, a temporary graveled surface parking is currently allowed in anticipation of future mixed-used development as envisioned by the Sector Plan."

VII. **Appendix**

Underlining indicates new language.

[~~Brackets/Strikethrough~~] indicated deleted text.

Replace pages 187-191 with revised text shown in Attachment 8.

WHEREAS, the Landover Gateway Sectional Map Amendment is proposed with a view toward the protection of the health, safety, and general welfare of all citizens in Prince George's County; and

WHEREAS, the Landover Gateway Sectional Map Amendment is a proposed amendment to the Prince George's County Zoning Ordinance, being an amendment to the Zoning Map for that portion of the Maryland-Washington Regional District in Prince George's County; and

WHEREAS, the Landover Gateway Sectional Map Amendment includes zoning changes enumerated and transmitted herein, accounting for varying acreage and zoning categories; and

WHEREAS, in accordance with Section 27-645(d)(1) of the Zoning Ordinance of Prince George's County, the acceptance and processing of Zoning Map Amendment applications within the subject planning areas shall be postponed in accordance with the provisions of Sections 27-225.01(f), 27-225.01.05(f), and 27-226(a).

THEREFORE, BE IT RESOLVED, that The Maryland-National Capital Park and Planning Commission does hereby adopt the *Landover Gateway Sector Plan and Sectional Map Amendment*, said plan being an amendment to the 1993 *Approved Landover and Vicinity Master Plan (Planning Area 72)*; the 1993 *Approved Largo-Lottsford Master Plan and Sectional Map Amendment (Planning Area 73)*; the 2002 *Prince George's County Approved General Plan* for the physical development of the Maryland-Washington Regional District within Prince George's County, Maryland; the 2005 *Countywide Green Infrastructure Plan*; the 1982 *Master Plan of Transportation*; the 1983 *Functional Master Plan for Public School Sites*; the 1990 *Public Safety Master Plan*; the 1992 *Prince George's County Historic Sites and Districts Plan*; and the 1975 *Countywide Trails Plan* including the 1985 *Equestrian Addendum*, this said adopted master plan containing amendments, extensions, deletions, and additions in response to the public hearing record; and

BE IT FURTHER RESOLVED that the *Preliminary Landover Gateway Sector Plan and Proposed Sectional Map Amendment*, as herein adopted, is applicable to the area within the boundaries delineated on the sector plan map and consists of a map(s) and text; and

BE IT FURTHER RESOLVED that the adopted sector plan comprises the *Preliminary Landover Gateway Sector Plan and Proposed Sectional Map Amendment* text as amended by this resolution; and

BE IT FURTHER RESOLVED that in accordance with Section 27-645(c)(2) of the Zoning Ordinance of Prince George's County, copies of the adopted plan, consisting of this resolution to be used in conjunction with the *Preliminary Landover Gateway Sector Plan and Proposed Sectional Map Amendment*, will be transmitted to the County Executive and each municipality whose territorial boundaries abut the area affected by the plan; and

BE IT FURTHER RESOLVED that an attested copy of the adopted master plan, and all parts thereof, shall be certified by the Commission and transmitted to the District Council of Prince George's County for its approval pursuant to Article 28, Annotated Code of Maryland; and

BE IT FURTHER RESOLVED that this adoption shall be recorded by an appropriate Certificate of Adoption containing the identifying signatures of the Chairman of the Commission and shall be affixed

Underlining indicates new language.

~~[Brackets/Strikethrough]~~ indicated deleted text.

to this resolution with a notation indicating: "This resolution is to be used in conjunction with the *Preliminary Landover Gateway Sector Plan and Proposed Sectional Map Amendment*"; and

BE IT FURTHER RESOLVED that the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission, pursuant to Section 27-645(c)(1) of the Zoning Ordinance, transmits the Landover Gateway Sectional Map Amendment (Portions of Planning Areas 72 and 73) to the District Council and recommends that it be adopted as an amendment to the Zoning Map for that portion of the Maryland-Washington Regional District in Prince George's County; and

BE IT FURTHER RESOLVED that the Prince George's County Planning Board finds that the sectional map amendment, as transmitted, has been prepared in accordance with the requirements of Section 27-225.01.05 of the Zoning Ordinance; and

BE IT FURTHER RESOLVED that the Prince George's County Planning Board finds that the sectional map amendment, as heretofore described, is in conformance with the principles of orderly comprehensive land use planning and staged development, being consistent with the *Adopted Landover Gateway Sector Plan and Endorsed Sectional Map Amendment*, and with consideration having been given to the applicable County Laws, Plans, and Policies.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Vaughns, seconded by Commissioner Cavitt, with Commissioners Vaughns, Cavitt, Clark, and Parker voting in favor of the motion, and with Commissioner Squire absent at its regular meeting held on Thursday, April 16, 2009, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 16th day of April 2009.

Oscar S. Rodriguez
Executive Director

Frances J. Guertin
By: Frances J. Guertin
Planning Board Administrator

APPROVED AS TO LEGAL SUFFICIENCY,

Serge J. [Signature]
M-HCOPC Legal Department

Date 5/13/09

Underlining indicates new language.

[~~Brackets/Strikethrough~~] indicated deleted text.

Appendix F: Certificate of Adoption and Approval




CERTIFICATE OF ADOPTION AND APPROVAL

The Approved Sector Plan and Sectional Map Amendment for the Landover Gateway Sector Plan Area amends the 1993 Approved Master Plan and Sectional Map Amendment for the Landover Area (Planning Area 72); the 2002 Prince George's County Approved General Plan for the physical development of the Maryland-Washington Regional District within Prince George's County, Maryland; the 2005 Countywide Green Infrastructure Plan; the 1982 Master Plan of Transportation; the 1983 Functional Master Plan for Public School Sites; the 1990 Public Safety Master Plan; the 1992 Prince George's County Historic Sites and Districts Plan; and the 1975 Countywide Trails Plan including the 1985 Equestrian Addendum. The Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the Sector Plan and Sectional Map Amendment by Resolution PGCPB No. 09-55 on April 16, 2009, after a duly advertised joint public hearing held on February 10, 2009. The Prince George's County Council, sitting as the District Council, approved the Sector Plan and Sectional Map Amendment by Resolution No. CR-20-2009 DR-1 on May 19, 2009, after a duly advertised joint public hearing held on February 10, 2009.

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION


Samuel J. Parker, Jr., MCP
Chairman


Royce Hanson
Vice Chairman


Patricia Colihan Barney
Secretary-Treasurer



Acknowledgments

Prince George's County Planning Department

Fern V. Piret, Ph.D., Planning Director
Albert G. Dobbins, III, AICP, Deputy Planning Director

Project Team

Vanessa C. Akins Mosley, Chief of Community Planning North Division
Robert J. Duffy, AICP, Planning Supervisor
*Joseph Chang, Project Facilitator
Christine A. Osei, Project Manager
William Washburn, AICP, Planner Coordinator
Sam White, Senior Planner
Sonja Ewing, AICP, Planner Coordinator

Gary Thomas, Principal Planning Technician
Nancy Mattingly, Principal Administrative Assistant
*Marcia Daring, Principal Administrative Assistant
Briana Davis, Principal Administrative Assistant
Gena Tapscott, Principal Administrative Assistant
Lisa Washington, Principal Administrative Assistant

Resource Team

Carol Binns, Senior Planner, Parks and Recreation
Christopher Lindsay, Senior Planner
*Brandon "Scott" Rowe, Planner
*Emily Clifton, Planner Coordinator
Karen Buxbaum, Planner Coordinator
Michael Asante, Ph.D., Planner Coordinator
Faramarz Mokhtari, Ph.D., Planner Coordinator
*Lum Fube, GIS Specialist I
Fred Shaffer, Planner Coordinator

Technical Assistance

Information Management Division
Asfaw Fanta, Supervisor
Sheri L. Bailey, GIS Specialist II
Mishelle Carson-Reeves, Program Analyst I
Martin Howes, Asst. Mapping and Graphics Supervisor

Susan Kelley, Administrative Manager
Ralph Barrett, Clerk/Inventory Operations Supervisor
Robert Meintjes, Publications Specialist
*Terri Plumb, Publications Specialist
Susan Sligh, Publications Specialist
Manching Li, Programmer Analyst III
M'balu Abdullah, Senior IT Support Specialist
La'Tasha Harrison, Senior Clerical/Inventory Operations Assistant
James Johnson, Senior Clerical/Inventory Operations Assistant

Consultant Team

Deana Rhodeside, Ph.D., Rhodeside & Harwell, Inc.
Anita Morrison, Bay Area Economics
Anne M. Randall, (Nancy) AICP, Wells & Associates

Special Appreciation to:

Citizens, property owners, community associations, and elected officials
Department of Public Works and Transportation
Department of Environmental Resources
Economic Development Corporation
Department of Housing and Community Development
Prince George's County Police Department
State Highway Administration
Washington Metropolitan Transit Authority
Washington Suburban Sanitary Commission

*Former Planning Department employee