

EXCLUSIVE OFFERING



Hwy 50



metro
Landover

Subject Property



2.37-acre **development site** at
7001 Old Landover Rd
in Landover, MD

2.37-acre-Acre TOD site in Landover, MD in a QCT

Executive Summary

- Located at the prominent signalized intersection entrance to Old Landover Road from Route 202 (Landover Road)
- less than a quarter mile from the Landover Metro Station.
- LTO-E (Local Transit-Oriented - Edge) zoning
- designed to accommodate moderate-intensity, vibrant, mixed-use or dense residential centers
- Reduced Required Parking Advantage
- active commercial value via income-generating billboard leases already in place (\$30k Annual Rent + 25% of Tenant's Advertisement Revenue)
- It is a 10-year lease ending in January 2028 with options to renew.
- In addition, the property can host Park and ride facility, Parking facility, and Parking of Commercial Vehicles, stimulatingly with the in-place billboard lease.



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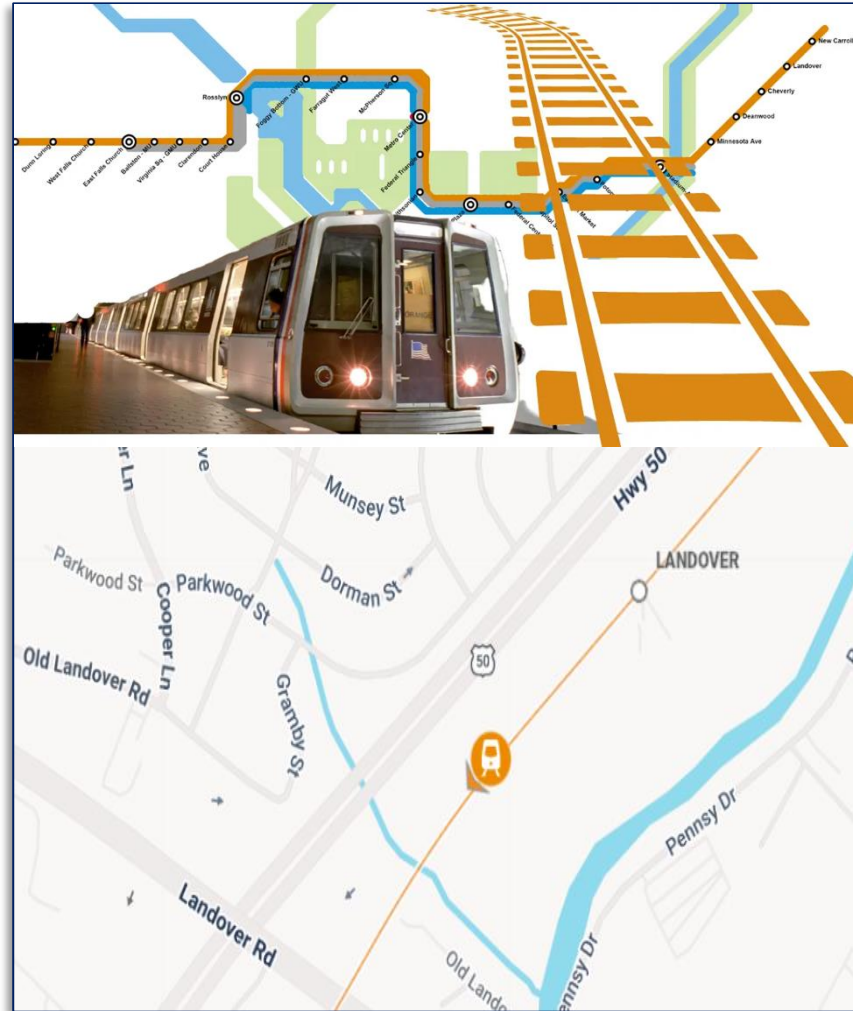
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Public Transportation

- **Landover Metrorail Station:** A Strategic Gateway for Transit-Oriented Development, which serves as a vital transit anchor within (WMATA) network, offering a distinct edge for real estate positioning in Prince George’s County.
- Landover station is directly served by both the **Orange and Silver Lines**, providing seamless, direct access across the DMV region.
- Positioned **just one stop from the New Carrollton intermodal hub**, it acts as a rapid launchpad for commuters heading into downtown Washington, D.C., and westward toward Northern Virginia—including direct routes to Ronald Reagan Washington National Airport and Washington Dulles International Airport.



LANDOVER

Line	Cars	Destination	Minutes
O	8	New Carrollton	1
S	8	New Carrollton	4
O	8	New Carrollton	9
O	8	New Carrollton	21
S	6	New Carrollton	24
Line	Cars	Destination	Minutes
O	8	Vienna	BRD
O	-	Vienna	9
S	-	Ashburn	14
O	-	Vienna	21
O	-	Vienna	33

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High Traffic Volume Corridor with Traffic Signal



MULTI-MODAL CONNECTIVITY

- Two On-Site Bus Stations (Literal Frontage)
- Landover Metro Station (Orange Line) < 0.25 Miles Away
- Flat, Effortless, Walkable Pedestrian Grid



VEHICULAR EXPOSURE (AADT)

MD Route 202 (Landover Rd)
DIRECT FRONTAGE EXPOSURE
ANNUAL AVERAGE DAILY TRAFFIC (AADT): 50,046
(Data Count Year: 2025)



INTEGRATED DEVELOPMENT OPPORTUNITY

- Billboard Synergy: 125,000+ TOTAL EXPOSURE
- Immediate Site Activation: By-Right PARKING FACILITY Uses
- Transit-Supportive Neighborhoods (LTO-E) Development

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One Stop away from New Carrollton Flagship TOD

The New Carrollton joint development will create mixed-use development to transform

New Carrollton Metro Station into a **2.3 million square foot**, mixed-use transportation hub and gateway to the National Capital Region and Northeast Corridor



Zoning – LTO-E

Local Transit-Oriented (LTO) Zone Purposes

The purposes of the Local Transit-Oriented (LTO) Zone are:

- (A) To provide lands for moderate-intensity, vibrant, and transit-rich mixed-use centers;
- (B) To incorporate walkable and bikeable areas that are well-connected to a regional transportation network through a range of transit options;
- (C) To provide a mix of uses that serve community-wide needs; and
- (D) To encourage development that is well integrated in terms of complementary uses, access and circulation and compatible design.



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Zoning – LTO-E

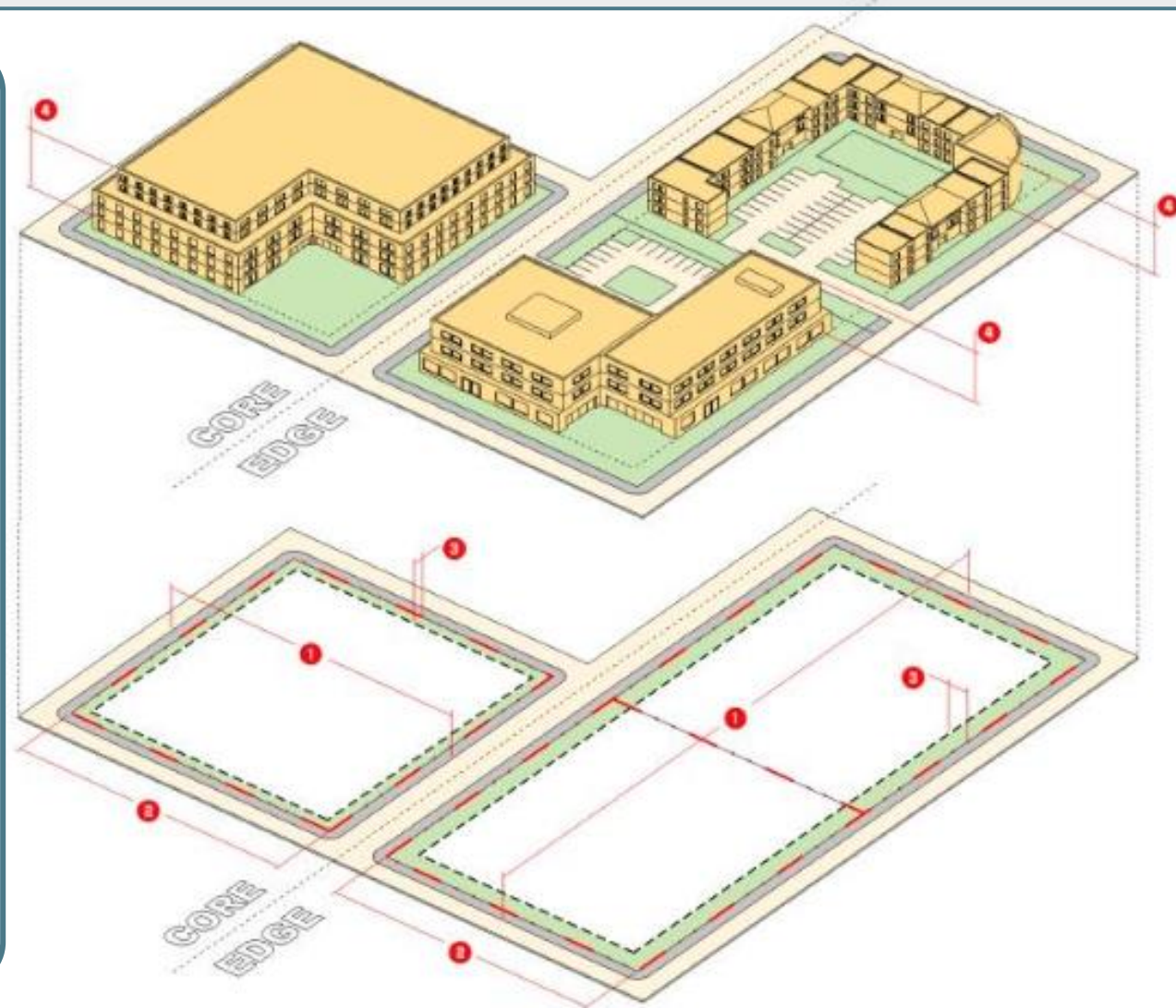
Division of Zone into Core and Edge Areas

When land is zoned or rezoned to a LTO Zone, it shall be designated as part of the zone's Core area or part of its Edge area. The Core area shall include land that is within convenient walking distance (generally about ¼ mile) of the existing or proposed transit station/stop, if any, around which the zone is centered or otherwise has a high potential for higher-intensity, mixed-use, pedestrian-oriented, and transit-supportive development. The remainder of the zone shall be designated as the zone's Edge area, which is intended to accommodate less intense development with more of a residential mix and less emphasis on commercial development. The zone's Core area and Edge area shall be delineated on the Zoning Map in conjunction with the mapping of the LTO Zone.

LTO-E Zoning:

- Accommodates an attractive and high density for mixed use and residential development
- Lot coverage allowances up to 90%
- This zone is perfectly positioned to capture steady residential demand.
- It provides developers with the ideal framework to build high-quality, transit-supportive neighborhoods that blend seamlessly into the local fabric while remaining deeply connected to the regional transportation network

More info: <https://online.encodeplus.com/regs/princegeorgescounty-md/doc-viewer.aspx#secid-636bk7>



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Zoning – LTO-E

(3) Intensity and Dimensional Standards

Standard(1)	Core			Edge	
	All Uses	Nonresidential & Mixed-Use	Residential		
① Block length, min. max. (ft)	200 600	400 800	400 800		
Lot area, min. (sf)	1,500	3,000	5,000 (2)		
② Lot width, min. (ft)	20	30	50 (3)		
Density, min. max. (du/ac of net lot area) (4)	20.00 150.00	10.00 120.00 (10)	10.00 120.00		
Floor area ratio (FAR), min. max. (5)	0.5 3.0	0.25 2.0	No requirement		
Lot coverage, min. max. (% of net lot area)	65 100	50 90	No requirement 90		
③ Build-to line, min. max. (ft) (6)(7)	15 27	11 31	11 31		
Building width in build-to zone, min. (% of lot width) (7)(8)	70	50	50		
Front yard depth, min. (ft)	0	0	10		
Side yard depth, min. (ft)	0	0	5 (9)		
Rear yard depth, min. (ft)	0	0	0		
Building façade fenestration/transparency min. (% of street-level façade area)	Abutting or facing a street frontage or pedestrian way	50	40	No requirement	
	Facing a public gathering space	45	35	No requirement	
④ Principal structure height, min. max. (ft)	24 100	No requirement 80	No requirement 80		

NOTES: du/ac = dwelling units per acre; sf = square feet; ft = feet

- (1) See measurement rules and allowed exceptions in Section 27-2200, Measurement and Exceptions of Intensity and Dimensional Standards.
- (2) 1,000 sf for townhouse lots.
- (3) 16 ft for townhouse lots.
- (4) Applicable to residential development and the residential component of mixed-use development.
- (5) Applicable to nonresidential development.
- (6) The area between the minimum and maximum build-to lines that extends the width of the lot constitutes the build-to zone.
- (7) Where existing buildings along a street frontage are all located behind a required build-to zone, such buildings may not be extended to the rear or side unless they are first extended frontwards to comply with the maximum build-to line standard and the minimum building width in the build-to zone standard.
- (8) The remaining build-to zone width may be occupied by outdoor gathering spaces, walkways, landscaped areas, stormwater management facilities that use Environmental Site Design techniques, driveways (subject to Section 27-6206(b)(1)), or surface parking (subject to Section 27-6300).
- (9) Not applicable to townhouse lots except to the outside of end units.
- (10) Applies to the residential component of mixed-use development only.

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LTO-E Permitted Uses

Residential & Lodging

- Multifamily Dwellings [BY-RIGHT]
- Townhouses & Live/Work Units [BY-RIGHT]
- Two-Family & Three-Family Units [BY-RIGHT]
- Elderly & Disabled Apartment Housing [BY-RIGHT]
- Assisted Living Facilities (All Sizes) [BY-RIGHT]
- Hotels, Motels & Country Inns [BY-RIGHT]
- Artists' Residential Studios [BY-RIGHT]

Retail, Office & Dining

- Grocery Stores & Food Markets [BY-RIGHT]
- General Retail Sales & Pharmacies [BY-RIGHT]
- Restaurants & Cafes (No Drive-Thru) [BY-RIGHT]
- Professional, Business & Medical Offices [BY-RIGHT]
- Qualified Data Centers [BY-RIGHT]
- Art Galleries, Studios & Maker Spaces [BY-RIGHT]
- Research & Development Laboratories [BY-RIGHT]

Transit Activation & Civic

- Park and Ride Facilities [BY-RIGHT]
- Parking Facilities (Structured/Surface) [BY-RIGHT]
- Transit Stations or Terminals [BY-RIGHT]
- Day Care Centers (Child & Adult) [BY-RIGHT]
- Places of Worship & Assembly [BY-RIGHT]
- Private, Driving & Vocational Schools [BY-RIGHT]
- Community Gardens & Urban Agriculture [BY-RIGHT]

Infrastructure & Energy

- Gas Stations [SE]
- Major Public Utility Uses or Structures [SE]
- Tower, Pole, or Monopoles [SE]
- Liquid Gas Storage Facilities [SE]
- Bulk Storage of Gasoline [SE]

Specialized Commercial

- Combination Retail Formats [SE]
- Arenas, Stadiums, or Amphitheaters [SE]
- Model Studios [SE]
- Cigar Club or Lounge Spaces [SE]
- Commercial Recreational Attractions [SE]

Institutional Adaptation

- Adaptive Reuse of Surplus Public Schools [SE]
- Adaptive Use of Designated Historic Sites [SE]
- Eleemosynary or Philanthropic Institutions [SE]
- Airfields, Airparks, or Airstrip Facilities [SE]
- Sand and Gravel Wet-Processing [SE]

* [SE] = Permitted via Special Exception

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Opportunity to Add Density

Omnibus Bill

- Prince George's County rewrote their zoning code in 2021.
- Since the rewrite they have identified certain necessary amendments, one of which being the need to significantly increase the permitted density in regional transit centers to concentrate growth inside the beltway
- This new bill later updated, which increased the by-right density from 80 Units per acre to 120 units per acre.

Governor Moore's Housing Bill

- Governor Moore declared this year the year of housing and declared to solve the housing crisis in Maryland by removing barriers to building affordable housing.
- The Governor's housing bill grants a 30% density boost in exchange for a 15% set aside at 60% AMI
- The state's authority will supersede local ordinances regarding parking ratios, setbacks and other similar rules where if they make affordable housing financial infeasible

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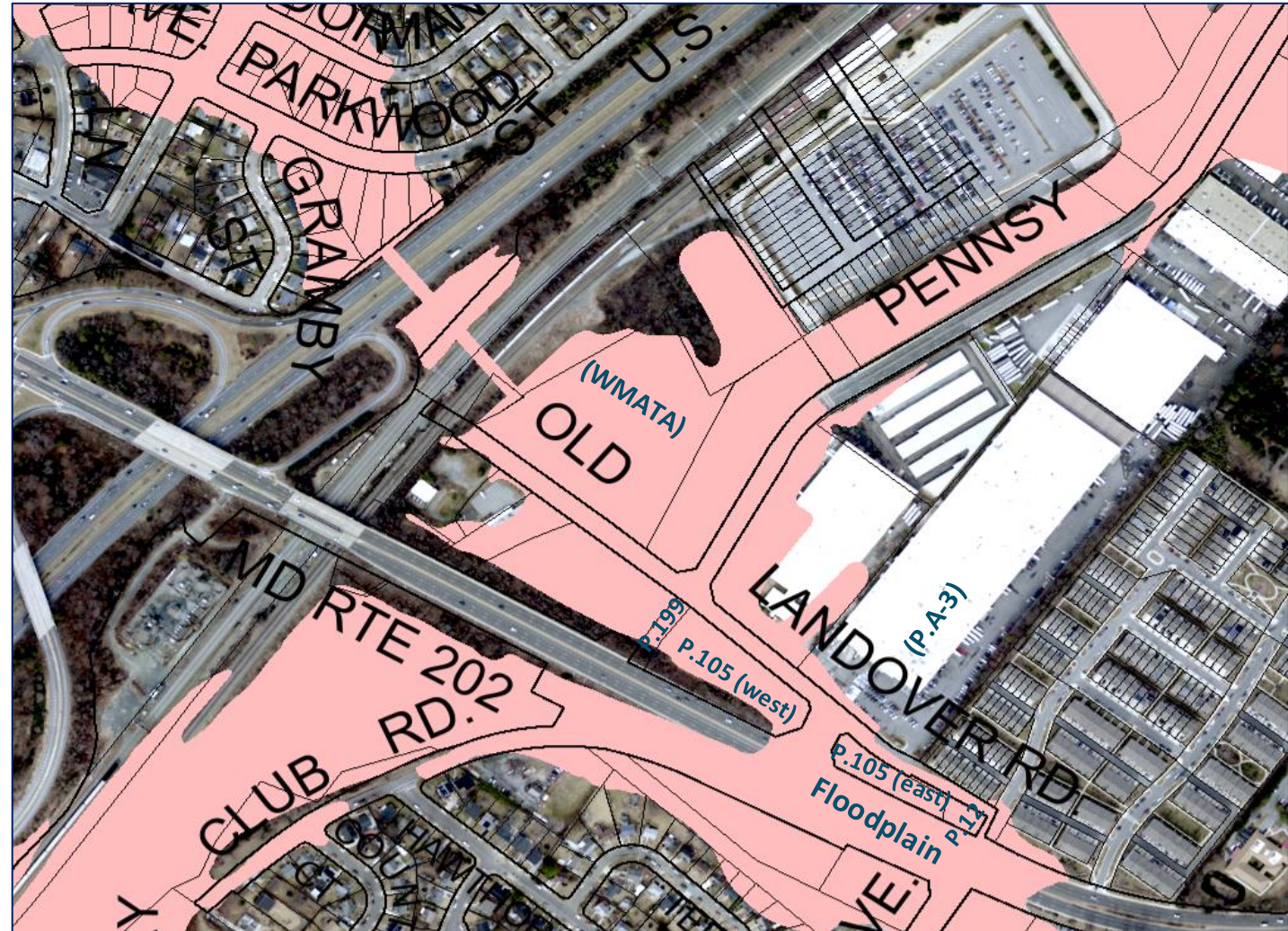
Environmental & Access

Floodplain:

- Properties are inundated with the 100-year FEMA and County-regulated floodplain emanating from Cattail Branch and Beaverdam Creek
- Development in floodplain must meet requirements detailed in County Code 32-205. Specific standards include compensatory storage and passable access
- Development in floodplain will require waiver per County Code 32-206.

Access:

- Passable access for P.199 and P.105 (west) may be achieved through access on Landover Road (MD 202). Access Management Division of Maryland State Highway Administration should be consulted. An existing curb cut along Old Landover Road also provides site access.
- Passable access for P.105 (east) may be achieved through access easement from P.A-3, P.A4-1, WMATA, and planned bridge access on Landover Road (MD 202). Adjacent property owner and WMATA coordination required. Frontage along Old Landover Road may also provide site access.



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Utilities

Guide Engineering, a civil engineering firm headquartered in National Harbor, Maryland with expertise in land development engineering in Metro-Maryland and Northern Virginia evaluated the following on the property:

Utilities:

12" WSSC water and 8" WSSC sanitary sewer on or immediately adjacent to the site per WERI GIS accessed on 6/9/2026.

Overhead electric exists on the northside of Old Landover Road.
Storm sewer exists on the northside of Old Landover Road.



For More Information, Please Contact :

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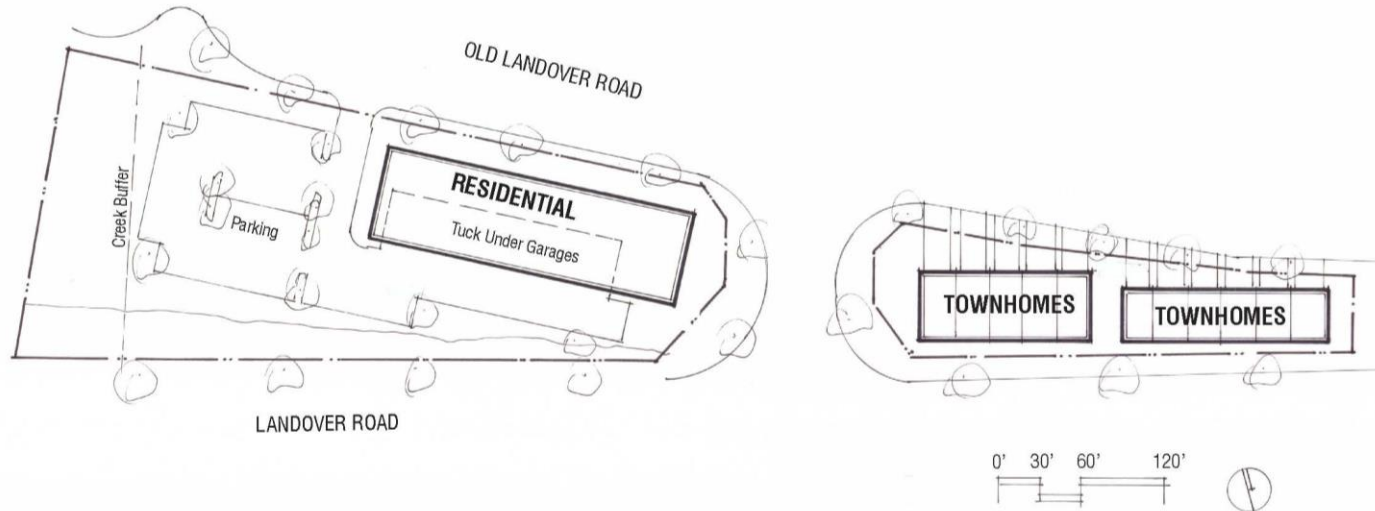
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Concept Sketch - Residential



PROJECT DATA

RESIDENTIAL - 4 Story with Tuck Under Garages

- Avg Unit size	950 SF
Gross Area	- 52,500 SF
Leasing/Amenity	- 1,500 SF
Gross Residential Area	- 51,000 SF
Net Residential Area	- 40,850 SF
TOTAL Units	- 43 Units

Parking Provided

Surface Parking	- 62 Spaces
Total	- 62 Spaces (1.44 Spaces/Unit)

TOWNHOMES

20'x50'	- 5 Units
20'x40'	- 6 Units
TOTAL	- 11 Units

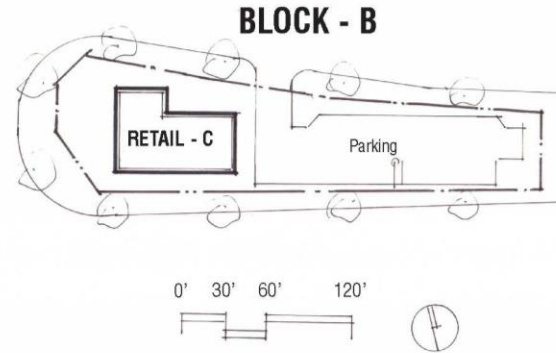
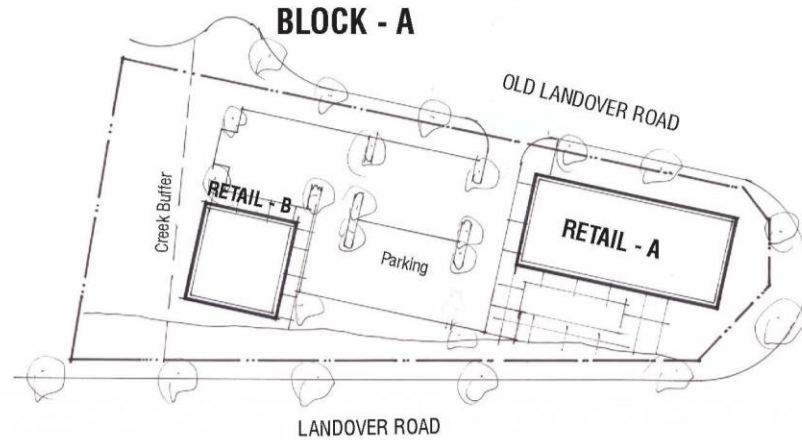
Note:

- Subject to Fire Marshall Approval
- Site area and dimensions are based on GIS subject to change per survey

Option - A - Residential CONCEPTUAL SITE PLAN

Concept Sketch - Retail

Frontage to 50k+ Annual Average Daily Traffic with Traffic Signal



PROJECT DATA

BLOCK - A - RETAIL - 1 Story

RETAIL - A - 10,000 SF

RETAIL - B - 4,000 SF

TOTAL - 14,000 SF

Parking Provided

Surface Parking - 52 Spaces (3.7 Spaces/1,000 SF)

BLOCK - B - RETAIL - 1 Story

RETAIL - C - 4,000 SF

Parking Provided

Surface Parking - 20 Spaces (5 Spaces/1,000 SF)

Note:

- Subject to Fire Marshall Approval
- Site area and dimensions subject to change per the field survey

Option - B - Retail CONCEPTUAL SITE PLAN

Architect's Information

Radically Polished.

Dwell is here to save you from bad design, boring ideas and faulty execution. We're notoriously accurate: producing some of the cleanest documents this side of the galaxy. We're methodically unconventional: designing clever spaces that aren't outlandish or lacking purpose. And we're solid people: easy to work with, fun to be around and void of pretension. Sound different? Just wait until you work with us.



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dwelldesignstudio.com



Mixed-Use



Highrise



Retail



Mall Redevelopments



Interiors



Student Housing



Senior Housing



Master Planning

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