

BACKGROUND AND EXISTING CONDITIONS

Takoma/Langley Crossroads



Preliminary Sector Plan

BACKGROUND

Project Description

The Takoma/Langley Crossroads (TLC) plan area is a physically aging yet thriving multicultural community located along the border of Montgomery County and Prince George's County in Maryland. The area was named the Takoma/Langley Crossroads during the 1980s by a group of community business leaders who recognized an opportunity to unite the strengths of the businesses in unincorporated Langley Park in Prince George's County to those within the City of Takoma Park in Montgomery County.

The plan area core is a mixture of low- to medium-density strip commercial centers around which are a variety of housing types with single-family detached dwellings predominant south of University Boulevard and typical post-World War II-style garden apartments predominant to the north.

The Takoma/Langley Crossroads is considered Maryland's International Corridor due to this community's highly diverse racial and ethnic population and its concentration of businesses that cater to both the multicultural neighborhood and a regional clientele. Maintaining the International Corridor aspects of the TLC is a priority of this sector plan. In addition to sustaining the local residential diversity of the area, the sector plan purpose is to maintain the TLC's current role as a commercial center for numerous ethnic groups in the region, a market that gives Takoma/Langley Crossroads a unique economic base for the future.

The unincorporated community of Langley Park was designated a community center by the 2002 *Prince George's County Approved General Plan* because of the potential for a Purple Line station at the intersection of New Hampshire Avenue and University Boulevard. This area, which is now part of the Takoma/Langley Crossroads, is also located in the Developed Tier and is along the University Boulevard corridor designated in the General Plan. The Prince George's County General Plan places particular development emphasis on centers within the Developed Tier, where there is a concentration of public transportation, particularly Metrorail and commuter rail service. It defines community centers as concentrations of activities, services, and land uses that serve the immediate community near these centers. These typically include a variety of public facilities and services including integrated commercial, office, and some residential development and can include mixed-use and higher-intensity redevelopment in some communities. Until the boundaries are refined by small area plans (including sector plans), centers are defined generally to consist of the

area within one-half mile or a five-minute walk of a transit station or stop. The core of the Langley Park community center is located within one-quarter mile of the major transit station planned for the TLC.

Plan Purpose

The purpose of the bicounty Takoma/Langley Crossroads sector plan is to enhance the community character and provide for transit-oriented development around planned transit facilities. This sector plan will contain policies, objectives, and recommendations that will guide future growth and development around the proposed Purple Line stations. The primary goal of this planning effort is to implement the transit-oriented development (TOD) recommendations of the 2002 Prince George's County Approved General Plan. The plan seeks to capitalize on the combined transportation and development advantages offered by a future Purple Line station at the intersection of New Hampshire Avenue (MD 650) and University Boulevard (MD 193) as well as the Riggs Road station in Prince George's County. The sectional map amendment (SMA) will be a subsequent process that will follow after the approval of the Takoma/Langley Crossroads sector plan.

Sector Plan Area Boundary

The Takoma/Langley Crossroads sector plan area is broadly bounded to the east and southeast by a major PEPCO transmission line, to the south along Erskine Street, to the north by the Northwest Branch Creek, Quebec Street, and Keokee Street, and to the west by Long Branch Creek, Carroll Avenue, and Merrimac Drive. The sector plan area extends to the commercial properties to the south of the convergence of Long Branch and Sligo Creek and the small commercial area at Carroll Avenue and Merrimac Drive. The study area also includes the University Boulevard/Riggs Road intersection to the east of the Crossroads. In addition, it includes two potential Purple Line transit stops that will serve the TLC area. The first potential transit stop is located at New Hampshire Avenue (MD 650) and University Boulevard (MD 193), and the second is at the intersection of University Boulevard and Riggs Road (MD 212).

The Takoma/Langley Crossroads area is densely populated with a mixture of single-family residences, multifamily units, offices, and retail

spaces. It is a short drive from the University of Maryland and the revitalized Silver Spring Central Business District and is easily accessible to regional employment centers including Washington, D.C., and the Food and Drug Administration campus in White Oak.

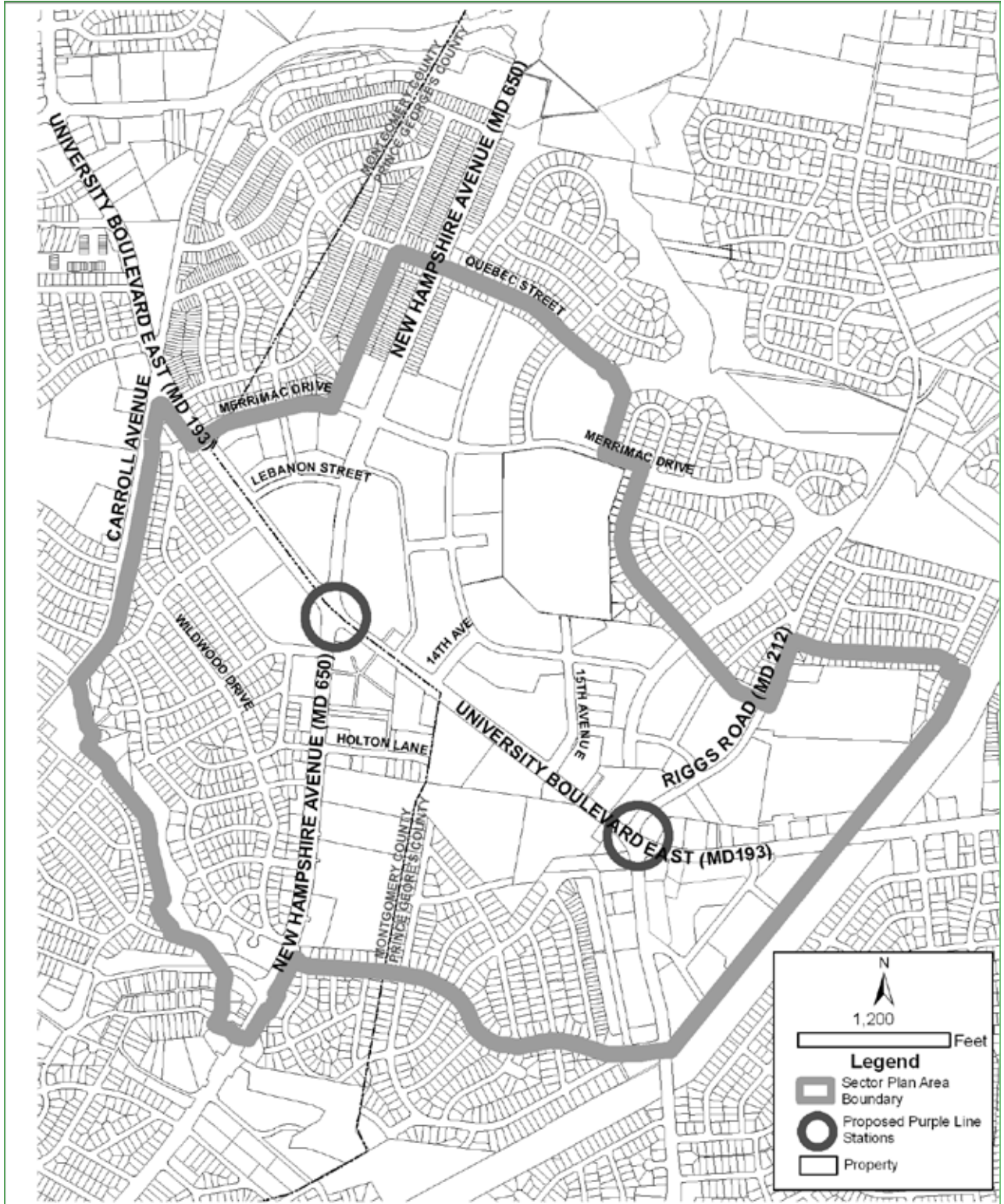
History

Langley Park

Once a large, rural estate, Langley Park, an unincorporated community, has experienced many social, cultural, economic, and physical changes over the course of its history. During the late 1940s, developers converted the farmland into new subdivisions and advertised Langley Park as one of Prince George's County's first planned developments. Developers constructed bungalows and garden apartments for the community's new residents. Young World War II veterans and their families flocked to the area. In the next few decades, Langley Park became a middle-class enclave of predominantly white residents.

The population of Langley Park began to change in the 1970s after desegregation as African Americans moved into the community, inhabiting apartment complexes and single-family homes. Although some established families remained, the white population in Langley Park largely declined as many moved to the outer suburbs. Hispanic and Caribbean immigrants led a new wave of migration into the community during the 1980s, originating from countries such as El Salvador, Mexico, Guatemala, Jamaica, and the West Indies. In addition, Asian and African immigrants from places like Vietnam, India, Ethiopia, and Nigeria settled into the area. Takoma/Langley Crossroads proved to be an attractive locale for immigrants due to the availability of affordable housing that could also accommodate families. The integration of these new groups into Langley Park reflected a larger trend of increased migration to greater Washington during the 1980s and 1990s.

Presently, Langley Park is an ethnically diverse community; however, people of Hispanic descent are the majority, at roughly 57 percent of the population according to the 2000 census. The increased immigration of people from a variety of countries and its richness of many cultures has added a distinctive element to the community.



Map 3. Sector Plan Boundary

Commercial Development

Over the course of its development, the commercial district of Langley Park also expanded to meet the desires of the rapidly growing population. Businesses opened along University Boulevard, including the Langley Park Shopping Center. Built in 1959, the Langley Park Shopping Center, located on one of the corners of University Boulevard and New Hampshire Avenue, served as an anchor in the commercial district, for each quadrant of this intersection developed as a retail use. The area was home to the second largest strip mall in Maryland. Takoma/Langley Crossroads also attracted high-end merchants such as Lansburg's Department Store, which served the middle- and high-income communities in the immediate area and the greater Washington area.

As the African-American population moved into the area, merchants altered their merchandise to reflect the taste and preferences of the area's new residents. After the influx of international newcomers to the TLC area, local merchants, many from immigrant communities themselves, responded to the increased diversity in the region by opening new businesses that directly catered to the needs of the growing immigrant populations. These businesses provided goods and services specific to the preferences of the community they wished to serve. In 1988, the International Mall located on University Boulevard, partially funded by bonds issued by Prince George's County, was developed specifically for this purpose and has become a central locale of internationally focused businesses.

The Langley Park Plaza Mall in the region has become a new tourist destination for many recent immigrants, especially those from Central America.



This is due to a fountain, nestled in a section of the mall, which attracts Takoma/Langley Crossroad's visitors. Recent immigrants take photos in front of the fountain, now an important landmark, to show their families and friends at home that they have arrived in the United States.

The International Corridor features a variety of retail establishments like Salvadoran bakeries, African fabric stores, and Indian restaurants, which cater to the local population but also attract a clientele from the greater Washington metropolitan area. The commercial development of the Takoma/Langley Crossroads, as a result of the social and cultural changes in the area, has become a vital component not only of its economic growth, revitalization, and stability, but also of the social and cultural support of its various communities. (See Appendix C? for history references)

PRIOR PLANS AND INITIATIVES

Title: *Prince George's County Approved General Plan*

Date: October 2002

Author: The Maryland-National Capital Park and Planning Commission

Key Recommendations:

The Takoma/Langley Park Crossroads is designated as a community activity center within the Developed Tier.

- Encourage and support quality development
- Use existing and proposed county infrastructure efficiently
- Enhance quality character of communities and neighborhoods
- Preserve scenic areas
- Protect environmental resources

Title: Takoma/Langley Crossroads Pedestrian Access and Mobility Study

Date: July 2007

Author: Metropolitan Council of Governments (COG), National Capital Region Transportation Planning Board (TPB), Transportation/Land Use Connections Program (TLC)

Key Recommendations:

Short-Term (0 to 5 years):

- Install a new traffic signal at the intersection of New Hampshire Avenue and Lebanon Street with striped crosswalks
- Eliminate the ability to turn right on red for vehicles traveling eastbound at University Boulevard
- Add pedestrian-controlled signals in the medians
- Design of intersections and driveways should reinforce pedestrian rights-of-way
- Add pedestrian crossing signals
- Stripe crosswalks on all legs of major and key neighborhood intersections
- Include curb ramps that meet ADA accessibility guidelines and SHA accessibility policy and guidelines to all sidewalks that are missing
- Add medians located in crosswalks for pedestrian refuge
- Install timed signalization to accommodate pedestrian crossings
- Evaluate all signage at intersections
- Consider offering traffic and pedestrian safety education and training

Long-Term (15 years and beyond)

- Maintain traffic volumes by encouraging alternative forms of transportation
- Create vibrant public spaces for the community to gather and interact
- Pursue alternative forms of pedestrian channelization to provide safe routes for pedestrians to walk
- Promote greenway connections by providing linkages to parks and trails in close proximity to the sector plan area
- Create distinctions between pedestrian and automobile spaces
- Add design components such as center medians to reduce crossing distances
- Encourage pedestrian-friendly land use and urban design through mixed-use development
- Enhance connectivity between land uses for pedestrian and bike traffic

Title: *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity and Adopted Sectional Map Amendment for Planning Areas 65, 66, 67*

Date: August 1989 (master plan); May 1990 (sectional map amendment)

Author: The Maryland-National Capital Park and Planning Commission

Key Recommendations:

- Emphasize the importance of the preservation, enhancement, and protection of established residential areas
- Support public/private partnerships to address housing issues
- Provide housing solutions for senior citizens
- Retain existing and varied housing stock
- Encourage retail uses where appropriate
- Recommend future employment areas
- Recommend improvement of depressed living, commercial, and employment areas
- Recommend the integration of transportation systems

Title: International Corridor Issue Identification Study

Date: March 2002

Author: The Maryland-National Capital Park and Planning Commission

The study provides an analysis of existing conditions in the study plan area related to historic resources, demographics, existing land use and zoning, transportation, public facilities, environmental features, economic development, urban design, and existing county growth policies and master plans.

Key Recommendations:

- Enhance the character quality of communities and neighborhoods
- Reevaluate planning and development policies
- Assess business and employment opportunities within the corridor and create an economic development strategy
- Integrate social services delivery system
- Create a multiagency coordination group to provide input and advice to planning, program, and implementation activities

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Title: International Corridor Community Legacy Plan

Date: July 2003

Author: Prince George's County and City of Takoma Park

Key Recommendations:

- Develop an action-oriented strategic plan
- Support the community's vision:
 - A revitalized international corridor
 - An international corridor that celebrates cultural diversity and is safe and festive for residents and visitors
- Ensure safe, well-maintained apartment complexes
- Enhance and improve social and educational services

Title: *Bi-County Transitway—International Corridor Planning Study*

Date: December 2003

Author: The Maryland-National Capital Park and Planning Commission

Key Recommendations:

- Stresses the need for community, developers, investors, and other stakeholders to participate in corridor's revitalization
- Emphasizes transit-oriented development at bicounty transitway stations
- Conducts transitway station area evaluation to analyze development potential that would include:
 - Development concept
 - Development strategy
 - Project implementation plan

Title: Needs Assessment for a Multi-Cultural Center in Langley Park, Maryland

Date: March 2002

Author: Parker Rodriguez, Inc.

Key Recommendations:

- Establish a multicultural center to meet the community's human service and educational needs

Title: Market Study for the International Corridor Community Legacy Area (ICCLA)

Date: May 2003

Author: Economics Research Associates

Key Recommendations:

The ICCLA CDC should be the central organization to provide management for the corridor.

- Improve the physical image of the ICCLA
- Make the corridor pedestrian friendly
- Improve the streetscape
- Address perceived and real issues of crime and public safety
- Develop and nurture the international and ethnic character of the Takoma/Langley Crossroads
- Promote business and commercial interests within the area
- Acquire sufficient funds to support the management program of the ICCLA
- Plan for the integration of transit-oriented development within the ICCLA
- Emphasize the future Purple Line project within long-term planning for the ICCLA

OUTREACH STRATEGY

Public outreach and resident participation were both priorities of this planning effort. Several approaches were employed to bring attention to the plan area, obtain comments on project goals and results, and build a long-term commitment to the ultimate success of the project.



The Takoma/Langley Crossroads area has unique outreach obstacles that were addressed in the preplanning process. As a result, unique approaches were considered for this plan. The goal was to increase the number of residents, business owners, and other stakeholders interested in and committed to the planning process for the TLC, as well as improve the quality of the interactions that took place.

Community outreach for the Takoma/Langley Crossroads sector plan began in July 2007 with the initiation of stakeholder meetings. The outreach strategy involved ongoing activities and the initiation of new activities that were designed to reach out to all elements of the community, including those who have not actively participated in the past. These activities involved a large community engagement session on May 21, 2008, followed by community workshops on June 12 and 14, 2008, to discuss potential development scenarios and a planning and design worksession on June 24–26, 2008. After a preferred land use and design concept was developed, community engagement sessions were held to refine and validate the preferred concept on July 17 and 19, 2008, with a final presentation of the preferred concept on November 6, 2008.

The outreach strategy for the sector plan involved six major components:

Community Engagement Plan

In order to ensure the involvement of both established organizations and historically under-represented communities, a community leadership team (CLT) was recruited and trained in effective public participation. The CLT served to bridge the gap between the community and the project team. Community organizations and businesses that participated in the CLT included the following:

CASA De Maryland
IMPACT Silver Spring
Maryland Multicultural Youth Center
The Archdiocese of Washington
Comité de Padres Hispanos
Caribbean Self-Help Center
Chillum Civic Association
Templo Rosa de Saron
Coco cabaña
The Tenacity Group
Pan Group
Comunidad Católica

Iglesia Cristiana Cana
Bucklodge Middle School (student participation)
Elite Properties
Comité de Padres Hispanos

The CLT focused on building relationships with the community to help make the planning effort more tangible by conveying the importance of participating in the planning process. The CLT assisted planning staff with devising and implementing techniques to reach out and engage the community. The team also solicited input from the community and helped to identify issues of importance for planning staff. In doing so, it served as an important conduit of information between the staff and the community.

Marketing Activities

Ongoing marketing activities include the distribution of printed materials such as brochures, rack cards, and posters featuring the Takoma/Langley Crossroads sector plan logo. Posters advertising the sector plan effort were placed in buses, bus shelters, and numerous storefronts in the crossroads. Publications and public notices were made available in English and Spanish. A web site was created to provide detailed information about the sector plan process. A telephone hotline was also established to enable interested people to provide input to the project team in English or Spanish.

Media Campaign

An aggressive media campaign was used to publicize the sector plan process with a special focus on the Spanish media. It included communication with local newspaper reporters and editors, as well as radio and television show producers. The Spanish language newspaper, *El Pregonero*, featured several stories on the sector plan effort. The project team had guest spots on local cable television and radio shows with the goal of reaching a broad section of the community.

Participation in Community Events

Planning staff participated in community events (e.g., festivals and community days) and initiated new events designed to publicize and solicit input into the sector plan process. These included participation in National Night Out, Hispanic Heritage Festival, and Langley Park Day during 2007 and 2008. Interpreters were always provided

to facilitate communication with the multilingual community.

Outreach Events

Planning staff participated in numerous outreach events associated with the state's Purple Line planning project and the associated functional master plan efforts in both counties. Purple Line outreach events provided an opportunity to inform the community about related land use planning efforts. A multijurisdictional Purple Line coordinating committee was created to ensure that the various planning efforts were coordinated, including the proposed Purple Line, transit center, and the TLC sector plan.



Additional Public Participation Tools

Additional public participation tools were also utilized, including:

- Meetings with stakeholders, including businesses, property owners, PTAs, and church leaders.
- Advertised public meetings were held in the Takoma/Langley Crossroads community.
- Additional public open houses took place in front of grocery markets and on Saturdays to attempt to capture residents who did not attend the traditional meetings.
- A community engagement session was held to elaborate upon preliminary design concepts and help develop a preferred concept on July 17 and 19, 2008.

Because of the importance of creating a new mixed-use core for the Takoma/Langley Crossroads, special efforts were made to involve the local commercial

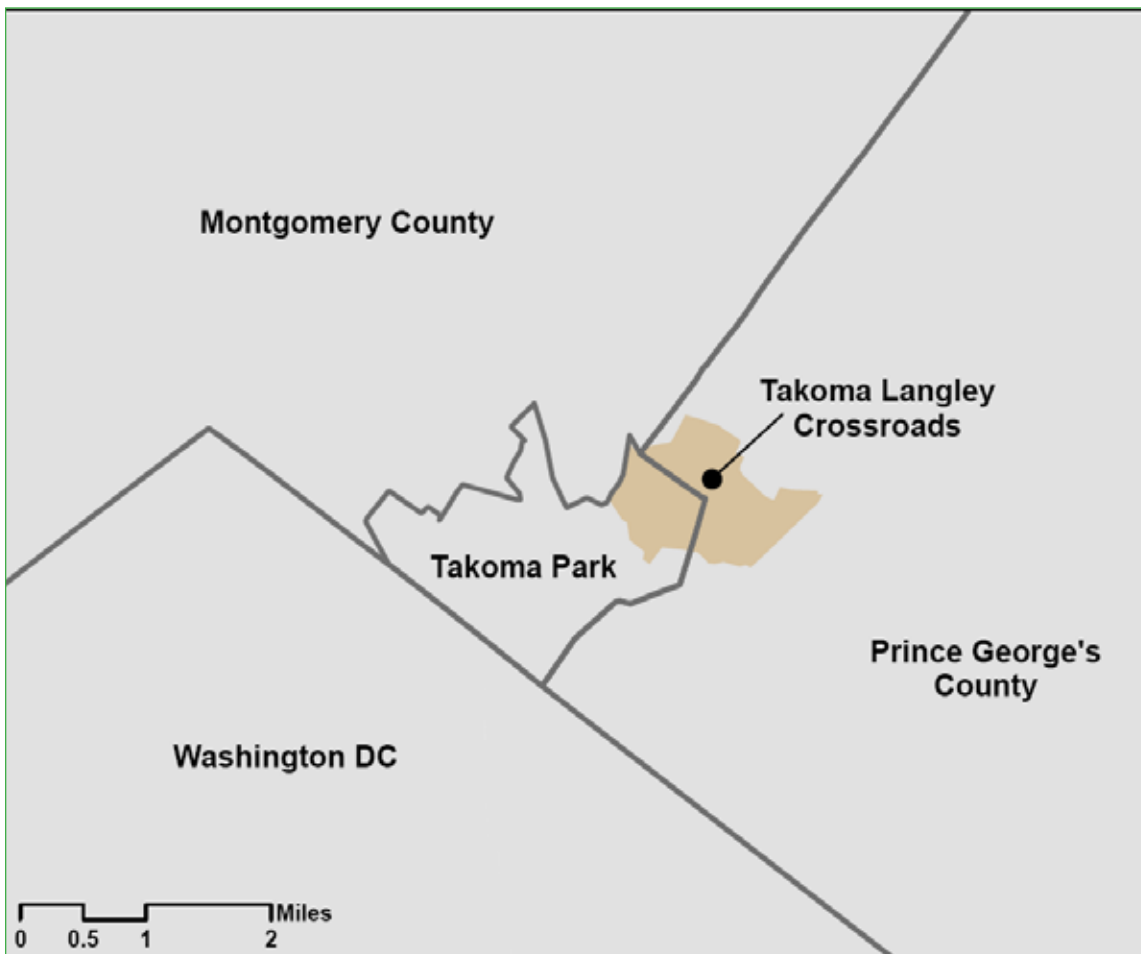
landowners and business operators whose land and businesses would be directly affected by efforts to promote widespread mixed-use redevelopment. In addition to the door-to-door recruiting efforts in mid-June 2008, planning staff contacted members of the business community and invited them to attend open houses. One-on-one interviews were held with business operators and commercial property owners throughout the process. Planning staff also attended special meetings with the business community. One of the July 2008 validation meetings, for example, was specifically organized for business owners and operators and local economic development staff.

Five major public meetings were held during 2008 that targeted all segments of the community. These meetings featured numerous exhibits, usually at assigned stations where citizens could learn about the planning process and content of the exhibits and could ask questions. A variety of ways to comment on exhibits and presentations were made available at each of these meetings, including translation services.

PLAN MAKING METHODOLOGY

Over the past two years, Prince George's and Montgomery Counties Community Planning Departments worked jointly on the TLC sector plan. During pre-initiation, the team met and created processes to work together including creating a 24-month process. Since initiation (February 2008), the team worked with consultants during the preplanning and planning processes of this plan. On May 22, 2008, the County Council of Montgomery County approved their FY 2009 operating budget, which included the work program for planning activities in the Montgomery County Park and Planning Departments. This approval included a six-month delay in the TLC sector plan process for Montgomery County. This became a concern for both counties because of the ongoing joint process. However, the two departments, through discussions, concluded that the plan would be separated after the last public meeting on November 6, 2008. Since this change in schedule, the TLC bicounty team has continued to confer and collaborate where possible. While there has been a separation in the schedule and plan development, each county is developing a plan with shared elements that address transportation and the environment. The plan process chart outlines the major project milestones within the 24-month approved schedule. (See Table 1.)

Table 1 Major Project Milestones		
Joint County procedures	PREPLANNING <ul style="list-style-type: none"> • Consultant selection • Initial community outreach • Building background information • Establishing resource team 	Spring–Summer 2007
	PLANNING <ul style="list-style-type: none"> • Authorization/initiation • Preparation of the preliminary plan • Permission to print • Joint public hearing • PB adoption/endorsement 	January 2008 January–October 2008 March 2009 June 2009 May 2009
	<ul style="list-style-type: none"> • District Council approval • Public Hearing #2 • District Council approval 	November 2009 November 2009 February 2010
Full Commission adoption of the plan		March 2010
Initiate SMA process		February 2010



Map 4. Takoma/Langley Crossroads Plan Area

EXISTING CONDITIONS

Community Profile/Existing Demographic Characteristics

The existing conditions section analyzes the entire study area, which includes the northeast section of the City of Takoma Park, Montgomery and Prince George's Counties.

The plan area includes the northeast section of the City of Takoma Park and spans small portions of Montgomery and Prince George's Counties with nearly 70 percent of the Takoma/Langley Crossroads (TLC) population living in Prince George's County. Demographic characteristics detailed in the 2000 U.S. census were available for seven U.S. census tracts that include the study area.

Takoma/Langley Crossroads is considered one of the most densely populated communities in the State of Maryland. Seven U.S. census tracts (8055, 8056.01, 8056.02, 8057, 7020, 7017.04, 7017.03) define the area from which demographic characteristics detailed in the 2000 U.S. census are drawn. In 2000, approximately 29,000 people lived in this area. Between 1990 and 2000, the population gained approximately 3,350 people, a 13 percent increase across the decade.

For a period of almost 30 years, the Washington region has served as a destination for immigrants from Central America, South America, the Caribbean, Asia, and Africa. The TLC area now represents one of the region's largest concentrations of immigrant and international people, cultures, and religions. Latinos with origins in El Salvador, other Central American countries, and South America comprise one of the largest ethnic groups in the area. Other significant immigrant groups in the area include Vietnamese, Korean, Indian, and West African. While most households are renting (68 percent), the population is not as transient as would be expected; almost half of the population lived in the same residences five years prior to the 2000 U.S. census.

The TLC area has a strong minority and immigrant presence where three out of five residents in the area are foreign born. Also, about 80 percent of the area's foreign-born population were born in Latin America. Half of the residents speak Spanish and approximately 11,800 people, 45 percent of the area's population, rate their English speaking skills as "less than very well."

Existing Land Use and Zoning

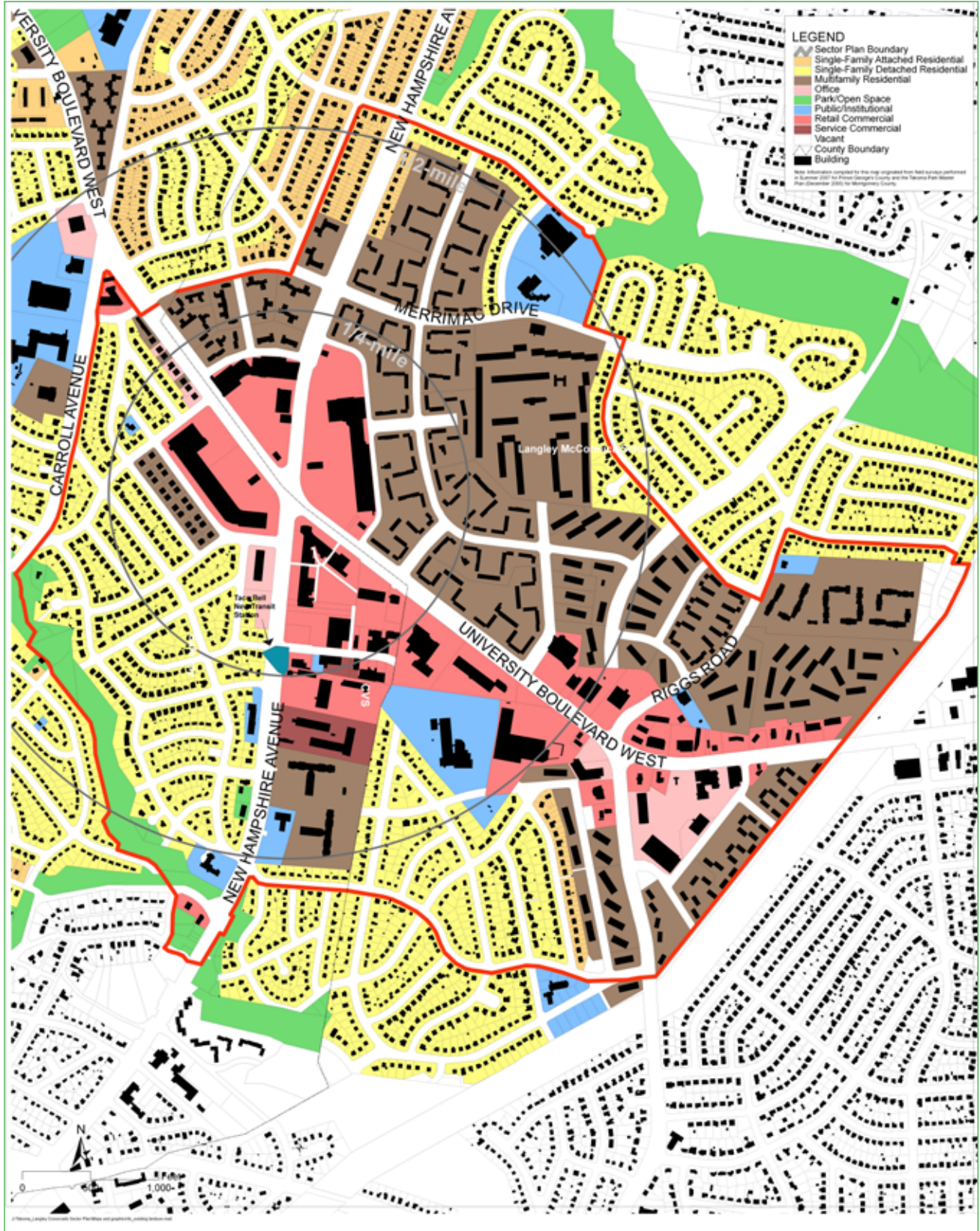
The overall character of the TLC community is that of a post-World War II suburban area of low- to medium-density, single-use development. Specifically, the TLC community is focused on a convergence of strip shopping center-style commercial and entertainment uses, behind which are located residential communities. Single-family housing, mostly of brick construction, is found in the western and southern quadrants of the study area. Most of the area north of University Boulevard is occupied by a series of garden apartment developments. Additional single-family neighborhoods are located on the very northern edge of the study area and extend to the north between the study area and Northwest Branch Stream Valley Park.

The TLC area is widely recognized as a local and regional destination featuring ethnic restaurants and shops and other unique retail service needs. The typically suburban character of these attractions does not reflect the multinational cultural ties that support it.

As seen on Map 6, most of the study area is zoned for various types of residential development. Most of the parcels along New Hampshire Avenue are also zoned for residential development, while along University Boulevard more are zoned for commercial development. The highest-intensity development is permitted at the intersection of New Hampshire Avenue and University Boulevard and at the intersection of University Boulevard and Riggs Road.

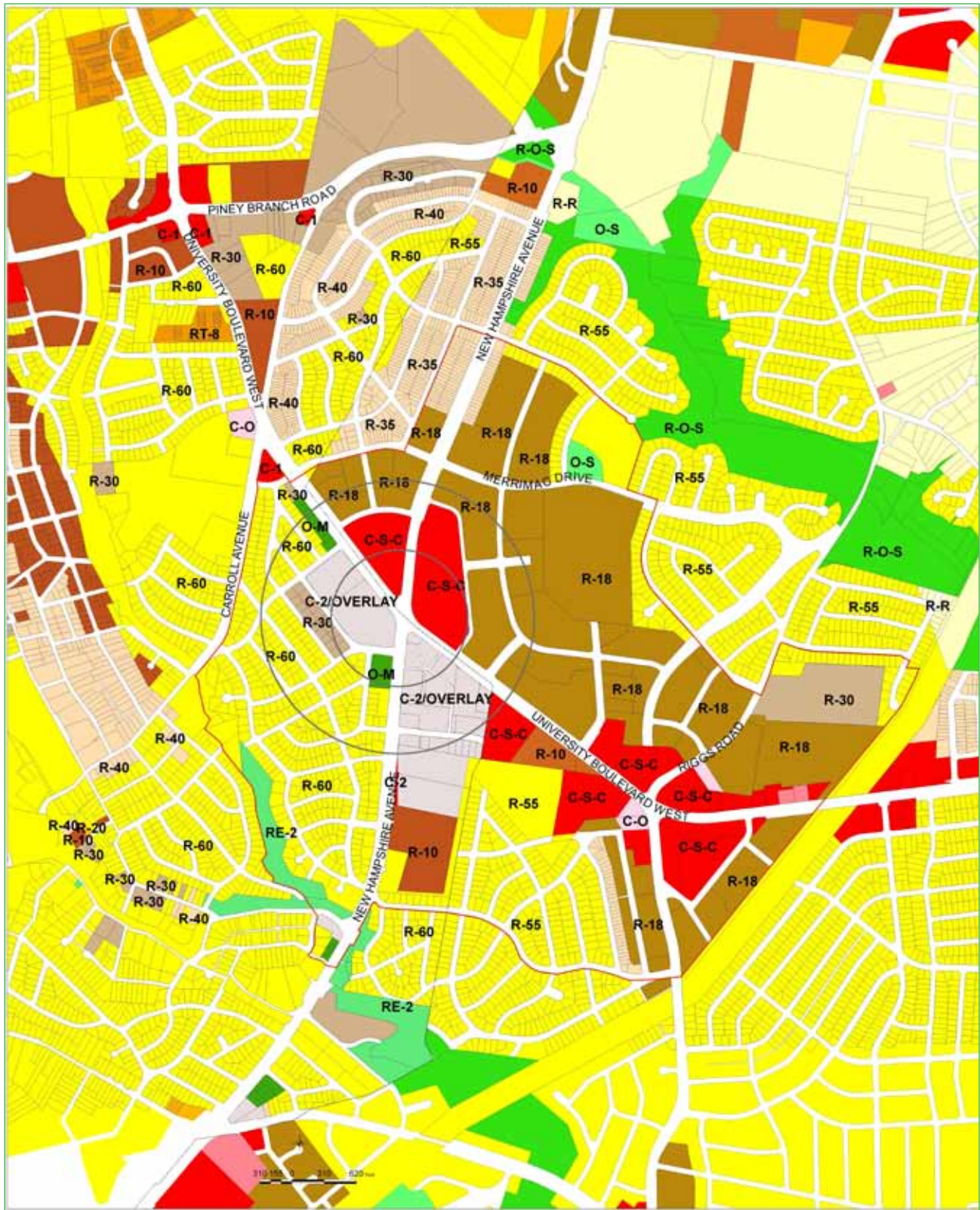
Existing Circulation Network

The TLC area is defined in large part by its network of roads. With three regional arterials (University Boulevard, New Hampshire Avenue, and Riggs Road) coming together at this location, much of the built environment is dominated by moving cars. Seventy percent of traffic on these three roads is pass-through traffic; that is, motorists are driving through this area to reach a destination elsewhere. However, local residents must also use these roads to reach nearby attractions because otherwise there are few alternative ways to move through the study area. Aside from the three main regional arterials, there are a number of secondary roads on the edges of the study area, such as Carroll Avenue on the western edge. Finally, many of the roads in the area are classified as minor roads, primarily



Map 5. Existing Land Use

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Map 6. Existing Zoning



Map 7. Street Network Pattern

providing access to residential development. Minor roads in the area include Wildwood Drive, Merrimac Drive, and Phelps Road.

Because of its original Euclidian zoning and development patterns, most land uses within the study area have little or no direct connectivity between them. The study area is dissected by two busy regional arterials (University Boulevard and New Hampshire Avenue) that are significant barriers to easy pedestrian access and pose numerous safety issues.

The TLC community has many residents and visitors who have no access to cars. Unfortunately, the pedestrian environment tying nearby

neighborhoods to these attractions and between various commercial parcels is an afterthought. Especially noticeable are the few direct connections between the residential areas and the commercial core of the crossroads. High traffic volumes and numerous curb cuts along the main arterials also make it difficult and often dangerous for vehicles and pedestrians to navigate through the study area or enter or leave specific properties. Furthermore, a high level of transit use along the main arterials creates a series of conflicts between pedestrians trying to access transit services and fast-moving or turning vehicles.

Open Space and Environmental Profile

The TLC plan area has a limited amount of green space, much of which is associated with schools or other community facilities. Sligo Creek Parkway, Long Branch Stream Valley, and Northwest Branch Stream Valley Parks and the power line right-of-way on the eastern edge of the study area form a green beltway along the edges or just outside of the official study area boundary. These are important natural resources that offer ecological and recreational opportunities. Nevertheless, there is poor connectivity between these nearby resources and the residential areas of the crossroads. Although the residential portions of the study area have substantial tree cover, the commercial areas developed without effective landscape or resource protection requirements are largely without any “green” character.

Economic Profile

Currently, the plan area features an estimated 167,000 square feet of office space and 1,000 jobs, roughly two percent of office space and office-based jobs in Montgomery and Prince George’s Counties. The two counties are projected to experience healthy office-based employment growth over the next few decades. Currently, the plan area’s retail businesses capture an estimated 17 percent of all retail sales made in the International Corridor trade area (defined as all the land within an easy five-minute drive of the Crossroads, which includes the residences of most of the businesses’ most frequent customers).

Based on a review of current economic conditions, the plan area is likely to maintain its current share of future trade area retail demand if transit is not added. However, with the introduction of the Purple Line and the potential addition of many more households and firms (and associated retail spending), the plan area businesses could increase their capture of trade area retail spending. It is estimated that this may occur slowly over the first ten years, and significantly more once the Purple Line is introduced and a critical mass of customers is added.

Housing Profile

TLC Study Area

The housing profile section analyzes the entire study area, which includes data from outside the sector plan boundary. This information was compiled by using data from census tracts and Prince George’s and Montgomery Counties Transportation Analysis Zones.

The 2000 U.S. census reported 9,150 housing units in the TLC area, of which 64 percent are multifamily units. One-third are in buildings with ten or more units and 24 percent are in structures with five to nine units. About 27 percent (2,463 units) are single-family detached. While most households rent (68 percent), almost half of the population lived in the same residence five years prior to the 2000 census. In 2000, about two-thirds of the rental households paid between \$500 and \$749 per month, a lower rate than Montgomery and Prince George’s Counties’ average rental cost ranging between \$1,000 and \$1,499.

Prince George’s County Portion of the Study Area

The Prince George’s County portion of the sector plan area contains two percent of the county’s total housing units. Close to three quarters of the housing stock in this portion of the plan area is multifamily, while only a little over one-third of housing units countywide are multifamily. Only 21.4 percent of the units in the plan area are single-family detached, whereas more than half of the housing units in the county are single-family detached. Townhouses are only 6 percent of the total housing units in the Prince George’s County portion of the study area, compared to 15 percent in the county.

**Table 2
Housing Distribution**

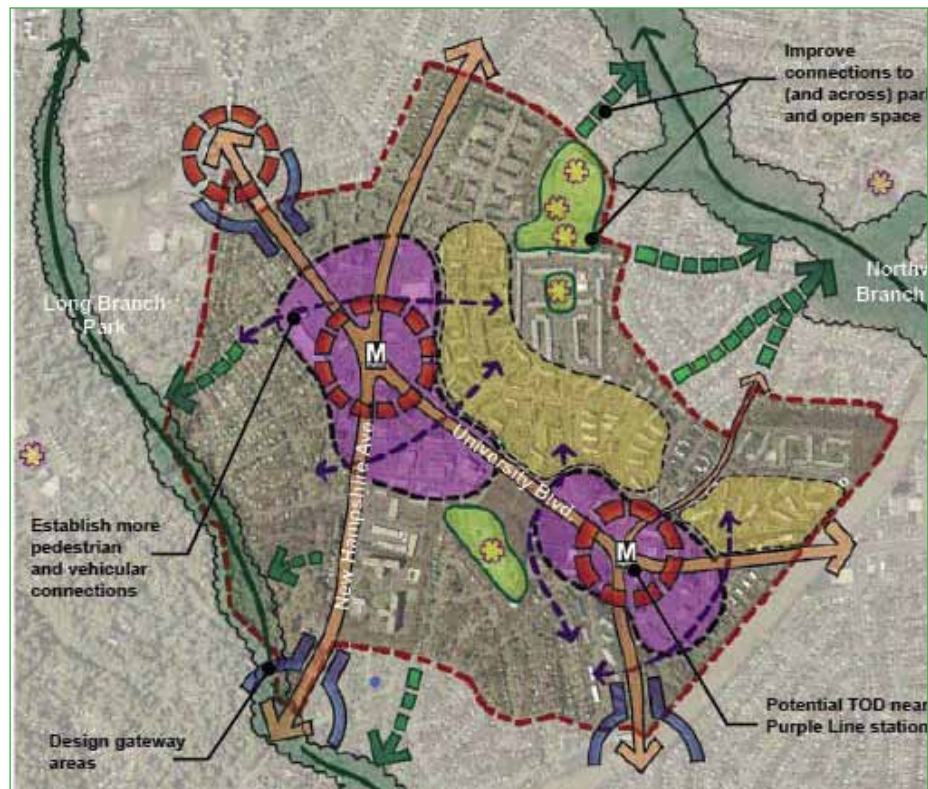
Housing Units	TLC/Prince George’s County	Countywide
Occupied	6,109	286,610
Owner-occupied	26.3%	61.8%
Renter-occupied	73.7%	38.2%

At 3.33 persons per household, the households in the Prince George's portion of the planning area are much larger than the 2.74-person households countywide. These housing units are also predominantly renter-occupied. Only a little over one-quarter of the housing units are owner occupied, compared to almost two-thirds of the county's housing units.

The opportunities and constraints analysis suggests potential measures that can enable the three local jurisdictions responsible for the study area (Prince George's County, Montgomery County, and the City of Takoma Park) to capitalize on the existing and potential assets of the Takoma/Langley Crossroads area while effectively addressing its deficiencies.

Opportunities and Constraints

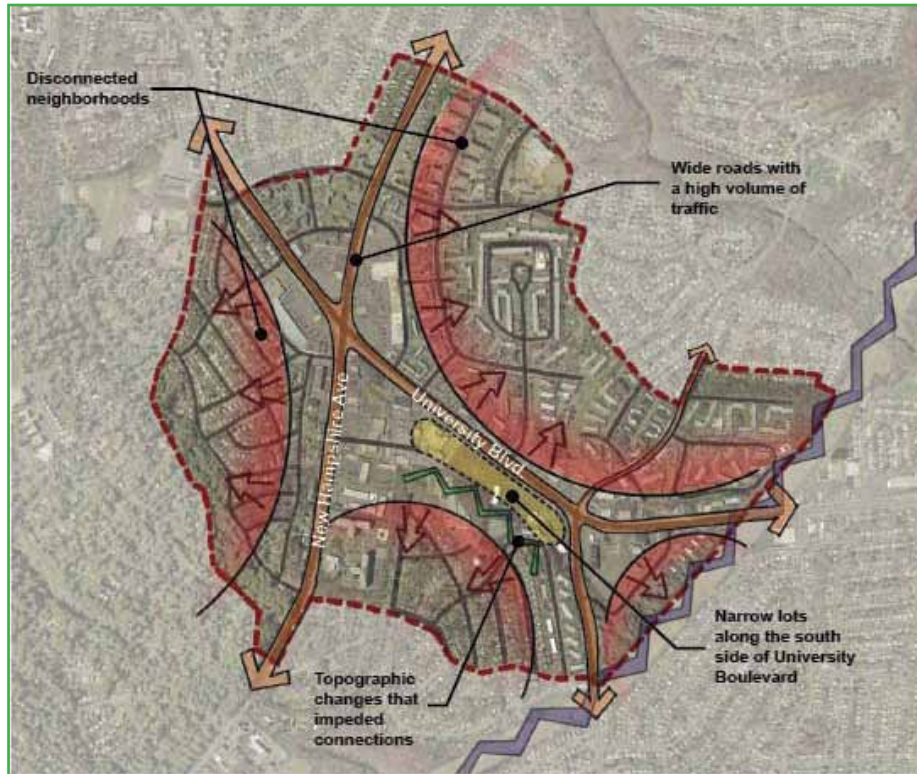
During the planning process, staff analyzed existing conditions to document the opportunities and constraints of promoting change. The opportunities and constraints analysis focused on physical aspects of issues of concern to the plan area.



Opportunities:

- Use potential TOD near the two Purple Line stations as focus for walkable places with mixed-use development and street level pedestrian activity
- Improve connections to (and across) parks and open space
- Establish more pedestrian and vehicular connections between land uses
- Explore low-density commercial uses and large parking areas as sites for redevelopment near the proposed transit stations and activity nodes
- Design gateway areas to welcome people to the crossroads

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Constraints:

- Disconnected neighborhoods
- Wide roads with a high volume of traffic that are barriers and unsafe for pedestrians
- Poor connectivity between various land uses; e.g., to major commercial attractions from neighborhoods
- Lack of street connections that provide vehicular and pedestrian choices
- Internal orientation of all land uses
- Lack of connections to major commercial activity nodes
- Topographic changes that impede connections
- Narrow lots along the south side of University Boulevard

Key Conclusions of Analysis of Existing Conditions

The previous graphic depictions of the major conclusions of this analysis visually show the potential opportunities and constraints that exist in the Takoma/Langley Crossroads.

Opportunities to Explore

Land Use

- The area's commercial core can evolve from its traditional strip commercial development to a more urban character if it can obtain sufficient future market support and transit is implemented. Transit-oriented development can create future hubs of activity in the quarter-mile or so around the Purple Line stations.
- The aging garden apartment complexes in the Takoma/Langley Crossroads area provide opportunities for future development with market and transit support. Redevelopment is also an opportunity to provide a greater variety of housing choices, while retaining a focus on affordable housing availability.
- Mixed-use development can be a means to increase redevelopment feasibility and introduce affordable housing by offering higher intensities as incentives to include affordable units in a development. By increasing the development potential of a site, TLC would be able to attract more developers for a variety of projects.

Transportation

- There are many difficulties in modifying the functions and scale of the two regional arterials that define the study area. Currently, 70 percent of existing traffic is pass-through traffic, and much local traffic is forced onto busy regional arterials. The scale of these arterials makes it difficult to find design solutions that will treat these rights-of-way more like urban streets than highways.
- A reconfigured local street system for improved traffic circulation within the Crossroads can relieve key intersections of some pressures. By offering local residents and businesses alternatives to using arterials for short internal trips, the conditions on the arterials will improve.
- More direct pedestrian connections between different land uses should be a priority in

designing a new local street system. In some cases, pedestrian-only links between different uses are a possible solution to existing access difficulties. Another priority is making existing connections across the main arterials safer.

- The connections to adjacent areas and attractions can be improved. Important regional recreation and open space are nearby, but it is hard for many in the study area to reach them. Also, future plans must recognize different accommodations for recreational cycling and walking versus commuting or functional cycling and walking, and improve pedestrian access to existing and future transit.

Recreation, Open Space, and Community Facilities Needs

- The plan area has recreational and community facility needs that are specific to its international diversity. For example, soccer games are an important social activity, but the lack of nearby fields hampers these gatherings.
- There is no existing central activity space for community events that can act as a common meeting area for residents.
- Redevelopment and reconfiguration of the local circulation system can be considered to increase access to important open space areas just outside the study area.
- Green settings and linkages can highlight the study area's public facilities and landmarks such as the historic mansion or the proposed branch library, in part by making them more visible parts of the overall TLC environment.

