

# CONCEPT PLAN ELEMENTS AND RECOMMENDATIONS

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Takoma/Langley Crossroads



Preliminary Sector Plan

## LAND USE AND URBAN DESIGN

### Vision

Takoma/Langley Crossroads is envisioned as a vibrant, pedestrian-friendly community in Prince George's County with a distinctive international sense of place. The community is organized around two distinct Purple Line stations, a new bus transit center, and a network of corresponding urban boulevards and public places. Unique architectural and streetscape elements further contribute to the area's international character.

### Background

Three key design principles provide the basis for the policies and strategies described in this section. These principles include:

#### *Transit-Oriented Development*

Transit-oriented development (TOD) addresses the design details that are needed to create compact, walkable communities centered on high-quality transit systems. TOD makes it possible to live in a community without complete dependence on a car for mobility. Four key TOD principles are addressed below to influence the creation of a safer and more walkable community.

1. Greater density than community average  
A key ingredient for walkable communities and support for transit is having sufficient residential densities to reduce walking distances between residences and other destinations, including commercial services, schools, parks, and transit.
2. A Mix of Uses  
One of the most visually distinguishable features of TOD is the active streetscape, which is oriented toward pedestrians. A mix of uses creates multiple destinations around the transit station, which helps generate pedestrian traffic. An active, lively environment can change the perception of distances, making destinations seem shorter and more walkable. A transit-supportive environment includes a mixture of residential, commercial, service, employment, and public uses, making many trips between destinations shorter and more walkable.

### 3. Quality Pedestrian Environment

There are several components that contribute to a quality environment in a TOD including allowing for convenient and comfortable places for pedestrians.

Key requirements that create a quality pedestrian environment include:

- Buildings and primary entrances are sited and oriented to be easily accessible from the street
- Buildings incorporate architectural features that convey a sense of place and relate to the street and the pedestrian environment
- Amenities such as storefront windows, awnings, architectural features, lighting, and landscaping are provided to help create a comfortable pedestrian environment along and between buildings
- The site layout and building design allow direct pedestrian movements between transit, mixed land uses, and surrounding areas
- Most of the parking is located to the side or to the rear of the buildings
- Sidewalks are present along site frontages, which connect to sidewalks and streets on adjacent and nearby properties
- Street patterns are based on an interconnected grid system that simplifies access for all modes
- Pedestrian routes are buffered from fast-moving traffic and expanses of parking
- Trees sheltering streets and sidewalks are provided along with pedestrian-scale lighting
- Buildings and parks are used to provide a focal point or anchor for key areas or intersections
- Secure and convenient bicycle parking is available

### 4. A Defined Center

Transit is particularly successful in communities and neighborhoods that have defined centers, offering multiple attractions and reasons for pedestrians to frequent the area. Having different zones with distinct characteristics also helps to create a sense of place. This sense

of place may be created by including at least several of the following attributes:

- The density and buildings are highest in the core near the transit station, moderating somewhat in the center that is within  $\frac{1}{4}$  mile of the transit station, and ultimately transitioning in the edge to match the character of surrounding development approximately  $\frac{1}{2}$  mile from the station.
- Buildings are located closer to the street and are typically taller than the surrounding area.
- Buildings are primarily oriented to the street with windows and main entrances.
- Parking is less predominant, being located to the rear and in parking structures. Parking requirements are reduced in close proximity to transit, compared to the norm.
- Sidewalks are wider than in lower density areas and offer pedestrian amenities such as street trees, benches, kiosks, and plazas.

### ***Placemaking***

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

### ***Crime Prevention Through Environmental Design***

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

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

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

## GOALS

- Promote high quality design
- Create pedestrian-friendly thoroughfares
- Create public focal places
- Provide safe communities through design that deters criminal activity
- Provide for transit-oriented development consistent with the General Plan goals.
- Facilitate densities and a mix of uses that reflect the vision of the area yet are supported by existing and proposed infrastructure.
- Achieve quality development that creates a sense of place in the Takoma/Langley Crossroads planning area.
- Promote “green” design and conservation of natural resources

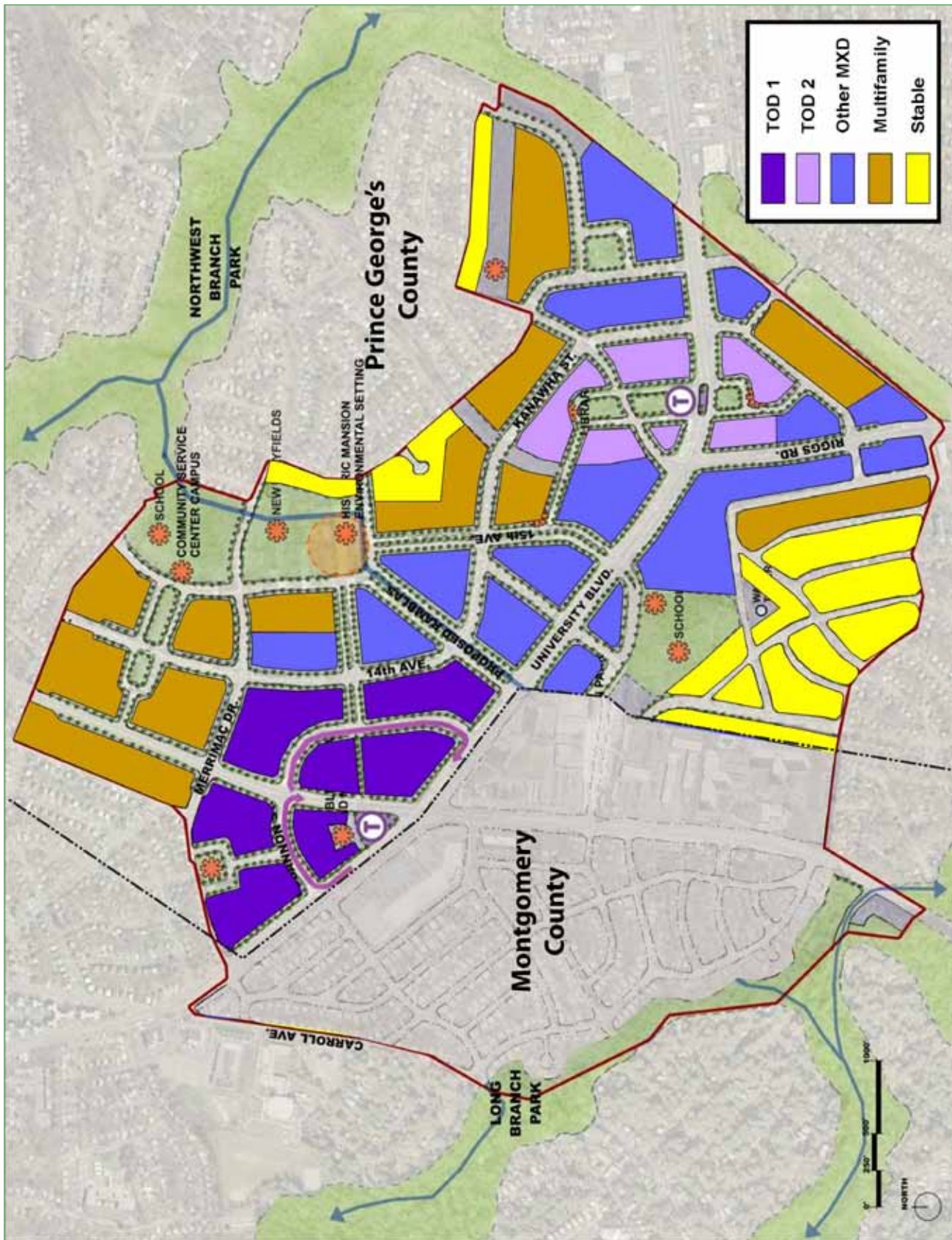
## POLICY 1

Establish quality residential and commercial design for all new construction as part of TOD principles in the core areas immediately around the transit stations by implementing design guidelines and policies for building form and design character. (Design guidelines will be part of the subsequent SMA.)

## STRATEGIES

- Utilize townhomes as a transition use between the denser mixed-use areas and the single-family detached housing areas that lie within the study area boundaries. Such units provide a more affordable path to homeownership than detached housing and may be a key means to increase the proportion of owner-occupied units in the TLC community.
- Set aside housing along University Boulevard between the two Purple Line station stops for work-live units, housing made available to small entrepreneurs. (See Map 12. Future Land Use)
- Provide housing in the TLC sector plan for populations with special needs, in particular for seniors and the disabled. Much of this type of housing should be integrated into mixed-use developments so that residents of senior housing have access to services.
- Ensure appropriate use of design elements such as entrances, porches, stoops, canopies, and roof profiles based on consistent design standards.
- Establish well-defined public space through the incorporation of a continuous street wall

Map 12. Future Land Use



of building facades as well as through fences, walls, and landscaping that define public spaces.

- Ensure appropriate form, massing, use, height, siting, fenestration, and relationship to the street for all new buildings.
- Ensure that programs exist to provide opportunities for appropriate workforce or affordable housing for existing residents to remain in the sector plan area.

#### POLICY 2

Future redevelopment of existing commercial sites should not result in a replication of today's one-story, stand-alone buildings surrounded by surface parking.

#### STRATEGIES

- Stipulate mixed-use to range from the very modest (two- or three-story walk-up structures) to the more ambitious (multistory mid-rise structures).
- Make ground-floor retail relatively small scale, similar to current services that serve the community.
- Locate larger more regionally oriented businesses in the TOD areas or directly off the main arterials. In contrast, a number of smaller, more locally oriented uses can be located off

these arterials inside the neighborhoods they most directly serve.

#### POLICY 3

Create density recommendations for the Takoma/Langley Crossroads area that allow for transit-oriented and mixed-use development.

One consideration in establishing densities for Takoma/Langley Crossroads was the cost of construction of mixed-use or multifamily structures. Given the concern that redevelopment might lead to a decrease of workforce housing choices in Takoma/Langley Crossroads, the allocation process sought to limit most densities in the study area to those whose construction techniques (approximately four to five stories) are akin to conventional "stick built" methods. Once above five stories, construction costs rise sharply, making it more difficult to set aside such units as workforce housing. Consequently, a concerted effort was made within the priority sequence of the allocation process to spread out much of the residential development so that buildings relying on more expensive construction techniques were limited to those areas where such costs might better succeed economically. In general, this concern limited residential densities to 50 units per acre.



*Mixed-use is a common trait of urban neighborhoods*



Low: 10 to 20 DU/acre

Medium: 20 to 40 DU/acre

High: 40 to 50 DU/acre

The figures above show the overall ranges of FARs by different areas within the Crossroads. The table shows the range of overall combined residential and nonresidential levels in the TOD and other mixed-use areas and translates the residential-only densities to probable FARs.

Table 3 FAR Ranges for Land Uses	
Area	Approx. Overall Density (Net Area)
TOD 1 New Hampshire Station	1.6-2.5 FAR
TOD 2 Riggs Road Station	1.3 to 1.8 FAR
Other mixed-use development	0.8 to 1.8 FAR
Multifamily housing only areas	0.8 to 1.4 FAR

**Floor Area Ratio (FAR)**

A measure of sited development intensity usually used for nonresidential or mixed-use developments. (Residential is usually measured in dwelling units/acre.) FAR is calculated by dividing the total usable floor area of a development by the amount of land on which it is sited. FARs can be measured on a gross basis (total area of sites) or net basis (only use site area used for development). This study used net FARs by assuming 25 percent of each parcel was not used for development space.

**STRATEGIES**

Examine policies that will grant higher FARs above a certain limit as an incentive for such benefits as:

- Inclusion of workforce housing
- Dedicating building space for use of community groups or nonprofits
- Provision of public open space beyond normal requirements
- Dedication of public right-of-way
- Provision of other public amenities such as space for community facilities or services
- Green building achievements such as silver or gold LEED status
- Green infrastructure treatments such as bio-retention of storm water



POLICY 4

Allow parallel on-street and off-peak parking on main arterials. In addition to reducing the need for costly off-street spaces, rows of parked cars are a very effective buffer between pedestrians on adjacent sidewalks and moving traffic.

STRATEGIES

- Screen off-street parking utilizing buildings.
- Access points to parking areas along these streets should be from side streets, not the main street. This eliminates numerous curb cuts and keeps the pedestrian realm more continuous and conflict free.
- When parking must be adjacent to streets or will be highly visible, parking structures should have architectural or landscaping treatment that blend them more easily into the overall built environment.

POLICY 5

Create architectural guidelines to which buildings in the Takoma/Langley Crossroads should adhere.

STRATEGIES

- Buildings taller than five stories should step back after the fifth floor to reduce massing.
- Commercial buildings should place entrances at intersection corners, when possible.
- Texas Doughnut buildings should be encouraged in residential areas to screen all off street parking as well as create more private outdoor space for use of residents and tenants. A Texas Doughnut is a building or group of buildings, often multifamily residential, that wraps around or encircles a multistory parking garage. A

Texas Doughnut has the benefit of maintaining an urban streetscape while providing suburban parking ratios. ([http://planningwiki.cyburbia.org/Texas\\_doughnut](http://planningwiki.cyburbia.org/Texas_doughnut))

- Townhouses and multifamily entrances should face public streets and not private parking areas.



Texas donut

POLICY 6

Utilize Crime Prevention Through Environmental Design (CPTED) principals to improve safety.

STRATEGIES

- Eyes on the street should be encouraged by requiring some fenestration on all building elevations whether mixed-use, residential, or commercial. Extensive blank walls should not be allowed.



Eyes on the street

- Streetlights should be set at closer intervals to create more even lighting and avoid glare spots that make darker areas appear even darker.
- Streetlight foot-candles in the study area should initially be higher than normal to encourage nighttime foot traffic and make surveillance easier. Streetlights can eventually be “rebulbed” to lower level once neighborhoods stabilize.
- Parks and other open areas such as parking lots should avoid low, dense shrubbery that could hide potential assailants.

#### POLICY 7

Future development of the Purple Line should include a green element and design to decrease the amount of impervious coverage in the area and promote better design.

#### STRATEGY

Coordinate with MTA and SHA to ensure green elements in the development of the Purple Line stations in the sector TLC plan area. These elements may include tree plantings, green tracks, and landscaping.

## TRANSPORTATION SYSTEM

### Vision

The vision for the Takoma/Langley Crossroads (TLC) transportation system is to create an effective and efficient multimodal transportation system that takes into account development near the proposed Purple Line and transit center and that balances all proposed development. This system of roads, sidewalks, trails, and mass transit is integrated with the recommended land use plan to encourage a user-friendly system that would link the Takoma/Langley Crossroads sector plan area with other key destinations in the region.

### Background and Recent Studies/Improvements

The TLC sector plan area is presently served by a transportation network which includes residential streets, collector streets, arterial streets with regional and local bus services, and fragmented sidewalks. The existing transit service within the sector plan can be characterized as slow and

unreliable because it mainly operates on roadways that are congested during morning and afternoon peak commuting hours. At the present time, there is no efficient, reliable, and high-capacity transit to attract additional development and promote the needed redevelopment and revitalization.

In order to provide a better connection and transfer among the existing bus transit routes serving the area, the Maryland Transit Administration (MTA) plans to construct a transit center that is proposed to be located on the northwest quadrant of the University Boulevard and New Hampshire Avenue intersection. This area serves between 10,000 to 13,000 transit passengers on a daily basis on the bus routes that pass through the area. The high volume of existing transit ridership makes this area one of the busiest bus transfer points in the county.

This transit center will be essential to eliminating redundant bus stops that encourage many existing dangerous pedestrian movements in the area. The current design for the transit center is shown opposite. Adequate pedestrian and bicycle access to the transit center will be critical components of the sector plan.

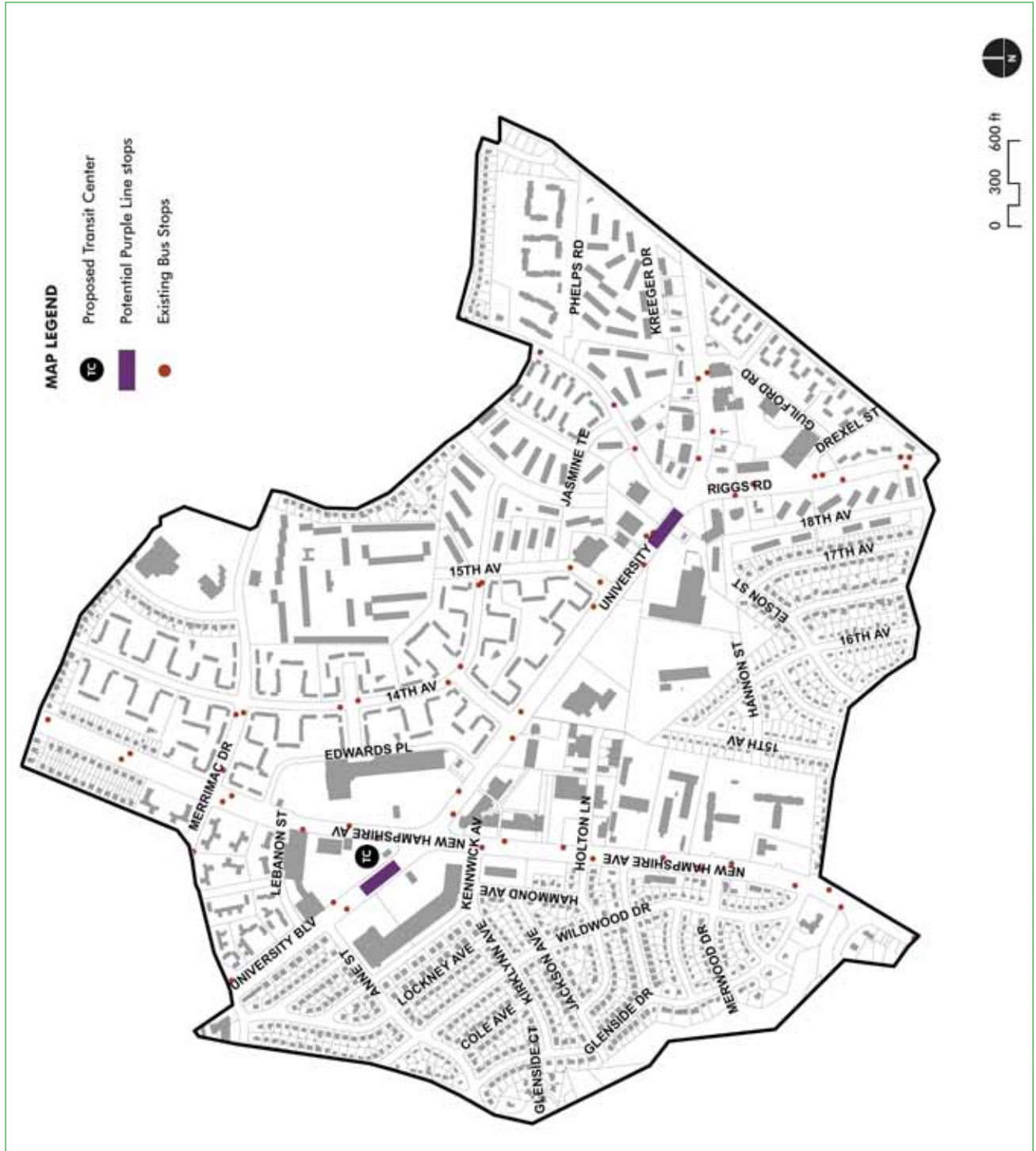
Bicycle hub facilities at the transit center that serve transit riders who walk and bike to work, school, and other places can be incorporated into the transit center. Bicycle hub facilities could include enclosed bicycle storage lockers and parking facilities, retail services, and information about transit options.

There are numerous schools in and around the Takoma/Langley Crossroads area that need both adequate pedestrian and bicycle access. Safe and adequate access to schools should be maintained and enhanced through creation of shared-use roadways and trail creation and preservation. Finally, there are many potential limitations to conventional bike facilities along the main roads due to inadequate street widths, intersection conflicts, high-frequency bus routes, high pedestrian use on sidewalks or other obstacles. The county should test a variety of different facility types along constrained streets.

In order to more comprehensively address the transit mobility and accessibility issues in the Purple Line corridor between Bethesda and New Carrollton which includes the sector plan area, MTA has prepared and released for comments the Draft Purple Line Alternative Analysis Environmental Impact Statement (DEIS), dated September 2008.



Map 13 Existing Transit Routes at intersection of New Hampshire Avenue and University Boulevard



The study considers a range of transit alternatives to improve east-west mobility in the 16-mile corridor that connects several major activity centers at the existing Metrorail stations (Bethesda, Silver Spring, College Park, and New Carrollton) with the sector plan area and the University of Maryland. The proposed Purple Line will also connect to all MARC commuter rail lines at Silver Spring, College Park, and New Carrollton Metro Stations, and AMTRAK regional rail service at New Carrollton Station. This study evaluates two transit modes, bus rapid transit (BRT) and light rail transit (LRT).

While both modes can provide the needed mobility and accessibility required for the DEIS, the LRT option is projected to have a higher ridership than BRT. It will attract more automobile trips to transit and thus provides much greater reduction in automobile use along major corridors in the sector plan area. The LRT also provides much faster travel times than BRT between the key destinations. For these reasons, the sector plan transportation recommendations have been developed based on the assumption that the preferred mode for the Purple Line is LRT. Therefore the plan recommends that the Purple Line be constructed as LRT.

The preliminary update to the Countywide Master Plan of Transportation (MPOT) recommends the extension of the Purple Line as a fixed-guide way facility from New Carrollton, through the central and southern parts of Prince George’s County, to National Harbor. This extension would provide additional connectivity between the sector plan area and Landover, Largo Town Center, and National Harbor, as well as intermediate locations. The MPOT is expected to be approved and adopted in 2009. The plan contains a bicycle and pedestrian element and a countywide plan map. The plan also contains many transit improvement recommendations and it emphasizes a need for compact transit-oriented development that will encourage biking and walking and reduce increases in vehicle emissions. The *Approved Langley Park, College Park, Greenbelt Master Plan (1989)* and *Adopted Sectional Map Amendment (May 1990)* contains many long-term “guidelines” that are still relevant today and these are integrated into the MPOT.



Proposed transit center

**Roadway Goals**

The major roadways serving the sector plan area are New Hampshire Avenue (MD 650), a six-lane divided arterial facility; University Boulevard (MD 193), a six-lane divided arterial facility; and Riggs Road (MD 212), a six-lane divided arterial roadway south of MD 193, transitioning to a two-lane undivided collector facility north of MD 193. The 2007 annual average daily traffic (AADT) volumes along these major roadways serving the sector plan area range from approximately 41,000 vehicles along University Boulevard, 39,000 vehicles along Riggs Road south of University Boulevard, 38,000 vehicles along New Hampshire Avenue, to 20,000 vehicles along Riggs Road north of University Boulevard.

For planning purposes, the ratio of existing or projected daily traffic volumes to daily service volumes, typically defined over a range of operating conditions, is used to describe congestion level, or levels of service (LOS), experienced by drivers along a given roadway. The LOS is a measure of usage and capacity level of transportation infrastructure. The levels of service range from LOS A, free-flow condition with little or no congestion, to LOS F, failure condition with stop-and-go traffic.

The General Plan recommends LOS E or better for all areas within the Developed Tier, which includes the sector plan area. Table 5 identifies the Existing AADT volumes, the recommended daily service volumes, and the resulting LOS for key roadways serving the sector plan area.

Except for Riggs Road north of MD 193, which is currently a two-lane undivided facility, all major roadways within the sector plan are operating at acceptable levels of service. However, the intersection of University Boulevard with New Hampshire Avenue and the intersection of University Boulevard with Riggs Road are heavily congested during weekday peak periods and weekends.

There are numerous conflict points in the area for pedestrians, cyclists, and vehicular traffic including the convergence of several local and regional bus routes and inadequate continuous sidewalks. Most intersections within the sector plan boundary are inhospitable and challenging. This adds to traffic congestion by encouraging auto use even for short local trips that would otherwise be made on foot.

Both University Boulevard and New Hampshire Avenue are functioning as “main streets” for the sector plan, but little exists along them to create a unique identity. Sidewalks along these corridors are either missing or not continuous and accessible. Along these busy corridors, there are areas where streetscape does not exist, or the existing streetscape needs to be upgraded with additional amenities to include well-defined crosswalks, street trees, pedestrian-scale lighting, and user-friendly and dual-language signage.

Roadways	Existing No. of lanes & Master Plan Designation	Existing Average Daily Traffic	Planned Maximum Daily Service Volume	Existing Level of Service
New Hampshire Avenue (MD 650)	6-lane arterial	38,200	80,770	C
University Boulevard (MD 193)	6-lane arterial	41,300	80,770	C
Riggs Road (MD 212) north of MD 193	2-lane collector	20,000	15,930	F
Riggs Road (MD 212) south of MD 193	4-lane arterial	39,200	80,770	C

<b>Table 5 Roadway Definitions</b>	
<b>Roadway Name</b>	<b>Definition</b>
Freeway	A divided highway for through traffic, with full access control by grade separation at intersections, intended solely to carry large volumes of traffic over medium to long distances. Rights-of-way range from 300 to 600 feet.
Parkway	A corridor of parkland containing a limited access, divided scenic roadway with full or partial access control. The width of the median, as well as the park corridor, is variable dependent on the topography and adjacent natural and cultural features. Parkways are typically limited to noncommercial traffic and provide scenic gateways.
Expressway	A divided highway for medium- to high-speed traffic, with controlled access and some or all intersections at grade. Access to abutting properties is generally not recommended. Rights-of-way are generally a minimum of 200 feet.
Arterial	A divided highway with intersections at grade and with geometric designs and traffic controls intended to expedite the movement of traffic. Direct access to abutting properties may be permitted by variance but may also be controlled. Rights-of-way are generally a minimum of 120 feet.
Collector	A multilane or two-lane roadway designed to carry medium-speed traffic between arterial and internal local streets and to connect the residential neighborhoods to major traffic generators. Major collectors include separate left-turn lanes at major intersections and may incorporate medians to control left-turn access. Direct access to abutting properties on major collectors may be permitted but may also be controlled. Collector rights-of-way are generally a minimum of 80 feet and up to 100 feet on major collectors.
Primary Roads	Two-lane residential roadways providing access to the development along the roadway.

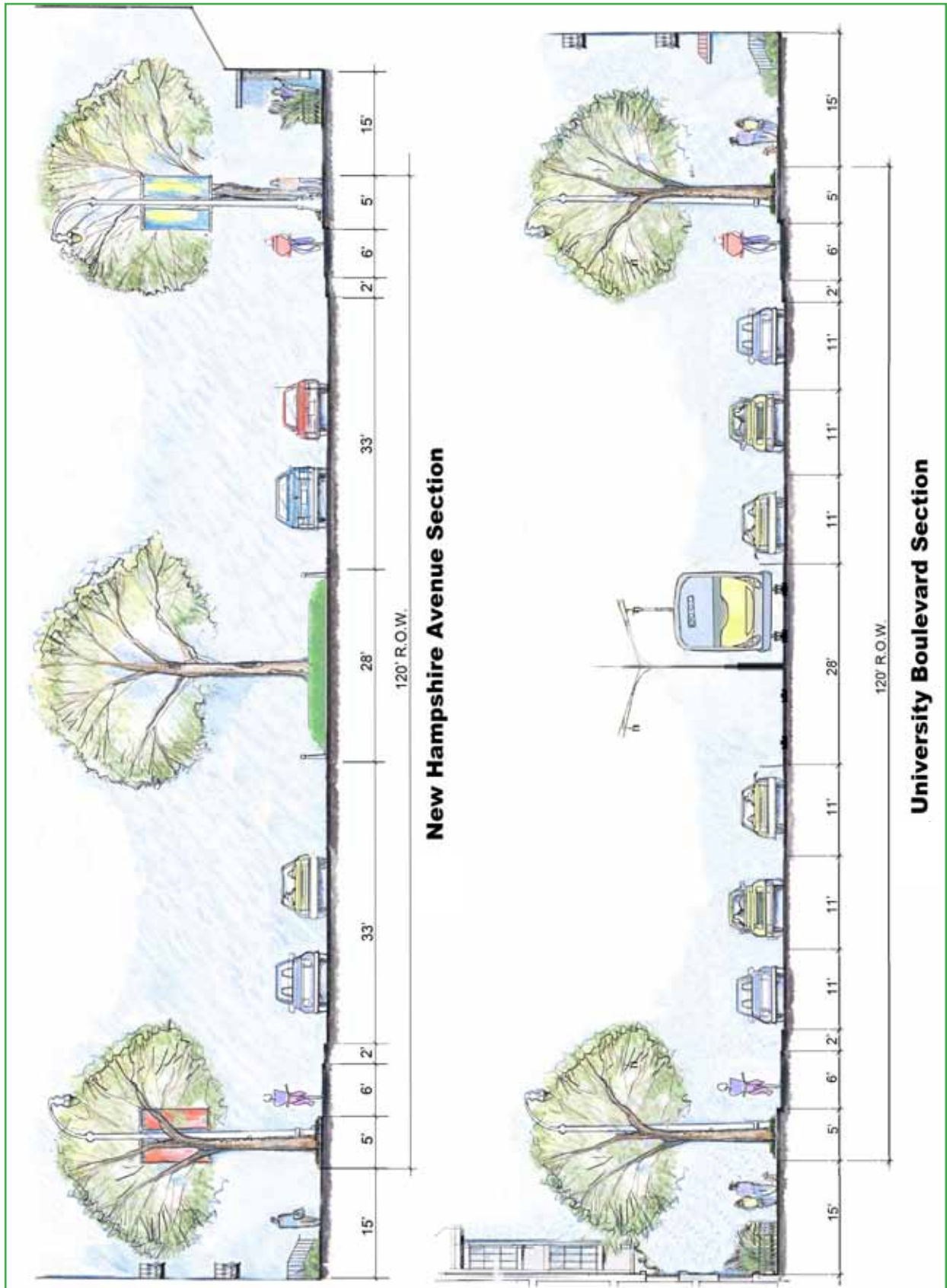
In order to improve the existing circulation deficiencies and increasing pedestrian safety problems in the vicinity of the MD 193 and MD 650 intersection, the Maryland State Highway Administration (SHA) is currently constructing road and safety improvements along MD 193 and New Hampshire Avenue approaches. These capital projects include steel-rail fencing within the median of both University Boulevard and New Hampshire Avenue. While these projects are helpful to funnel pedestrians away from dangerous mid-block crossings, the area needs more improvements that will encourage walking and bicycling and enhance the public realm in general.

The improvements being constructed also do not address the operational problems associated with heavy left turns, but include improved crosswalks and sidewalks along the south side of University Boulevard east of New Hampshire Avenue. The SHA-funded improvements also include some modifications to existing traffic signals and



*Light rail transit in San Francisco, California*

Road Sections: New Hampshire Avenue and University Boulevard



installation of a new pedestrian-activated signal at the intersection of MD 650 with Lebanon Street.

As a result, the recommended transportation system for the sector plan area has been developed to concentrate on maximizing the utility of the existing transportation network and changes that will:

- Improve the ability of internal roadways to safely and efficiently manage the current and projected traffic volumes
- Provide pleasant and direct connections to existing bus service, the planned Takoma/Langley transit center, and the Purple Line fixed guideway transit (FGT)
- Define and incorporate streetscape that is pleasant, inviting, and improves the visual and functional qualities of major corridors in the sector plan area
- Reduce dependency on automobile use
- Include an interconnected system of crosswalks as part of an attractive and safe pedestrian network that encourages walking to work, shops, schools, parks, and transit

Since the sector plan area is within the 2002 General Plan's designated Developed Tier, the recommended transportation infrastructure will also need to:

- Capitalize on investments in transportation and other infrastructure
- Promote transit-supporting, mixed-use, pedestrian-oriented neighborhoods
- Renew/redevelop commercial strips
- Capitalize on public investment in the existing transportation system
- Ensure transit supportive and transit serviceable development
- Require pedestrian-oriented, transit-oriented, transit supportive, and serviceable development

During the planning process, much attention was paid to redefining the future transportation patterns for the Takoma/Langley Crossroads and to fuse the different types of circulation into a true overall system. Several principles underpinned the transportation system that supports the recommended goals and strategies.

The future system should give Crossroads residents and visitors a variety of choices regarding how to access the area and to move about within it.

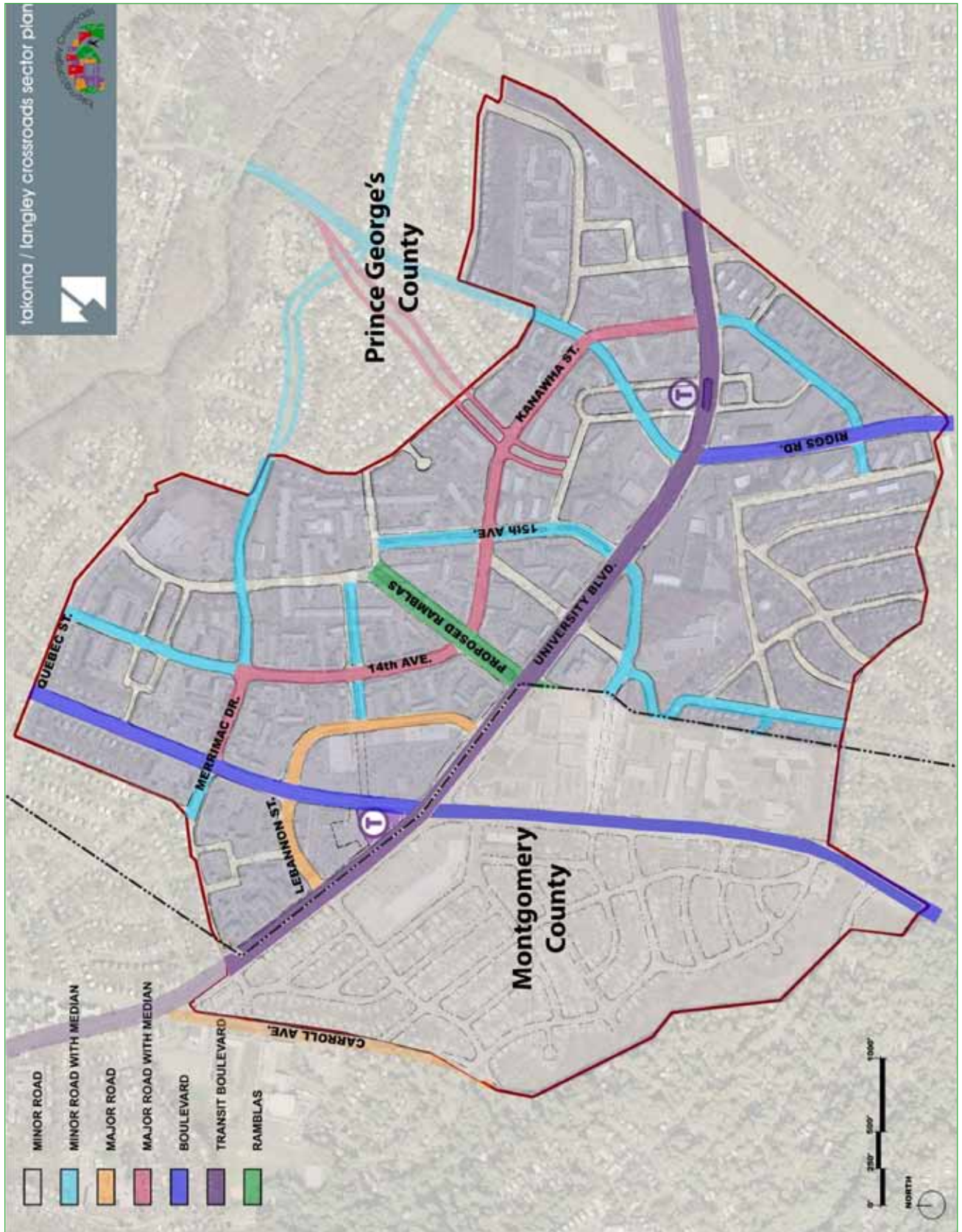
All types of roadways within the crossroads should be green streets whose function and design contribute to a greener Crossroads environment.

The system should be based on a concept of complete streets where different modes—transit, autos, cyclists, and pedestrians—share the right-of-way with other users while being adequately provided for themselves.



*Multimodal roadway, San Francisco, California*

Map 14 Primary Thoroughfares



Safety and convenience of Crossroads residents and visitors, especially pedestrians, shall take precedence over maximizing auto flows.

Nevertheless, traffic flows must meet standards for acceptable levels of service within a highly urbanized context.

Map 15 illustrates how the concept plan fulfills the goal of giving motorists, cyclists, and pedestrians a wider set of choices about how to move through the study area.

## Road Circulation

One specific priority is to provide for more direct access to the future transit stations. Another result of this system is more direct access from surrounding neighborhoods into and through the commercial or mixed-use areas rather than forcing movements around them and onto the main arterials to reach various destinations. South of University Boulevard these new connections are primarily used on existing commercial sites to channel access to and from properties in a more orderly way and to create smaller development parcels from the existing expansive “superblock” layout of the commercial core. For areas north of University Boulevard, a greater number of new connections are needed. Both the commercial sites and the garden apartment areas currently have few continuous ways to move to and from other plan area locations and there are no direct connections to the future transit station at Riggs Road. Another impetus for adding new links is to avoid to some degree putting even more traffic at the two main intersections. For example, the extension of Kanawha Street eastward to connect to University Boulevard beyond Riggs Road provides motorists and cyclists with another way to avoid the Riggs Road-University Boulevard intersection.

## Jug Handles/Right-Turn Only Lanes

One key aspect of the proposed circulation system in the concept plan is the use of “jug handle” access roads to relieve the intersection of New Hampshire Avenue and University Boulevard from numerous direct left-turning movements. The solution is to require vehicles on one of the arterials that intend to turn left onto the other arterial to first pass through the intersection, then make a series of right-hand turns to move onto the other arterial. The figure is an enlargement from



the concept plan of the system that would be put in place.

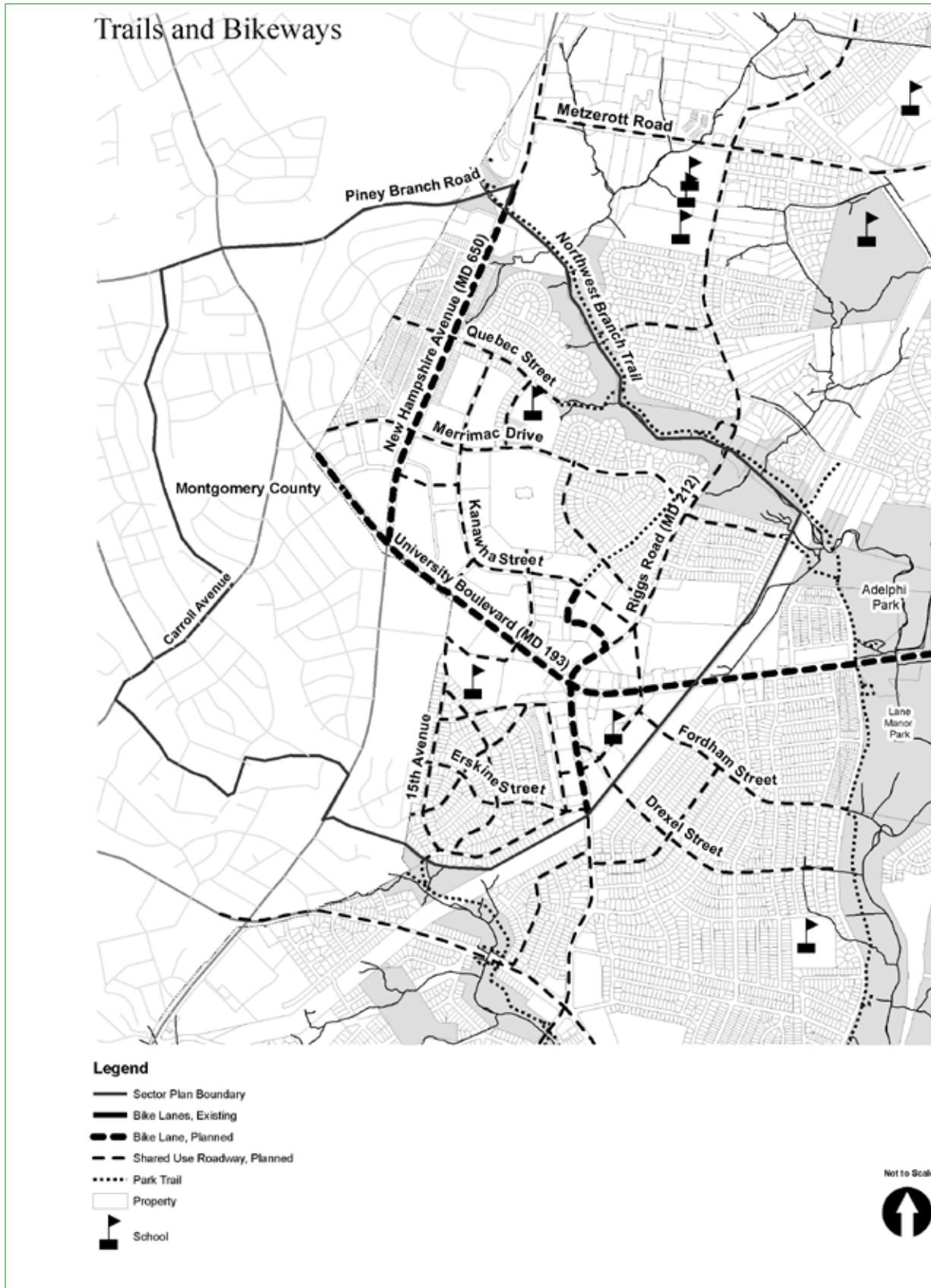
Previous sections have described many of the green streets and complete streets aspects of the proposed circulation network. Fitting up the interior streets and boulevards within the study area will require much attention and significant resources, but the implementation of the green streets and complete streets ideas is relatively straightforward once the rights-of-way have been secured. Many of the required new links will likely only come about when redevelopment reconfigures locations to the pattern of development parcels shown on the preferred alternative concept map and such rights-of-way can be set aside and dedicated to the local jurisdictions. One of the biggest challenges posed by the concept plan is how to implement redesigns of both the main arterials, New Hampshire Avenue and University Boulevard, to make them more consistent with these concepts.

## GOALS

Provide a multimodal infrastructure that supports the preferred land use concept; provide safe, efficient, reliable, and attractive accommodations for all modes and users; and improve the quality of life for the sector plan area residents, workers, and visitors

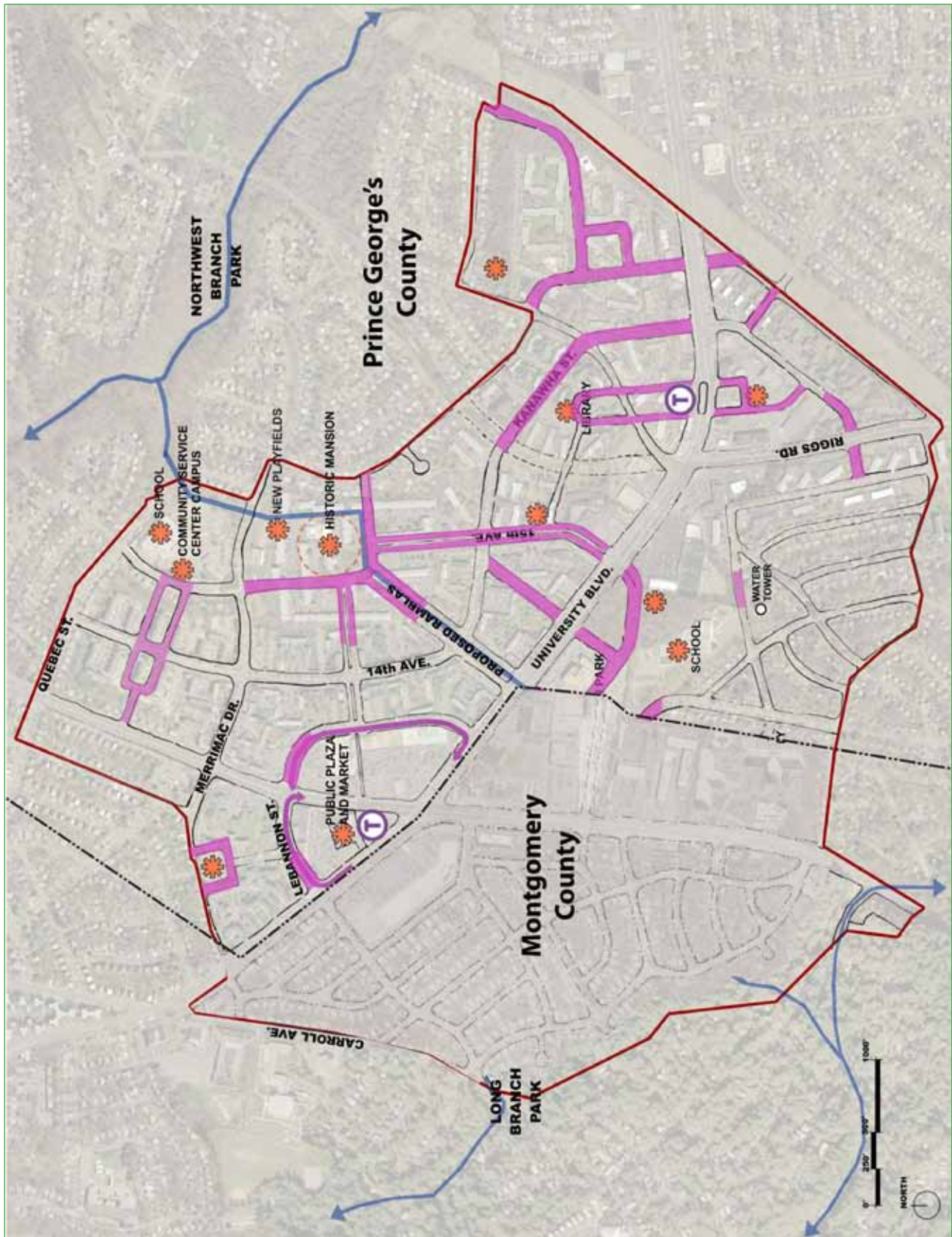
Recommend adequate rights-of-way, functional classification, and desired multimodal cross sections (when needed) for major roadways within the sector plan area for existing and future needs





Map 15. Bikeways and Trails

Map 16. New Street Proposal



Provide choices in modes of transportation

Increase the availability of high quality public transportation

Designate and recommend adequate rights-of-way for future Purple Line

Utilize complete street and context-sensitive concepts to promote travel by transit, walking, and biking as viable alternatives to the automobile

Ensure connectivity between all transportation modes

**Overall Transportation Policies and Strategies**

POLICY 1

Plan a light rail transit system that provides efficient and user-friendly transit service to the sector plan area that will change the transit from being primarily an automobile-based transportation network to an important component of a multimodal system that will reduce the use of private automobiles as a mobility option for most trips to and from the sector plan area.

STRATEGIES:

- Encourage transit-oriented development (TOD) within the sector plan area. All new development and redevelopment applications should be reviewed for transit, bicycle, and pedestrian-supportive design.
- Coordinate transit service expansions, service modifications, and facilities planning for the sector plan area with MTA, WMATA, Montgomery County Ride On, Prince George’s County DPW&T through the current and subsequent DPW&T Transit Service Operation Plans, and the Countywide Master Plan of Transportation (MPOT).
- Identify ways to comprehensively and aggressively plan for increased duration bus service.
- Ensure that planning, design, engineering, and construction of the Takoma/Langley transit center is completed in timely fashion.
- Explore the feasibility of creating two new park-and-ride, multiuse parking structures near the planned Purple Line stations within the sector plan area.
- Ensure that all existing and planned roadways and access driveways are constructed to ensure adequate transit linkage between the planned

development areas, transit center and Purple Line stations.

- Explore ways to stage the needed transit service enhancement and the construction of the Purple Line as light rail rapid transit to accommodate each phase of the planned development within the sector plan area.
- Coordinate with WMATA, the Montgomery and Prince George’s Counties’ DPW&T, and the development community to provide unified, well-lighted, accessible, attractive, durable, and all-weather bus shelters with benches, trash cans, dual-language route maps and schedules, and highly visible and effective wayfindings at all bus stops throughout the corridor, especially along New Hampshire Avenue, University Boulevard, and Riggs Road.
- Identify and create a transportation demand management district (TDMD) for the sector plan area in accordance with Section 20A-204 of the Prince George’s County Code. The main purpose of the TDMD is to help implement the General Plan policies for the Developed Tier by recommending timely transportation-related improvements or actions that will reduce, or divert to other modes, the vehicle trips generated by the preferred development for the sector plan, in order to meet local vehicle trip reduction goals.
- Create an ongoing community outreach tool that informs residents of available transit services including providing education and training classes in English and Spanish regarding traffic rules and safe pedestrian behavior.

POLICY 2

Develop a transportation system that is safe, efficient, accessible, and reduces dependency on the automobile. This system should support the sector plan’s proposed and preferred development and land use concept within the adopted level-of-service standards.

STRATEGIES:

- Provide for commuting efficiency and peak period travel demands through geometric improvements and upgraded traffic control systems.
- Protect future rights-of-way for all recommended transportation infrastructure.
- Utilize context-sensitive roadway design with landscaping, multimodal amenities, and equitable highway and safety signage for all

users including the large non-English-speaking population within the plan area.

- Ensure redundancy and connectivity within the roadway network.
- Minimize the impact of traffic intrusions including neighborhood cut-through traffic, identifying ways to reduce parking requirements for new development, and installing pedestrian and vehicular safety improvements especially along residential streets.

### Highway Functional Classifications

Functional classification defines a roadway’s role in the system network in terms of trip length, total number of lanes, the minimum right-of-way limitation, the level of land access, and important design requirements such as design speed and sight distance. The roadway classification in the Takoma/Langley Crossroads sector plan is shown on Table 6 and discussed in detail below. Roadway classifications for areas adjacent to the sector plan area are available in the MPOT.

#### POLICY 3

Develop a functional classification for all proposed and existing roads in the concept plan.

#### STRATEGIES

In addition to the functional classification of the roadways, this section proposes identification of major roadways serving the plan area in terms of context and the use. This is done to identify the intended and desired relationship between the space between curbs, consisting of the number of travel lanes, medians, on-street parking, transit accommodation, and bicycle lanes, and the space

for the provision of other roadside elements, such as sidewalks, planting strips, street furniture, and building setbacks.

Major Transit Boulevard: University Boulevard should be constructed as a major transit boulevard. Amenities within the right-of-way should include six travel lanes, three in each direction, wide continuous sidewalks, improved lighting, designated bicycle lanes, and pedestrian crosswalks delineated with special pavement or markings at all intersecting streets. The plan recommends the road cross section include a median wide enough to adequately accommodate an at-grade Purple Line light-rail transit and the needed pedestrian and station facilities.

Major Urban Boulevard: Ensure that New Hampshire Avenue and Riggs Road south of MD 193 are transformed to attractive and walkable six-lane major urban boulevards that support a diverse mix of pedestrian-oriented development. At a minimum, the desired elements to be included along or within the limits of the rights-of-way are landscaped medians, street trees, adequate pedestrian zones that will include wide sidewalks, street furniture, space for seating, pedestrian scale lighting, and bus stops with all-weather shelters and seats. Other desired traffic control elements include lower posted speeds (35 MPH), speed-enforcing cameras, designated bicycle lanes, off-peak on-street parking, intersections with high visibility crosswalks, pedestrian count-down signals, and red-light enforcing cameras. Between intersections, design should consolidate commercial driveways and provide curb extensions and pedestrian refuge islands in the median to reduce pedestrian crossing distance.

Roadway Name	Lanes	Road Classification	Right of Way (Feet)
A-11: New Hampshire Avenue ( MD 650)	6	Arterial	120
A-12: Riggs Road, south of MD 193 (MD 212)	6	Arterial	120
A-16: University Boulevard (MD 193)	6	Arterial	120–150
MC-201:Merrimac /14 <sup>th</sup> Avenue / Kanawha Street	4	Major Collector	90–100
C-235: Lebanon / Edwards Street	4	Collector	80
P-211: 15 <sup>th</sup> Street (from 14 <sup>th</sup> Avenue to MD 650)	2	Primary	70
P-212:Proposed <i>Rambias</i>	2	Primary	150

**Minor Urban Boulevard:** The plan envisions Merrimac Street/14th Avenue/Kanawha Street to be reconstructed to a four-lane roadway that serves as an alternate east-west route and, at minimum, will include a lower posted speed (25–30 MPH), on-street parking, wide sidewalks, street furniture and landscaping, pedestrian-scale lighting, bus stops with shelters, bike lanes, high visibility crosswalks, and possible mid-block crosswalks.

**Proposed Ramblas:** The plan envisions a two-lane roadway with wide and green medians, pedestrian walkways, and exclusive bikeways that extend across University Boulevard and create a wide green vista connection within the plan area east of the University Boulevard and New Hampshire Avenue intersection.



*Proposed Ramblas section*

## TRAILS AND PEDESTRIAN ACCESS

### Vision

The vision for the trails system of the Takoma/Langley Crossroads (TLC) sector plan is to create a comprehensive network of on- and off-road bicycle facilities and sidewalks that connect all parts of the TLC area, providing residents and visitors with convenient access to transit stations, workplaces, parks, commercial areas, and many other destinations.

### Background

Biking and walking are popular activities in the Takoma/Langley Crossroads area, which is characterized by low- to medium-density residential and commercial land uses. The area is a major transit service location and in close proximity to the University of Maryland campus. It is one of the busiest bus-transfer locations in the Washington metropolitan region.

Access to transit is a major objective of the TLC sector plan. New and innovative ideas for capital improvements are needed to improve pedestrian and bicycle circulation in general with improved access to transit. Improvements that create access from outside of the study area on the surrounding roads and off-road trails will facilitate both walkers and riders.

There are many challenges to facilitate pedestrians and bicyclists through the area. Much of the urban form in this area creates barriers to pedestrian and bicycle mobility. Streetscapes are oriented to large surface parking lots with several drive-up and drive-to commercial establishments. Wide roads with large volumes of vehicles and many driveway entrance movements make getting around by foot or by bicycle difficult. There is little in the way of green infrastructure or green space within the commercial core area.

The Takoma/Langley Crossroads Pedestrian Access and Mobility Study (2007) was sponsored by the Council of Governments as part of the transportation and land use connection program to create a vision for the area. This plan essentially incorporates the recommendations of the study with additional specific improvements. It identified both short- and long-term improvements needed to improve pedestrian safety and mobility. It examined how improvements for pedestrians and bicycles

can be integrated into the planned Takoma/Langley transit center and Purple Line facilities, and it balanced short-term safety needs and retrofit projects with the long-term vision for the area.

The Takoma/Langley Crossroads Access and Mobility Study outlined several detailed proposals for improving pedestrian safety in the short-term and long-term timeframes. The proposals are the basis for many of the recommendations contained in this plan. The short-term recommendations address safety concerns while the long-term recommendations can be implemented as redevelopment and reconstruction occurs in the area.

#### GOALS

Increase the use of bicycling for all trip purposes in the Takoma/Langley Crossroads area.

Improve the safety of pedestrians and bicyclists throughout the Takoma-Langley Crossroads area.

#### POLICY 1

Expand the bicycle route network with safe, convenient, and attractive bicycle facilities and safe road crossings on all streets.

#### STRATEGIES

- Create an integrated network of bicycle facilities that extends to all parts of the Takoma/Langley crossroads area. The existing network requires new bicycle facilities and connections to existing trails for people with a wide range of bicycle experience.
- Create bike lanes, shared use roadways, and wide, outside-curb lanes to improve riding conditions for bicyclists. Amenities can enhance the public realm and should be included in all public and private development proposals.

#### POLICY 2

Create safe routes by identifying high-priority sidewalk and bikeway corridors that lead to schools, transit centers, parks, and other activity centers where sidewalk and bikeway construction is required to improve safety, accessibility, and mobility.

#### STRATEGY

- Develop safe pedestrian and bike trails for new schools and other public facilities. This plan emphasizes a new concept that encourages



*Buffered bike lane*

all of the local government agencies to work closely together to develop safe routes to existing and planned activity centers and schools.

#### POLICY 3

Improve connections between neighborhoods with innovative designs that are integrated with land uses and that facilitate pedestrians and bicyclists, including functional and distinctive signage, wide sidewalks, bicycle routes, and multi-use pathways.

#### STRATEGY

New roadway design treatments will be evaluated for their effectiveness, and performance measures should be developed at the time of capital improvements planning, including grant applications, to monitor and to measure progress over time. Performance measures should include the number of spot improvements completed or the amount of stormwater diverted from storm drains.



*Raised crosswalk*

POLICY 4

Utilize innovative methods to make comprehensive improvements to state, county, and local road improvement plans.

STRATEGY

Adoption of a policy that codifies the routine accommodation of bicycles and pedestrians as a part of all street improvements. These policies will play an important role in building support for the full implementation of this plan.

POLICY 5

Provide continuous neighborhood sidewalk and trail connections to the multiuse recreational trails along the stream valley corridors of Sligo Creek, Long Branch, and the Northwest Branch. Recognize that these trails serve as important functional bikeways that are both recreational and commuter facilities.

STRATEGY

Update the bikeway map with additional neighborhood connections that are not yet identified that may be appropriate to accomplish the pedestrian safety goal.

POLICY 6

Develop adequate bicycle hub facilities and services at the transit center.

STRATEGY

Create hub facilities at the transit center that include bicycle storage, bicycle parking, and bicycle-related services such as bike rentals and repairs to enhance the viability of bicycling and connect cyclists with other sustainable forms of transportation. Several criteria are utilized to distinguish hub facilities, including, but not limited to, whether or not there are proposed rail transit or bus rapid transit services, employment and population density, the number or size of activity centers, and demonstrated bicycle activity. This plan encourages the county to study the feasibility of offering bicycle rentals with smart card technology systems that offer commuter bikes.

## ENVIRONMENTAL INFRASTRUCTURE

### Vision

The vision for environmental infrastructure in the Takoma/Langley Crossroads (TLC) sector plan area is to ensure that the unique environmental features in the study area are protected and all new development incorporates improvements that reduce the impact on the environment.

### Background

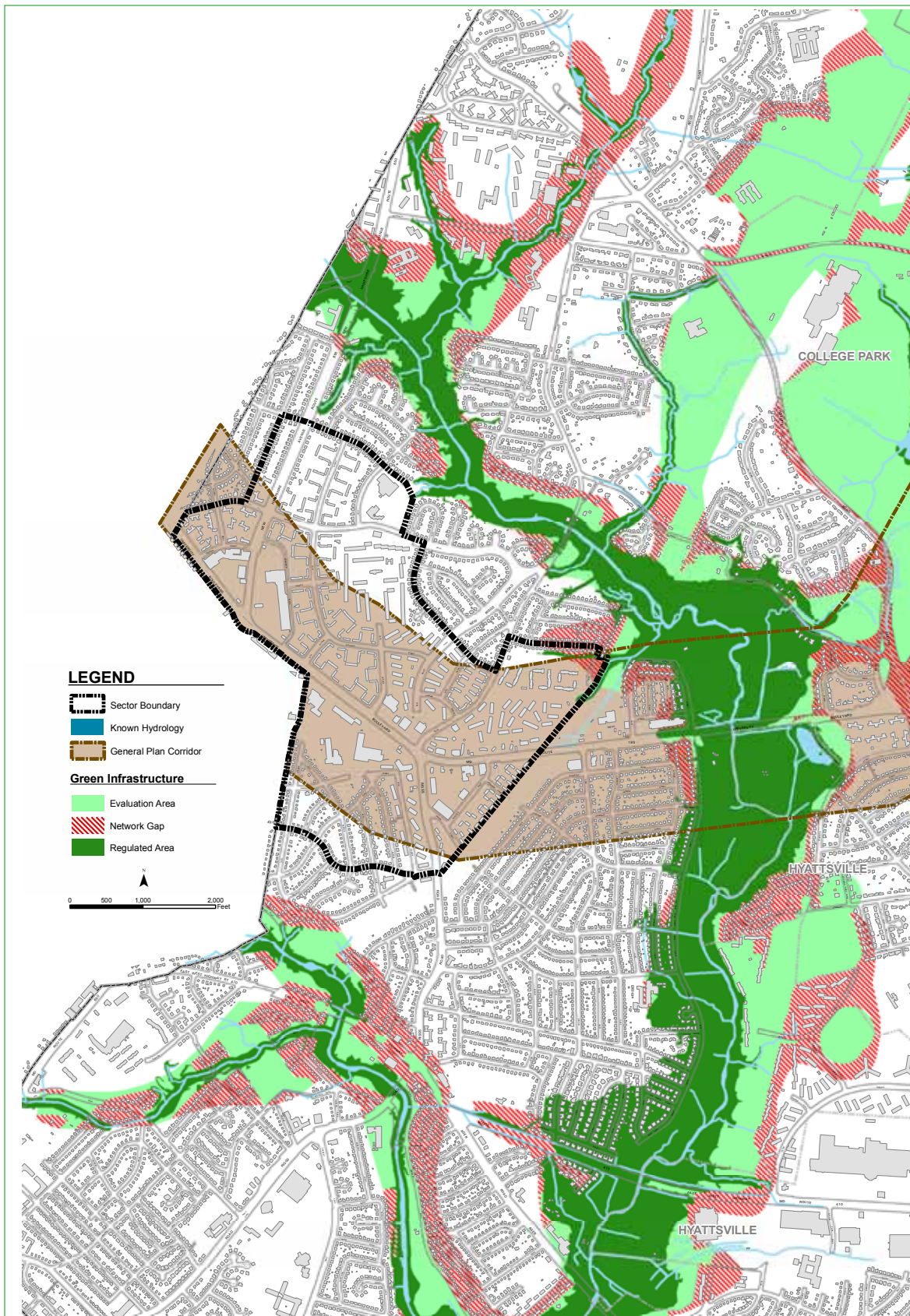
The livability of the TLC area is enhanced by the increased use of incorporating the landscape, both existing and created, into the design of the area. The Takoma-Langley sector plan area is a highly urban area, with significant amounts of impervious surfaces. While the majority of the sector plan area was developed years ago, most of the development that currently exists was not subject to the environmental protection in place today. The Takoma-Langley Crossroads sector plan is an opportunity to recommend the retrofit of these highly developed areas to include environmentally sensitive site design techniques that will contribute to the livability and long-term economic viability of this area.

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 plan area form a green beltway along the edges of the official plan area boundary. These important natural resources offer ecological and recreational opportunities for residents and visitors in the community. Nevertheless, there is poor connectivity between these nearby resources and the residential areas of the Crossroads. The commercial areas of the TLC have been developed without effective landscape or resource protection requirements and are largely without any “green” character including tree coverage, grassed medians, or adequate landscaping.

### Green Infrastructure

The 2005 Approved Countywide Green Infrastructure Plan was developed to protect, enhance, and/or restore important environmental features of countywide significance. For this

Takoma/Langley Crossroads Preliminary Sector Plan



Map 17. Natural Resources/Green Infrastructure



sector plan area, the countywide network was not modified to include any additional areas of local significance because these areas were already included in the countywide network. The designated green infrastructure network for this sector plan area is shown on Map 17.

The designated green infrastructure network is divided into three environmental assessment categories: regulated areas, evaluation areas, and network gaps. Regulated areas contain 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. Evaluation areas contain environmentally sensitive features, such as unique wildlife habitats that are not currently regulated during the development review process. Network gaps comprise areas that are critical to the connection of regulated and evaluation areas and are targeted for restoration in order to support the overall function and connectivity of the green infrastructure network. Networks need to be connected to provide the best possible environment for the preservation of all aspects of an ecosystem, which include vegetation, wildlife habitat, and water quality.

Due to the highly impervious and built nature of this sector plan area, the majority of the plan area lies outside of the designated green infrastructure network. A small area of the sector plan occurs within the network and is associated with the Northwest Branch Stream Valley Park. The majority of the streams in this plan area have been piped under the existing road network in a stormdrain network that empties into small tributaries of



*Green stormwater best practices*

Sligo Creek and Northwest Branch. This plan includes strategies to address greening the existing and proposed infrastructure by using the built environment as a benefit and thereby mitigating the negative effects of conventional development techniques.

It should be noted that the environmental resources shown on all the maps are conceptual in nature and have not been validated in the field. They are based on the best available mapping information. The limits of the elements of the green infrastructure network should not be used for site-specific decisions. Before detailed plans are developed for any property, an approved natural resource inventory is required.

## Water Quality

The portion of the TLC area that is located within the boundaries of Prince George’s County drains into two separate watersheds that ultimately flow into the Anacostia River. The northeastern portion of the area lies within the Northwest Branch watershed, while the southeastern portion of the area drains to the Sligo Creek watershed. Water quality assessments ranked both the Northwest Branch and Sligo Creek watersheds as having “very poor” conditions when measured for benthic invertebrates and habitat quality.<sup>1</sup> The degraded conditions of these streams are attributed to the high levels of impervious surfaces within their respective watersheds. These impervious surfaces do not allow rainfall to infiltrate back into the ground, and therefore create an impermeable layer which allows the stormwater to flow off the land into existing stormwater management infrastructure systems and subsequently to streams. Because the impervious areas lack anything to slow the water’s velocity as it travels downhill, the stream systems eventually receiving this influx of water (from nonpoint locations) are severely eroded due to the water’s unchecked velocity. This sector plan will address the degraded water quality and physical condition of existing streams within the project boundary by incorporating environmentally sensitive site design while supporting the desired development pattern.

Under the State of Maryland Surface Water Quality Classification System, Sligo Creek is considered a Class I waterway while Northwest Branch is classified as a Class IV waterway. Class I waters are

<sup>1</sup> Scale includes “good,” “fair,” “poor,” and “very poor.” Prince George’s County has no streams rated “good.”

defined as suitable for water contact sports, the growth and propagation of fish (other than trout), and other aquatic life and wildlife, while Class IV waters are capable of holding or supporting adult trout. Because of their habitat potential for trout, the health of Class IV waters also depends on keeping in-stream water temperatures relatively low and constant.

Because impervious surfaces, such as asphalt, result in higher temperatures than vegetated areas, the threat of increased stream temperatures after a rainfall event can greatly damage the fish populations in Northwest Branch. This plan will address alternative methods to the issue of stormwater such that the streams will not be impacted through the implementation of this plan.

The planning area contains approximately 218 acres of impervious surfaces (54.2 percent of the planning area). Impervious surface areas above 10 percent are known to result in degraded water quality. It is anticipated that the amount of impervious surfaces in the study area will not be reduced over time; in fact they are likely to increase. However, the impervious surfaces can be designed to better treat runoff and can result in positive changes for the receiving streams. This plan recommends the use of environmentally sensitive stormwater management to mitigate the negative effects of extensive impervious surfaces in this area.

## Urban Tree Canopy

The sector plan area lies within the Developed Tier, as designated in the 2002 General Plan. The area contains approximately 21 acres of tree and forest cover (5.1 percent of the planning area). The goal set forth in the 2002 General Plan is to maintain 26 percent urban tree canopy and forest cover in the Developed Tier. The term “urban forest” includes trees that grow individually, in small groups, or in forested conditions, located on public or private lands in cities and towns. Urban tree canopy provides many benefits to communities such as reducing the overall temperature of built spaces, providing oxygen, removing pollutants from the air, and when strategically planted or preserved, improving water quality by absorbing pollutants from stormwater runoff. Trees also provide beauty and a sense of proportion to the built environment. The principles of urban forestry do not seek to recreate forests as they existed prior to development, but to provide tree canopy coverage

that intercepts rain water, helps to reduce overall temperatures, and provides oxygen.

The lack of tree cover in the sector plan area results in higher overall temperatures, reduced air quality, and reduced water quality. As redevelopment occurs in the area, this plan recommends the planting and preservation of trees, which should be enforced and emphasized. Community tree planting efforts should also be encouraged to increase the tree canopy over time.

## Noise

Noise is generally defined as any form of unwanted sound. Noise is a composite of all background noises emanating from point and nonpoint sources and is transferred to a receptor or receiver. The amount of noise transmitted can vary considerably due to elevations, the existence of barriers, and project design. In general, the noise environment of the sector plan area is within the acceptable parameters set by the state of 65 dBA Ldn for residential outdoor activity areas and 45 dBA Ldn for indoor living areas in residential uses.

The major sources of noise in the sector plan area are New Hampshire Avenue (MD 650) and University Boulevard (MD 193). Both roads are classified as arterials, and are likely to produce noise levels above 65 dBA Ldn (measurement of decibel levels during day and night), the maximum state standard for residential uses. The 65 dBA Ldn noise contour extends approximately 300 feet from the centerline of each roadway as determined using a noise model. The noise model does not account for noise reductions that may be achieved by changes in topography or intervening structures and vegetation, so the actual levels of noise may vary from site to site.

As development proposals are evaluated for the impacts of noise from New Hampshire Avenue and University Boulevard, each site will be evaluated for conformance with noise standards. In a dense area such as exists in the sector plan area, it will be difficult to address noise levels in all outdoor activity areas used for residential recreation because of existing roadways and building layouts. However, as new developments are planned, outdoor activity areas should be located outside the 65 dBA Ldn noise contours or behind buildings to reduce the need for noise barriers. Interior noise levels for residential buildings and uses within the 65 dBA Ldn noise contours can be addressed

through the use of proper building materials to reduce indoor noise.

## Light Pollution

Light pollution is defined as light that causes a glow in the night sky from artificial sources such as street lights, lights from commercial uses, and lights from residential sources. Light pollution also includes “light spill-over” when one property is more brightly lit than an adjacent one. The widely accepted Crime Prevention through Environmental Design (CPTED) guidelines were written to address how built environments can be designed to help reduce crime. The basic principle CPTED sets out is that light levels should be kept as constant as possible from one property to the next in order to reduce the amount of time that the human eye needs to adjust to the different light levels. This lighting scheme has the ability to reduce crime by providing an even level of light across various properties. Reducing light pollution also serves to reduce overall energy costs by directing the correct light levels in the right places, reducing the need for higher wattage fixtures. The main sources of light pollution in the plan area are the existing commercial uses, in particular the auto-related uses. As new and redevelopment proposals are evaluated, light levels should be considered and overall lighting should be minimized and properly directed.

## The Built Environment

Portions of the TLC sector plan area are proposed for redevelopment while others are to remain as they currently exist. Due to the lack of preserved natural ecosystems in the area, it is important to restore the ecological functions of these systems through created infrastructure such as low-impact stormwater management, sustainable building techniques, conservation landscaping techniques, and other innovative environmentally sensitive techniques.

Increased importance is being given to sustainable building techniques, which seek to create a structure that protects the occupant’s health while utilizing natural resources more efficiently in order to reduce the overall operating costs. These buildings, often called “green buildings,” have social, economic, and environmental benefits that seek to maintain a quality of life for future generations while incorporating the needs of today’s users.

As has been mentioned, the sector plan area is highly urbanized and has many opportunities to redevelop using sustainable building practices. Sustainably designed buildings are able to enhance and protect the sensitive urban ecosystems that exist, while improving air and water quality to enhance quality of life for the human occupants and surrounding community. Energy conservation through techniques that utilize water reuse or self-sustaining sources such as solar can provide decreased emissions of noxious gases and decrease the heat given off from these buildings. A sustainably designed building can save energy costs, decrease the amount of heat given off in urban areas, help to reduce emissions to both the air and water, and reduce the waste associated with conventional building practices.



*LEED certified building in Bowie, Maryland*

## Air Pollution

The Washington metropolitan area is considered a “nonattainment area” by the Environmental Protection Agency for air quality, mainly due to high levels of ozone. The negative effects of air pollution are becoming increasingly recognized and efforts to mitigate its effect are being undertaken nationwide. Air quality issues result mainly from nitrogen oxide gases (NOx) and volatile organic compounds (VOCs) that are mostly by-products of burning gasoline and coal. These gases combine when heated up by hot summer days and increasingly warming urban areas to create ozone, which can be detrimental to the health of humans, animals, and plants alike. One of the sources of ozone is the mixing of vehicle exhaust in the atmosphere and the heating effect of the earth. If the overall number of vehicle trips can be reduced, the amount of ozone formed can be reduced,

therefore helping to improve the air quality in the region.

There are several small steps that can be taken to improve air quality in the sector plan area that include reducing the overall number of vehicle miles traveled, providing a network of linkages for alternative forms of transportation, and providing more opportunities for ride sharing. When combined with increases in tree canopy and the implementation of sustainable building techniques, localized air quality can be improved and a contribution can be made to improving regional air quality.

#### GOALS

Implement the sector plan's desired development pattern while protecting environmentally sensitive features by meeting the full intent of environmental policies and regulations.

Restore and enhance water quality in the sector plan area that have been degraded and preserve water quality in areas not degraded.

Address, through appropriate measures, issues of energy consumption, light pollution, air pollution, and noise impacts.

Utilize environmentally sensitive design and sustainable building solutions for new and redevelopment opportunities.

#### POLICY 1

Restore and enhance water quality in areas that have been degraded and preserve water quality in areas not degraded.

#### STRATEGIES

- Identify areas targeted for preservation of open space and utilize linear stormwater ponds and created wetland systems as an amenity to the public space.
- Require the use of conservation landscaping techniques that reduce water consumption and the need for fertilizers or chemical applications.
- Identify trash removal strategy for urban stormwater management and storm drainage programs.
- Implement demonstration projects in open space areas that provide educational information regarding the importance of preserving water quality and explain the innovative techniques used to do so.

#### POLICY 2

Require on-site management of water quantity and quality through the use of environmentally sensitive stormwater management techniques for all new and redevelopment activities.

#### STRATEGIES

- Require the first inch of rainfall to be controlled on-site through methods that facilitate infiltration, evapotranspiration, or reuse of the stormwater.
- Require environmentally sensitive design stormwater techniques such as rain gardens, bioretention and infiltration areas, innovative stormwater outfalls, underground stormwater management, green streets, cisterns, rain barrels, grass swales, and stream stabilization to the fullest extent possible on new and redevelopment projects.
- Require the use of shared environmentally sensitive stormwater management facilities where appropriate.
- Require the use of underground stormwater management facilities where space is limited for surface treatments.
- Require street tree plantings to be incorporated as stormwater management features as an element of both green streets and open space enhancement.
- Establish maximum impervious surface percentages in the TLC area during the evaluation of development proposals.
- Require that large tracts of impervious surfaces be disconnected through the use of careful site design, alternative pavers, soil amendments and conditioning, bioretention areas, rooftop gardens, and other landscaping techniques.
- Design parking areas to include shared driveway cuts and/or structured lots. The use of parking garages and/or underground parking shall also be priority.

#### POLICY 3

Implement environmentally sensitive design building techniques and reduce overall energy consumption.

#### STRATEGIES

- Encourage the use of green building techniques as designated by the U.S. Green Building Council. New building designs should incorporate the latest environmental

technologies in project buildings and site designs. As redevelopment occurs, the existing buildings should be reused and redesigned to incorporate energy and building material efficiencies.

- Encourage the use of at least three green building techniques on each new and redevelopment project, including but not limited to:
  - Creation of gray water reuse system
  - The use of low volatile organic compound (VOC) materials
  - Recycled and/or sustainable building materials as designated by the U.S. Green Building Council
  - Green roofs
  - Renewable/alternative energy sources such as wind, solar, geothermal, and hydrogen
- Support the development of a countywide green building program that provides incentives for reducing the overall impacts of buildings on the environment and to provide cleaner, healthier buildings to support the health and wellness of county residents and workers.
- Reduce energy consumption through the use of more effective and energy-efficient indoor and outdoor lighting and air movement systems such as HVAC systems.

POLICY 4

Preserve and enhance the existing urban tree canopy.

STRATEGIES

- Require a minimum of 10 percent tree canopy coverage on all new and redevelopment projects and encourage the preservation of existing specimen trees (trees 30 inches or greater at diameter at breast height).
- Encourage the development of community-based tree planting programs and where possible direct fee-in-lieu monies collected for conformance with the Woodland Conservation Ordinance to those programs.
- Require a diversity of native-stock trees when planting street, landscape, and lawn trees in order to promote ecosystem health and resiliency against disease and insect pests.

- Increase the percentage of urban tree canopy in the TLC sector plan area by planting trees and other vegetation especially along roadways, in median strips, and within residential communities, and ensure that the root space is sufficient for long-term survival.
- Plant trees in strategic locations to cool buildings and mechanical equipment to reduce overall energy consumption.

POLICY 5

Reduce light pollution and intrusion into residential communities and environmentally sensitive areas.

STRATEGIES

- Encourage the use of alternative lighting technologies for athletic fields, shopping centers, gas stations, and vehicle sales establishments that reduce light intrusion on adjacent properties so that safe light levels are maintained.
- Require the use of full cut-off optic light fixtures for all outdoor lighting except in cases where safety would be compromised.
- Require a detailed lighting plan to be submitted for all new projects that considers existing light levels.

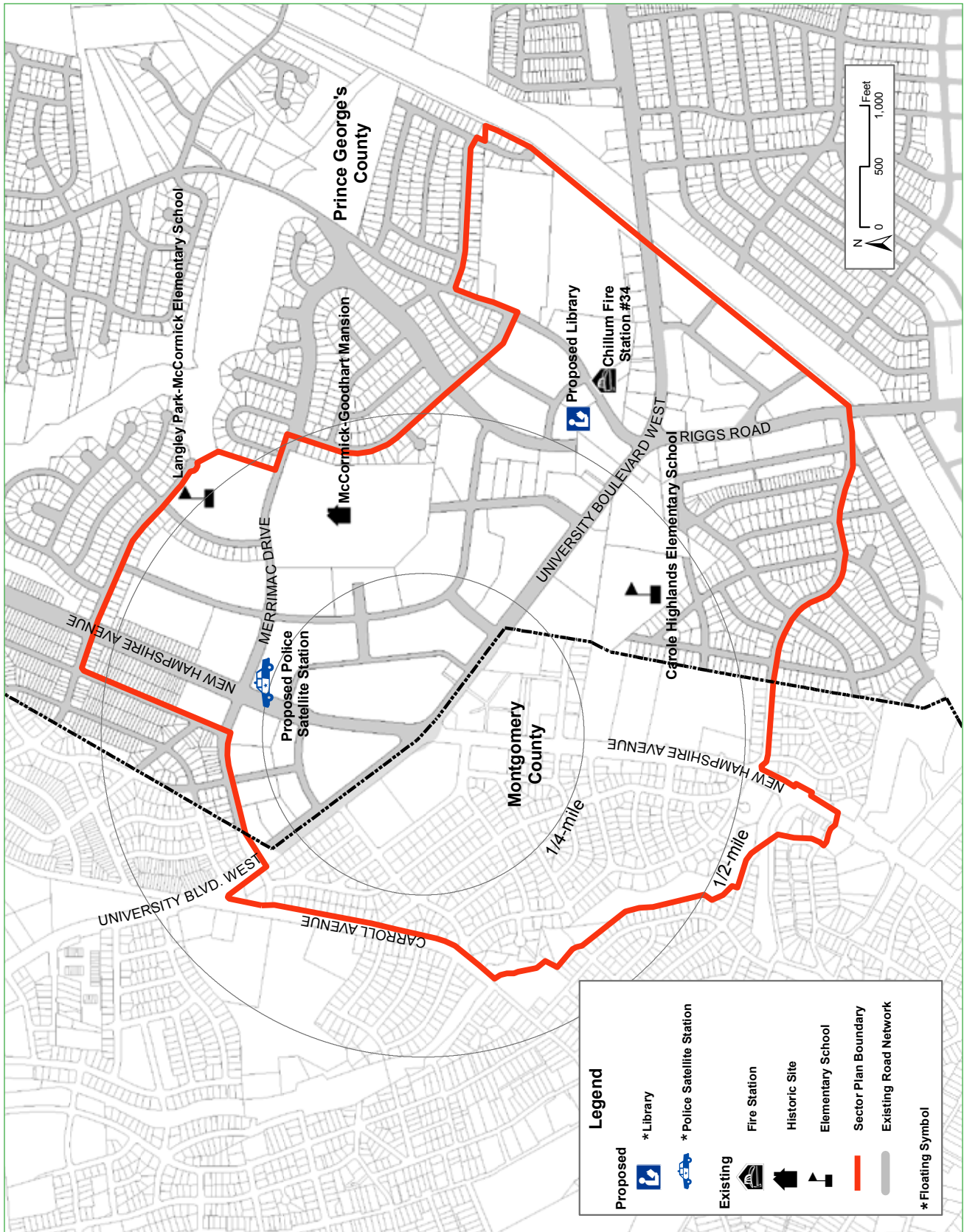
POLICY 6

Reduce air pollution to support community health and wellness and champion nonmotorized alternatives by placing a high priority on transit-oriented development and transportation demand management projects and programs.

STRATEGIES

- Design development and redevelopment projects to minimize the need for motor vehicle trips and to prevent conditions that may create local air pollution nuisances.
- Provide an improved, continuous network of sidewalks and bikeways to facilitate safe pedestrian use and access.
- Provide park-and-ride lots along major roads for carpools, vanpools, and transit users.

Map 18. Public Facilities



**POLICY 7**

Reduce adverse noise impacts to meet State of Maryland noise standards.

**STRATEGIES**

- Evaluate development and redevelopment proposals using Phase I noise studies and noise models.
- Provide for adequate setbacks for projects located adjacent to existing and proposed noise generators and roadways of arterial classification or greater.
- Provide approved attenuation measures when noise issues are identified.
- Provide sound barriers between incompatible uses.
- Restrict hours of operation for uses that produce excessive noise.

**PUBLIC FACILITIES**

**Vision**

The vision for public facilities in the TLC sector plan is to provide public facilities in locations that serve and promote a livable community including creating a new architecturally significant central library and updated public school facilities.

**Background**

Public facilities in Prince George’s County and the delivery of public services are largely based upon suburban and rural models. These models are insufficient for urban development at the community center and regional center scale. Many existing public facilities in the TLC area are over utilized, deteriorated, and do not efficiently serve the existing and future population.

During the planning process, a number of participants expressed the need for more community-oriented public facilities in the study area. Specifically mentioned were those for health needs, some type of community college or technical training branch, a way to house in one location a variety of immigrant outreach services, and some form of a central venue for special community events, a location for a year-round market place, and a proposed branch library.



*Langley Park Community Center*

**Public Schools**

There are six elementary schools, two middle schools and two high schools in Prince George’s County that serve the Takoma/Langley Crossroads sector plan study area. These schools are shown in Table 7. The schools’ name, address, 2007 enrollment, state-rated capacity and percent of capacity are also identified.

**Condition of Public School Facilities**

Eight of the schools which service the study area were constructed in the 1950s and early 1960s, and two of the schools were constructed in 2000 and 2002. Although the majority of the schools are over 50 years of age, most of them are in relatively good condition.

Parsons 3D/International in association with three subcontractors conducted a facilities condition assessment of public schools within Prince George’s County. It explored the physical conditions of each school, both internal and external. Parsons



*Langley Park Elementary School*

**Table 7:  
Prince George’s County Pubic Schools within Takoma/Langley Crossroads**

School Name	Address	State-Rated Capacity	Actual Enrollment 9/30/07	Percent Capacity
Adelphi Elementary School	8820 Riggs Road, Adelphi	456	403	88
Carole Highlands Elementary School	1610 Hanon Street Takoma Park	618	567	92
Cool Spring Elementary School	8910 Riggs Road Adelphi	593	422	71
Langley Park-McCormick Elementary School	8201 15th Avenue Hyattsville	489	435	89
Lewisdale Elementary School	2400 Banning Place Hyattsville	475	559	118
Mother Jones Elementary School	2405 Techumseh Street Adelphi	774	714	92
Buck Lodge Middle School	2611 Buck Lodge Adelphi	757	730	96
Nicholas Orem Middle School	6100 Editors Park Drive Hyattsville	825	758	92
High Point High School	3601 Powder Mill Road Beltsville	2,253	2,283	101
Northwestern High School	7000 Adelphi Road Hyattsville	2,053	2,367	115

*Source: Prince George’s County Public Schools Educational Facilities Master Plan 2007-2008*

identified which schools required improvements based upon age and the cost of renovation versus the replacement of the facility. The study measured schools based upon a facilities condition index (FCI) which is a measurement of “a facility’s condition represented by the ratio of the cost to correct a school facility’s deficiencies to the current replacement value of the facility.”

Schools with an FCI of 0–40 percent are considered to be in good condition. Schools with an FCI of 40–75 percent are considered to be in fair condition, and schools with a FCI greater than 75 percent are considered to be in poor condition. Schools constructed since 1993 were not evaluated.

Table 8 includes the FCI for public schools within the Takoma/Langley Crossroads sector plan area. Six of the schools evaluated are in good condition and two are in fair condition. Mary Harris “Mother Jones” Elementary and Northwestern High School were not evaluated.

**Population Projections and Their Impact on Public Schools**

The current pupil yield rates are based on the following factors: 0.16 for elementary schools, 0.13 for middle schools, and 0.14 for high schools. Elementary schools are built to accommodate 740 students, middle schools have a capacity for 900–1,000 students, and high schools have a capacity for 1,500–2,200 students. In addition, elementary schools have a neighborhood orientation while middle schools and high schools have a more regional orientation.

This plan projects an increase of 1,795 dwelling units in the study area by 2030. Based on current pupil yield factors, the dwelling unit growth is projected to yield 287 additional elementary school students, 233 additional middle school students, and 251 additional high school students. The projected student population does not generate a need for the construction of a new elementary or high school. Additionally, the projected deficit



**Table 8**  
**3DI Ranking of Prince George's County Public Schools within Langley/Takoma Crossroads**

School Name	Construction Date	Building Size (Square Feet)	Site Size (Acreage)	2008 3DI FCI	School Condition
Adelphi Elementary School	1954	38,872	14.6	8%	Good
Carole Highlands Elementary School	1953	54,125	10	13%	Good
Cool Spring Elementary School	1955	139,211	21.74	9%	Good
Langley Park-McCormick Elementary School	1958	64,194	10	47%	Fair
Lewisdale Elementary School	1953	54,103	9.6	41%	Fair
Mary Harris "Mother Jones" Elementary School	2002	76,842	46.3	N/A	N/A
Buck Lodge Middle School	1958	122,497	24.5	37%	Good
Nicholas Orem Middle School	1962	105,697	16.3	39%	Good
High Point High School	1954	332,412	38.8	32%	Good
Northwestern High School	2000 (Replacement)	355,000	39.1	N/A	N/A

*Sources: Prince George's County Public Schools Educational Facilities Master Plan 2007-2008 & Parsons 3DI, May 2008*

**Table 9**  
**Projected School Enrollment and Capacity Needs**

Schools	State-Rated Capacity	2007 Enroll	Excess Seats/ Deficit	Pupil Yield	Projected Needed Seats With Pupil Yield	Enroll At Buildout	Projected Excess/ Deficit	Percent Capacity With Du Growth
Elementary	3,405	3,100	+305	0.16	287	3,387	+18	99
Middle	1,582	1,488	+94	0.13	233	1,721	-139	109
High	4,650	4,306	+344	0.14	251	4,557	+93	98

of 139 middle school seats at buildout does not justify the need to construct a 900- to 1,000-seat middle school.

Table 9 shows the State-Rated Capacity, 2007 Enrollment, existing and projected excess seats and deficit seats, pupil yield and enrollment at build out for the study area.

## Library Facilities

The Langley/Takoma Crossroads sector plan area is currently served by the Hyattsville Branch Library. This library is three miles outside of the plan area. The Hyattsville Branch Library was built in 1964 on a three-acre site and is located at 6550 Adelphi Road in Hyattsville. It has a public service square

footage of 22,063. A 20,000-square-foot addition to the Hyattsville Branch Library is planned in the FY 2009–2014 CIP. It is estimated that the project will be complete by June 2013.

Based upon recommended library standards, a branch library can support a population of 40,000. According to current population estimates and the projected growth, there is a current need for a library facility within the plan area to provide better service to the Langley/Takoma Crossroads community. The designated construction of a new library is shown in the FY 2009–2014 CIP to be funded beyond six years. The location has not been determined.

#### GOAL

Assess the adequacy of existing community facilities and the need to provide additional resources for schools, libraries, public safety, cultural, recreation, and social services.

#### POLICY 1

It is recommended that a new multilevel library be constructed within the Langley/Takoma Crossroads sector plan area near transit and easily accessible by pedestrians.

#### STRATEGIES

- Recommend locations for a floating library symbol in the vicinity of University Boulevard and Riggs Road.
- Consider collocating library services in existing Langley Park Community Center to meet the increasing demand from the community for computing and internet technology.

#### POLICY 2

As a long-term goal, it is recommended to locate a library services center in the Langley Park Community Center in the space that will be vacated by the Northern Area Office, Prince George's County Department of Parks and Recreation. This proposed library service center would provide limited library services and public internet access computers to the Takoma/ Langley Crossroads communities. The proposed library service center will be located in the existing space that is occupied by Prince George's County Department of Parks and Recreation Northern Area Office, which will be relocated.

#### STRATEGY

Locate a library services center symbol on the land use map at the Langley Park Community Center.

### Public Safety

The Langley/Takoma Crossroads sector plan and sectional map amendment reaffirms the goals, objectives, policies, and strategies identified in the March 2008 Approved Public Safety Facilities Master Plan (PSFMP) contains standards for police facilities. The plan states that "The International Association of Chiefs of Police (IACP) recommends that space requirements for specific public safety agencies are based on the particular use and function of the structure. Generally, the IACP recommends 250–300 square feet of space per

staff member in the building. A number of police departments in the country are conducting in-depth space requirement studies and constructing buildings based on the operational functions conducted in the space, as well as staff growth projections." The PSFMP recommends that a space study be conducted prior to the construction or renovation of any police facility.

The Prince George's County Police Department is the primary law enforcement agency in the county. The District I Police Station in Hyattsville provides county police services to the Langley/Takoma Crossroads sector plan area. The District I Station is housed in the 47,446-square-foot Hyattsville Justice Center located at 5000 Rhode Island Avenue.

District I has the smallest patrol area in the county, which is a 36-square-mile area; however, it is the most densely populated, serving a population of over 206,500.

In 2007, District I had 146,627 calls for service. District I was the second busiest district station in the county in 2007, while District III received the most total calls for service.

The following are public safety facility policies and strategies as stated in the 2002 Prince George's County Approved General Plan. These policies and strategies also are restated in the March 2008 approved PSFMP.

#### POLICY 3

Efficiently provide needed public facilities.

#### STRATEGIES

- Provide specialized police services at satellite offices in specific neighborhoods and centers.
- Seek opportunities for co-location (either in single buildings or single properties) of compatible and complementary facilities in future planning efforts for police satellite offices.
- Designate a police satellite office within the TLC plan area along University Boulevard or New Hampshire Avenue.

Station Name	Company Number	Address	Equipment
Chillum-Adelphi	34	7833 Riggs Road	2 engines, 1 aerial truck, 1 ambulance
College Park	12	8115 Baltimore Avenue	2 engines, 1 ambulance, 1 aerial truck, 1 paramedic, 1 hazmat/foam truck

## Fire and Rescue Facilities

There are two fire and rescue facilities that provide service to the Langley/Takoma Crossroads plan area. The stations' names, company numbers, addresses, and equipment are shown in Table 10.

The Chillum-Adelphi Fire Station, Company 34, responded to 4,151 calls for emergency medical service and 843 fire calls in 2007. The College Park Fire Station, Company 12, responded to 1,554 emergency medical service calls and 676 fire calls in 2007.

The following policies and strategies reaffirm the recommendations of the Public Safety Facilities Master Plan (PSFMP).

### POLICY 4

Provide fire and rescue facilities that meet the needs of the community based upon established county standards and their ability to accommodate modern vehicles and equipment.

### STRATEGIES

- Reaffirm the PSFMP recommendation for the Chillum /Adelphi Fire/EMS Station as a long-term priority project which includes renovation/ replacement of facility with recommended funding after 2021.
- Continue service from the Chillum-Adelphi Fire Station, Company 34, and the College Park Fire Station, Company 12.

## HISTORIC PRESERVATION

### Vision

Preserve and utilize all historic resources within the Takoma/Langley Crossroads plan area as vital elements in the community.

The Takoma/Langley Crossroads sector plan boundaries include one designated Prince George's County historic site, the McCormick-Goodhart Mansion (Historic Site 65-007), located at 8151 15th Avenue. The historic site was also listed in the National Register of Historic Places in August 2008. The grand estate mansion is also known as Langley Park, after the Goodhart family's ancestral home in Kent, England. The estate also lent its name to its vicinity at the western edge of Prince George's County once redevelopment began in earnest after World War II.

Built in 1924, the McCormick-Goodhart Mansion is of outstanding historical and architectural significance. It was designed as a country estate for an affluent Anglo-American family by one of the leading architects of the Washington area. The surviving estate house was once the center of a farm of more than 500 acres situated north and west of Bladensburg. The house was designed by noted Washington, D.C., architect George Oakley Totten, Jr., for Frederick and Henrietta McCormick-Goodhart. The architectural focus of the massive, two-and-one-half-story Georgian Revival style brick and concrete structure is a two-story, pedimented portico centered on the main (southern) façade. Additionally, the house is one of two surviving great country houses of the 1920s in Prince George's County.

The Langley Park property was sold by the McCormick-Goodhart heirs in 1947, and the mansion and 25 surrounding acres became the center for the Eudist Fathers, a French Canadian Catholic order. In 1963, the property was purchased by a real estate syndicate, and the Willowbrook garden apartments were built around the mansion.

Until the 1990s, the mansion served as a school for the local community and was subsequently vacant, until recent efforts to rehabilitate and adaptively use the significant structure were initiated by *CASA de Maryland*. The rehabilitation of the building by *CASA de Maryland* as a community service center for the Takoma/Langley Crossroads is expected to be completed by late 2009. When completed, the building will be one of the county's first and most important rehabilitation projects expected to receive a Leadership in Energy and Environmental Design (LEED) Gold certification.

**GOAL**

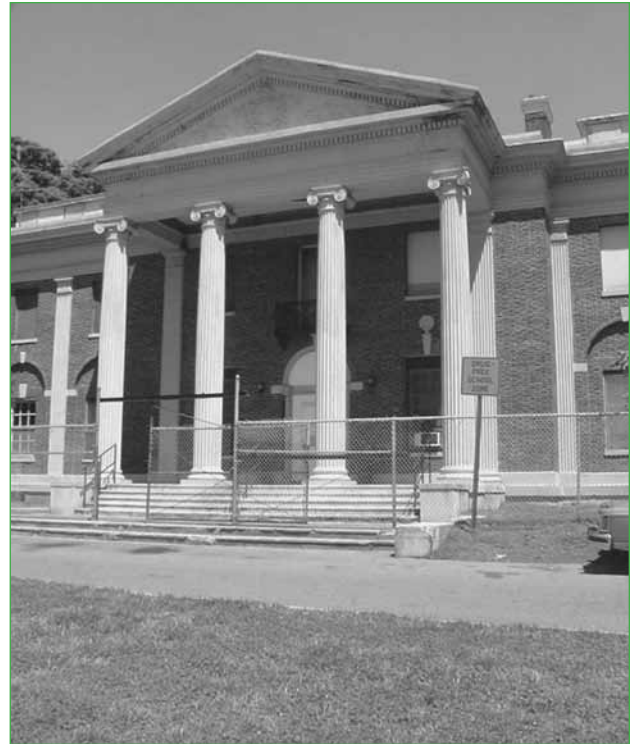
Enhance the accessibility of the McCormick-Goodhart Mansion/Langley Park as a cultural asset and resource for the surrounding community.

**POLICY**

Develop pedestrian linkages to the McCormick-Goodhart Mansion/Langley Park historic site and enhance the property's accessibility to the larger community.

**STRATEGIES**

- Develop wayfinding and interpretive signage.
- Provide web-based information sources focused on the McCormick-Goodhart Mansion/Langley Park historic site and its historic importance and current role in the community.



*McCormick-Goodhart Mansion (Historic Site 65-007)*

## PARKS AND OPEN SPACE

### Vision

Create a strategy for development and improvement of park properties within the Takoma/Langley Crossroads sector plan area. Create additional opportunities for public parks and open spaces within the TLC sector plan area.

### Background

During the planning process, a number of participants expressed the need for more active park space and additional community facility space. There exists a number of excellent regional park, recreational, and environmental resources, but most are just outside the Takoma/Langley Crossroads plan area boundaries and getting to them is not easy. The plan addresses potential community facilities in a variety of locations usually with some form of green space setting and that are often linked to each other by major green connectors. The plan also resolves this issue by proposing a central link throughout the study area and ties into regional trails that run through the Sligo Creek and Northwest Branch stream corridor parks.

#### GOALS

Ensure that residents are within a ten-minute walk to a variety of active recreational opportunities.

Enhance the mix of recreational opportunities that are available for people of all ages.

Ensure that both private and public efforts develop and operate the “menu” of recreational offerings, including sports, free play, social spaces, paths and trails, programs, and events.

Provide recreational spaces throughout the sector plan area including the shopping district and residential neighborhoods.

#### POLICY 1

Create a recreation hub serving the sector area around the Langley Park Community Center, Langley Park-McCormick Elementary, and the Boys and Girls Club.

#### STRATEGIES

- Link existing community facilities to a new set of playfields as well as to the historic mansion

site in a small campus setting, making them more visible to each other.

- Create direct pedestrian and visual corridors to the Langley Park Community Center/Langley Park-McCormick Elementary School utilizing sidewalk connections and proposed new roadway connections.

#### POLICY 2

Create recreational facilities that are scaled and integrated into urban neighborhoods by developing smaller recreational parks in neighborhoods as part of redevelopment projects.

#### STRATEGIES

- Add to the recreational space surrounding the Boys and Girls Club to create playfields large enough for organized sports.
- Expand the Langley Park Community Center into the vacated space when M-NCPPC/Northern Area Offices relocate.

*Urban field (courtesy Irayda Ruiz)*



- Build a new gym for the Langley Park Community Center.
- Utilize outdoor recreational facilities at schools to serve neighborhood park needs.

### POLICY 3

Create an urban greenspace integrated within shopping districts with emphasis toward creating a social space and a place for free play.

### STRATEGIES

- Examine the opportunity of creating an urban green on a high spot south of University Boulevard along the axis of the conceptual *Rambles* in the plan. This site can be utilized as some type of public facility or visual landmark that would perceptually tie together more directly the area south of the boulevard and the green system to the north.
- Require residential redevelopment projects to provide land and amenities to accommodate parks for active recreation within residential neighborhoods. All neighborhoods should contain a minimum of 40,000 square feet of developable parkland to include a small playfield for pick-up sports or free play, playground, walking loops that can be integrated in to the sidewalks system, picnic spots and sports (basketball, futsal, tennis, volleyball, or skate spots). The parkland can be divided into two areas within a neighborhood, but must be developable for active recreation.
- As redevelopment occurs, ensure that residents in mixed-use development projects are within a ten-minute walking distance to these neighborhood parks or the recreational hub at the Langley Park Community Center.

## COMMUNITY DEVELOPMENT

### Vision

Develop the Takoma Langley Crossroad sector plan area in a way that benefits the overall health and wellness of its residents. Residents located within the center, corridor nodes, corridors, and adjacent areas will have access to healthy foods, reliable transit system, safe pedestrian and bicycle connectivity, open space, employment, and housing options that will help individuals in making healthy choices.

*This section is divided into the following: Housing, Community Health and Wellness, Multicultural Center, and Economic Development*

### HOUSING

#### Background

The sector plan presents various strategies to fulfill the housing element. They include: (a) strengthen existing neighborhoods, (b) preserve existing housing stock, (c) provide a variety of quality housing choices, (d) promote mixed-use development in order to establish a healthy community where housing, employment, retail, and civic uses are located close to each other, (e) increase opportunities for higher-density multifamily dwellings, and (f) reduce high concentrations of distressed rental housing.

The TLC sector plan area contains two percent of Prince George's county's total housing units. More than half of the housing stock in the TLC area is multifamily; countywide, a little over one-third of the housing units 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 TLC compared to 15 percent in the county. At 3.33 persons per household, the households in TLC are much larger than the 2.74-person households countywide. Housing units in the TLC sector plan area are 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 General Plan presents the county's housing goal of creating an adequate supply of workforce

housing throughout the county. To realize this goal, the General Plan recommends two key policies:

“Provide opportunities for high-density housing within Centers, at selected locations along Corridors, and in mixed-use areas.”

“Ensure high-quality housing for all price ranges while encouraging development of a variety of high-value housing. Specific goals include: encouraging appropriate infill; encouraging more intense, high-quality housing and economic development; promoting transit-supporting, mixed-use, pedestrian-oriented neighborhoods; and ensuring compatibility with surrounding neighborhoods.”

The sector plan presents an opportunity to realize the county’s housing vision by implementing the housing policies contained in the General Plan.

#### GOALS

Implement policies from the 2002 Prince George’s County Approved General Plan that are applicable in the sector plan area.

Ensure that new developments are compatible with surrounding neighborhoods.

Provide a variety of housing types for a range of incomes, including workforce housing.

Promote mixed-use development in order to establish a healthy community where housing, employment, retail, and civic uses are located close to each other.

Reduce any high concentration of distressed housing in and outside the sector plan area.

Design and build a safe pedestrian network to connect existing neighborhoods, schools, and other public facilities, such as community centers and libraries.

Market to and attract high-profile residential developers to the sector plan area.

Encourage residential builders to use brick, stone, cast stone, or pre-cast concrete as primary building materials throughout the sector plan area.

#### POLICY 1

Facilitate a variety of residential densities and housing types throughout the plan area.

#### STRATEGIES

- Provide provide a mix of incentives and requirements to private developers to include workforce housing within market rate developments.
- Seek opportunities for the Department of Housing and Community Development to invest in new housing by providing financial incentives for the development of mixed-income



housing, inclusive of workforce and starter-homeownership and rental units.

- Facilitate a partnership between housing nonprofits and private developers to construct new housing in the project area.
- Partner with nonprofit and for-profit housing developers to formulate and implement innovative strategies to expand workforce housing opportunities.
- Promote the development of communities with high-quality design and amenities.

#### POLICY 2

Identify and implement policies and mechanisms that give existing residents the option of remaining in Takoma/Langley Crossroads as the area redevelops.

#### STRATEGIES

- Provide homeownership and financial training and counseling, both before and after the purchase, for current area renters wishing to purchase homes.
- Provide financial incentives to support first-time homeowners.
- Develop a retention strategy to work with residents who might be displaced by future development to relocate to housing units in the plan area and vicinity.
- Provide foreclosure prevention counseling and assistance.
- Develop and implement funding strategies for single-family rehabilitation programs that attract moderate-income homeowners.

## Community Health and Wellness

### *Background*

Community health and the enjoyment of living in a community are greatly affected by its physical conditions, appearance, and safety. As an older developed community, the Takoma/Langley Crossroads sector plan area has experienced uncoordinated development due to the bicounty nature of the intersections that encompass the community. The plan area needs revitalization that builds on its strengths and addresses its challenges. Measures taken to create wellness in the corridor are addressed through policies and strategies related to revival of the physical, social, and economic vitality of the community. The residents

have expressed a need to have safe places to exercise and walk, open space, parkland, a reliable transit system, and health facilities to support the growing population.

#### GOALS

Ensure that community health and wellness policies are developed and implemented.

Ensure that the public infrastructure system is established so that parks, restaurants, shops, schools, libraries, and other community resources are conveniently located and physically accessible.

Ensure that the transportation network is multimodal and sustainable.

Ensure quality and workforce housing is available in the center, corridor nodes, and corridors.

Ensure there are local living-wage jobs and business ownership.

Create safe pedestrian and bicycle connections within the center, corridor nodes, and corridors.

#### POLICY 1

Make the Takoma/Langley Crossroad area a good model for community health and wellness within Prince George's County.

#### STRATEGIES

- Designate the Takoma Langley Crossroad sector plan area a wellness opportunity zone or district, in which incentives and policies are provided, in a manner similar to Maryland Smart Growth policies, to support and encourage health and wellness in the area.
- Undertake a health impact assessment to provide unbiased information about anticipated health benefits and costs of proposed development activities for the Takoma/Langley Crossroads area and apply the results to urban design and transportation policies.
- Establish recreational and educational programs to serve the community including:
  - Sport programs for youth and adults
  - Partnerships with local university and community college to offer classes for youth and adults
  - Programs for drug abuse, alcoholism and gang prevention



○→ Continuing education programs coordinated with the Board of Education

- Make available grants or loans to support the implementation of initiatives to benefit the health and wellness of the residents.
- Provide incentives for developers to do health impact assessments and provide health and wellness amenities as a part of development process.
- Develop a public education and community participation process to ensure involvement in making decisions that impact the health and wellness of its members.
- Promote walking and biking by emphasizing resources for pedestrians and cyclists instead of automobiles, including bicycle parking, bicycle storage units, benches, tables, and drinking fountains.
- Provide incentives for developers to include shower and changing facilities for those who commute to work on bicycles.
- Encourage car share programs to establish outlets in the sector plan area.
- Integrate walking and biking into the assessment of motor vehicle and mass transit transportation policies.
- Develop economic incentives to support a diverse mix of uses, workforce housing, and employment at livable wages at and around the sector plan area.
- Require that development proposals demonstrate their ability to provide a ready access to a variety of community resources, such as grocery stores, parks, housing, and employment opportunities.
- Encourage development that supports a healthy economy that provides a variety of living-wage jobs.
- Explore the option of providing density bonuses for housing in the center, corridor nodes, and corridors.
- Encourage the use of the Purple Line to eliminate congestion on arterial and collector roads.

## Multicultural Center

### Background

In 2005, *CASA de Maryland*, which is recognized as the largest Latino and immigrant organization in the state of Maryland, purchased the McCormick-Goodhart mansion from Sawyer Realty, LLC, with the goal of renovating the mansion and relocating their headquarters and additional community services to the building. The renovations will include the restoration of the exterior to its original historic appearance and the interior renovations to meet historical standards. With funding raised from private and public partnership, *CASA* anticipates starting construction in 2008 and opening one year later. The mansion will serve as a headquarters and multicultural center that will be a LEED certified Gold historic building; one of the first historic buildings to be LEED certified in the State of Maryland. It also will contain several nonprofit organizations that provide a variety of services to residents in and around Langley Park.

#### GOALS

Offer a variety of services and programs to serve the community

Provide a safe and accessible environment for pedestrians and vehicles

Support the development and growth of local nonprofit organizations

Provide a convenient location for local nonprofit organizations that support the community.

#### POLICY 1

Encourage the renovation of the McCormick-Goodhart mansion and provide a destination for local nonprofit organizations in the community.

#### STRATEGIES

- Support the renovation of the McCormick-Goodhart mansion by *CASA de Maryland* as a headquarters and multicultural center to serve the community and maintain the mansion's historic integrity.
- Encourage the use of green building techniques that reduce energy consumption.
- Encourage certification of the building under the LEED Gold program.
- Improve pedestrian and vehicular access to the site.



*Future site of Casa de Maryland headquarters*

- Provide incentives to bring local nonprofit organizations to the center.

POLICY 2

Provide social services and programs to serve the community.

STRATEGIES

- Create a partnership between local nonprofits and the Board of Education to offer educational programs for literacy and citizenship classes
- Coordinate with existing nonprofit organizations to offer a variety of services to serve the community, such as legal, financial, social, healthcare, and job training

**Economic Development**

**Background**

Maintaining cultural uses in the TLC sector plan area will enliven the district and attract users from around the region. Additionally, jurisdictional efforts to attract new businesses will help to increase demand for expanded space in the future.

In 2003, Economic Research Associates (ERA) prepared an economic analysis for the TLC area. The key conclusions and recommendations from that report included:

- 65,000–70,000 square feet of additional retail space could be supported
- 175–250 new multifamily housing units should be considered
- Future employment could yield an additional 24,000 square feet of office space

Successful revitalization is dependent upon “unification and beautification” of the physical space in order to reduce the traffic patterns, limit curb cuts, and increase pedestrians’ perceptions of safety. This will encourage additional pedestrian traffic, allowing the “ping-pong” effect of consumers walking from one store to the other, thus increasing the likelihood of additional sales.

Because of changes in overall economic conditions since 2003, Basile Bauman Prost Cole & Associates (BBPCA) reviewed the ERA report in late 2007 and factored in additional data to revise those estimates to account for the four-year time difference. BBPCA’s analysis identifies a number study area changes that affect real estate opportunities in the Takoma/Langley Crossroads area. They include the following:

- Retail spending rose from an estimated 25 percent of average household income in 2003 to 29 percent in 2007
- The sector plan study area added 784 households above those projected in the 2003

study and this indicates there is additional demand for new housing<sup>2</sup>

- Retail spending potential in the five- and ten-mile rings surrounding the Crossroads grew by \$566 million in excess of that projected in the 2003 study, suggesting opportunities may exist for marketable retail space beyond the 67,000 square feet projected in 2003

The introduction of transit has generally been found to have a positive impact on the economic viability of communities. The Takoma/Langley Crossroads area has a strong opportunity to capture a larger share of the growth that occurs in surrounding Prince George's and Montgomery Counties. Sales volumes can increase more rapidly to meet the increased demand for services provided by new households and firms as well as by new transit riders.

#### GOALS

Create a marketing work group to implement the economic strategies of the economic development recommendations.

Brand the TLC sector plan area with an international theme

Work with area organizations to continue recruitment and retention of ethnic businesses

Work with area organizations to plan special events in the TLC sector plan area

Work with area organizations to create a business directory/kiosk at transit stops

#### POLICY 1

Create a marketing work group to develop marketing strategies

#### STRATEGIES

- Creating a marketing work group is a key first step in developing marketing strategies to enhance demand. The work group will be charged with the consideration of each strategy and broad oversight of implementation. Since the marketing strategies can enhance demand for existing goods and services, the work group should be formed as soon as possible

and should include representation from the following groups:

- Maryland's International Corridor Community Development Corporation
- Property and business owners
- Redevelopment Authority of Prince George's County
- Prince George's County Economic Development Corporation
- Community and ethnic organizations
- Prince George's County Planning Department of The Maryland-National Capital Park and Planning Commission
- Prince George's County Department of Public Works and Transportation
- Inclusion of these various stakeholders in regular monthly meetings will ensure that parties needed to implement a strong marketing package in the Takoma/Langley Crossroads area will be brought together, increasing the odds for a successful, long-term marketing effort.

#### POLICY 2

Create a branding campaign for the TLC sector plan corridor including an international theme

#### STRATEGIES

- The unique international flavor of the Takoma/Langley Crossroads is its top economic asset, one that should be emphasized with a multipronged branding strategy. Savvy marketing of the international theme could serve to improve visitors' perception and recognition of the area as a special place
- Develop a logo and color scheme by a graphic artist
- Use of the logo and color scheme on signage, brochures, directories, maps, and banners, often coordinated by an organization charged with revitalization
- Installation and maintenance of those branding elements throughout the area, often by local public works staff

<sup>2</sup> Household number is a population estimate of growth for the five-mile radius surrounding the crossroads based on demographic data from ESRI (based on the census).

### POLICY 3

#### Recruitment and retention of ethnic businesses

##### STRATEGIES

- The focused recruitment and retention of ethnic businesses, through marketing and site selection assistance, business retention visits, and technical assistance, is needed to strengthen and expand the Crossroads ethnic retail and restaurant offerings.
  - Build relationships with commercial brokers in the region and educate brokers about the unique character of the Crossroads including the ethnic and international flair that is significant to the Crossroads image and identity.
  - Build relationships with property owners in the Crossroads to encourage them to focus on international businesses as space turns over at individual properties.
  - Create a database of available space in the Crossroads.
- Create business retention visits to visit a specified number of businesses periodically. Each time, different businesses would be visited so that over time, broad coverage of a variety of businesses is achieved.
- Create technical assistance of small business development and technical training workshops aimed at both prospective new and existing businesses. Topics could include, but are not limited to, business planning, business permitting, window displays, customer service techniques, and e-marketing.



### POLICY 4

#### Promote the diversity of the TLC sector plan through special events planning

##### STRATEGY

Encourage special events, such as international festivals and “open house” evenings in which businesses are open for extended hours. As recommended in the 2003 International Corridor Community Legacy Plan, special events could also include monthly ethnic festivals focused around important holidays by country (i.e. Vietnamese Moon Festival in August, Mexican *Cinco de Mayo* in May, and Caribbean Carnival in February).



#### POLICY 5

Develop a business directory/kiosk at transit stops

#### STRATEGIES

Create a business directory at each transit station, complete with a color-coded map and directory of shops. The business directory should emphasize the area's international character, and multilingual categories of shops and restaurants should be listed.

#### POLICY 6

Develop gateway points on major streets and boulevards that introduce pedestrian gateways designed to introduce residents and visitors to the TLC/International Corridor through several strategies listed below.

#### STRATEGIES

- Encourage highly identifiable and unique ornamental streetlights along the transit boulevard.
- Encourage businesses and restaurants to have one large flag from the country they represent mounted to the front of their buildings.
- Encourage menus and signs to be in English and the native language of the business.
- Encourage creation of an awning district (mandatory awnings on new facades) with fabric and patterns that reflect the owners' countries.
- Each small park should be given an identity that reflects a region of the world represented in the study area and its details designed to be characteristic of parks in that country.

