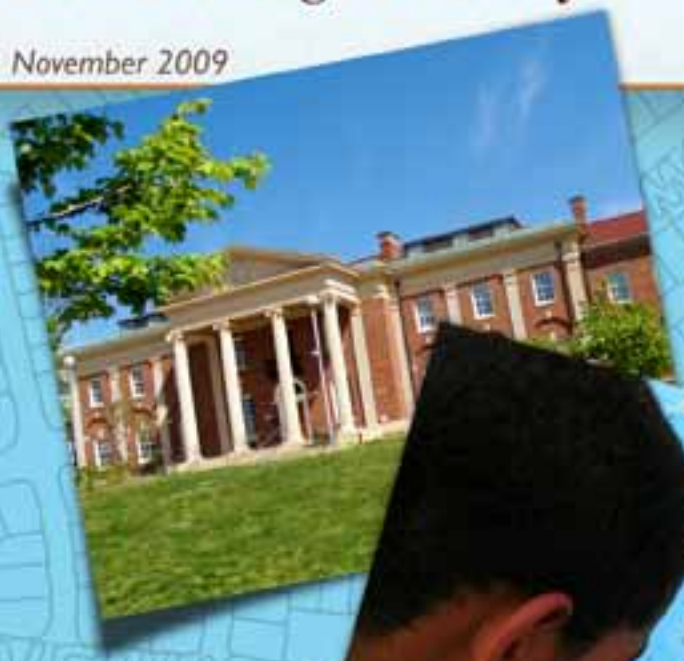
TAKOMA/LANGLEY CROSSROADS

Approved Sector Plan
Prince George's County

November 2009



The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
www.pgplanning.org

ABSTRACT

Title:	Approved Takoma/Langley Crossroads Sector Plan
Author:	The Maryland-National Park and Planning Commission Prince George's Planning Department
Subject:	Approved Takoma/Langley Crossroads Sector Plan (portion of Planning Area 65)
Date:	November 2009
Source of Copies:	The Maryland-National Park and Planning Commission Prince George's County Planning Department 14741 Governor Oden Bowie Drive Upper Marlboro, MD
Series Number:	212092306
Number of Pages:	176
Abstract:	This document is the Approved Sector Plan for the Takoma/Langley Crossroads area. The sector plan portions of the 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity* (Planning Area 65). Developed with the assistance of the community, property owners, residents and elected officials, this document recommend goals, policies, strategies, and actions pertaining to development patterns, environmental infrastructure, transportation systems, public faculties, parks and recreation, economic development and urban design.

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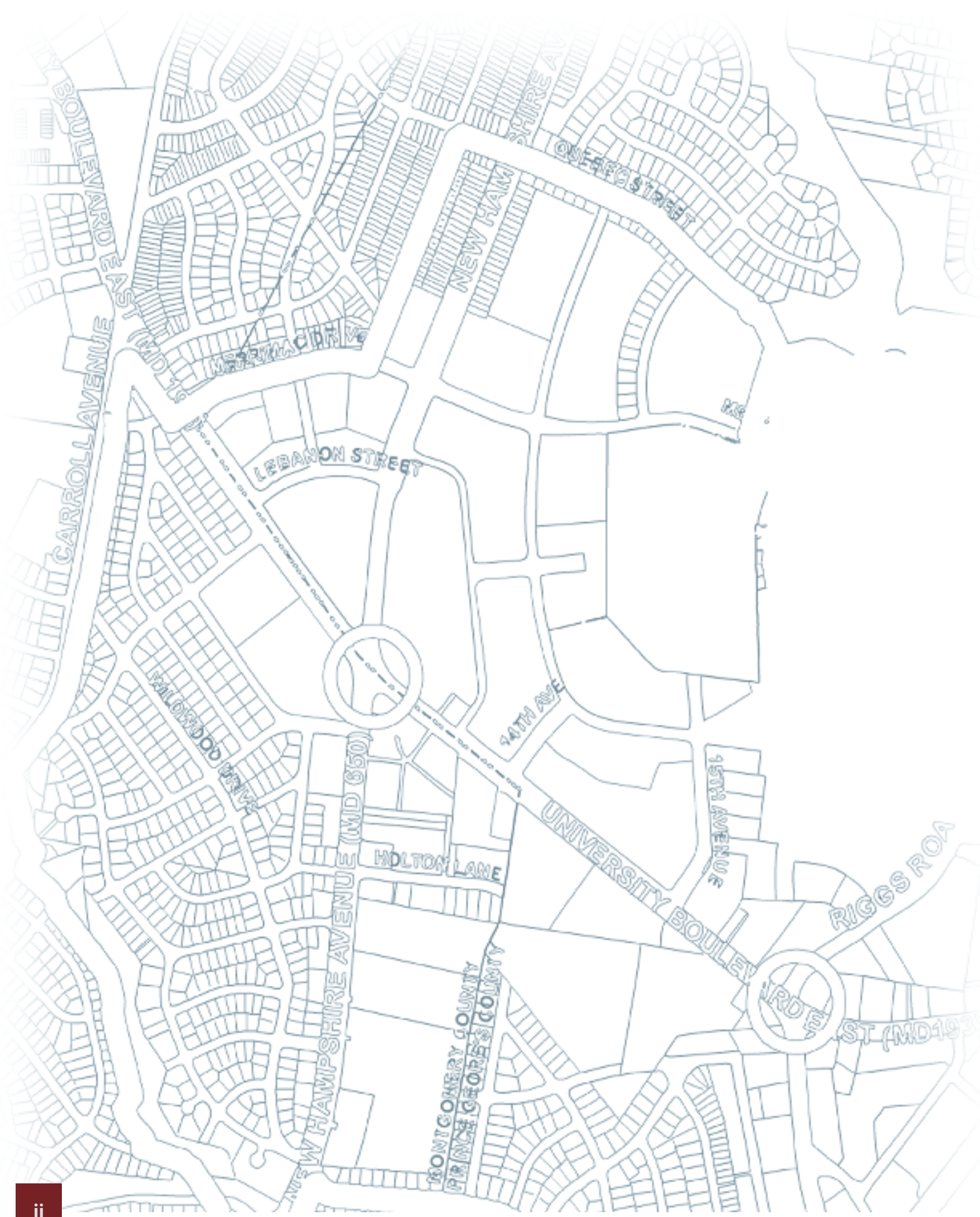
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14TH AVE
UNIVERSITY BOULEVARD
15TH AVENUE
RIGGS ROA
MONTGOMERY COUNTY
PRINCE GEORGE'S COUNTY

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The Maryland-National Capital Park and Planning Commission is a bicounty agency, created by the General Assembly of Maryland in 1927. The Commission's geographic authority extends to the great majority of Montgomery and Prince George's Counties: the Maryland-Washington Regional District (M-NCPPC planning jurisdiction) comprises 1,001 square miles, while the Metropolitan District (parks) comprises 919 square miles, in the two counties.

The Commission has three major functions:

- The preparation, adoption, and, from time to time, amendment or extension of the General Plan for the physical development of the Maryland-Washington Regional District;
- The acquisition, development, operation, and maintenance of a public park system; and
- In Prince George's County only, the operation of the entire county public recreation program.

The Commission operates in each county through a Planning Board appointed by and responsible to the county government. All local plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks are responsibilities of the Planning Boards.

The Prince George's County Department of Planning (M-NCPPC):

- Our mission is to help preserve, protect and manage the county's resources by providing the highest quality planning services and growth management guidance and by facilitating effective intergovernmental and citizen involvement through education and technical assistance.
- Our vision is to be a model planning department of responsive and respected staff who provide superior planning and technical services and work cooperatively with decision-makers, citizens and other agencies to continuously improve development quality and the environment and act as a catalyst for positive change.

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The County Council has three main responsibilities in the planning process: (1) setting policy, (2) plan approval, and (3) plan implementation. Applicable policies are incorporated into area plans, functional plans, and the general plan. The Council, after holding a hearing on the plan adopted by the Planning Board, may approve the plan as adopted, approve the plan with amendments based on the public record, or disapprove the plan and return it to the Planning Board for revision. Implementation is primarily through adoption of the annual Capital Improvement Program, the annual Budget, the water and sewer plan, and adoption of zoning map amendments.

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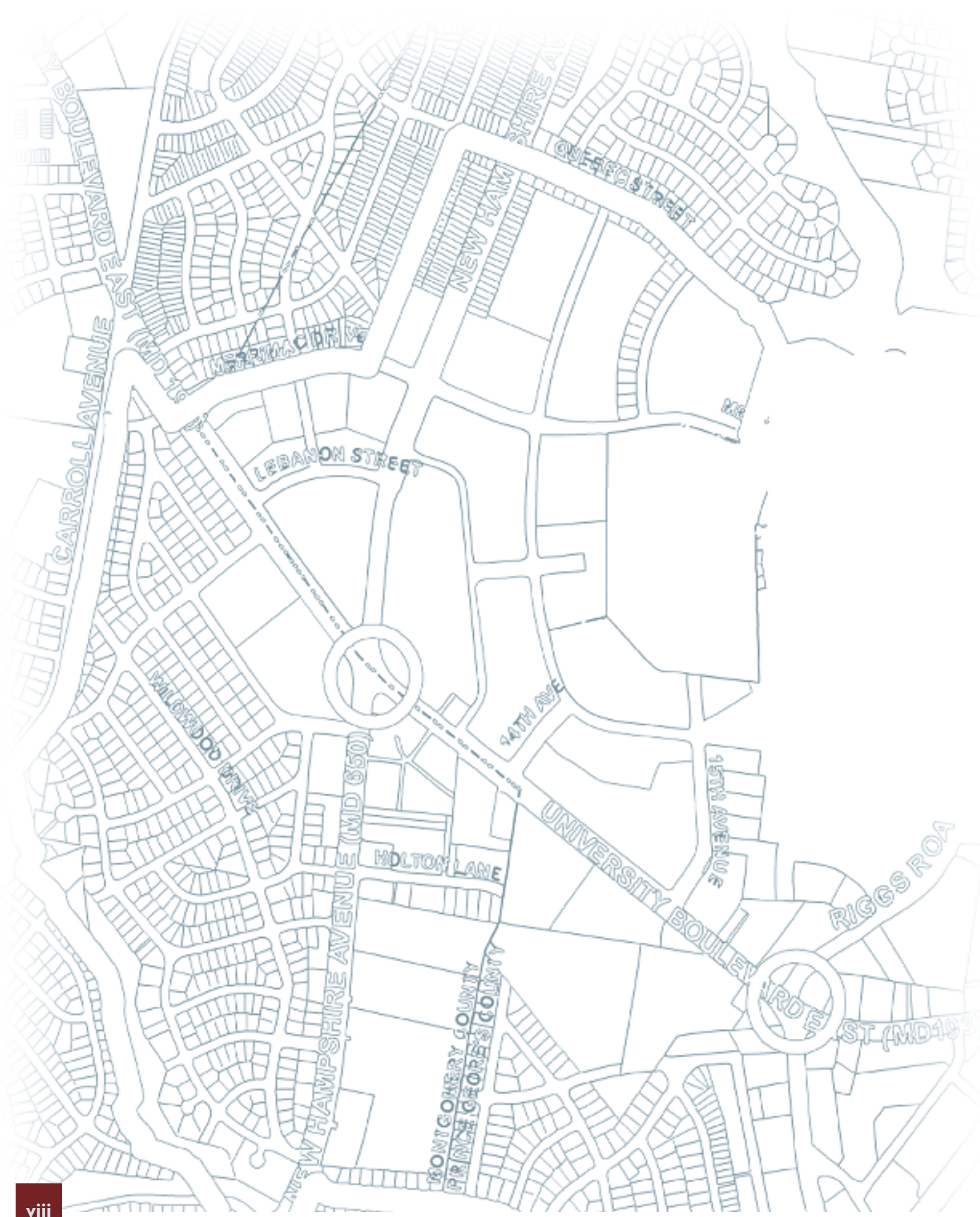
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FOREWORD

The Prince George's County Planning Board is pleased to make available the 2009 *Approved Takoma/Langley Crossroads Sector Plan.*

The Takoma/Langley Crossroads Sector Plan area is designated a regional center and represents an opportunity to create a livable, pedestrian-friendly, and vibrant community. Policy guidance for this plan derived from the 2002 *Prince George's County Approved General Plan*, land use and transportation studies conducted by the Prince George's County Planning Department and county functional area master plans, including the 2005 *Approved Countywide Green Infrastructure Plan* and the 2008 *Approved Public Safety Facilities Master Plan*.

The goals and outreach strategy report, which outlined the major issues in the area and provided the structure for the plan, was presented to the Planning Board and District Council on February 5, 2008. The plan was produced through an extensive pre-planning effort that engaged the community and stakeholders through the creation of a Community Leadership Team and a three-day stakeholder work session, which provided valuable input and helped to define the sector plan's visions and strategies.

This plan contains recommendations for land use, environment, transportation systems (including roadways, transit, bicycle, pedestrian and trail facilities), public facilities, parks and recreation, historic preservation, and urban design. Each plan element provides a vision describing future desirable conditions, policies stating the intent upon which government decisions are evaluated and strategies providing a general course of action to achieve these goals. Although this plan's driving force has always been the creation of the Purple Line and the potential development around the light rail transit stations, residents have voiced a loud concern for the possible loss of affordable housing and the need to create a livable community in the Takoma/Langley Crossroads area. Because of these concerns, the plan examines and makes recommendations for housing initiatives that should be considered in order to preserve housing options for residents at all income levels. These initiatives will require the cooperation and involvement of public, nonprofit, and for-profit interests in Takoma/Langley Crossroads, all of which have stated a strong desire to revitalize and retain the unique international fabric of businesses and residents present in Takoma/Langley Crossroads. With the strong interest and dedication of these groups, local businesses and residents will be well positioned to thrive in the future Takoma/Langley Crossroads community.

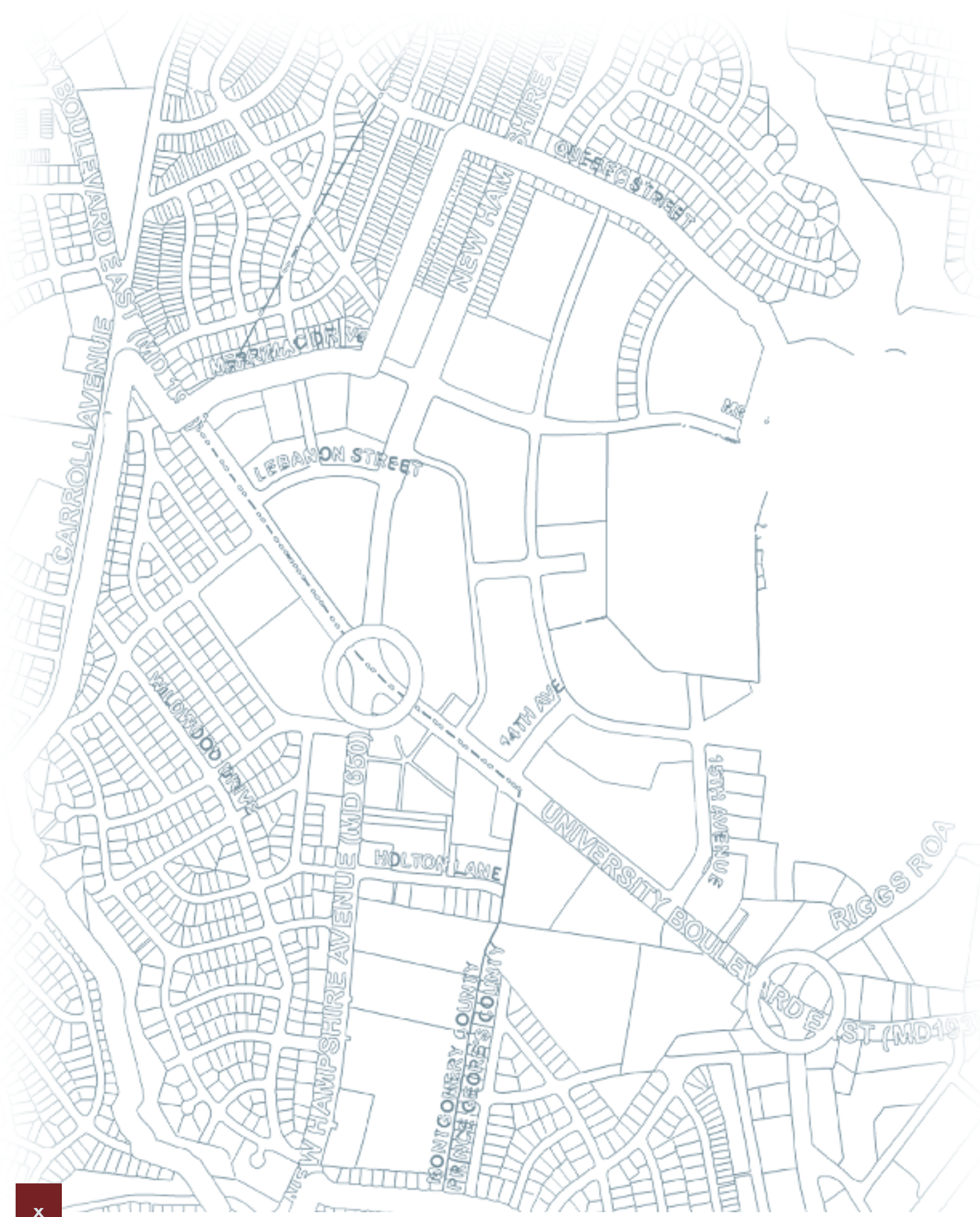
During the planning process, we asked the residents of this area to envision how Takoma/Langley Crossroads can participate in the county's growth and to propose the changes necessary to make that happen. We are continuing this effort countywide through an *Envision Prince George's* initiative to engage a broad cross section of stakeholders in developing a shared vision for the county's future direction and growth. We invite you to visit the *Envision Prince George's* website at **www.envisionprincegeorges.org** to learn more about how to participate in this exciting initiative.

On June 23, 2009, the District Council and the Planning Board held a duly-advertised joint public hearing on the Preliminary Takoma/Langley Crossroads Sector Plan. The Planning Board adopted the plan with modifications per PGCPB Resolution No. 09-136 on September 24, 2009. The District Council approved the plan per CB-86-2009 on November 10, 2009.

The Planning Board appreciates the contributions of the community and stakeholders throughout the plan development phase and at the public hearing. We look forward to this plan providing the foundation for the creation of a vibrant, mixed-use, transit-oriented community around the Takoma/Langley Crossroads area that will benefit the community and Prince George's County citizens and residents for years to come.

Sincerely,

Samuel J. Parker, Jr., AICP
Chairman
Prince George's County Planning Board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EXECUTIVE SUMMARY

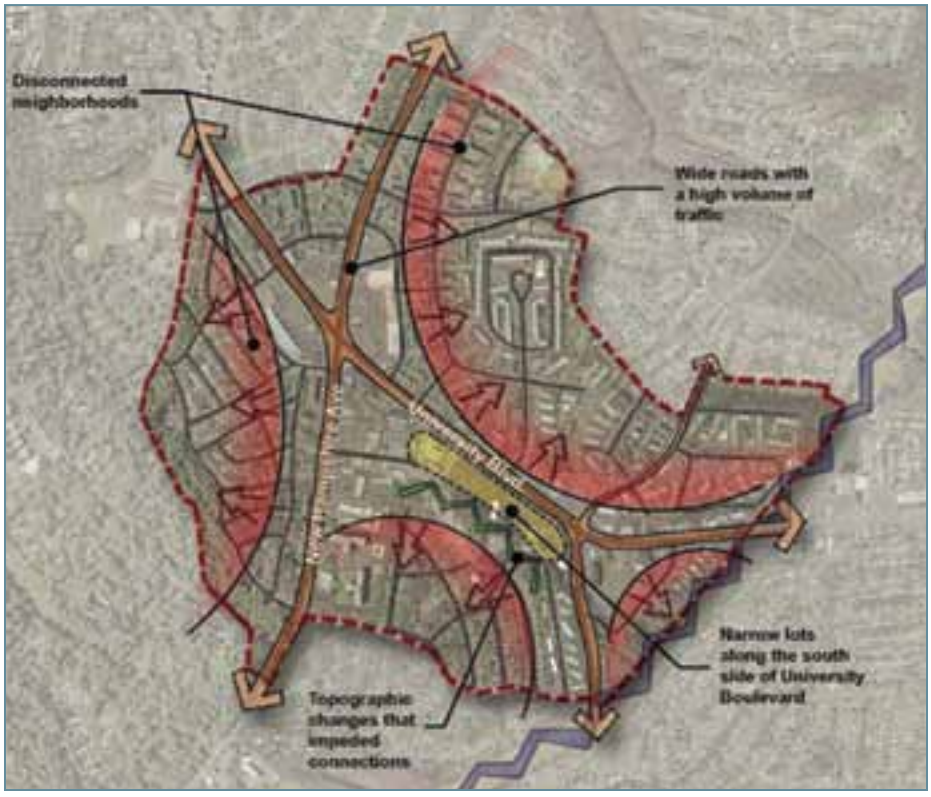
BACKGROUND

On November 10, 2009, the Prince George's County Council, sitting as the District Council, adopted a resolution (CR-86-2009) approving the Takoma/ Langley Crossroads (TLC) Sector Plan. The purpose of the plan is to enhance the character and quality of life of the community and provide for transit-oriented development around the proposed Purple Line light rail transit stations. The plan contains a vision for the future of the community and supporting goals, policies, objectives, and recommendations that celebrate and build upon the diversity of the existing and future resident of the TLC area. The approved sector plan amends the 1989 Langley Park-College Park-Greenbelt Approved Master Plan. Based on the approved sector plan's land use recommendations, a Sectional Map Amendement (SMA) will be prepared to revise the zoning previously approved by the 1990 SMA that included the Langley Park community.

Because the sector plan area encompasses three jurisdictions, M-NCPPC staff initiated a joint and collaborative planning process involving Montgomery and Prince George's Counties and the City of Takoma Park. Due to legislated scheduling conflicts, the sector planning process between the two counties was separated in November 2008. However, throughout the completion of both sector plans, the bicounty team has continued to work together. While there has been a separation in the schedule and plan development, the planning process continues with each county developing plans with shared elements that address transportation and the environment. This important collaboration will continue as plan implementation proceeds.

PLAN AREA

The TLC sector plan area overlaps the borders of Montgomery and Prince George's Counties at University Boulevard where it intersects with New Hampshire Avenue. The primary impetus for the sector plan is the Purple Line, a proposed 16.4-mile light rail line to connect the communities between Bethesda in Montgomery County and New Carrollton in Prince George's County. Stations within the TLC area are proposed at New Hampshire Avenue (MD 650) and University Boulevard (MD 193) and Riggs Road. The TLC sector plan boundary is within the Developed Tier of the 2002 *Prince George's County Approved General Plan*.



Map 1. *Constraints*

Map 2. *Future Opportunities*

OPPORTUNITIES AND CONSTRAINTS SYNOPSIS

The opportunities and constraints of the TLC Sector Plan area were organized into eight goals in five categories: redevelopment needs, areas likely to remain stable, auto circulation issues, pedestrian circulation and safety issues, and open space and environmental issues. The analysis examined existing and potential assets of the Crossroads area while effectively addressing its deficiencies.

Map 1 and Map 2 are graphic depictions of the major conclusions of this opportunities and constraints analysis. Following these graphics is a brief overview that further explains the primary findings. The full text of the Opportunities and Constraints Report is attached as Appendix C.

Constraints consist of:

- Disconnected neighborhoods
- Wide roads with high traffic volumes that are barriers and unsafe for pedestrians
- Lack of street connections to provide alternative routes to using main arterials for local trips
- Poor connections between various land uses, especially residential neighborhoods and the commercial core
- Internal orientation of land uses; buildings set far back from streets
- Topographic barriers south of University Boulevard that cut off commercial areas from uses to the south
- Shallow lots along the south side of University Boulevard

Future opportunities include:

- Use potential for walkable mixed-use focused on future transit stations
- Create new pedestrian and vehicular connections within the plan area
- Redesign streets to encourage more pedestrian activity and safety
- Redevelop large commercial sites and their parking lot areas as more urban environments
- Improve visual and physical connections to parks and open space
- Design gateway areas to establish identity and welcome visitors to the Crossroads

VISION

The vision for the TLC sector plan area is to achieve a transit-oriented and pedestrian-friendly community that celebrates and builds upon the cultural diversity of the existing and future residents of the TLC with a mix of old and new businesses, providing quality retail goods and services to serve the surrounding residents as well as other shoppers. A newly updated mixed-use center provides numerous opportunities for new and long time residents to gather and socialize in restaurants, cultural and recreational facilities, plazas, and other community facilities.

KEY PLAN RECOMMENDATIONS

This plan responds to the goals established in the M-NCPPC Goals and Outreach Strategy Report for the TLC Sector Plan, adopted January 16, 2008. The following are key recommendations from the sector plan document.

Land Use and Urban Design

- Improve connectivity in the sector plan area by creating a compact network of pedestrian-friendly streets
- Integrate transit-oriented development principles immediately around the transit stations. Feature condo type units at relatively high densities (40–50 dwelling units per acre)
- Integrate horizontally mixed land use parcels, primarily 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
- Encourage affordable housing initiatives: Set aside housing units in the Crossroads area as work/live units; including housing made available to small entrepreneurs or other business people who can be attracted to the TLC community
- Locate entertainment venues such as restaurants, cafes, and boutique style businesses in the proposed *Ramblas* corridor
- Encourage densities in appropriate locations with the TLC area:

Table 1. ***Proposed Area Approximate Overall Density (Net Area) Ranges***

TOD 1 New Hampshire Station	1.6 to 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

FAR: Floor Area Ratio

- Allow parallel on-street parking on all streets, including off-peak hours on the main arterials
- Create general architectural guidelines for buildings in TLC
- Create Crime Prevention Through Environmental Design (CPTED) principles as part of all future site development plans

Transportation and Trails System

- Plan an integrated light rail transit system that provides efficient and user-friendly transit service to the sector plan area that will change it from being a primarily automobile-based transportation network to a multimodal system that will reduce the use of private automobiles as mobility options for most trips to and from the sector plan area
- Develop a transportation system that is safe, efficient, and accessible and that reduces dependency on the automobile. This system should support the proposed and preferred development and land use concept within the adopted level-of-service standards

Trails System

- Expand the bicycle route network with safe, convenient, and attractive bicycle facilities as shared use roadways, on-road bike lanes, cycle tracks, sidepaths, storage and parking facilities, and safe road crossings on all streets
- 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

- Improve connections between neighborhoods and among land uses 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 multiuse pathways
- 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
- Develop adequate bicycle hub facilities and services at the transit center

Environmental

- Restore and enhance water quality in areas that have been degraded and preserve water quality in areas not degraded
- Require on-site management of quantity and quality through the use of environmentally sensitive stormwater management techniques for all new and redevelopment activities
- Preserve and enhance the existing urban tree canopy

Public Facilities

- Designate location for a new multilevel library be constructed within the TLC sector plan area near transit and easily accessible by pedestrians
- Locate a library services center in the Langley Park community/recreation center
- Provide fire and rescue facilities that continue to meet the needs of the community based upon established county standards.

Historic Preservation

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

Parks and Open Space

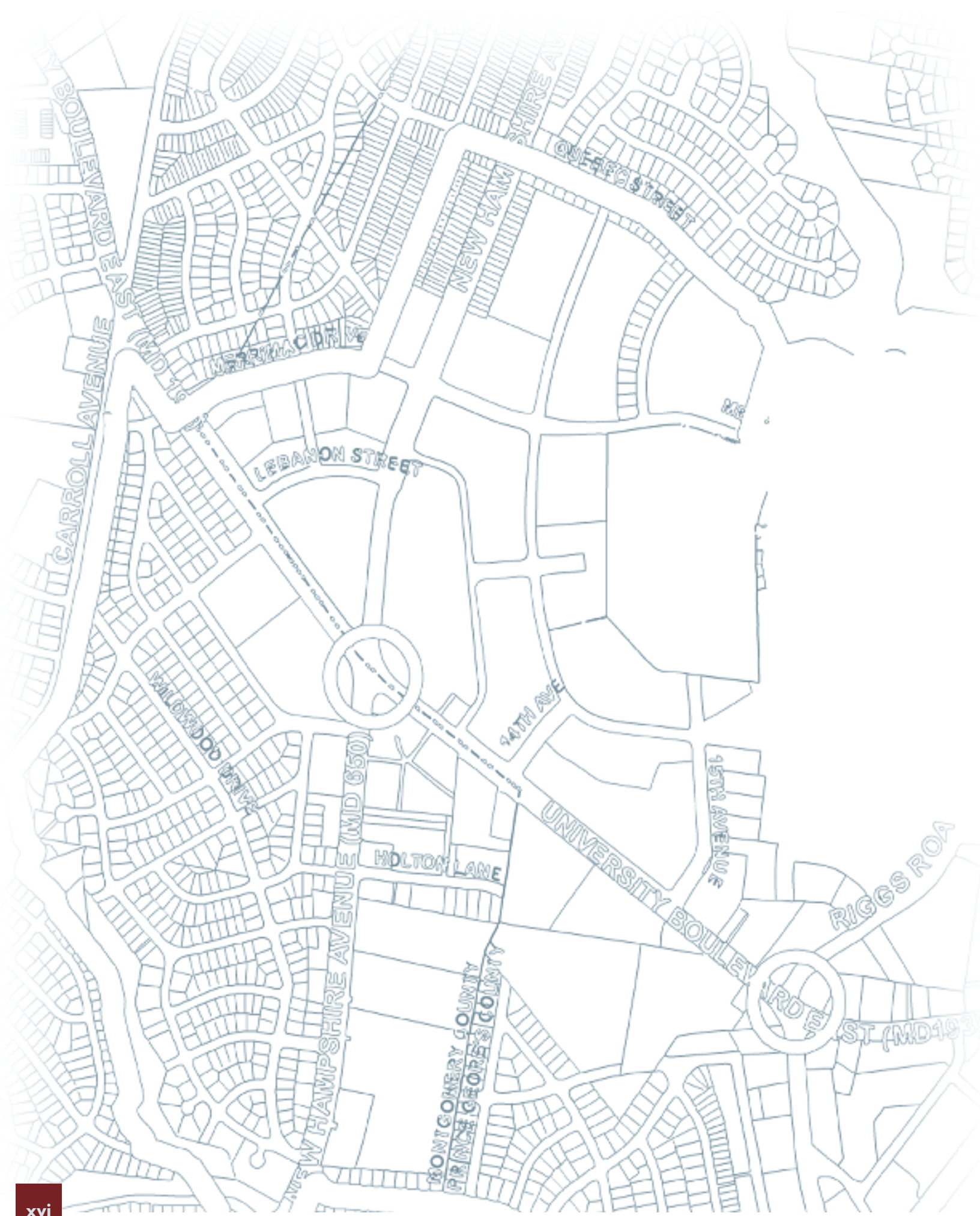
- Create a recreation hub serving the sector plan area around the Langley Park Community Center, Langley Park-McCormick Elementary, and the Boys and Girls Club
- Create recreational facilities that are scaled and integrated into urban neighborhoods by developing smaller recreational parks in neighborhoods as part of redevelopment projects

Quality of Life/Community Development

- Provide social services and programs to serve the community through coordination with Prince George's County Health Department, CASA de Maryland and other organizations.
- Work with the community and organizations in and around the core area in order to enhance the vitality and character of the community and establish a market base for local businesses
- Encourage affordable housing as redevelopment occurs by recommending programs that provide workforce housing as an essential ingredient of new development and provide assistance for residents to remain in the sector plan area

Economic Development

- Create a marketing work group to develop marketing strategies
- Continue branding the TLC corridor as an international corridor
- Recruit and retain internationally focused businesses
- Coordinate with area business organizations to create special events in the TLC area such as festivals and block parties to embrace the multicultural aspects of the residents
- Develop a business directory/kiosk at transit stops
- Develop gateway points on major streets and boulevards as pedestrian gateways designed to introduce residents and visitors to the TLC/International Corridor through several strategies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MONTGOMERY COUNTY

2

BACKGROUND AND EXISTING CONDITIONS

BACKGROUND

Project Description

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

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

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

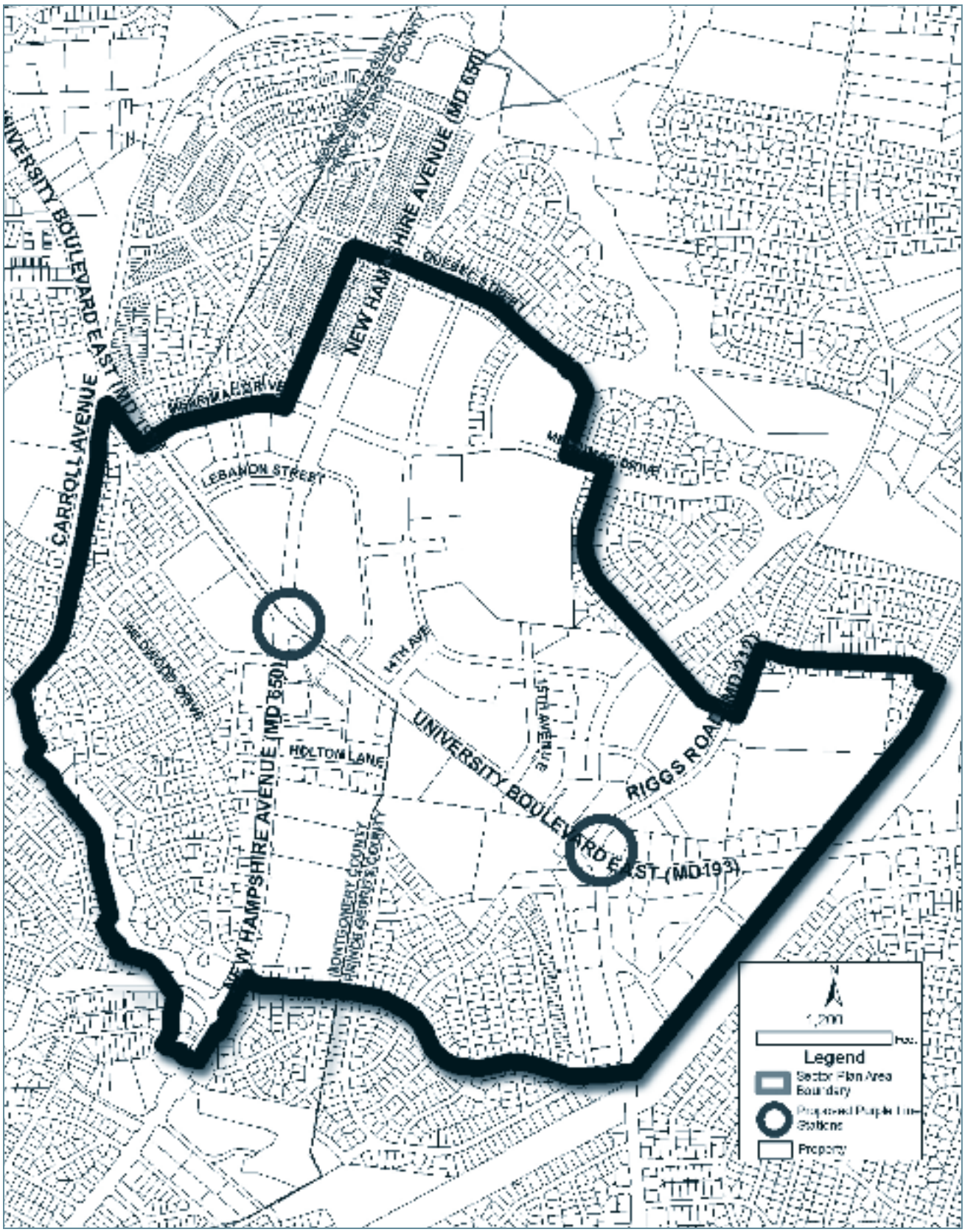
Plan Purpose

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

Sector Plan Area Boundary

The TLC sector plan area is broadly bounded to the east and southeast by a major PEPCO transmission line, to the south along Erskine Street, to the north by the Northwest Branch Creek, Quebec Street, and Keokee Street, and to the west by Long Branch Creek, Carroll Avenue, and Merrimac Drive (See Map 3. Sector Plan Boundary). The sector plan area extends to the commercial properties to the south of the convergence of Long Branch and Sligo Creek and the small commercial area at Carroll Avenue and Merrimac Drive. The study area also includes the University Boulevard/Riggs Road intersection to the east of the Crossroads. In addition, it includes two potential Purple Line stations that will serve the TLC area. The first potential transit station is located at New Hampshire Avenue (MD 650) and University Boulevard (MD 193), and the second is near the intersection of University Boulevard and Riggs Road (MD 212).

The TLC area is densely populated with a mixture of single-family residences, multifamily units, offices, and retail spaces. It is a short drive from the University of Maryland and the revitalized Silver Spring Central Business District and is easily accessible to regional employment centers including Washington, D.C., and the Food and Drug Administration campus in the White Oak neighborhood.



Map 3. *Sector Plan Boundary*

History

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

Langley Park

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

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

Popular Fountain located in Langley Park Plaza Mall

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

Commercial Development

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

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

The Langley Park Plaza Mall in the region has become a new tourist destination for many recent immigrants, especially those from Central America. This is due to a fountain, nestled in a section of the mall, which attracts Takoma/Langley Crossroad's visitors. Recent immigrants take photos in front of the fountain, now an important landmark, to show

their families and friends from their native countries that they have arrived in the United States.

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

PRIOR PLANS AND INITIATIVES

Title: Prince George's County Approved General Plan

Date: October 2002

Author: The Maryland-National Capital Park and Planning Commission

Key Recommendations

The TLC area is designated as a community center within the Developed Tier.

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

Title: Takoma/Langley Crossroads Pedestrian Access and Mobility Study

Date: July 2007

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

Key Recommendations

Short-Term (0 to 5 years):

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

Long-Term (15 years and beyond)

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

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

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

Author: The Maryland-National Capital Park and Planning Commission

Key Recommendations

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

Title: International Corridor Issue Identification Study

Date: March 2002

Author: The Maryland-National Capital Park and Planning Commission

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

Key Recommendations

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

Title: International Corridor Community Legacy Plan

Date: July 2003

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

Key Recommendations

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

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

Date: December 2003

Author: The Maryland-National Capital Park and Planning Commission

Key Recommendations

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

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

Date: March 2002

Author: Parker Rodriguez, Inc.

Public Outreach Event

Key Recommendations

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

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

Date: May 2003

Author: Economics Research Associates

Key Recommendations

The ICCLA Community Development Corporation should be the central organization to provide management for the corridor.

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

OUTREACH STRATEGY

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

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

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

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

1. Community Engagement Plan

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

CASA de Maryland
IMPACT Silver Spring
Maryland Multicultural Youth Center
The Archdiocese of Washington
Comité de Padres Hispanos
Caribbean Self-Help Center
Chillum Civic Association
Templo Rosa de Saron
Coco Cabaña
The Tenacity Group
Pan Group
Comunidad Católica
Iglesia Cristiana Cana
Bucklodge Middle School (student participation)
Elite Properties
Comité de Padres Hispanos

The CLT focused on building relationships with the community to help make the planning effort more tangible by conveying the importance of participating in the planning process. The CLT assisted planning staff with devising and implementing techniques to reach out and engage

the community. The team also solicited input from the community and helped to identify issues of importance for planning staff. In doing so, it served as an important conduit of information between the staff and the community.

2. Marketing Activities

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

Public Outreach Event

3. Media Campaign

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

4. Participation in Community Events

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

5. Outreach Events

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

6. Additional Public Participation Tools

Additional public participation tools were also utilized, including:

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

Because of the importance of creating a new mixed-use core for the Takoma/Langley Crossroads, special efforts were made to involve the local commercial landowners and business operators whose land and businesses would be directly affected by efforts to promote widespread mixed-use redevelopment. In addition to the door-to-door recruiting efforts in mid-June 2008, planning staff contacted members of the business community and invited them to attend open houses. One-on-one interviews were held with business operators and commercial property owners throughout the process. Planning staff also attended special meetings with the business community. One of the

July 2008 validation meetings, for example, was specifically organized for business owners and operators and local economic development staff.

Five major public meetings were held during 2008 that targeted all segments of the community. These meetings featured numerous exhibits where citizens could learn about the planning process and ask questions. Spanish language interpreters were also available at the meetings.

PLAN MAKING METHODOLOGY

Prince George's and Montgomery Counties' Community Planning Departments worked jointly on the TLC sector plan. During pre-initiation, the team met and created processes to work together including creating a 24-month process. Since initiation (February 2008), the team worked with consultants during the preplanning and planning phases of this plan. On May 22, 2008, the County Council of Montgomery County approved their FY 2009 operating budget, which included the work program for planning activities in the Montgomery County Park and Planning Departments. This approval included a six-month delay in the TLC sector plan process for Montgomery County. This became a concern for both counties because of the ongoing joint process. However, the two departments, through discussions, concluded that the plan process would be separated after the last public meeting on November 6, 2008. Since this change in schedule, the TLC bicounty team has continued to confer and collaborate where possible. While there has been a separation in the schedule and plan development, each county is developing a plan with shared elements that address transportation and the environment. The plan process chart outlines the major project milestones within the 24-month approved schedule. (See Table 2, Major Project Milestones.)

EXISTING CONDITIONS

Community Profile/Existing Demographic Characteristics

The existing conditions section analysis evaluates the TLC study area, which includes the northeast section of the City of Takoma Park, Montgomery and Prince George's Counties. This sections also describes in detail the Prince George's County boundary with specific recommendations.

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

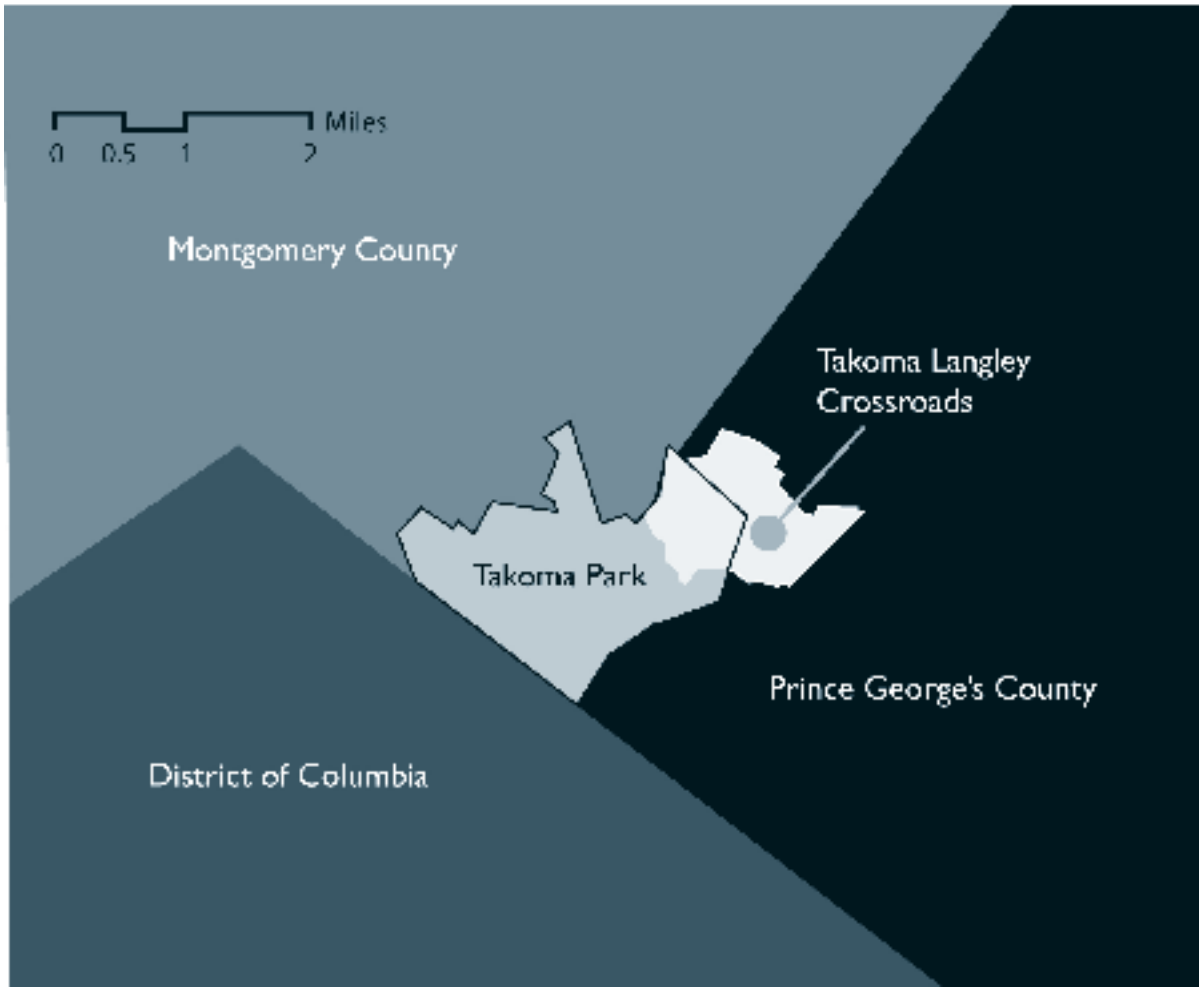
TLC is considered one of the most densely populated communities in the State of Maryland. Seven U.S. census tracts (8055, 8056.01, 8056.02, 8057, 7020, 7017.04, 7017.03) define the area from which demographic characteristics detailed in the 2000 U.S. census are drawn. In 2000, approximately 29,000 people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

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

Existing Land Use and Zoning

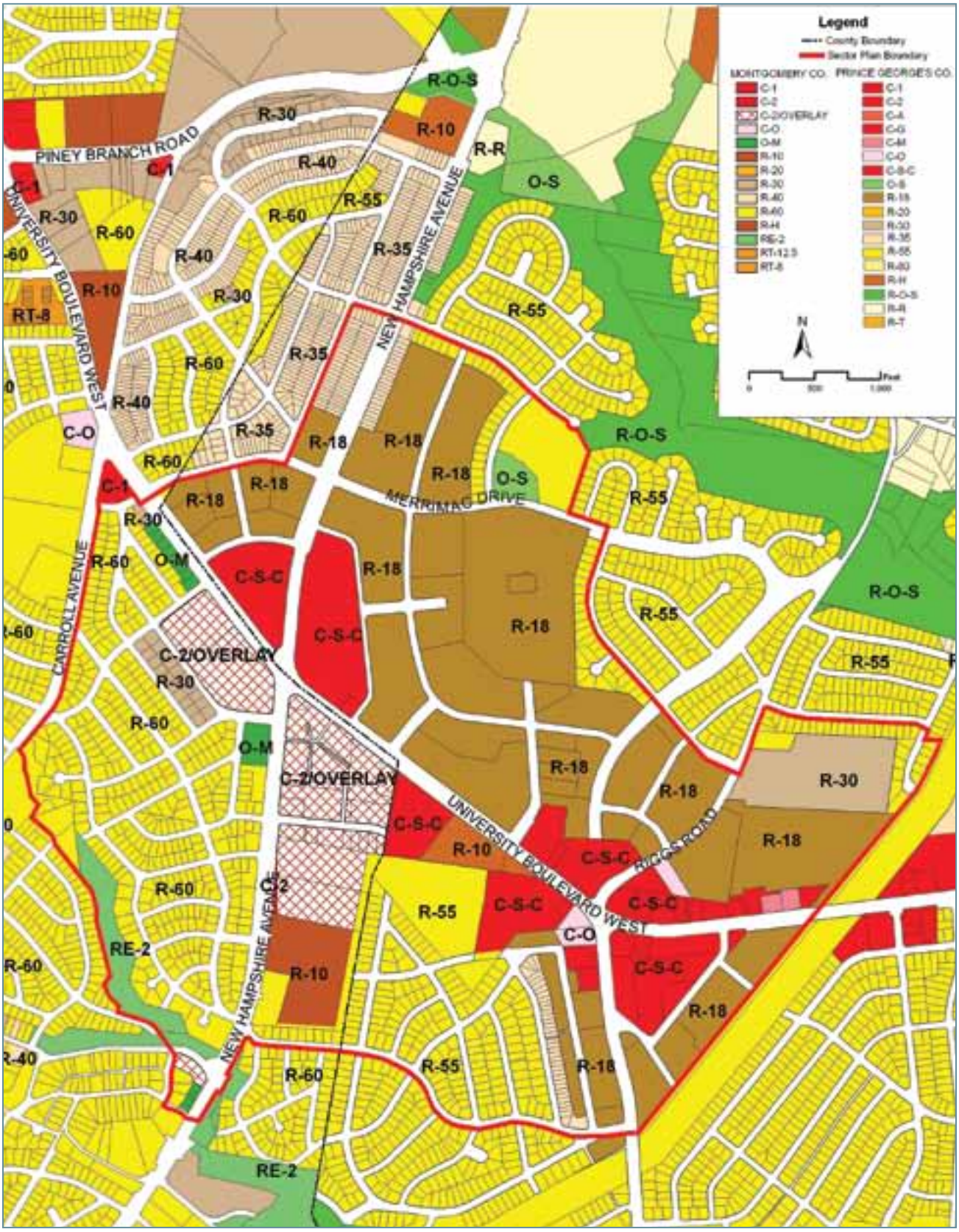
The overall character of the TLC community is that of a post-World War II suburban area of low- to medium-density, single-use development. Specifically, the TLC community is focused on a convergence of strip shopping center-style commercial and entertainment uses, behind which are located residential communities. Single-family housing, mostly of brick construction, is found in the western and southern quadrants of the study area. Most of the area north of University Boulevard is occupied by a series of garden apartment developments. Additional single-family neighborhoods are located on the very northern edge of the study area and extend to the north between the study area and Northwest Branch Stream Valley Park (See Map 5. Existing Land Use and Map 6 Existing Zoning).

Table 2. *Major Project Milestones*		
Joint County procedures (Prince George's and Montgomery County)	**PREPLANNING** • Consultant selection • Initial community outreach • Building background information • Establishing resource team	Spring–Summer 2007
	PLANNING • Authorization/initiation • Preparation of the preliminary plan • Permission to print • Joint public hearing • PB adoption/endorsement	 January 2008 January–October 2008 March 2009 June 2009 May 2009
Prince George's County procedures	• District Council approval • District Council approval	November 2009 November 2009
Initiate SMA process	Sectional Map Amendment (SMA)	Fall 2010



Map 4. *Takoma/Langley Crossroads Plan Area*

Map 5. *Existing Land Use*



Map 6. *Existing Zoning*

Map 7. *Existing Street Network Pattern*

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

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

Existing Circulation Network

The TLC area is defined in large part by its network of roads (See Map 7. Street Network Pattern). With three regional arterials (University Boulevard, New Hampshire Avenue, and sections of Riggs Road) coming together at this location, much of the built environment is dominated by moving cars. Seventy percent of traffic on these three roads is pass-through traffic; that is, motorists are driving through this area to reach a destination elsewhere. However, local residents must also use these roads to reach nearby

attractions because otherwise there are few alternative ways to move through the study area. Aside from the three main regional arterials, there are a number of secondary roads on the edges of the study area, such as Carroll Avenue on the western edge. Many of the roads in the area are classified as minor roads, primarily providing access to residential development. Minor roads in the area include Wildwood Drive, Merrimac Drive, and Phelps Road.

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

The TLC community has many residents and visitors who have no access to cars. Unfortunately, the pedestrian environment tying nearby neighborhoods to attractions and between various commercial parcels is an afterthought. Especially noticeable are the few direct connections between the residential areas and the commercial core of the crossroads. High traffic volumes and numerous curb cuts along the main arterials also make it difficult and often dangerous for vehicles and pedestrians to navigate through the study area or enter or leave specific properties. Furthermore, a high level of transit use along the main arterials creates a series of conflicts between pedestrians trying to access transit services and fast-moving or turning vehicles.

Open Space and Environmental Profile

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

Economic Profile

Currently, the plan area features an estimated 167,000 square feet of office space and 1,000 jobs, roughly two percent of office space and office-based jobs in Montgomery and Prince George's Counties. The two counties are projected to experience healthy office-based employment growth over the next few decades. Currently, the plan area's retail businesses capture an estimated 17 percent of all retail sales made in the International Corridor trade area.

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

Housing Profile

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

TLC Study Area

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

Prince George's County Portion of the Study Area

The Prince George's County portion of the sector plan area contains two percent of the county's total housing units. Close to three quarters of the housing stock in this portion of the plan area is multifamily,

while only a little over one-third of housing units countywide are multifamily. Only 21.4 percent of the units in the plan area are single-family detached, whereas more than half of the housing units in the county are single-family detached. Townhouses are only 6 percent of the total housing units in the Prince George's County portion of the study area, compared to 15 percent in the county.

Table 3. *Housing Distribution*

Housing Units	TLC	Countywide
Occupied	6,109	286,610
Owner-occupied	26.3%	61.8%
Renter-occupied	73.7%	38.2%

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

Opportunities and Constraints

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

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

Key Conclusions of Analysis of Existing Conditions

Maps 8 and 9 illustrate the major conclusions of this analysis visually show the future opportunities and constraints that exist in the TLC area.

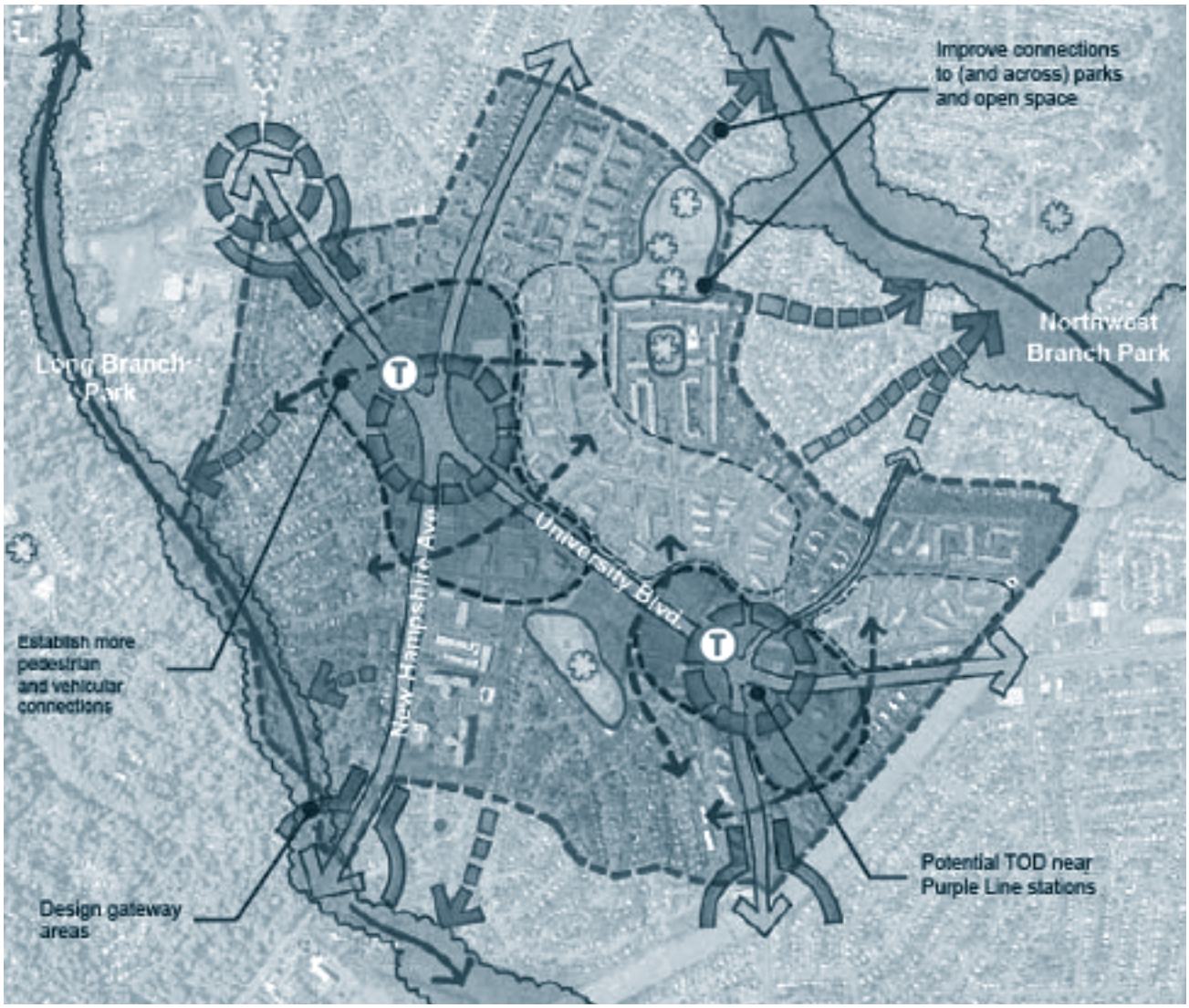
Opportunities to Explore

Land Use

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

Transportation

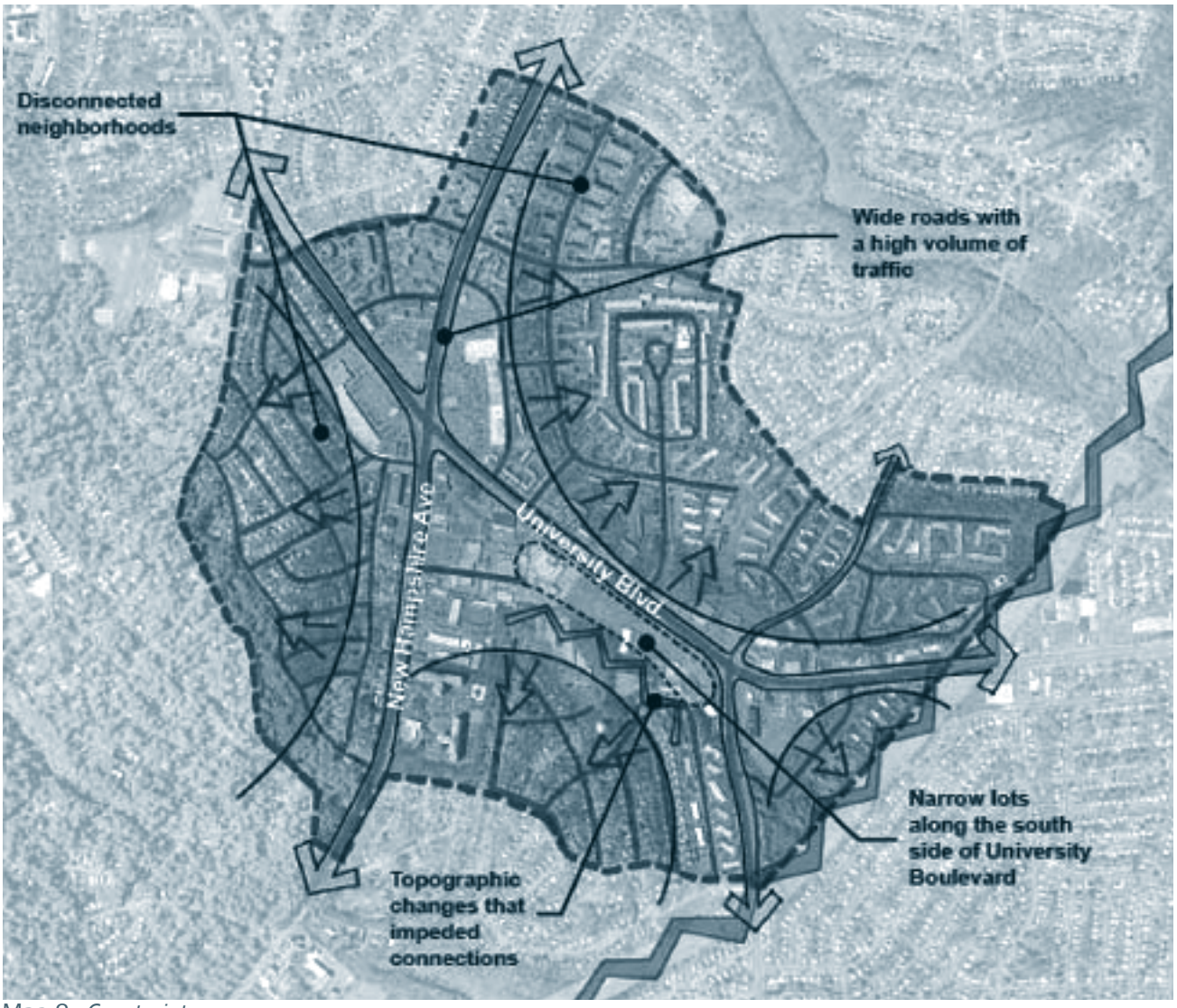
- There are many difficulties in modifying the functions and scale of the two regional arterials that define the study area. Currently, 70 percent of existing traffic is pass-through traffic, and much local traffic is forced onto busy regional arterials. The scale of these arterials makes it difficult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



Map 8. *Future Opportunities*

OPPORTUNITIES:

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



Map 9. *Constraints*

CONSTRAINTS:

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

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

Recreation, Open Space, and Community Facilities Needs

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

3

PLAN VISION

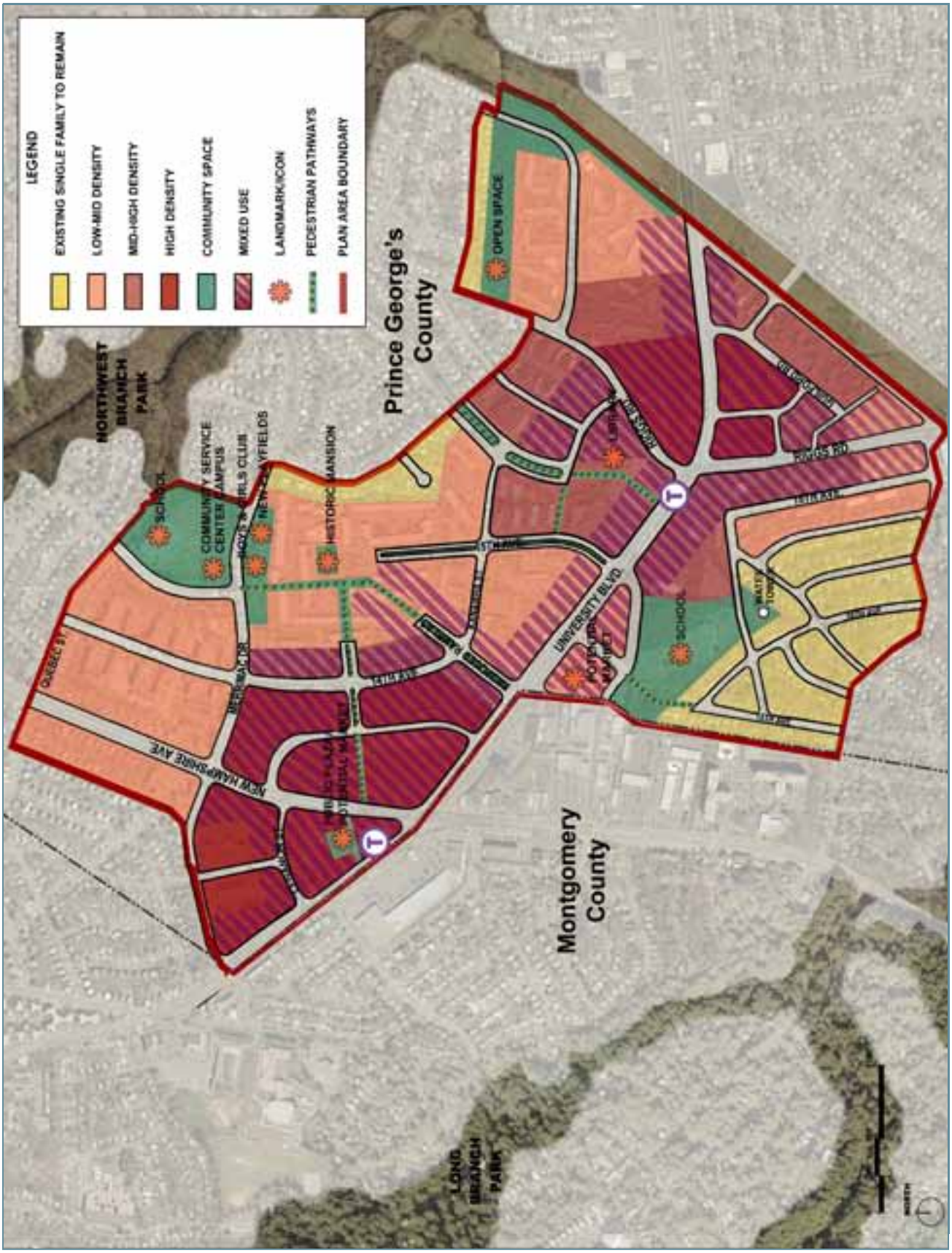
PLAN VISION

The vision for the Takoma/Langley Crossroads (TLC) sector plan area is to achieve a transit-oriented and pedestrian-friendly community that celebrates and builds upon the cultural diversity of the existing and future residents of the TLC community. The community will have a mix of old and new businesses, providing quality retail goods and services to serve the surrounding community as well as other shoppers. A newly updated mixed-use center will provide numerous opportunities for people to gather and socialize in restaurants, cultural and recreational facilities, plazas, and other community facilities that serve to bring new and long time residents together.

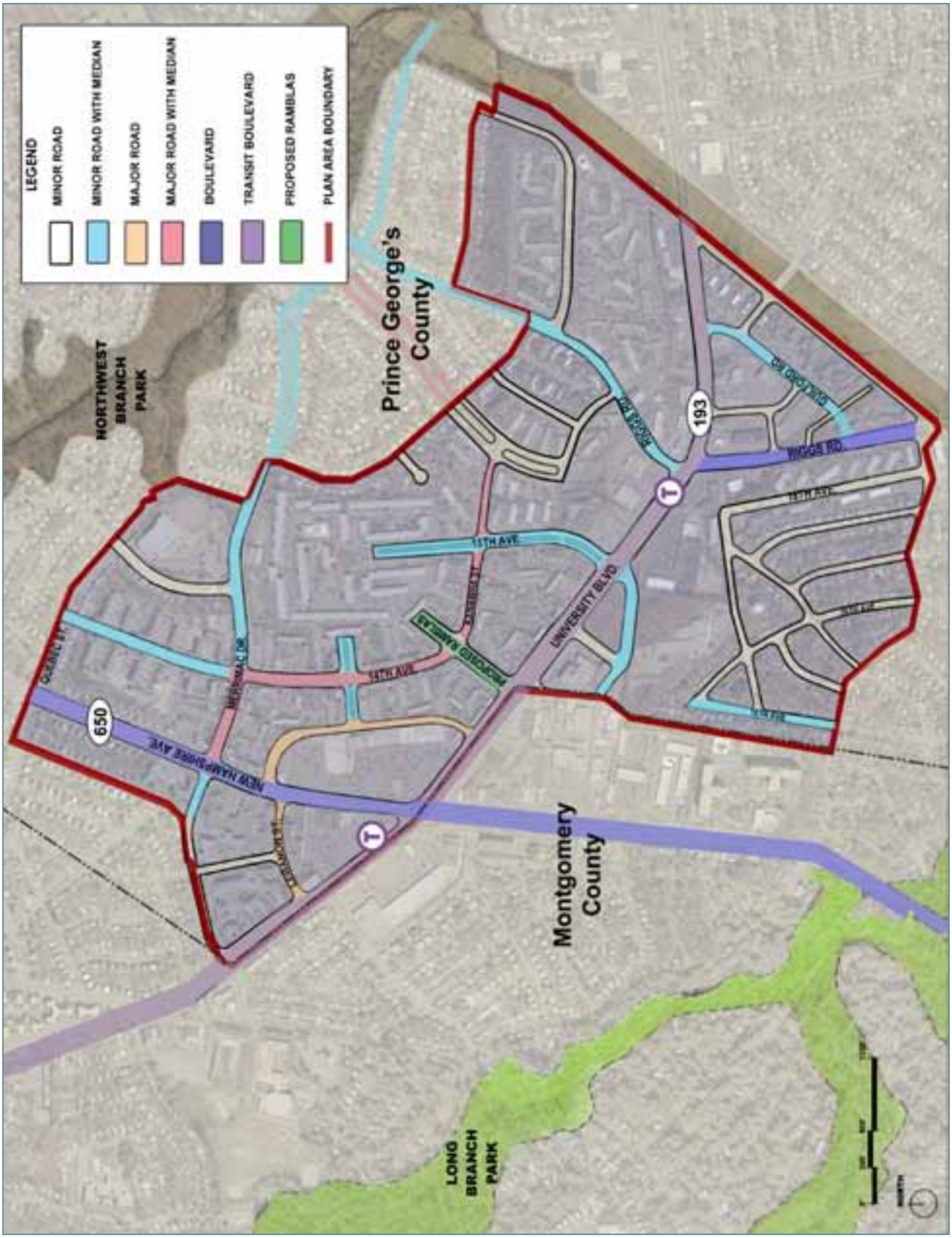
Within the TLC sector plan boundaries, the following are highlighted as foundations for the vision.

- Transit Station Center
- A regional center that increases pedestrian safety in the crossroads area by consolidating bus routes while also highlighting the international character of the planning area in design and function.
- Purple Line Stations
- Transit stations in the TLC area that encompass the diversity of the area by including bilingual signage, pedestrian connectivity, and a public realm.
- Langley Park Community (residents and business owners)
- A community that is safe, vibrant, attractive, and encourages residents to safely walk to transit, work, shops, and homes. It is a well connected community that has trails and sidewalks with attractive landscaping and lighting.

The following maps illustrate the vision for the Takoma/Langley Crossroads sector plan area.

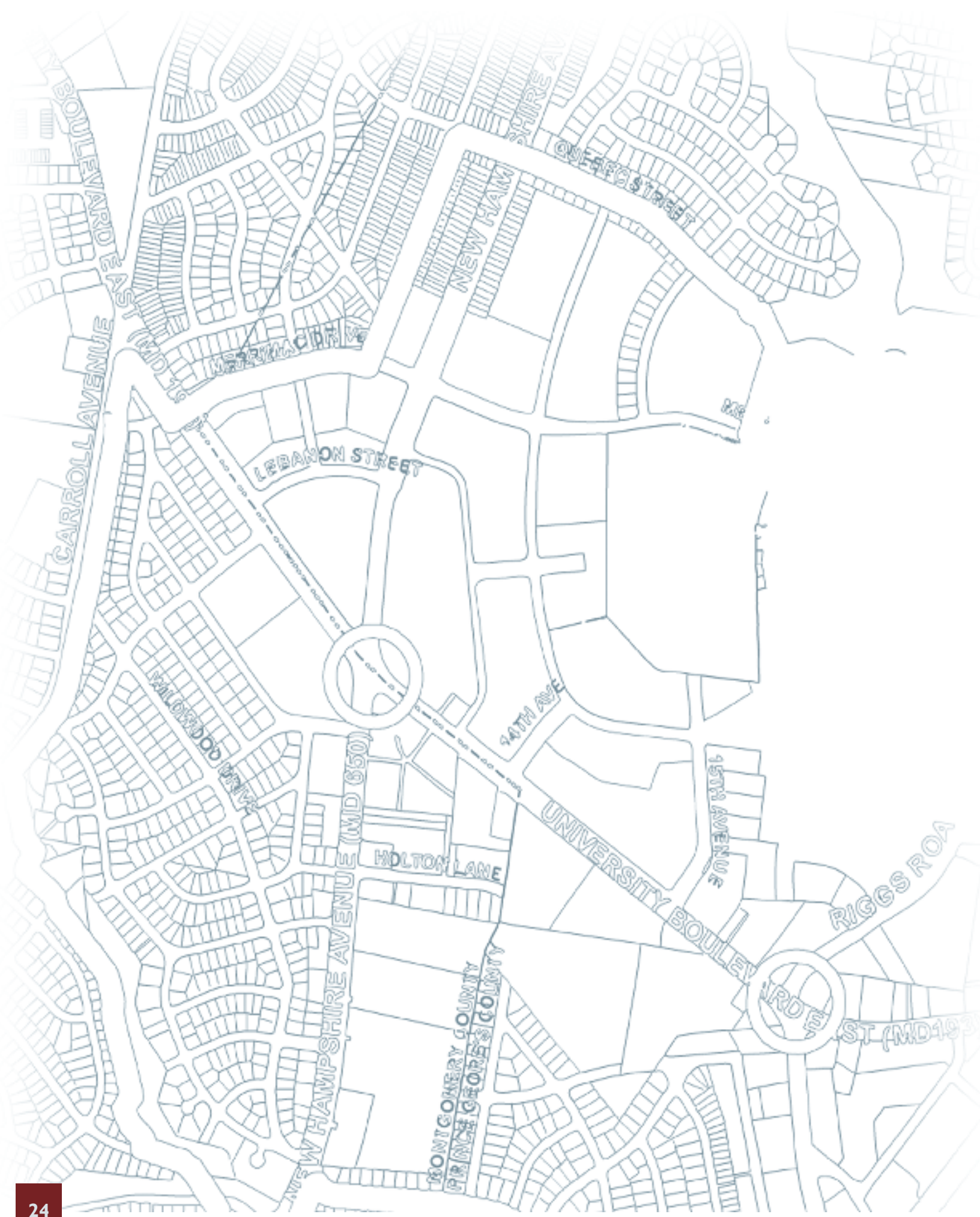


Map 10. *Concept Plan: The map shows the density recommendations for the sector plan area as well as the designation of Purple Line stations, transit center location, and proposed road layout*



Map 11. *Transportation Network : The map shows proposed road layout and designation of roads for proposed road widths.*

Map 12. *Community Space : The map shows proposed public facilities proposals, public space designation, and existing public uses.*


CARROLL AVENUE
EASTWOOD
NEW HAMPSHIRE AVENUE
LEBANON STREET
WALFORD DRIVE
HOLTON LANE
14TH AVE
UNIVERSITY BOULEVARD
15TH AVENUE
RIGGS ROA
MONTGOMERY COUNTY
PRINCE GEORGE'S COUNTY

4

CONCEPT PLAN ELEMENTS AND RECOMMENDATIONS

LAND USE AND URBAN DESIGN

Vision

Takoma/Langley Crossroads (TLC) 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 Purple Line stations. The inclusion of several of the following design attributes may contribute to creating a sense of place: 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

Several components when combined can create a pedestrian-friendly environment. These principles are transit-oriented development (TOD), placemaking, and Crime Prevention Through Environmental Design (CPTED).

Transit-Oriented Development

Transit-oriented development addresses the design details required 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. The density and concentration of buildings are highest at the core, near the transit stop, decrease moderately in the center within 1/4 mile of the transit stop, and ultimately transition down to match the character of the surrounding development, approximately 1/2 mile from the station. Four key TOD principles are addressed below to influence the creation of a safer and more walkable community.

1. Greater Density than the 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

A transit-supportive environment includes a mixture of residential, commercial, service, employment, and public uses, making many trips between destinations shorter and more walkable. 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.

3. Quality Pedestrian Environment

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

Several components when combined can create a pedestrian-friendly environment. These elements include:

- Buildings whose primary entrances are easily accessible from the street
- Buildings whose architectural features convey a sense of place, relate to the street, and enhance the pedestrian environment
- Buildings that have design elements and amenities such as storefront windows, awnings, architectural features, lighting, and landscaping, which enhance the streetscape and help create a comfortable pedestrian environment
- Buildings and sites designed to allow for direct pedestrian access between transit, various land uses, and the surrounding areas
- Parking located on the side or to the rear of buildings
- Sidewalk presence along site frontages, which connect to sidewalks and streets on adjacent and nearby properties
- Street patterns based on an interconnected grid system that simplifies access for all modes
- Pedestrian routes buffered from fast-moving traffic and expanses of parking
- Trees sheltering streets and sidewalks provided along with pedestrian-scale lighting
- Buildings and parks that provide a focal point or anchor for key areas or intersections
- Secure and convenient bicycle parking is available

4. A Defined Center

- Transit systems are particularly successful in communities and neighborhoods that have

defined centers that offer multiple attractions and provide reasons for pedestrians to frequent an 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 1/4 mile of the transit station, and ultimately transitioning in the edge to match the character of surrounding development approximately 1/2 mile from the station.
- Buildings are located closer to the street and are typically taller than the surrounding area.
- 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

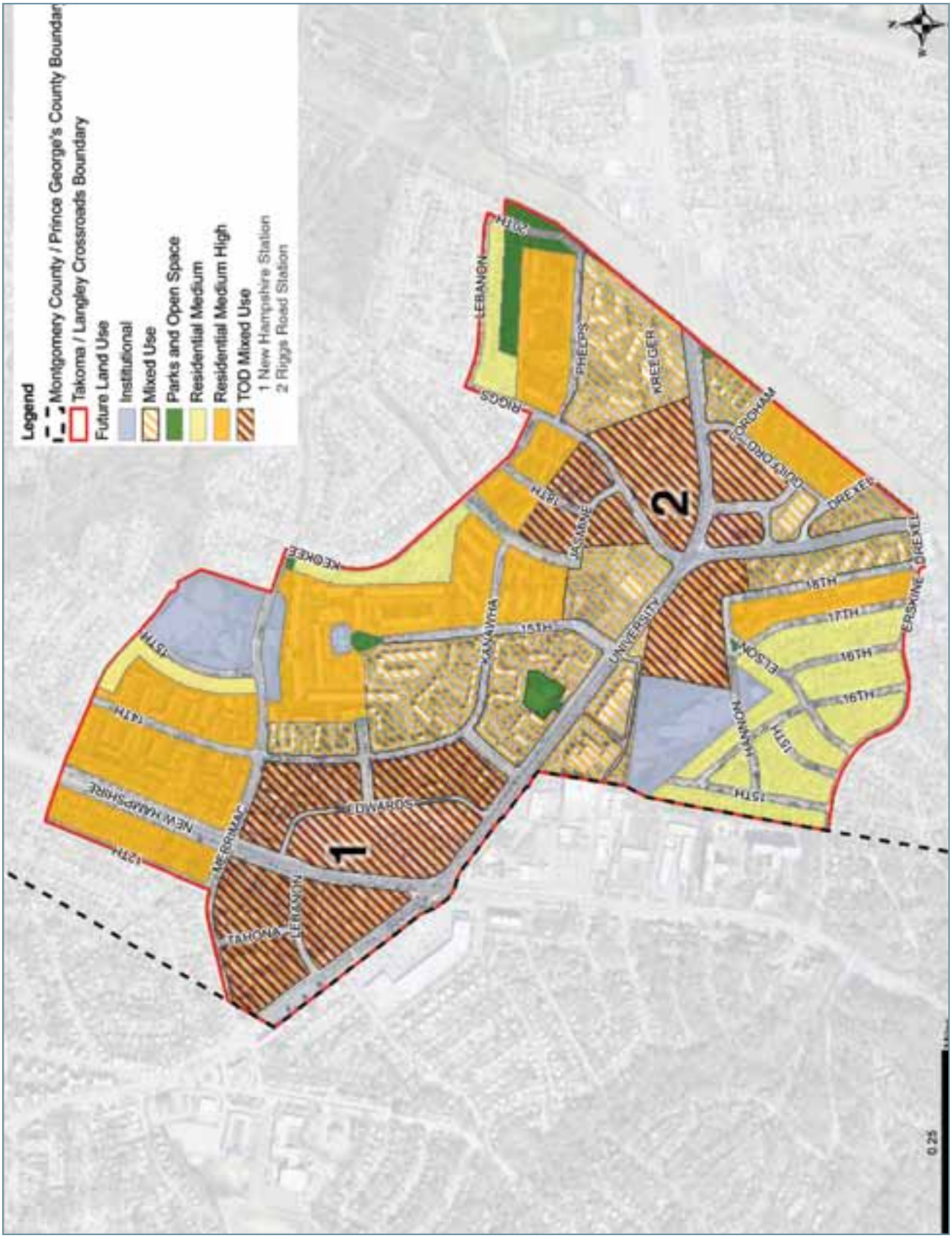
Placemaking is a design method that combines various physical and visual components to create a distinct sense of place in a particular area. This process involves establishing identifiable neighborhoods through a mixture of unique architecture, aesthetically pleasing views and public places, identifiable landmarks and focal points, and a human element generated 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) is based on the idea that the built environment influences both the reality and perception of crime. Through proper design and effective use of the built environment, CPTED can help to reduce the incidence and fear of crime and improve the overall quality of life. CPTED requires the participation of all community members: police, employees, neighbors, business owners, service organizations, professional groups, students, and residents.

The design and implementation of CPTED focuses on its core principles: 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.

- **Territorial reinforcement:** 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 activities are 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. Programmed activities such as festivals, farmer's markets, recreation activities, and events increase the legitimate use of spaces and discourage or displace illegitimate uses in these same places.
- **Access control measures:** include 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. This tool reinforces territoriality through the upkeep of properties and public spaces by establishing regularly scheduled maintenance of amenities such as lighting and landscaping. Without these measures in place, an area may become an environment that is more hospitable to crime.



Map 13. *Future Land Use*

DESIGN 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 (TOD) 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
- Promote/encourage quality development that creates a sense of place based on the unique character in the TLC 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. The development of design guidelines will be a part of the subsequent sectional map amendment (SMA) process.

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 present an opportunity 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 live/work units. Live/work units provide housing to start up and small entrepreneurs.
- Provide housing in the TLC sector plan area for populations with special needs, in particular for seniors and the disabled. Senior housing units should be integrated into mixed-use developments so that residents have better access to neighborhood services.
- Ensure appropriate use of design elements such as entrances, porches, canopies, and roof profiles based on consistent design standards.
- Establish well-defined public space through the incorporation of a continuous street wall

Example of residential and commercial design as part of a mixed use community.

Low: 10 to 20 DU/acre

Medium: 20 to 40 DU/acre

High: 40 to 50 DU/acre

Figure 1. *Examples of ranges of densities*

FLOOR AREA RATIO (FAR)

A measure of sited development intensity usually used for nonresidential or mixed-use developments. The Prince George's County Zoning Ordinance 27-107.01 (91) defines Floor Area Ratio as, "The ratio of the Gross Floor Area of all Buildings or Structures on a Lot to the area of that Lot".

of building facades and other amenities such as 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.
- Encourage programs for development of quality affordable and workforce housing that create opportunities for existing residents to remain in the 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 within 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.
- Locate smaller, more locally–oriented uses inside the neighborhoods they most directly serve.
- Allow maximum densities of 2.5 FAR and 80–foot building heights at proposed TOD 1 New Hampshire Station area *(see Map 13)*.
- Allow maximum densities of 1.8 FAR and 60–foot building heights at proposed TOD 2 Riggs Road Station area *(see Map 13)*.

POLICY 3

Create density recommendations for the TLC area that allow for transit-oriented and mixed-use development.

An important factor in developing the density recommendations for the TLC sector plan area is the cost of mixed-use and multifamily construction. 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.

Figure 1 shows examples of the overall ranges of densities by different areas within the Crossroads. Table 4 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 4. ***FAR Ranges for Land Uses***

Area	Approx. Overall Density (Net Area)
TOD 1 New Hampshire Station	1.6 to 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

Strategies

Consider policies that will grant higher FARs above the recommended limit as an incentive for developers only for community benefits such as:

- Inclusion of workforce housing
- Dedication of building space for use of community groups or nonprofits
- Provisions for public open space beyond normal requirements
- Dedication of public right-of-way
- Acquisition of silver or gold LEED certification for construction of green buildings
- Inclusion of green infrastructure features such as bio-retention of stormwater

Map 14. *Example of Texas doughnut development*

POLICY 4

Allow parallel, on-street parking and off-peak parking on main arterial roadways. Rows of parked cars can reduce the need for costly off-street parking spaces and act as a very effective buffer between pedestrians and moving traffic.

Strategies

- Design buildings to 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 treatments that blend them more easily into the overall built environment.

POLICY 5

Establish design guidelines and regulations for new and in-fill development in the TLC area.

Strategies

- Require buildings taller than five stories to be set back after the fifth floor to reduce massing.
- Where possible, design commercial building entrances at intersection corners.
- Encourage the use of buildings designed in the Texas Doughnut style for residential areas, a technique that screens off-street parking and creates private outdoor space for residents and tenants. In a Texas Doughnut design a building or group of buildings encircles a multistory parking garage. A Texas Doughnut has the benefit of maintaining an urban streetscape while providing suburban parking ratios *(see Map 14).*
- Townhomes and multifamily entrances should face public streets and not private parking areas.

POLICY 6

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

Strategies

- Require some form of fenestration on all building elevations regardless of land use to encourage the principle of eyes on the street, which is a crime prevention technique. Do not permit buildings to have expansive blank walls.
- 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-candle illumination levels in the study area should initially be higher than normal to encourage nighttime foot traffic and make surveillance easier. Install high intensity streetlights so that increased lighting encourages nighttime foot traffic and makes surveillance easier. Streetlights can eventually be "rebulbed" to lower level once neighborhoods stabilize.
- Discourage the planting of low, dense shrubbery in parks and other open spaces such as parking lots as they could hide potential assailants. (see Figure 2)

POLICY 7

Integrate green elements and designs into the future development of the Purple Line transit system in order to promote better design and to decrease the amount of impervious surfaces within the sector plan area.

Strategy

Coordinate with the Maryland Transit Administration (MTA) and the State Highway Administration (SHA) to promote the inclusion of green elements in the development of the Purple Line stations in the sector plan area. These elements may include tree plantings, green tracks, and landscaping.

TRANSPORTATION SYSTEM

Vision

The vision for the 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 TLC sector plan area with other key destinations in the region.

Figure 2. *Eyes on the street*

Map 15. *Proposed and existing transit stops*

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 multimodal transportation use.

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 (MD 193) and New Hampshire Avenue (MD 650) 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 *(see Map 15)*.

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 in Figure 3. Adequate pedestrian and bicycle access to the transit center will be critical components of the sector plan.

Bicycle hub facilities 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 TLC 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

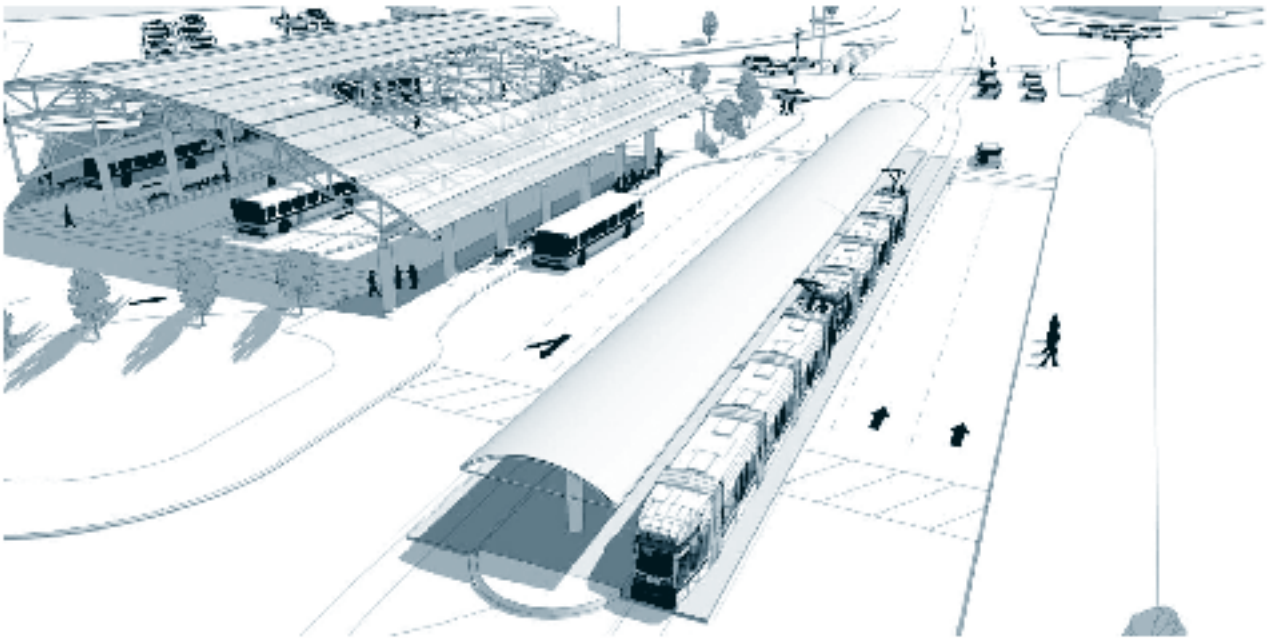


Figure 3. *Proposed Takoma/Langley Transit Center*

Purple Line Alternative Analysis Environmental Impact Statement (DEIS), dated September 2008. The study considers a range of transit alternatives to improve east-west mobility in the 16.4-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 greatly reduces 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 was approved 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 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity* and 1990 *and Adopted Sectional Map Amendment for Planning Areas 65, 66, and 67* contains many long-term "guidelines" that are still relevant today and these are integrated into the MPOT.

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 (see Table 6). 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 *(see Table 5).*

Table 5. ***AADT, Daily Service Volumes and Levels of Service***

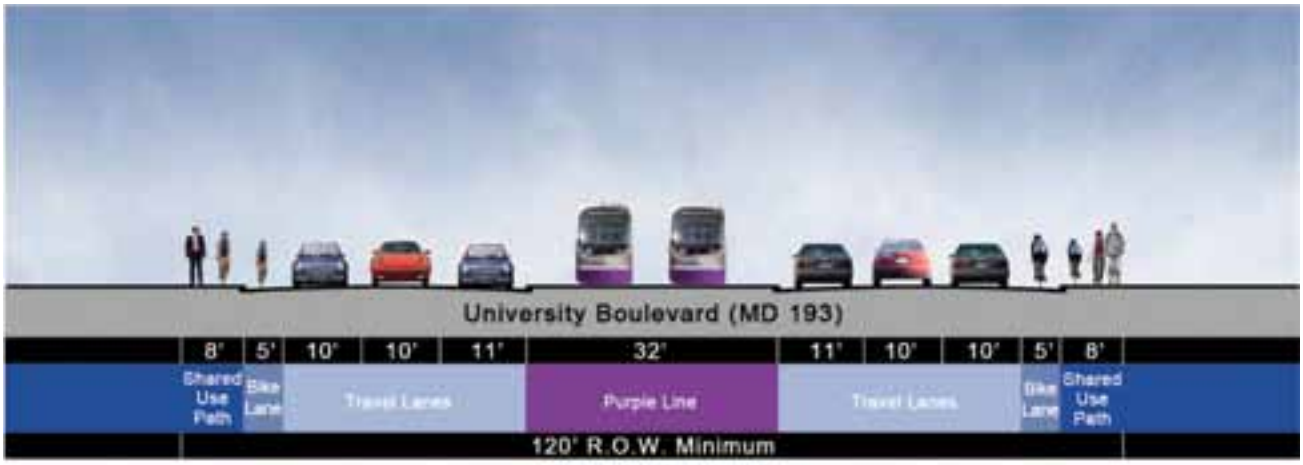
Roadways	Existing No. of lanes & Master Plan Designation	Existing Average Daily Traffic	Planned Maximum Daily Service Volume	Existing Level of Service
New Hampshire Avenue (MD 650)	6-lane arterial	38,200	80,770	C
University Boulevard (MD 193)	6-lane arterial	41,300	80,770	C
Riggs Road (MD 212) north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

Table 6. *Roadway Definitions*	
Roadway Name	**Definition**
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.

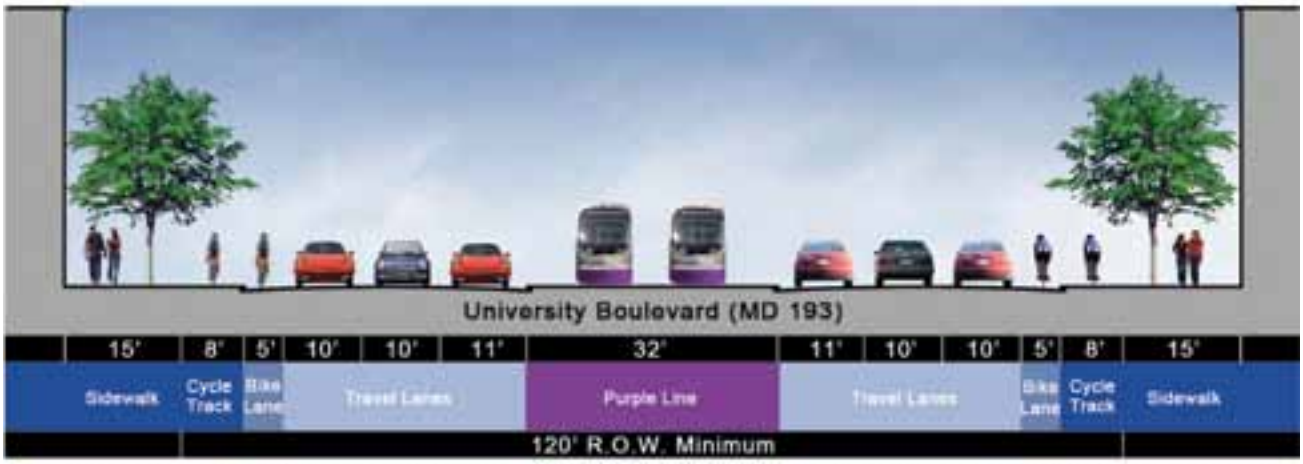
For planning purposes, the ratio of existing or projected daily traffic volumes to daily service volumes, typically defined over a range of operating conditions, is used to describe congestion level, or level of service (LOS), experienced by drivers along a given roadway. The LOS is a measure of usage 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 existing LOS for key roadways serving the sector plan area.

Light rail transit in San Francisco, California



On-Road Bike Path Per SHA Standards - Interim (After Purple Line and Before Redevelopment)
Not to scale



On-Road Bike Path Per SHA Standards - Final Build Out (After Purple Line and Redevelopment)
Not to scale

Figure 4. *Road Section: Interim and final build out for University Boulevard*

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.

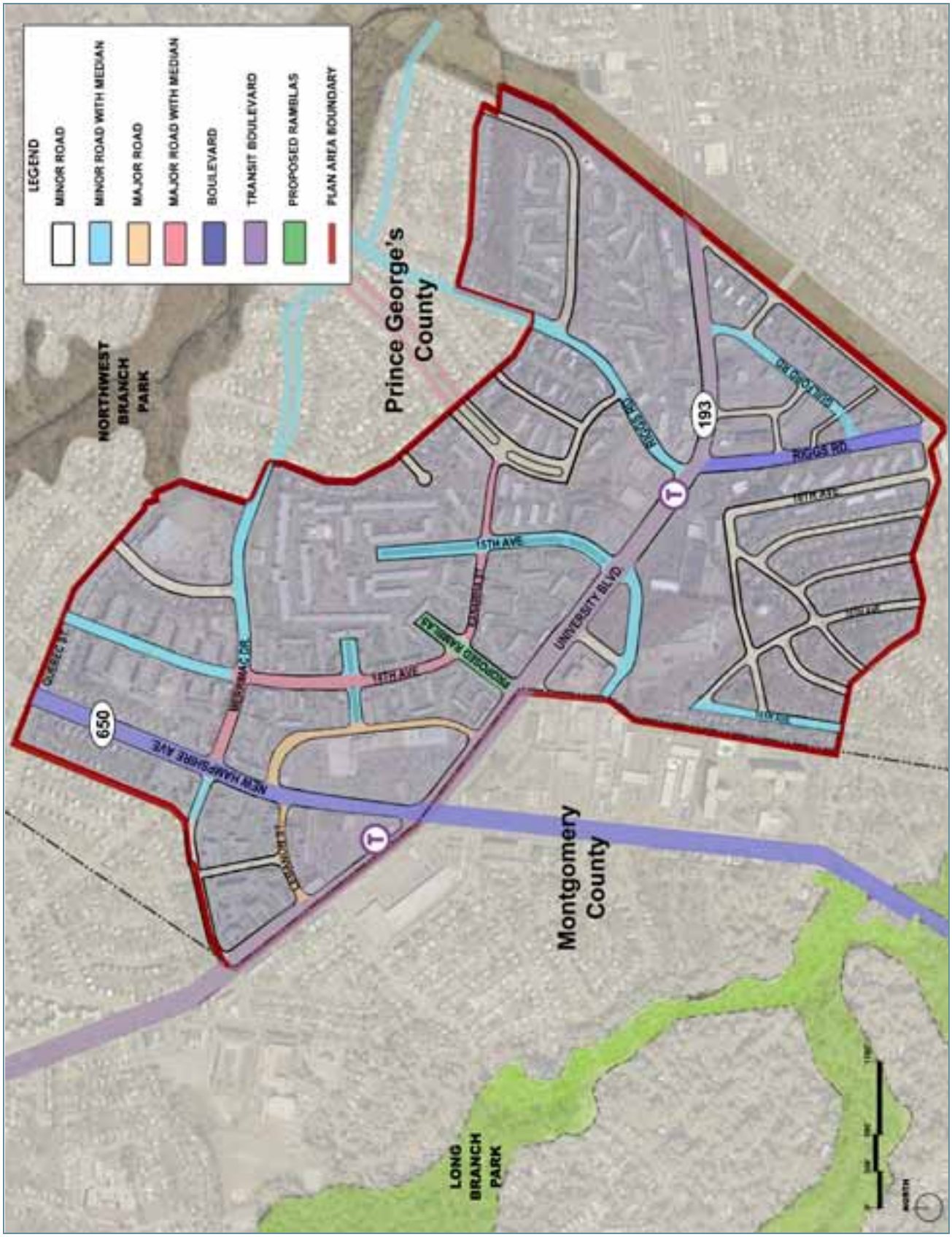
Both University Boulevard and New Hampshire Avenue are functioning as "main streets" for the sector plan, but little exists along them to create a unique identity. Sidewalks along these corridors are either missing or not continuous and accessible. Along these busy corridors are areas where the streetscape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

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) has constructed 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 streetscape upgrades include sidewalk improvements along the south side of University Boulevard east of New Hampshire Avenue, modifications to existing traffic signals, and the installation of a new pedestrian-activated signal at the intersection of MD 650 with Lebanon Street. However, the improvements do not address the operational problems associated with heavy left turns.

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:

Example of Light Rail Transit in San Francisco California.



Map 16. *Primary Thoroughfares*

- 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:

- 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 TLC 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.
- Safety and convenience of Crossroads residents and visitors, especially pedestrians, shall take precedence over maximizing auto flows.
- Traffic flows must meet standards for acceptable levels of service within a highly urbanized context.

Map 17. *Concept Plan (portion). Illustration of how the concept plan fulfills the goal of giving motorists, cyclists, and pedestrians a wider set of transportation nodes through the study area.*

Road Circulation

Providing for more direct access to the future transit stations is a priority within the TLC plan area. Another goal of the system is to offer 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.

Previous sections have described many of the green streets and complete streets aspects of the proposed circulation network within the plan area. The implementation of the green streets and complete streets concepts can easily occur once the rights-of-way have been acquired. Many of the required new links will likely occur 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, and how to make them more consistent with these concepts.

TRANSPORTATION 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
- 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 *(see Map 18).*

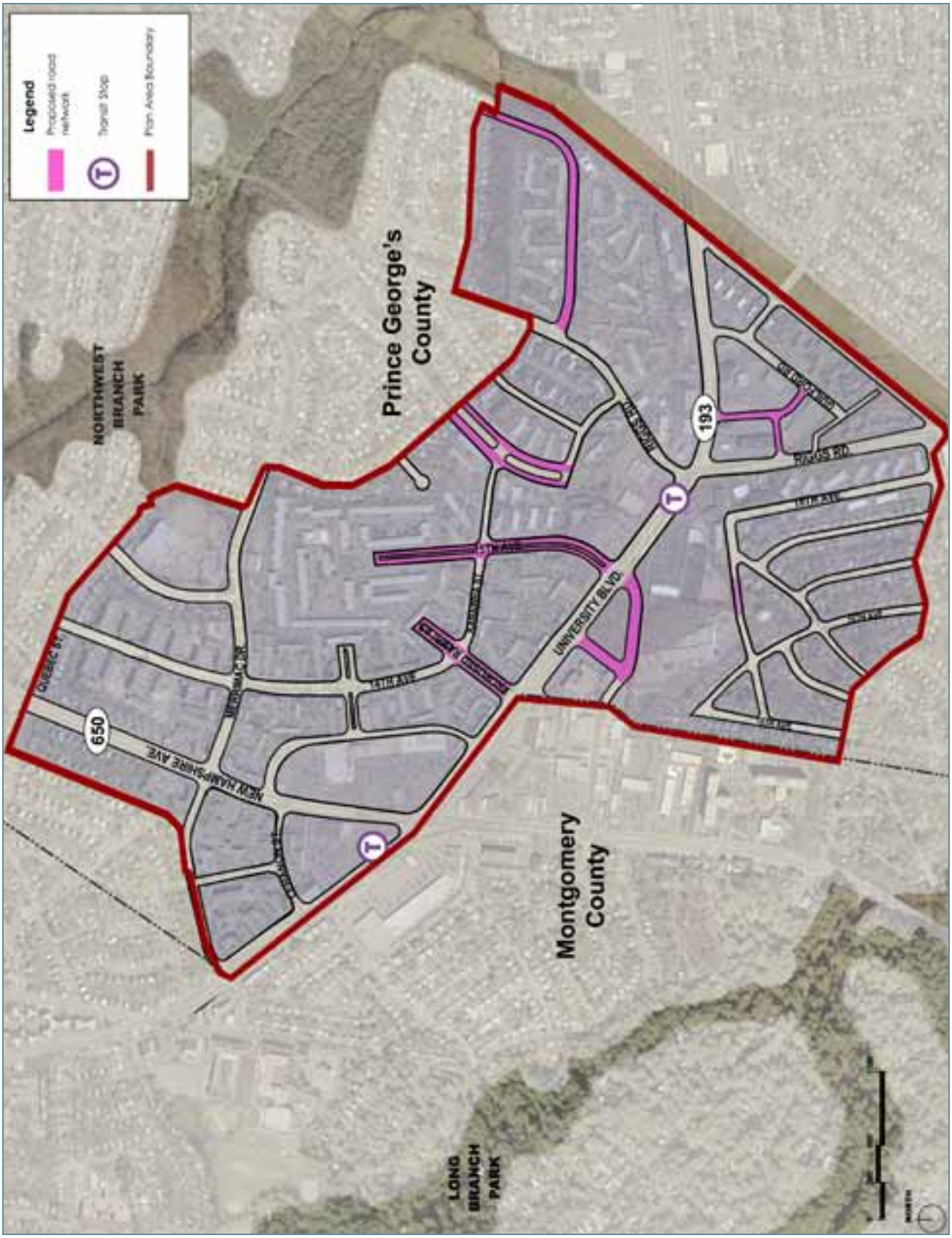
Overall Transportation Policies and Strategies

POLICY 1

Plan for a light rail transit system that provides efficient and user-friendly transit service, that will transform the TLC area from an automobile-based transportation network to a multimodal system, with the Purple Line as an important component, to reduce the number of automobile trips to and from the 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, and 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 plan for increased duration bus service.
- Ensure that planning, design, engineering, and construction of the TLC transit center is completed.
- Explore the feasibility of creating two new 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 development of transit service enhancements and the Purple Line light rail construction to accommodate the phases of 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, with priority 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



Map 18. *New Streets Proposal*

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.
- Protect future rights-of-way for all recommended transportation infrastructure (see Figure 5).
- 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 sector plan area.

Table 7. *Approved Roadway Classifications*

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	125–154
MC-201:Merrimac /14th Avenue	4	Major Collector	90–100
C-207: Riggs Road North of MD 193	4	Collector	80

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.
- 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

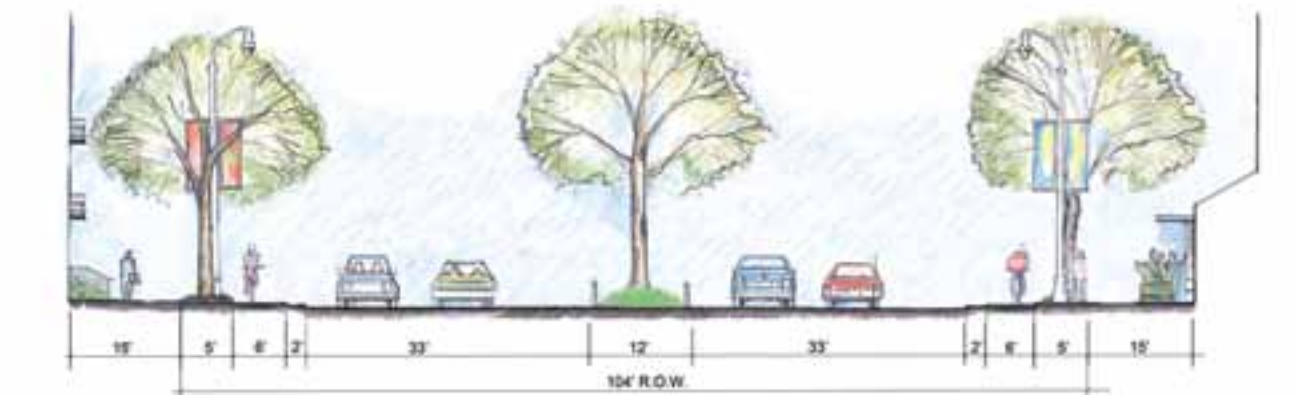


Figure 5. *Proposed Road Section: New Hampshire Avenue*

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 classifications in the TLC sector plan are shown on Table 7 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.

Strategy

In addition to the functional classification of the roadways, this section proposes the identification of major roadways serving the plan area in terms of context and use. This is done to identify the intended and desired relationship between the spaces 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. (See Figure 4. Road Section: Interim and final build out for University Boulevard)
- **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.
- **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 sector plan area east of the University Boulevard and New Hampshire Avenue intersection.

TRAILS AND PEDESTRIAN ACCESS

Vision

The vision for the trails system of the 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 TLC 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.

Improving 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 and to improve 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 facilitating 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-through 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 TLC Pedestrian Access and Mobility Study (2007) was sponsored by the Metropolitan Washington Council of Governments (COG) as part of the transportation and land use connection program to create a vision for the area. This plan incorporates the COG study's recommendations for addressing the safety and mobility issues that pedestrians face in the TLC area. The study accomplished many tasks, which included identifying short- and long-term improvement to enhance pedestrian safety and mobility; examining how to integrate pedestrian and bicycle improvements into the planned TLC transit center and Purple Line facilities designs; and, finally, weighing short-term safety needs and retrofit projects against the long-term vision for the area.

The TLC Access and Mobility Study outlined several detailed proposals for improving pedestrian safety in the short-term and long-term. The proposals are the basis for many of the transportation 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.

TRAILS AND PEDESTRIAN ACCESS GOALS

- Increase the use of bicycling for all trip purposes in the TLC area.
- Improve the safety of pedestrians and bicyclists throughout the TLC area.

POLICY 1

Expand the bicycle route network with safe, convenient, and attractive bicycle facilities such as shared-use roadways, on-road bike lanes, cycle tracks, sidepaths, storage and parking facilities, bicycle parking, and safe road crossings on all streets.

Strategies

- Create an integrated network of bicycle facilities that extends to all parts of the TLC 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.

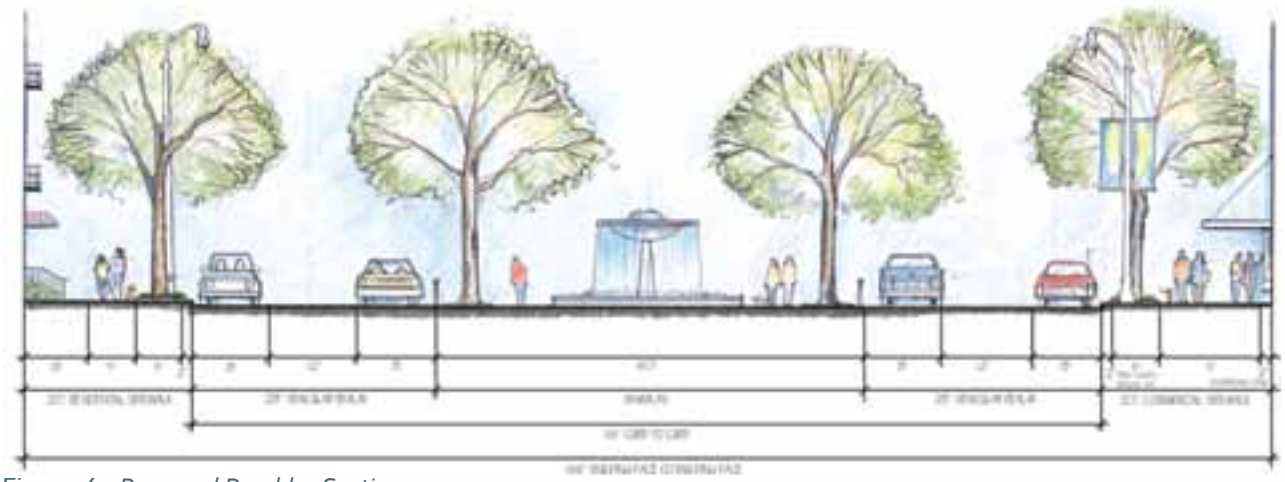
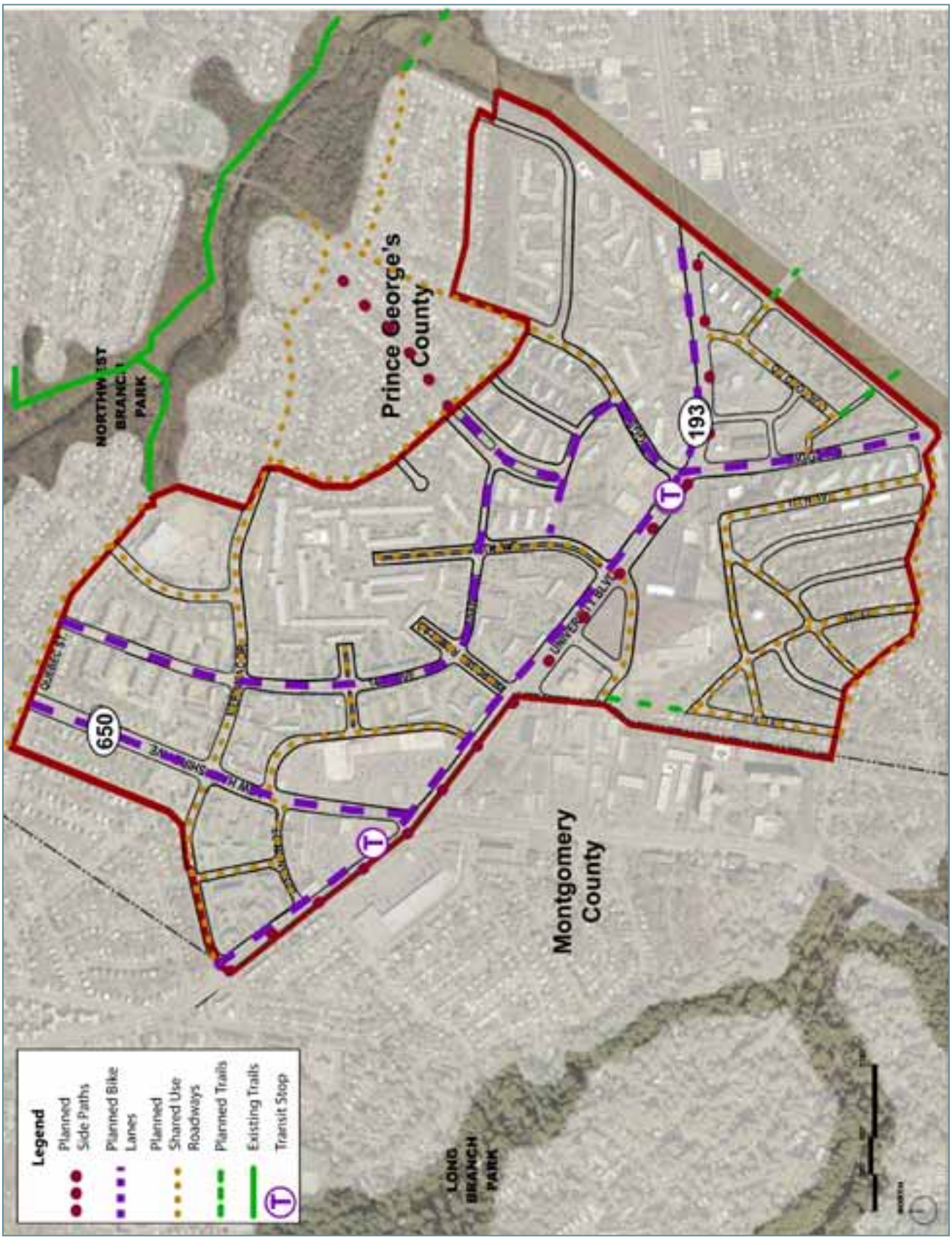


Figure 6. *Proposed Ramblas Section*



Map 19. *Bikeways and Trails*

Cycle tracks in urban setting. PBIC Image Library - Carl Sundstrom

Strategy

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

Strategies

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.

POLICY 4

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

Strategy

Adopt 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 *(see Map 19)* 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

Example of raised paved pedestrian crossing - Hyattsville MD

activity. This plan encourages the county to study the feasibility of offering bicycle rentals with smart card technology systems that offer commuter bikes.

Joint Coordination of Transportation and Trail Recommendations

TLC sector plan was developed in coordination with a parallel effort by Montgomery County. Both plans include additional explanation of certain features, issues, and approaches that are common but nevertheless require clarification—often as a result of different implementation strategies, technical terms, or aspects of the respective county codes. This additional clarification is provided solely for clarification and reader convenience. The overall vision of the plan is shared by both counties and the City of Takoma Park.

University Boulevard and Purple Line Facilities

Both the Montgomery County plan and the Prince George's County plan acknowledge the priority to be given to the Purple Line planning, engineering, and design process. Both plans recognize that the Purple Line integration within the University Boulevard right-of-way will not have a "typical section" width due to site-specific transit station and area circulation needs.

Both plans support showing and recommending the required minimum right-of-way along University Boulevard based upon the most recent available MTA Purple Line concept plans, and the latest SHA prepared typical cross sections (interim and ultimate), as well as any subsequent refinements to these plans by SHA and/or MTA. Both plans also support the establishment of additional facilities or amenities adjacent to the right-of-way required by the Purple Line project such as the required landscape buffer and pedestrian path between the building line and the University Boulevard curb. The implementation mechanisms each county uses to establish these facilities or amenities are different, but may include right-of-way or easement reservation, dedication, or purchase. The Prince George's County plan also recommends creation of sidewalk, streetscape, and development standards as part of future zoning regulations and design standards within the sectional map amendment (SMA) that will guide future redevelopment.

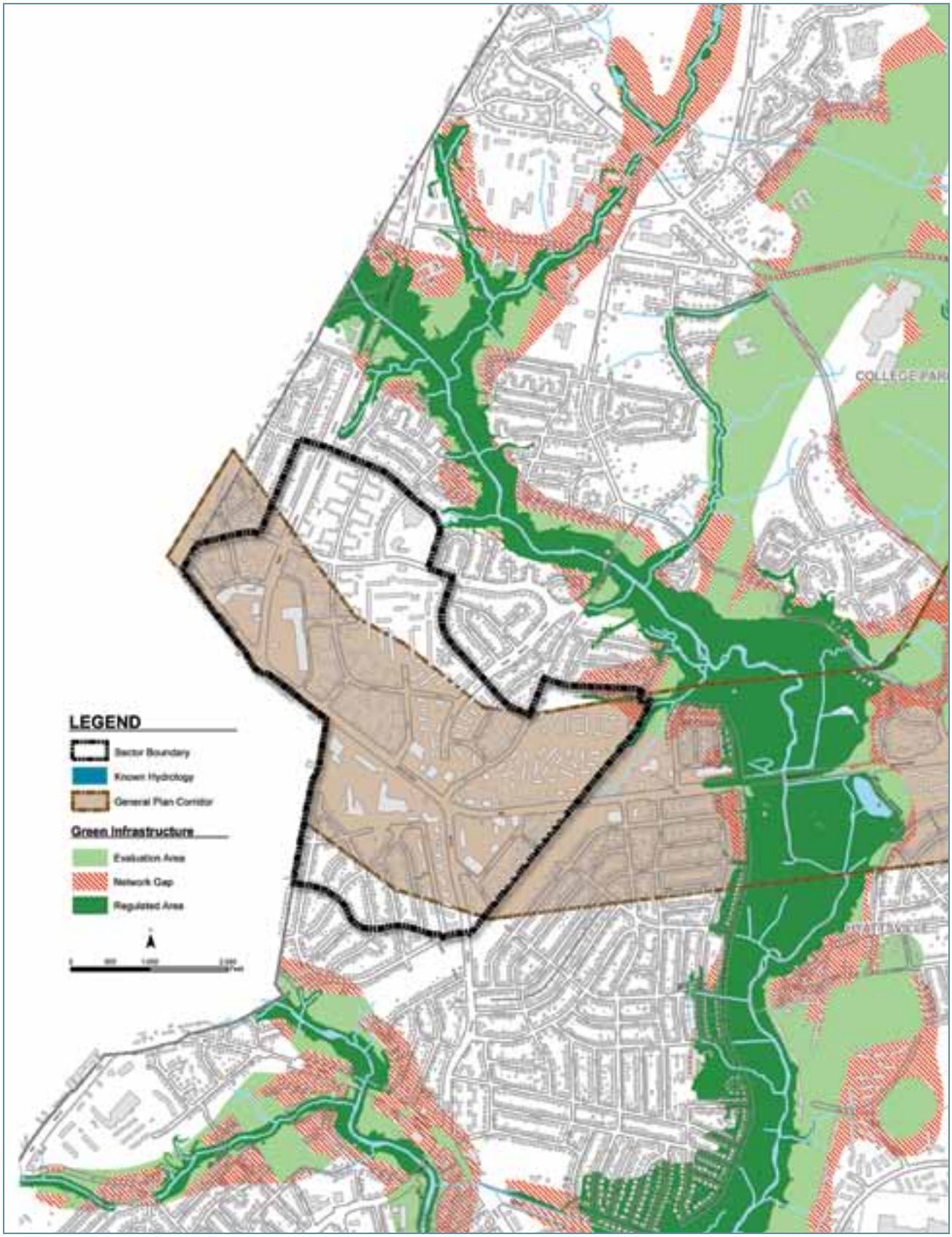
Green stormwater best practices

Local Street Connectivity

Both counties plans share a vision for improving street connectivity to ensure shorter blocks that provide more options for pedestrian, bicycle, and motor vehicle circulation and better separation of through traffic on the state highways from local traffic accessing residences and businesses in the plan area. The establishment of a finer street grid was examined in the planning process and remains a key objective of both plans. The implementation of the finer street grid supports an approach that calls for the review of realigned or new business street connections on a case-by-case basis at the time of redevelopment.

The shared objectives of both plans is to provide a network of local streets that connect all four quadrants of the University Boulevard/New Hampshire Avenue intersection. Three local street connections that may form the ideal street grid meet at the Montgomery County/Prince George's County boundary:

- Future feasibility of realigning Lebanon Street in Prince George's County and Ann Street in Montgomery County will only be evaluated in conjunction with future redevelopment of the block bounded by Lebanon Street, New Hampshire Avenue, and University Boulevard and upon final design of the TLC transit center.
- Future new street in Montgomery County meets existing Edwards Street in Prince George's County, and a future local street in Prince George's County will serve as an extension of Holton Lane in Montgomery County when built to University Boulevard (MD 193), opposite of 15th Street, as a two-lane roadway with sidewalks in 40-foot right-of-way.
- Future feasibility of an extension of 14th Street from University Boulevard (MD 193) to Holton Lane in Montgomery County and Prince George's County will only be evaluated in conjunction with future redevelopment of the affected block and parcels.



Map 20. *Natural Resources/Green Infrastructure*

Both plans support the ongoing consideration of operational approaches to improve the performance of the intersection of University Boulevard and New Hampshire Avenue for all users.

ENVIRONMENTAL INFRASTRUCTURE

Vision

The vision for environmental infrastructure in the 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 incorporation of the landscape, both existing and created, into the design of the area. The TLC 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 protections in place today. The TLC 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 restore important environmental features of countywide significance. For this 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 20.

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 is outside of the designated green infrastructure network. A small area of the sector plan is 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 Sligo Creek and Northwest Branch. The 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.[1] 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. The sector plan addresses 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 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. The plan addresses alternative methods to the treatment of stormwater such that the streams will not be impacted through the implementation of this plan.

1 Scale includes "good," "fair," "poor," and "very poor." Prince George's County has no streams rated "good."

LEED Certified building in Bowie, Maryland

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. The 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, the 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 includes 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 generated in urban areas, help to reduce emissions to both the air and water, and reduce the waste associated with conventional building practices.

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, so can the amount of ozone formed, 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.

ENVIRONMENTAL INFRASTRUCTURE 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.

Langley Park Community Center

- 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 building techniques and reduce overall energy consumption.

Strategies

- Encourage the use of green building techniques and standards 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 or 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 in 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.

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. Key elements of this vision include creating a new architecturally significant central library and updating 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.

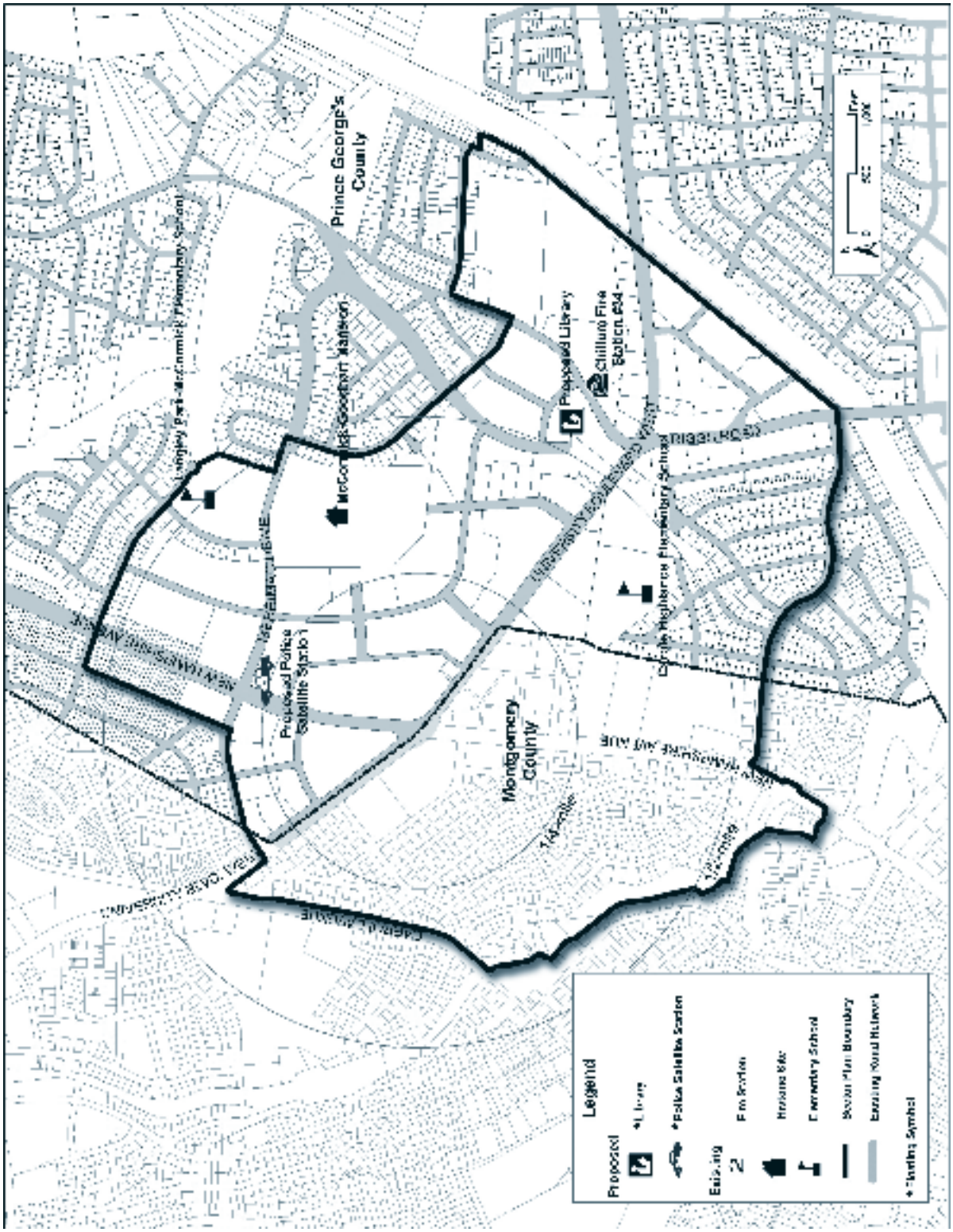
During the planning process, a number of participants expressed the need for more community-oriented public facilities in the study area.

Public Schools

There are six elementary schools, two middle schools, and two high schools in Prince George's County that serve the TLC sector plan study area. These schools are shown in Table 8. The schools' names, addresses, 2008 enrollments, state-rated capacities and percent of capacities 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, respectively. Although the majority of the schools are



Map 21. *Public Facilities*

over 50 years of age, most of them are in relatively good condition.

Parsons 3D/International 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 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 9 includes the FCI for public schools within the TLC 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 middle or high school. The planned construction of the new Hyattsville Area Elementary School adjacent to the Nicholas Orem Middle School will provide additional elementary school seats to better serve the study area and alleviate the impact that the projected deficit of 368 elementary school seats will have at buildout.

Table 10 shows the State-Rated Capacity, 2,017 projected enrollment, existing and projected excess seats and deficit seats, pupil yield and projected enrollment at buildout for the study area.

Langley Park-McCormick Elementary School

Table 8. *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	361	79
Carole Highlands Elementary School	1610 Hanon Street Takoma Park	618	627	101
Cool Spring Elementary School	8910 Riggs Road Adelphi	591	422	71
Langley Park-McCormick Elementary School	8201 15th Avenue Hyattsville	489	441	90
Lewisdale Elementary School	2400 Banning Place Hyattsville	475	565	119
Mary Harris "Mother Jones" Elementary School	2405 Techumseh Street Adelphi	774	734	95
Buck Lodge Middle School	2611 Buck Lodge Adelphi	757	631	83
Nicholas Orem Middle School	6100 Editors Park Drive Hyattsville	825	745	90
High Point High School	3601 Powder Mill Road Beltsville	2,253	2,172	96
Northwestern High School	7000 Adelphi Road Hyattsville	2,053	2,486	121

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

Table 9. *3DI Ranking of Prince George's County Public Schools within Takoma/Langley 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

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

Table 9. *3DI Ranking of Prince George's County Public Schools within Takoma/ Langley Crossroads*					
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 10. *Projected School Enrollment and Capacity Needs*								
Schools	**State-Rated Capacity**	**2017 Projected Enrollment**	**Excess Seats/ Deficit**	**Pupil Yield**	**Projected Seats Needed With Pupil Yield**	**Projected Buildout Enrollment**	**Projected Excess/ Deficit**	**Percent Capacity With Dwelling Unit Growth**
Elementary	3,403	3,484	-81	0.16	287	3,771	-368	111
Middle	1,582	1,083	499	0.13	233	1,316	266	83
High	4,306	3,813	493	0.14	251	4,064	242	94

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

Table 11. *Fire and Rescue Facilities*			
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

POLICY

Preserve, retain, and support existing public school facilities, school sites, and properties owned by the Board of Education

Strategies

- Construct urban schools on adequate sites in areas where schools are needed, yet available developable land is limited.
- Collocate new schools with public facilities and parks when feasible and appropriate.
- Construct the new Hyattsville Area Elementary School using a compact, two-story design adjacent to Nicholas Orem Middle School.

Library Facilities

The TLC 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 TLC 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.

PUBLIC FACILITIES 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 TLC sector plan area near transit and easily accessible by pedestrians.

Strategies

- Place a floating library symbol in the vicinity of University Boulevard and Riggs Road within the Public Facilities map to indicate the recommendation of a library in the plan area.
- 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 create 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 TLC 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 public facilities map *(see Map 21).*

Public Safety

The TLC sector plan 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 TLC 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, with 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.

McCormick-Goodhart Mansion

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.

Fire and Rescue Facilities

There are two fire and rescue facilities that provide service to the TLC plan area. The stations' names, company numbers, addresses, and equipment are shown in Table 11.

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).

Example of multi-use field

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 TLC plan area as vital elements in the community.

Background

The TLC 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. 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 TLC 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.

HISTORIC PRESERVATION 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.

PARKS AND OPEN SPACE

Vision

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

Langley-Hampshire Park, a neighborhood park located in the community

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 TLC 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 addresses the issue of connectivity 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 plan 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 and, 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.
- 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

- Utilize urban greenspace as a public facility or visual landmark that ties 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 that accommodate parks for active recreation within residential neighborhoods. All neighborhoods should contain a minimum of 40,000 square feet of parkland to include a small playfield for pick-

Example of single family housing in Langley Park

up sports or free play, playground, walking loops that can be integrated into the sidewalks system, picnic spots and sports. The parkland can be divided into two areas within a neighborhood, however should be developable for active recreation.

- Ensure that residents in mixed-use development projects are within a ten-minute walking distance to neighborhood parks or the recreational hub at the Langley Park Community Center.

COMMUNITY DEVELOPMENT

Vision

Ensure that the TLC sector plan area continues to develop in a way that benefits the overall health and wellness of its residents. Residents located within the sector plan area 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. These include:

- strengthening existing neighborhoods
- preserving existing housing stock
- providing a variety of quality housing choices
- promoting mixed-use development in order to establish a healthy community where housing, employment, retail, and civic uses are located close to each other
- increasing opportunities for higher-density multifamily dwellings
- providing a phased strategy for reinvestment in distressed 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. Townhomes 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 achieve the county's housing vision by implementing the housing policies contained in the General Plan.

HOUSING 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.
- Improve 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.

POLICY 1

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

Strategies

- Provide a mix of incentives and requirements to private developers to include workforce housing within market rate developments.
- Seek opportunities for the Prince George's County 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 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 TLC 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.
- Provide foreclosure prevention counseling and assistance.
- Develop and implement funding strategies for single-family rehabilitation programs that attract moderate-income homeowners.
- Create an affordable housing advisory work group to address community development in the plan area. This work group will also work with the Planning Board and M-NCPPC staff to create a housing strategy for the TLC plan area prior to approval of the sectional map amendment.

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. TLC has experienced uncoordinated development as a result of its being an older community and the pressure of bicounty intersections that dominate the area. Revitalization of the area will need to build on its strengths and address its challenges. The sector plan recommends policies and strategies to create wellness in the corridor and revive 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.

COMMUNITY HEALTH AND WELLNESS 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 local business ownership.
- Create safe pedestrian and bicycle connections within the center, corridor nodes, and corridors.

POLICY 1

Create a model of community health and wellness initiatives to serve residents within the TLC area.

Strategies

- Designate the TLC sector plan area as a wellness opportunity zone or district, in

Future site of Casa de Maryland headquarters (Courtesy of Casa de MD)

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 TLC 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 create health impact assessments and provide health and wellness amenities as a part of the 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.
- Encourage walking and biking by promoting 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 within and around the sector plan area.
- Require that development proposals demonstrate their ability to provide ready access to a variety of community resources, such as grocery stores, parks, housing, and employment opportunities.
- Encourage development that supports a healthy economy and 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 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 serves 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.

MULTICULTURAL CENTER 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
- Provide incentives to bring local nonprofit organizations to the center

POLICY 2

Provide social services and programs to 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 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 in which the following conclusions were created:

- 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 of TLC is dependent upon the "unification and beautification" of its physical space by utilizing certain improvements to reduce the traffic patterns, limit curb cuts, and foster pedestrian perceptions of safety. Improvements to the area will likely increase pedestrian foot traffic and might create a "ping pong" effect where consumers will walk from store to store and generate more retail 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. The

updated report also included analysis of portions of Takoma Park and Montgomery County that borders the Prince George's county plan area. BBPCA's analysis identifies a number of study area changes that affect real estate opportunities in the TLC. 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[2]
- Retail spending potential in the five- and ten-mile radii 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 TLC area has a strong opportunity to capture a larger share of the growth that occurs in surrounding Prince George's and Montgomery Counties. Demand for goods and services from new households, businesses, and

2 Household number is a population estimate of growth for the five-mile radius surrounding the cross-roads based on demographic data from ESRI (based on the census).

International fabrics from retailers in Langley Park

Retail in Langley Park

transit riders may cause area sales and volume to increase rapidly.

ECONOMIC DEVELOPMENT 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 stations
- Work with area organizations to develop a public market for the TLC plan area. An indoor market for the TLC plan area will increase the popularity of the community as an international retail destination. The market will also supply business owners with an economical rental space to sell their products.

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
- The Maryland-National Capital Park and Planning Commission
- Prince George's County Department of Public Works and Transportation

- Establish a regular monthly meeting for these various stakeholders to foster consistent participation and commitment to creating a successful, long-term marketing plan for the TLC area.

POLICY 2

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

Strategies

- Develop a multipronged branding strategy that addresses marketing of the international corridor to improve visitors' perception and recognition of the area as a special place
- Develop a logo and color scheme by a graphic artist

Office space along University Boulevard

- Use of the logo and color scheme on signage, brochures, directories, maps, and banners, often coordinated by an organization charged with revitalization
- Install and maintain branding elements throughout the area

POLICY 3

Recruitment and retention of ethnic businesses.

Strategies

- Recruit and retain ethnic businesses, through marketing and site selection assistance, business retention visits, and technical assistance, in order 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 meet with a specified number of businesses periodically. Meet with different businesses during each retention visit so that over time a variety of businesses will be reached.
- Create a technical assistance program comprised of small business development and technical training workshops aimed at both prospective new and existing businesses. Topics might include 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 the development of a special events program for holding 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 stations.

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 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.
- Designate each small park with a regional identity that reflects the ethnic groups represented in the TLC area. Park designs would incorporate elements unique to the various world regions.

5

IMPLEMENTATION STRATEGY

INTRODUCTION

The Takoma/Langley Crossroads (TLC) sector plan recommends a set of improvements in land use, transportation, and other elements of the built environment within the plan area. Implementation of these improvements are needed to achieve the vision of the plan as presented in the Concept Plan Elements and Recommendations chapter. To implement this vision, the collaboration of the public and the private sector will be instrumental, as well as the continuing support of the local residents and their civic associations that represent them. Much of the built environment, such as the streets and sidewalks, green space and trails, and public facilities, will be part of the overall "public realm" designed, built, and managed by the public sector. Public sector involvement is needed for managing the overall process and approving new developments. However, it will be up to the private sector to build the new mixed-use facilities, new residential units, and the new infrastructure proposed in this plan. These decisions will occur incrementally over the next 20 years. (See Table 12)

The following implementation strategy lists a recommended set of programs/incentives that could be offered to the private sector to induce and encourage its participation in future development, investment in the plan vision, and to meet many of the public sector's own goals for the plan area, especially in land use and housing (see Table 15. Implementation/Action Schedule).

The implementation strategy is divided into the following sections:

- Best Practices from Other Communities
- Public Facilities Cost Analysis and Estimates
- Plan Phasing
- Amendments to General Plan
- Next Steps

BEST PRACTICES FROM OTHER COMMUNITIES

Facilitating transit-supportive redevelopment and revitalization in the TLC area will require a coordinated plan, particularly to ensure that the international character of the area is preserved and that existing small businesses and residents are given strong opportunities to thrive in the area. The purpose of this section of the plan is to present a list of best practices from other communities that can provide guidance for similar actions in the plan area. The best practices for redevelopment and revitalization are divided into three broad categories:

- Incentives to Facilitate Redevelopment
- Marketing to Enhance Demand
- Tools to Preserve Affordable Residential and Commercial Space

Incentives to Facilitate Redevelopment

While the introduction of transit in the community may offer a more attractive environment from which to attract new residents and businesses, brick-and-mortar redevelopment may be hastened via incentives targeted at reducing the cost of development. In the suggested strategies, three key areas of cost reduction are targeted:

- Reducing the cost of parking
- Reducing the time (and associated cost) spent in development review
- Reducing the up-front cost of financing

An important first step in the implementation of incentives to facilitate redevelopment is the creation of an incentives work group comprised of representatives of public and private stakeholders. The work group will be charged with the development of each strategy and ensuring strategies are implemented. Ideally, the work group, headed by the M-NCPPC in Montgomery and Prince George's Counties, would be created as soon as the Purple Line is committed and the opportunity to facilitate redevelopment emerges. The work group should include representatives of the following groups:

- The Maryland-National Capital Park and Planning Commission
- Prince George's County Department of Public Works and Transportation
- Redevelopment Authority of Prince George's County
- Prince George's County Economic Development Corporation
- Revenue Authority
- Maryland's International Corridor Community Development Corporation
- Property and business owners
- Community and ethnic organizations

With this broad representation of key stakeholders involved in reviewing and implementing incentives for redevelopment, TLC will be better positioned to attract future development opportunities.

Proposed incentives:

Reduce parking requirements

Transit-oriented development (TOD) offers opportunities to reduce the number of parking spaces below conventional parking requirements for retail, office, and residential land uses. TOD mixes uses and increases accessibility, thereby decreasing the necessity of multiple and even single car ownership among singles and families. Given the high cost of structured parking, reductions in the requirements for parking can go far in improving a TOD project's financial viability.

Reducing parking requirements in TLC makes practical sense not only in light of the potential future transit investment, but also considering the relatively low rates of automobile ownership and relatively high rates of transit use in the neighborhoods surrounding the Crossroads.

Methods of implementation: Create a transit or development overlay district that reduces parking permitted for different uses in the overlay district. Another alternative is to use an application and negotiations process through which the county reviews each property and a number of factors relating to its redevelopment in order to calculate the parking reduction.

Create a parking district

The creation of a parking district in the TLC area in concert with reduced parking requirements could ensure success. In general, parking districts allow jurisdictions to manage parking supply and demand on a district wide basis and typically provide public garages. The parking district would offer the benefit of potentially reducing the cost of structured parking to developers. This cost reduction can occur when enacted in combination with a "payment in lieu of parking" policy.

Montgomery County currently has several parking districts in the county's urban nodes, including those in Silver Spring and Bethesda. The county Department of Public Works and Transportation manages the parking district program.

Methods of implementation: Create a parking district as a multijurisdictional entity including Montgomery County, Takoma Park, and Prince George's County. This entity would be charged with oversight of the design, construction, operation, and maintenance of a facility or facilities in cooperation with the Revenue Authority. This entity, in addition to being charged with the construction and operation of pooled parking for the district, may also manage other complementary programs, such as arrangements with car-sharing

Example of mixed-use building utilizing ground floor retail and above ground parking.

service providers (and spots designated for shared cars may be reserved in new parking facilities).

Provide public parking garage

Offering a publicly run parking garage could decrease private sector costs of construction and be implemented through the creation of a parking district and funded through the use of payment in lieu of parking. A detailed parking study to calculate the potential need for and recommended size of a public garage, based on possible redevelopment projects linked to transit, would be an important first step in determining whether this strategy is appropriate for Takoma/Langley Crossroads.

The site of the public structure should be accessible (and well-marked) from major transportation routes but nestled behind prime commercial frontage and intersections most valuable for private sector development. Wrapping the garage with other uses would avoid the introduction of a "blank wall" and enhance the number of "eyes on the street" for crime prevention.

Methods of implementation: Incorporate the creation of the parking garage as part of a private sector-led redevelopment. As developers and property owners express interest in redevelopment, they should be approached about the potential for a public garage in their project plans.

Allow for payment in lieu of parking

With the creation of a parking district, fees may be paid in lieu of providing parking on-site and are generally set lower than the cost of building parking on-site in order to entice developers to use this option (and bolster the parking district fund). This system individualizes the cost of providing parking and creates incentives for developers and property owners to economize.

Fees-in-lieu are most often a fixed-dollar amount multiplied by the number of parking spaces that normally would have been required for the given land use. The district then uses the accumulated funds to construct parking structures or lots that can serve multiple purposes (i.e., large-scale shared parking). This option gives developers additional flexibility, and parking can usually be developed within a convenient distance and at less cost.

Methods of implementation: Create a payment in lieu of parking program for the TLC sector plan area.

Encourage and regulate shared parking

As an alternative to or complementary to a parking district, shared parking arrangements between property owners allow for the provision of a reduced number of spaces on-site. Shared parking is a cooperative parking agreement reached by two or more users taking into account variable peak demand times of each use. For example, an office building may share parking facilities with a retail destination so long as their hours of peak operation do not substantially overlap. In other municipalities, shared parking has allowed for up to a 50 percent reduction in required parking spaces for two or more uses located on the same or adjacent parcels.

Methods of implementation: Create an application and approval process for a shared parking plan for developers or property owners rather than by-right approval. This method, though more complicated than by-right standards, could offer more precise reductions tied to specific uses and their peak parking demands. An approved shared parking plan then would run as restrictive covenants with the land. Shared parking plans should be monitored and reviewed on an annual or otherwise regular basis as determined by the implementing agency.

Facilitate low-to-no interest loans

A variety of sources can be tapped for low-to-no interest loans for redevelopment, particularly when the redevelopment occurs in a low-to-moderate-income community and offers affordable housing.

Methods of implementation: Create and promote potential sources of low-to-no interest loans for the TLC areas to include:

- **Commercial Building Loan Fund:** The Redevelopment Authority of Prince George's County's commercial building loan fund (CBLF) can be targeted to commercial construction in the TLC area. A subcomponent of the CBLF, the new building loan program (NBLP), can be used as an incentive to retail and commercial projects in Takoma/Langley Crossroads, since it is an Inner Beltway community in which market assessment indicates future demand for space. The program can provide up to 50 percent of the financing of construction costs for the project, with a maximum of $2 million in financing for a single project.

- **Community Development Financial Institutions (CDFIs) and Micro-lenders:** These national and local financial institutions primarily focus on small businesses and entrepreneurs, but also are interested in affordable housing provision in low- to moderate-income communities. Institutions include Seedco, Enterprise Community Partners, and others. Seedco offers a community partnership model, in which it will partner with government agencies, corporations/financial institutions, colleges, industry associations, foundations, and the United Way. Seedco utilizes funding sources such as new markets tax credits (NMTC, described later) to fund real estate developments that connect anchor institutions to their community, small business assistance to incubators and expansion loans, and affordable homeownership programs. Seedco also makes loans ranging from $200,000 to $1.5 million to faith-based and community organizations to advance their capacity.
- **New Markets Tax Credits (NMTC):** The NMTC program, structured to support investment in low-income communities, allows investors to claim a 39 percent credit on equity investments to community development entities (CDEs) over a seven-year timeframe. The CDEs then use this equity to invest in loans to qualified businesses and commercial and mixed-use real estate development projects in low-income communities that have historically lacked access to traditional sources of equity capital and debt. NMTCs can be leveraged to support investment in most types of commercial real estate, including office and retail space, day care centers, and industrial development (but not rental residential units). Investment may also be made in new and existing businesses.

Banner promoting retail business along University Boulevard in the TLC plan area.

Marketing to enhance demand

Increasing visitation to and demand for space in the TLC area through marketing efforts is a key aspect of implementing redevelopment and revitalization and increasing the odds that existing small businesses will be able to thrive in a redeveloped TLC area. Efforts to encourage visitation to the TLC area can help to improve retail sales, which would help businesses adjust to higher future rents that may be associated with redevelopment. Jurisdictional efforts to attract new businesses (both office- and retail-based) would help to increase demand for expanded space in the future.

Methods of implementation: Create a marketing work group to develop marketing strategies to enhance demand in the TLC sector plan area. 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
- Revenue Authority of Prince George's County
- Community and ethnic organizations
- The Maryland-National Capital Park and Planning Commission
- Prince George's County Department of Public Works and Transportation
- Other small business organizations in the TLC area

Inclusion of these various stakeholders in regular meetings will ensure that parties needed to implement a strong marketing package in the TLC area will be brought together, increasing the odds for a successful, long-term marketing effort.

Brand the corridor

The unique international flavor of the TLC area 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' perceptions and recognition of the area as a special place.

Methods of implementation: Create a branding campaign for the TLC sector plan area through the Marketing Work Group to include:

- Development of 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
- Repetition of a logo and color scheme over time is required to firmly ingrain a brand in a visitor's or passersby's mind. For this reason, it is important to carefully select a logo and color scheme that will have long-term appeal, because the longer those branding elements are in place, the more firmly they will take root for potential customers. Costs associated with branding efforts are not limited to the one-time design, purchase, and installation of branding elements. Ongoing maintenance will be needed, as signs and banners fade over time.

Improve recruitment and retention practices

Focused recruitment and retention of international 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. Components of recruitment and retention include marketing and site selection assistance.

Building relationships with and educating commercial brokers in the region (who serve as the front-line marketers to retailers) about the unique character of TLC over time, could help land new businesses with the ethnic and international flair that is key to the TLC image and identity. Also, building relationships with property owners in TLC will be the key to encouraging them to focus on ethnic and international businesses as spaces turn over at individual properties.

Methods of implementation: Ensure that county-level economic development agencies assist local revitalization organizations and prospective businesses by maintaining an electronic database of available spaces. Such a database is important not only for aiding prospective businesses in finding suitable spaces, but also to help relocate existing businesses within the Crossroads as properties redevelop.

Business retention visits

An annual or biannual business retention week can be used to periodically visit a specified number of businesses. Each time, different businesses would be visited so that over time, broad coverage of a variety of businesses is achieved. Economic development organization staff and, at times, local political leaders also participate. The purpose of these visits is to enhance mutual learning and listening—for economic staff and politicians to learn about the business owners' concerns, and for the business owners to learn about resources available.

Technical assistance: Small business development and technical training workshops aimed at both prospective and existing businesses can be utilized to retain businesses. Topics could include, but are not limited to, business planning, business permitting, window displays, customer service techniques, and e-marketing.

Retail space located at Langley Park Shopping Center

Methods of implementation: Ensure that county-level economic development agencies guide local organizations in business recruitment and retention strategies to include marketing, site selection, business retention visits, and technical assistance. Such efforts are best guided by an organization with sufficient resources in personnel and time to coordinate and manage the effort.

Support special events planning

The diversity of the TLC area can be celebrated through 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, such as Vietnamese Moon Festival in August, Mexican *Cinco de Mayo* in May, and Caribbean Carnival in February. The planning and implementation of special events can require significant human resources, preferably with paid staff managing the events and volunteers supporting the planning and implementation processes.

Methods of implementation: Coordinate the creation of special events through the marketing work group.

Create business directory/kiosk at transit stations

The planned transit stations will become the new gateways to TLC and potentially high-traffic areas for visitors and residents. They will also serve as appropriate sites for orientation to the area's shops and restaurants. Each station should feature a business directory, complete with a color-coded map and directory of shops. To emphasize the area's international character, multilingual categories of shops and restaurants should be listed.

Methods of implementation: Coordinate creations of business directory/kiosk through the marketing work group.

Tools to preserve affordable residential and commercial space

The TLC community has strongly expressed its desire for the retention and support of affordable housing and affordable space for small businesses in the sector plan area. With the addition of enhanced transit service to the area, there is also an equity argument for providing residents with housing close to transit to improve their access to employment opportunities in the region. To address this issue, a number of strategies have been considered from enhanced communication to set-asides for small business space. (see Table 13)

Retail businesses located within the Langley Park International Corridor

There is strong demand for quality affordable housing and commercial space in the TLC and vicinity area. In the current housing market, however, affordable housing has become increasingly scarce, resulting in heavier housing cost burdens for workforce and lower income households. This imbalance is being given priority attention in the sector plan. As the plan seeks to implement housing-related policies from the 2002 Prince George's Approved County General Plan, particular attention is given to strategies to prevent gentrification while ensuring a mix of housing products in the TLC community. In line with this objective, the plan recommends providing adequate numbers of housing units that will be maintained as affordable in the long term.

The envisioned Takoma/Langley Crossroads community will be responsive to the long-term housing needs of the lower income members of the community, who may be displaced as a result of higher housing costs in new quality communities. Currently, many households within the area are excluded from the housing market due to their income levels. In 2006, for example, the average household income in the market area was $40,612, with the county's average at $55,256. Many households in this category live in rental units.

As indicated earlier, market forces in recent times have resulted in the development of increased numbers of large single-family homes and very few multifamily and affordable ones. From 2000 to 2006,

for example, a mere 4 percent of permits for housing units in the county were issued for multifamily units, with an overwhelming majority (96 percent) for single-family units. This was despite the fact that more than 38 percent of households countywide and 57.4 percent in the TLC market area were renters.

Methods of implementation: An important first step in implementing tools to preserve affordability is the formation of an affordability work group. The work group will be charged with the consideration of each strategy, review of staff proposals, and oversight of implementation. Because some of the strategies—such as enhanced communication and right of first refusal—can be implemented whether or not transit is realized in the area, the work group should be formed as soon as possible and should include representation from the following groups:

- Prince George's County Department of Housing and Community Development
- The Maryland-National Capital Park and Planning Commission
- Maryland's International Corridor Community Development Corporation
- Revenue Authority
- Property and business owners
- Redevelopment Authority of Prince George's County
- Community and ethnic organizations

A regular monthly meeting of these various stakeholders should move the TLC area closer to the preservation and expansion of affordable housing and commercial space opportunities.

Proposed incentives are:

Establish a moderately priced workforce housing dwelling unit program (MPDU)

An example of an active MPDU program is located within Montgomery County, which requires that between 12.5 percent and 15 percent of the total number of units in every subdivision or apartment building of 20 or more units should be moderately priced, remains widely acclaimed for its success. To date more than 11,000 affordable housing units have been produced under the program.

Methods of implementation: Create MPDU standards through the affordability work group to include:

- **Set aside:** 15 percent affordable units in market rate residential project
- **Compensation:** upzoned residential development in plan area equivalent to a 20 percent density increase
- **Income group served:** up to 65 percent area median Income (AMI)
- **Length of affordability:** 30 years for homeownership, 99 years for rental
- **Project threshold:** 10 units (Washington, D.C. is 10, Montgomery County is 20 units)
- **Nonprofit or county purchase option:** up to 40 percent (Washington, D.C. is 25 percent)
- **Relief:** limited; off-site or fees-in-lieu should be avoided

Table 12. *Summary of Strategies*

Creation of Work Groups / Entities		
Recommended Strategy	**Responsible Agencies**	**Timeframe**
Create a multijurisdictional entity/ workgroup	M-NCPPC – Prince George's and Montgomery Counties, City of Takoma Park	Short term
Create an affordability work group	M-NCPPC – Prince George's and Montgomery Counties, City of Takoma Park, DHCD	Short term
Create a marketing work group	M-NCPPC – Prince George's and Montgomery Counties, City of Takoma Park, EDC	Short term
Incentives to Facilitate Redevelopment		
Recommended Strategy	**Responsible Agencies**	**Timeframe**
Reduce parking requirements	M-NCPPC	Long term
Create a parking district	M-NCPPC, DPW&T and Revenue Authority	Long term
Provide public parking garage	M-NCPPC, DPW&T and Revenue Authority	Long term
Allow for payment in lieu of parking	DPW&T and M-NCPPC	Long term
Encourage and regulate shared parking	M-NCPPC and DER	Long term
Streamlined/fast-track development review	M-NCPPC	Long term
Facilitate low-to-no interest loans	Redevelopment Authority, EDC, and MIC-CDC	Long term
Marketing to Enhance Demand		
Recommended Strategy	**Responsible Agencies**	**Timeframe**
Brand the corridor	MIC-CDC, property and business owners, community and ethnic organizations, M-NCPPC, and DPW&T	Short term
Improve recruitment and retention practices	MIC-CDC, property and business owners, and EDC	Short term
Support special events planning	MIC-CDC, property and business owners, community and ethnic organizations	Short term
Create business directory/kiosk at transit stations	MIC-CDC, property and business owners, M-NCPPC, and DPW&T	Short term

DPW&T – Department of Public Works and Transportation / EDC – Economic Development Corporation / MIC-CDC – Maryland International Corridor Community Development Corporation / DHCD – Department of Housing and Community Development / DER – Department of Environmental Resources

Purchase foreclosed houses

"Down Payment on Your Dream" assistance is in the form of deferred loans. There are several scenarios for the "Down Payment on Your Dream" loans:

- The lesser of 3.5 percent of the purchase price or $15,000 to purchase a vacant foreclosed property in one of 33 eligible zip codes.
- The lesser of 7 percent of the purchase price or $20,000 to purchase a vacant foreclosed property in one of 12 targeted zip codes.
- The lesser of 7 percent of the purchase price or $20,000 to purchase a vacant foreclosed property in one of the 33 eligible zip codes as workforce housing. Workforce housing is defined as foreclosed upon properties located in one of 33 zip codes purchased by teachers, police officers, nurses, firefighters, or employees within a three-mile radius of their place of employment .

Methods of implementation: Create a program for the purchase of foreclosed houses in the TLC sector plan area through coordination with the Department of Housing and Community Development.

Adopt a Tenants Opportunity To Purchase Act

Under Washington, D.C.'s Tenants Opportunity To Purchase Act (TOPA), a landlord must provide tenants an opportunity to purchase if the owner sells the property. If desired, tenants have the right to sell or assign their rights to yet another third party. In many cases, tenants have sold their rights to other developers. In exchange for these rights, the new developer converts the property into a condominium or a cooperative. Thus, the developer gives cash to each tenant who decides to vacate the property or provides a discounted unit to tenants who decide to purchase.

Methods of implementation: Create a program modeled on TOPA in the TLC sector plan area through coordination with the Department of Housing and Community Development.

Create an affordable housing trust

The Maryland General Assembly created the Maryland Affordable Housing Trust (MAHT) in 1992 to make affordable housing more available throughout the State of Maryland. MAHT promotes affordable housing for households earning less than 50 percent of area or statewide median income by:

Table 13. ***Tools to Preserve Affordable Residential and Commercial Space***

Recommended Strategy	Responsible Agencies	Timeframe
Establish a moderately priced dwelling unit program	DHCD	Short term
Purchase foreclosed houses	DHCD	Short term
Adopt a Tenants Opportunity to Purchase Act	DHCD	Long term
Create an affordable housing trust	M-NCPPC and DHCD	Long term
Allow the building of residential studio rentals	M-NCPPC	Short term
Enhance outreach activities and communication	DHCD and community and ethnic organizations	Short term
Provide density bonus	M-NCPPC and DHCD	Long term
Establish commercial linkage fees	M-NCPPC and DHCD	Long term
Set aside affordable space for small business	M-NCPPC and DHCD	Long term

DPW&T – Department of Public Works and Transportation / EDC – Economic Development Corporation / MIC-CDC – Maryland International Corridor Community Development Corporation / DHCD – Department of Housing and Community Development / DER – Department of Environmental Resources

- Funding capital costs of rental and ownership housing
- Providing financial assistance for nonprofit/ developer capacity building
- Funding supportive services for occupants of affordable housing
- Funding operating expenses of affordable housing developments

MAHT does not provide direct rental assistance to tenants, capacity building assistance that is not related to a specific housing development, or purchase of grantee personal property, such as office furniture or equipment. MAHT holds two funding rounds per year, generally in February and August. The maximum award amount is $150,000. Eligible applicants includes nonprofit organizations, public housing authorities, government agencies, and profit-motivated entities.

Methods of implementation: Encourage participation in the Maryland Affordable Housing Trust in the TLC sector plan area through coordination with the Department of Housing and Community Development (DHCD).

Allow the building of residential studio rentals

Residential studio units provide a low-cost housing option for single-person households. Traditionally residents share kitchen, bathroom, and laundry facilities, but have a private room for living and sleeping. Modern residential studio units may offer full-service efficiency apartments that include a kitchenette, private bathroom, and some storage space. This housing type can provide very affordable new construction to serve single-person households who are often now sharing overcrowded housing not designed for the number of single persons living in them.

Methods of implementation: Coordinate with M-NCPPC and DHCD on the creation of a zoning use to allow residential studio rentals in the TLC sector plan area.

Enhance outreach activities and communication

Enhanced outreach and communication with the TLC business and residential communities are necessary to highlight programs that would facilitate retention of affordable space, as well as discuss issues and provide information on upcoming projects (especially the construction schedules related to transportation improvements). A virtual clearinghouse via website is one mechanism for dynamically posting affordable housing and commercial space programs.

The City of Madison, Wisconsin, has a virtual clearinghouse for affordable housing available on its website. The "Housing Developers' Toolbox" includes links to the city's inclusionary zoning program, its affordable housing trust fund, and city initiatives using federal Community Development Block Grants and the HOME Investment Partnerships Program.

The clearinghouse would provide a centralized source for developers, property owners, tenants, and others interested in affordable space to learn about current programs, program funding sources, and departments and staff responsible for administration.

Methods of implementation: Enhance outreach activities and communication of affordable housing programs through the affordability work group in the TLC sector plan area.

Provide density bonus

Density bonuses tied to the provision of affordable housing offer one potential type of incentive to provide housing for low- to moderate-income groups in the TLC area. Affordable housing density bonuses may be written into the zoning code and offered solely as an incentive or as part of a mandate to provide affordable housing through inclusionary zoning.

Examples of communities that offer density bonuses either as part of inclusionary housing programs or stand-alone bonuses include Arlington County, Virginia; Atlanta, Georgia; Los Angeles, California; Montgomery County, Maryland; and Sacramento, California.

Methods of implementation: Create a density bonus standard through the affordability work group in the TLC sector plan area in coordination with the proposed FAR standards.

Establish commercial linkage fees

Commercial linkage strategies require developers of commercial spaces to contribute to the development of affordable housing through linkage fees. Usually, fees are assessed on a square-foot basis. These linkage fees can be mandatory or charged in exchange for additional density as an optional incentive to provide the funding for affordable housing. Linkage fees are established through ordinance or legislation. Examples of

linkage fee programs include those in Boston, which raised $45 million between 1986 and 2000, and San Francisco, which produced $38 million between 1981 and 2000.

Methods of implementation: Coordinate with M-NCPPC and the affordability work group on the creation of commercial linkage fees in the TLC sector plan area.

Set aside affordable space for small business

As a variation to a density bonus for affordable housing, an intensity bonus could be enacted by ordinance that would give developers who set aside affordable space for small businesses additional intensity over that normally allowed.

Methods of implementation: Coordinate with M-NCPPC, the affordability work group, and the Economic Development group on the creation of policies to set aside affordable space for small businesses in the TLC sector plan area.

Table 15 identifies the associated implementation strategies for the plan area. The table provides a summary matrix of these implementation strategies, including responsible implementing agencies and the timeframe for these implementation actions.

Plan Phasing

The implementation of the plan vision and the preferred design concept will take place incrementally over the next 20 years as a result of the collaborative efforts of the public, private, and civic/not-for-profit community. The vision's preferred concept was tested to examine its economic viability and its impact on traffic congestion and demand. As a result, the preferred design concept was found to be:

- Viable from the economic development perspective, but its achievement depends on transit improvement, particularly the implementation of the Purple Line
- Reasonable from a traffic impact perspective, but also requires transit improvements

The implementation of the Purple Line is instrumental for the achievement of the plan vision. Consequently, approving any significant changes to the area should be linked to the progress of the project. Therefore, the plan is proposing phasing future growth to closely match the Purple Line progress. This phasing proposal is divided into three stages over the next 20 years:

1. Before the construction of Purple Line (0–5 years)
2. During the construction of the Purple Line (5–10 years)
3. Once Purple Line is operational (10+ years)

Table 14 shows a summary of the proposed phasing schedule for projected development in the plan area through the three stages. Most of the projected development in the residential units and nonresidential office and retail space, is proposed to occur after the implementation and actual operation of the Purple Line. However, during its design and construction, over the next ten years, gradual new development and improvements in the existing urban fabric will be needed to meet the interim demand within the plan area.

AMENDMENTS TO 2002 GENERAL PLAN

Redesignation of Community Center to Regional Center

The 2002 General Plan establishes goals and policies for development/growth tiers, centers and corridors. The TLC sector plan has been designated as a community center within the Developed Tier. The General Plan provides for the amendment of its designations through the comprehensive planning process. The TLC sector plan defines the center boundaries and redesignates the Langley Park Community Center to the Takoma/Langley Crossroads Regional Center.

Redesignation is the result of the plan goals and policies that evolved during the comprehensive planning process to increase density in the core transit-oriented development (TOD) sections of the plan area as well as the recommendation for more residential units around these core sections. The TLC sector plan recommends the change from a community center designation to a regional center. This new designation would better accommodate the proposed Purple Line stations at University Boulevard and New Hampshire Avenue as well as at Riggs Road and University Boulevard.

Table 14. *Phasing Schedule for Projected Development*				
Period	**No. of Residential Units**	**Retail (Square Feet)**	**Office (Square Feet)**	**Total Nonresidential (Square Feet)**
Existing	5,600	850,000	167,000	1,017,000
0-5 Years	300	50,000	20,000	70,000
5-10 Years	700	110,000	80,000	190,000
10+ Years	3,800	510,000	408,000	918,000
Total (includes existing units)	10,400	1,520,000	675,000	2,195,000

PUBLIC FACILITIES COST ANALYSIS AND ESTIMATES

Per Section 27-646(b)(4) of the Zoning Ordinance, all approved sector plans must contain an estimate of the cost of all public facilities that must be acquired or constructed in order to carry out the objectives and requirements of the sector plan. Table 16 illustrates the cost estimates for all new and/or improved public facilities in the plan area. These estimates are based on current (2009) dollars. (*Table 16)*

NEXT STEPS

The TLC sector plan will guide land use policy for the sector plan area. The land use and design recommendations contained within the plan will be implemented through the application of zoning in a separate sectional map amendment (SMA) to the county zoning map.

The work done for this phase of the overall process is a foundation for future planning for Takoma/Langley Crossroads. Because the study area consists of two counties, it is expected that slightly different development standards or specifications will come into play, in part by implementing or adapting each county's current zoning and subdivision requirements or development guidelines to specific locations on either side of the county boundary line. Each county will also need to relate its treatment of TLC to the planning needs and progress of other nearby areas within its boundaries.

Perhaps the most important actions that might affect further progress in refining and implementing the concept plan presented in this study are those pertaining to the development of the Purple Line. As stated several times in the plan, implementation of the Purple Line and building two stations in TLC is the bedrock on which all the market projections, redevelopment goals and recommendations of this plan rest. Should anything delay the Purple Line significantly beyond its current schedule, the feasibility of the development phasing would need to be re-examined from a market and transportation standpoint.

This sector plan has established a framework for the future of the area, but the private sector will be the ultimate driver of change in Takoma/Langley Crossroads. Redevelopment will trigger many of the improvements shown on the preferred concept plan such as new street connections, reconfiguration of existing parcels into smaller development blocks, and the creation of a public market. More significantly, the status of the regional economy and the availability of needed development resources at any given time over the next decade or so will be primary factors for private sector decisions about redevelopment and revitalization in Takoma/Langley Crossroads.

There are many efforts related to marketing the International theme and improving the competitive position of existing businesses that can and should be undertaken now to prepare local businesses to take part in the changes that could occur in the future. There are also initiatives related to the provision of a range of housing choices to allow existing residents to continue to live in the area. These initiatives should be jointly embraced by the public, nonprofit and for-profit groups in Takoma/Langley Crossroads. During the planning process, these groups have all stated a strong desire to revitalize and retain the unique international fabric of businesses and residents present in TLC. Working together in TLC will ensure the community is well-positioned to remain and thrive.

Map 22. *Plan Sequencing*

To support future development, the plan includes an Implementation/Action Schedule that identifies strategies to assist in implementation of the plans vision. Specific strategies and recommendations have been identified to be lead by public sector entities to encourage private sector investment in the plan area and contribute to the implementation of the plan vision. These actions are divided strategically into four stages: immediate actions (0–5), short-term (5–10 years), mid-term (10–15 years) and long-term (15–25 years). The map above takes into consideration the Implementation/Action Schedule, as well as recommends phasing locations of future development in the plan area based on economic conditions and the timeline of upcoming infrastructure improvements such as the Purple Line. (see Map 22. Plan Sequencing).

Table 15. ***Implementation/Action Schedule***

Immediate Actions (0-5 years)	
Actions	**Responsible Agencies**
Evaluate the installation of pedestrian-activated signals at key intersections, and dual-language directional and street signage along major roadways within the sector plan area.	SHA, DPW&T, and M-NCPPC
Evaluate signage at uncontrolled intersections.	SHA, DPW&T, and M-NCPPC

Table 15. *Implementation / Action Schedule*	
Develop an education and training program to educate people about traffic rules, pedestrian safety, and bicycling.	Prince George's County
Construct speed tables and pedestrian refuge islands at intersections throughout the plan area with curb extensions to reduce the crossing distance.	SHA, DPW&T, private developers
Stripe pedestrian crosswalks in all existing intersections.	SHA, DPW&T
Improve bus stops and existing sidewalks within the plan area so that they comply with the Americans with Disabilities Act (ADA).	DPW&T, private developers
Construct the new Hyattsville Area Elementary School adjacent to Nicholas Orem Middle School	PGCPS and BOE
Short-Term Recommendations (5-10 years)	
Actions	**Responsible Agencies**
Allow for on-street parking at appropriate locations to slow down vehicular traffic and provide a buffer between travel lanes and sidewalks.	SHA, DPW&T, and M-NCPPC
Provide an improved landscaped median and buffer area between the traffic lanes and sidewalks along major roadways within the sector plan area, including limited driveway connections, and installation of pedestrian-scale street lighting.	SHA and M-NCPPC
Designate the plan area as a transportation priority growth district (TPGD) to allow for future development that does not degrade the level of service (LOS) in the plan area below LOS E to be consistent with the 2002 General Plan Policies for the Developed Tier.	M-NCPPC
Establish a traffic demand management district (TDM) throughout the plan area.	M-NCPPC
Plant and maintain the landscape buffer along roads and in medians throughout the plan area. Some areas should be considered for plantings while others should be considered for hardscape and sidewalk widening at locations where people gather to wait for transit or where there are many pedestrians.	SHA, DPW&T, and private developers
Abbreviations: SHA=Maryland State Highway Administration; MTA=Maryland Transit Administration; DPW&T=Prince George's County Department of Public Works and Transportation; WMATA=Washington Metropolitan Transit Authority	
Mid-Term Recommendations (10-15 years)	
Actions	**Responsible Agencies**
Utilize the complete street and context-sensitive concepts as recommended by the preliminary countywide Master Plan of Transportation to promote walking, biking, and transit along with automobile use.	M-NCPPC
Provide connections to the regional greenway and trail network as development or redevelopment occurs.	DPW&T, M-NCPPC, and private developers

Table 15. *Implementation / Action Schedule*	
Design future road improvements or resurfacing to conform to the AASHTO Guide to the Development of Bicycle Facilities where feasible and practical.	SHA, DPW&T, and private developers
Extend street medians to lower the speed of turning traffic and reduce the pedestrian crossing distance.	SHA, DPW&T, and private developers
Provide pedestrian walkways through and around large surface parking lots.	DPW&T and private developers
Design the geometry of sidewalks at intersections and driveways to emphasize pedestrians have the right-of-way.	SHA, DPW&T, and private developers
Utilize traffic-calming techniques where possible (such as lane narrowing, signage, and speed bumps) to discourage through traffic on residential streets.	SHA, MTA, and M-NCPPC
Long-Term Recommendations (15-25)	
Actions	**Responsible Agencies**
Evaluate the condition of sidewalks, medians, and on-road bike lanes along New Hampshire Avenue, University Boulevard, Riggs Road, Merrimac Street/14th Avenue/Kanawha Street and Lebanon/Edwards Streets.	SHA and M-NCPPC
Eliminate existing left-turn lanes at the signalized intersection of University Boulevard and New Hampshire Avenue to improve safety by reducing the number of conflict points at the most heavily traveled intersections.	SHA and M-NCPPC
Establish a grid road network and reduce block size where necessary. A grid road network provides multiple options for pedestrians and bicyclists.	DPW&T and M-NCPPC
Design and construct cycle tracks along New Hampshire Avenue and University Boulevard within the plan area to offer a safe and functional bikeway through the corridor. These lanes should be within the rights-of-way if possible and integrated with the streetscape or sidewalks.	SHA, DPW&T, and private developers
Develop bikeways as connector routes along existing and new roads in the plan area and mark these with appropriate signage and striping.	SHA, DPW&T, and private developers
Incorporate public open space and greenways into new development or redevelopment to serve as nonmotorized connections to the regional trail network.	Private developers
Incorporate Crime Prevention Through Environmental Design (CPTED) elements into all new development and streetscape improvements to ensure that public spaces are designed to be visible, attractive, and safe.	SHA, DPW&T, and private developers
Design and construct bicycle routes along 14th Street, Lebanon Street, Merrimac Street, Tahona Street, and Wildwood Street.	SHA, DPW&T, and private developers
Utilize Holton Street as an alternative bike and pedestrian connection between University Boulevard and New Hampshire Avenue.	DPW&T
Integrate sustainable stormwater management best practices in all future road construction and/or road improvements.	SHA, DPW&T, and private developers

Table 16. *Takoma/Langley Crossroads Sector Plan Facility Cost Estimates (continued)*

Abbreviations: SHA=Maryland State Highway Administration; MTA=Maryland Transit Administration; DPW&T=Prince George's County Department of Public Works and Transportation; WMATA=Washington Metropolitan Transit Authority

Schools, Libraries, and Public Safety

Facility Type	Location	Project Description	Estimated Cost	CIP Yes/No
School	Nicholas Orem Middle School Site-Adjacent to Existing School (6100 Editors Park Drive, Hyattsville)	Construct a 788 seat compact, two-story urban elementary school	$26,946,000	YES
Public Safety	Along University Boulevard or New Hampshire Avenue within the sector plan area boundaries	Designate a police satellite office.	TBD	NO
Library Services Center	Langley Park Community Center/ Multicultural Service Center, 1500 Merrimac Drive (in the space to be vacated by the Northern Area Office, Prince George's County Department of Parks and Recreation)	Locate a library services center that provides limited library services and public internet access computers.	TBD	NO
Library	Within the sector plan area boundaries	Construct a 25,000-square-foot new branch library. The design or location have not yet been determined by FY 2009–2014 approved county Capital Improvement Program. The sector plan recommends constructing the multilevel, 25,000-square-foot new branch library.	$11,714,000	YES

Transit and Road Facilities

Facility Type	Location	Project Description	Estimated Cost	CIP Yes/No
Internal roadways	Within the sector plan area boundaries	To provide access and internal circulation.	TBD—100% developer funded	NO
Ramblas	Cross MD 193 and east of MD 650	To construct a two-lane roadway with wide landscaped median, wide sidewalks, and bike lanes	TBD—100% developer funded	NO

Table 16. ***Takoma/Langley Crossroads Sector Plan Facility Cost Estimates*** ***(continued)***

MD 193, University Boulevard	Within the sector plan area boundaries	To reconstruct this roadway as a major transit boulevard with improved street lighting, landscaped median, delineated crosswalks, continuous sidewalks, and bike lanes.	$5,700,000/mile	NO
MD 650, New Hampshire Avenue	Within the sector plan area boundaries	To reconstruct this roadway as a major urban boulevard with improved street lighting, landscaped median, delineated crosswalks, continuous sidewalks, and bike lanes.	$5,700,000/mile	NO
MD 212, Riggs Road, south of MD 193	Within the sector plan area boundaries	To reconstruct this roadway as a major urban boulevard with improved street lighting, landscaped median, delineated crosswalks, continuous sidewalks, and bike lanes.	$5,700,000/mile	NO
MD 212, Riggs Road, north of MD 193	Within the sector plan area boundaries	To reconstruct this roadway as a minor urban boulevard with improved street lighting, landscaped median, delineated crosswalks, continuous sidewalks, and bike lanes.	$5,700,000/mile	NO
Merrimac Drive/ 14th Street/ Kanawha Street	Between MD 193 and MD 650	To reconstruct this roadway as a minor urban boulevard with improved street lighting, landscaped median, delineated crosswalks, continuous sidewalks, and bike lanes.	$2,500,000/mile	NO
Road	Within the sector plan area boundaries	Reroute, extend, and expand existing bus service to the area.	TBD	NO
Ramblas	Cross MD 193 and east of MD 650	To construct a two-lane roadway with wide landscaped median, wide sidewalks, and bike lanes	TBD—100% developer funded	NO

Table 16. ***Takoma/Langley Crossroads Sector Plan Facility Cost Estimates*** ***(continued)***

Intersection	MD 193 and MD 650	Reconfiguration of this intersection and elimination of existing left-turn lanes.	TBD—will be funded in future programs by SHA and property owners	NO
Intersections	Within the sector plan area boundaries	Pedestrian-activated signals and dual-language street signage.	TBD—will be funded in future programs by SHA, DPW&T, WMATA, and the City of Takoma Park	NO
Takoma/Langley Park Transit Center	Northwest quadrant of MD 193 and MD 650 intersection	To construct an off-street transit center with associated roadway, intersection, and pedestrian improvements.	$12.3 million, will be funded in future programs by Montgomery and Prince George's Counties and WMATA	YES
Purple Line	Transit way between New Carrollton and Bethesda Metrorail Stations	16.4-mile fixed guided transit (light-rail) along University Boulevard with stations at MD 650 and Riggs Road.	Purple Line construction cost from Montgomery County to New Carrollton is currently estimated to be $600M by the Master Plan of Transportation (MPOT). Cost from Bethesda to New Carrolton is $1.7 B in MPOT.	YES, only for planning

Table 16. *Takoma/Langley Crossroads Sector Plan Facility Cost Estimates (continued)*

Trails, Bicycle, and Pedestrian Facilities

Facility Type	Location	Project Description	Estimated Cost	CIP Yes/No
Bicycle shelter facility	Transit center	To construct a "bicycle hub facility." This facility would be a covered bicycle garage with bike racks and limited bicycle services such as compressed air. The facility would be constructed near or within the proposed Purple Line transit center.	TBD	NO
Sidewalks	All major and minor roads within the sector plan area boundaries	To develop "safe routes" to schools, community facilities, and recreational facilities. Safe routes would consist of new and improved sidewalks, crosswalks, and possibly pedestrian-activated signals. Sidewalk costs will be determined as part of State Highway Administration and county DPW&T road projects for land within the public rights-of-way. All other sidewalks to be developed by private developers along with streetscape improvements. Final locations of all safe routes to be approved by the Planning Board.	TBD	NO
Bike Lanes	University Boulevard; New Hampshire Avenue, Riggs Road	To stripe existing roads with on-road bike lanes where feasible.	Cost determined as part of SHA road projects	NO
Medians and Buffers	Within the sector plan area boundaries.	To reconstruct road medians and buffers with vegetation, pedestrian refuges, and crosswalks	$3,000,000	NO

Table 16. ***Takoma/Langley Crossroads Sector Plan Facility Cost Estimates*** ***(continued)***

Crosswalks and curb extensions	Within the sector plan area boundaries.	To construct raised crosswalks and develop curb extensions on selected streets (location to be determined). Also restripe existing crosswalks	$2,500,000	NO
Cycle Tracks	University Boulevard; New Hampshire Avenue	To request that MTA construct a behind-the-curb buffered bike lane along the Purple Line alignment on University Boulevard (MD 193) and New Hampshire Avenue (MD 650). Buffered bike lanes are located in urban areas with high traffic volumes and a mix of uses. They are bidirection or single-direction facilities depending on available land area and other development constraints. The location and limits of these facilities will be determined by the Planning Board during the planning and development process in coordination with MTA and SHA.	TBD	NO
Shared-use roads and "Sharrows"	Consider roads such as 14th Street, Lebanon Street, Merrimac Drive, Edwards Place, Tahoma Street, Wildwood Street, New Riggs Road, and Holton Street	To stripe existing and new roads with "share the road" signage and thermoplastic pavement 'sharrow' decals to inform motorists to share the road with bicyclists. Sharrows take their name from a combination of the words "share" and "arrow." Shared-use roads are bicycle facilities where bikes share the road with vehicles, usually on roads with lower traffic volumes and business or residential blocks.	TBD	NO

Table 16. *Takoma/Langley Crossroads Sector Plan Facility Cost Estimates (continued)*

Parks, Recreation, and Open Space Facilities

Facility Type	Location	Project Description	Estimated Cost	CIP Yes/No
Ramblas	University Boulevard to Langley Park Community Center	New boulevard with urban open spaces.	TBD	NO
Boys & Girls Park	Boys & Girls Clubhouse, Merrimac Drive	Outdoor recreation facility improvements.	$400,000	NO
Langley Park Community Center	1500 Merrimac Drive	Expansion of community center should Northern Area Offices relocate.	TBD	NO
Langley Park Community Center	1500 Merrimac Drive	Gymnasium addition.	$3 million	NO
Langley Park-McCormick Elementary School	8201 15th Avenue, Langley Park	Outdoor recreation facility improvements.	$400,000	NO
Carole Highlands Elementary School,	1610 Hannon Street	Outdoor recreation facility improvements.	$400,000	NO
Transit Center Plaza	University Boulevard and New Hampshire Avenue	New urban open space.	TBD	NO

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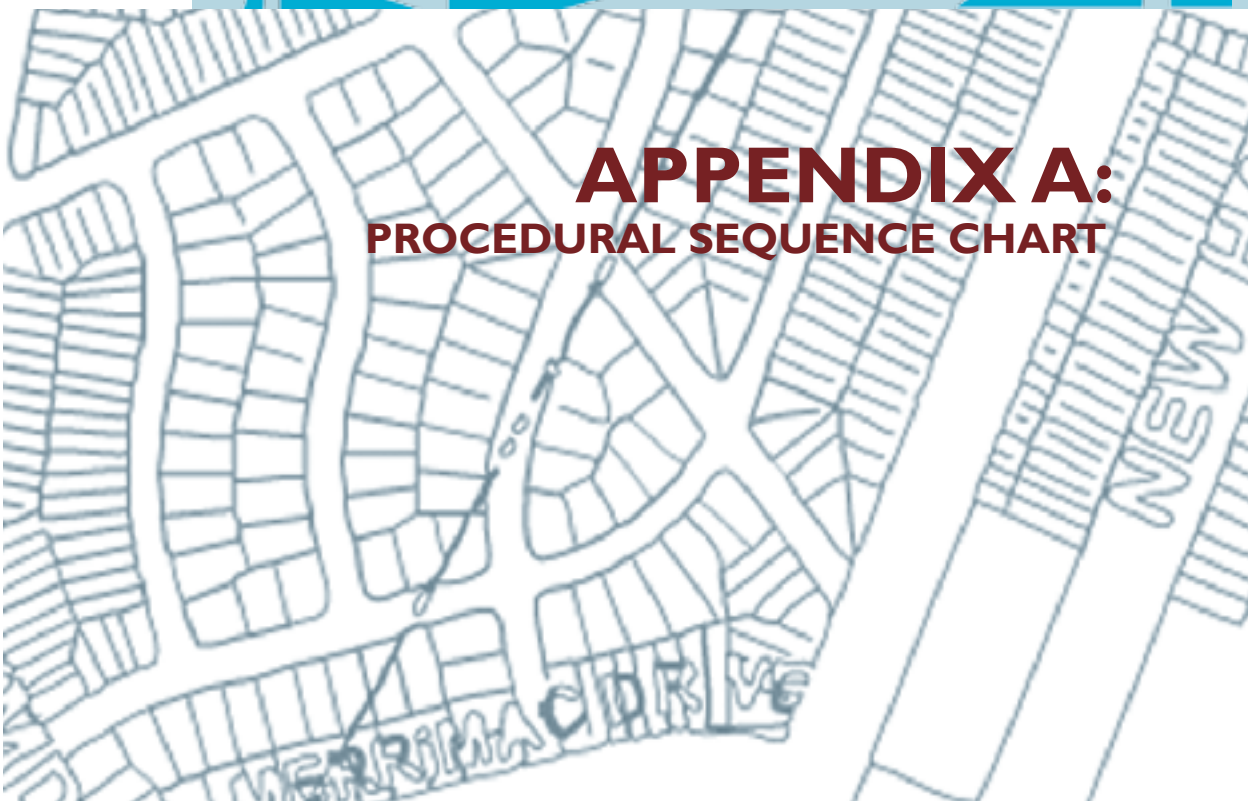
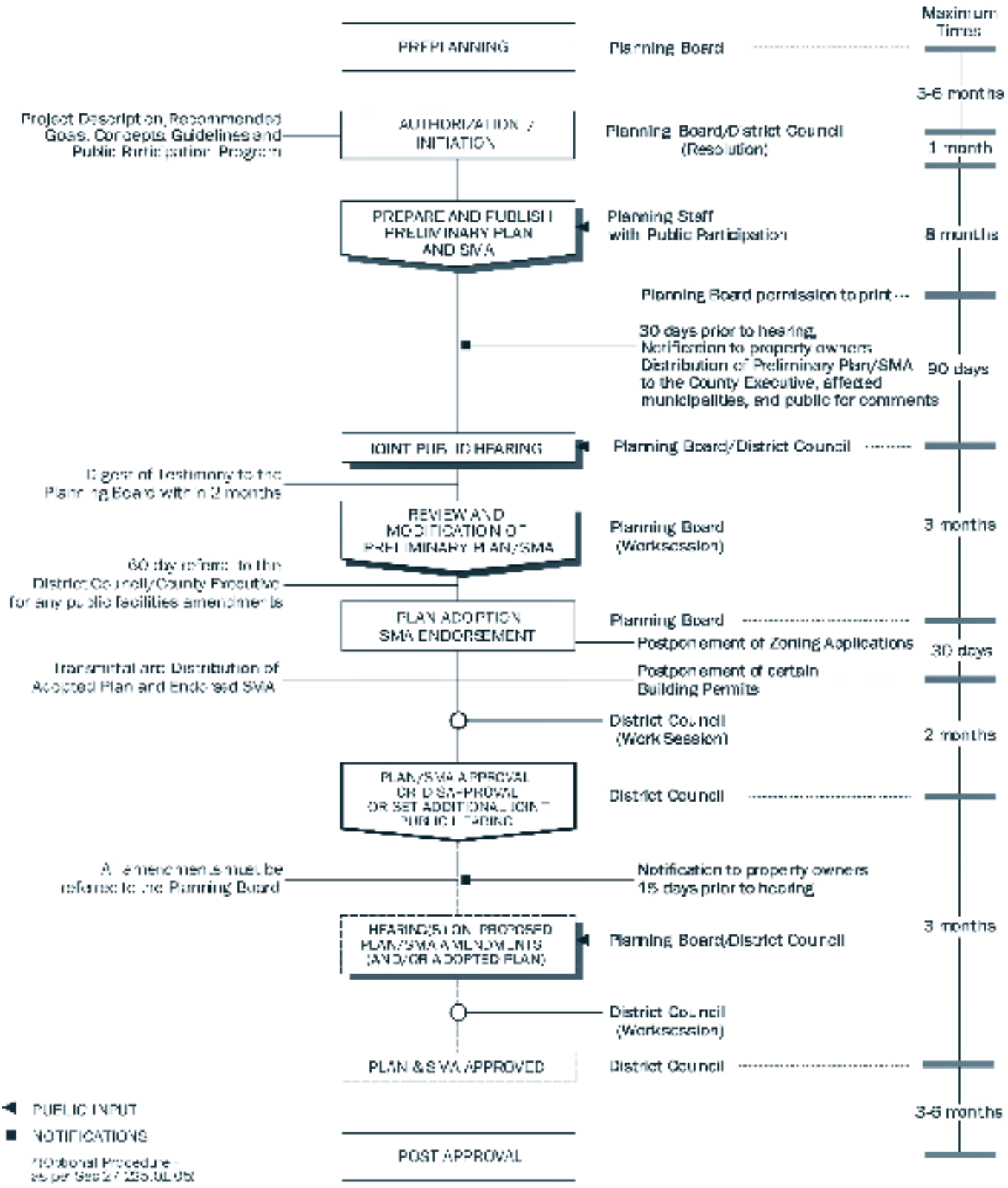


APPENDIX A:
PROCEDURAL SEQUENCE CHART

PROCEDURAL SEQUENCE CHART

For the Concurrent Preparation of
Comprehensive Master Plans, Sector Plans and Sectional Map Amendments*



APPENDIX B:
CASE STUDIES AND BEST PRACTICES

INTRODUCTION

Takoma/Langley Crossroads (TLC) is a unique area that requires a specific plan of action that retains the cultural assets, minimizes gentrification, and uses revitalization to capitalize on the community's potential for the 21st century. TLC includes parts of Montgomery County, Prince George's County, and the City of Takoma Park. Much of the area consists of stable, attractive, single-family neighborhoods and has a number of multifamily complexes, especially to the north of University Boulevard. Despite the majority of its land devoted to residential uses, TLC is probably most identified for its mix of businesses serving a variety of ethnic groups that underpin its image as an "International Corridor."

TLC is one area that will be served by the proposed Purple Line running along University Boulevard and will have two Purple Line stations—one at New Hampshire Avenue and the other at Riggs Road. In the near term, a transit center is slated for construction on the northwest corner of the New Hampshire Avenue and University Boulevard intersection, which may occur prior to the construction of the Purple Line.

These potential new transportation facilities offer an opportunity to create some form of transit-oriented development (TOD) at the heart of the area's commercial district. Although the area today supports successful businesses, additional investment with or without TOD could improve the quality of life for area residents, strengthen the community's identity as a multicultural corridor, and reinforce the Crossroads as the heart of the area.

A valuable step in developing an updated plan for the area involves looking at projects or case studies in similar communities to understand what they have done to create better places and to avoid some of the pitfalls that may have impeded implementation of good plans. Although case studies offer guidance, they are not prescriptive solutions. Each community has its own set of opportunities and constraints, and the solutions to them are best made by the community using best practices as models and then applying these lessons to its specific circumstances. Nevertheless, not being aware of successes elsewhere is to limit one's perspectives and perhaps overlook potential opportunities that may not have occurred to current residents, business owners, staff, or other stakeholders.

METHODOLOGY

The following report presents the applicable case study examples and best practices that were uncovered through a review of similar national and international reinvestment projects. The research was focused on a broad cross-section of communities with similar opportunities for reinvestment. For the most part, selected examples have similar demographics, physical conditions, and transportation facilities as the TLC project (Although a number of interesting foreign projects were discovered, they were ultimately eliminated as potential models because the physical parameters, process for implementation, and policies were too different from the context and legal framework that applies to Takoma/Langley Crossroads).

There are numerous good examples of aging suburban developments transitioning to more successful, more urban environments; many of these occurred under circumstances much different than what applies to Takoma/Langley Crossroads, e.g., revitalization of commercial centers in relatively affluent communities. Examples of ethnically diverse suburban areas that have made this transition were more difficult to locate in part because the presence of ethnic groups in suburban areas is a relatively new trend in many metropolitan areas. As a consequence, the search was broadened to also include successful efforts in more urban situations when those contexts were at a scale and character similar to that of the TLC area.

Following an initial review of approximately 30 possible case studies, 6 case studies were selected as most helpful to the development of the TLC sector plan, although the Columbia Heights neighborhood in the District of Columbia also offers valuable lessons with its integration of big box retail in an urban setting. They are:

- Barrio Logan Neighborhood, San Diego, California
- Albina Community, Portland, Oregon
- Downtown Wheaton, Maryland

- Dudley Street Neighborhood, Roxbury, Massachusetts
- City Heights Neighborhood, San Diego, California
- Downtown New Rochelle, New York

The case studies resulted in better communities and places to live, work, and play, which serve as a valuable reference point for the TLC planning process. While each of the precise case studies dealt with their own unique set of circumstances, they also share three key elements that contributed to their successful redevelopment:

1. Positive and dedicated leadership
2. Clear community redevelopment goals
3. Effective utilization of funds

Following the case study examples is a section on best practices in the areas of land use, transportation, urban design, community facilities and quality of life, and environmental and open space for each TLC sector plan goal. By displaying exemplar planning and design details, these best practices examples illustrate qualities and images that the sector plan for TLC can strive to emulate.

CASE STUDY EXAMPLES

Barrio Logan Neighborhood, San Diego, CA

Barrio Logan is a small community of roughly 6,000 people where almost 85 percent of the population is Hispanic and has experienced disinvestment for almost 30 years. The community and its residents remained united despite industrial zoning that brought hazardous land uses and a highway project that threatened to divide the neighborhood. Residents joined to prevent the land located under the Coronado Bay Bridge, which was promised to them by the city, from becoming a municipal parking lot. Chicano People's Park transformed the space and became a tribute to their heritage while another project, the Mercado Apartments, became the catalyst for reinvestment. These efforts were reinforced by the city with its own reinvestment efforts, namely, the designation of the Barrio Logan Redevelopment Project Area.

Background

- Project Area: to eliminate blight while preserving the neighborhood's character
- Objective is development that enhances the community's cultural and ethnic qualities

Redevelopment Factors

- Partnerships: San Diego Association of Governments (SANDAG), City of San Diego, Metropolitan Transit Development Board (MTDB), Metropolitan Area Advisory Committee (MAAC, a social service agency)
- City officials adopted "City of Villages," the strategic framework to the General Plan that encourages mixed-use and TOD:
  - Designated Barrio Logan as a Redevelopment Project Area—access to Tax Increment Financing (TIF) and federal grants
  - MTDB's "Transit First," which also identified Barrio Logan as a focal point, aimed to:
    - Increase residents within 1/4 mile of transit from 3 to 17 percent in 20 years
    - Increase jobs within 1/4 mile of transit from 15 to 43 percent in 20 years

Private and Public Projects

Completed Projects

- Mercado Apartments: 144-dwelling unit affordable housing
- Chuey's Restaurant: 8,750-square-foot industrial warehouse rehabilitation project
- Gateway I Family Apartments: 42-dwelling unit affordable housing

Planned Projects

- Mercado del Barrio: mixed-use with grocery store on a 6.8-acre public land parcel
- La Entrada Family Apartments: 85-dwelling unit affordable housing
- Cesar Chavez Continuing Education Center: 50,000 square feet

Why A Success

Positive and dedicated leadership

- Clear community redevelopment goals achieved
- Minimized gentrification
- Resulted in new affordable housing
- Retained local businesses
- Introduced community amenities and open space
- New development utilizes transit oriented development principals
- Improved streetscape environment

Effective utilization of funds

- Catalyst project that sparked reinvestment
- Public Investment: roughly $5 million
- Private Investment

Albina Community, Portland, OR

The Albina Community in northeast Portland lost population, housing, jobs, and businesses from the 1950s through the 1980s due to disinvestment and a rise in drug-related gang activity. Community members took action to identify key locations within their community that could catalyze reinvestment. Major thoroughfares within the community, such as Martin Luther King Jr. Boulevard, served as important commercial corridors while providing critical bus connections. Commercial corridors, like Alberta Street, catered to smaller and local businesses where reinvestment efforts were targeted.

Redevelopment Factors

- Adoption of the Albina Community Plan (1989)
- Formation of the North/ Northeast Economic Development Task Force and the Neighborhood Revitalization Program
- Adoption of a Neighborhood Revitalization Strategy
- Task Force Economic Development Action Plan
- Roadway improvements for a complete street design (sidewalks, median, on-street parking…)
- Tax increment financing and other funds to attract new businesses and improve older ones
- Investments and Projects
- Albina Corner: affordable housing project
- Probasco Estates Townhomes
- Henry V: commercial building
- Portland Community Reinvestment Initiatives Office: a restored 1908 bungalow
- Standard Dairy Development: a mixed-use infill development project
- Renovated Smart Building for Doris' Cafe and the Albina Coffee House

Why A Success

Positive and dedicated leadership

- Strong public policy guidance
- Strong community participation

Clear community redevelopment goals achieved

- Resulted in new mixed-use development
- Expanded affordable housing near mixed-use development
- Retained local businesses
- Improved community character
- Improved streetscape environment
- Reused buildings to preserve neighborhood character

Effective utilization of funds

- Strategic public investment which leveraged high returns in private investment
- Catalyst project that sparked reinvestment

Downtown Wheaton, MD

Downtown Wheaton in Montgomery County, Maryland, featured more than 800 small, local, and ethnic businesses in a developing suburb of Washington, D.C. Once a highway commercial corridor and auto-dependent downtown, the presence of a WMATA Metrorail station offered transit-oriented development potential. Montgomery County, in an effort to retain the culturally diverse, local businesses, chose to minimize large-scale development, manage building heights, and avoid too much office development by adopting the Wheaton Retail Preservation Overlay Zone. As a result, small businesses were retained, new housing projects were developed, and a Downtown Business Improvement District organization was formed. The overlay zone, however, became a disincentive that discouraged mixed-use and commercial development and is now being revised.

Redevelopment Factors

Montgomery County Wheaton Redevelopment Program Initiated Policies

- Pedestrian and façade improvements
- Clean and Safe Program – ambassadors
- Enterprise Zone, tax credit incentives
- Designated Arts and Entertainment District
- Town Center Design Principles and Guidelines
- Town Center Redevelopment Concept Plan is designed around a town common

Investments

Private sector investment (approximately $410m)

- 736 residential units, $416m+
- 600,000 s.f. of retail
- 300,000– 400,000 s.f. of office

Public investment (approximately $20.5m)

- Each public dollar leveraged approximately $20 of private investment

Why A Success

Positive and dedicated leadership

- Strong municipal leadership

Clear community redevelopment goals achieved

- Retained small, local and ethnic businesses
- New development utilizes transit–oriented development principals
- Improved grid pattern to facilitate a walkable community
- Increased residential uses support transit and provide demand for retail businesses

Effective utilization of funds

- Strategic public investment which leveraged high returns in private investment

Dudley Street Neighborhood, Roxbury, MA

The Dudley Street neighborhood is one of the poorest communities in Massachusetts, located two miles outside of Boston, with a population of 24,000 Cape Verdean, African-American, Latino, and white residents. Disinvestment, illegal dumping, and arson characterized this community. In 1984, there were 1,300 abandoned lots. Property investors often burned homes to collect insurance when the urban renewal program, which provided benefits to property owners in the West End and the South End of Boston, was not utilized in Roxbury. A community cleanup effort drew the attention of the city's mayor in the late 1980s which led to more widespread revitalization efforts. Success from these community efforts, along with a Massachusetts Bay Transportation Authority (MBTA) upgrade to the community's local commuter rail station in 2005—including platform renovations, canopies, and other pedestrian-friendly improvements—reassured developers, and since then the Dudley Street Neighborhood has experienced even greater community-serving reinvestment.

Redevelopment Factors

- The mayor, along with the Boston Redevelopment Authority, yielded the power of eminent domain, allowing the community to assume control of a 1½-square-mile area in Roxbury
- A community land trust was formed to create and implement a redevelopment plan for an urban village
- The land trust was instrumental in holding ownership to land and for lending and financing mechanisms that provided affordable housing in perpetuity

Investments and Projects

- 250 affordable homes (duplexes, single-family, townhomes)
- Project Hope Community Center with educational and workforce development resources
- Mixed-use development (commercial development with low income rental space)

Why A Success

Positive and dedicated leadership

- Local champion
- Strong community vision

Clear community redevelopment goals achieved

- Minimized gentrification
- Provided for new affordable housing
- Resulted in new mixed-use development
- New development utilizes transit–oriented development principals
- Included community services and facilities in new development

Effective utilization of funds

- Catalyst project that sparked reinvestment

City Heights Neighborhood, San Diego, CA

One of the most diverse communities in San Diego, City Heights has an ethnically diverse population with more than 30 languages spoken. Divided by major thoroughfares and facing poverty and lack of educational opportunities, it was difficult for the neighborhood to maintain a strong sense of community. Price Charities, a local nonprofit, along with community leaders set about creating change through the City Heights Initiative. This initiative began with the creation of an Urban Village development on eight square blocks or almost 30 acres of land. The City Heights Urban Village included a library, pool, and police substation. The project attracted even more community investment that reinforced the community's commercial district. New development with a mix of uses and affordable residential units enhanced the ethnic mix making it a great place to live, work, and play.

Background

- 1,984-acre redevelopment project area
- 30-acre Urban Village development

Redevelopment Factors

- Public Partner: City of San Diego
- Private Partners: more than ten committees, Community Development Corporations (CDC), and business and neighborhood associations
- Public Redevelopment Incentives
  - Site assembly
  - Fee reductions
  - Permitting assistance
  - Off-site improvements
  - Housing programs
  - Facade rebates
  - Low-cost financing incentives

Investments and Projects

- Award-winning City Heights Urban Village: $137 million public/private partnership
- Hollywood Palms: 94-dwelling unit affordable housing
- Urban Village Retail Center
- Urban Village townhomes and office space project
- Park de la Cruz
- Teralta Park
- Metro Center: a mixed-use redevelopment project

Why A Success

Positive and dedicated leadership

- Strong public policy guidance

Clear community redevelopment goals achieved

- Resulted in new affordable housing
- Created mixed-use development
- Provided incentives that assisted new and existing businesses
- Included community services and facilities (library, education center, and police substation)

Effective utilization of funds

- Public-private partnerships
- Catalyst project that sparked reinvestment

Downtown New Rochelle, NY

New Rochelle, population of more than 70,000, is 20 miles to the northeast of Manhattan and a 35-minute train ride to Grand Central Terminal. It is an economically and ethnically diverse community that faced economic downturn in the 1980s and '90s. Signs of this downturn peaked when the community's suburban-style mall closed its doors in 1995. This setback was turned into an opportunity when city officials teamed with developers to reinvent the mall and create an urban shopping destination—New Roc City. New Roc City is a 500,000-square-foot, mixed-use redevelopment project that reintroduced the grid to the 15 acres that the New Rochelle Mall once occupied and served as a catalyst for reinvestment in the downtown. The design for New Roc City reintroduces storefront retail complementing the nearby Main Street commercial corridor. City and county officials also transformed the city's library parking lot into Library Green, an active park space, which served as an amenity for the area and encouraged new residential development.

Background

- Downtown reinvestment supported by City of New Rochelle, Westchester County, and New Rochelle Business Improvement District (BID)

Redevelopment Factors

- City investment including a $24 million parking garage as part of the $190 million, 500,000-square-foot New Roc City development
- Construction of an Intermodal Transportation Center on city-owned land with over $15 million in federal, state, and county funds
- Westchester County funded the $2.8 million Library Green by purchasing the land from the city; funds were used by the city to design and construct the park.
- Efforts by the New Rochelle BID included $150 million in Main Street improvements (façade improvement, streetscape and pedestrian improvements, and business development loans) Investments and Projects
- New Rochelle Intermodal Transportation Center, built at the Metro North train station, included the construction of a multilevel garage and pedestrian circulation improvements
- Several condominium projects including Avalon-on-the-Sound, the Lofts at New Roc, Trump Plaza, and apartments above retail in the historic downtown
- Library Green provided two acres of open-space

Why A Success

Positive and dedicated leadership

- Strong public policy guidance

Clear community redevelopment goals achieved

- Created mixed-use development
- New development utilizes transit–oriented development principals
- Retained local businesses
- Provided incentives that attracted businesses
- Introduced community amenities and open space

Effective utilization of funds

- Strategic public investment which leveraged high returns in private investment
- Catalyst project that sparked reinvestment

Best Practices

Land Use

Takoma/Langley Crossroads Sector Plan Goal: to provide for transit-oriented development consistent with the General Plan Goals.

Transit-oriented development creates vital communities around transit and optimizes the opportunities for welcoming, walkable, and mixed-use neighborhoods where there is a delicate balance between the types of uses and their densities, the location of buildings and streets, architectural and streetscape design, and inclusion of civic spaces.

Transit-oriented development in Portland, Oregon, features five stories of residential over ground floor retail. Located across the street from a park, it provides convenient access to transit and is sited close to the street, creating an important street wall. This new urban edge defines a pedestrian and vehicular space that is at a scale that is comfortable and allows for pedestrian activity on the street.

Transit-oriented development in Denver, Colorado, illustrates how a new mixed-use project along a commercial corridor encourages vital pedestrian street activity to create a place.

Transportation

Takoma/Langley Crossroads Sector Plan Goal: to create an effective and efficient multimodal transportation system that takes into account land development near the proposed Purple Line and transit center and that balances proposed development.

Transportation facilities create connections between and through places for all modes of travel—vehicular, transit, pedestrian and bicycle—and the quality of that experience is defined by the scale and design of the facility.

A separated bikeway in New York City improves safety for all modes by providing pedestrians, cyclists, and automobiles with their own designated space.

A neighborhood retail street with a landscaped median is attractive and is at a scale that calms traffic and encourages retail on both sides of the street.

This attractive street in Dallas, Texas, is pedestrian friendly. The scale and location of the sidewalk, trees, benches, and on-street parking and the use of parked cars as a buffer clearly delineates the pedestrian zone.

Urban Design

Takoma/Langley Crossroads Sector Plan Goal: to achieve quality development that creates a sense of place that people can associate with and feel proud of.

Urban design is the creation of people-friendly environments devoted to civic vitality and a lasting identity, which foster a sense of place; are active, vibrant, and inviting to people; and where travel is enjoyable and not just functional.

Sidewalk cafes liven up the sidewalk while landscaping reinforces the pedestrian zone, separating it from the street.

A well-designed retail street can make a shopping trip an outing rather than an errand. Good design can also include cultural elements that help create a unique sense of place, setting the location apart from others.

An active plaza can become a landmark for a community, providing a balance of activities within the space that creates interest and fosters diversity, as shown here in National Harbor, Maryland.

Good design can combine a wide mix of uses, such as the public space, sidewalk connections, retail, and residential space seamlessly blended together in Clarendon, Virginia.

Quality of Life and Community Facilities

Takoma/Langley Crossroads Sector Plan Goal: to provide the facilities needed by the community and ensure access to those facilities; to facilitate relationship-building among existing community-based organizations and leverage county agencies to address social priorities; and to encourage the preservation and adaptive reuse of historic resources as vital elements of any community redevelopment strategy.

Whether the heart of a community naturally evolves or is planned, dedicating resources and integrating community facilities can improve a neighborhood's quality of life, particularly when they are seen as places where neighbors interact and bonds are made.

Investment in quality community facilities, such as this recreation center in City Heights, California, can help improve quality of life within a neighborhood. The design of this facility with multiple uses ensures a better utilization of the space and broadens the reach of the facility's potential users.

This active park is a center of activity and an attractive amenity for the community.

This playground offers youngsters an activity center that encourages impromptu and vital community connections.

Environmental/Open Space

Takoma/Langley Crossroads Sector Plan Goal: to ensure that the unique environmental features are protected and all new development incorporates improvements to reduce the impact on the environment; and to create a strategy for development and improvement of park properties, open space, and public activities.

Green spaces breathe life into a community while providing environmental benefits. If well-designed, they can become the community's identity, connection to the natural world, and recreational outlet.

Tanner Park in Portland, Oregon, serves as valuable open space for its community. The park provides environmental benefits such as runoff mitigation and filtration while the adjacent buildings provide "eyes on the street" security for the park.

Although the park provides important environmental functions, it is designed to promote activity and serves as vital open space for the community.

Potential Case Study Examples: Full Listing

Included Case Studies

Barrio Logan, San Diego, CA
Albina Community, Portland, OR
Downtown Wheaton, MD
Dudley Street Neighborhood, Roxbury, MA
City Heights Neighborhood, San Diego, CA
Downtown New Rochelle, NY

Other Recommendations/Research-Directed Locations

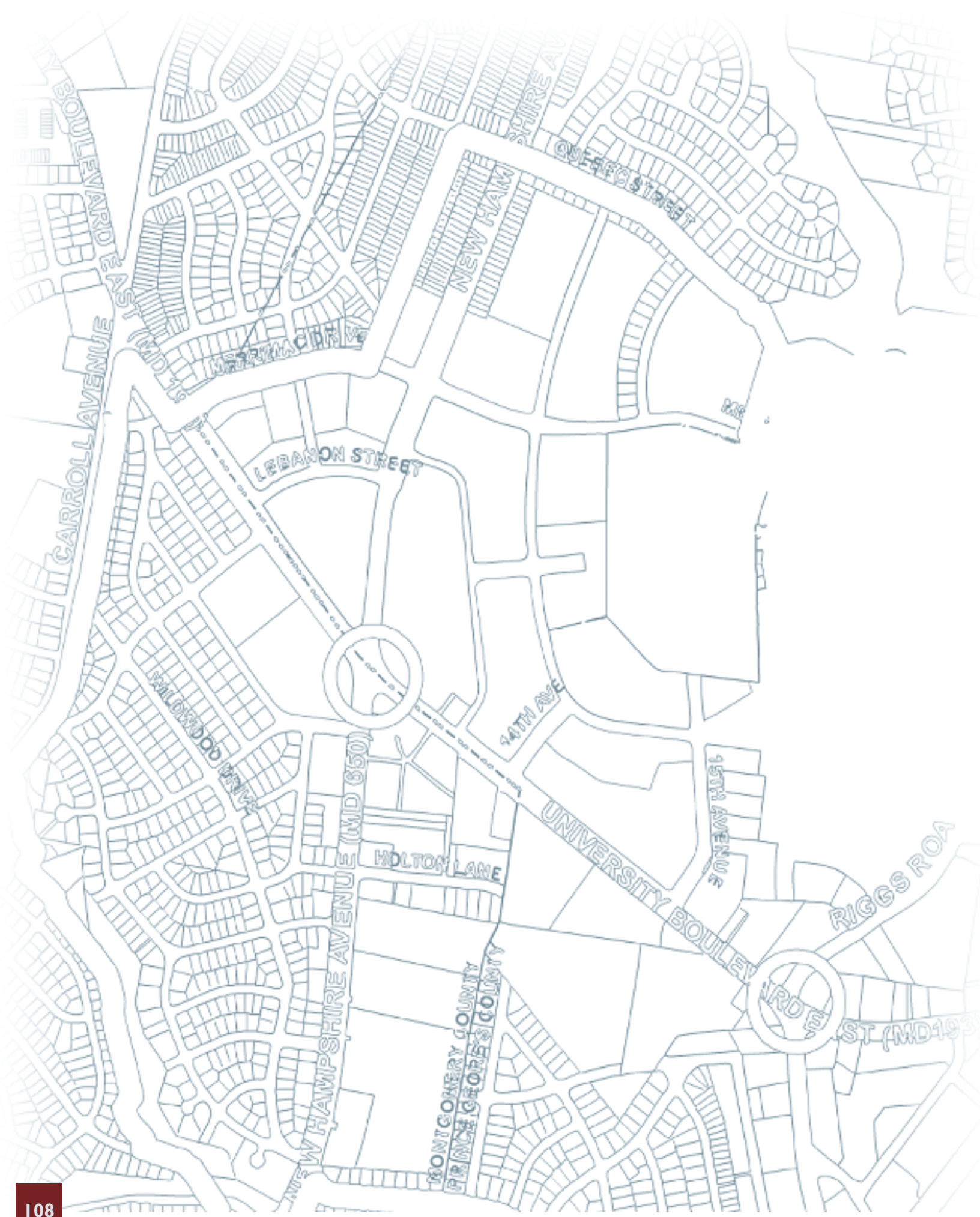
Country Club Plaza, Kansas City
Adams Morgan, Washington, D.C.
Rockville Town Center, Rockville, MD
Emeryville, CA
Columbia Heights, Washington, D.C.
North Lawndale, Chicago
Humboldt Park, Chicago
Columbia Pike, VA
Annandale, VA
Downtown Troy\Birmingham, Detroit, MI
Netcong, NJ
Collingswood, NJ
Cranford Crossings, Cranford, NJ

Other Researched Case Studies

Fruitvale, Oakland, CA
Florin Mall, Sacramento County, CA
Ybor City district, Tampa, FL
Bailey's Crossroads, VA
Curitiba, Brazil
South Side Works, Pittsburgh
Eastlands Area, Charlotte, NC
South Bank, Brisbane, AU

Regions of Promise

Fort Worth, TX
San Bernardino, CA
Modesto, CA
Atlanta, GA
Phoenix, AZ
Orlando, FL
Chicago, IL
Bogotá, Columbia


CARROLL AVENUE
EASTWOOD
NEW HAMPSHIRE AVENUE
ONEFIFTH STREET
LEBANON STREET
WALKWOOD DRIVE
14TH AVE
HOLTON LANE
NEW HAMPSHIRE AVENUE (MD 650)
MONTGOMERY COUNTY
PRINCE GEORGE'S COUNTY
UNIVERSITY BOULEVARD
15TH AVENUE
RIGGS ROA
ST (MD19

APPENDIX C:
OPPORTUNITIES AND CONSTRAINTS REPORT

INTRODUCTION

Purpose of the Analysis

This opportunities and constraints analysis describes the Takoma/Langley Crossroads (TLC) area's strengths, weaknesses, opportunities, and threats. The findings of this analysis will help identify measures that will enable the three local jurisdictions responsible for the study area to capitalize on the existing and potential assets of the Crossroads area while effectively addressing its deficiencies. This analysis will be paired with a comparison report that will present examples from other communities both in the region and across the nation that have dealt with issues similar to those facing Takoma/Langley Crossroads. The most immediate use of this opportunities and constraints analysis and the comparison report will be in developing several alternative concepts for increasing the attractiveness, well being, and livability of the Crossroads area.

Finding that delicate balance between helping the community improve its quality of life attributes and economic development opportunities without losing the heart of the community is the "real" challenge of this plan.

Context and Background

The TLC is situated at a unique junction of communities, ethnicities, economies, and transportation services. The prospects of the proposed Purple Line transit serving the Crossroads is an important spur for exploring ways to capitalize on transit as a catalyst for community improvements. An explicit goal of the TLC sector plan and sectional map amendment is to foster transit-oriented development (TOD) near the two proposed transit stations. Successful TOD is described as a complete neighborhood that is located close to home, office, shopping, and civic spaces. TOD is an area where transit helps to create and support special places.

Finding that delicate balance between helping the community improve its quality of life and economic development opportunities without losing the "heart" of the community is the real challenge of this planning process. The plan that ultimately emerges from this process will need to address how significant improvements to the Crossroad's regional accessibility, local mix of stores and services, increased attractiveness, and improved safety can strengthen this unique community's cohesion rather than dilute it. One concern will be gentrification of its single- or multifamily neighborhoods or a loss of workforce and affordable housing and the subsequent displacement of residents. Another major concern will be any widespread loss of local entrepreneurial talent and the replacement of the many local ethnic businesses by the usual national, corporate, or franchise businesses, which are also important to the area. Such a fate is common to many redevelopment efforts. Seeing that happen at the Crossroads will signal the failure rather than any success for this planning effort.

This analysis builds upon a variety of sources including previous studies and research, stakeholder interviews and on-the-ground observations. The previous studies that illustrate the potential for transforming the TLC into a more cohesive common ground that is vibrant, safe, and attractive include:

- TLC Pedestrian Access and Mobility Study, 2007
- TLC Sector Plan Resource Manual, 2007
- New Hampshire Avenue Concept Plan, 2007
- Bi-County Transitway-International Corridor Planning Study, 2003
- Markey Study for the International Corridor Community Legacy Area (ICCLA), 2003

- International Corridor Community Legacy Plan, 2003
- International Corridor Issue Identification Study, 2002
- Needs Assessment for a Multi-Cultural Center in Langley Park, Maryland, 2002
- Prince George's County Approved General Plan, 2002
- Takoma Park Master Plan, 2000
- Langley Park-College Park-Greenbelt Approved Master Plan 1989

Goals

This opportunities and constraints analysis responds to the goals established in the M-NCPPC Goals and Outreach Strategy Report for the TLC Sector Plan, adopted January 16, 2008.

- **Land Use:** to provide for transit-oriented development consistent with both counties' General Plan Goals.
- **Transportation System:** to create an effective and efficient multimodal transportation system that takes into account land development near the proposed Purple Line and transit center and that balances with proposed development.
- **Urban Design:** to achieve quality development that creates a sense of place and a destination that people can associate with, feel proud of, and that encourages community gatherings.
- **Community Facilities and Quality of Life:** to provide the facilities needed by the community and ensure access to those facilities; to facilitate relationship-building among existing community-based organizations and leverage county agencies to address social priorities; and to encourage the preservation and adaptive reuse of historic resources as vital elements of any community redevelopment strategy.
- **Environmental Infrastructure and Open Space:** to ensure that the unique environmental features are protected and all new development incorporates improvements to reduce the impact on the environment; and to create a strategy for development and improvement of park properties, open space, and public activities.

In addition to these goals, this analysis also looks at opportunities to improve land uses for areas beyond the effective TOD edges and how to better relate the study area with adjacent neighborhoods.

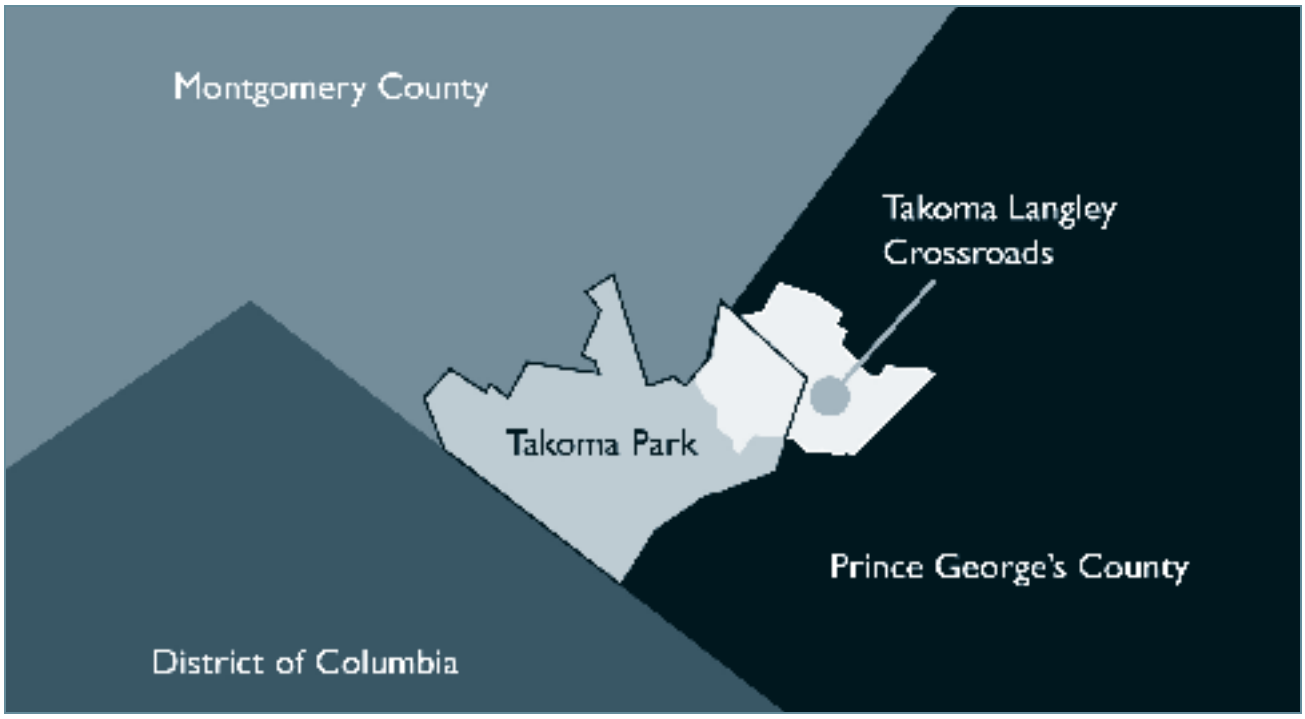
Area Context

The TLC include's areas within Prince George's County, Montgomery County, and the City of Takoma Park in Maryland. Located near our nation's capital, the TLC can be characterized as a suburban infill area where land uses have little or no connectivity between them. The TLC area is affordable for residents and convenient to a variety of locally- and regionally-oriented businesses. But the study area is dissected by two main arterials—University Boulevard and New Hampshire Avenue—that act as significant barriers to easy pedestrian access and pose numerous safety issues. The Crossroads has good regional access, is located along the proposed route for the Purple Line, and is near the University of Maryland.

Sligo Creek Parkway, Long Branch Stream Valley, and Northwest Branch Stream Valley Parks and the power line right-of-way on the eastern edge of the study area form to some extent a green beltway along the edges or just outside of the official study area boundary.

"Economic revitalization of the International Corridor will have to reconcile the area's long-term vision with…how to attract the development that catalyzes economic revitalization without triggering residential gentrification that, over time, will sap the corridor of the ethnic, cultural and linguistic diversity that makes the area unique."

–Bi-County Transitway-International Corridor Planning Study



Regional Context

Takoma Langley Crossroads Boundary

Existing Conditions

The overall character of the Crossroads is that of a post-World War II suburban area of low- to medium- density, single-use development—specifically, a confluence of strip-mall-style commercial and entertainment uses, behind which are located residential communities with diverse cultural backgrounds. Single-family housing, mostly of brick construction, is found in the western and southern quadrants of the study area. Additional single-family neighborhoods are located to the north between the study area and Northwest Branch Stream Valley Park. All land uses are internally-oriented with few connections between them.

The Crossroads area is widely recognized as a local and regional destination featuring ethnic restaurants and shops and other unique retail service needs. The typically suburban character of these attractions does not reflect the multinational cultural ties that support it. The Crossroads appears to have a good number of residents and users that do not have access to cars, but the pedestrian environment tying nearby neighborhoods to these attractions is an

Street Network

afterthought. There are high traffic volumes and numerous curb cuts that make it difficult to navigate through the study area. Furthermore, a high level of transit use along the main arterials creates a series of conflicts between pedestrians trying to access transit services and vehicles.

There is poor connectivity between residential areas and the Sligo Creek Parkway, and Long Branch and Northwest Branch Stream Valley Parks. These are important natural resources that offer ecological and recreational opportunities.

The Street Networks map above illustrates the existing road placement and highlights the overall lack of connectivity throughout the Crossroads. The Existing building footprint map illustrates the pattern of development with buildings shown in black and roads, parking, and natural resource areas shown in white.

Area Analysis

THE OPPORTUNITIES MAP ILLUSTRATES AND DEFINES SOME OF THE KEY OPPORTUNITIES WITHIN THE CROSSROADS AREA.

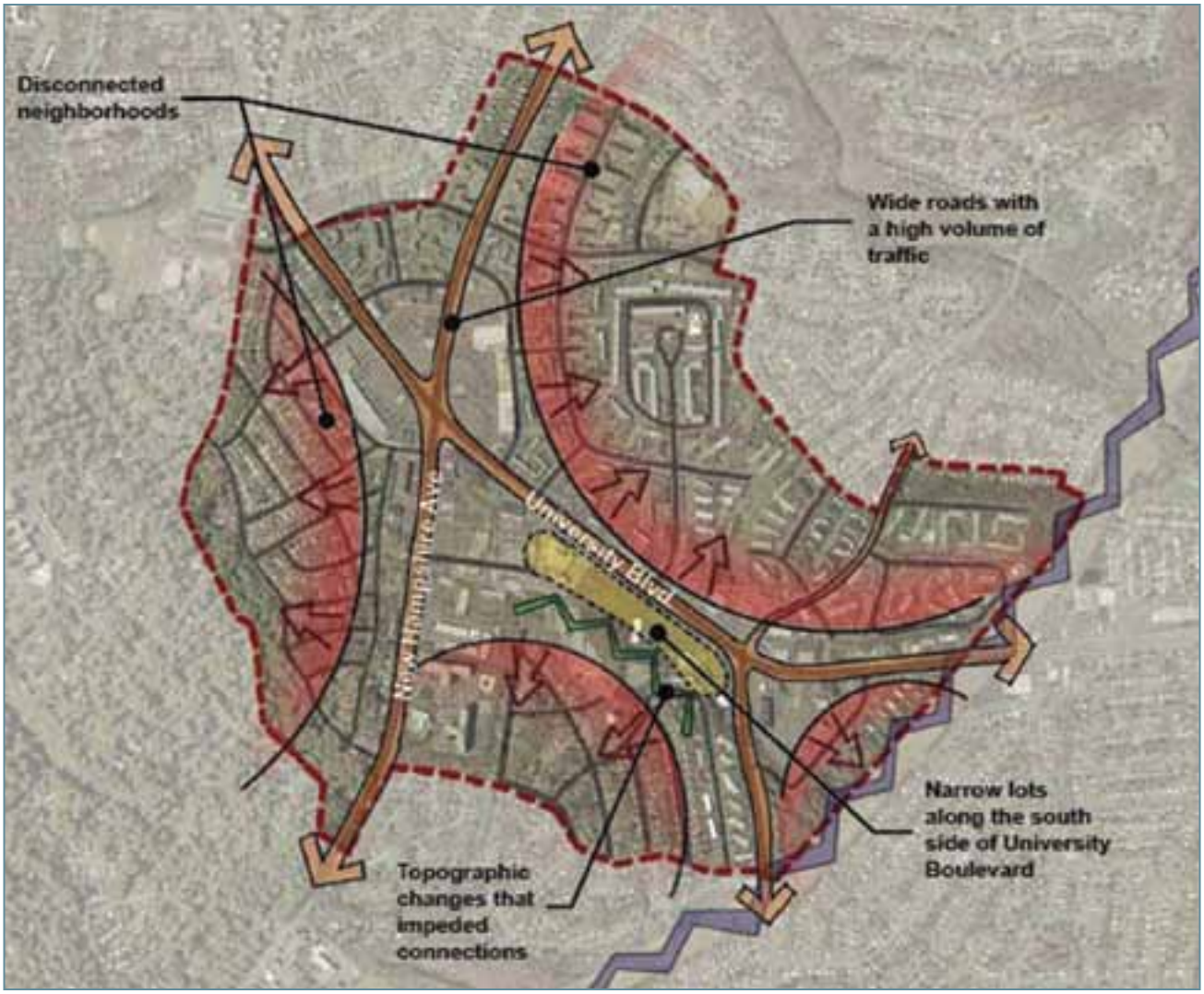
- Use potential TOD near the two Purple Line stations as a focus for walkable places with mixed-use development and street level pedestrian activity.

Existing building footprint

- Improve connections: to (and across) parks and open space
- Establish more pedestrian and vehicular connections between land uses
- Explore low density commercial uses and large parking areas as sites for redevelopment near the proposed transit stations and activity nodes

Existing land use

SF detached
Multifamily
Parkland
Service commercial
SF attached
Office commercial
Public
Retail commercial
Religious institution
Historic site
Bus line
School
Bus stop

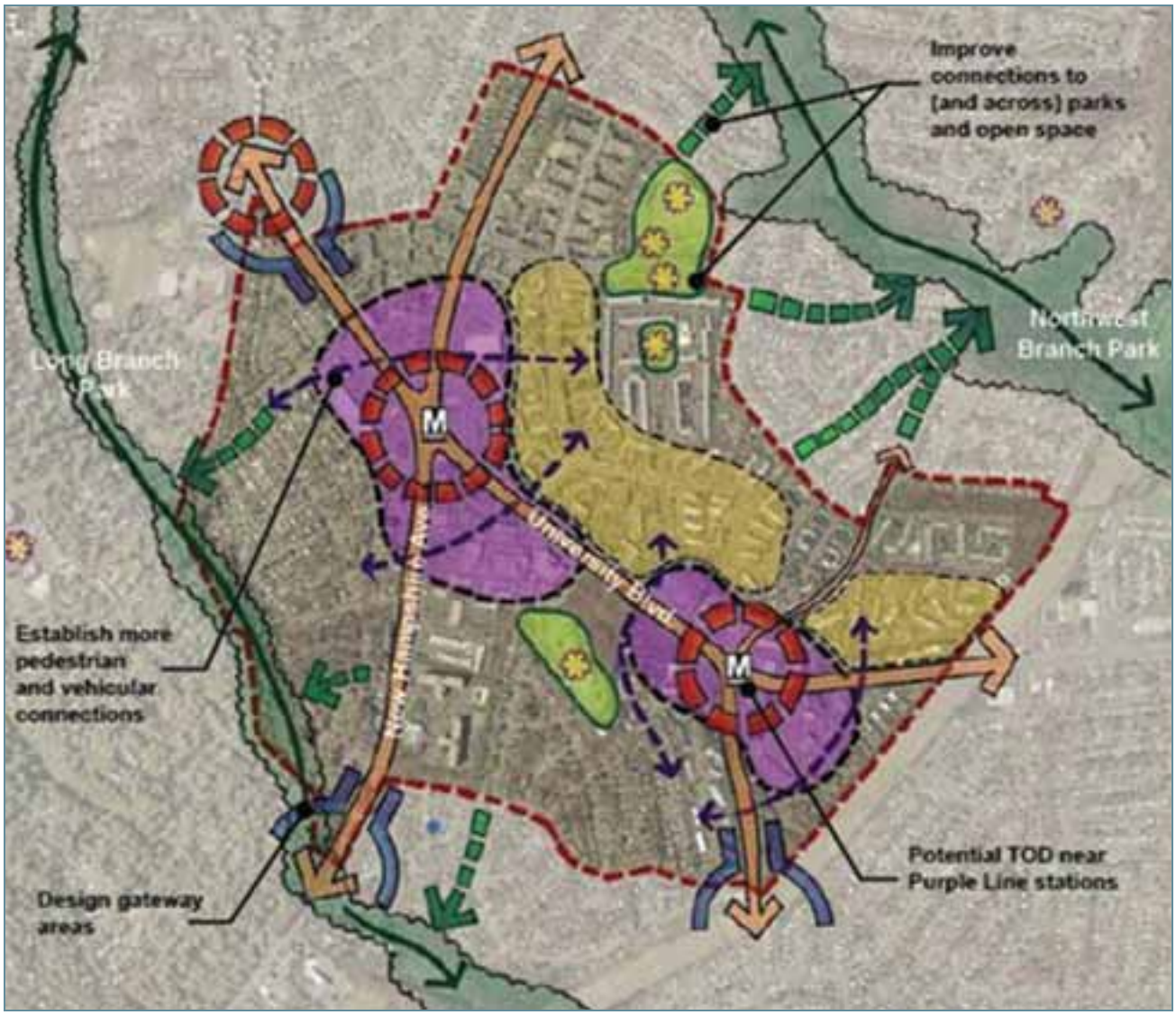


Constraints

- Design gateway areas to welcome people to the Crossroads

THE CONSTRAINTS MAP ILLUSTRATES SOME OF THE MAIN CHALLENGES AND CONSTRAINTS OF THE STUDY AREA.

- Disconnected neighborhoods
- Wide roads with a high volume of traffic that are barriers and unsafe for pedestrians
- Poor connectivity between various land uses; example, to major commercial attractions from neighborhoods
- Lack of street connections that provide vehicular and pedestrian choices
- Internal orientation of all land uses
- Lack of Connections to major commercial activity nodes
- Topographic changes that impede connections



Opportunities

- Narrow lots along the south side of University Boulevard

SECTOR PLAN SUBAREAS

A number of smaller subareas within the overall study area have their own specific character, constraints, and opportunities. The characteristics of the study area include activity hubs—nodes, corridors, and major arterials—and multifamily and single-family neighborhoods. Activity hubs are places where a number of activities and movements take place, such as a school or shopping center. The General Plan definitions for nodes are locations along a corridor with high-intensity mixed-use. Corridors are defined as land within ¼ mile of a designated high-volume transportation facility, and New Hampshire Avenue is a major arterial.

Subarea A: Activity Hubs, Nodes and Corridors

A.1: Major Activity Nodes (TOD areas)

- University Boulevard and New Hampshire Avenue (Major Community Activity Center)

- University Boulevard and Riggs Road

A.2: Minor Activity Hubs

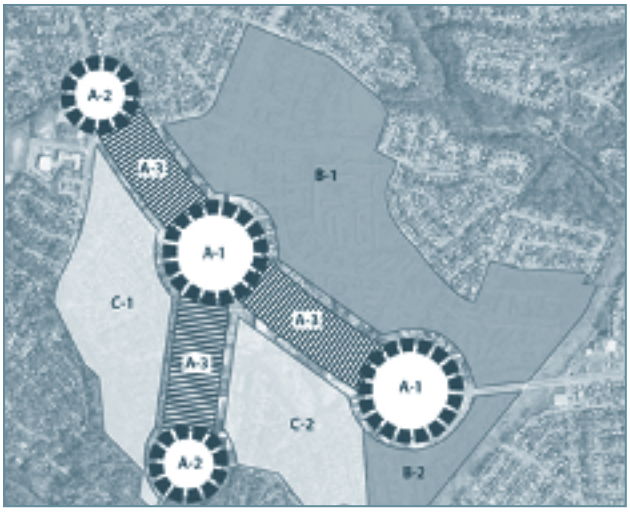
- University Boulevard and Carroll Avenue
- Sligo Creek Parkway and New Hampshire Avenue

A.3: Major Commercial Corridor

- University Boulevard

A.4: Major Arterial

- New Hampshire Avenue south of University Boulevard



Subareas

Subarea B: Multifamily Residential Areas

B.1: North of University Boulevard

B.2: South of University Boulevard

Subarea C: Single-Family Residential Areas

C.1: West of New Hampshire Avenue

C.2: East of New Hampshire Avenue

Subarea A: Activity Nodes and Corridors

For the Crossroads, the areas surrounding the intersection of its major transportation arterials are treated as activity nodes because of their concentration of traffic, pedestrian flows, and commercial businesses. These activity nodes have a strong regional reputation as internationally diverse destinations for shops, restaurants, institutions, and other services that support new immigrants, local residents, and numerous customers from throughout the region.

A-1: Major Activity Hubs, Nodes and Corridors
University Boulevard and New Hampshire Avenue

Expansive pavement and large storefronts dominate this activity node. Buildings are located away from the roadways toward the rear property line of their sites with surface parking lots fronting them. This node has the largest number of storefronts with the highest volume of traffic in the area. The surface lots often cannot accommodate the demand for parking. It is also identified in the General Plan as a Major Community Activity Center.

The high volume of traffic (more than 90,000 vehicles a day) creates a barrier between land uses on either side of the roads, making it difficult for the area to act or appear as a cohesive whole. The configuration of the intersection has created irregular-shaped parcels that cause access, turning radius, and other transportation and redevelopment complications. A future transit center and Purple Line station are proposed at this node, which will add to the already complex demands on this intersection.

University Boulevard and Riggs Road

The intersection of University Boulevard and Riggs Road is important as a commercial hub and gateway. This node has fewer retail stores and restaurants than the one at University Boulevard and New Hampshire Avenue. Another Purple Line station is proposed at this location where a number of independent retail uses result in numerous access points, large parking areas, and few connections between them. This intersection is also not aligned at a 90-degree angle, which results in irregular-shaped parcels. To the north of this intersection, Riggs Road becomes a two-lane residential road from a wider and heavier use road to the south. The University Boulevard intersections with New Hampshire Avenue and Riggs Road are zoned for office/commercial and retail/commercial. Within the City of Takoma Park, the commercial properties are within a mixed-use zone.

A-2: Minor Activity Nodes
University Boulevard and Carroll Avenue

Only the southeast quadrant of the intersection of University Boulevard and Carroll Avenue is located within the study area boundary. This quadrant is

University Boulevard and New Hampshire Avenue looking north

University Boulevard and Riggs Road looking north illustrates the vast amount of paving and lack of placemaking elements such as buildings, landmarks, and landscaping to establish the intersection as a major activity node/place

triangular shaped, which, while difficult to develop, provides an important focal point on University Boulevard. This offers excellent opportunities to pull buildings close to the street to reinforce this gateway to the Takoma/Langley Crossroads. The site is occupied by a gas station with a grocery store and a few small locally–oriented stores. A Cambodian grocery store at this location is a regional destination.

New Hampshire Avenue and Sligo Creek Parkway

At the intersection of New Hampshire Avenue and Sligo Creek Parkway are three commercial parcels that have the potential for redevelopment as a minor node and as a gateway.

A-3: Major Commercial Corridors

The land uses along the major transportation corridors between the activity nodes include multifamily residential uses and strip-mall commercial development. The majority of ethnic restaurants and retail establishments are along University Boulevard, as well as shopping centers with parking in front and single-use office space in converted residential buildings.

A-4: Major Arterial

New Hampshire Avenue starting approximately ¼ mile north of University Boulevard is mostly lined with multifamily housing. South of University Boulevard, the west side of New Hampshire Avenue is predominantly single-family residential while the east side consists of service-oriented commercial uses and two hotels. A single high-rise residential complex is also located along the east side of New Hampshire Avenue. Most notable is the significant change in topography between University Boulevard, and Glenside Drive and Erskine Street, which are the primary access points to the abutting single-family neighborhoods.

The following discussion highlights opportunities and constraints taken from input by stakeholders and public agencies responsible for this planning study. Opportunities to explore were defined by the consultant team in their analysis of the Takoma/Langley Crossroads.

Activity Node and Corridor Opportunities

Land Use

- Potential for TOD near the future Purple Line stations and transit center.
- Reputation as a culturally diverse "international" destination.
- Healthy local consumer services and neighborhood and convenience retail.
- Healthy commercial and real estate markets:
  - A strong demand for and high occupancy of existing retail space
  - A growing regional population, which causes a demand for new housing, retail, and services
  - Potential for an increase in retail spending of residents
- Residential areas support nearby commercial uses and provide demand for additional facilities and services.

Southern quadrant of University Boulevard and Carroll Avenue

Typical shopping center

Converted residential building for office use (bottom floor)

- Ethnically specialty retail that serves as a destination.
- A variety of land uses, including places to work, shop, live, and play.
- Large suburban strip commercial parcels are conducive to becoming more urban and finer-scaled TOD in the activity nodes.
- Community and religious facilities within the activity nodes support and strengthen the livability of the overall area.
- The City of Takoma Park and Montgomery County mixed-use zones support mixed-use, pedestrian-oriented development.
- Commercial properties within the City of Takoma Park are also within an Enterprise Zone, which provides incentives for redevelopment such as waiving impact fees and phasing tax increases.

Opportunities to explore:

- Allowing developers to build to a higher density if they provide community amenities or providing other incentives that would catalyze redevelopment of the area and strengthen the walkable and transit nature of the study area.

The major activity nodes have the potential for transit -oriented development (TOD)—attractive and inviting places to live, work, and play that encourage transit use. A TOD should:

- Be recognized as a great neighborhood or "village"
- Have a mix of uses
- Balance development with natural features and open space
- Tame the automobile
- Be fun
- Be active 18 hours a day
- Be designed for walking
- Be socially equitable

Transportation System

- New Hampshire Avenue and University Boulevard provide good access to the study area and other parts of the local region.
- High volume of traffic and visibility along several major transportation corridors add to economic development potential.
- Street rights-of-way and future redevelopment can provide streetscape and public realm enhancements for pedestrian activity.
- Riggs Road, Carroll Avenue, and other roads within the sector plan boundary offer the potential to create a better grid of streets providing alternative thoroughfares to alleviate traffic in congested areas and increase pedestrian accessibility.

Example of a mix of uses

Example of development along a transit corridor

- High transit usage (41 percent of residents use transit) and a low rate of automobile ownership (21 percent of households do not have a vehicle versus the national average of nine percent) support TOD.
- Proposed dual bikeway on University Boulevard in Montgomery County and signed shared roadway on New Hampshire Avenue from Sligo Creek Parkway to University Boulevard are among possible future bicycle facilities supporting intermodal connections to and from transit.
- Proximity of the University of Maryland calls for examining possible future pedestrian, bicycle, and transit connections to the university.
- The completion of the Long Branch Trail.

Opportunities to explore:

- Accommodating regional access, high volume of traffic, and visibility along several major transportation corridors but not at the expense of pedestrian accessibility, safety, or overall urban design character of the area.
- Considering an alternative grid of streets to gain parcel interconnectivity, to alleviate traffic pressure on the main roads, and to provide additional pedestrian connections.
- Incorporating or implementing specific recommendations (e.g., placement of new crosswalks, preferred traffic signals) as outlined in the TLC Pedestrian Access and Mobility Study.
- Designing major activity nodes to alleviate conflicts between pedestrian and vehicles in a way that is efficient, safe, and attractive.
- Locating well-designed and well-located signs and other visual cues to increase efficiency of motorists passing through the area and improve pedestrian circulation.
- Locating transit hubs, attractive bus stops, and safe pedestrian connections to and from transit destinations.
- Locating bicycle facilities to connect people to transit, jobs, and services.
- Alleviating traffic pressure on University Boulevard with an alternative east-west route.

Urban Design

- Urban design principles such as the introduction of a regular grid of streets,

building heights that relate to street widths, the creation of boulevards that include on-street parking, wide tree lined medians, wide sidewalks, and the adequate inclusion of other modes of transportation such as bike lanes, bus, or trolley lanes, can help to establish a more attractive and walkable place for the Crossroads community.

- Crime Prevention through Environmental Design (CPTED) measures such as visible areas for pedestrians, good lighting, etc., can enhance public safety.

Example of separated bike path

Example of pedestrian-scale streets

Example of major arterial with ground-level retail

- University Boulevard and New Hampshire Avenue could be redesigned so they are more integrated into the community by creating distinct landmarks, bringing buildings close to the street, introducing branding (e.g., logo, signage, banners, etc.), and unifying the street with consistent landscape, furniture, and public space treatments.
- Existing commercial and multifamily "superblocks" are large enough to support a finer grid of small blocks that can support mixed-use development organized around safer, more attractive, and more active streets.

Opportunities to Explore:

- Locating all new buildings close to the street with sidewalks and landscape areas for pedestrians.
- Connecting destinations with a network of safe and inviting sidewalks that encourage pedestrian mobility.
- Creating a unique design for the future Purple Line stations and major activity nodes to reflect the area's multicultural character.
- Providing public spaces and plazas for community gathering, meetings, interactions, and events.
- Creating visually appealing and safe pedestrian crosswalks.
- Reinforcing gateways by:
  - Redeveloping property at key intersections with taller buildings, higher density, and building massing and configuration that define the space as an important transition point.
  - Improving the transportation system, including signalization, intersection alignment and design, and streetscape elements.
  - Locating a major cultural or community use as an anchor.
- Creating iconic and visual cues such as signs, banners, sculptures, statues, fountains, or plazas.

Community Facilities and Quality of Life

- Existing local champions support an improved Crossroads.
- Market stands and a location for a farmer's, antique, craft, or other markets offer an

opportunity to encourage viable options for small and local businesses.

- Existing civic and cultural institutions support community activities, enhance the community's quality of life, and encourage civic participation.
- Designing compact urban recreation facilities including skate spots, multipurpose courts (futsal, basketball, volleyball, etc.) and small grassy areas for children (e.g., downtown Silver Spring's temporary "Green").

Existing farmers market

Example of a park for passive recreation

Example of a park with paved walkways and a central feature

Opportunities to Explore:

- Identifying locations for additional religious institutions.
- Providing social services to meet the diverse needs of the community, including job training, immigration assistance, and health care, among others.
- Providing activities for youth and teens.
- Meeting the high demands for active recreation opportunities for youth and adults in the neighborhood.
- Locating a permanent space for a community market such as a farmers market or other special direct retail. Space could be outdoors or in a specially designed arcade building.
- Examining locations where fencing around commercial and residential properties inhibit pedestrian and bicycle access and develop design solutions to encourage more direct pedestrian and bicycle access from neighborhoods that are safe, attractive, and link destinations.
- Creating partnerships with local financial institutions to finance redevelopment through the Community Reinvestment Act and other programs.
- Creating partnerships with local community development corporations to facilitate redevelopment and revitalization of the Takoma/Langley Crossroads.
- Recruiting community development financial institutions to work with local residents and entrepreneurs, and fund and/or finance revitalization projects.

Environmental Infrastructure and Open Space

- Sligo Creek, Long Branch, and Northwest Branch parks are valuable environmental and recreational assets providing a green buffer, recreational trails, and park facilities.

Opportunities to Explore:

- Integrating green design, such as energy efficient buildings, bio-retention features, reduced impervious coverage, green streets, etc.
- Creating connections to the existing green infrastructure network and better integrating future improvements with it.

GATEWAYS

Gateways generally consist of an arrangement of architectural features (such as buildings, planters, signage, lighting, etc.) that provide a sense of entry and transition from one physical area to another.

Gateways to the Takoma/Langley Crossroads include but are not limited to:

- University Boulevard and Riggs Road
- New Hampshire Avenue and Sligo Creek Parkway
- University Boulevard and Carroll Avenue
- Riggs Road at Northwest Branch Stream Valley Park

These gateways function as the primary entrances to the Takoma/Langley Crossroads.

- Developing the environmental and recreational potential of the Sligo Creek, Long Branch, and Northwest Branch Stream Valley Parks to improve water quality, maintain a green buffer, and link with recreational trails and park facilities.
- Improving sidewalks and pedestrian facilities along streets to create "complete streets" that become places for pedestrians, cyclists, and vehicles.
- Establishing large green open spaces for passive and active recreation and as community activity centers.

Activity Node and Corridor Constraints

Land Use

Existing zoning In Prince George's County does not allow for mixed-use or higher density development where zoning is C-S-C (Commercial Shopping Center) supports only retail and service-commercial activities. In Montgomery County, which property is zoned C-2 (General Commercial) or O-M (Office Moderate) with a Commercial Revitalization Overly Zone (CROZ) designation. In Takoma Park, property in the C-2 Zone is part of the Takoma Park/East Silver Spring commercial revitalization overlay zone.

- Desired community amenities may not be feasible or compatible with current market realities and zoning.
- Existing shopping centers have high occupancy and rental rates, indicating that businesses are meeting a demand and potentially inhibiting landowners' interest in redeveloping their property in the absence of incentives.
- Potential competition by national chains that result in the displacement of local businesses. Existing development patterns are inconsistent with market and transit-oriented development potential.
- Existing commercial properties may not meet the demand for quality retail and specialized uses.
- Although some parcels are sizable, small parcels of land and multiple landowners at key locations may require land assemblage.
- Poor pedestrian safety and connections between retail shopping centers reduces consumer patronage.
- Public perception that some parts of the commercial area are unsafe, unattractive, and do not have quality services and merchandise.
- Building and site design that is architecturally not suitable for creating a walkable community.
- Inadequate building floor-plates in the larger shopping centers, which make it difficult to attract regionally competitive commercial tenants.

Transportation System

- Heavy traffic volumes and high speeds create congestion, noise and air pollution, and vehicle, bicycle, and pedestrian safety issues.
- An inadequate pedestrian and bicyclist environment as outlined in the TLC Pedestrian Access and Mobility Study and noted in site observations created by:
  - Narrow or nonexistent sidewalks that create fragmented streetscapes and connections.
  - Too many curb cuts and other vehicular access points.
  - Insufficient medians to provide safety zones for pedestrians who cannot cross the wide road widths in a single traffic light cycle.
  - High traffic volumes that create difficult pedestrian crossings, especially at unsignalized crosswalks.
  - No bicycle facilities.
  - Dangerous undesignated mid-block crossings caused by poor connectivity and insufficient sidewalks and crosswalks.
  - Extensive fencing around commercial properties.
- Safety concerns that stem from indirect pedestrian connections, poor lighting, and too few eyes on the street.
- Increased traffic from future development will add to an already strained road system.
- Travel lanes and volume of traffic along University Boulevard and New Hampshire Avenue form a barrier between adjacent land uses.
- University Boulevard, New Hampshire Avenue, Riggs Road, and Carroll Avenue do not intersect at 90-degree angles, contributing to traffic circulation problems and longer crossing distances for pedestrians.

Typical single use shopping center

Inadequate medians for pedestrian's safety and lack of sidewalks

Urban Design

- Public image does not reflect the international character of the area.
- A poor aesthetic is rooted in the strip-mall style of development, large surface parking lots that front the roads, some poorly maintained storefronts, and visual clutter caused by store signage, utility lines, and vehicles.
- Grade changes along University Boulevard and New Hampshire Avenue pose design challenges with regard to pedestrian access, visibility from roads and site redevelopment.
- Abrupt transitions in uses and densities between the nodes and corridors and adjacent residential neighborhoods.
- The confluence of single-use shopping centers makes it difficult to understand access, causes traffic conflicts, requires many curb cuts, is not pedestrian friendly, has little vehicular connection between independent parcels, and causes backup of vehicles on major roads.
- Parking areas reconfigured for smaller cars and fewer traffic counts are now congested and have confusing access points contributing to back-ups on arterials.
- Major corridors that do not intersect at a 90-degree angle, creating triangular

parcels that are difficult to develop. This is a particular constraint at the proposed location of the transit center and Purple Line rail station at the intersection of University Boulevard and New Hampshire Avenue where the small triangular parcel will create design constraints on the traffic operations and access to the site.

Community Facilities and Quality of Life

- Local day laborers have a unique set of needs that should be addressed.
- The various ethnic communities have different needs and desires that require balancing.
- Public land is needed for new community and public facilities.
- Active recreation requires large parcels, which can be difficult to find in areas that are already developed and where many zones do not have mandatory dedication requirements.

Environmental Infrastructure and Open Space

- Large existing expanses of impervious surface, such as roads and parking lots, and lack of pervious surface found in parks and open space.
- Insufficient green space and connections to the park system.
- The stream valley parks cannot be used for active recreation facilities, such as ball fields, but can accommodate pedestrian and bicycle trails.

Subarea B: Multifamily Residential Areas

The multifamily residential subareas consist primarily of three- to four-story brick, garden-style apartment buildings that vary in quality but are generally in good condition and appear to be well maintained. There are some four-plex units within the study area as well as two high-rise buildings on New Hampshire Avenue. The Montgomery County Housing Partnership and others offer affordable units. The entire multifamily area is inward focused with little if any pedestrian and vehicular connections between various developments. Within these complexes, open space is used for recreation. Windows facing the streets provide some protection afforded by "eyes on the street," even though crime is still a concern in the community.

Pedestrian path within the shopping center provides access from the multifamily neighborhood

Grade change along University Boulevard

A number of public facilities are located here including the Boys and Girls Club (although its utilization could be enhanced by physical improvements and programming of the existing building and site); the Langley Park Community Center; the historic McCormick-Goodhart Mansion, which is being renovated to house the Casa de Maryland Multicultural Center; and the Takoma Park Recreation Center.

The extensive land area dedicated to multifamily use suggests that some areas might be redeveloped to provide additional housing choices, such as market-rate townhomes and mid-rise or high-rise condominiums. Alternative housing types must be carefully balanced with maintaining much of the needed affordable and workforce housing that this area currently offers.

MULTIFAMILY RESIDENTIAL OPPORTUNITIES

Land Use

- Existing and future household spending needs suggest additional demand for mixed-use retail and residential development.
- Proximity to proposed transit stations offers an increase in access to jobs and improved walkability of the community.

Opportunities to explore:

- Redeveloping multifamily properties.
- Capitalizing on the location near existing and proposed transit for transit-oriented development.
- Infill development.

Transportation

- On-street parking in residential areas provides for pedestrian safety and helps meet parking demands.
- The existing network of sidewalks provides some connectivity.

Opportunities to explore:

- Improving connections from the neighborhoods to transit, community facilities, and commercial services including new streets.
- Providing for traffic-calming improvements to minimize pedestrian/vehicular conflicts.

Community Facilities and Quality of Life

Opportunities to explore:

- Improving connections to existing community facilities.
- Rehabilitating and improving the Boys and Girls Club.
- Implementing "complete streets" improvements, which are designed and operated to enable safe, attractive, and

Example of connections through residential development

Example of sidewalks with pedestrian amenities, including benches, on-street parking and landscaping

Example of neighborhood park

comfortable access and travel for all users. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities are able to safely and comfortably move along and across a complete street. Complete streets also create a sense of place and improve social interaction.

Environmental Infrastructure and Open Space

Opportunities to explore:

- Encouraging the use of stormwater management best practices.
- Protecting existing mature tree canopy.
- Improving existing park and recreation facilities and identifying new park facilities.
- Using the existing park system to increase pedestrian and bicycle connections throughout the study area.
- Upgrading streetscape and installing more sustainable solutions for such features as grassed medians that are heavily stressed.
- Creating usable open space such as pocket parks, urban plazas, and soccer fields through the redesign of multifamily properties.

MULTIFAMILY RESIDENTIAL CONSTRAINTS

Transportation

- Poor and indirect pedestrian access to the major activity nodes and commercial corridors.
- Few vehicular access points between multifamily complexes and to other land uses within the study area.

Urban Design

- Internal orientation of all apartment complexes does not facilitate overall connectivity to local destinations, such as commercial areas and community assets.
- Lack of visual distinction between the various apartment complexes that are similarly designed with common building materials and styles.
- Lack of street trees and street furniture such as benches, trash receptacles, and pedestrian lighting.

Community Facilities and Quality of Life

- Real and perceived safety issues stemming from activities, such as drug dealing and gang activity.
- Community social issues, such as alcoholism and domestic violence.
- Poor maintenance of the area, with an emphasis on trash and litter clean-up.
- Overcrowding in apartments that provide a strain on resources and infrastructure.
- Loitering and unsafe activity.
- Lack of community leadership.
- Out-migration and transient populations make community outreach and stabilization more difficult.

Subarea C: Single-Family Residential

The single-family residential areas located south of University Boulevard are stable, healthy neighborhoods, with many owner-occupied homes. Mature trees and many well-maintained homes found in nearby neighborhoods are characteristics

Multifamily residential areas front onto the back of commercial developments

Sidewalks are generally available, but have few amenities for pedestrians

that make them an attractive place to live. Throughout the commercial areas along New Hampshire Avenue and University Boulevard, there are less mature tree cover and more modest brick homes. In general, the single-family neighborhoods bordering the commercial corridors and activity nodes are served by streets with one travel lane in each direction in a relatively well-connected grid-like system, with sidewalks commonly located on either side of the street.

Additional single-family enclaves are found outside of the official study area, but are also associated with the Crossroads. Residents of these enclaves also use the services within the activity nodes and commercial corridors. These neighborhoods provide a transition between the study area and Sligo Creek Park to the south and North Branch Park to the north and offer valuable opportunities to establish well-connected streets, sidewalks, trails, and bicycle facilities.

SINGLE-FAMILY RESIDENTIAL OPPORTUNITIES

Land Use

- Stable and established neighborhoods suggest that the Crossroads is a desirable place to live.
- A variety of housing choices exist within the neighborhoods.

Opportunities to Explore:

- Exploring available tools and strategies to maintain housing affordability and create more opportunities for home ownership.
- Setting guidelines for redevelopment or rehabilitation to limit the practice of "mansionization," or the construction of large homes on small lots, and the cutting of mature trees to protect the neighborhood character.
- Improving accessibility to transit and employment areas.

Transportation

Opportunities to Explore:

- Improving overall pedestrian and bicycle facilities and connections as referenced in the TLC Pedestrian Access and Mobility Study.
- Examining ways to improve connections or provide alternate access routes from the

Stable and established neighborhood

Example of traffic calming via a traffic circle

Example of bike path

neighborhoods to major activity nodes and corridors.

- Providing traffic calming solutions, as needed, to assure a safe pedestrian and bicyclist environment.
- Implementing the proposed shared roadway for bicycles on Franklin Avenue.

Community Facilities and Quality of Life

- Strong community spirit and history of activism that should be built upon in working toward the area's transformation.

Environmental Infrastructure and Open Space

- Urban forest features throughout the area—mature tree canopy, etc.
- Proximity to public park facilities—Sligo Creek Parkway, Long Branch, and Northwest Branch Stream Valley Parks.

SINGLE-FAMILY RESIDENTIAL CONSTRAINTS

Land Use

- Real estate speculation may cause property owners to tear down smaller homes and replace them with larger homes (mansionization)
- Lack of sidewalks and connections to activity nodes and commercial corridors
- Land is already developed with stable neighborhoods leaving few opportunities to redevelop
- Paving of front yards for parking
- Parking of commercial trucks
- Traffic on residential streets where children are playing
- Trash

Environmental Infrastructure and Open Space

- Potential for the loss of mature trees due to the construction of larger homes.
- Potential increase in stormwater runoff due to the construction of larger homes.
- Lack of land for new neighborhood parks and gathering spaces.

Lack of mature cover and pedestrian amenities

Sidewalks are not present in many of the side streets

Some "mansionization" is already occurring in the area

NEXT STEPS

The TLC is an active, thriving area and an asset to the region in the services and ethnic businesses it provides and its cultural diversity as a community. These positive qualities, among others, including its proximity to our nation's capital, access to transit and nearby parks, and stable neighborhoods, create the potential for it to become an even greater place. There are also many obstacles to realizing its potential as a "great place." Physical barriers, such as limited safe pedestrian connections, lack of public places to gather, and traffic congestion; and social barriers, such as safety concerns and the desire for better retail, community facilities, and economic opportunities, will need to be overcome before a transformation can happen.

Such opportunities and constraints, as outlined in this analysis, provide a basis for developing plan alternatives. They will be used in conjunction with the comparison report that identifies "best practices" from places that have achieved positive transformations while maintaining that which makes them unique. Together, these resources will serve as a foundation to develop appropriate and contextual plan alternatives and recommendations for the future of Takoma/Langley Crossroads. All alternatives will focus on the overall goals of this planning study: to provide for a mix of uses with distinct, attractive, and accessible community facilities and recreational opportunities, and to support and maintain the community's multicultural diversity.

Creating a great neighborhood that is walkable, safe, and includes job opportunities and housing choices is the key to developing sustainable planning solutions that will factor in choices such as:

- Finding the appropriate scale of development to improve the area's sense of place and quality of life amenities.
- Striking a viable balance between supporting existing and new businesses in a way that reinforces the unique qualities of the international and local enterprises and encourages new businesses that are desired by the community.
- Protecting residential character while enhancing housing choices.

One of the next steps in the planning process includes examining alternatives for potential future development, which will be presented and further examined through a public dialogue and review process. Public input on what the community does and does not like about each of the varying alternatives will help to define a single preferred vision that best reflects the community's desire, the function of the area in the greater region, and implementation realities.

APPENDIX D:

TAKOMA/LANGLEY CROSSROADS REFINED MARKET & FINANCIAL EVALUATIONS MEMORANDUM

bbpc
ASSOCIATES

MEMORANDUM

July 30, 2008

To: David Holden, PB Placemaking

From: Kate Shiflet, BBPC

Re: Takoma/Langley Crossroads Refined Market & Financial Evaluations

1.0 OVERVIEW

Basile Baumann Prost Cole & Associates was tasked with performing two key types of analyses related to redevelopment potential in the Takoma/Langley Crossroads sector plan area: 1) market viability; and 2) financial viability.

This includes an evaluation of the market potential for residential, office, and retail development that could occur in the Takoma/Langley Crossroads study area based on current trends as well as the enhanced market potential associated with transit.

The evaluation also includes analysis of pro forma financial feasibility to test the likelihood that various FAR and density levels might catalyze redevelopment (e.g. demolition and rebuilding).

2.0 MARKET VIABILITY OF REDEVELOPMENT

To provide a market-based check on designs for the Takoma/Langley Crossroads Sector Plan Study Area, BBPC identified potential redevelopment opportunities under two scenarios:

1. If transit is not added in the Study Area
2. If transit is added

2.1 Economic Impacts of Transit Centers

The introduction of transit – whether heavy rail, light rail, bus rapid, etc. – has generally been found to have a positive impact on the economic viability of communities. To identify the potential redevelopment opportunities associated with the addition of transit in the Takoma/Langley Crossroads, BBPC performed a nationwide review of the quantitative and qualitative impacts of transit centers on nearby properties.

This review included assessment of numerous studies that have identified impacts associated with heavy rail, light rail, and bus rapid transit. The review also included evaluation of qualitative, anecdotal evidence provided to BBPC by the nation's foremost experts on transit as part of a survey conducted in 2007.

Most of the quantitative evidence regarding the economic impacts of transit is focused on the impacts of heavy rail and light rail, for which there are several long-standing systems from which

to assess long-term impacts. Quantitative evidence regarding the impacts of bus rapid transit is less well-documented.

Key findings from BBPC's review of the quantitative and qualitative impacts of transit centers on nearby properties include:

- Enhanced retail expenditures and sales: transit riders spend an estimated $0.03 to $1.30 per rider on retail goods and services at businesses close to transit. Sales volumes increased as much as 33 percent in communities analyzed.
- Increased lease rates: several studies documented enhanced lease rates post-implementation of transit improvements, likely resulting from enhanced retail expenditures and property values. Increases in studies consulted were upwards of 65 percent.
- Property values: values of properties near transit tended to be 2 to 25 percent higher than values of similar properties not adjacent to transit.
- Occupancy rates: studies indicated that occupancy rates were 4 percent higher in properties served by transit compared to properties not served by transit.
- Image/visibility: transit enhancement was associated with improvements to commercial image, transforming once declining urban and suburban areas to more vibrant commercial centers.
- New development: survey respondents estimated that transit often redistributes regional growth that would have occurred elsewhere towards areas adjacent to transit. Respondents estimated station areas (e.g. those areas within walking distance of transit) could capture a large share of regional growth (with the midpoint of responses at 40 percent). These respondents indicated that it was not necessarily transit per se that was responsible for the redistribution of growth, but land use policies supportive of higher densities and intensities near transit (as well as policies discouraging growth in other areas of the region not served by transit).

Based on this literature, BBPC estimates that 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. We estimate the area could increase its share of the counties households and firms to a modest 1 to 3 percent; however, this increase is predicated on changes in land use policies to support higher densities and intensities in this area. Further, we believe 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. We have not differentiated between various modes of transit and the impacts they may have on redevelopment opportunities, since we believe land use policies will have a more significant impact on redevelopment potential than transit mode.

2.2 Current Market Conditions and Future Trends

Both current market conditions and future trends were evaluated to identify these opportunities, including:

- The Takoma-Langley Crossroads Study Area's current share of surrounding market areas in terms of office, retail, and residential space
- Projected market area growth of households, jobs, and retail spending
- Trends in the attractiveness premium households, firms, and shoppers place on transit-based communities

These conditions and trends were used to identify reasonable potential future shares of surrounding market area household, job, and retail spending growth that the Takoma-Langley Crossroads Study Area may attract – both if transit is added, and if it is not.

2.3 Preliminary Estimates

Our preliminary estimates, covered in detail in the table on the next page, suggest that the Study Area could by 2028 add:

- 340,000 square feet of office space with transit, and 70,000 without
- 460,000 square feet of retail space with transit, and 230,000 without
- 2,800 residential units with transit, and 1,400 without

These development opportunities would be in addition to the existing 167,000 square feet of office space, 850,000 square feet of retail space, and 5,600 dwelling units.

The 2,800 residential units that could be added with transit do not include the pent-up demand for affordable housing presented by existing residents living in overcrowded dwellings. We estimate that, if given the chance to rent affordable units, these residents would demand an additional 2,000 units (effectively bringing the current mix of units closer to code).

Exhibit 2.1: Estimated & Projected Development – Takoma/Langley Crossroads, 2008 to 2028 Existing, Net New, and Total Future Potential

Existing Development					
Office (SF)	167,000				
Retail (SF)	850,000				
Residential (DU)*	5,600				
	5 Years (2008 to 2013)	10 Years (2008 to 2018)		20 Years (2008 to 2028)	
	Without Transit	Without Transit	With Transit	Without Transit	With Transit
Market Absorption (Net New Space)					
Office (SF)	20,000	30,000	100,000	70,000	340,000
Retail (SF)	50,000	110,000	160,000	230,000	460,000
Residential (DU)	300	700	1,000	1,400	2,800
Total Potential Future (Net + Existing)					
Office (SF)	187,000	197,000	267,000	237,000	507,000
Retail (SF)	900,000	960,000	1,010,000	1,080,000	1,310,000
Residential (DU)	5,900	6,300	6,600	7,000	8,400

Source: BBPC, 2008

More detailed explanations of market opportunities by use are provided below.

2.4 Office

Currently, the Study Area features an estimated 167,000 square feet of office space and 1,000 jobs, roughly 2 percent of office space and office-based jobs in Montgomery & Prince George's Counties (identified as the market areas within which the study area is most likely to compete for new and expanding firms). The two counties are projected to experience healthy office-based employment growth over the next few decades.

Exhibit 2.2: Projected Job Growth
Montgomery & Prince George's Counties
(2008 to 2028)

	Net New Jobs
5 Years (2008 to 2013)	26,000
10 Years (2008 to 2018)	53,000
20 Years (2008 to 2028)	113,000

1/ Assumes 1.2 percent annual increase in office-based employment, based on office-based job growth through 2014 identified by the Maryland Department of Labor

Our top assumptions include:

- Without the introduction of transit, it is fair to assume current conditions will continue, and the Study Area will maintain its fair share of office space and office-based employment growth at 2 percent
- Most of the firms likely to grow or locate in this area are professional service firms catering to the local population (e.g. lawyers, doctors, medical practitioners and others focusing on the nice market of recent immigrants)
- The Purple Line, by introducing a major amenity and expanding access to the regional labor pool, could catalyze a different sort of office growth in the Study Area and attract larger, regionally-oriented firms
- Also, since the Purple Line could stimulate higher-density residential and retail development (thereby attracting more residents and retail firms), transit could contribute to accelerated growth of firms that serve local residents and retail businesses (e.g. professional service firms and local financial institutions)

Net new office space by 2018 (roughly timing of the introduction of the new line) could result in one to two pioneering projects in the realm of 50,000 to 100,000 square feet (to accommodate several medium sized employers). Such development could serve as a catalyst for future expansion in a relatively untested market (as far as attracting regional office employers), and should focus on build to suit opportunities to minimize risk.

Exhibit 2.3: Takoma/Langley Crossroads Potential Office Growth (2008 to 2028) Based on Various Capture Rates of Two County Job Growth						
	Job Capture Rate		Net New Jobs		Net New Office Space (1/)	
	Without Transit	With Transit	Without Transit	With Transit	Without Transit	With Transit
5 Years (2008 to 2013)	0.2%	-	50	-	20,000	-
10 Years (2008 to 2018)	0.2%	0.6%	110	320	30,000	100,000
20 Years (2008 to 2028)	0.2%	1.0%	230	1130	70,000	340,000
1/ Assumes 300 square feet per employee						

2.5 Residential

There are currently an estimated 5,400 households in the study area (according to Census-based estimates). BBPC estimates that the effective number of households (that is, the number of households that would be present if over-crowding was not an issue) would be closer to 7,400 (about 1.4 times higher than the current estimate, based on research provided by The Community Foundation for the National Capital Region). BBPC used the effective number of households rather than Census-based as a benchmark with which to project future demand. Effectively, the study area's households represent 1.1% of the households in Montgomery and Prince George's Counties

Exhibit 2.4: Projected Household Growth (2008 to 2028) Montgomery & Prince George's Counties	
	Net New HH
5 Years (2008 to 2013)	29,000
10 Years (2008 to 2018)	60,000
20 Years (2008 to 2028)	125,000
1/ Assumes 0.9 percent annual increase in households, based on household growth through 2014 identified by ESRI (a census-based demographic estimation and projection service)	

In identifying residential opportunities, we assume that:

- Without transit, it is safe to assume the Study Area will maintain its fair share of households at 1.1 percent (taking overcrowding into account)
- The capture of future household growth in the two counties could increase with transit, since many singles, young couples, students, and older couples would likely appreciate the chance to live in walking distance of a transit hub
- This accelerated household growth could support several large housing developments in ten years and twenty years (with demand ramping up over the second ten year period – from 2018 to 2028), eventually resulting in the net addition of 2,800 (on top of the existing 5,400 – for a total of 8,200 dwellings)

Exhibit 2.5: Takoma/Langley Crossroads Potential Housing Growth (2008 to 2028)
Based on Various Capture Rates of Two County Household Growth

	Household Capture Rate		Net New HH		Net New Dwelling Units (1/)	
	Without Transit	With Transit	Without Transit	With Transit	Without Transit	With Transit
5 Years (2008 to 2013)	1.1%	-	300	-	300	-
10 Years (2008 to 2018)	1.1%	1.7%	700	1,000	700	1,000
20 Years (2008 to 2028)	1.1%	2.2%	1,400	2,800	1,400	2,800

1/ Assumes 300 square feet per employee

We recommend that a small proportion of these units – one to two dozen – should be offered as live-work housing to cater to a specialized niche of micro-business owners/entrepreneurs likely to want to live in the Study Area where they operate their business.

The pent-up demand for housing provided by overcrowded housing units presents additional support for new housing, in that these residents would likely choose less crowded quarters if given an affordable alternative. We estimate such pent-up demand would support another 2,000 units, which would likely have to be subsidized given these residents' limited financial capacity. On top of the 8,200 market-rate dwellings (existing and future), this 2,000 would bring the total dwelling count in the Study Area to 10,200.

2.6 Retail

Currently, the Study Area's retail businesses capture an estimated 17 percent of all retail sales made in the International Corridor trade area (defined as all the land within an easy 5-minute drive of the Crossroads, which includes the residences of most of the businesses' most frequent customers).

Exhibit 2.6: Projected Retail Spending Growth (2008 to 2028)
International Corridor Trade Area (1/)

	Net New Retail Spending (2/)
5 Years (2008 to 2013)	$1,067 M
10 Years (2008 to 2018)	$1,145 M
20 Years (2008 to 2028)	$1,318 M

1/ Trade area is defined as the 5-minute driveshed surrounding the Crossroads
2/ Assumes 1.4 percent annual increase in retail spending, in line with projected growth in households and household incomes in the trade area

We assume that:

- The Study Area is likely to maintain its current share of future Trade Area retail expenditures (e.g. demand) if transit is not added
- However, with the introduction of the Purple Line and the potential addition of many more households and firms (and associated retail spending), Study Area businesses could increase their capture of Trade Area retail spending (slowly over the first ten years, and more dramatically once the Purple Line is introduced and a critical mass of customers are added).

Exhibit 2.7: Takoma/Langley Crossroads Potential Retail Growth (2008 to 2028) Based on Various Capture Rates of Trade Area Retail Spending Growth

	Retail Spending Capture Rate		Net New Sales		Net New Retail Square Feet (1/)	
	Without Transit	With Transit	Without Transit	With Transit	Without Transit	With Transit
5 Years (2008 to 2013)	17%	-	$12 M	-	50,000	-
10 Years (2008 to 2018)	17%	26%	$26 M	$38 M	110,000	160,000
20 Years (2008 to 2028)	17%	34%	$55 M	$110 M	230,000	460,000

1/ Assumes $240 sales productivity per square foot, in line with standards identified in ULI's Dollars & Cents of Shopping Centers

3.0 FINANCIAL VIABILITY OF REDEVELOPMENT

While market conditions will dictate when and to what degree the Takoma/Langley Crossroads can expand its office, residential, and retail base, financial conditions will impact whether or not individual property owners and developers will choose to (re)develop properties.

To test the financial viability of redevelopment in the Takoma/Langley Crossroads, BBPC performed an analysis of the financial returns possible from the redevelopment of *three demonstration sites* at various floor area ratios (FARs). Two different scenarios were identified for each demonstrated site: 1) the current property owner maintains ownership and redevelops the site; and 2) the current property owner sells the property to another developer, who then redevelops the site. FARs tested ranged from 1.0 to 4.0.

Scenerios	
Scenario 1	Property Owner Develops
Scenario 2	Property Owner Sells

3.1 Key Assumptions

For all three demonstration sites, BBPC used the following assumptions to determine the internal rate of return (IRR) for both scenarios:

In general, developers seek a leveraged internal rate of return (IRR) roughly 12 to 15 percentage points higher than the return available from safe investments such as Treasury Bills. With current

ten-year treasury bills providing 5 percent returns, BBPC has assumed that a leveraged IRR of 17 to 20 percent will be required at minimum in order for developers to pursue redevelopment.

New Development Rent Assumptions		
Use	**Cost PSF**	**Type**
Residential	$18.00	
Office	$32.14	NNN
Retail	$32.14	NNN

Existing Rent		
Use	**Cost PSF**	**Type**
Residential	$15.60	
Office	$25.00	NNN
Retail	$25.00	NNN

Parking Assumption	
Residential	2 Spaces: 1 unit
Office	1 Space: 250 SF
Retail	1 Space: 200 SF

Financing Assumptions	
Construction Rate	$15.60
LTV	$25.00
Loan Fee	$25.00
Permanent Rate	7.00%
Term (Years)	30
Cap Rate Sale	9.00%

3.2 Demonstration Site #1: Commercial Node at University Boulevard & New Hampshire Avenue

The table below illustrates the intended program mix based off of various FAR levels ranging from 1.0 – 4.0 and a fixed land size of 545,807 SF. The proposed redevelopment program mix is to include 35% retail, 5% office and 60% residential.

Program Mix						
Use	SF					Mix
Retail	191,032	286,549	382,065	573,097	764,130	35%
Office	27,290	40,936	54,581	81,871	109,161	5%
Residential	327,484	491,226	654,968	982,453	1,309,937	60%
Building SF	545,807	818,711	1,091,614	1,637,421	2,183,228	100%
LandSF	545,807	545,807	545,807	545,807	545,807	
FAR	1.00	1.50	2.00	3.00	4.00	

Based off of the above program mix and fixed land size, the following tables illustrates leveraged IRRs possible under varying FARs given current and projected future market conditions as well as required parking requirements based on Prince George's County Ordinance. Returns are significantly lower for developers than property owners who choose to redevelop because of the high cost of land acquisition (estimated based on the current income generated by properties).

IRR		
	Scenario 1	**Scenario 2**
FAR	IRR	IRR
1.0	22.62%	9.42%
1.5	25.09%	13.48%
2.0	26.48%	16.18%
3.0	28.02%	19.66%
4.0	28.84%	21.83%

Parking Requirement	
FAR	**Spaces**
1.0	1,719
1.5	2,579
2.0	3,439
3.0	5,158
4.0	6,877

From this analysis, it appears that Scenario 1 (in which current owners take on redevelopment) would result in acceptable return levels at every FAR. However, if these owners chose to sell their properties, lower IRRs would result, and a minimum FAR of 2.0 would be required to achieve the target 17 percent IRR.

3.3 Demonstration Site #2: Commercial Node at Riggs Road

The table below illustrates the intended program mix based off of various FAR levels ranging from 1.0 – 4.0 and a fixed land size of 300,564 SF. The proposed redevelopment program mix is to include 35% retail, 5% office and 60% residential.

Program Mix						
Use	SF					Mix
Retail	105,197	157,796	210,395	315,592	420,790	35%
Office	15,028	22,542	30,056	45,085	60,113	5%
Residential	180,338	270,508	360,677	541,015	721,354	60%
Building SF	300,564	450,846	601,128	901,692	1,202,256	100%
LandSF	300,564	300,564	300,564	300,564	300,564	
FAR	1.00	1.50	2.00	3.00	4.00	

Based off of the above program mix and fixed land size, the following tables illustrates leveraged IRRs possible under varying FARs given current and projected future market conditions as well as required parking requirements based on Prince George's County Ordinance.

IRR		
	Scenario 1	Scenario 2
FAR	IRR	IRR
1.0	21.18%	9.56%
1.5	23.92%	13.60%
2.0	25.53%	16.31%
3.0	27.31%	19.77%
4.0	28.28%	21.93%

Parking Requirement	
FAR	Spaces
1.0	947
1.5	1,420
2.0	1,894
3.0	2,840
4.0	3,787

From this analysis, it appears that Scenario 1 (in which current owners take on redevelopment) would result in acceptable return levels at every FAR. However, if these owners chose to sell their properties, lower IRRs would result, and a minimum FAR of 3.0 would be required to achieve the target 17 percent IRR.

3.4 Demonstration Site #3: Residential/Multi-Family Node Near Historic Mansion

The table below illustrates the intended program mix based off of various FAR levels ranging from 1.0 – 4.0 and a fixed land size of 1,065,042 SF. The proposed redevelopment program mix is to include 10% retail and 90% residential.

Based off of the above program mix and fixed land size, the following tables illustrates leveraged IRRs possible under varying FARs given current and projected future market conditions as well as required parking requirements based on Prince George's County Ordinance.

Program Mix						
Use	SF					Mix
Retail	106,504	159,756	213,008	319,513	426,017	10%
Office	0	0	0	0	0	0%
Residential	958,538	1,437,807	1,917,076	2,875,613	3,834,151	90%
Building SF	1,065,042	1,597,563	2,130,084	3,195,126	4,260,168	100%
LandSF	1,065,042	1,065,042	1,065,042	1,065,042	1,065,042	
FAR	1.00	1.50	2.00	3.00	4.00	

IRR		
	Scenario 1	Scenario 2
FAR	IRR	IRR
1.0	17.14%	7.22%
1.5	18.87%	10.82%
2.0	19.84%	12.90%
3.0	20.88%	15.46%
4.0	21.44%	16.99%

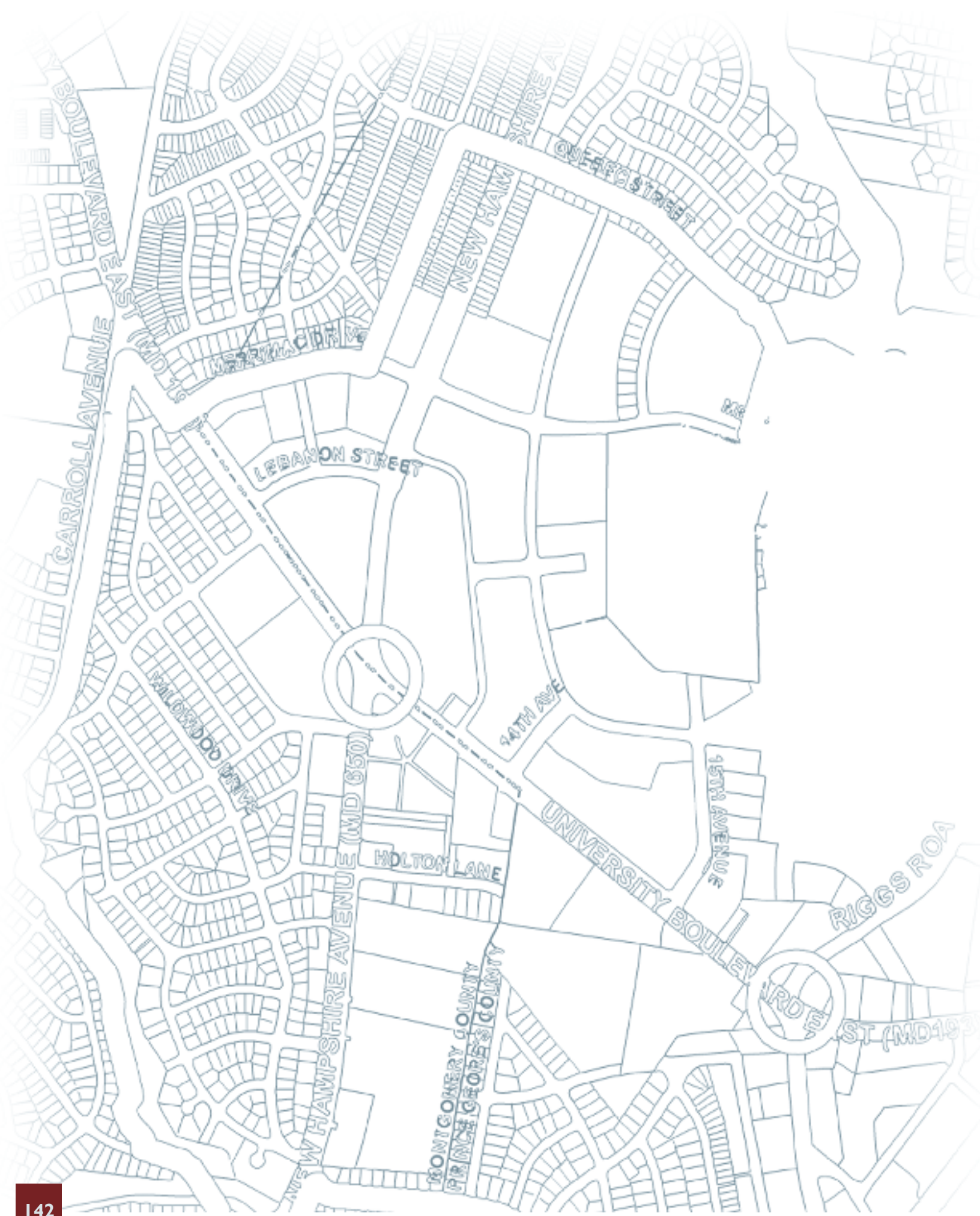
Parking Requirement	
FAR	Spaces
1.0	2,450
1.5	3,674
2.0	4,899
3.0	7,349
4.0	9,798

From this analysis, it appears that Scenario 1 (in which current owners take on redevelopment) would result in acceptable return levels at every FAR. However, if these owners chose to sell their properties, lower IRRs would result, and a minimum FAR of 4.0 would be required to achieve the target 17 percent IRR.

4.0 SUMMARY CONCLUSIONS

According to BBPC's preliminary assessment, the following may be concluded:

- Property owners would incur acceptable rate of returns if they choose to remain owners and redevelop at all FAR levels ranging from 1.0 – 4.0.
- If property ownsers decide to sell, developers would require a FAR ranging from 2.0 – 4.0 in order to incur an acceptable rate of return (contingent upon location and program mix).
- Returns to property owners are higher than returns to developers because of the estimated high cost of land acquisition in the Takoma/Langley Crossroads. The high acquisition costs are attributable to the economic health of existing commercial and multi-family properties, which exhibit very high occupancy levels and strong rental rates.\
- There is no guarantee that existing property owners will redevelop, and if FAR levels are set below 2.0, developers may require financial incentives to pursue redevelopment.
- Since land acquisition costs are high, assistance with land assembly could prove a strong incentive for redevelopment.
- Structured parking adds significant costs to redevelopment, and is assumed to be provided by the property owner or developer at each FAR level. Incentives to reduce the cost of structured parking could enhance the financial viability of redevelopment at lower FAR levels.


CARROLL AVENUE
EASTWOOD
NEW HAMPSHIRE AVENUE
ONEIDA STREET
LEBANON STREET
WALFORD DRIVE
HOLTON LANE
UNIVERSITY BOULEVARD
PRINCE GEORGE'S COUNTY
MONTGOMERY COUNTY
RIGGS ROA

APPENDIX E:
GLOSSARY OF PLANNING TERMINOLOGY

GLOSSARY OF PLANNING TERMINOLOGY

To facilitate a better understanding of the information and descriptions within Planning Department work efforts, the following terms are listed and defined. A more complete list of defined terminology can be found on the M-NCPPC web site, www.mncppc.org/pgco.

Acre: 43,560 square feet. (about the size of a football field)

Activity Center: A community focal point providing for the combination, rather than saturation, of general retail, service commercial, professional office, higher density housing, and appropriate public/quasi-public uses.

Area Master Plan or Area Plan: Area master plans consist of a plan map along with supporting data, text and other maps. They provide specific recommendations on a planning area or subregion basis on the environment, historic preservation, living areas, housing, commercial areas, employment areas, urban design, circulation, and transportation.

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

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

Average Daily Traffic (ADT): The average number of vehicles passing a specified point on a highway during a 24-hour period.

Bikeway: A lane, path, or other surface reserved exclusively for bikers.

Buffer: An area of land designed or managed for the purpose of separating and insulating two or more land areas whose uses conflict or are incompatible (trees separating homes from an expressway).

Buffer yard: One of several specific combinations of minimum building setbacks, landscaped yard widths, and plant material requirements set forth in the Landscape Manual for use in buffering incompatible land uses.

Build-Out: A theoretical measure of "full development" for which public facilities are planned. (See also HOLDING CAPACITY.)

Capacity: The maximum number of vehicles that have a reasonable expectation of passing over a given section of a lane or a roadway during a given period under a specified speed or level of service. Strictly, capacity is an absolute number equivalent to Level-of-Service E. (See also LEVEL OF SERVICE.)

Capital Improvement Program (CIP): A six-year comprehensive statement of the objectives of capital programs with cost estimates and proposed construction schedules for specific projects. The CIP is submitted annually to the County Council by the County Executive.

Collector: A tow-to-four-lane roadway, usually within an 80-foot right-of-way, providing movement between developed areas and the arterial system with minimum control of access.

Community: A grouping of neighborhoods and villages, the population of which may range from 23,000 to 30,000 in suburban areas and up to 40,000 in corridor communities. Most communities should have as their centers or focal points a Community Activity Center.

Community Activity Center: A commercial center containing 20-50 acres of commercial development on a site area of 30-60 acres, serving a population of at least 150,000. A major community activity center typically includes uses listed under community activity center plus one or more general merchandise anchor stores. Can also be defined as a community focal point providing

for a concentration of activities such as general retail, service commercial, professional office, higher-density housing, and appropriate public and open space uses easily accessible by pedestrians.

Cooperative Forecasts: A series of population, household, and employment forecasts prepared by local jurisdictions through the auspices of the Metropolitan-Washington Council of Governments (COG).

Comprehensive Master Plan: A document that guides the way an area should be developed. It includes a compilation of policy statements, goals, standards, maps and pertinent data relative to the past, present, and future trends of a particular area of the County including, but not limited to, its population, housing, economics, social patterns, land use, water resources and their use, transportation facilities, and public facilities. In Prince George's County, master plans amend the county's General Plan.

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

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

- Single-family detached dwellings (range from less than 1 to 6 per acre) on a single lot.
- Townhouses (range from 7 to 12 per acre) attached in a row.
- Multifamily Apartments (range from 12 to 48 per acre) in one structure.

Garden Apartments: Multiple-unit structure (2 to 4 stories high).

High-Rise Apartments: Multiple-unit structure (5 or more stories high) with an elevator.

Density Bonus Zones: Floating or mixed-use zones that allow additional density in exchange for public benefit features such as public buildings, recreational facilities, plazas, trails, and open space.

Developed Tier (As Defined By the 2002 General Plan): The subarea of the county consisting primarily of inner-county areas that are largely developed.

Developing Tier (As Defined By the 2002 General Plan): The largely suburban subarea of the county located primarily in the central portion of the county.

Development (As Defined In Zoning Ordinance): Any activity that materially affects the condition or use of dry land, land under water, or any structure.

Dwelling Unit: A room or group of rooms occupied or intended for occupancy as separate living quarters.

Easement: A contractual agreement to gain temporary or permanent use of, and/or access through, a property, usually for public facilities and access ways.

Euclidean Zoning: Also known as "building block" zoning, Euclidean zoning is characterized by the segregation of land uses into specified geographic districts and dimensional standards stipulating limitations on the magnitude of development activity that is allowed to take place on lots within each type of district. Typical types of land-use districts in Euclidean zoning are residential (single-family and multifamily), commercial, and industrial.

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

Floor Area Ratio (FAR) : The ration of the gross floor area of a building to the area of the lot on which it is located.

Forecast: As defined for use in the Council of Governments (COG) Cooperative Forecasting Program, a projection tempered by stated policy considerations, including the reconciliation of past and current trends with current and future policies. Ideally, forecasts reflect the best professional judgment concerning the impact of trends and present conditions on the future trend of development and the likely effectiveness of policies to alter this trend. Therefore, forecasts should represent the most realistic assessment of the future.

Form-Based Code: A method of regulating development to achieve a specific urban form. Form-based codes create a predictable public realm by controlling physical form primarily, with less focus on land use, through city or county regulations.

Functional Plans: Maps and supporting text that comprehensively cover a specific topic (such as public safety, transportation, or historic preservation) for the entire county.

General Plan: The Prince George's County General Plan, approved by the County Council in October 2002, provides long-range guidance for the future growth of the county. It identifies Centers and Corridors where intensive use (residential, commercial and employment development) is to be encouraged. The plan also divides the county into three development tiers (Developed, Developing, Rural) recognizing the different development pattern of different parts of the county. The plan also makes recommendations for infrastructure elements: green infrastructure, transportation systems, and public facilities. The plan includes guidance for economic development, revitalization, housing, urban design, and historic preservation. Future implementation efforts are outlined.

Geographic Information System (GIS): An organized collection of computer hardware, software, and geographic data designed to efficiently capture, store, update, manipulate, analyze, and display all forms of geographically referenced information.

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

Green Corridor: A network of large undisturbed land areas (hubs) connected by designated pathways for the movement of wildlife and humans (green corridors).

Greenhouse Gases (GHG): Gases, naturally occurring and/or emitted through human activities, that trap heat in the atmosphere.

Green Infrastructure: A network of large undisturbed land areas (hubs) connected by designated pathways for the movement of wildlife and humans (green corridors).

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

Historic Site: An individual historic resource that is significant in American history, architecture, archaeology, or culture and is so designated on the county's Historic Sites and Districts Plan.

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

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

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

Land Use (Or Use): The types of buildings and activities existing in an area or on a specific site. Land use is to be distinguished from zoning, the latter being the regulation of existing and future land uses.

LEED (Leadership in Energy and Environmental Design): An internationally recognized green building certification system developed by the U.S. Green Building Council.

Level Of Service (LOS): A set of operating conditions describing the ability of a road network to handle traffic. Level A specifies the best traffic conditions; Level F indicates gridlock. The adequacy of the road and street network in the county transportation system is generally measured and expressed in terms of its LOS. Each level of service is one in a hierarchy of indices that evaluate the level and severity of automotive traffic congestion on a specific road segment or at specific intersections. The General Plan recommends the minimum acceptable LOS by Tier.

Lot Coverage: The percentage of a lot that is covered by buildings (including covered porches) and areas for vehicular access and parking of vehicles.

Master Plan: A document that guides the way and area should be developed. It includes a compilation of policy statements, goals, standards, map and pertinent data relative to the past, present, and future trends of a particular area of the county including, but not limited to, its population, housing, economics, social patterns, land use, water resources and their use, transportation facilities, and public facilities. In Prince George's County, master plans may amend the county's General Plan.

Master Plan Of Transportation (MPOT): A countywide functional, comprehensive plan of street, road, and highway; transit; and trail, bike and pedestrian facilities needed to ensure the operational integrity of the county transportation system and to complement the development and growth envisioned and recommended in the General Plan, and adopted and approved area plans, in Prince George's County.

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

Mixed-Use Zoning: Zoning that permits a combination of uses within a single development. Many zoning districts specify permitted combinations of, for example, residential and office/commercial uses.

Net Lot Area: The total contiguous area included within a lot, excluding public ways (i.e., streets, alleys) and land with 100-year floodplain. (See Section 27-107.01 of the Zoning Ordinance.)

Nonconforming Use: A use that is prohibited by, or does not conform to, the Zoning Ordinance. Except when construction has occurred in outright violation of the code, nonconforming uses are generally ones that were allowed under the original zoning but have not been allowed since the land was rezoned or the law changed. The use may continue to operate subject to limitations.

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

Pedestrian-Oriented Design: Land use activities that are designed and arranged in a way that emphasizes travel on foot rather than by car. The factors that encourage people to walk are often subtle, but they most regularly focus upon the creation of a pleasant environment for the pedestrian. Elements include compact, mixed-use development patterns with facilities and design that enhance the environment for pedestrians in terms of safety, walking distances, comfort, and the visual appeal

of the surroundings. Pedestrian-friendly environments can be created with planting strips or parked cars, small shops, street-level lighting and signs, and public art or displays.

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

Plat: A plat of subdivision is the plan that includes metes and bounds for lots, parcels, public roads, land dedication, and may include some conditions of approval.

Pollution: The presence of matter or energy, the nature, location, or quantity of which produces undesirable environmental effects. (A) Nonpoint source pollution – Pollution generated by diffuse land use activities rather than from an identifiable or discrete facility. It is conveyed to waterways through natural processes, such as rainfall, storm water runoff, or groundwater rather than by deliberate discharge. (B) Point source pollution – In air pollution, a stationary source of large individual emission, generally of an industrial nature. In water pollution, a stationary source of wastewater discharge into a stream, such as from a factory or sewage treatment plant.

Public Facility: A facility such as a road, school, or sewage treatment plant financed by public revenues and available for use by the public.

Public Improvements: A variety of facilities and services provided by government, such as street lighting, street widening, trash collection, and drainage systems.

Regional Center (As Defined By the 2002 General Plan): Locations for regionally marketed commercial and retail centers, office and employment areas, some higher educational facilities, and possibly sports and recreation complexes primarily serving Prince George's County High-density residential development may be an option at these Centers if the needed public facilities and services, particularly schools and transit, can be provided. Regional Centers should be served by rail or bus mass transit systems.

Right-Of-Way: (A) A general term denoting land or an interest therein, usually in a strip, devoted to transportation or other public purposes (e.g., utilities). (B) the legal right to pass through the grounds of another.

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

Setback: The distance between a building or structure (not including ground-level parking lots or other paved surfaces) from property lines or from other buildings.

Special Exception: A process by which special specific uses are permitted in zones where they would not otherwise be allowed. Requires a hearing by the Zoning Hearing Examiner and may include specific regulations addressing screening, buffering, noise, hours of operation, appearance, and other issues dealing with impact and compatibility.

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

Street: A public or dedicated right-of-way at least 30 feet in width or a private road, right-of-way, or easement along which development is authorized pursuant to Subtitle 24. (See Section 27-107.01 of the Zoning Ordinance.)

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

Structure: Anything constructed or built, including parking lots and fencing. (See Section 27-107.01 of the Zoning Ordinance.

Subdivision: The division by plat or deed of a piece of property into two or more lots, plots, sites, tracts, parcels, or other land divisions in accordance with Subtitle 24 of the Prince George's County Code.

Sustainability: A concept that supports creating and maintaining a balance between a community and its resources by meeting the needs of the current generation without hindering the ability of future generations to do the same; sustainable planning means proposing long–term strategies and solutions to ensure that future generations have the ability to meet their needs and to uphold environmental, economic, and social equity values.

Sustainable Communities: Communities whose prospects for long-term health are good. Residents do not deplete the resources that they depend on faster than those resources can be replenished. Characteristics include:

- Respecting basic individual rights and clearly indentifying responsibilities that will make sustainability possible;
- Improving the minimum standard of living;
- Advancing equal opportunities for individual development;
- Providing a vibrant democracy with an informed and involved citizenry;
- Promoting a diverse economic base;
- Living within ecological carrying capacity;
- Protecting natural/bio diversity;
- Maximizing the use of people's abilities while minimizing the use of natural resources.

Total Maximum Daily Load (TMDL): The amount of pollutant, or property of pollutant, from point, nonpoint, and natural sources, that may be discharged to a water quality-limited receiving water. The TMDL process provides a planning framework for identifying load reductions or other action needed to attain water quality standards (i.e., water quality goals to protect aquatic life, drinking water, and other water uses). The Clean Water Act §303(d) established the TMDL process to guide application of state standards to individual water bodies and watersheds.

Traffic Levels Of Service (LOS) See LEVELS OF SERVICE: (A) A set of operating conditions describing the ability of a road network to handle traffic. Level A specifies the best traffic conditions; Level F indicates gridlock. (B) The adequacy of the road and street network in the county transportation system is generally measured and expressed in terms of its LOS. Each level of service is one in a in a hierarchy of indices that evaluate the level and severity of automotive traffic congestion on a specific road segment or at specific intersections. The General Plan recommends the minimum acceptable LOS by Tier.

Transit District Overlay Zone (TDOZ): A mapped zone superimposed over other zones in a designated area around a Metro station. The TDOZ may modify certain requirements for development within those underlying zones. Permitted uses of the underlying zones may be modified via the TDOZ.

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

Transportation Improvement Program (TIP): A six-year regional schedule for the study, acquisition, upgrading, or development of major highway, transit, bike, and pedestrian facilities, and services. A joint effort of the National Capital Transportation Planning Board and its constituent jurisdictions – principally the state transportation agencies of Maryland, the District of Columbia, and Virginia—the TIP complements the CLRP (see above). Any project that is to be a candidate for federal financial assistance must be included in both plans.

Tree Conservation Plan: A site map that delineates tree save areas and text that details the requirements, penalties, or mitigation negotiated during the development and/or permit review process.

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

Volatile Organic Compounds (VOC): Gases which are emitted from certain solids or liquids. VOCs include a variety of chemicals, some of which may have short-and long-term adverse health effects. Concentrations of many VOCs are consistently higher indoors. The ability of organic chemicals to cause health effects varies greatly from those that are highly toxic, to those with no known health effects.

Watershed: An area of land with a common drainage point.

Wetland: An area inundated or saturated by surface or groundwater at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions under normal circumstances. Nontidal wetlands are also referred to as swamps, marshes, and bogs. (See also NONTIDAL WETLAND.)

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

Zoning Category Or District: An area designated (zoned) for a type of land use and for a certain density or intensity of development within that type.

Zoning Map: The official (1 inch=200 feet) scale map showing the location of all zoning categories in a given area.

APPENDIX F:
PRINCE GEORGE'S COUNTY COUNCIL RESOLUTION

COUNTY COUNCIL OFF PRINCE GEORGE'S COUNTY, MARYLAND

SITTING AS THE DISTRICT COUNCIL

2009 Legislative Session

Resolution No. CR-86-2009

Proposed by The Chairperson (by request – Planning Board)

Introduced by Council Member Campos

Co-Sponsors

Date of Introduction November 10, 2009

RESOLUTION

A RESOLUTION concerning

The Takoma/Langley Crossroads Sector Plan

For the purpose of approving, as an act of the County Council of Prince George's County, Maryland, sitting as the District Council, the Takoma/Langley Crossroads Sector Plan, thereby defining long-range land use and development policies for a portion of Planning Area 65 or the area broadly bounded to the east and southeast by a major PEPCO transmission line; to the south by Erskine Street; to the north by the Northwest Branch, Quebec Street, and Keokee Street; and to the west by Long Branch Creek, Carroll Avenue, and Merrimac Drive, with the Sector Plan area extending to the commercial properties to the south of the convergence of Long Branch and Sligo Creek and the small commercial area at Carroll Avenue and Merrimac Drive

WHEREAS, on February 5, 2008, the County Council of Prince George's County, Maryland, sitting as the District Council, directed the Maryland-National Capital Park and Planning Commission to prepare a new Takoma/Langley Crossroads Sector Plan in order to develop a comprehensive approach to implementing the recommendations of the 2002 General Plan and to ensure that future development is consistent with County policies; and

WHEREAS, on February 5, 2008, the District Council endorsed the Goals, Concepts, Guidelines and the Public Participation Program as approved by the Planning Board, and established the Plan boundaries for a portion of Planning Area 65 pursuant to Section 27-643 of the Zoning Ordinance; and

WHEREAS, the Planning Board staff held 47 meetings with community stakeholders including the creation of a community leadership team, a community kick off meeting, a 3-day

community design work session, validation meetings and interviews with the residents, businesses, municipal mayors and councils as the major components of the Public Participation Program to involve the community in the preparation of the plan; and

WHEREAS, the Planning Board granted permission to print the Takoma/Langley Crossroads Sector Plan on March 26, 2009; and

WHEREAS, the District Council and the Planning Board held a duly-advertised joint public hearing on the Preliminary Takoma/Langley Crossroads Sector Plan on June 23, 2009; and

WHEREAS, pursuant to Section 27-645(b) of the Zoning Ordinance, the plan proposals for public facilities were referred to the County Executive and the District Council for review, and on June 16, 2009, the District Council adopted CR-37-2009 and found no inconsistencies associated with the public facilities recommended by the Sector Plan; and

WHEREAS, on September 10, 2009, the Planning Board held a work session to consider the recommendations and public hearing testimony; and

WHEREAS, on September 24, 2009, the Planning Board adopted the Sector Plan with revisions in response to the public hearing testimony as described in Prince George's County Planning Board Resolution PGCPB No. 09-136 and transmitted the adopted Sector Plan and supporting documents to the District Council on October 13, 2009; and

WHEREAS, on October 27, 2009, the District Council held a work session to review the adopted Takoma/Langley Crossroads Sector Plan and public hearing testimony after the close of the record, as well as provide direction to staff to prepare a Resolution of Approval, and

WHEREAS, upon approval by the District Council, this Sector Plan will amend the 1989 *Approved Master Plan for Langley Park-College-Park-Greenbelt;* the 2002 *Prince George's County Approved General Plan* for the physical development of the Maryland-Washington Regional District within Prince George's County, Maryland; the 2005 *Countywide Green Infrastructure Plan*; the 1982 *Master Plan of Transportation*; the 1983 *Functional Master Plan for Public School Sites*; the 1990 *Public Safety Master Plan*; the 1992 *Prince George's County Historic Sites and Districts Plan*; and the 1975 *Countywide Trails Plan* including the 1985 *Equestrian Addendum*.

NOW, THEREFORE, BE IT RESOLVED by the County Council of Prince George's County, Maryland, sitting as the District Council for that part of the Maryland-Washington Regional District in Prince George's County, Maryland that the Takoma/Langley Crossroads

Sector Plan as adopted and endorsed by The Maryland-National Capital Park and Planning Commission on September 24, 2009, by PGCPB No. 09-136 is hereby approved with the following revisions:

REVISIONS OF THE SECTOR PLAN

REVISION 1: Redesignate the following properties from TOD 2 to TOD 1 in Map 12 Future Land Use.

a. **Location:** 1425 University Boulevard
Existing Use: Retail Commercial
Acreage: 3.56 **Property Tax Account:** 3586351
Tax Map: 032 **Grid:** C3 **Parcel:** **Lot:** 1, UNIVERSITY PLAZA WEST

b. **Location:** 1501-35 University Boulevard
Existing Use: Commercial Shopping Center
Acreage: 6.9008 **Property Tax Account:** 1973239
Tax Map: 032 **Grid:** C3 **Parcel:** B, UNIVERSITY PLAZA **Lot:**

c. **Location:** 1835 University Boulevard
Existing Use: Office and retail commercial
Acreage: 0.8891 **Property Tax Account:** 1973254
Tax Map: 032 **Grid:** C3 **Parcel:** B, CAROLE HIGHLANDS **Lot:**

d. **Location:** 2000 University Boulevard
Existing Use: Gasoline Station
Acreage: 0.7169 **Property Tax Account:** 1872704
Tax Map: 032 **Grid:** C3 **Parcel:** 79 **Lot:**

e. **Location:** 7434 Riggs Road
Existing Use: Retail Commercial
Acreage: 1.003 **Property Tax Account:** 1906502
Tax Map: 032 **Grid:** C3 **Parcel:** F, CAROLE HIGHLANDS **Lot:**

f. **Location:** 7811-27 Riggs Road
Existing Use: Service Commercial
Acreage: 1.1921 **Property Tax Account:** 1834134
Tax Map: 032 **Grid:** D3 **Parcel:** 83 **Lot:**

REVISION 2: Redesignate the public market location as a floating symbol on Map 11 Community Space to include the additional property.

a. **Location:** 1401 University Boulevard
Existing Use: Commercial Shopping Center
Acreage: 4.8068 **Property Tax Account:** 1834126
Tax Map: 032 **Grid:** C3 **Parcel:** 73 **Lot:**

REVISION 3: Add the following correction under Goals (page 67)
The market can be designated in an existing building where feasible. The market designation on all maps is considered a floating symbol.

BE IT FURTHER RESOLVED that the staff is authorized to make appropriate text and map revisions to correct identified errors, and reflect updated information.

BE IT FURTHER RESOLVED that the provisions of this Resolution are severable. If any provision, sentence, clause, section, or part thereof is held illegal, invalid, unconstitutional, or unenforceable, such illegality, invalidity, unconstitutionality, or unenforceability shall not affect or impair any of the remaining provisions, sentences, clauses, sections, or parts hereof or their application to other zones, persons, or circumstances. It is hereby declared to be the legislative intent that this Resolution would have been adopted as if such illegal, invalid, unconstitutional, or unenforceable provision, sentence, clause, section, or part had not been included therein.

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

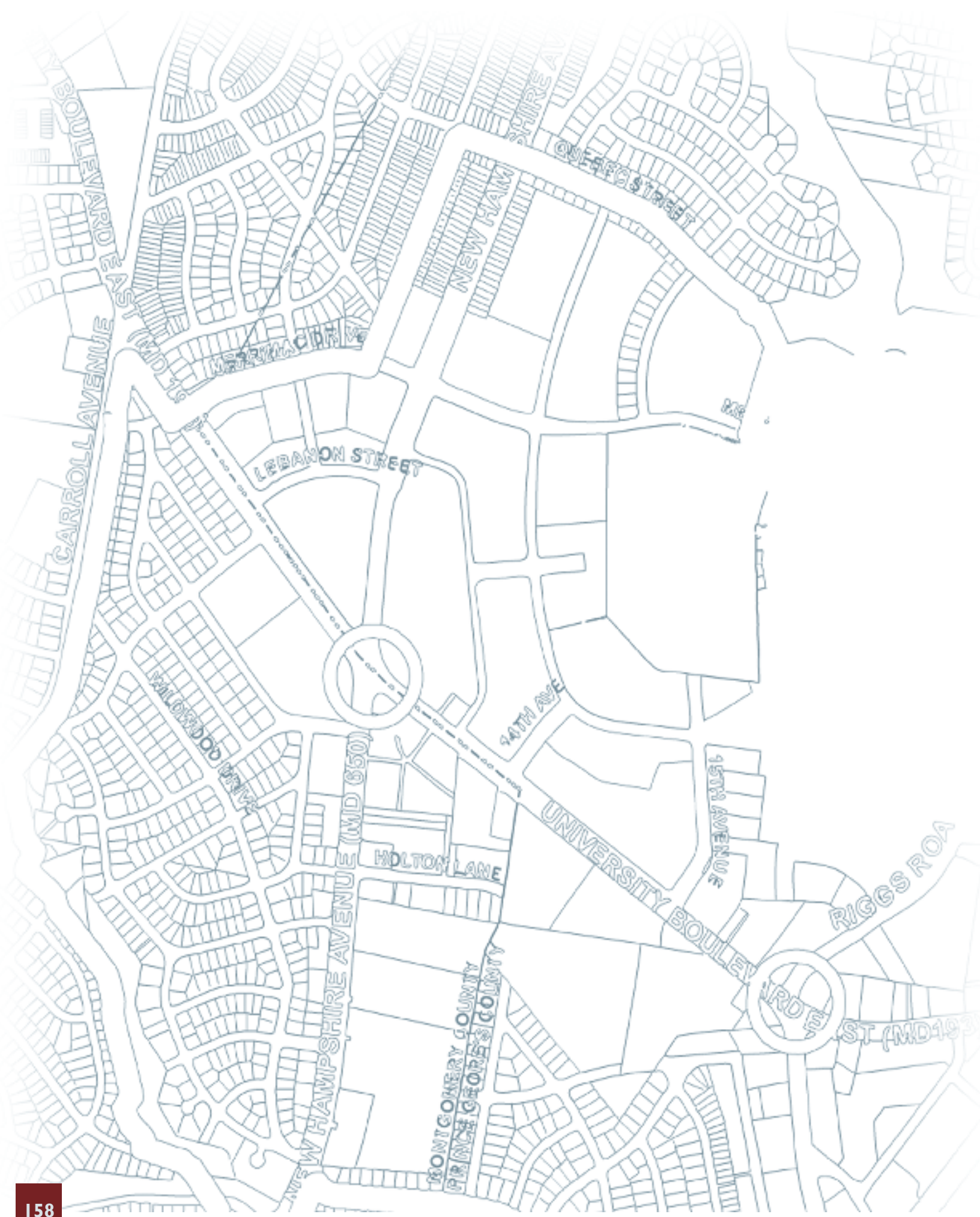
Adopted this 10th day of November, 2009.

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

BY: _____
Marilynn M. Bland
Chairperson

ATTEST:

_____
Redis C. Floyd
Clerk of the Council


CARROLL AVENUE
EASTWOOD
NEW HAMPSHIRE AVENUE
LEBANON STREET
WALKWOOD DRIVE
HOLTON LANE
14TH AVE
UNIVERSITY BOULEVARD
15TH AVENUE
RIGGS ROA
ST (MD19
NEW HAMPSHIRE AVENUE (MD 650)
MONTGOMERY COUNTY
PRINCE GEORGE'S COUNTY

CERTIFICATE OF ADOPTION AND APPROVAL

This sector plan for Takoma/Langley Crossroads (portion of Planning Area 65) amends the 1989 *Approved Master Plan for Langley Park College Park-Greenbelt*; the 2005 *Countywide Green Infrastructure Plan*; the 1982 *Master Plan of Transportation*; the 1983 *Functional Master Plan for Public School Sites*; the 1990 *Public Safety Master Plan*; the 1992 *Prince George's County Historic Sites and Districts Plan*; the 1975 *Countywide Trails Plan* including the 1983 *Equestrian Addendum*; and the 2002 *Prince George's County Approved General Plan* for the physical development of the Maryland-Washington Regional District within Prince George's County, Maryland. The Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted this sector plan by Resolution No. 09-136 on September 24, 2009, after a duly advertised joint public hearing held on June 23, 2009, in conjunction with the Prince George's County Council, sitting as the District Council, pursuant to the provisions of Section 27-645 of the County Code of Prince George's County, Maryland. The Prince George's County Council, sitting as the District Council, approved this sector plan by Resolution No. CR-86-2009 on November 10, 2009.

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Samuel J. Parker, Jr., AICP
Chairman

Royce Hanson
Vice Chairman

Al Warfield
Acting Secretary-Treasurer

ACKNOWLEDGMENTS

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Approved Sector Plan

The Maryland-National Capital Park and Planning Commission

Prince George's County Planning Department

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