



FY'14

**MARYLAND DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
SUSTAINABLE COMMUNITY DESIGNATION**

Prince George's County | Application for Langley Park

October 2, 2013

I. SUSTAINABLE COMMUNITY APPLICANT INFORMATION

Name of Sustainable Community: Langley Park

Name of Applicant: Prince George's County

Applicant's Federal Identification Number: 52-6000998

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State: Maryland

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II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

A. Proposed Sustainable Community Area(s):

(1) Name of proposed Sustainable Community Area(s): Langley Park

(2) Provide a description of SC Area boundaries.

The Sustainable Community Area (SC Area) encompasses the unincorporated community of Langley Park, located just northeast of our nation's capital. It also includes a small portion of the unincorporated community of Chillum, a census designated place. The SC Area is adjacent to Montgomery County and bordered by the City of Takoma Park on the West, and further bounded by University Boulevard to the south, by Riggs Road to the East, and mainly follows the stream valley of the Northwest Branch Anacostia River to the North.

(3) Approximate number of acres within the SC Area: 692 acres

(4) Existing federal, state or local designations:

- Community Legacy Area
- Enterprise Zone
- Historically Underutilized Business Zone (HUB Zone)

(5) Prior Revitalization Investments & Smart Growth:

(a) List and describe any significant State and local smart growth or revitalization related program investments. What impact have these investments made in the community?

- In 2005, Casa de Maryland, one of the largest Latino and immigrant organizations in the State of Maryland, purchased the McCormick Goodhart Mansion, a national historic site, with the goal of renovating the building as their headquarters and the provision of additional community services. In partnership with Prince George's County, Casa opened the new Welcome Center in 2008, providing employment placement services, job skills training, ESOL classes, legal services, leadership development, and information and referrals to hundreds of low-income Latino and immigrant workers and families.
- As part of a Washington Area Transportation Planning Board application in 2010, Maryland received \$12.3 million in TIGER funds to construct the Takoma/Langley Transit Center, which is to be located at the intersection of University Boulevard and New Hampshire Avenue. The area serves upwards of 13,000 transit passengers daily, and is currently one of the busiest bus transfer points in the county. The proposed transit center is expected to serve up to 35,000 transit riders daily and will be a multimodal station, centralizing bus routes and transfers as well as accommodating bicyclists and passengers of the proposed Purple Line.
- In 2013, Governor Martin O'Malley approved \$280 million in funding, for the proposed Purple Line, a 16-mile, 21 station, light-rail transit line extending from New Carrollton in Prince George's County to Bethesda in Montgomery County. The Purple Line has two proposed stops in

the Sustainable Community Area, at Riggs Road and the Takoma/Langley Transit Center. The line will facilitate speedier and more convenient travel between communities, employment and development centers.

The above mentioned projects have had and will continue to have positive impacts on the SC area through the strengthening of neighborhoods, supporting economic development and encouraging mixed- use, pedestrian-oriented communities.

(b) Describe any existing barriers to Smart Growth that may affect your jurisdiction or the proposed SC Area.

Housing and jobs are disproportionate to one another within the SC Area. The vast majority of residents in and around the SC Area work outside of the area and county. There is competition from the District of Columbia (DC) and the metropolitan region for job creation and the development of employment centers. Current office space and jobs in the SC area represent less than two percent of office space and jobs in the county.

There is a need for a variety of housing types and choices in the SC Area. More than half of the residential properties in the SC Area are multifamily units, mostly comprised of garden style apartments built prior to 1970. As a result of deteriorating infrastructure in the SC Area, development costs have increased over the years. The increased costs hinder redevelopment; since capital is scarce and developers are attracted to areas where development can occur without increased expenditures. Similarly, existing apartments in the SC Area cater heavily to a lower-income, immigrant-based population.

A critical element for achieving sustainability is reducing automobile dependency. There is a need for improved pedestrian access, connectivity, and streetscape improvements, in the area. Poor connectivity between various land uses and limited modes of transport prevent an ease of travel for all users.

B. Community Conditions: Strengths and Weaknesses

(1) Describe the strengths and weaknesses in the proposed Area's existing built environment.

Strengths:

- The area is currently well served by several regional and local transit services, including Metro bus, TheBus and RideOn. These services provide connections to major employment centers in the county, such as the Prince George's Plaza, West Hyattsville, Silver Spring, Takoma Park, Wheaton Metro stations, as well as the University of Maryland. Supplementary enhancements to the current network of transit service will come with the proposed Purple Line and further improvements to existing systems. Additionally, the area consists of a network of major roads that comprise three regional arterials, University Boulevard, New Hampshire Avenue, and Riggs Road. This is significant since much of the area's built environment is dominated by vehicular traffic.
- The SC Area presents a significant opportunity to attract transit-oriented development due to its proximity to the District of Columbia, connectivity to regional business, recreational and employment centers, planned Transit Center and Purple Line access, and proximity to Green

Line and Red Line Metro stations. Its proximity to the University of Maryland – College Park campus and many recreational resources enhances its marketability as a TOD opportunity area.

- The area is considered affordable, in comparison to average rental costs in both Prince George's and Montgomery Counties.
- There are several stable single-family residential areas located within or adjacent to the SC Area. These areas are healthy, well-maintained, and provide an attractive place to live.
- The area is uniquely recognized for having a variety of small ethnic-centered businesses, such as Salvadoran bakeries, African fabric stores, and Indian Restaurants and markets, which cater to the local population but also serve the greater Washington metropolitan area. These businesses have become a vital component of economic growth and social support for the community.
- The area is a multicultural and diverse community, largely comprised of persons of Hispanic descent, but also has significant populations of West Indian, Asian, and African descent. The cultural richness that exists provides a distinctive element that has led to its branding as an "International Corridor."
- There are a variety of park and recreational facilities within or adjacent to the SC Area, some owned by private landowners and others by the Maryland-National Capital Park and Planning Commission (M-NCPPC). These facilities offer intrinsic value and are an essential part of a healthy and sustainable community.
- The SC Area includes numerous religious institutions and affiliated organizations, which provide outreach, social services, and serve as important resources for the community.
- The SC area has one county and nationally-designated historic site, The McCormick-Goodhart Mansion. The mansion, built in 1924 as a country estate, by several leading Washington area architects, including George Oakley Totten, Jr. The house is one of two surviving great country houses of the 1920s in Prince George's County and was purchased and renovated by Casa de Maryland in 2009. The mansion now serves as a cultural amenity and community resource.

Weaknesses:

- The area does not properly accommodate the large number of pedestrians, lacking direct connectivity from the residential areas to the various commercial centers within the community. High traffic volumes, narrow and missing sidewalks, narrow medians, nonexistent crosswalk and vehicular markings, poor signal timing and numerous curb cuts along the major arterials create a difficult and often dangerous environment for pedestrians.
- Many areas are poorly lit, creating the perception of an unsafe pedestrian environment.
- Heavy traffic volumes and high speeds create congestion, noise, and air pollution, along with vehicle, bicycle, and pedestrian safety issues.
- Although there are several bus routes in the SC Area, many of the bus stops lack shelters, leaving riders exposed to potentially harsh natural elements while waiting for bus arrivals.
- A great majority of the housing stock in the area are multi-family units built prior to 1960. An inventory of multi-family properties conducted in 2012, showed that only a few of these older properties had completed improvements or renovations in the past 10 years. These multi-family properties are also dealing with issues of overcrowding, having the highest concentration of overcrowded housing units within Prince George's County.

- The average age of single-family housing in the area is 57 years.
- Residential neighborhoods suffer from a lack of diversity in the housing stock, with older garden apartments the dominant unit type and minimal visual distinction between the various complexes.
- Although the area has accessibility to several Metro stations, buses and easy vehicular access to a major highway, it lacks bicycle facilities and trail connections. However, several new trails are planned for the future.
- The area lacks central activity space for community events or common meeting areas for residents.
- The area lacks a sense of place; the community is missing consistent signage and common design elements.

(2) Describe the Area's land use/zoning make-up (residential, commercial, industrial, and mixed-use). Is the current land use or zoning conducive to revitalization investment?

The existing land use in the SC Area consists predominately of medium to high-density multi-family residential neighborhoods. There are also significant lower density single-family neighborhoods within the area. Commercial uses are concentrated along University Boulevard, most significantly around the intersections at New Hampshire Avenue and Riggs Road. The northeastern portion of the SC Area includes 29 acres of forested land along the Northwest Branch of the Anacostia River, which is a tributary of the Anacostia River, which flows to the Potomac River and the Chesapeake Bay.

The area immediately adjacent to the intersections at New Hampshire Avenue and University Boulevard and Riggs Road and University Boulevard are zoned for commercial use, mainly C-S-C (Commercial Shopping Center). The remaining properties are primarily residential and zoned R-18 (Multifamily medium), R-35 (2-family detached) or R-55 (One family detached).

A small recreational area in the center of the study area is zoned O-S (Open Space), and the area along the northern boundary is zoned R-O-S (Reserved Open Space). Institutional lands in the area include 2.3 acres owned by the Vestry of Adelphi Parish, 7.8 acres from the Board of Education, 2.2 acres owned by the Maryland-National Capital Park and Planning Commission, and 0.6 acres owned by CASA de Maryland.

Prince George's County Planning Department staff has examined a number of alternative zoning strategies for the Takoma/Langley Crossroads (TLC) sector plan area. The existing zoning concentrates most of the commercial uses along the University Boulevard corridor. Future transportation improvements may spur further mixed-use or increased commercial development around the transit center and Purple Line Stations.

(3) Describe strengths and weaknesses in basic features of community quality-of-life.

Strengths:

- Existing parks and recreation facilities near the Langley Park Community Center and Langley Park-McCormick Elementary School are major assets to residents. Although older, such facilities are considered community assets and contribute to the health, well-being and overall quality of life.

- There are a large number of destinations that link this majority-immigrant community to its roots in a variety of Latin American, African and Asian countries, as well as providing opportunities to establish community pride, identity, and character. Such cultural destinations include churches, retail centers, restaurants and other services that focus on providing specialized ethnic goods.
- Signage and businesses in the SC Area demonstrate significant linguistic capacity in their use of multiple languages including Spanish (the predominant language in the area), English, French, Bangla and Vietnamese – a factor that greatly contributes to the sense of community pride, identity, and character.
- Child care facilities provide both bilingual and monolingual early education programs, which can positively influence the early development of children, as well as aid workforce productivity.
- The area is serviced by at least eight public schools. For their age (most of them are over 50 years of age) they are in relatively good condition.
- CASA de Maryland has been granted \$500,000 from the U.S. Department of Education's Promise Neighborhoods Grant Program. This initiative will fund efforts to improve opportunities in education and workforce development and provide comprehensive health, safety, and support services to low-income residents of the SC Area.
- Religious institutions serve their surrounding neighborhoods by programming outreach activities, offering social services, and providing community facilities.
- The SC Area is serviced by three public bus systems and over ten individual bus routes, providing an abundance of opportunities for residents to utilize public transit.
- The future Transit Center and Purple Line development in the SC Area will help create more transit options and as part of its design an increasingly secure pedestrian environment.

Weaknesses:

- The Langley Park area is known as having one of the highest crime rates in Prince George's County, with comparatively high rates of murder, rape, robberies, and other drug and gang-related activities. Although, many would argue that the perception of crime is greater than the actual incidence of crime. Crime has decreased in the area over the past several years, but is still considerably high in comparison to other areas.
- An overview of housing and economic conditions indicates the SC Area is one of the most overcrowded areas to live in Prince George's County, driven by low individual income levels and high housing costs.
- A high rate of absentee landlords among apartment complex and business ownership contributes to a general lack of grounds maintenance and cleanliness in much of the SC Area. This issue detracts from the area's visual appeal, health and safety.
- Pedestrian access to local shopping centers and retailers is often difficult due to traffic volume and speeds. Some streets along the SC Area are difficult to cross, especially during peak hours of the day and can result in accidents. A pedestrian-friendly corridor and environment is essential to improving the quality of life within the community.

C. Natural Resources and Environmental Impact: Strengths and Weaknesses

(1) Describe the strengths and weaknesses of the community's "natural environment" in or near the Sustainable Community Area.

Strengths:

- The Green Infrastructure Plan developed by Prince George's County designates ecological areas of countywide significance. In the Developed Tier, where the entirety of the SC Area is located, the existing streams and water corridors are designated as having countywide significance. Healthy waterways provide many benefits to residents including: open space, preserved natural habitat, cleaner air, and cleaner water.
- The area consists of several natural resources, such as Sligo Creek, Long Branch Stream Valley, and Northwest Branch Stream Valley Park, all offering ecological and recreational opportunities for the community.

Weaknesses:

- The challenge facing the SC Area includes poor water quality in the remaining, unstable stream system; limited areas available for stormwater management; and high percentages of impervious surface area that aggravates water runoff and increased flooding potential.
- Existing trails and green space are limited and poorly connected to the residential and commercial areas. Most of the green space in the area is associated with the stream valley, schools or other community facilities.

(2) Describe the strengths and weaknesses of any current efforts to reduce the community's "carbon footprint" or impact on the environment.

Strengths:

- Services and initiatives to expand the availability of fresh, locally grown food in Langley Park are led by the Crossroads Community Food Network (www.crossroadscommunityfoodnetwork.org). They organize the Takoma Langley Crossroads Farmers' Market, located on the edge of the study area in Takoma Park. Opened in 2007, the market offers area residents better and more direct access to locally grown produce. The Market accepts debit payment through the Supplemental Nutrition Assistance Program (SNAP) formerly known as food stamps, along with the Women, Children and Infants program (WIC), and senior assistance vouchers.
- The county provides curbside recycling collection for over 164,000 residents. Recycling is an opportunity to keep the county a clean and healthy place to live and save energy.
- Currently, every owner of a multifamily rental facility with three or more units must provide recycling opportunities for its tenants. The county provides technical assistance to apartment managers and owners to implement their programs.
- The Condominium Recycling Reimbursement Program was established to provide assistance and funding for condominium communities who wanted to establish convenient recycling programs that were developed and managed by their homeowners associations.

- Access to multiple modes of transportation, including Metro, TheBus, RideOn, and bike paths enables a less auto-dependent and greener community.
- Planned Purple Line light rail project will lead to a less auto-dependent road network, greener community and increase in the use of public transit.

Weaknesses:

- Multiple locations in the SC Area are served by poor-quality pedestrian facilities and connections, including narrow and missing sidewalks, missing crosswalk markings, missing curb ramps, and poor signal timing. Bus stops lack shelter for their riders; bike lanes and parking are needed; high traffic volumes and speeding remains a concern in the overall SC Area. These conditions are not conducive to walking, biking, or using buses.
- Existing businesses in the SC Area do not provide sufficient employment opportunities for working-age residents, and so most residents must commute outside of the area and throughout the DC Metro region for work.
- There is a lack of knowledge and awareness of the community's carbon footprint and environmental impact. Citizens who are informed of ways to improve the environment are more likely to practice greener initiatives.
- Trash pick-up in many of the multi-family areas, are not provided as often as other areas, allowing trash to build up and give the area an appearance of uncleanness.

(3) Describe the strengths and weaknesses of the jurisdiction's current stormwater management practices and how these may affect the proposed SC Area.

Strengths:

- In 2010, Prince George's County passed new stormwater regulations that encompass the state requirements for the use of environmental site design techniques to the maximum extent practicable. Prince George's County has long been a leader in this field and has many demonstration projects that illustrate and educate citizens about the use of these green techniques.
- The Anacostia River Watershed Restoration Plan has been prepared to identify restoration and stormwater retrofit projects within the watershed. It provides critical information to the restoration of streams in the SC area.

Weaknesses:

- The SC Area was originally developed during a time when preserving the natural environment and managing stormwater were neither regulated nor prioritized. Given this, the area is highly impervious and its run-off contributes to poor water quality.
- The SC area contains approximately 160 acres of impervious surface (23 percent of total surface 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 Langley Park will not be reduced over time; in fact without changes they are likely to increase with future development. However, impervious surfaces can be designed to better treat runoff and can result in positive changes.

D. Economic Conditions and Access to Opportunity: Strengths and Weaknesses

(1) Describe the SC Area's current economic strengths and weaknesses.

Strengths:

- Small neighborhood oriented businesses dominate the commercial environment in the plan area, bringing a diverse mixture of retail goods and services.
- An existing small business association helps link the business community with available resources, advocacy, and support.
- The proposed Purple Line will encourage significant growth opportunities for existing business as well as foster new development in the area.
- The SC area is surrounded by several major employment clusters and retail development located throughout Bethesda, District of Columbia, Silver Spring, and along the Route 1 Corridor.
- The primary trade area within the community consists mainly of eight aging shopping centers currently concentrated along New Hampshire Avenue and University Boulevard, such as Langley Park Plaza, University Place, and La Union Mall. In addition, other retail developments and planned projects throughout the county are likely to further influence positioning and configuration of retail in the SC area, such as Prince George's Plaza and the Route 1 Corridor.

Weaknesses:

- The median household income in the area is significantly lower than the median household income of Prince George's County and the Washington Metropolitan region, causing an issue of stability in the area's neighborhoods. The income of residents in the SC area was nearly 69% of the countywide median. This disparity in income creates housing and transportation cost burdens for residents, as well as other cyclical factors impacting neighborhood stability.
- The existing community of small businesses lack adequate resources needed to grow and expand, create new jobs, or to provide sufficient job training and education for employees.
- Numerous illegal street vendors hamper a flourishing economy in the area.
- Currently, there is no major office development in the SC area, and it lacks a public government presence.
- The area lacks major nationally-known retailers, restaurants, and entertainment venues. Individuals and families residing in the SC area have to travel outside of the community to these amenities.
- Small businesses in the area are highly vulnerable to rent increases driven by market and future development, due to lack of ownership of real estate, as the majority of businesses are leasing their current space.

- The area currently lacks Metro station or rail service, creating poor accessibility to major employment centers throughout the county and region.
- The Prince George's County labor force has grown at an annual rate of 0.4 percent since 2000 compared to a rate of 1.4 percent for the Washington Metropolitan Statistical Area (MSA) as a whole.
- Unemployment was at its highest historical level in the MSA in 2010 at 6.2 percent. The unemployment rate in Prince George's County is consistently higher than the MSA as a whole, peaking in 2010 at 7.1 percent. The county lost a total of 16,469 jobs between 2007 and 2010. The rates in the SC Area are significantly higher than the county and the MSA, with over 13 percent unemployed.

(2) Describe the jurisdiction's housing market and access to affordable workforce housing. What are the trends in residential construction (rental and homeownership), homeownership rate, foreclosure rate and, property values?

There are nearly 4,000 housing units in the SC Area, in which the majority, nearly 80% are multi-family units. Most of the area's housing stock was built prior to 1960. Only 11 new housing units have been built in the area since 2005. The majority of these units are owner occupied. The average residential vacancy rate for the SC area is four percent or less. Despite the highly dense nature of the residential market in the SC Area, housing units continuously suffer from overcrowding, with an average household size of 3.98, while the average household size for Prince George's County is 2.75. The U.S. Department of Housing and Urban Development (HUD) and the U.S. Census Bureau defines severe overcrowding as having more than 1.51 persons per room.

Affordable housing is defined by HUD as housing in which the occupants pay no more than 30 percent of his or her income for gross housing costs, including utilities. With a median household income of \$50,182, households can afford to pay no more than \$1,255 in monthly housing expenses. According to a 2010 housing survey, the average rental rate in the multi-family units was \$1,040. On the other hand, over 20 percent of households in the area have an income of less than \$25,000, creating an extremely high housing cost burden for those families.

According to the 2012 3rd quarter foreclosure report (Maryland DHCD), the SC Area is considered a hot spot for foreclosures. Hot spots are communities that recorded as having more than 10 foreclosures in a year as well as exhibiting a higher than state average foreclosure index of 100. The area is categorized "high" in the range of high (index 100-200), very high (index 200-300), and severe (index 300+). This is actually an improvement from 3rd quarter 2009, in which the area rated "severe."

(3) Describe the SC Area's demographic trends (with respect to age, race, household size, household income, educational attainment, or other relevant factors).

Population:

For the purpose of this application, the Langley Park Transforming Neighborhoods Initiative (TNI) boundary was used to collect and analyze data for the area. The TNI boundary incorporates a majority of the SC area and should be indicative of conditions within the area. According to the 2010

census, the area had 13,090 residents and 3,274 households. The population is expected to increase by 1.4 percent between 2013 and 2018, according to population trends and projections. The average household size is 3.98, significantly higher than the county average of 2.75.

Today, the population is predominantly of Hispanic or Latino origin (nearly 89 percent). The population of the area began to change during the 1970s, after desegregation, and was once largely inhabited by African-Americans. Hispanic and Caribbean immigrants led a new wave of migration into the area during the 1980s, originating from counties such as El Salvador, Mexico, Guatemala, Jamaica, and the West Indies. Many Asian and African immigrants have also settled into the area, making it one of the most ethnically diverse communities in the region.

According to 2013 census estimates, nearly 77 percent of the population is age 18 and over. The median age of residents in the SC Area is 30, as compared to 33.3 in Prince George's County. Additionally, over 63 percent of residents in the SC Area are male, while females command a slight majority countywide.

Educational Attainment:

According to 2013 estimates, only 13 percent of residents in the SC Area have completed High School and only 5.87 percent had obtained a Bachelor's Degree or higher. Comparatively, only 28 percent of county residents and 39 percent of Maryland residents had completed high school, while 21 percent of county residents have obtained a higher education degree.

Employment Status:

Over 74 percent of area residents, aged 16 or older, are in the labor force. Nearly 83 percent of these workers are employed in private sector jobs and half are in blue collar professions such as construction. The majority of workers drive at least 15 minutes or more during their commute to work. According to 2013 estimates, the average commute time for residents in the SC Area is 46 minutes, significantly higher than the county average.

Means of Transportation:

According to 2013 estimates, nearly 47 percent of workers residing in the SC Area carpool to work, while 27 percent utilize public transit and 22 percent drive alone. Over 34 percent do not own a vehicle.

Household Income:

The median household income for the SC Area is \$50,182, while 21 percent reported income below \$25,000.

Age of Housing:

The SC Area is characterized by an aging housing stock. The majority (81 percent) of housing units in the area was built prior to 1960; nearly half of the county's housing stock was constructed prior to that same year.

Housing Occupancy:

According to 2013 estimates, of the SC Area's over 3,000 housing units, nearly 85 percent are renter occupied and 20 percent are occupied by families (married couple with children).

III. LOCAL CAPACITY TO IMPLEMENT PLANS AND PROJECTS**A. Organizational Structure:**

Describe the applicant's organizational structure. Specifically, which organizations are members in the Sustainable Communities Workgroup and who are the respective staff? Who are the leaders, and how will the Workgroup advisor or staff manage the implementation of the SC Area Plan?

The Prince George's County Planning Department, and its respective staff in the Community Planning Division, managed the preparation of the Sustainable Community Application and Action Plan. The Planning Department has received ongoing support from various stakeholders, including the county's Department of Housing and Urban Development (DHCD) and Department of Public Works and Transportation (DPW&T) in reviewing the SC Application and Action Plan as part of the workgroup. The workgroup is also comprised of representatives from the Prince George's County Economic Development Corporation (EDC), Department of Environmental Resources (DER), and Police Department, along with CASA de Maryland, Takoma Langley Crossroads Development Authority, University of Maryland National Center for Smart Growth, area residents and various business owners in the community. A complete list of workgroup members (names and affiliations) are listed in the section III roster. The Planning Department will play a supporting role by assisting the workgroup in the implementation of the Action Plan.

The workgroup is assigned with the implementation of the SC Action Plan in accordance with the related goals and recommendations of the approved plans for the area. The goals and policies outlined in the approved plans emphasize policies that will strengthen neighborhoods, support economic development, capitalize on transportation investments, and encourage transit-supporting, mixed-use, pedestrian-oriented neighborhoods. In order to implement the approved area plans and ultimately the SC Action Plan, the workgroup's responsibilities will include:

- Preparing and reviewing the SC Application and Action Plan;
- Assessing current housing and economic conditions, issues, and opportunities;
- Assisting with the identification, review, and evaluation of alternative programmatic, legislative, and zoning options;
- Advocating the needs of the SC Area to the Prince George's County Executive, the state, and developers;
- Supporting the on-going implementation of the Action Plan;
- Assessing the performance of the Action Plan and recommending periodic revisions; and
- Reviewing and coordinating future funding sources.

B. Organizational Experience:

Describe the Applicant organization's past experience in administering revitalization plans and projects. Describe the roles of the members of the Sustainable Communities Workgroup, including their experience in implementing revitalization initiatives. What are the strengths and challenges of the capacity of these groups with respect to implementation of the SC Plan?

Listed below are the roles of some of the key workgroup members and their strengths and challenges with respect to implementation of the SC Plan.

Prince George's County Planning Department

The Prince George's County Planning Department of M-NCPPC is the primary planning and zoning authority for the county. Although it's not an implementing agency the department's Community Planning Division works to manage the county's community planning process. Staff develops plans and studies used to guide future growth and physical development in the county. The department has staff and resources to promote concept plans and budget estimates. In addition to plan preparation the department utilizes a variety of community outreach techniques to ensure meaningful public participation and engagement. Given the department's community awareness, resources, and experience, it will be an asset in assisting the workgroup with implementing the Action Plan.

Prince George's County Department of Housing and Community Development (DHCD)

DHCD is comprised of three governmental agencies: the Department of Housing and Community Development, the Housing Authority, and the Redevelopment Authority. DHCD is responsible for the implementation of HUD regulations at the local level and implementation/administration of federal grants that revitalize neighborhoods. The Mission of DHCD is to expand access to a broad range of quality housing, and to create safe, well planned, attractive residential communities which enable families to become stable and self-sufficient. DHCD has experience in the development and execution of varied revitalization projects and will be valuable in the implementation of the SC Plan.

CASA de Maryland

CASA, as it is commonly referred is recognized as one the largest Latino and immigrant organizations in the State of Maryland. CASA partners with local governments, private foundations, individuals, congregations, civic associations, and other organizations throughout the region. CASA is very active in the Community and has experience with redevelopment projects. As recent as 2010, it managed the remodel of the historic McCormick-Goodhart Mansion in Langley Park, converting it to its headquarters. The organization will be instrumental in the execution of the SC Plan.

Takoma Langley Crossroads Development Authority (CDA)

The CDA is a non-profit business association, organized in 1987. It markets and promotes the Takoma/Langley Commercial Management District. The CDA provides security, maintenance and amenities in the diverse, international Takoma/Langley Crossroads commercial area at the border of Montgomery and Prince George's counties. Members of the CDA include restaurants, grocery stores, hair salons, pharmacies and drug stores, accountants, tax preparers, doctors, chiropractors,

attorneys, retail stores, banks, a post office, churches, nonprofits, and property owners. Although the CDA has no direct experience with revitalization initiatives it provides an exclusive perspective and connection to the business community and will be valuable in action plan implementation.

C. Public Input:

How did residents and other stakeholders in the community provide input to the Action Plan described below in Section IV?

Numerous community meetings, which included residents, community groups, property owners, businesses, and other stakeholders, were held throughout the Takoma/Langley Crossroads (TLC) Sector Plan process. The implementation objectives of the Action Plan have originated from the TLC Plan which heavily incorporated the community, specifically the input of area residents and business owners. The Action Plan reflects several years of work and input by hundreds of stakeholders.

As stated earlier, Langley Park is one of Prince George's County's six Transforming Neighborhoods Initiative (TNI) areas. There are a series of monthly workgroup meetings held as part of the TNI consisting of representatives from various county agencies, civic associations, businesses and other community stakeholders. The workgroup members have identified numerous strengths, weaknesses, opportunities, and threats which have been incorporated into the SC application. Members of the TNI workgroup will be assisting in the implementation of many of the action items.

Additionally, in order to obtain funding for Community Development and Block Grants and HOME funding from the U.S. Department of Housing and Urban Development, DHCD must complete a series of requirements which include community input for a five year Consolidated Plan and its interim Annual Action Plan. These plans are very similar in nature to the SC Action Plan. DHCD with assistance of the Prince George's Planning Department will involve stakeholders in the implementation of the Action Plan.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

A. Supporting existing communities & reducing environmental impacts.

(1) Broadly describe your jurisdiction's Smart Growth approach and any significant accomplishments made over the last decade or so.

The 2002 *Prince George's County Approved General Plan* established policies to promote Smart Growth, defined as a sustainable and equitable pattern of development that encourages economic vitality and the efficient use of existing and proposed public facilities, enhances the quality and character of communities and neighborhoods, protects environmentally sensitive lands, and preserves rural, agricultural, and scenic areas. One of the fundamental tools used by the General Plan to promote Smart Growth is the designation of three policy tiers: the Developed Tier, the Developing Tier, and the Rural Tier. Each tier is characterized by target densities and intensities of residential and employment development and objectives to gauge the success of its implementation.

The SC area is located in the Developed Tier. The vision for the Developed Tier is a network of sustainable, transit-supporting, mixed-use, pedestrian oriented, medium- to high density neighborhoods. With the Developed and Developing Tiers, the 2002 General Plan designates a limited number of Centers and Corridors as focal points of development to capitalize on public investments in transportation facilities.

Designated Centers are categorized according to three broad market orientations which guide the recommended mix of land uses and development intensity targets. The SC area is located in the Langley Park Community Center, the lowest intensity type of Center. The vision for Community Centers are pedestrian-friendly concentrations of activities, services, and land uses that are oriented towards the needs of the immediate community and are served by transit.

The 2002 General Plan designates Corridors along key transportation routes in the county. Compact pedestrian-friendly, higher intensity development is envisioned at appropriate nodes with one quarter-mile of major intersections or major transit stops. The SC area is located in the University Boulevard Corridor.

Following the adoption of the 2002 General Plan, Prince George's County has continued to proactively conduct planning for the long-term protection, restoration, and enhancement of its natural environment. This includes the preparation and approval of the 2005 Countywide Green Infrastructure Plan, the 2010 Woodland and Wildlife Habitat Conservation Ordinance, the 2010 Tree Canopy Ordinance, and the 2010 Water Resources Functional Master Plan, and the 2012 Priority Preservation Area Functional Master Plan.

Prince George's County has also passed a series of legislative actions to promote transit- and pedestrian and bicycle-friendly development and enhancements. These include resolutions requiring the establishment of a complete street policy and an adequate bikeway and pedestrian facilities test in designated Centers and Corridors as well as a bill to expedite the review and approval of development in targeted transit-oriented development locations.

Recently, Prince George's County created the Transforming Neighborhoods Initiative (TNI) to focus county resources by enriching six neighborhoods that face significant economic, health, public safety and educational challenges. Langley Park is one of the six neighborhoods selected during the first round of this revitalization initiative. Through this initiative, Prince George's County is working to improve the quality of life in those neighborhoods while identifying ways to improve service delivery throughout the county for all Prince Georgians.

(2) Describe any major investments in community infrastructure – water, stormwater, sewer, sidewalk, lighting, etc. – that must be undertaken in order to improve the readiness or competitiveness of the proposed SC Area for private investment and compliance (if applicable) with TMDL regulations.

Background:

There are a variety of proposed infrastructure investments to the SC area, most of them are transportation related. The Maryland Transit Administration Purple Line is a planned 16-mile, 21-station light rail transit system connecting New Carrollton to Bethesda. The east-west transit system will provide efficient and user-friendly service to the community, reduce vehicular travel, and

encourage transit-oriented development in the SC area. Two stops are planned in Langley Park. One is located at the intersection of University Boulevard and New Hampshire Avenue while the second is collocated with the Langley Park Transit Center.

In July 2013, the State of Maryland announced the Purple Line would receive \$280 million for final design. The MTA expects to complete the Final Environmental Impact Statement (FEIS) and to submit the Purple Line project to the Federal Transit Administration (FTA) during the fall of 2013 for a Record of Decision. The Purple Line will be ready to move into Final Design and right-of-way acquisition as soon as a Record of Decision is received from the FTA. Construction could begin as early as 2015.

Langley Park is currently the busiest bus transfer location in the region with bus stops spread between the crossroads of New Hampshire Avenue and University Boulevard and serving between 10,000 to 13,000 transit passengers daily. To eliminate redundant bus stops that encourage many existing dangerous pedestrian movements in the area, the State of Maryland will construct the Langley Park transit center to centralize bus service and facilitate transfers. Funding for the center was secured in 2010 through a TIGER grant. Completion is expected in the fall of 2015.

In general, high volumes of thru vehicular traffic, speeding, and inadequate pedestrian and bicycle facilities in what are already densely populated residential neighborhoods create unsafe travel conditions and impair the SC's economic vitality. These issues are particularly problematic as New Hampshire Avenue and University Boulevard serve simultaneously as major transportation corridors and local main streets in the SC area. The revitalization of the SC area and its ability to capitalize on the transit-oriented development opportunities created by the planned Purple Line will depend greatly on improvements to the area's public infrastructure, street network, and streetscape.

Actions:

- Support the construction of the Purple Line light rail system, including the two planned stations at the Takoma Langley-Transit Center and at Riggs Road and University Boulevard.
- In the short-term, install five foot striped/directional on-road bike lanes and six foot wide sidewalks along University Boulevard.
- In the short-term, install eight foot cycle tracks, landscaped buffer, and a new wide sidewalk (eight foot minimum) along New Hampshire Avenue.
- In the longer-term, implement the multi-way boulevard concept for New Hampshire Avenue as evaluated by the 2013 New Hampshire Avenue Multi-way Boulevard Feasibility Study.
- Advocate for the construction of a new library in the vicinity of University Boulevard and Riggs Road.
- Identify a new location for the Langley Park community policing station to retain a police presence in the SC area.

(3) Describe policies, initiatives or projects that the community will undertake or expand in order to reduce the SC Area's impact on the environment.

Background:

The SC area is a highly urbanized area developed, in large part, prior to the introduction of many of the county and state's environmental regulations. As a result, it is characterized by extensive impervious surfaces and limited tree canopy coverage. Retrofitting existing sites, in particular commercial centers, to incorporate environmentally-sensitive site design techniques will help reduce stormwater runoff, air and water pollution, flooding, and the urban heat effect thereby enhancing the livability of the area, as well as, its appeal to new businesses and private investment. Many residents have reported limited options to recycle household waste, mostly notably within existing apartment complexes. This creates significant opportunities to reduce, reuse, and recycle waste in northern Prince George's County.

Actions:

- Increase the urban tree canopy in the SC area and other vegetation especially along roadways, in the median strip and within residential communities.
- Encourage the development of community-based tree planting programs.
- Encourage the use of green building techniques and standards as designated by the U.S. Green Building Council.
- Identify areas for new public open spaces.
- Require the use of full cut-off optic light fixtures for all outdoor lighting except in cases where safety would be compromised.
- Reduce air pollution by installing public infrastructure to promote walking, biking, and transit and reduce the need for vehicle trips.
- Promote recycling, in particular in multifamily complexes, and coordinate a multilingual education campaign to raise awareness of the importance of and opportunities to recycle in the county.
- Explore opportunities to expand access to healthy and affordable food including organizing a farmers' market and identifying locations suitable for urban agriculture and/or community gardens.
- Implement demonstration projects to illustrate different ways to preserve and enhance water quality.

(4) Which community groups or stakeholders will be key to the implementation of the initiatives and projects noted in this section?

Promoting revitalization and facilitating redevelopment will rely on coordinated and strategic public and private support and will involve representatives from the following groups:

- Department of Environment Resources (DER)
- Department of Public Works and Transportation (DPW&T)
- The Maryland-National Capital Park and Planning Commission (M-NCPPC), Prince George's County Planning Department and Parks and Recreation
- Redevelopment Authority
- Economic Development Corporation (EDC)

- Revenue Authority
- Property and business owners
- Takoma Langley CDA
- Community and non-profit organizations

B. Valuing communities and neighborhoods - building upon assets and building in amenities:

(1) *What are the key assets that exist in the community upon which the Plan's projects and initiatives will build?*

There are a number of assets on which the community can build. The area is strategically located at the intersection of three major roadways—University Boulevard, Riggs Road, and New Hampshire Avenue—providing direct access to Montgomery County and the District of Columbia. Two Purple Line light rail stations are planned for the area expanding east-west access to employment opportunities and services while the Takoma Langley Transit Center (currently under construction) will improve bus transfers in one of the busiest bus hubs in the region.

The McCormick-Goodhart Mansion—the area's principal historic resource—was listed on the National Register of Historic Places in 2008. Perhaps more importantly, however, was the sale of the mansion in 2005 to CASA de Maryland. The non-profit renovated and retrofitted the mansion as an administrative and social service center providing critical services to the area's Latino and immigrant communities. As just one example of the vital role CASA de Maryland plays in the SC area, the non-profit has secured a \$500,000 from the U.S. Department of Education's Promise Neighborhoods Grant Program. This initiative will fund efforts to improve opportunities in education and workforce development and provide comprehensive health, safety, and support services to low-income residents of the SC Area.

The Langley Park Community Center is a focal point in the community. The extensively renovated facility provides a range of cultural activities, classes, camps, workshops, after-school programs for children, teens, adults, and senior citizens.

Langley Park continues to be one of the most densely populated areas in the State of Maryland and has served as a destination for immigrants from Central America, South America, the Caribbean, Asia, and Africa for over thirty years. These trends have fostered a vibrant, diverse, and entrepreneurial community.

While in fair condition, the Langley Park-McCormick Elementary School is also an important community asset.

(2) *What policies, initiatives or projects will reuse or enhance the historical assets, traditional business districts/Main Streets and cultural resources of the community?*

Background:

As was discussed in Section II, the area's principal corridors are dominated by high volumes of thru traffic, serve as real and perceived barriers, and foster unsafe conditions for pedestrian and bicyclists. The lack of street connections between neighborhoods and between neighborhoods and commercial centers further constrains multimodal access to existing businesses, public facilities, and

the CASA de Maryland headquarters. Infrastructure and streetscape improvements, pedestrian- and bicycle-friendly redevelopment, and reconfiguration of the local circulation system will help enhance access to these assets, foster a sense of place, and enhance the economic vitality of the SC area.

As was discussed in Section B (I), Takoma Langley is home to a vibrant, racially and ethnically diverse residential and business community. This diversity can serve as a foundation for the development of a unique brand to promote the area's businesses, celebrate its international heritage, and market it as a destination in the region.

Actions:

- Improve pedestrian linkages to and develop wayfinding and interpretative signage for the CASA de Maryland site to enhance the facility's accessibility to the larger community.
- Create a branding campaign for the SC area with an international theme.
- Develop consistent signage to help create a unique sense of place.
- Work with area organizations to plan special events, develop a public market, and continue to recruit and retain ethnic businesses.
- Work with the MTA to create a business directory/kiosk at the Purple Line stations.
- Develop gateway points on major streets and boulevards by installing highly identifiable and unique ornamental streetlights and signage, encouraging local businesses to celebrate their cultural heritage, and designating new parks with a regional identity that reflects an ethnic group in the SC area.

(3) Describe policies, initiatives or projects that will increase community access to green spaces, parks and other amenities?

Background:

The SC area has a limited amount of green space, much of which is associated with the elementary school and community center. Sligo Creek Parkway, Long Branch Stream Valley, and Northwest Branch Stream Valley Parks, and the PEPCO transmission line from a green beltway around the area. While they offer ecological and recreational opportunities, access to these resources from the residential neighborhoods in the SC area is not adequate.

The Prince George's County Approved 2013 *Functional Master Plan for Parks, Recreation, and Open Space* recommends a new 12,000 square foot gymnasium be constructed at the Langley Park Community Center.

Actions:

- Provide continuous sidewalks and trail connections to the multiuse recreational trails along the stream valley corridors of Sligo Creek, Long Branch, and Northwest Branch.
- Improve access to the Takoma Langley Community Center.
- Identify funding sources for the construction of a new gymnasium at the Takoma Langley Community Center.
- Explore ways to improve resident's access to recreational opportunities, in particular to soccer fields.

(4) Which community groups or stakeholders will be key to the implementation of the initiatives and projects noted in this section?

Building upon assets and building amenities will rely on coordinated support from the following:

- Department of Environment Resources (DER)
- Department of Public Works and Transportation (DPW&T)
- The Maryland-National Capital Park and Planning Commission (M-NCPPC), Prince George's County Planning and Parks and Recreation Departments
- Redevelopment Authority
- Economic Development Corporation (EDC)
- Property and business owners
- Takoma Langley CDA
- Community and non-profit organizations

C. Enhancing economic competitiveness and access to economic opportunity.

(1) What economic development policies, initiatives or projects will improve the economy through investments in small businesses and other key employment sectors? What economic development and business incentives will you build upon or implement as part of the SC Plan?

Background:

In 2003, Economic Research Associates (ERA) prepared an economic analysis for the Langley Park area. The report was updated in 2007 to reflect changes in overall economic conditions, and identified several real estate opportunities in the area:

- Retail spending increased by four percent between 2003 and 2007.
- Retail spending in the five- and ten-mile radius of the sector plan area grew by \$566 million in excess of that projected in the 2003 study, suggesting opportunities may exist for marketable retail space beyond that projected in the 2003 report.

The Prince George's Economic Development Corporation, in particular its Business Development, Retention, and Expansion Division, offers assistance to existing businesses, as well as to companies considering making Prince George's County their home. EDC services include helping businesses locate an appropriate site, expediting permits and approvals, providing access to county and state business incentives and workforce assistance programs, and connecting companies to sources of financing for commercial development or small business loans, as well as managerial and technical assistance.

A number of economic development and business incentives are relevant to all or parts of the SC area, including the Revitalization Tax Credit, Enterprise Zone incentives (applicable to the University Boulevard corridor), Maryland Job Creation Tax Credit, Incentive Leverage Fund, and the county's new Economic Development Incentive Fund (featured below). These incentives and programs could be used to leverage additional funding from the state and federal government and attract private financing and development.

Prince George's County recently created a \$50 million Economic Development Incentive Fund (EDIF) to better position the county to compete with neighboring jurisdictions, capture job growth, and retain major employers. The purpose of the EDIF is to grow the county's commercial tax base and expand its employment base, specifically at TOD sites and in gateway communities that have suffered from lack of investment. The EDIF can be used for acquisition of land, buildings, machinery, equipment, and associated costs; construction, rehabilitation, repair, and improvements on buildings; and relocation fees, training expenses, and working capital.

Actions:

- Recruit and retain ethnic businesses by providing marketing and site selection assistance, business retention visits, and technical assistance programs.
- Utilize the Enterprise Zone designation to facilitate economic growth.
- Promote the use of and leverage the county's Economic Development Incentive Fund (EDIF) to obtain state and federal funding and private investments.
- Make use of the various federal, state, and county revitalization and redevelopment tax credits and programs to encourage investment along the corridor.
- Employ the Maryland Job Creation Tax Credit Program to encourage businesses to expand or relocate in Langley Park.

(2) What workforce development policies, initiatives or projects will increase access to jobs and economic opportunity for residents in the SC Area?

Background:

The Workforce Services Division (WFS) of the EDC is responsible for workforce development and related activities in Prince George's County. The WFS helps deliver qualified workers to businesses while supplying job seekers with opportunities for careers in high demand/high growth industries.

The county's Largo One-Stop Career Center serves businesses and job seekers by providing a range of services, such as pre-screening and referrals, labor market information, tax credit assistance, assistance with the federal bonding program and Maryland Workforce Exchange, job search and placement assistance, skills assessments, career guidance, resume development, and veteran services. Youth ages 14-21 may take advantage of a variety of year-round programs and services that are especially designed for them to complete their high school diplomas, obtain a GED, or career development training.

The State of Maryland opened the Laurel Regional Workforce Center in 2012 to serve residents and businesses from Prince George's, Montgomery, Howard, and Anne Arundel counties in one convenient location.

Stakeholders in the SC area have reported lower rates of internet usage and computer literacy. They also have highlighted mounting demand for ESL classes and small business training. Addressing the digital divide and providing enhanced language classes and professional workshops will help residents more efficiently and effectively access critical services and pursue educational and employment opportunities and help budding entrepreneurs and existing business owners grow their companies.

Actions:

- Explore opportunities to collocate library services in the Langley Park Community Center to meet the increasing demand for computing and internet technology.
- Expand ESL programs to improve residents' abilities to pursue employment and business opportunities and better access critical public services.
- Provide multilingual small-business and technical training workshops to help residents grow their businesses and pursue private financing.
- Promote the use of EDC's workforce development programs to strengthen and expand the skillsets of the area's labor force.
- Capitalizing on the area's high rate of employment in the construction sector, explore opportunities to provide specialized training in green industries.

(3) Describe whether the sustainable community will be impacted by the Base Re-alignment and Closure (BRAC) activities in Maryland. If impacted, how do the initiatives and projects in your Plan complement BRAC-related growth?

This question does not apply to the Langley Park SC area.

(4) Which community groups or stakeholders will be key to the implementation of the initiatives and projects noted in this section?

Promoting equitable and sustainable revitalization and development in SC Area will depend on continued collaboration of community stakeholders, private, and public sector partners. The support of the County Executive and the County Council will be critical to moving these initiatives and projects forward, securing funding, and attracting private investment. A number of county and state agencies will be key to implementing this Action Plan (including the Planning Department, EDC, Department of Housing and Community Development (DHCD), Public School System, the Police Department, the Maryland Transit Administration (MTA)), as well as Casa De Maryland, the Langley Park Community Development Corporation, local businesses, institutions, civic, and neighborhood organizations.

D. Promoting equitable access to high quality affordable housing.

(1) What housing policies, initiatives or projects will expand housing choices – rental and homeownership – for people of a range of ages, incomes, and also for disabled individuals? How will these actions address the current housing conditions and needs noted in Section II?

Background:

The 2009 *Approved Takoma/Langley Crossroad Sector Plan* notes there is strong demand for quality affordable housing in the Takoma/Langley Crossroads and vicinity area. In the current housing market, however, affordable housing has become increasingly scarce, resulting in heavier housing cost burdens for the region's workforce and lower income households. As Section II indicates, this trend is reflected in the SC area. Overcrowding is also a commonly reported concern, as is fear of gentrification and displacement caused by redevelopment.

To address the SC area's housing challenges, the 2009 sector plan advocates for high-quality, mixed-use development that is oriented towards the two planned Purple Line stations and the Transit Center, encourages the inclusion of quality affordable and workforce housing and the integration of housing suitable for populations with special needs, and identifies a series of tools to preserve affordable housing.

Actions:

- Focus transit-oriented mixed-use development around the two planned Purple Line stations.
- Identify and provide a mix of incentives and requirements to private developers to include workforce and mixed-income housing within market rate developments, in particular near the two planned Purple Line stations, to improve residents' access to employment, public facilities, and services and to create opportunities for existing residents to remain in the area.
- Provide housing for populations with special needs, in particular for seniors and the disabled. Senior housing should be integrated into mixed-use developments to ensure the elderly have convenient access to neighborhood services.
- Provide homeownership and financial training and counseling for current area renters wishing to purchase homes.
- Provide financial incentives to support first-time homeowners.
- Provide foreclosure prevention counseling services.
- Implement density bonuses around TOD areas
- Increase in the number of viable Community Housing Development Organizations (CHDO)
- Utilize the resources of the Transforming Neighborhood initiative to improve housing conditions in the area.
- Implementing the Right of First Refusal on the sale of Multifamily units of a certain size
- Utilize financing tools such as HOME, CDBG, Tax Increment Financing and Payment in Lieu of Taxes to facilitate the development and preservation of affordable housing

(2) Will these housing initiatives or projects increase access to transit or community walkability and/or decrease transportation costs? In other words, will the housing investments result in more people living near work or town centers, or able to more conveniently reach work, school, shopping and/or recreation?

Orienting and integrating new development with the SC area's major transit improvements—the Transit Center and the Purple Line—will increase residents' transportation options to employment and shopping centers, public facilities, such as schools and libraries, and parks and recreation opportunities in the SC area. Improving connectivity throughout the SC area, as recommended in the 2009 *Approved Takoma/Langley Crossroad Sector Plan*, will also improve pedestrian- and bicycle accessibility and safety.

(3) What is your goal for of number of units to be created of affordable workforce housing, rental and homeownership? What populations (by income or special needs) will benefit from this increased access to affordable housing?

The Takoma/Langley Crossroads Sector Plan area added 784 households above those projected in the 2003 report, indicating an additional demand for new housing. The prince Georges County

Department of Housing and community Development has a goal to increase the number of affordable workforce housing by 1,000 over the next ten years.

(4) Which community groups or stakeholders will be key to the implementation of the initiatives and projects noted in this section?

Promoting equitable access to quality housing in SC Area will depend on continued collaboration of community stakeholders, private, and public sector partners. The support of the County Executive and the County Council will be critical to moving these initiatives and projects forward, securing funding, and attracting private investment. A number of county and state agencies will be key to implementing this Action Plan (including the Planning Department, EDC, Department of Housing and Community Development (DHCD), Redevelopment Authority, Revenue Authority), as well as Casa De Maryland, the Langley Park Community Development Corporation, and institutions, civic, and neighborhood organizations.

E. Supporting transportation efficiency and access.

(1) What policies, strategies and projects are envisioned to strengthen the transportation network that affects the proposed SC Area? How will these initiatives support transportation choices (including walking, bicycling, bus or rail transit, and carpooling) or otherwise promote an efficient transportation network that integrates housing and transportation land uses?

Background:

There are new transportation planning efforts underway in and around the SC area. As previously mentioned the Purple Line light rail system has two stations and transit center planned for the area. The Purple Line will improve regional access by linking the Red Line in Bethesda and Silver Spring, the Green Line at College Park and Orange Line at New Carrollton. It will also connect local bus service, Amtrak, and the three MARC commuter rail lines.

The City of Takoma Park has received a grant from the Metropolitan Washington Council of Governments Transportation Land Use Connections program. The grant is funding a feasibility study that explores the conversion of a 2 mile segment of New Hampshire Avenue into a multi-way boulevard. The study area extends from University Boulevard to Eastern Avenue.

Pedestrian safety is of particular concern in the SC area. Pedestrian and bicycle access is limited in the area as sidewalks and trails are often not continuous. The State Highway Administration is performing a Pedestrian Roadway Safety Audit for the Langley Park area. The roadways under review include New Hampshire Avenue, University Boulevard, Riggs Road, East West Highway, Drexel Street, Merrimack Drive, and Metzertott Road. The audit will define pedestrian safety conditions and provide recommendations for improvement.

Transportation improvements will advance pedestrian and bicyclist safety, promote community health and wellness, and enhance underlying environmental conditions. Improvements will also increase residents' transportation options to employment and shopping centers, public facilities, such as schools and libraries, and parks and recreation opportunities in the SC area.

Actions:

- Support the construction of the Purple Line light rail system.
- Provide safe, convenient, and attractive connections to existing bus service and the proposed Purple Line Transit Center and stations. Sample recommendations include:
 - Providing minimum ten foot bicycle/pedestrian connections throughout the Transit Center site to handle high bicycle/pedestrian volumes.
 - Designating the Transit Center as a bicycle hub and providing related amenities.
 - Installing an oversized crosswalk and pedestrian-activated light at the mid-block crossing at the station platform to the Transit Center on University Boulevard.
- Improve overall pedestrian and bicyclist safety in the SC area by:
 - Evaluating the installation of pedestrian-activated signals at key intersections and dual-language directional and street signage along major roadways (including at New Hampshire Avenue and Lebanon Street).
 - Stripping pedestrian crosswalks at all existing intersections.
 - Expanding the bicycle route network with safe, convenient, and attractive bicycle facilities, such as shared-use roadways and on-road bike lanes.
 - Developing education and training programs to educate residents about traffic rules, pedestrian safety, and bicycling.
 - Evaluating and upgrading sidewalk conditions along New Hampshire Avenue, University Boulevard, Riggs Road, Merrimac Street/14th Avenue/Kanawha Street, and Lebanon/Edwards Streets.
 - Enhancing street lighting along University Boulevard, New Hampshire Avenue, 14th Avenue, Merrimac Drive, Lebanon Street and Edwards Place.

(2) If applicable, describe the SC Area's connection or proximity to transportation centers (e.g. Metro, MARC, and light rail stations) and describe opportunities for Transit-Oriented Development (TOD). Will the planned strategies and projects contribute to jobs/housing balance or otherwise provide a mix of land uses that can be expected to reduce reliance on single-occupancy automobiles?

The Takoma Langley Transit Center will accommodate one the busiest bus hubs in the region. Two light rail Purple Line stations are also planned in the area. One will be collocated with the Transit Center; the second will be sited at the intersection of University Boulevard and Riggs Road. Both of these transit sites create opportunities for transit-oriented development.

As discussed, this Sustainable Community application builds on the 2009 *Approved Takoma/Langley Crossroad Sector Plan* which established a vision for the properties in and around the SC area. The sector plan specifically calls for mixed-use, pedestrian-friendly, transit-oriented development targeted at its transit stations. In conjunction with recommended transportation improvements, this type of development will improve multimodal access, reduce reliance on single-occupancy vehicle trips, locate housing and employment opportunities in closer proximity to each other, and help attract private investment and new businesses.

(3) Which community groups or stakeholders will be key to the implementation of the initiatives and projects noted in this section?

Successful and equitable TOD and achieving the vision for the SC Area depends on the continued collaboration among and commitment by a range of public and private entities. The support of the

County Executive and County Council will be instrumental to supporting these initiatives and projects, identifying funding, and leveraging private investment. County agencies key to the implementation of this Action Plan include the Planning Department and the Department of Public Works and Transportation, as well as the Washington Metropolitan Area Transit Authority, the Maryland Transit Administration, and businesses, institutions, civic, and neighborhood organizations in the corridor.

F. Coordinating and leveraging (federal, state, and local) policies and investment.

(1) What specific steps will the Sustainable Community Workgroup take to coordinate policies and funding streams to remove barriers to investment and maximize and increase funding in the proposed Sustainable Community Area?

The establishment of the Langley Park SC Workgroup is a major milestone in bringing its members together to coordinate various interests. The Workgroup intends to continue collaborating to oversee the direction of the Action Plan and advocate its implementation. The Workgroup will collectively work on branding and marketing the area, collaborate on service delivery, and attract higher quality businesses.

The Workgroup will play a role in identifying and endorsing the application of state and federal funding programs to support the implementation of the Action Plan. The Workgroup will periodically evaluate the performance of the Action Plan and, as warranted, make recommendations to strategically revise it. The Workgroup will also consider the long-term possibility of creating a business improvement district or other related programs.

The County Executive's office and County Council supports TOD and economic growth throughout the County and within the SC Area. They will work in partnership in order to ensure economic and development opportunities are created. Finally, the county's new EDIF presents an opportunity to support TOD; it can be used to leverage federal, state, and private funding to improve the SC Area.

(2) How is the proposed Sustainable Community Plan consistent with other existing community or comprehensive plans?

This SC Application is consistent with existing planning efforts and is the outgrowth of multiple large-scale planning and implementation efforts led by the Planning Department. The 2002 *Prince George's County Approved General Plan* designated Takoma Langley as a Community Center located within the Developed Tier and recommended concentrated transit-supporting, mixed-use, pedestrian-oriented development.

The SC Area was examined in greater depth in the 2009 *Approved Takoma/Langley Crossroads Sector Plan* which established a long-term vision for Takoma/Langley and its vicinity and identified recommendations related to transportation, economic and community development, environmental infrastructure, land use, and implementation geared toward improving neighborhoods and supporting TOD at targeted sites.

The SC area was also considered as part of the Corridor Access Study (CAST) study. The overall goal of the Corridor Access Study (CAST) study was to evaluate multi-modal access to the eleven

proposed Purple Line Locally Preferred Alternative (LPA) Stations within Prince George's County. Building on the 2010 Purple Line Bicycle Hub Location Study, the report provided further analysis and recommendations for pedestrian and bicycle access to the planned stations.

This SC Application builds on and supports the implementation of each of these planning efforts through the incorporation of the visions and objectives of the plans and also in endeavoring to implement many of the plan recommendations.

(3) How will the Plan help leverage and/or sustain more private sector investments?

The designation of the Langley Park area as a Sustainable Community will enable the county to apply for state and federal funds to help revitalize the area, make critical public infrastructure improvements, and strengthen its existing communities and businesses. This will, in turn, help attract private investment, grow existing businesses and the county's commercial tax base, and leverage development and investment in and around the planned Purple Line.

V. PROGRESS MEASURES

In this section, explain how your jurisdiction will measure its progress towards the goals of the Action Plan outlined in Section IV.

A. List the specific outcomes that the Plan seeks to produce.

1. Support communities and reduce environmental impacts:

- Reduce stormwater runoff and pollution
- Create integrated stormwater treatment
- Reduce vehicle emissions
- Support and improve recycling efforts

2. Value communities and neighborhoods:

- Enhance and enrich distinctive older residential areas
- Develop a unique sense of place and identity
- Create a unified community
- Support recreational opportunities

3. Enhance economic competitiveness:

- Attract new business development, retention, and expansion
- Target public investment to attract economic development
- Provide support and assistance for small businesses

4. Promote access to quality affordable housing:

- Develop a rehabilitation program to promote the renovation of foreclosure or vacant structures
- Promote new housing through the inter-agency partnerships
- Guide investments in existing neighborhoods

5. Support transportation efficiency and access:

- Lessen automobile dependence
- Improve the important gateway intersections
- Implement pedestrian safety and access improvements

6. Coordinate and leverage policies and investment:

- Leverage the County's Economic Development Incentive Fund (EDIF) to obtain state and federal funding and private investment
- Leverage infrastructure improvements to attract private development

B. And, list the specific benchmarks that will be used to measure progress toward these outcomes.

The following items will be performed annually to determine the progress of the action plan:

- Review of permit applications for residential and commercial construction;
- Review of applications for and awards of state, federal and other sources of funding;
- Review of County Council appropriations of infrastructure funding as part of the Capital Improvement Program (CIP);
- Track the completion of CIP projects;
- Track the number of new and expanded businesses;
- Track the number of code enforcement citations and violations; and
Track the progress of TNI efforts in the community.