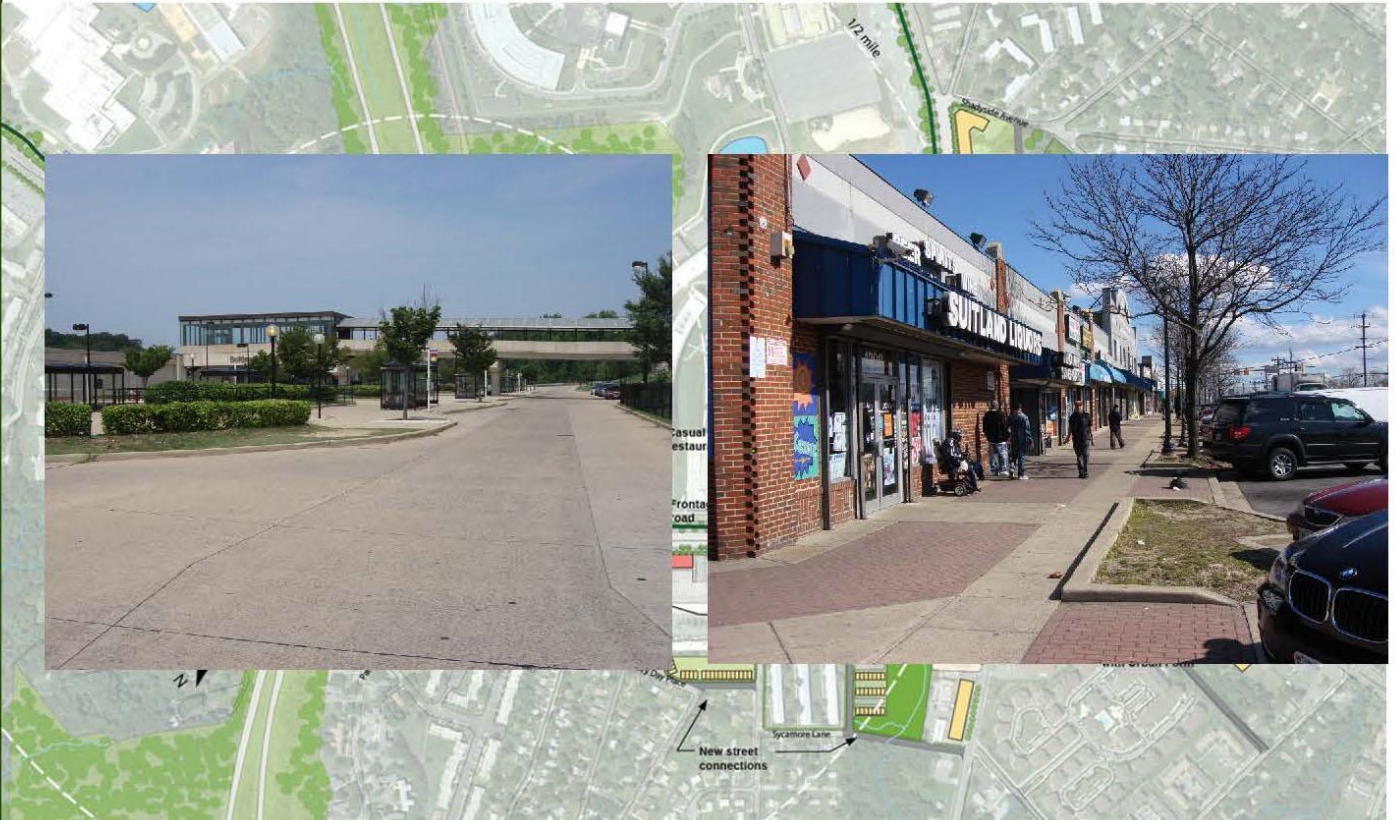


MARYLAND DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
SUSTAINABLE COMMUNITY DESIGNATION



PRINCE GEORGE'S COUNTY APPLICATION FOR
SUITLAND-NAYLOR ROAD METRO STATION
AREAS



SUBMITTED: JUNE 5, 2014

I. SUSTAINABLE COMMUNITY APPLICANT INFORMATION

Name of Sustainable Community: Suitland-Naylor Road Metro Station Areas

Name of Applicant: Prince George's County

Applicant's Federal Identification Number: 52-6000998

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State: Maryland

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Sustainable Community Application Local Contact:

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II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

A. Proposed Sustainable Community Area(s):

(1) Name of proposed Sustainable Community Area(s): Suitland and Naylor Road Metro Stations Area

(2) Provide a description of SC Area boundaries.

The Suitland-Naylor Road Metro Stations Area proposed Sustainable Community encompasses the Suitland Metro Station; Naylor Road Metro Station; planned Suitland Town Center; Suitland Federal Center; Smithsonian Museum Support Center, Iverson Mall and Marlow Heights Shopping Center. The Sustainable Community (SC) Area is generally bounded to the north by Suitland Road, to the east by Henson Creek Stream Valley, to the south by Branch Avenue, and to the west by Southern Avenue – which is also the county boundary with the District of Columbia. Within this SC Area, the county proposes to seek funding in the following areas:

- Revitalization and redevelopment
- Streetscape improvement
- Pedestrian and bike facilities improvement
- Transit accessibility
- Business attraction and retention
- Job training and job creation
- Housing rehabilitation and affordability
- Community services
- Place-making

(3) Approximate number of acres within the SC Area: 1,926 acres

(4) Existing federal, state or local designations:

- State Enterprise Zone Special Taxing District
- County Tax Increment Financing District
- State Designated TOD – Naylor Road Metro Station Area
- County Executive designated the Suitland Metro Station as one of five priority TOD sites.

(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 2001, Washington Metropolitan Area Transit Authority (WMATA) extended the Southern Green Line to Prince George’s County with four new transit stations that include the Naylor Road and the Suitland Metro stations. Other transportation related investments include:

- State designated TOD – Naylor Road Metro Station received TOD designation in 2010. Governor O’Malley committed \$800,000 in funds for the planning and design for “Complete Streets”

- Streetscape Improvements along MD 5 from Curtis Lane to south of Suitland Parkway and along MD 637 from Branch Avenue to south of Suitland Parkway. This project is in the CTP with approximately \$2.5M in design and engineering
- \$800,000 HUD Community Challenge Grant to study and plan for TOD at the four Southern Green Line metro stations in Prince George's County that include Naylor Road and Suitland metro stations
- Grant funding from the Metropolitan Washington Council of Government's Transportation/Land-Use Connections (TLC) Program for a pedestrian safety study. The study was completed in 2011, identifying sidewalk, trail, on-road bicycle facilities, and pedestrian safety improvements necessary to facilitate non-motorized access to the station.

Transforming Neighborhood Initiative (TNI) – Suitland and Hillcrest Heights areas are among the six targeted areas identified to achieve the County Executive's Vision of a Thriving Economy, Great Schools, Safe Neighborhoods and High Quality Healthcare by using cross-governmental resources for neighborhoods that have significant needs. Under this initiative, the Suitland TNI has invested or produced the following results:

- The purchase of the former Mount Arrat Church for redevelopment
- Through Redevelopment Authority, the county has purchased 12 houses in the past three years for renovation, to sell to first time home buyers. Three have been sold, eight are under construction, and one is in the design stage.

Branch Avenue In Bloom (BAIB) – This is a collaborative program between The Maryland-National Capital Park and Planning Commission and the University of Maryland Small Business Development Center to reinvigorate the Branch Avenue commercial corridor, especially around the Naylor Road Metro Station and the St. Barnabas Road commercial corridor. BAIB emphasizes the principles of the Main Street Program and has designed and implemented several initiatives:

- Farmers market: provides opportunity for local farmers to showcase their products and makes available fresh and organic produce for the underserved population
- Access to capital: counsels small business operators on various ways to access capital both traditional and non-traditional, credit, and bookkeeping
- Design and hold business conferences: organizes professional groups to provide training targeting minority, small and women-owned businesses
- Community garden: provides an opportunity to educate community on gardening fundamentals as well as access to fresh fruits and vegetable.

Other investments include:

- In 1998 and 2007 the Neighborhood Business Works (NBW) program invested in the SC Area, providing gap financing to new or expanding small businesses and nonprofit organizations
- 2007 – Suitland Family and Life Development Center – Acquisition and renovation for Business Training Building - \$25,000. 1998 – Suitland Façade Improvements – Suitland Corner Shopping Center -- Façade renovations to the old Suitland Corner Shopping Center, including unified awnings, the replacement of storefront windows and doors, and a new shopping center sign - \$112,989

- Acquisition, relocation, demolition and clearance of deteriorated Suitland Manor apartments by the county in 2009, at a price tag of \$74,347,000.

The above investments, projects and initiatives have had and will continue to have positive impacts on the SC Area through the strengthening of communities, improving the overall road network, and supporting economic and transit-oriented development.

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

There are a number of issues that have been identified that could affect the sustainability and livability of the SC Area as it exists. These include older multifamily and single family housing stock, older commercial corridors and shopping strips. A number of these commercial strips are experiencing economic distress that will benefit from revitalization and redevelopment efforts. However, a lack of innovative funding mechanisms and competing county priorities continue to be barriers to Smart Growth within the SC Area.

Although there are numerous federal installations in the SC Area which combined, employ well over 10,000 people, they contribute little to the local economy. Security concerns and the intentional physical separation using high fences and expansive lawns, between these government campuses and the community, create barriers to Smart Growth.

A critical element for achieving sustainability is reducing automobile dependency. There is a need for improved pedestrian access and safety, connectivity, and streetscape improvements. The SC Area's environment is dominated by several arterial roads. These types of road are hazardous barriers to the pedestrian movement. The separation and isolation of the federal offices does not inspire new businesses to locate in this area and is not conducive to street activity within the Suitland-Naylor SC Area.

There is a need for high quality housing with modern amenities within walking distance of the metro stations. This new housing option would diversify the population in terms of income and educational attainment. Low market demand is a barrier to redevelopment and compounded with deteriorating infrastructure and brownfield sites, development costs are potentially higher in the SC Area. Parcels may need to be assembled to be developable. Higher development costs hinder redevelopment since capital is limited and developers prefer areas where development can occur without the additional cost of land assemblage.

B. Community Conditions: Strengths and Weaknesses

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

The Smithsonian Institution's Museum Support Center, the Museum of the American Indian and numerous offices in the Suitland Federal Center complex are located on 180 acres within the SC Area. These are both strengths and weaknesses: strengths because these are possible generators of employment; and weaknesses because such a large amount of land is publicly owned and, therefore, not available for

private development within ½ mile of the Suitland Metro Station. Opportunities exist to redevelopment several large undeveloped parcels in the SC Area (e.g. Suitland Manor, Lewis properties).

Strengths:

- Suitland and Naylor Road metro stations are multi-modal transit hubs for WMATA's Metrobus and Prince George's County's "The Bus." In addition, the Maryland Transit Administration provides commuter bus service to/from the Suitland Metro Station
- Suitland Parkway, maintained by the U.S. National Park Service, crosscuts the SC Area, and is on the National Register of Historic Places
- There is a mix of low and mid-rise apartments, condominiums and single family dwellings that comprise the bulk of the housing stock
- The SC Area is well-served by public water and sewer. Having this infrastructure in-place is beneficial to developers
- There are numerous parks, three community centers and a community room that provide for a variety of recreational activities and opportunities for civic engagement
- The Henson Creek and Oxon Run Stream Valley Parks preserve important environmental assets while providing passive recreational opportunities
- There are excellent regional roads within the SC Area, with Suitland Parkway and Branch Avenue leading to Washington D.C. and Branch Avenue and nearby MD 4 (Pennsylvania Avenue) connecting to the Capital Beltway (I-95/I-495).

Weaknesses

- Suitland Federal Center is designed like a fortress; all commercial services are provided internally. This is reinforced by the fence surrounding the installation, erected in the 1970's, that shuns the Suitland community
- Suitland Metro Station area is highly auto-oriented and lacks adequate infrastructure to accommodate pedestrians, or alternate forms of mobility
- Older strip commercial buildings with low-quality neighborhood goods and services predominate the retail landscape; potential consumers choose to shop elsewhere
- Lack of organized business improvement entities to spur improvements; many properties have fallen into disrepair with aging facades, inconsistent signage and poorly maintained parking lots
- Henson Creek Stream Valley Park trail has yet to be extended and is inaccessible from public open space at many locations
- Lynnhill Condominiums near the Naylor Metro Station is threatened with condemnation
- Poor lighting throughout the SC Area
- Poor pedestrian network, lack of off-road bike trails or on-road bike lanes in the vicinity of either the Suitland or Naylor metro stations.

The pedestrian and bicycle network in the SC Area is limited and disconnected. Arterial roads leading to the metro stations dominate; consequently, existing roadways do not give pedestrians and bicyclists a sense of safety. Implementing the MD 5 Branch Avenue and MD 637/Naylor Road Streetscape Improvements will boost pedestrian and bicyclist safety and beautify the public realm. This project calls for wider sidewalks, adds landscaped pedestrian buffers, green medians, and establishes on-street parking on Naylor Road. Along Branch Avenue and Naylor Road six foot wide bike lanes are to be striped on the

existing roadway starting at the Suitland Parkway interchange ending at Curtis Drive. Increasing pedestrian and bicycle safety close to the Naylor Metro Station will directly benefit the community.

The DPW&T is in the process of redesigning Swann Road to improve sidewalks and bike lanes as well as street lighting. It will also improve pedestrian/bicycle connectivity, safety, and a pleasant commute to area destinations.

(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 two most recent planning efforts, the 2014 *Approved Southern Green Line Stations Area Sector Plan and Sectional Map Amendment*, and the 2006 *Approved Suitland Mixed Use Town Center Zone Development Plan* have set the planning and zoning framework for TOD development in the metro station areas. The existing land uses in the SC Area are categorized as Institutional, Residential High, Residential Medium (Low-rise Apartments) and Residential Low (Single Family Detached), with Commercial and Office land uses concentrated along the south side of sections of Silver Hill Road and Branch Avenue. There are no industrial land uses in the SC Area.

Existing mixed-use zoning around metro stations provide transit-oriented development (TOD) opportunities, including a mix of new commercial and residential development and county policies and initiatives that support TOD. Zoning allows for a mix of uses including vertical, transit, and pedestrian-oriented development primarily within a 1/2 mile radius of both the Suitland and Naylor Road metro stations. The mixed-use zoning classification in the vicinity of the Suitland Metro Station, the Mixed-Use Town Center (M-UTC) Zone, was drafted to build upon prior revitalization efforts by using standards and guidelines that establish a framework for future development, and provides for an expedited development review process. Specifically, the M-UTC Development Plan provides:

- A process for consistent and expedited review of development proposals by a citizen advisory design review committee and technical staff
- Guidelines and standards for developers and designers to use to facilitate compact, mixed-use development.

The 2014 *Approved Southern Green Line Station Area Sector Plan and SMA* recommends updating and clarifying allowed uses and standards in the Suitland M-U TC Zone to eliminate ambiguities, clarify where standards apply and allow greater use flexibility. It also recommends new TOD-Flexible Zoning District intended to provide for use flexibility to respond to the market, while ensuring walkable urban form appropriate to station areas,

Large amounts of land in the SC Area are in the two lowest intensity zoning categories because they are publicly owned and otherwise undevelopable. These zoning categories are the O-S (Open Space) and the R-O-S (Reserved Open Space) zones. The O-S Zone allows for low-intensity residential development (1 du/5 acres) as well as conservation of land for agriculture, natural resource use, large lot residential estates, and non-intensive recreational use. Land in the O-S Zone includes the Overlook Elementary School, near the Naylor Road Metro Station, and land developed by the federal government at the Suitland Federal Center and the Smithsonian Institution. There are also 188 acres zoned R-O-S on the east

side of the SC Area. The county's R-O-S Zone provides for the permanent protection of undeveloped, mostly publicly owned, land to safeguard scenic and environmentally sensitive areas. There are several large undeveloped parcels and redevelopment opportunities in the SC Area (Suitland Manor, Lewis properties).

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

More than one crime 'hot spot' has been identified in the SC Area. Many factors, including the lack of public and private investment in the community, has given rise to an environment where petty and serious crimes take place. This reinforces a negative perception of the community. Economic revitalization, including job training, job creation, and business growth can mitigate criminal activity over time. The Steel Workers Metal Apprenticeship program, located in the SC Area, is a step in this direction. It provides opportunities for job training and is a good model for other apprentice-type job training programs. Active community organizations like Branch Avenue in Bloom, and the Suitland Civic Association are already on the ground working to improve the Naylor Metro and Suitland communities. There are three public elementary schools in the SC Area ranging between 51- 67% capacities (Overlook, William Beanes, and Suitland) and a performing arts magnet school, Suitland High School, just outside the SC Area. In addition, there are community centers that provide for a variety of recreational opportunities and community rooms for cultural and civic events. See, also, discussion of Parks and Recreation.

C. Natural Resources and Environmental Impact: Strengths and Weaknesses (5 points)

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

The SC Area contains environmental resources including forested tracts, streams, wetlands, and 100-year floodplains that provide some water quality and quantity control. The area's geography is a rolling, coastal plain with broad ridges that fall to relatively steep slopes shaped by creeks and two main streams - Oxon Run and Henson Creek. The high point formed by Silver Hill Road and St. Barnabas Road within the SC Area is an approximate dividing line between the two watersheds. Northwest of this dividing line water flows to the Oxon Run and to the southeast it drains to the Henson Creek Watershed. These two streams run generally southwest until they drain into the Potomac Basin of the Chesapeake Bay watershed. These natural areas within the watersheds provide ecosystem services that are necessary for the social and economic well-being of the community. Efforts to reverse the degradation of the Chesapeake Bay include regulations that will affect redevelopment practices in the SC Area.

The Countywide Green Infrastructure (GI) Plan designates areas of countywide ecological importance. The GI Plan defines all stream corridors, riparian buffers, and wooded areas within the county's Developed Tier of countywide significance; the SC Area is entirely within the Developed Tier. The Green Infrastructure Network includes portions of Oxon Run Stream Valley Park at the northwest SC boundary and Henson Creek Stream Valley Park at the southeast boundary. The only identified floodplain is along

Suitland Parkway at the northeastern boundary of the SC Area on federal parkland and is also included as part of the countywide Green Infrastructure Network.

As recommended in the GI plan, county legislation established a Tree Canopy Coverage Ordinance to increase tree canopy in developed and redeveloping communities in order to improve air and water quality. Despite many of the area's forests and farms having been replaced by development, there is still a significant amount of tree cover in the area. The current tree canopy has been calculated at 31.45% or 605.69 acres within the SC Area. The countywide goal per the 2014 Approved General Plan; *Plan Prince George's 2035*, is aggressive, at 52 percent. Therefore, redevelopment plans should include afforestation.

In terms of water quality, the SC Area is dominated by impervious surfaces (36.03 % or 693.88 acres) which transports untreated surface pollutants into creeks and stream contributing to negative water quality, increased flooding, reduced groundwater recharge, and degradation of the natural stream systems. The water quality and watershed ratings of both Henson Creek and Oxon Run watersheds are rated "poor" and/or "very poor."

The Washington Metropolitan Area, which incorporates the SC Area, does not currently meet the federal standards for ground level ozone, the main component of smog. County efforts to support transit use and transit oriented development (TOD) could improve air quality in the SC Area.

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

Recycling continues to be a priority in the county and current efforts at the county's Department of Environmental Resources (DER) to target commercial and multifamily properties will have a positive impact in the SC Area. DER is also kicking off a food scrap recycling program, ramping up its cooking oil recap program, and is providing biodegradable bags for its yard waste program. DER heads up the county efforts to improve water quality in streams and tributaries in order to achieve the required nutrient reductions outlined in the county's Watershed Implantation Plan (WIP). A comprehensive watershed study, and the floodplain boundary was delineated along the mainstem of Oxon Run and some its tributaries. DER is engaged in a robust imperious surface removal program (8,000 acres countywide), rain barrel and rain garden program, and is actively promoting a robust urban tree canopy planting program. Tree canopy helps to buffer winter winds, shade summer sun, improve air quality, absorb storm water, and reduce erosion. It also increases economic/resale property values within communities.

The Department of Public Works and Transportation (DPW&T) provides trash clean-up and planting assistance to help keep communities cleaner and greener. This effort has focused in the county's Transforming Neighborhoods Initiative neighborhoods and helps galvanize community efforts to improve the environmental quality in its public spaces. DPW&T has partnered with the Neighborhood Design Center (NDC) to help with street tree plans and small landscape plans.

Branch Avenue in Bloom (BAIB), a local non-profit in partnership with the Maryland Small Business Technology Center (SBTDC) and The Maryland-National Capital Park and Planning Commission (M-NCPPC), has spearheaded a farmers market at the Iverson Mall. This resource not only provides fresh food resources to local community but also supports local agriculture. BAIB is in the process of developing a community garden site along MD 5 which will further connect the community to local food

sources and actively promote community education about food and food sources. BAIB is currently seeking additional funding to support impervious reduction on the site and improvements to the water quality in the Oxon Run tributary adjacent to the garden site. The Suitland Civic Association is currently finalizing discussions with the county Redevelopment Authority (RA) to remove the hardscape of the associations meeting facility on Silver Hill Road and temporarily install a community garden while the county is in the process of acquiring abutting properties for long term development.

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

Stormwater runoff is a significant source of pollution to Maryland's streams and the Chesapeake Bay. Buildings constructed before 1985 have little or no stormwater controls, and development between 1985 and 2010 have some controls. Updated stormwater regulations passed by Maryland's General Assembly in 2010 require that development and redevelopment projects utilize stringent stormwater controls. Sustainable Community Areas may have opportunities for redevelopment practices that can reduce stormwater flows.

The most recent National Water Quality Inventory reports identify runoff from urbanized areas as the leading source of water quality impairments to surveyed estuaries. According to the Environmental Protection Agency "as little as 10 percent impervious cover in a watershed can result in stream degradation." Current Maryland law and the county's 2010 stormwater ordinance require environmental site design (ESD) be used to control stormwater from new and redeveloped sites with the goal to manage stormwater. This will help reduce stream channel erosion, pollution and nutrient loading, siltation, sedimentation, and local flooding. Revitalization of the SC project area is an opportunity to protect and enhance the water quality within the two watersheds through the careful planning of new and renewed land development and protection and through the placement of restoration and stabilization projects.

The SC Area is mostly developed, with the majority of the land development occurring from the 1940s through the 1970s prior to the adoption of the current County Code requirements addressing woodland conservation; stream, wetland, and floodplain protections; and storm water management. At that time, both the quality and quantity of stormwater runoff was controlled through the use of regional ponds. This proved to be ineffective because the streams between the sites and the ponds became degraded and the ponds themselves received large amounts of sediment. Uncontrolled or poorly controlled stormwater has adversely affected the natural environment and continues to affect stream quality. Impervious surfaces and lack of adequate tree canopy compound degraded environmental conditions and contribute to heat island effects, poor air quality, and increased storm water runoff.

In 2010, Prince George's County enacted new storm water regulations that incorporate the state's requirements for the use of environmental site design (ESD) to the maximum extent practicable (MEP). Prince George's County has been a leader in this practice and has numerous demonstration projects that illustrate and educate citizens about these green technologies.

The natural resources and environmental impact strengths are:

- Significant tree cover in residential neighborhoods
- The Suitland area received over 2000 trees through a program ran by PEPCO in 2013
- The County Tree ReLeaf Program provides landscape funding to community organizations and municipalities for planting projects in public spaces
- Community open space amenities including Oxon Run Park, Henson Creek Stream Valley Park, and a community garden by BAIB
- Community Centers: Hillcrest Heights/Marlow Heights/William Beanes
- The Department of the Environmental (DER) will assist businesses in implementing a successful recycling program and also provides technical assistance to apartment managers and owners to implement recycling programs.

The natural resources and environmental impact weaknesses are:

- Henson Creek trail yet to be extended as proposed in the Henson Creek Sector Plan
- Many trees in the SC Area are old or damaged and need to be replaced
- High imperviousness and associated flash flooding
- Lack of trees along state roadways
- Recycling program needed for Branch Avenue and Suitland Road
- Existing trails and green space are limited and poorly connected to the residential and commercial areas.

D. Economic Conditions and Access to Opportunity: Strengths and Weaknesses (5 points)

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

Economic drivers in the SC Area include:

- High number of federal employees at the Suitland Federal Center, including the Census Bureau and contractors, and at the Smithsonian Institution
- Institutional uses with a large employment base representing the unrealized potential of a daytime consumer market
- The Metrorail Green Line segment within the District of Columbia is emerging as the region’s high-growth Metro Line in terms of household and job growth and the Naylor and Suitland Metrorail stations are on the Green Line, in the SC Area
- A single owner, Mid Atlantic, owns a majority of commercial frontage at the crossroads of Suitland Road and Silver Hill Road
- High redevelopment opportunities exist for specific sites
- Shopping center owner, Branch Avenue Partners, wants to redevelop: 1.2 mil. sq. ft. of leased office space for GSA or residential use across from the Naylor Road Metro Station
- Broadband internet access is available throughout the area.

The main barriers to economic competitiveness in the SC Area are:

- Public realm is unattractive
- Low educational attainment
- Higher crime rates
- Few resident businesses owners, little private community investment

- Suitland Federal Center is a secure campus; internal retail and restaurants; estimated 10,000 employees contribute little to the local economy
- Businesses directly across from the Suitland Metro Station do not serve transit patrons
- Land assembly is a challenge and WMATA will only consider joint development if land can be assembled in the Naylor to Branch triangle
- Lynnhill Condominiums struggle with building maintenance, delinquent HOA and tax bills, absentee owners
- At the Naylor station, the need to assemble adjacent land and on the east side of Branch Avenue could impede redevelopment.

Efforts currently in place to increase worker skills and employment include:

- The Steel Metal Workers Apprenticeship program that trains up to 300 people at a time
- Two full service One Stop Career Centers are currently operational in the county; funded by the Wagner Peyser Act and Workforce Investment Act for services to Adults, Dislocated Workers, Youth in the form of employability training, occupational skills training, and job placement assistance
- The Department of Social Services offers workforce development and job placement assists to recipients of Temporary Cash Assistance
- Department of Rehabilitative Services provides job placement assistance and occupational skills training to persons with Disabilities
- Job Corp provides GED preparation, occupational skills training, and job placement assistances to out of school youth (ages 16-24)
- The \$7million Youth Career Connect Grant received by Prince George's County Economic Development Corporation provides STEM related occupational skills training, academic support, career exploration, and work experience to Prince George's County HS students for the next 54 months with private industry support. The training areas are IT and Healthcare.

Trends in employment rates and business formation are derived from County Business Patterns, Census Bureau. This following data excludes federal and military employment, which is significant in this area. Between 2006 - 2011, the employees decreased from 5,671 to 4,174 and the number of business establishments decreased from 345 to 329, representing a -26.4% decrease in employees and a -4.6% decrease in businesses.

(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 has not been any significant new construction in the SC Area for some time. A Metro-Study, 2014, showed that between 3/1/2013 – 4/28/2014 there were 16 foreclosures and 46 regular home resales, both mostly condominiums. Foreclosures will be a factor impacting home values in the next several years. In the 20746 and 20748 zip codes, the number of foreclosures waiting to be sold fell 40.8% and 123.2%, respectively, in the last year (2013). In 2013, foreclosures in the county represented 22% of the statewide foreclosures. In the SC Area, the zip code is categorized as a 'high' foreclosure hot spot. The number of unsold foreclosures in the Naylor and Suitland-Silver Hill areas is 126% and 226.8% greater than the national average, respectively. This higher local number may prevent home values in this area from rising as quickly as in other regions, depressing housing demand and destabilizing the community. (www.zillow.com; MD DHCD, Property Foreclosures in Maryland, Fourth Quarter 2013)

With a 2014 Area Median Income of \$107,000 (HUD) the average priced condo in the SC Area (\$87,374) would be affordable (with 5% down, 5% interest rate, 30-year term) to someone at 50% AMI. Similarly with average rents ranging from \$1,037 for a studio to \$1,525 for a three bedroom apartment, these units with the exception of the average three bedroom, would also be affordable at 50% AMI. At 50% AMI and 33% of income and individual would have \$1,471 available for housing.

- Median home value for the SC Area is \$214,982 as compared to the county at \$272,113.
- In the SC Area, 67.2 % are renters while 32.8% are homeowners. This is nearly the reverse when compared with the county: 37.0% are renters and 63.0% are homeowners.

The county's Department of Housing and Community Development (DHCD) is comprised of two additional governmental agencies: the Housing Authority, and the Redevelopment Authority. DHCD is responsible for the implementation of HUD regulations at the local level and the implementation and 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 currently has the Housing Choice Voucher Program and Public Housing that house individuals, families and the disabled at or below the AMI.

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

The 2014 population in the SC Area is estimated to be 13,562. This is a 2.49% increase since 2010. Over the next 5 years, the population is projected to grow by 3.28%. This is slightly lower than the rate of population growth in the county, where the population is projected to grow by 4.1% over the next 5 years. The majority of the residents are in the 25 – 34 age group (16.07%). The next highest age range is 45–54 (13.74%), followed closely by residents aged 35 – 44 (13.57%). Most residents are of working age. There are more than twice as many persons in the 25 – 44 age group (4,019) as there are in the 0 – 20 age group (1,858). A majority of the area's population is 16 years and over (79.15%), and 12.25% is 65 years and over.

African-American is the predominant race in the SC Area with 89% of the resident population. The next represented race class is White, with 524 persons or 3.86% of the population.

According to census data residents' level of educational attainment is lower than the county, with 12.24% that have earned bachelor's degrees, compared to the county's 17.5%. Of the residents 25years and over, 37.93% have graduated from high school and 25.09% attended some college. There are 496 residents, or 5.44%, that have earned master's degrees. 39 residents, or 0.43%, have earned professional degrees, and 23, or 0.5%, have earned doctorate degrees. This compares unfavorably to the 48.2% of this demographic for the Metro Region (Wash. MSA) that have a bachelor's degree or higher. It corresponds to poor educational outcomes at the middle and high school levels.

There are an estimated 5,709 households in the SC Area. This is a 1.69% increase over the 5,614 households indicated in the 2010 census. With continuing growth of 2.58% projected over the next 5 years, 5,856 households are projected in 2019. This rate is slightly lower than the county's overall 3.9% increase in households projected over the next 5 years. The current median household income is estimated to be \$56,831 or \$13,048 lower than the county current median of \$69,879. It is estimated that 193, or 5.97% of families in the SC Area have household incomes below the poverty level and 175, or 5.41% of families with children are below the poverty level. Additionally:

- Household types in the SC Area are divided between family households, with 56.66%, and non-family households with 43.34% of the total
- One or two-person households in the SC Area predominate with 64.75%
- Half of the households own one vehicle, 21% do not own a vehicle, 22% own two vehicles, and few own more than two vehicles. 67% of households have no children in the house under the age of 18. Of these, 36% are female non-family householders and 27% are male non-family householders. 18% or 690 households are married couples with children over 18 years living at home.

Of the total 6,142 dwelling units, more than half were built before 1979; most between 1960 -1969. 67.21% of the households occupy rental units and 32.77% are owner-occupied. There are 2,909 dwelling units within structures consisting of 5 – 19 apartments. The remaining units in the SC Area are nearly evenly split between single-family detached and single-family attached dwellings. The average tenure of an owner-occupied unit is 19 years and for a rental unit the average is 7 years. The median value of all owner-occupied units is \$214,982. Most of the owner-occupied housing stock (55%) is valued from \$150,000 to \$299,000. 111 units are valued at under \$99,000 and 57 units are more than \$400,000.

There are an estimated 10,734 persons over 16 + years of age in the SC Area. Of these, 64.81%, or 7,135 are civilian employees, 7.43% are unemployed and 27.64% are not in the labor force. Of those employed, the majority work in office or administrative support occupations and 34% are government employees. Transportation, protective services, food preparation and retail sales are other common occupations.

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 Prince George's County implementing agencies such as the Department of Housing and Community Development (DHCD); Economic Development Corporation (EDC); Department of Environmental Resources (DER); Redevelopment Authority (RA); Department of Parks and Recreation of the Maryland –National Capital Park and Planning Commission (M-NCPPC); Department of Public Works and Transportation (DPW&T); and the Department of Permitting, Inspection and Enforcement (DPIE). Staff representatives from these county agencies as well as representatives from area civic and non-profit organizations contributed to identifying baseline information and preparing the Action Plan.

The SC Workgroup is comprised of planning staff, representatives from the county agencies mentioned above, and the Washington Metropolitan Area Transit Authority (WMATA); Branch Avenue in Bloom (BAIB); Suitland Civic Association; Dupont Village Neighborhood Watch; Sheet Metal Worker Local #100; Fleischman's Village Citizen Association; Hillcrest Heights Civic Association; County Council District 7; and area residents. A complete list of the SC Workgroup members (names and affiliations) is 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 to implement the SC Action Plan, consistent 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 include:

- Preparing and reviewing grant applications pursuant to the Action Plan;
- Assisting with the identification, review, and evaluation of alternative programmatic, legislative, and zoning options;
- Advocating the Action Plan to the Prince George's County Executive, county agencies, the state, and developers;
- Supporting the on-going implementation of the Action Plan;
- Assessing the performance of the Action Plan and recommending periodic revisions.

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 functions of different organizations that made up the SC Workgroup. The implementation of the SC Action Plan will be in line with their core missions and functions. Non-profit entities without the capacity to implement projects will partner with the appropriate county agencies.

Prince George's County Planning Department – administers planning and zoning for the county. The Community Planning Division manages planning processes and initiatives and facilitates certain implementation activities. Division staff and resources prepare concept plans and budget estimates.

DHCD – is responsible for the implementation of HUD housing regulations and federal grants at the local level. 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 housing programs for the county.

The Redevelopment Authority – has the primary objective to decrease the number of blighted commercial and residential structures within 1/2 mile radius of transit centers. Through Transforming Neighborhood Initiative (TNI), the RA has been acquiring and redeveloping vacant and underutilized commercial and residential properties ensuring that financing is secured for all projects, and partnering with non-profit and for-profit entities within the Suitland and Hillcrest Heights TNI areas.

DER – protects and enhances the natural and built environments of the county by enforcing federal, state and county laws to create a healthy, safe and aesthetically pleasing environment. DER engages, promotes and empowers the community by partnering with area businesses, community stakeholders to improve environmental quality of life today and for future generations.

DPW&T – provides roadway infrastructure, litter control, mass transportation and stormwater management to all users in the County in order to ensure a safe and aesthetically pleasing transportation system.

Branch Avenue in Bloom (BAIB) – implements revitalization initiatives by empowering local businesses, offers counseling and resources; supports and develops physical assets that bring more value to the area (e.g. Farmers' Market, Urban Farm); and facilitates projects that promote the Branch Avenue commercial corridor.

Sheet Metal Workers Union Local 100 – a non-profit organization offering apprenticeship program in steel work and fabrication. It trains over 300 students exposed to various aspects of the trade including drafting, Computer Aided Design (CAD) and welding and is open to provide training to individuals from the SC Area.

Suitland Civic Association – a nonprofit organization that serves as an information network providing residents with local activities, services, programs, and county and state resources focused on infrastructure issues, crime prevention, education and social issues. The organization also works with county agencies and politicians in reviewing and implementing the vision for revitalizing the Suitland community.

Hillcrest Heights Civic Association – is a non-profit entity with the goal of ensuring a safe, viable and stable community, with economic reinvestment. The association interacts with various county agencies to improve community schools; improve streets and revitalize/reinvest in community facilities, infrastructure and shopping areas; motivate and support the youth in becoming productive leaders; increase police protection, and to promote community awareness and unity.

Fleischman's Village Citizen Association— a non-profit organization interested in the safety and the improvement of their community. The organization is active in community planning processes, shares ideas for revitalization efforts, and pursues goals that will enhance the quality of life of the residents.

C. Public Input:

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

The SC Action Plan reflects several years of work and input from hundreds of stakeholders, and was fine-tuned by the Workgroup specifically for the SC Area. Throughout the preparation of the 2014 Approved Southern Green Line Station Area Sector Plan, that encompasses the SC Area, numerous community meetings and workshops were held, attended by residents, community groups, property and businesses owners, and other stakeholders. The implementation objectives of the SC Action Plan originated, in part, in the sector plan, which heavily incorporated input from community stakeholders.

As a critical component of completing this application, the SC Workgroup was formed, consisting of key county implementing agencies, community organizations and stakeholders. The Workgroup met in two work sessions to discuss community strengths and weaknesses as well develop Action Plan. Planning staff assigned to sections of the applications facilitated the discussions on their topics. The outcomes of topic discussions were compiled and sent to the Workgroup members for review and comments. The Workgroup comments were analyzed and the Action Plan was revised as appropriate prior to finalizing the Action Plan and progress measures.

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.*

Smart Growth principles call for concentration of development and growth around existing or planned facilities and infrastructure in order to preserve open space and avoid sprawl. Smart Growth is characterized by compact, transit-oriented, pedestrian and bicycle friendly, mix of land uses. The county supports these Smart Growth principles through policies and strategies established in the 2014 General Plan, called *Plan Prince George's 2035*. The 2014 General Plan goals for sustaining natural resources in the SC Area include:

- Promoting higher density, compact, mixed-use development in our Regional Transit Centers (Suitland)
- Providing incentives for green construction practices at the building and neighborhood scale
- Proactively enhancing and restoring our ecosystems and planning for climate change.

Furthermore, the 2014 *Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment* envisions compact, mixed-use, walkable design consistent with existing community character, located near available or planned transit options.

Natural areas contain environmentally sensitive features and perform ecological services that help stabilize soil, and clean air and water. This Smart Growth development pattern has been the focus of the county's master and sector plans as well as other projects in this area for a number of years. Advocacy for increased density through land use recommendations as well as zoning changes has been the hallmark of plans in this area and throughout the county over the past decade or longer. The development of a countywide Green Infrastructure Plan, Woodland and Wildlife Habitat Conservation Ordinance, Tree Canopy Ordinance, a Priority Preservation Area Master Plan and Water Resources Plan have helped define areas of environmental vulnerability, preservation of key ecological services, and have forwarded policies and strategies to protect environmental resources. Additionally, the county recently adopted new environmental legislation to strengthen protection of open space resources during development, and has also adopted new stormwater management requirements consistent with the state's requirement for environmental site design as the first means of stormwater management to help support the natural water cycle, replenish our groundwater, as well as protect our surface water. The county's Department of Environmental Resources (DER) has taken the lead on fulfilling the mandates of the Watershed Implementation Plan (WIP) and identifies opportunities countywide to reduce impervious surfaces, incorporate Environmental Site Design (ESD), reconnect floodplains and wetlands, and restore stream and other hydrologic functions.

Prince George's County has established priorities of concentrating development and growth near its 15 metro stations in order to maximize ridership and capacity of the county's transit amenities, as well as to ensure that sprawling development does not infringe on the county's protected natural resources. By doing so, the county is able to support Smart Growth principles and goals by creating compact, walkable, sustainable communities.

(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.*

The county Department of Environmental Resources (DER) heads up county efforts to improve water quality in streams and tributaries in order to achieve the required nutrient reductions outlined in the county's Watershed Implementation Plan (WIP). A comprehensive watershed study, and the floodplain boundary was delineated along the mainstem of Oxon Run and some its tributaries. DER is engaged in a robust impervious surface removal program (8,000 acres countywide), rain barrel and rain garden program, and is actively promoting a robust urban tree canopy planting program. DER will be focusing on opportunities for high quality demonstration projects to help educate and inform residents of the importance of environmental protection and preservation.

Environmental improvements planned for communities in the county include significant reductions in impervious surfaces; currently at approximately 32% within the SC Area. Water quality degradation is generally expected at and above 10 percent imperviousness within a drainage or watershed area. The removal of pavement and the addition of green roofs and a robust tree planting program support environmental improvement in the SC Area.

DER has initiated the county's Rain Check Rebate Program, which allows property owners to receive rebates for installing Rain Check approved stormwater management practices. Homeowners, businesses, and nonprofit entities (including housing cooperatives and churches) can recoup some of the costs of installing practices covered by the program.

DER offers the Tree ReLeaf Program, which provides landscape funding to community organizations and municipalities for planting projects in public spaces. Native trees and shrubs provide a host of benefits to communities. Trees and shrubs make the air and water cleaner. Prince George's County has been designated a Maryland Smart Energy Community by the Maryland Energy Administration (MEA). Through grant-funding to be provided by MEA, the county is proposing to install solar PV power system and electric vehicle charging stations at County facilities. Also, replacements of older HVAC systems with energy efficient systems are being pursued at a public housing complex. At this time the solar PV power system, EV charging station and energy efficiency projects are proposed for sites which are not located in Suitland-Naylor Road SC Area.

The Department of Environmental Resources' Recycling Section assists businesses in implementing a successful recycling program. The county also provides technical assistance to apartment managers and owners to implement their programs.

The Department of Permits, Inspections, and Enforcement (DPIE) evaluates the 100 year floodplain in the county, particularly in communities experiencing issues with flooding. The Department of Public Works (DPW&T) leads a Green Streets program and facilitates a street tree planting program, improving green infrastructure. The Office of Central Services operates the Sustainable Energy Program which coordinates efforts to reduce energy consumption in buildings and the transportation sector, through implementation of policies, plans, and programs in partnership with other county agencies. This program includes community-based projects such as installation of wind-turbine, street light upgrades, energy efficiency and conservation, and solar demonstrations and recovery, many of which have been in partnership with local municipalities. The county Planning Department recently developed a sustainability plan which will focus on energy efficiency, building code updates to accommodate best management practices for water and energy savings and to help realize county Green Building goals for public and private construction projects. The Planning Department also developed a Food Systems Plan to identify food deserts and to recommend changes to support urban gardening and local agricultural efforts.

(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.

The policies and strategies below will help improve the overall health of the SC Area and reduce adverse impact on the environment.

Existing Policies:

- Policies in the recent Parks and Recreation Master Plan, *Formula 2040*, looks at land acquisition and rehabilitation opportunities throughout the county.
- Through the Master Plan of Transportation, the county has adopted complete streets policies to support multi-modal transportation opportunities, and encourages a comprehensive network of trails, sidewalks, and bicycle facilities.

Actions:

- Secure TIGER grant to design and build the greenway recommended in the Southern Green Line Metro Stations Sector Plan for Suitland and Silver Hill roads
- Promote and support streetscape improvements based on complete streets principles
- Promote green building standards and encourage ESD in site plan review processes
- Market and promote the SC Area by emphasizing county redevelopment and revitalization tax credits to incentivize investment
- Identify community-based projects that could utilize existing incentives and resources, such as the county's Sustainable Energy Program to install solar PV power system and electric vehicle charging stations at county facilities, and replace older HVAC systems with energy efficient systems
- Identify opportunities to incorporate open space corridors along publicly owned properties and/or Rights-of-Ways to connect existing recreational assets
- Further develop and support a robust recycling program, including initiatives located at schools, apartment complexes, and restaurants
- Identify ESD demonstration project locations on public/quasi-public properties with high visibility to support educational opportunities
- Increase overall tree canopy percentages, including street right-of-ways, medians, private properties, and on commercial properties including parking areas
- Educate area residents about water conservation and the damage that excess stormwater does to Piscataway and Henson creeks
- Retrofit older schools in the area to incorporate more energy efficient design and technology
- Promote and support the installation of rain barrels, rain gardens, and other mitigation strategies on private property
- Identify funding opportunities that will assist in stabilizing nearby Henson Creek and associated tributaries, to minimize further degradation
- Identify needs to reconstruct the most severely degraded segments of Henson Creek
- Use pervious materials for paving and repaving on streets and parking lots where feasible and practical
- Support the county's Department of Environmental Resources Urban Water Quality Retrofit Program, which establishes a permit mandate to treat 20% of untreated impervious areas throughout the county (or 8,000 acres). The initial pilot target of this operation will treat 2,000 impervious acres by 2017 within target communities.
- Pursue funding to create an overlay map of the community to identify possible locations for bioretention cells for stormwater management

- Minimize light pollution and only purchase street lights that are covered in order to cast light downward, and not upwards, to the night sky
- Pursue a Tree City USA designation for the SC Area.

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

Promoting preservation and protection of key environmental resources will rely on coordinated and strategic public private support and will involve representatives from the Department of Environmental Resources (DER), Department of Public Works and Transportation (DPW&T), Prince George's County Planning Department and Department of Parks and Recreation of the Maryland-National Capital Park and Planning Commission (M-NCPPC), and community and non-profit organization.

B. Valuing communities and neighborhoods -- building up on 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?

The SC Area has a host of assets many of them needing some level of investment to capture their benefits. Those that can produce measurable results in a relatively short timeframe (1-5 years) and require only modest investment to take action should be elevated. Moreover, key assets should have the added benefit of spurring investment in the surrounding community. Many of the assets listed below have been identified in the most recent planning effort, The 2014 *Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment (SMA)*, and/or at the SC Workgroup meetings.

- Two metro stations: Naylor Road and Suitland
- Community amenities: Oxon Run and Henson Creek Stream Valley Parks; the Suitland Bog, four community centers, two community parks, and the Suitland Community Room
- Active community organizations already working to improve their community such as Suitland Civic Association, Hillcrest Heights Civic Association, Fleischman's Village Citizen Association, Dupont Village Neighborhood Watch, and others
- The Federal Center; a major employment center with over 10,000 employees which includes the following: U.S. Census Bureau, National Oceanographic and Atmospheric Administration, National Archives, Smithsonian Institute, and the National Maritime Intelligence Center
- The 2014 Approved Prince George's County General Plan, Plan 2035, which designated the Suitland Metro Station as one of only eight Regional Transit Districts, with capacity to absorb moderate to high-density as well as a mix of office and retail uses; and designated the Naylor Road Metro Station as a Local Transit Center, with capacity to function as a small-scale mixed-use center
- The 2014 *Approved Southern Green Line Station Area Sector Plan and SMA* which designates mixed-use zoning on properties within walking distance of the metro stations
- The Sheet Metal Workers Union Local #100 apprenticeship program
- Good regional road access including Capital Beltway (I-95), and Branch Avenue
- Suitland High School - a performing arts high school just outside of SC Area
- Dimensions Healthcare Facility.

(2) *What policies, initiatives or projects will reuse or enhance the historical assets, traditional business districts/MainStreets and cultural resources of the community? What actions will reinforce your community's authentic "sense of place" and historic character?*

The Suitland Bog, a cultural and environmental resource, is a candidate to serve as a focal point of a broader community wide branding campaign. Branch Avenue in Bloom (BAIB), a local group serving as a key cultural resource, is working to assist small businesses and offering social services in the SC Area. BAIB, a program of the Maryland Small Business and Technology Development Center, is a revitalization initiative based on the Main Street Four-Point Approach. Its mission is to revitalize the Branch Avenue commercial corridor. Current projects include, offering business counseling and resources, bringing Farmers' Market and Urban Farm to the area, promoting the Branch Avenue corridor in a campaign called the Beauty of Branch Avenue.

Suitland residents have expressed much interest in developing a Business Improvement District (BID) to govern façade design guidelines, enforce littering protocols, promote commercial code enforcement, and to inform residents about job opportunities and job training. A cursory review of the SC Area reveals that commercial uses along Branch Avenue, Silver Hill Road, and Suitland Road need code enforcement, lack maintenance, have large un-kept parking lots and unattractive facades. These areas are paramount in promoting revitalization and reinvestment in the SC Area. Using the BID to clean up the Suitland Metro station area could result in employees at the Federal Center and the Smithsonian facilities frequenting local businesses during daytime and early evening hours.

The following actions are consistent with recommendations in the 2014 *Approved Southern Green Line Sector Plan and SMA*:

- Plan for a new civic building along Suitland Road north of Silver Hill Road to address blight and create a new community focus in the town center
- Make strategic interventions to address blighting influences in the station areas that may include acquisition and removal or rehabilitation
- Implement Naylor Road/Branch Avenue Streetscape Improvement project.

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

The 2014 *Approved Southern Green Line Stations Area Sector Plan* recommends new trails, a trail extension and urban park spaces to increase public access to open space. The best opportunity to incorporate new green space in the Suitland community appears to be in the 35-45 feet of right-of-way along Suitland and Silver Hill roads abutting the Suitland Federal Center. Taking advantage of the existing setback and lack of a sidewalk, the plan recommends a multi-use trail with associated landscaping to create a greenway. This bicycle and pedestrian trail called the Suitland-Silver Hill Greenway would be the first off-street trail facility in the SC Area, provide a safe and convenient route to access the Suitland Metro Station, and serve as an amenity for existing and future residents.

In the Naylor Road area, the two main open space areas exist along Suitland Parkway, and along Oxon Run Stream Valley Park. At present, only a small portion of the stream valley park is developed as park space south of 28th Parkway outside of the SC Area. The plan recommends implementation of a proposed Oxon Run Park parallel to the stream further capitalizing on an underutilized resource. This off-street facility will allow bicyclists and walkers to access the transit station. The extension of the Suitland Parkway trail is also proposed. The existing trail currently ends at the Washington D.C. line on the north side of Suitland Parkway and is recommended for completion up to and along Naylor Road.

On a smaller scale, three urban parks round out the plan’s open space recommendations. The first will be located at Hillcrest Plaza just north of the roundabout atop Good Hope Avenue. The setbacks in this area not only allow for a shortcut to the Naylor Road Metro Station but could serve as a focal point for programmed and informal gatherings. The second park is planned at the intersection of Naylor Road and Branch Avenue as a pocket park while the third park called Overlook Park is located east of the station across Branch Avenue. It is designed to serve as both an amenity for new development and to ease the 15-20 foot transition in topography between the former shopping center site and the MD 5.

Actions:

- Construct the Oxon Run Trail; and extend the Suitland Parkway Trail from Washington DC to the Naylor Road Metro Station
- Partner with the Sheet Metal Workers Union, Local 100 to create a program that collaborates with local high schools to expand trade skills training
- Improve streetscapes along Silver Hill Road, Naylor Road and Branch Avenue
- Use the Suitland Bog to re-brand the SC Area to attract housing and businesses development
- Expand county bus service from Suitland to Westphalia and Upper Marlboro
- Create BID (Business Improvement District) to govern façade design guidelines, enforce littering protocols, promote commercial code enforcement, and to inform residents about job opportunities and job training
- Partner with the DER to establish a litter prevention campaign for the SC Area
- Provide CPTED training for businesses in the SC Area, especially along Branch Avenue where it has been described as a hot spot for criminal activity.

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

Several organizations will be guiding and assisting with the implementation of these initiatives including Maryland-National Capital Park and Planning Commission (M-NCPPC), Prince George’s County Economic Development Corporation (EDC), DER, Sheet Metal Workers Union Local 100, DPW&T, Branch Avenue in Bloom, Suitland Civic Association, Hillcrest Heights Civic Association, Fleischman’s Village Citizen Association, and Dupont Village Neighborhood Watch.

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?

The metro station areas in this application comprise two growth centers designated in the county’s General Plan, *Plan 2035*. Suitland Metro Station is designated as one of the county’s eight Regional Transit Centers and the Naylor Road Metro Station area is designated as one of the county’s 25 Local Centers. In addition, the SC Area is designated within a future Employment Corridor. These policies and initiatives help to set the framework for revitalization and help to prioritize the county’s infrastructure funding.

The SC Area is identified as a Neighborhood Reinvestment Area, and portions of it are in the county’s Transforming Neighborhoods Initiative or TNI areas. In TNI’s, county resources are focused on areas with a marked decline in property values, critical services, neighborhood amenities and an increase in

crime. These issues are attributed, in part, to a lack of public investment that TNI strives to rectify. The Naylor Road Metro Station area is also designated as one of the State's TOD sites.

Employment and commercial land uses are planning elements that must be present for a community's economic sustainability. The commercial and mixed-use land use classifications in the SC Area provide for sites that can be developed or redeveloped consistent with planning visions, goals and policies and land use recommendations.

County Bill CB-17-2011 ("Jobs First Act") was created to enhance the county's economic development by creating bid preference and participation requirements for county-based small businesses to on certain procurement contracts, which will continue to stimulate economic growth for county businesses.

Activities that will improve the economy and expand small business opportunities are:

- Ensure that land use, development review and other policy decisions support the retention and growth of existing businesses and eliminate unreasonable barriers to expansion and renovation
- Develop innovative and creative incentive programs to attract new businesses
- Aggressively package the area for marketing, capitalizing on the strongest assets – access to the Suitland Metro Station and Naylor Road Metro Station
- Enhance code enforcement in commercial areas to ensure businesses are operating with valid use and occupancy permits as well as keeping up with building maintenance
- Partner with civic, non-profit organizations to promote the services of the Prince George's County Economic Development Corporation to area residents and start-up business that include:
 - Resource Library – Businesses can use materials for development and research
 - MBE/DBE Certifications – Assists with application and certification process
 - Procurement – Businesses have an opportunity to learn the processes and procedures of upcoming contracts (certification requirements, how to bid, timelines, capacity, etc.).
 - Loan Package Assistance – assists businesses in compiling their information for lenders and educates businesses to become ready for business funding.

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

With the designation as a Regional Transit Center in *Plan 2035*, the Suitland Metro Station area has a ratio of jobs to households that ranges between 3 jobs : 1 household and 6 jobs : 1 household. There is no goal for job creation for the Naylor Road Metro Station area. The jobs-to-households ratio at the Suitland Metro Station area (using only the estimated jobs at the Suitland Federal Center) is 9,150 to 5,709 or approximately 3:2. This is a high jobs ratio that is misleading because the Suitland Federal Center is physically designed to have no relationship, economic or otherwise, with the surrounding community. The county's Economic Development Strategy identifies key high-growth industries that have the greatest potential to contribute to economic growth and development in the county, while leveraging the county's unique assets to capture opportunities in a competitive regional economy. Job creation in the "green industries" is always sought.

- Encourage civic and non-profit organizations in the SC Area to partner with the Prince George's County Economic Development Workforce Division to educate residents and area businesses how to utilize the following initiatives:
 - The One-Stop Career Center – This center maintains the First Source Registry that consists of county residents who have been identified and registered with the One-Stop Career Center or MWE (mwejobs.maryland.gov). Priority will be given to veterans, unemployed, residents within 300 percent of the federal poverty guidelines, and other job seekers. One Stop Career Centers provide a full range of assistance to job seekers and businesses (free of charge). The

centers are part of Maryland Jobs Now (MJN), a network of high-performing, results-oriented workforce organizations investing in employment and training strategies, services, and initiatives, helping job seekers and businesses succeed. Available resources at the One-Stop Career Center include computers, phones, photocopiers, and fax machines to aid job seekers in their search for employment

- Workforce development partnership with MGM National Harbor to assist MGM National Harbor with their initial and ongoing staffing needs by preparing county residents for career opportunities, from entry-level to senior management, in a variety of fields within hotel operations and engineering. Occupational training programs with credentialing will be utilized to assist county residents with acquiring the necessary skill sets
- Workforce development partnership with Tanger Outlets at National Harbor to assist the retail vendors at Tanger Outlets National Harbor with their efforts to maintain staffing levels continuously by utilizing the following primary strategies:
 - Creating and maintaining a Sales & Service Training Center on site to serve as a central depository of talent available to the retail vendors
 - Participating in a retail management training program offered by Tanger Outlets National Harbor that creates career pathways for county residents to be trained and hired into retail leadership roles
- Support First Source Hiring Program (CB-17-2011) legislation – A policy that establishes bid preference and participation requirements. This policy will spur job creation for local residents, and economic development for small, minority-owned businesses
- With county agencies, explore the feasibility and funding sources to open the Suitland Technology Center for job training.

(3) Describe whether the Sustainable Community will be impacted by the Base Re-alignment and Closure (BRAC) activities in Maryland.

N/A

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

Planners in the county Planning Department (M-NCPPC) will play a supporting role by assisting the workgroup in the implementation of the Action Plan. In addition, representatives from the following community groups and agencies are key stakeholders:

- Prince George’s County Economic Development Corporation (EDC)
- Suitland-Coral Hills Transforming Neighborhoods Initiative (TNI)
- Hillcrest Heights-Marlow Heights Transforming Neighborhoods Initiative (TNI)
- Prince George’s County Redevelopment Authority
- Suitland Civic Association
- Dupont Village Neighborhood Watch
- Hillcrest Heights Civic Association
- Fleischman’s Village Citizen Association
- Branch Avenue in Bloom (BAIB)
- Sheet Metal Workers Local #100
- Prince George’s County Department of Permitting Inspection and Enforcement (DPIE)
- Prince George’s County Department of Public Works and Transportation (DPW&T)

- Washington Metropolitan Area Transit Authority (WMATA)

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?*

Plan 2035 and the approved sector plan include Housing and Neighborhoods policies that this SC Workgroup Action Plan supports, as follows:

- Reduce impact fees for multifamily housing development in the station areas
- Assist the county in preparing a bi-annual inventory of foreclosed and neglected properties
- Collaborate with county planners to prepare revitalization plans using neighborhood stabilization strategies based on data from the county's Residential Market Value Analysis
- Work with the county's DHCD and Redevelopment Authority to prioritize funding to purchase and rehabilitate deteriorated properties through the establishment and capitalization of a County Housing Trust Fund as recommended to rehabilitate low- and moderate- income dwelling units in *Plan 2035*, Housing and Neighborhoods, Policy 6.

The county's DHCD has the Housing Choice Voucher Program and Public Housing that currently houses individuals, families and the disabled at or below the AMI. It is the mission of the county DHCD 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.

These actions will address the housing conditions and needs in Section II. Bringing foreclosed homes back online further diversifies the housing stock at all price points and reduces the negative effect that deteriorated properties have on home values by repairing them. As this process evolves, a plan will be developed to link specific strategies to neighborhoods according to their need.

(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?*

Rehabilitating the existing housing stock, redeveloping residential areas and adding new housing options will create opportunities for more people to use existing transit options. Increasing walkability surrounding the metro stations will encourage more people to move into the SC Area, and a greater proportion of the population will use the Suitland and Naylor metro stations for commuting to work or school, and for access to retail and the region's recreational activities.

(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?*

Although there are no goals for specific types of housing options, the market in the SC Area lends itself well to the creation of additional workforce housing. People with physical disabilities would benefit from

being able to obtain housing close to the Suitland Metro Station, in particular (because the topography is more level than that surrounding the Naylor Road Metro Station), if access was improved to allow level, obstacle-free ingress and egress between the station and the adjoining neighborhood. People with lower incomes would similarly benefit from affordable housing options close to either metro station because increasing their mobility through Metro access, increases opportunities to work and enjoy a higher quality of life.

Actions:

- Establish goals by housing type for the number of existing housing units that should be rehabilitated, and the number of new housing units that should be constructed
- Identify tools and financing options that provide tax credits and incentives to promote development of high-density housing in TOD, mixed-use communities
- Apply for grants to fund projects that use green building practices in reconstruction and rehabilitation
- Identify neighborhood stabilization strategies that the SC Workgroup can implement
- Partner with non-profits to expand access to foreclosure prevention services
- Pursue funding sources to complement programs such as CDBG and HOME
- Work with Redevelopment Authority to identify key properties within ½ mile of the metro stations for development/redevelopment
- Identify opportunities for the county to purchase existing rental housing to preserve affordable units using the Right of First Refusal (ROFR) legislation enacted by the County Council.

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

Planners in the county Planning Department (M-NCPPC) will play a supporting role by assisting the workgroup in the implementation of the Action Plan. In addition, representatives from the following community groups and agencies are key stakeholders:

- Suitland Civic Association
- Dupont Village Neighborhood Watch
- Hillcrest Heights Civic Association
- Fleischman's Village Citizen Association
- Branch Avenue in Bloom (BAIB)
- Sheet Metal Workers Local #100
- Prince George's County Department of Permitting Inspection and Enforcement (DPIE)
- Prince George's County Department of Public Works and Transportation (DPW&T)
- Washington Metropolitan Area Transit Authority (WMATA)
- Business and property owners
- Prince George's County Department of Environmental Resources

E. Supporting transportation efficiency and access.

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

Long-range plans call for strengthening the transportation network and promoting walk-able and bike-able community development. Implementing short-term projects will prepare the area for the realization of the long-term vision and investment. The 2014 *Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment*, and the 2009 *Countrywide Master Plan of Transportation* articulate the following strategies or actions that are reinforced as part of this Sustainable Communities Action Plan:

- Collaborate with county government to establish a TOD Infrastructure Action Team within the DPW&T and provide a dedicated source of funds to address a backlog of infrastructure projects in the station areas
- Stripe on-street bicycle lanes and sharrows on critical paths to the stations and at critical intersections
- Construct off-street trails to connect residential areas to the stations, with the extension of Henson Creek Stream Valley Trail as a high priority project
- Monitor progress of the TIGER grant for the design and construction the Suitland-Silver Hill Greenway
- Extend Navy Day Place to Swann Road and Sycamore Lane to Suitland Road
- Improve the public realm along Silver Hill Road, including wider sidewalk or incremental implementation of the multiway boulevard concept
- Implement Naylor Road/Branch Avenue Streetscape Improvement project
- Realign the intersection of Scottish Avenue and Curtis Drive further to the east and consolidate development site
- Expand the sidewalk network on Silver Hill Road abutting the Suitland Metro Station and along Oxon Run Drive, Scottish Avenue, and in the vicinity of 25th Avenue and Berkeley Street near the Naylor Road Metro Station
- Light walkways connecting different neighborhoods where there is an existing public easement
- Increase pedestrian crossing times at all intersections and construct pedestrian median refuges
- Prepare an architecturally-sensitive design for the Suitland Parkway Bridge to enhance safety of pedestrians/bicyclists
- Enhance street lighting and landscaping along Branch Avenue, Old Silver Road, St. Barnabas Road, Silver Hill Road, Suitland Road, Naylor Road, and Iverson Street.

Bicycle – Increasing bicycle ridership reduces greenhouse effect to the environment; promotes a healthy lifestyle, increase mobility capacity, and a cost-effective infrastructure development alternative in the county. The following actions will increase bicycle use:

- Expand the bicycle route network with safe, convenient, and attractive facilities
- Promote the installation of Cycle Tracks along major thoroughfares
- Promote bike share programs
- Encourage green trail connections to civic institutions
- Provide a minimum of twelve-foot bicycle/pedestrian connections to handle high bicycle/pedestrian volume around the Suitland station.

Bus service – An effective and reliable bus system increases roadway capacity and decreases automobile dependency. The following actions can enhance bus ridership:

- Encourage bus-dedicated lanes along major roadway arteries and collectors connecting Naylor and Suitland Metro stations
- Promote bus priority traffic signals
- Support bus shelter installation

- Install bike racks on TheBus
- Evaluate consolidating the bus stops serving Metro and TheBus
- Prepare a feasibility study for Bus Rapid Transit (BRT) on Branch Avenue and Silver Hill Road.

Automobile – An interconnected roadway network improves traffic mobility and provides different routes alternatives. Additionally, promoting complete streets concept increases land values; improve connectivity, sense of security, and high quality of life.

- Support the county's Complete and Green Street Policy, CB-83-2012
- Encourage new development that links disconnected thoroughfares
- Install native landscape along the median and utility strips
- Promote car sharing programs such as Car2Go, ZipCar.

(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 Suitland and Naylor Metro stations will be connecting the SC Area to the Washington Metropolitan Area Transit Authority's Metrorail network along with other modes of transportation in the area. These stations with bus routes create opportunities for transit oriented, walk-able, bike-able development as well as a good mix of different housing opportunities, business, social places, and a high quality of life for all citizens to enjoy.

The Sustainable Community application builds on the 2014 *Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment*. This plan specifically calls for mixed-use, pedestrian-friendly, transit oriented development targeted at the existing transit stations and appropriate locations in ¼ to ½ walking distance to the stations. In conjunction with recommended transportation improvements, this type of development will improve multimodal interconnectivity access, reduce reliance on single occupancy vehicle trip, improve and locate housing and employment opportunities within walking distance to each other, and help attract private investment and new businesses.

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

Successful and equitable Transit Oriented Development (TOD) that achieve the vision for the SC Area depends on active and continued collaboration and commitment by a range of public, non-profit, and private enterprises. The support of the County Executive and County Council will be instrumental to supporting these initiatives and projects, identified funding, and leveraging private investments. Several different entities are key to the implementation of this Action Plan include the Planning Department and Department of Public Works and Transportation, as well as the Washington Metropolitan Area Transit Authority, the Maryland Transit Administration, businesses, National Park Service, civic institutions, and neighborhood organizations in the community.

F. Coordinating and leveraging (federal, state, and local) policies and investment. (10 points)**(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 SC Area?**

The establishment of this SC Workgroup is a major milestone in bringing its members together in pursuit of common interests, including securing funding to implement infrastructure recommended in the SC Action Plan. The Workgroup intends to advocate for the implementation of the SC Action Plan. The Workgroup will collaborate on branding to market the area, to coordinate the delivery of services, and to attract higher quality businesses. The Workgroup will play a role in identifying and endorsing the application of state and federal funding programs to support and implement the Action Plan. The Workgroup will periodically evaluate the performance of the Action Plan and, as warranted, make recommendations to strategically revise it.

The SC Workgroup will participate in specific partnerships recommended in the 2014 *Approved Southern Green Line Sector Plan and SMA* in pursuit of the following actions:

- Seek private partners to redevelop the former Suitland Manor site and frontage along Silver Hill Road and Suitland Road
- Use Tax Increment Financing and other financial tools to support joint development on WMATA property and private property in the immediate station area
- Reduce impact fees for multifamily housing development in the station areas
- Support formation of a Southern Green Line Coalition to advocate for investment and support new development.

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

The 2014 *Approved Southern Green Line Sector Plan and SMA*, and each of the countywide functional master plans were the result of extensive community outreach and ongoing collaboration between the planning team and leadership from the County Council. The plans include recommendations related to transportation, economic development, historic preservation, land use, and implementation geared toward improving neighborhoods and supporting TOD. They support redevelopment plans that focus on neighborhood stabilization, rehabilitation of key properties, and public investment along key corridors near the metro stations. This SC application is fully in alignment with the recommendations of the county's new General Plan and the recent sector plan. Designation will allow the individual entities within the SC Workgroup to collaborate and have an impact that is visible, coordinated, and cohesive.

There is a high degree of consistency across current, official planning documents in the SC Area. Many of the community stakeholders who worked alongside planning staff in preparing this SC Action Plan also collaborated with planning staff in the preparation of the 2014 *Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment*. Through the county's comprehensive planning processes there was collaboration with the federal, state and local agencies responsible for improving transportation and other public facilities within the proposed SC Area.

With TOD a mix of uses (commercial, retail, institutional, and residential) may locate on and adjacent to the Naylor Road and Suitland Metro stations and will create a variety of economic, social, and environmental benefits for the established communities. TOD provides communities with long-term social, economic, and environmental benefits, such as revitalizing aging commercial centers, increasing

pedestrian mobility and public safety, reducing vehicle trips, providing a variety of housing choices, spurring job growth, and decreasing infrastructure costs. Through ongoing private and public partnerships, TOD will enable neighborhood lifestyles; a mixture of shopping, restaurant, recreational, and entertainment options; and diversified housing and employment opportunities.

The actions in this SC application implement the vision and goals recommended by multiple planning policy documents. This SC Area is the outgrowth of multiple planning efforts lead by the Planning Department. The recently approved Prince George's County general plan, or Plan 2035, designates the proposed SC Area in policy areas which encourages transit-supporting, mixed-use, pedestrian-oriented neighborhoods surrounding metro stations, strengthens neighborhoods, and supports economic development at these locations.

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

The SC Action Plan recommends improvements that are consistent with the Complete Streets policies. The designation of the neighborhoods surrounding the Suitland and Naylor Road metro stations as a Sustainable Community will provide an opportunity for the county to apply for state and federal funds to maximize its potential for private investment. Funding of SC Action Plan activities would demonstrate commitment on the part of the public sector which will encourage additional private investments in the SC Area. Making critical improvements to key infrastructure, such as constructing sidewalks, installing new lighting, and improving crosswalks near major development opportunity sites will serve as a catalyst for private investment of commercial and residential redevelopment. Funding of programs to implement or construct recommended improvements are an incentive for private sector developers to capitalize on the public investments. Finally, the county's new EDIF presents an opportunity to support TOD and can also be used to leverage federal, state, and private funding to further improve the SC Area.

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:

- ESD demonstration projects on highly visible public/quasi-public land are identified
- Recycling is increased in schools, apartment complexes, and restaurants
- Residents are educated about stormwater runoff and its impacts in local streams and the Chesapeake Bay Rain barrels, rain gardens and other stormwater mitigation strategies are implemented on private property
- Funding strategies are explored to restore degraded segments of Henson Creek
- Locations for bioretention cells, rain gardens, and open space easements for stormwater management are identified and mapped
- Impervious surfaces are retrofitted with pervious materials where appropriate
- Vehicle emissions are reduced through trip reductions

2. Value communities and neighborhoods:

- The sidewalk network is expanded in the vicinity of the metro stations
- Naylor Road/Branch Avenue Streetscape Improvement project is funded and/or implemented
- The Suitland Bog is used as a unique branding strategy
- County TheBus service extends from Suitland to Westphalia and Upper Marlboro
- Create Business Improvement District
- Branch Avenue businesses are offered crime prevention (CPTED) training
- Funding is obtained for streetscape improvements and sidewalk connections
- Planning for civic building in Suitland is initiated
- Strategic interventions implemented, including acquisition and removal or rehabilitation

3. Enhance economic competitiveness:

- To the extent possible, barriers to the timely approval of permits are overcome
- A branding and marketing program is prepared
- Marketing and branding campaigns succeed in attracting new businesses to the SC Area
- Code violations are reduced
- Vacant commercial structures are repurposed or leased
- A business-friendly environment is established through effective public-private collaboration
- Unemployment decreases
- Residents obtain skill training for jobs in the trades for jobs with Tanger Outlets and MGM

4. Promote access to quality affordable housing:

- Goals are established for the various types of dwelling units that should be rehabilitated or built
- Housing financing tools and options to construct TOD are promoted
- Grant applications to rehabilitate housing include green building practices
- Neighborhood stabilization strategies are implemented
- Foreclosures decline
- Key properties are identified for redevelopment
- Opportunities are identified for purchasing rental units using the county's ROFR program
- Analysis of the housing affordability prepared

- Impact fees are reduced for new multifamily dwelling units

5. *Support transportation efficiency and access:*

- A higher proportion of Metro riders walk rather than drive to the stations
- Funding is obtained for capital improvement streetscape projects
- Suitland Parkway Trail and/or Oxon Run Trail is funded for planning and design
- Pedestrian crossings are improved, increasing safety
- Coordinated signage and other aesthetic features are installed
- Bike lanes and bike racks, pedestrian shelters and new street lights are installed
- Car Share and Bikeshare programs are established to provide alternative modes of transportation

6. *Coordinate and leverage policies and investment:*

- The number of local businesses is increased
- Existing local businesses have grown
- Regulations enacted to reduce impact fees for multifamily development in station areas
- Incentives increase private investment
- Funding of infrastructure improvements attracts private development.

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

The following benchmarks will be used to measure progress towards the above outcomes:

1. *Support communities and reduce environmental impacts:*

- Reduction in calls on clogged storm drains show improved stormwater management
- Data shows an increase of recycled goods collected
- Improvements to data on air and water quality
- Data shows increase in access to, and use of open space resources

2. *Value communities and neighborhoods:*

- Data on the number of code enforcement citations and violations related to commercial properties
- Evidence of marketing and branding strategies , possibly using the Suitland Bog as a focus
- Projects listed in the state Consolidated Transportation Program (CTP) and/or the county Capital Improvement Program (CIP)
- Redevelopment Authority project priorities
- Design and property acquisition funded in MNCPPC budget for Suitland civic building
- Windshield surveys of litter along roadways
- Information on numbers of Sheet Metal Workers trainees that are from the community
- Area crime statistics from the Police Department

3. *Enhance economic competitiveness:*

- Employment data
- Evidence of marketing and branding strategies
- Data on the number of permits issued and development applications received for residential and commercial construction
- Commercial square footage available, leased
- Commercial vacancy rate
- Lists showing the status of infrastructure improvements and capital improvement projects completed or ongoing

- Monitoring the job training and business initiatives targeted for the SC Area by the non-profit organizations, civic associations.

4. *Promote access to quality affordable housing:*

- Data on the number of code enforcement citations and violations related to residential properties
- Data on the number of new housing units created
- Data showing the cost of housing, for sale and rental, and whether a wide range of income groups can be accommodated;
- Data on the status of foreclosed properties and rate of new foreclosures
- Rental vacancy rate
- Funding prioritized within the county DHCD and Redevelopment Authority for property rehabilitation
- Monitoring of grants awarded, including grants for green building projects
- The number of residents participating in programs offered by the DHCD; and
- The quantity of homes sold versus the inventory of homes for sale.

5. *Support transportation efficiency and access:*

- Increase number of new bike connections to the Suitland and Naylor Metro Stations and the number of new pedestrian connections
- Data on modes of access to the Naylor Road and Suitland metro stations (i.e. walking, bicycling) and data on the proportion of Metrorail riders that walk versus drive to the station
- Data on the number of new or completed transit, pedestrian/trail or bicycle related Capital Improvement Program (CIP) projects, as compared to prior years
- The reduction in number of traffic-related accidents
- An annual review and report on the Action Plan to residents and others within the SC Area

6. *Coordinate and leverage policies and investment:*

- Data on the number of applications and awards of state, federal and other sources of funding
- Monitoring of infrastructure funding (TIF or other tools) as part of the county's CIP
- Data on the number of new multifamily housing units built that were exempt from impact fees
- Data on tax revenues collected in the SC area; and
- Data on the number of businesses utilizing the EDIF fund and amounts awarded by the fund.
- Monitoring status of multifamily impact fee reduction legislation