

Strategic Demolition and Smart Growth Impact Fund

*Maryland Park Drive and Southern Avenue
Roadway Improvements*

Application
by
Prince George's County Department of Housing and
Community Development

October 12, 2012

STRATEGIC DEMOLITION AND SMART GROWTH IMPACT FUND APPLICATION

I. APPLICANT INFORMATION

1. Legal Name of Applicant:

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

2. Applicant's Street Address: 9400 Peppercorn Place

City: Largo **County:** Prince George's **State:** Maryland **Zip Code:** 20774

3. Phone Number: 301-883-5531 **Fax Number:** 301-883-9832

Web Address: www.princegeorgescountymd.gov/dhcd

4. Applicant's Federal Employer Identification Number: 52-6000998

5. Primary Contact Person-Name: Vanessa C. Akins **Title:** Division Chief, Community Planning North

Address: 14741 Governor Oden Bowie Drive **City:** Upper Marlboro **State:** Maryland
Zip Code: 20772

Phone Number: 301-952-4225 **Fax Number:** 301-952-4121

E-mail Address: Vanessa.Akins@ppd.mncppc.org

6. Person to be contacted for Award notification: Eric C. Brown **Title:** Director, Prince George's County Department of Housing and Community Development

Address: 9400 Peppercorn Place **City:** Largo **State:** Maryland **Zip Code:** 20774

Phone Number: 301-883-5531 **Fax Number:** 301-883-9832 **E-mail Address:** ecbrown@co.pg.md.us

7. Total funding requested: \$ 433,940

8. Type of project (please check one):

Building/Site Assembly

Site Development

Architectural & Engineering Designs

Other (Infrastructure Improvements)

Demolition

II. APPLICATION NARRATIVE

1. Give a brief project description:

This project encompasses the enhancement and extension of existing trails and roadway improvements for increased mobility, connectivity, safety, and traffic control to improve access to alternative modes of transportation and in preparation of proposed residential development on the property owned by Prince George's County Department of Housing and Community Development.

2. Project Description & Goals (20 points)

a. Project's alignment with State and Local Plans:

This project meets the goals and objectives of several plans initiated by the Planning Department to include the 2002 Approved *Prince George's County General Plan*, 2010 Approved *Subregion 4 Master Plan and Sectional Map Amendment*, the 2009 Approved *Countywide Master Plan of Transportation*, and the Sustainable Communities Action Plan submitted to the Maryland Department of Housing and Community Development in April 2012. The project also meets the objectives of Plan Maryland.

The vision and goals as recommended by the 2002 Approved *Prince George's County General Plan*, places special emphasis on policies that will strengthen neighborhoods, support economic development, capitalize on transportation investments, and encourage transit-supporting, mixed-use, pedestrian-oriented neighborhoods.

The 2010 Approved *Subregion 4 Master Plan and SMA* establishes the land uses and development policies within the Subregion 4 area and includes recommendations for improving bicycle and pedestrian access. The master plan recognized the importance of designing roads, new developments, and communities in a way that allowed residents to make trips by walking and bicycling. The master plan also includes an element on community health and wellness. This section reinforces the need for facilities that allow area residents to live active and healthy lifestyles by promoting walking, biking, and other forms of outdoor recreation.

The Approved *Countywide Master Plan of Transportation (MPOT)*, The Approved *Countywide* includes several policies related to pedestrian access and the provision of sidewalks within designated centers and corridors, as well as other areas in the Developed and Developing Tiers. The project is located within the developed tier. The project is consistent with these policies and the complete streets element of the MPOT by retrofitting an existing road, which primarily accommodates automobiles, to complete street standards, with attractive, safe, and inviting accommodations for pedestrians and bicyclists.

Additionally, the project aligns with the Sustainable Community Action Plan as its smart growth objective is to guide reinvestment and growth in existing communities for overall

smart growth. Several actions will be achieved through this project, including:

- Working with DHCD to preserve existing neighborhoods;
- Continuing work with the Department of Public Works and Transportation to create pedestrian safety and access improvements; and
- Redevelopment of vacant and underutilized properties.

This project also aligns with PlanMaryland, a smart growth and sustainability plan to encourage state agencies and local governments to work together in partnership to achieve common growth goals and objectives for new development and preservation of existing communities without compromising agricultural and natural resources. Specifically, this project is located within a Priority Funding Area and aligns with PlanMaryland's 12 Visions for economic growth, resource protection, and planning policies, and provides guidance for the areas' future development. PlanMaryland also designates this projects' locale as a Growthprint area, encouraging infill development, revitalization, and/or redevelopment.

b. Description of Project:

The Smart Growth Impact Funds will be used to extend the Watts Branch Trail from its current terminus at 61st Street NE and Banks Place NE in the District of Columbia into Prince George's County via Maryland Park Drive, establishing a connection to the trail from the north side of 63rd Street NE. The project also recaptures roadway space for pedestrian and bicycle pathways, and improves pedestrian and bicycle crossing facilities as part of the process to determine appropriate traffic controls at the intersection.

The project will not only improve mobility and access, but it will assist in providing an additional economic and community development benefit. The Prince George's County Redevelopment Authority of the Department of Housing and Community Development currently owns the 6.6 acre vacant parcel located at the intersection of Southern Avenue and Maryland Park Drive (210 Maryland Park Drive). The Redevelopment Authority would like to develop housing on the parcel, which will include a mix of 33 townhomes and 60 apartment units. The residential development has an estimated cost of \$12,512,873, which includes labor, materials, and installed components for buildings. The estimate does not include site preparation and internal infrastructure.

The Department of Housing and Community Developed evaluated best uses of the land and determined that adding a diverse mix of housing would provide the highest benefit to the existing community and the county overall, while increasing access to transit, decreasing transportation costs, and improving and increasing pedestrian and bicycle activity. The residential concept plan acknowledges the neighboring community to the southeast by providing a landscaped buffer and new gateway park. The proposed townhomes will be situated along Southern Avenue, creating a denser street frontage which is consistent with transit-oriented development. The apartments will be located on the eastern edge closer to Maryland Park Drive. This future residential development will facilitate growth in the community and provide housing choices for area residents.

c. Benchmarks/Revitalization Impact:

Completion of this project will provide safer routes and enhance access to alternative modes of transportation, such as the four Blue Line Metro stations and The Bus, while also enhancing pedestrian and bicycle connectivity and providing improved traffic controls. This project will help to revitalize the surrounding Capitol Heights and Seat Pleasant communities by providing infrastructure to support transit-oriented development (TOD). The benefits of TOD are extensive have been known to strengthen neighborhoods, support economic development, and encourage mixed-use, pedestrian oriented communities.

The goals and objectives of this project are to:

- Improve mobility, safety and access in the area;
- Improve pedestrian and bicycle connectivity through the development of continuous sidewalks and designated roadway space;
- Create denser street frontage consistent with transit-oriented development principles;
- Preserve existing neighborhoods;
- Redevelop vacant and underutilized properties; and
- Expand housing choices for people of all ages, incomes, and physical condition.

These infrastructure improvements will be part of a larger county effort to provide complete streets in centers and corridors. In addition to improving pedestrian and bicycle safety, the project will also provide necessary public investment in the Central Avenue- Metro Line corridor and support existing and future community revitalization efforts, which include the proposed residential development.

Benchmarking measures will occur on a semi-annual basis and will include an examination of the achievement of goals and objectives, the identification of what is needed to improve project processes, and whether the project on schedule and within budget.

3. Smart Growth Score Card (20 points)

See attached spreadsheet.

4. Description of Partnerships (10 points)

- a) As part of the Application and Action Plan for the Maryland Sustainable Communities (SC) Designation for the Central Avenue Metro-Blue Line Corridor, a Workgroup was created to coordinate various interests, including economic, community, and housing development goals, related to the SC Area.

The Workgroup included key officials and staff from County Executive’s Office, County Council, Department of Housing and Community Development (DHCD), The Maryland-National Capital Park and Planning Commission (M-NCPPC – Prince George’s County Planning Department), Economic Development Corporation (EDC), Department of Public

Works and Transportation (DPW&T), Department of Environment Resources (DER), Police Department, Department of Education, Town of Capitol Heights, Town of Fairmount Heights, City of Seat Pleasant, Washington Metro Area Transit Administration (WMATA), several civic and homeowners' associations, the Sanctuary at Kingdom Square (joint venture with Central Gateway Community Development Corporation and Velocity Capital), and other businesses. Key members of the Workgroup will play a role in identifying and endorsing the application of state and federal funding programs, such as this Strategic Demolition and Smart Growth Impact Fund, to support the implementation of the Action Plan.

Furthermore, the County Executive has formed a partnership with the U.S. Department of Housing and Urban Development (HUD) to promote economic growth at gateway communities, specifically Capitol Heights at the location of this project. HUD will help DHCD coordinate affordable housing and revitalization projects with the District of Columbia. HUD plans to provide technical assistance in the management of county housing programs and other community revitalization efforts by DHCD. HUD will assess DHCD's staff and recommend necessary training, as well as for non-profit groups receiving grants from DHCD.

With regard to this specific project, close collaboration between DHCD, the Planning Department, DPW&T, DER, and EDC is paramount to achieve the desired outcomes and ensure timely project completion. These agencies are fully committed to this project. Letters of commitment from these agencies have been provided as part of the application.

5. Organizational Capacity (20 points)

- a. Prince George's County DHCD will take the lead in implementing the proposed trail extension since it owns the property adjacent to the project site and hopes to develop housing on the parcel. DHCD is comprised of three governmental agencies: the Department of Housing and Community Development, the Housing Authority, and the Redevelopment Authority. DHCD is responsible for the implementation of HUD regulations at the local level and implementation/administration of federal grants that revitalize neighborhoods. DHCD has experience in the development and execution of a diverse array of revitalization projects and will be valuable in the implementation of the project.

DHCD has considerable experience in administering similar projects and awards successfully, primarily due to its role in administering Community Development and Block Grants and HOME funding from HUD. Additionally, DHCD has administered Community Legacy Awards from the state. The Department will also be working in conjunction with its agency partners, which include Prince Georges County Planning Department, Department of Environmental Resources, Department of Public Works and Transportation, and Economic Development Corporation to achieve the desire outcomes and ensure timely project completion of this project all of whom has varied experience in similar grant administration.

6. Description of Public Process (10 points)

- a. Community meetings and workshops, which included residents, community groups, property owners, businesses, and other stakeholders, were held throughout the Subregion 4 Master Plan and Sectional Map Amendment process, as well as the Central Avenue-Metro Blue Line TOD Implementation Plan and the Application and Action Plan for the Maryland Sustainable Communities Designation. These plans and designation were the foundation for the proposed trail extension and neighborhood greenway conversion. The public has been in support in the development of the transportation improvements as well as the desire for housing alternatives in the community.

Maryland Park has also been studied previously by the Prince George's County Department of Public Works and Transportation. Meetings with adjacent and nearby neighbors and property owners to gain consensus on managing current and anticipated travel/traffic, and physical changes to the roadway and adjacent right-of-way are on-going.

DHCD, along with the assistance of its partner agencies, including the Prince Georges County Planning Department, Department of Environmental Resources, Department of Public Works and Transportation, and Economic Development Corporation, will involve residents in the redevelopment of this project area. Furthermore, the specific recommendation for this proposal originated from the Central Avenue-Metro Blue Line TOD Implementation Project and the Sustainable Communities Action Plan reflects several years of work and hundreds of stakeholders input.

Future public processes will include additional community meetings, workshops, and design charrettes along with social media and other online participatory methods will be used to disseminate information and to further garner input and support for the project.

7. Project Readiness (20 points)

- a. Timeline:

<u>Preliminary Design Phase 30%</u>	<u>Duration</u>	<u>2/15/2013</u>	<u>6/30/2013</u>
Grant Applicant Awards			12/31/2012
Consultant scope/fee development	6 weeks	1/2/2013	2/15/2013
Site Survey/Base Sheet	4 weeks	2/15/2013	3/15/2013
Concept Design Development	4 weeks	3/15/2013	4/15/2013
Traffic Analysis (part of Watts Branch Project)	8 weeks	2/15/2013	4/15/2013
Review of Concept with DPWT, M-NCPPC, Redevelopment Authority, DC etc.	1 week	4/16/2013	4/22/2013
Revise Concept	2 weeks	4/23/2013	5/5/2013
Review of Concept with MD DHCD	1 week	5/6/2013	5/12/2013
Revise Concept	2 weeks	5/13/2013	5/30/2013
Public Information Meeting - Present Concept	4 weeks	6/1/2013	6/30/2013

Final Design/Construction Documents/Bid Advertisement**Phase**

<u>Semi Final Design Phase 65%</u>		<u>6/30/2013</u>	<u>1/16/2014</u>
Road, Landscape Plans and Specs 65%			
Prepare Plans, Specs, Computations	16 weeks	6/30/2013	10/31/2013
Submit Plans PGDPWT, MNCPPC, PGSCD, DCDOT	1 week	11/1/2013	11/7/2013
Agency review of Plans	8 weeks	11/8/2013	1/8/2014
Agency issue comments to consultant/meeting	1 week	1/9/2014	1/16/2014
<u>Final Design Phase 90%</u>		<u>1/16/2014</u>	<u>5/15/2014</u>
Road, Landscape Plans and Specs 90%			
Revise Plans, Specs, Computations	8 weeks	1/16/2014	3/15/2014
Submit Plans PGDPWT, MNCPPC, PGSCD, DCDOT	1 week	3/16/2014	3/22/2014
Agency review of Plans	6 weeks	3/23/2014	5/7/2014
Agency issue comments to consultant/meeting	1 week	5/8/2014	5/15/2014
<u>PS&E Phase 100%</u>		<u>5/15/2014</u>	<u>12/9/2014</u>
Road, Landscape Plans and Specs 100%			
Revise Plans, Specs, Computations	4 weeks	5/15/2014	6/15/2014
Submit Plans PGDPWT, MNCPPC, PGSCD, DCDOT	1 week	6/16/2014	6/23/2014
Agency approval of Plans	6 weeks	6/24/2014	8/8/2014
Permit Processing	16 weeks	8/9/2014	12/9/2014

Bidding & Advertisement Phase

		<u>8/8/2014</u>	<u>2/19/2015</u>
Deliver Bid Package			8/8/2014
Advertise for Bid	1 week	8/9/2014	8/16/2014
Bid Development (2 months)	8 weeks	8/17/2014	10/17/2014
Bid Opening			10/18/2014
Bid Review (4 months)	16 weeks	10/19/2014	2/19/2015
Contract Award			2/19/2015

<u>Construction Phase</u>	<u>4 months</u>	<u>2/19/2015</u>	<u>6/19/2015</u>
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b. Site Control, Reviews & Procedures:

The site control reviews and procedures will primarily occur during the preliminary site and final engineering phases and are described in the timeline table above. Once the plans, specs and computations are reviewed and approved permits will be processed.

In addition, the site will undergo rezoning and sectional map amendment to change the zone and use of the property from to Single Family Residential (R-55) to Mixed Use Transportation Oriented (M-X-T) prior to the residential site development. This process will take approximately six months.

8. Financial Feasibility (20 points)

a. **Financing:** See the budget and cost estimates below:

b. **Project Budget**

USES OF FUNDS BY ACTIVITY	SOURCES OF FUNDS			TOTALS BY ACTIVITY	STATUS OF OTHER FUNDING *	
	Strategic Demolition & Smart Growth Impact	Applicant's Contribution	Identify Other Sources	Amount	Amount from other sources	Funding Status (C, R, or I)
Building/Site Acquisition	\$	\$		\$	\$	
<i>Predevelopment (Engineering and Design)</i>	\$113,000	\$		\$113,000	\$	R (12/2012)
Demolition	\$	\$		\$	\$	
New Construction		\$		\$	\$	
Project Admin. (Cash)		\$		\$	\$	
Project Admin. (In kind)		\$		\$	\$	
<i>Other (Infrastructure Improvements)</i>	\$320,940	\$		\$320,940	\$	R (12/2012)
TOTALS - BY SOURCES OF FUNDS	\$433,940	\$		\$433,940	\$	R (12/2012)

*Codes: C = Committed - Include proof of all funding commitments after Tab #6.

R = Requested - Also indicate the date (month and year) by which you expect to know of this funding commitment.

I = Identified - Identified as a potential funding source, but haven't yet applied. Please indicate when funding applications may be submitted for this potential source of funds.

COST ESTIMATES

Engineering/Architectural Design Costs	
<i>Preliminary Design Phase</i>	
Site Survey/Base Sheet	\$ 7,000
Concept Design Trail and Intersection Modifications	\$ 8,000
Concept Design Traffic Analysis	\$ 25,000
Coordination (DPWT,MNCPPC,DC and Property Owners)	\$ 8,000
Public Meetings	\$ 3,000
 <i>Final Design/Construction Documents/Bid & Advertisement Phase</i>	
Stormwater Concept Approval	\$ 3,500
Public Notice Stormwater Management Concept	\$ 1,500
Roadway Improvement Plan	\$ 15,000
MOT Plan	\$ 8,000
Pavement marking and Signage Plan	\$ 5,000
Erosion/Sediment Plan	\$ 6,000
Street Tree and Lighting Plan	\$ 8,000
Team Meetings and Project Management	\$ 5,000
Permits (Road Construction, DNR Street Tree permit, DCDOT, etc.)	\$ 6,000
Coordinate with Property Owners	\$ 2,500
Bidding/Advertisement	\$ 1,500
<i>Total</i>	\$ 113,000
 Infrastructure Improvements	
<i>Construction Phase</i>	
Construction Management	\$ 30,000
Pavement Removal	\$ 10,400
Sidewalk Removal	\$ 1,040
New Sidewalk	\$ 10,400
New pavement (Turning lanes on Southern Avenue)	\$ 12,896
New Curb and Gutter	\$ 9,600
Restripe Road	\$ 5,616
Crosswalks	\$ 5,200
HC Lamps	\$ 6,240
Street Lights	\$ 15,080
Signs	\$ 4,368
Street Trees	\$ 3,900
Modify Existing Signal	\$ 75,000
Utility Relocation or Adjustment	\$ 75,000
Maintenance of Traffic	\$ 31,200
Erosion/Sediment Control	\$ 25,000
<i>Total</i>	\$ 320,940
<i>Grand Total</i>	\$ 433,940

PROJECT IMPACT DATA SHEET

PROJECT NAME: Maryland Park Drive and Southern Avenue Roadway Improvements

Type of Operation: Commercial Industrial Residential
 Government Non-profit Other: Infrastructure Improvements

SIC CODE: 1522 [Standard Industrial Classification \(SIC\) System Search](#)

PROJECT IMPACT:		Numerical Value
1.	"As is" tax value of the property(ies)*	\$176,400
2.	"As completed" tax value of the property(ies)*	\$12,689,273
3.	Number of existing housing units that will be renovated	N/A
4.	Number of new housing units that will be created	93
5.	Number of new homeowners (each household equals 1 homeowner)	93
6.	Percentage of SGIF that will be repaid within 5 years	N/A
7.	Number of existing clients to be served annually at the project location*	N/A
8.	Number of new clients to be served annually at the project location*	N/A
9.	Number of commercial facades that will be improved	N/A
10.	Number of linear feet of streetscapes that will be improved	20,000 LF
11.	Number of linear feet of water/sewer lines that will be added or improved	N/A
12.	Neighborhood investment that will result from this project over the next 3 years*	\$12,946,873
13.	Annual increase in sales (for retail and commercial activities)*	N/A
14.	Number of vacant/underutilized buildings that will be put back into operation	N/A
15.	Square footage of vacant/underutilized space that will be put back into operation	126,000 SF
16.	Length of time building(s)/space referenced above has been vacant	10 years
17.	Number of blighted properties to be removed	N/A
18.	Increase in inventory of developable lots	N/A
19.	Number of direct permanent employees*	N/A
20.	Number of direct temporary employees*	N/A
21.	Number of direct permanent Maryland resident employees*	N/A
22.	Number of direct temporary Maryland resident employees*	N/A
23.	Annual wages/salaries of direct permanent employees*	N/A
24.	Annual wages/salaries of direct temporary employees*	N/A
25.	Annual project operating expenditures including wages/salaries*	N/A
26.	Other (please explain)*	N/A
27. Visitor-based activities**	Number of new annual day-trip patrons*	N/A
	Number of new annual overnight patrons*	N/A
	Admission fee (per entry)	N/A

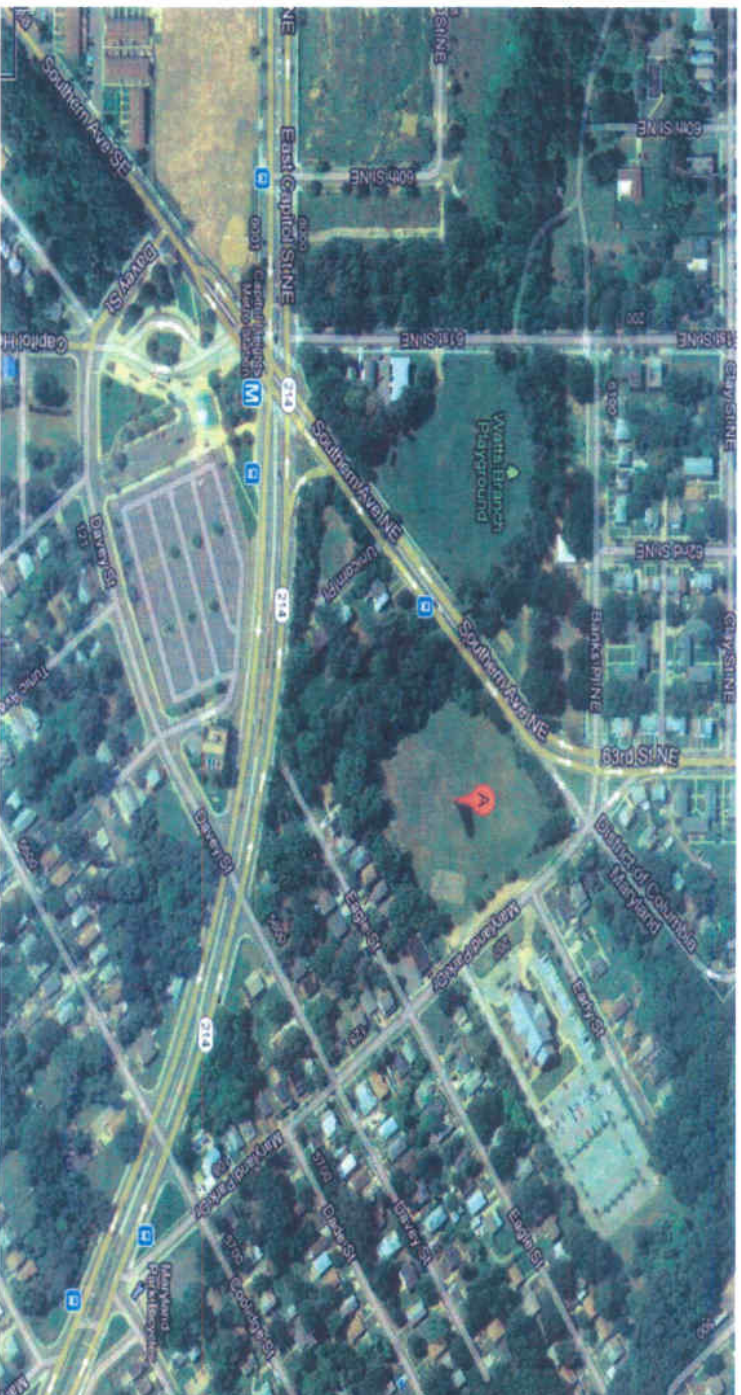
* Provide a brief explanation (show your math) of how you arrived at the value

** Visitor-based activities include those engaged in visual arts, museums, amusement and recreation, theaters, etc.

Project Impact Explanations:

- 1) The tax value of the property based on the Prince George's County Tax Assessment.
- 2) The value of the property, which included the land assessment and the residential construction costs, excluding site preparation and internal infrastructure ($\$176,400 + \$12,512,873 = \$12,689,273$).
- 10) The estimated linear feet of new sidewalks, curb and gutter to be installed ($10,400 \text{ LF} + 9,600 \text{ LF} = 20,000 \text{ LF}$).
- 12) The cost of infrastructure improvements plus the construction costs of the residential development, excluding site preparation and internal infrastructure ($\$433,940 + \$12,512,873 = \$12,946,813$).
- 15) The average square feet of the apartments ($1,000 \text{ SF} \times 60 \text{ units} = 60,000$) plus the townhomes ($2,000 \text{ SF} \times 33 \text{ units} = 66,000$); ($60,000 \text{ SF} + 66,000 \text{ SF} = 126,000 \text{ SF}$)

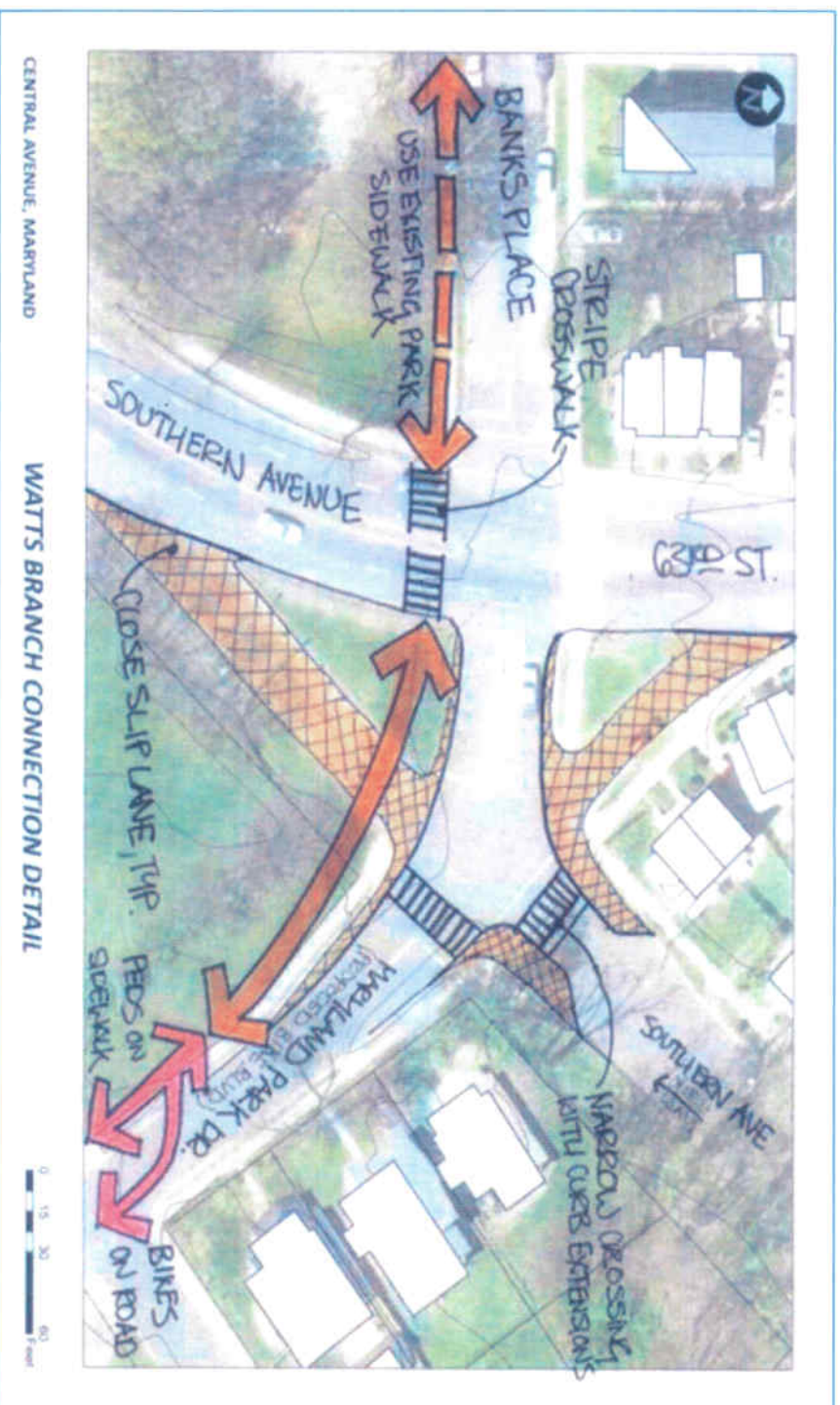
Maryland Park Drive and Southern Avenue Aerial Photo



Maryland Park Drive and Southern Avenue Intersection



Maryland Park Drive and Southern Avenue Trail Connection Detail



Maryland Park Drive and Southern Avenue Residential Site Rendering



Maryland Park Drive and Southern Avenue

Perspective Drawing



**Strategic Demolition and
Smart Growth Impact
Fund (SGIF)
Scorecard**

Project Name:

Maryland Park Drive and Southern Avenue Roadway Improvements

Project Address/Location:

210 Maryland Park Drive, Capitol Heights Maryland 20743

Applicant/Sponsor Agency:

Prince George's County Department of Housing and Community Development

Location and Services		Answer	Points	Score
1	The project is located on a site in need of infill development and/or revitalization	Yes	4	4
2	The project reuses a brownfield or greyfield site	Yes	3	3
3	In addition to being located in a Sustainable Community, this project is also has one or more of the following designations: A&E district, Enterprise Zone, BRAC zone, Historic District, Maryland Main Street, Maryland Maple Street or a TOD Zone	4 + designations	5	3
		3 designations	4	
		2 designations	3	
		1 designation	2	
		Subtotal	up to 12	10

Density and Compactness		Answer	Points	Score
4	For residential: Average number of dwelling units/acre (including on-site right-of-way and open space)	13+ DU/acre	4	4
		7 - 12 DU/acre	2	
		3.5 - 6 DU/acre	1	
5	For commercial: High floor-area ratio (exclude structured parking and right-of-way). Defined as square footage of building footprint divided by square footage of entire lot.	1.0+ FAR	3	1
		.5-1.0 FAR	2	
		.4-.5 FAR	1	
6	Site Area devoted to roads is minimized	Yes	1	1
7	Site Area devoted to parking is minimized	Yes	1	1
8	Site is designed to maximize transit access	Yes	2	2
		Subtotal	up to 11	9

Accessibility, Mobility and Connectivity		Answer	Points	Score
9	The project is accessible (within 1/4 mile) of multiple modes of transportation (bus, rail, walking, cycling, etc.)	3+ modes	3	3
		2 modes	2	
10	The project is near frequently visited uses (grocery/convenience store, shopping, restaurants, offices etc)	Less than 1/4 mile	2	2
		1/4 to 1/2 mile	1	
11	The project is located within walking distance to local public schools	Less than 1/4 mile	2	1
		1/4 to 1/2 mile	1	
12	Project parking is located where it does not visually dominate the development from the street and allows easy and safe pedestrian access to buildings	Structured parking	2	2
		Parking in rear	1	
		Lot in front	0	
13	The project connects to and/or extends bikeway or sidewalk systems	Yes	3	3
		Subtotal	up to 12	11

Mixed Use		Answer	Points	Score
14	The project has a mix of land uses (Housing, retail, office/commercial, public buildings, entertainment, public space)	4+ Uses	4	3
		3 Uses	3	
		2 Uses	2	
		Subtotal	up to 4	3

Housing Diversity & Quality		Answer	Points	Score
15	A diverse range of housing types are proposed (single-family homes, affordable housing, multi-family housing, apartments, senior housing etc)	3+ types	3	3
		2 types	2	
16	Design and construction includes greenbuilding approaches to energy and water conservation.	Yes	2	2
17	Affordable and workforce housing are included in the development	Yes	3	3
18	The project diversifies housing prices in the surrounding neighborhood	Yes	2	2
		Subtotal	up to 10	10

Environmental Protection		Answer	Points	Score
19	On-site environmental resources are protected (Non GreenPrint resources)	Yes	2	0
20	GreenPrint lands present	None present	2	2
		Present but protected	1	
21	The project will improve degraded environmental resources (including the addition/expansion of urban tree canopy)	Yes	2	2
22	The project will comply with stormwater regulations without a waiver and upon completion will dispose of sanitary wastewater by connection to a wastewater treatment plant or use of Best Available Technology for nutrient removal	Yes	3	3
23	The project uses "green building" design techniques and is LEED certified or equivalent	LEED Platinum or eq.	3	2
		LEED Gold or eq.	2	
		LEED Silver or eq.	1	
24	Areas vulnerable to coastal hazards including flood inundation and storm surge associated with this project	None present	2	2
		Yes but avoided	1	
25	The project maintains or creates public access to waterfront or natural areas for public use	Yes	2	2
26	The project will remove an exposure risk to an environmental hazard, e.g., asbestos or lead paint	Yes	1	0
27	The project mitigates environmental burdens on low-income or disadvantaged populations	Yes	2	2
Subtotal			up to 19	15
Community Character and Design		Answer	Points	Score
28	The project reuses or rehabilitates existing structures	Yes	5	0
29	On-site historical resources are protected	Yes	3	0
30	Building designs follow existing or desired architectural vernacular, as established in local design codes or in relation to significant buildings or existing nearby structures	Yes	1	1
31	Public community use facilities are available within 1/2 mile of the project site	Yes	1	1
32	Public green spaces are available within 1/2 mile of project site	Yes	1	1
33	On-site public spaces are open to the general public	Yes	1	1
Subtotal			up to 12	4
Economic Development		Answer	Points	Score
34	The project increases employment opportunities for residents of the community	Yes	5	5
35	The project uses respond to identified community needs (expanded retail, health, financial and other services)	Yes	4	4
36	The project will expand the tax base in the Sustainable Community Area	Yes	4	4
37	The project will expand commercial opportunities for new, existing and locally owned businesses	Yes	5	5
38	The project increases community opportunities for training and education, entertainment or recreation	Yes	2	2
Subtotal			up to 20	20
Grand Total			up to 100	82

One-hundred total points can be accumulated on this scorecard. The points awarded in the SGIF application for the scorecard (up to 20) will be proportional to the 100 point tally. For example, if you received 80 out of 100 points on the scorecard, you will receive 16 out of 20 points in the SGIF application.



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Upper Marlboro, Maryland 20772
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(301) 952-3595

October 8, 2012

Mr. Raymond Skinner, Secretary
Maryland Department of Housing
and Community Development
100 Community Place
Crownsville, Maryland 21031

Dear Secretary Skinner:

The Prince George's County Planning Department is submitting this letter in support of the Prince George's County Department of Housing and Community Development's application for the Strategic Demolition and Smart Growth Impact Fund (SGIF) for the Maryland Park Drive and Southern Avenue roadway improvements.

The Planning Department will play an important role in this project. The Department assisted with the preparation of the Sustainable Communities Application for the Central Avenue-Metro Blue Line Corridor and will help support the implementation of the action plan, from which this project was derived. The Department will also assist with public outreach and participation activities aimed at garnering community input and support for the endeavor.

Again, we support the efforts of the Department of Housing and Community Development and its dedication to the vision and action plan for the Central Avenue-Metro Blue Line Corridor. We look forward to continued involvement on this important effort.

Sincerely,

Fern Piret
Planning Director

Enclosure

cc: Eric C. Brown, Director, Prince George's County Department of Housing and Community Development
Vanessa C. Akins, Division Chief, Community Planning North Division



PRINCE GEORGE'S COUNTY ECONOMIC DEVELOPMENT CORPORATION
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PRINCE GEORGE'S
COUNTY:
RISING STAR AT THE
NATION'S CAPITAL . . .
BUSINESS PARTNER
TO THE WORLD

October 11, 2012

Raymond Skinner, Secretary
Maryland Department of Housing and Community Development
100 Community Place
Crownsville, Maryland 21032

**Re: Strategic Demolition and Smart Growth Impact Fund Application
Prince George's County Department of Housing and Community Development**

Dear Secretary Skinner:

The Prince George's County Economic Development Corporation (EDC) is submitting this letter in support of the application by the Prince George's County Department of Housing and Community Development (DHCD) seeking funding from the Strategic Demolition and Smart Growth Impact Fund (SGIF) for the Maryland Park Drive and Southern Avenue Roadway Improvements.

The EDC understands the importance of the roadway improvements. These improvements will address safety, mobility and access needs, and will also assist in supporting the on-going economic development investments within one of the County's most important transit-oriented corridors, the Central Avenue - Metro Blue Line. The EDC will play an important role in the outgrowth of the roadway improvements as these enhancements will help spur job creation, commercial revitalization, and business retention and attraction for the area.

We look forward to continued involvement with the Prince George's County DHCD on this important project.

Sincerely,

Gwen S. McCall
President and CEO

cc: Eric C. Brown, Director, Prince George's County DHCD
Vanessa C. Akins, Division Chief, Community Planning North Division



THE PRINCE GEORGE'S COUNTY GOVERNMENT

Department of Environmental Resources Office of the Director

Samuel E. Wynkoop, Jr.
Director

October 12, 2012

Mr. Raymond Skinner
Secretary
Maryland Department of Housing and Community Development
100 Community Place
Crownsville, Maryland 21032

Dear Mr. Skinner:

The Prince George's County Department of Environmental Resources (DER) is submitting this letter in support of the application by the Prince George's County Department of Housing and Community Development seeking funding from the Strategic Demolition and Smart Growth Impact Fund (SGIF) for the Maryland Park Drive and Southern Avenue Roadway Improvements.

The Department of Environmental Resources supports this project and understands its importance in improving mobility and access as well as helping to revitalize the surrounding communities by providing the necessary infrastructure to support transit-oriented development. DER will play an important role in this project by ensuring that the project enhances the natural and built environment and complies with Federal, State and County laws to create a healthy and safe atmosphere for residents in the Central Avenue-Metro Blue Line Corridor.

We look forward to continued involvement with the Prince George's County Department of Housing and Community Development on this important project.

Sincerely,

A handwritten signature in black ink, appearing to read "Samuel E. Wynkoop, Jr.", written over a horizontal line.

Samuel E. Wynkoop, Jr.
Director

cc: Eric C. Brown, Director
Department of Housing and Community Development

Vanessa C. Akins, Division Chief
Community Planning North Division

9400 Peppercorn Place, Suite 500, Largo, Maryland 20774
TDD: (301) 985-3894



Rushern L. Baker, III
County Executive

PRINCE GEORGE'S COUNTY GOVERNMENT



Department of Public Works and Transportation
Office of the Director



October 12, 2012

Mr. Raymond Skinner, Secretary
Maryland Department of Housing and Community Development
100 Community Place
Crownsville, Maryland 21032

Dear Secretary Skinner:

The Prince George's County Department of Public Works and Transportation is submitting this letter in support of the application by the Prince George's County Department of Housing and Community Development seeking funding from the Strategic Demolition and Smart Growth Impact Fund (SGIF) for the Maryland Park Drive and Southern Avenue Roadway Improvements.

The Department of Public Works and Transportation will play an important role in the development of the roadway improvements in providing technical assistance and guidance in one of the County's important transit-oriented corridors, the Central Avenue-Metro Blue Line. In addition to improving pedestrian and bicycle safety, the project will provide necessary public investment in the Blue Line corridor and support existing and future redevelopment efforts in the area.

We look forward to continued involvement with the Prince George's County Department of Housing and Community Development on this important project.

Sincerely,

Haitham A. Hijazi
Director

cc: Eric C. Brown, Director, Prince George's County Department of Housing and
Community Development
Vanessa C. Akins, Division Chief, Community Planning North Division

Inglewood Centre 3
(301) 883-5600

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RUSHERN L. BAKER, III
County Executive

THE PRINCE GEORGE'S COUNTY GOVERNMENT
Department of Housing and Community Development



October 11, 2012


The Honorable Raymond A. Skinner
Secretary
Maryland Department of Housing and Community
Development
Office of the Secretary
100 Community Place
Crownsville, Maryland 21032

Re: Strategic Demolition and Smart Growth Impact Fund (SGIF)

Dear Mr. Skinner:

The local government resolution for the SGIF application is in process and is anticipated to be submitted to the Maryland Department of Housing and Community Development within the next few weeks.

Sincerely,



Eric C. Brown
Director

STRATEGIC DEMOLITION & SMART GROWTH IMPACT FUND
DISCLOSURE AUTHORIZATION AND CERTIFICATION

The undersigned authorizes the Department of Housing and Community Development (“the Department”) to make such inquiries as necessary, including, but not limited to, credit inquiries, in order to verify the accuracy of the statements made by the applicant and to determine the creditworthiness of the applicant.

In accordance with Executive Order 01.01.1983.18, the Department advises you that certain personal information is necessary to determine your eligibility for financial assistance. Availability of this information for public inspection is governed by Maryland’s Access to Public Records Act, State Government Article, Section 10-611 *et seq.* of the Annotated Code of Maryland (the “Act”). This information will be disclosed to appropriate staff of the Department or to public officials for purposes directly connected with administration of this financial assistance program for which its use is intended. Such information may be shared with State, federal, or local government agencies, which have a financial role in the project. You have the right to inspect, amend, or correct personal records in accordance with the Act.

The Department intends to make available to the public certain information regarding projects recommended for reservation of funds by Strategic Demolition & Smart Growth Impact Fund. The information available to the public will include the information in this application, as may be supplemented or amended. This information may be confidential under the Act. If you consider this information confidential and do not want it made available to the public, please indicate that in writing and attach the same to this application.

You agree that not attaching an objection constitutes your consent to the information being made available to the public and a waiver of any rights you may have regarding this information under the Act.

I have read and understand the above paragraph. Applicant’s Initials: RB

Anyone who knowingly makes, or causes to be made, any false statement or report relative to this financial assistance application for the purposes of influencing the action of the Department on such application is subject to immediate cancellation of financial assistance and other penalties authorized by law.

The undersigned hereby certifies that the plan or project(s) proposed in this application can be accomplished in accordance with the development budget set forth herein and further certifies that the information set herein and in any attachment in support hereof is true, correct, and complete to the best of his/her knowledge and belief.

[Handwritten Signature]
Authorized Signature

Rushern L. Baker, III
Type Name and Title
County Executive

October 11, 2012
Date