

Plan Progress Report

Takoma/Langley Crossroads Approved Sector Plan

Date Plan Approved: October 10, 2009

Date of Progress Report: September 22, 2025

Councilmanic District: 2

Progress Summary

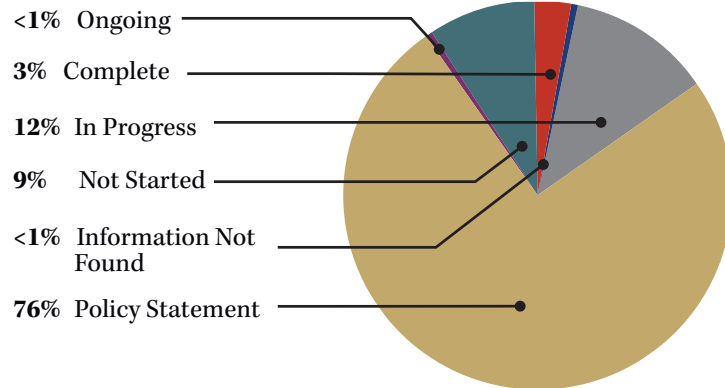
The Takoma/Langley Crossroads Approved Sector Plan contains 234 recommendations, primarily focused on transportation and mobility, housing and neighborhoods, economic prosperity, and the natural environment.

Since its adoption in 2009, approximately 3 percent (8) of the recommendations have been completed, 12 percent (27) are in progress, and less than 1 percent (1) are ongoing. Approximately 9 percent (20) have not yet had action taken.

Some highlights of completed recommendations include:

- A new Hyattsville Elementary School was constructed.
- Langley Park Community Center expanded when M-NCPPC's Northern Area Offices relocated.

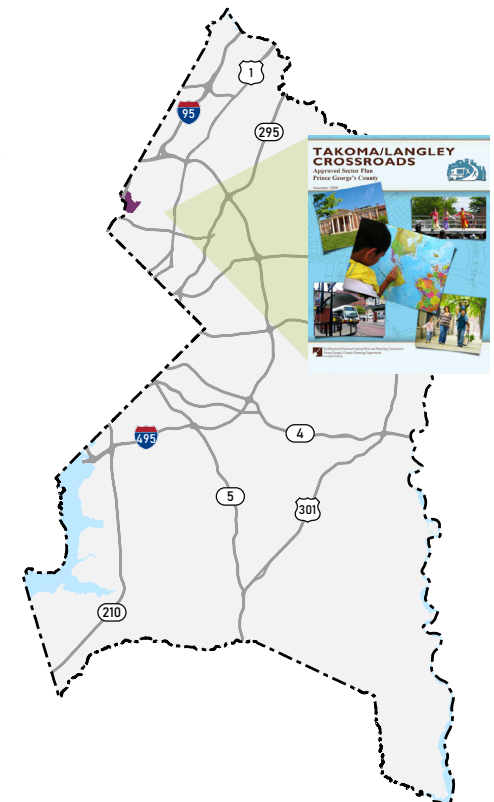
Plan Recommendation Status



Suggested Next Step(s)

- ☒ Review in 2027
- ☐ Major/Minor Plan Amendment
- ☐ Replace
- ☐ Consolidate

More information about this recommendation can be found at the end of the report.



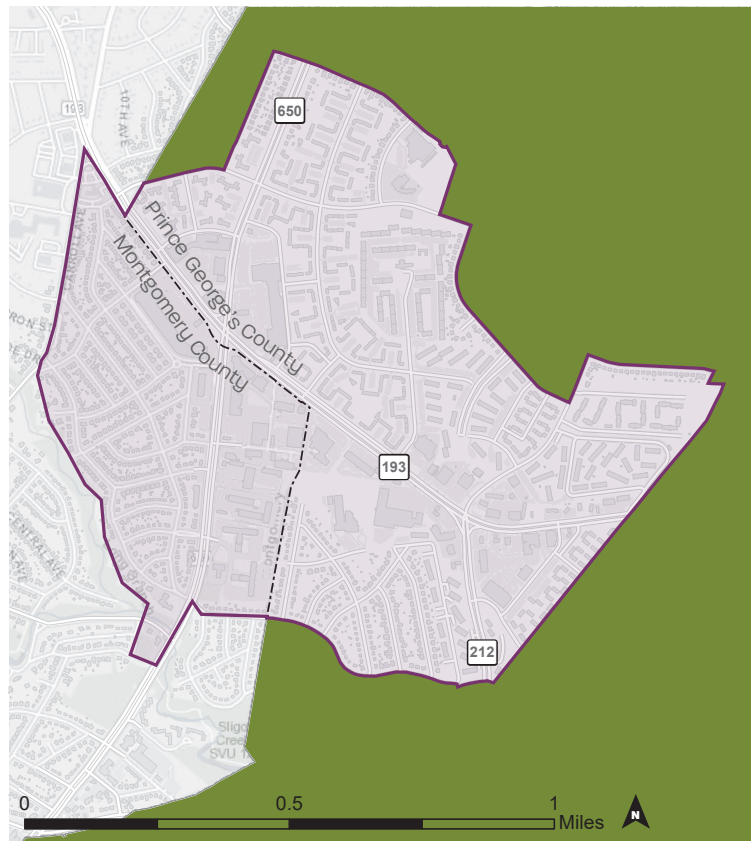
Related Plans

As-Approved Plan Area and Related Plan Boundaries

The original approved borders of the Takoma-Langley Crossroads Sector Plan were bounded by Carroll Avenue to the west, Quebec Street and Keokee Street to the northeast, a utility easement to the southeast, and Erskine Street to the south, and the Long Branch Creek stream valley to the southwest. The plan area superseded a portion of the Langley Park-College Park-Greenbelt and Vicinity Master Plan upon adoption.

The plan was developed in coordination with a similar parallel effort in Montgomery County. While both plans share an overall vision, and an original as-approved boundary, several aspects of plan implementation vary by county, and the active plan boundary shown in the remainder of this progress report reflects only the portion of the plan area in Prince George's County.

As-Approved Plan Area and Related Plan Boundaries



Related Plans

The Takoma-Langley Crossroads Sector Plan supersedes a portion of the following plan:

- 1 Langley Park-College Park-Greenbelt and Vicinity Master Plan (1989)

-  **As-Approved Plan Area**
-  **Superseding Plans**
-  **Superseded Plans**
-  **Metrorail Lines and Stations**

Plan Area Summary

Plan Area

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

The entire plan area is designated as a Local Transit Center by Plan 2035.

Plan Area Aerial with Key Locations Highlighted



SOURCE: M-NOPPC AERIAL IMAGERY (MARCH 2024)

Plan Overview

Plan Vision

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

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



SOURCE: TAKOMA/LANGLEY CROSSROADS SECTOR PLAN

Takoma Langley Transit Center as Proposed



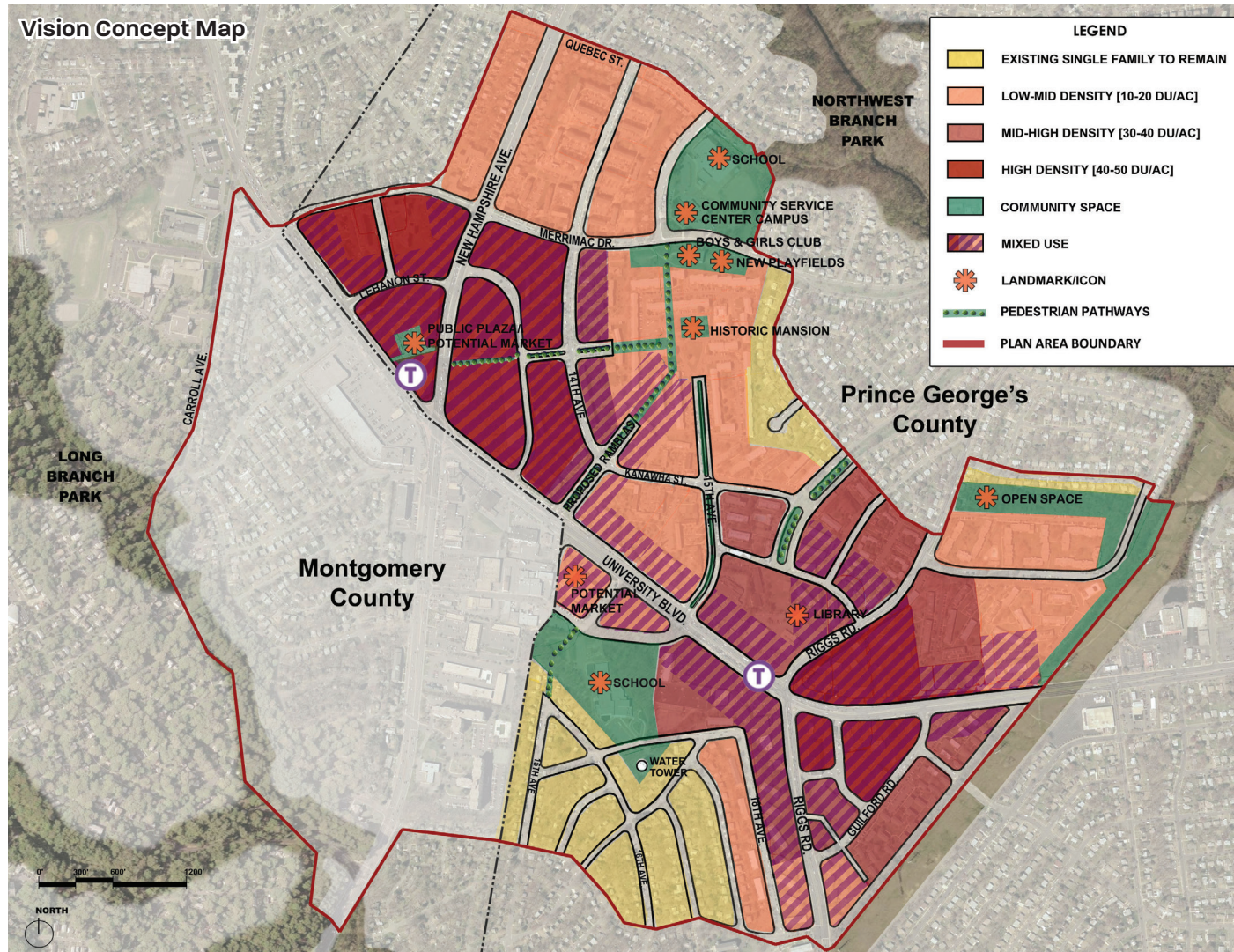
SOURCE: TAKOMA/LANGLEY CROSSROADS SECTOR PLAN

Plan Highlights

Driven by the future construction of the Purple Line, the sector plan focuses on strategies that provide efficient and user-friendly transit services. Strategies also include an integration of transit into the fabric of the area to create a multimodal system with an expanded bicycle route network, continuous neighborhood sidewalks, and major street gateway points.

The plan also addresses the possible loss of affordable housing and the need to create a livable community in the Takoma/Langley Crossroads area through high-density transit-oriented condo units, affordable housing initiatives, and workforce housing programs.

Plan Overview

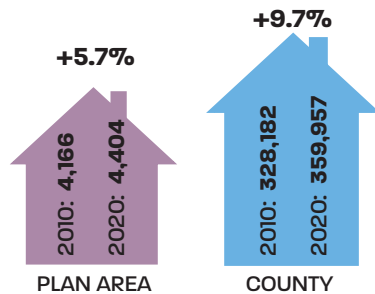


SOURCE: TAKOMA/LANGLEY CROSSROADS SECTOR PLAN

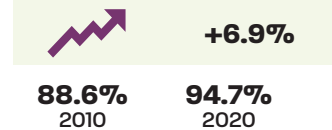
Where Are We Now?

Housing¹

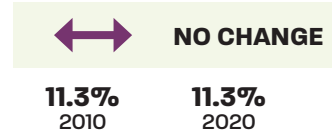
TOTAL UNITS



OCCUPANCY RATE (PLAN AREA)



HOMEOWNERSHIP RATE (PLAN AREA)



Population²

PLAN AREA

2010: 14,059
2020: 15,777



+12.2%



COUNTY

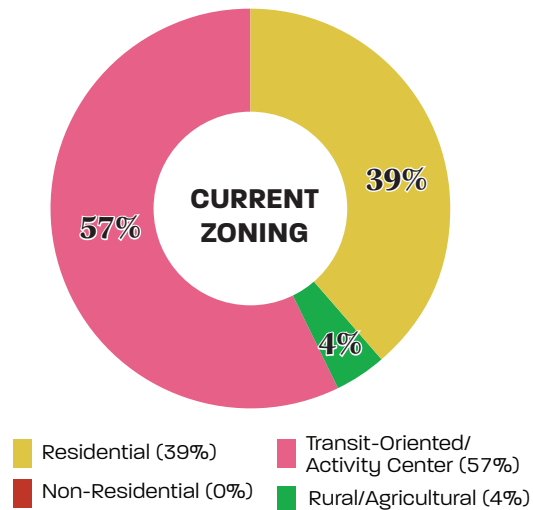
2010: 863,420
2020: 967,201



+12.0%

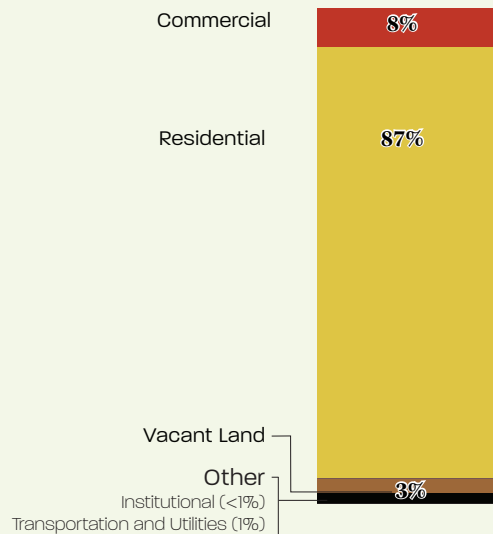


Zoning³

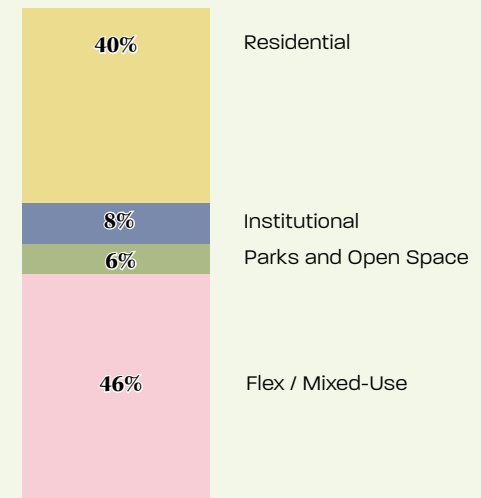


Land Use

CURRENT LAND USE⁴



PLANNED FUTURE LAND USE⁵



NOTE: CURRENT AND FUTURE LAND USE CATEGORIES MAY DIFFER DUE TO DIFFERENT SOURCES.

SOURCES: 1 — 2010 AND 2020 DECENNIAL CENSUS; 2 — 2010 AND 2020 DECENNIAL CENSUS; 3 — 2025 COUNTY DATA; 4 — 2025 COUNTY PARCEL DATA; 5 — 2025 COUNTY PLANNING DATA. ALL PLAN AREA DATA CALCULATED USING THE ACTIVE PLAN BOUNDARY AS OF THE DATE OF THE REPORT.

Development Activity

While the plan area is by-and-large built out, it recommends transit-oriented redevelopment around two future Purple Line stations located in the plan area at floor area ratio intensities of 1.3 to 2.5 and residential densities of 40 to 50 units per acre. The plan also recommends a density bonus for providing affordable housing. Non-residential uses are mostly recommended to be neighborhood-scale retail and services; while the plan area could support small office projects, it is not envisioned to be a large employment center.

Little development has occurred in the plan area since adoption. Because the Purple Line is important to the future transportation network and urban character, redevelopment may not occur until it is closer to completion or open. Additionally, many of the existing larger parcels, residential and commercial, are well-occupied and not prime for current redevelopment.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
Development Type: Residential			
1	No Recent Development		
Mixed-Use/Flex			
2	No Recent Development		
Retail/Services			
3	No Recent Development		
Institutional			
4	No Recent Development		
Industrial			
5	No Recent Development		

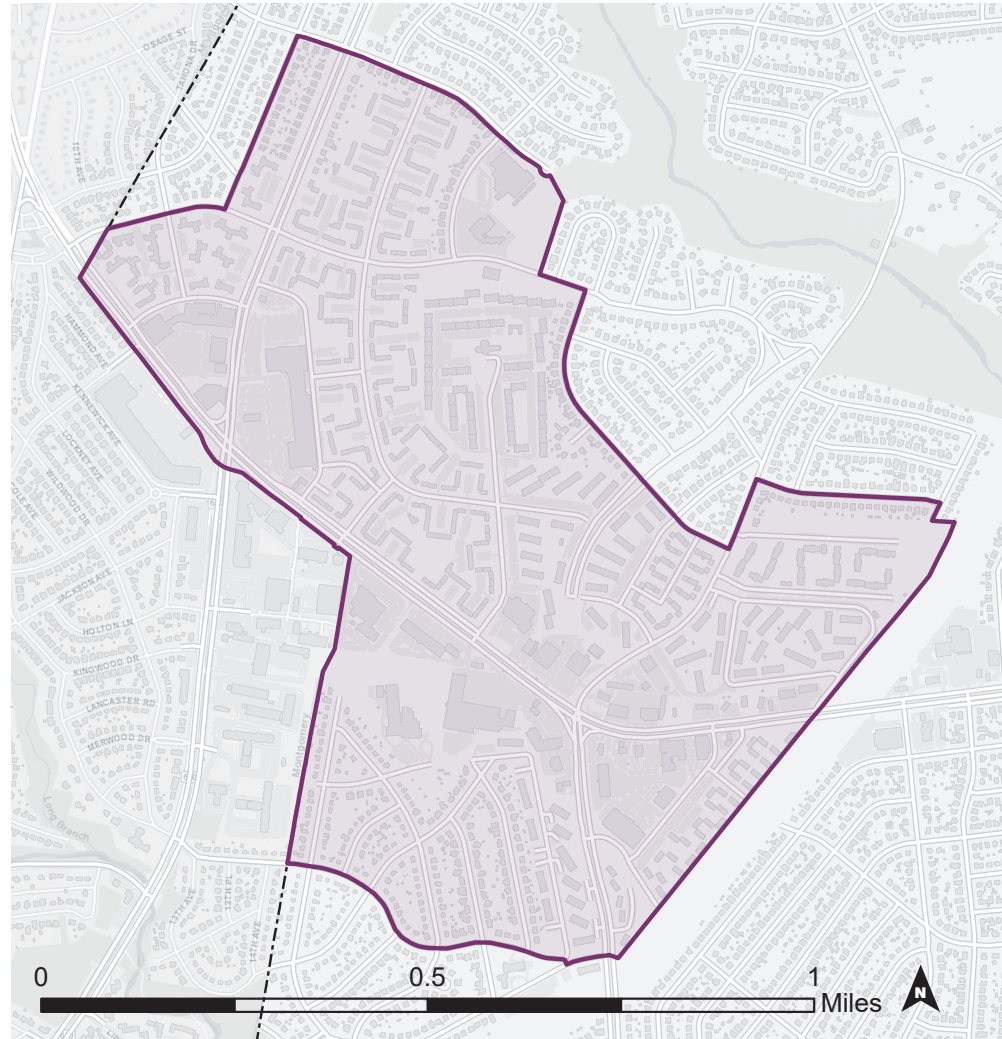
SOURCE: FOR THE PURPOSES OF THESE PROGRESS REPORTS, "DEVELOPMENT ACTIVITY" IS DEFINED AS COMPLETED OR UPCOMING CONSTRUCTION OCCURRING IN THE ACTIVE PLAN AREA, WITH AN EMPHASIS ON LARGER RESIDENTIAL, MIXED-USE, AND COMMERCIAL PROJECTS. PLEASE NOTE THAT THE INFORMATION IN THIS SUMMARY IS NOT COMPREHENSIVE OF ALL DEVELOPMENT IN THE COUNTY AND MAY NOT REFLECT THE MOST UP-TO-DATE BUILDOUT INFORMATION. THE PRIMARY SOURCE OF DEVELOPMENT ACTIVITY INFORMATION IS THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT DEVELOPMENT PIPELINE DATASET, WHICH WAS UPDATED THROUGH AUGUST 2022. DEVELOPMENT PIPELINE VALUES INCLUDE THE NUMBER OF RESIDENTIAL UNITS AND THE GROSS FLOOR AREA IN SQUARE FEET OF COMMERCIAL DEVELOPMENT THAT HAVE BEEN BUILT, AS WELL AS THE AMOUNT LEFT TO BE BUILT. ADDITIONAL DATA SOURCES THAT WERE USED TO IDENTIFY DEVELOPMENT ACTIVITY INCLUDE THE COUNTY'S DEVELOPMENT APPLICATION REVIEW TRACKING SYSTEM (DARTS), LOCAL MUNICIPALITY WEBSITES, AND NEWS ARTICLES.

Development Activity

-  Active Plan Area
-  Development Areas
(colors vary; see table below and on previous)
-  Metrorail Lines and Stations

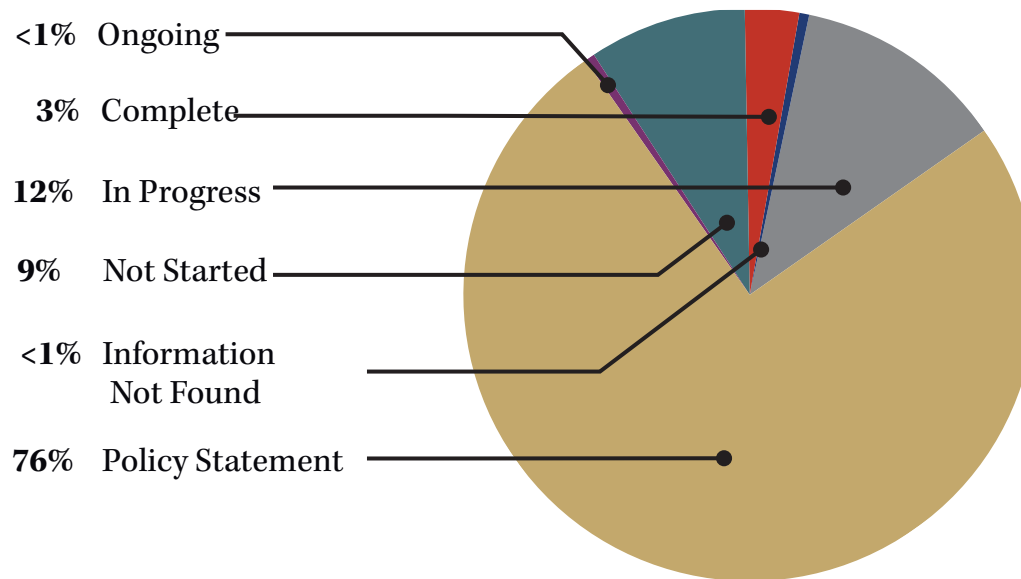
#	DEVELOPMENT NAME
1	No recent development
2	No recent development
3	No recent development
4	No recent development
5	No recent development

Recent Development Activity



Implementation

Status of Plan Recommendations



Challenges

- **Setbacks:** Walkability is impeded by the internal orientation of land uses, with buildings set back from the street, often behind large parking lots.
- **Connectivity:** Neighborhoods are disconnected from commercial areas, and large roads such as University Boulevard are not currently designed to be friendly for walking and biking.

¹ Constructed projects highlight infrastructure, community amenities, or other projects that have been built since plan approval.

KEY CONSTRUCTED PROJECTS¹



The **Takoma Langley Crossroads Transit Center** opened in 2016. Operated by the Maryland Transit Administration, it provides bus service to over 12,000 customers daily, making it the largest non-Metrorail station transfer point in the Washington metropolitan area.



Maryland Department of Transportation State Highway Administration (MDOT SHA) installed **highly visible crosswalks** along Riggs Road between the Washington D.C. Line and MD 193 (University Boulevard).

KEY UPCOMING PROJECTS



There are two **Purple Line** stations under construction in the area (Takoma/Langley Transit Center and Riggs Road)



MDOT SHA announced the start of construction on Maryland's first **Pedestrian Safety Action Plan project** – \$15 million in pedestrian, bicycle, and multimodal improvements along nearly 2.5 miles of New Hampshire Avenue from University Boulevard to Powder Mill Road.

Next Steps

Near-Term Opportunities

Key near-term opportunities center on supporting the forthcoming Purple Line through improved connectivity and support for multimodal transportation. Both opportunities listed below can also support implementation of Plan 2035 Transportation and Mobility Policy 1, to “ensure that Countywide transportation improvements are integrated with and support the Plan 2035 vision and land use pattern.”



Biking paths: One of the recommendations in the plan is to design and construct cycle tracks along New Hampshire Avenue and University Boulevard within the plan area to offer a safe and functional bikeway through the corridor. (See plan page 86.) This facility can help support the Purple Line, which will soon be operational, with improved multimodal connection options.

Responsible Parties:

- MDOT SHA
- Department of Public Works and Transportation
- Property owners/developers



Outreach: The plan recommends creation of a community outreach tool that informs residents of available transit services, traffic rules, and safe pedestrian behavior, in English and Spanish. (See plan page 43.) This tool can be useful as multimodal travel increases in the area with the completion of the Purple Line.

Responsible Parties:

- Prince George's County

PLAN UPDATE RECOMMENDATION

Review for updates as scheduled

NEXT SIX-YEAR UPDATE DUE DATE

October 2027

Plan implementation is underway, and with the Purple Line under construction, larger elements of the plan vision may be realized. As the plan has not been amended since approval in 2009, a future progress report may consider whether an amendment is warranted to identify new opportunities for transit-oriented development or related infrastructure improvements not currently identified in the plan.