

ABSTRACT

Title of Thesis: **CONNECTING CROSSROAD: DESIGNING AN EQUITABLE FUTURE FOR LANGLEY PARK AND THE INTERNATIONAL CORRIDOR**

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Langley Park is a largely low-income community in Prince George and Montgomery County Maryland with a majority of foreign-born residents and a mix of small businesses and relatively dense multifamily housing. The arrival of the Purple Line Light Rail is both an opportunity and a threat to the vast amount of market-rate affordable rental housing and the strong community and culture of residents, businesses and social institutions of the area. Immigrant communities may be poor in capital, but they are rich in culture and foci of cross-cultural connections. This thesis aims to address the needed attention to this transit center, the international corridor, and its adjacent affordable residential area to produce equitable transit-oriented design solutions and action plans that will protect the area's affordable housing alongside addressing the communal and cultural goals of the immigrant residents by creating cross-cultural urban spaces of connection.

CONNECTING CROSSROAD; DESIGNING AN EQUITABLE FUTURE FOR
LANGLEY PARK AND THE INTERNATIONAL CORRIDOR

by

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CHAPTER 1

Introduction

“The struggling class propels its children forward into owned housing from rented quarters, from modest educational achievement to the first golden child who completes college, from having to make a living with your strong back to the chance to make it with your head.

The future happiness of those millions will depend on large on whether the communities that became their homes are coherent, operational, humane and in a real way, theirs.”

Ray Suarez¹

In the post-modern world of the 21st-century information and transportation technologies have made communications and immigration much easier than before. Developed countries are host to large numbers of immigrants and refugees looking for a better quality of life. The reasons for immigration range from finding better job and education opportunities to seeking refuge from local wars/disasters. Although immigration for new jobs and education have their own issues, however, despite its significant benefits, some migrants remain among the most vulnerable members of the target societies. Migrants are often the first to lose their jobs in the event of an economic downturn. Some work long hours for less pay and in worse conditions than native-born workers. These immigrants are the workforces of communities, doing hard jobs with lower pay. They live in places with low quality of housing and infrastructure due to affordable pricing, often forming enclaves.

For a long time, low-income neighborhoods have remained invisible and neglected due to a lack of power and capital of their residents, racism, xenophobia, and perceived otherness from the

¹ Suarez, Ray. "A people, of People, Makes its place." In *Dialogos Placemaking in Latino Communities*, by Michael Rios, Leonardo Vazquez, & Lucrezia Miranda, xv-xviii. New York and Oxon : Routledge, 2012.

authorities. Although such neighborhoods may be poor in capital, they are rich in culture. They are hubs of cultural production and foci of cross-cultural connections combined with the desire of contemporary visitors to experience alternative cultures and sites in a city, which can give them an advantage for community and economic development².

In the case of Langley Park, an additional factor is in place. Although transit improves access to jobs, education, and other amenities for lower-income households and attracts new housing and businesses and produces a profitable tax base that can be reinvested in the community, the appeal of new transit often raises land values, triggering increases in housing rents and prices in nearby areas and results in the displacement of existing residents. If there are no affordability protections in place, the effects of the purple line in Langley Park will be devastating. For a population that 53% spend more than 30% of their income on rent and utilities, increases in rents will have a large impact. The overwhelming majority of the affordable housing in Langley Park is market-rate affordable rental housing, which is defined as rental housing that does not utilize any government subsidies but is cost-efficient to low-to-moderate income households, usually because they are in less desirable neighborhoods, are older, or have few amenities. In Langley Park, investment is sorely needed. Many homes were built in the 1950s and suffer from problems common to older rental housing stock, such as deferred maintenance. Many are also overcrowded. With large parcels of property held by only a handful of owners. The decisions of even one landlord to raise rates could have a dramatic impact³. Rising land values of

² Loukaitou-Sideris, Anastasia. "Using Cultural Tourism as Competitive Advantage; Attracting Cultural Tourism in Latino Neighborhoods ." In *Dialogos; Placemaking In Latino Communities*, by Michael Rios, Leonardo Vazquez , & Lucrezia Miranda, 69-82. New York and Oxon: Routledge, 2012.

³ Lung- Amam, Willow, Casey Dawkins, Zorayda Moreira- Smith , Gerrit- Jan Knaap, and Alonzo Washington . *Preparing for the Purple Line: Affordable Housing Strategies for Langley Park, Maryland*. University of Maryland, College Park & CASA: National Center for Smart Growth Research and Education Center, 2017.

University Boulevard - known as the International Corridor- could also affect commercial rents, impacting the viability of local small businesses, many of whom rely on local patrons and cater to the needs of newly arrived immigrants. With a loss of businesses and residents, the strong sense of community and interdependence, which is a hallmark of this neighborhood, may be lost.

In this study, first, through research of lessons in protecting and creating affordable housing, we will look to the future and design an Equitable Transit-Oriented Development corridor to minimize displacement and ensure long-term affordability near transit. A development that calls for state and county officials and agencies, local nonprofit and for-profit developers, property owners, community groups, and residents to come together to find ways of preserving and protecting one of Langley Park's most vital assets, i.e., its vast supply of affordable housing. We will investigate the neighborhood's existing conditions, best practices on affordable housing near transit, and local and state policies and tools that can be used to protect and create new affordable housing options as the Purple Line moves forward. The intent is to provide a design that, alongside targeting all stakeholders, development and design solutions, showcases using architectural design to create a more sustainable, equitable, and inclusive future.

Second, through studying and engaging the community, design solutions will consider the immigrant community and its needs in their host society. We will aim to design urban spaces that are not only built upon the assets of its own population but also create a place of interaction and cultural communication. Our focus will be on designing the urban spaces and creating guidelines for the developments to come.

Job training, educational and community centers, transitional housing, related non-profit organizations, and spaces for small businesses and startups are all examples that can address the need of the large documented and undocumented residents of Langley Park. On the other hand,

public plazas, cosmopolitan canopies such as food markets, and community gardens and business incubators are examples of places that can erase the line of segregation between different cultures and communities.

Research Questions

With respect to the increasingly transnational and transcultural world we live in today, this thesis aims to search for answers to the following questions:

In terms of Community:

- How and where do cultures meet?
- What do common grounds of mutual understanding, communication, education, and

interaction look like?

- How do we preserve the group identity of different cultures in cities and, do not fragmentize the whole?

- How do we create places of diversity and eliminate forced and self-segregation?
- What do public spaces in these scenarios look like?

In terms of Reality:

- How does a diverse, integrated and affordable future become a reality with the coming of the purple line?

Where will this take place?

- Langley Park Maryland.
- What “Can” the future of Langley Park look like with the passing of the purple line?
- How can the Purple line be used to the advantage of celebrating culture and difference?

The significance of the study

By looking at the problem from different stockholders' viewpoints, we can tackle the issues arising in Langley Park with the coming of the purple line. The reality of the purple line passing through this immigrant population's region is that inevitably prices "will" rise. Therefore, we will be left with two options. Either let the process of rising prices, large developments, and gentrification take place and leave the vulnerable population to move out and find a new location - Losing their social network investments and opportunities. Or, we plan for it now and take the future into our own hands.

Our hypothesis is, if we look at the problem based on the needs and benefits of each of the stakeholders mentioned below, we will be able to imagine an equitable future for Langley Park, where everyone is represented, without the displacement of the population. In addition, regarding architecture, we hypothesize that there is a middle ground option of designing for different cultures in public spaces where cultural representation is not a caricature. Public spaces are to be imagined as a place of connection, interaction and in other words social seams that connect different cultures to each other. The stakeholders involved are:

The communities as clients: we need to

- Understand their cultures and needs.
- Understand their acculturation strategies, resources, and social networks.
- Protect their local businesses.
- Create business incubators and rely on the entrepreneurship of the communities.
- Understand the importance of social landscapes and urban places such as community

gardens and plazas.

The developers as clients: we need to know

- What incentives can be created as attractions for investment in affordable housing and services to the community?

- What the incentives are for nonprofit developers.

- If we can use the Latino culture and local businesses as attractions to create cultural districts and use cultural tourism strategies?

The city and legislation agencies as developers: we need to

- Find ways to take advantage of Montgomery County and Prince George County being sanctuary cities to serve vulnerable and undocumented immigrants.

- Find the mediating and grassroots organizations that can lead the community in protecting its assets and encourage proactive incorporation of residents.

- Make use of transformative planning tools.

- Find ways to challenge land use to support the specific populations' needs and services.

Research Limitations

The first and the most critical limitation of this project is its large scale and vast pool of data and issues. We will not be able to tackle all the issues related to this area. Therefore, our aim can only be to create a framework of issues to tackle and limit ourselves. How and what this framework is will be the aim of this thesis.

Other limitations can be:

- The short time period to do enough interviews
- Spanish speaking population and issues related to the translation of information and interviews.

CHAPTER 2: Immigrant Communities and The Importance of Social Capital

Introduction

In today's interconnected world, international immigration is a phenomenon happening in every part of the globe. With transportation making it easier for people to move whether, for education, better life quality, fear of war or just for a new experience, international immigration touches all countries. War refugees in the middle east and Europe, Asian immigrants in Asia, America and Europe, Central and South American immigrants and refugees in North America, are all examples of movements of vulnerable communities taking place in between countries, looking for a better quality of life.

In 2017, the number of international migrants reached an estimated 258 million persons from 173 million in 2000. An increase of 85 million (49 percent). Half of this increase took place in countries of the developed regions, while the other half took place in the developing regions⁴. North America hosts the largest number of international immigrants with the US hosting close to 45 million in 2017 (40 million in 2010 according to the census bureau).

When supported by appropriate policies, migration can contribute to inclusive and sustainable economic growth and development in both home and host communities. Although low-income immigrants and refugees bring with themselves the needs of social services, health services, affordable housing and so on, countries of destination benefit significantly from migration as migrants often fill critical labor gaps, create jobs as entrepreneurs, and pay taxes and social security contributions. Some migrants are among the most dynamic members of the host

⁴ UN. *Population Facts*. New York: United Nations Population Division, 2017

society contributing to the development of science and technology and enriching their host communities by providing cultural diversity⁵. Countries, where policies offer a welcome mat to all immigrant communities, will benefit more from their diversity and foster integration and cultural bridging.

This is not only positive for the growth of immigrants in quality of life, but also for the growth and investment in their countries of origin. In 2016, migrants from developing countries sent home an estimated \$413 billion in remittances. Remittances constitute a significant source of household income that improves the livelihoods of families and communities through investments in education, health, sanitation, housing, and infrastructure⁶.

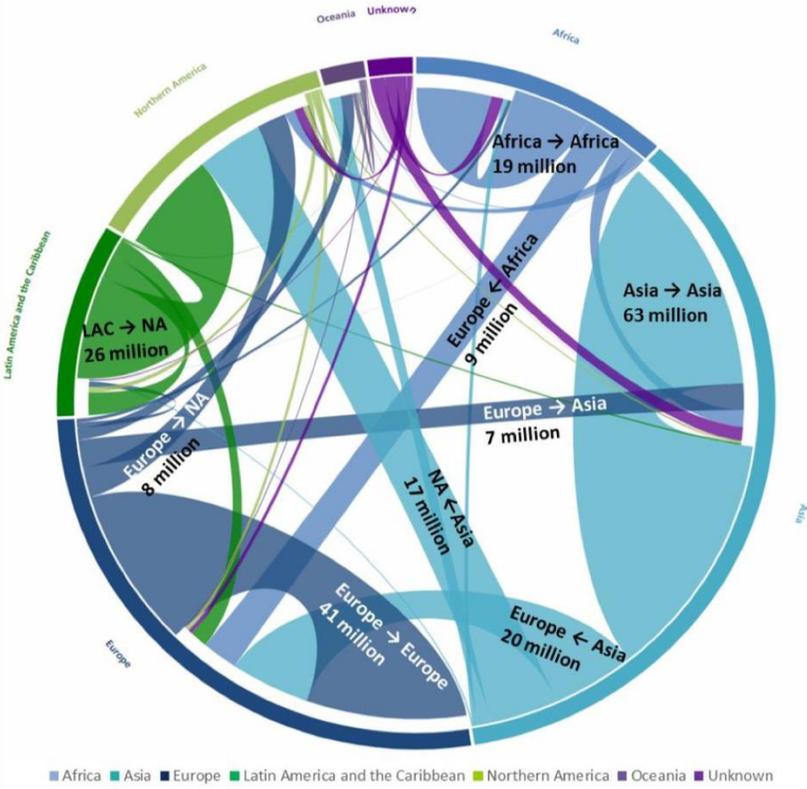


Figure 1 Number of international migrants classified by region of origin and destination in 2017 (source UN report 2017)

⁵ UN. *Population Facts*. New York: United Nations Population Division, 2017.
⁶ UN. *Population Facts*. New York: United Nations Population Division, 2017.

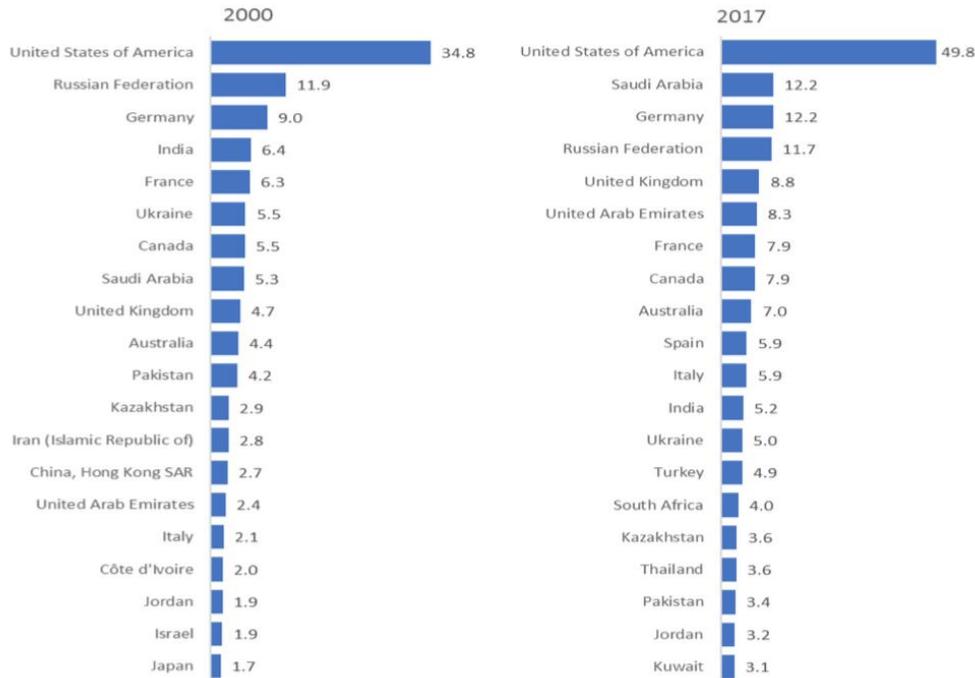


Figure 2 number of immigrants hosted in top 20 countries by millions (source UN report 2017)

Latino-American

Latinos are a mixed-race people, who have typically referred to their mix as either "mestizo", the mixing of Spanish with indigenous Native Americans, or "mulatto," referring to the mixing of Spanish with African slaves. The term "Hispanic," which is what Latinos are officially referred to by Census trackers and in other official documents, is a label of convenience that has been used to refer to people with family origins in Mexico, Central or South America, the Spanish-speaking Caribbean, and Spain. The term "Latino," which is preferred by many who are called "Hispanics" and was introduced into government nomenclature in the 2000 Census, refers to the same group minus those of exclusively Spanish-European ancestry. This distinction means little in terms of actual numbers, but it makes an important historical and psychological differentiation between those whose origins can be exclusively traced to the country that produced the colonizers of Latin America and those who are descended from the lands that were a product of this colonization, that

is, a mixture of the colonizers, the colonized, and select others ⁷. To talk about the history of the Latino population in the United States is to talk about the history of discrimination and battles of the communities, which is out of the scope of this thesis. Because historic ties and struggles are part of individual and group identity factors and play an important role in the visualization of spaces, they will be considered and looked at in talking to and interviewing the residents of Langley Park.

According to the Census Bureau the Hispanic population of the United States as of July 1, 2017, was 58.9 million, making people of Hispanic origin the nation’s largest ethnic or racial

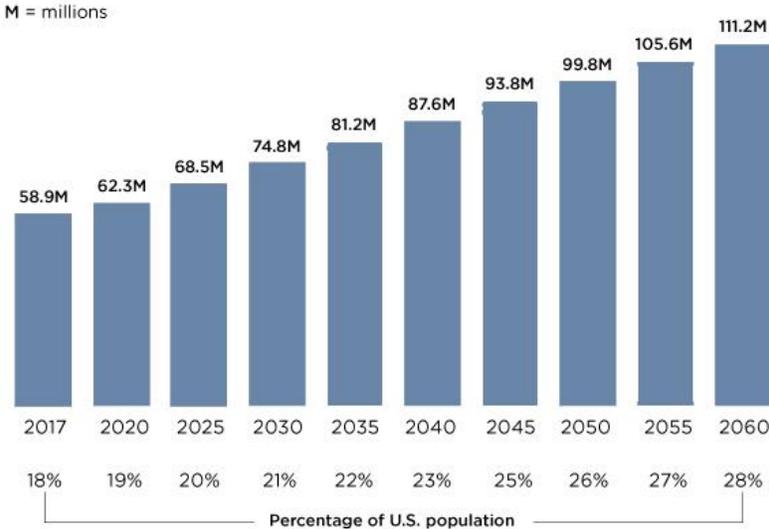


Figure 3 Hispanic population and projections (from: US Census Bureau 2018)

⁷ Domenech Rodríguez, Melanie M. , and Ana Mari Cauce. "Latino families: Myths and realities." 2002. <https://www.researchgate.net/publication/43310185> (accessed 4 14, 2019).

minority. Hispanics constituted 18.1 percent of the nation's total population. This number is projected to rise by the midpoint of the century⁸ (Bureau, 2018) (see figure 3).

These large numbers and projections put Latinos at the top of the minority population within the country. This shows that even just for economic issues, Latinos will be a top priority and target group to different industries. Governments must realize the profitability of multiculturalism and consumer consumption and develop innovative initiatives to support them. We must look beyond our prejudices and perceived conceptions and look at the beneficial outcomes of incorporating them in our public policies. It is the role of policymakers to enact policies that reflect the needs of residents within a jurisdiction and to deter the use of policies that divide communities along racial or ethnic lines. The Latino population rise will also place dramatic demands on services such as housing. This large projected population growth will pressure governments, industries and architects and planners to modify the methods by which they develop cities and suburbs and will challenge them to create innovative models and designs to support a sustainable state will principally be determined by how they choose to configure people into communities and housing units⁹.

Much of the research done in Latino communities is focused on the Demographics of the Mexican population in the United States, especially in the south-west regions, as they are the majority of Latino immigrants in the country. This is somewhat a limitation of information because cultures, traditions, and lifestyles vary from country to county, region to region and city to rural areas. There is even some information about the problems and clashes of the Mexican and El Salvadorian populations. For example, when researching the differences between the two

⁸ <https://www.census.gov/newsroom/facts-for-features/2018/hispanic-heritage-month.html>

⁹ Mendez, Michael . "Latino New Urbanism: Building on Cultural Preferences." *Opolis* , 2005: 33-48.

countries, many articles about “why Mexicans dislike Salvadorians” came up. However, studies show that there is a large heterogeneity within and between each Latino group belies the uniformity with which they are typically treated, both in the popular press and by academic researchers. There are some characteristics that give some meaning to this classification of convenience. Their shared history of Spanish colonization and shared a regional origin in Latin America has resulted in a common language and gives the Catholic Church a central role in shaping values¹⁰. Moreover, most share a history of relatively recent immigration, and within the United States, they are subject to similar stereotypes and discrimination, providing for some sense of common identity, if only for political reasons.

For the purpose of this project, we will try to look at the research and information that can be referenced to most of the Hispanic culture and society. Although, the main portion of the understanding of the culture of the residents will be researched through community observation, social mapping, and interviews with the community and organizations within the area.

What happens in Immigration? Acculturation strategies; Integration, assimilation, marginalization, and separation

Immigrants draw on the traditional social norms and frameworks they bring from their homelands, these are modified by their new social environments. They bring their cultural and ideological baggage to their new setting, but as they unpack it, it gets rearranged¹¹. What does this rearrangement look like? What influences this process for both sides of the table? What do the

¹⁰ Moore & Pachon, 1985; Tienda & Ortiz, 1986 in Domenech Rodríguez, Melanie M. , and Ana Mari Cauce. "Latino families: Myths and realities." 2002. <https://www.researchgate.net/publication/43310185> (accessed 4 14, 2019).

¹¹ Domenech Rodríguez, Melanie M. , and Ana Mari Cauce. "Latino families: Myths and realities." 2002. <https://www.researchgate.net/publication/43310185> (accessed 4 14, 2019).

host and immigrant populations prefer in this process? We look for the answer to these questions in acculturation strategies.

The definitions of acculturation vary depending upon the vantage point of the discipline of the definer. The use of the concept of acculturation appears as early as 1880 (Powell, cited in Herskovits, 1938), but the earliest classic formulation comes from Redfield, Linton, and Herskovits (1936):

“Acculturation comprehends those phenomena which result when groups of individuals having different cultures come into continuous first-hand contact, with subsequent changes in the original culture patterns of either or both groups (p. 149).”

In the post-modern world of the 21st century where information and transportation technologies have made communications and immigration much easier than before, a logical question to ask is what happens when people with two (or more) cultures meet and have to live together for longer periods of time. The most important concern of us here is the cultural behavior of immigrants and refugees in a host society. Do they lose their own manner of life and accept and integrate the culture of their hosts? Do they, or better say, are they able to maintain their own cultural belonging? If so, how do they communicate with their host communities and what reactions do the host societies have in this respect?

Theories of immigration incorporation have moved away from the assimilation perspectives. But Berry’s framework seems to incorporate all the features others mention.

Berry suggests that although assimilation is a strategy that has been believed by host societies for many years, it is not what usually takes place. He argues that while cultural change is

ubiquitous, cultural groups do not fade and assimilation is rarely the goal of these groups¹².

Therefore, the next questions that must be answered are what does take place when cultures encounter each other, and more importantly what is the best outcome that should be encouraged.

Cultural psychologists insist that results in one culture cannot be generalized in other places and societies. However, Berry's studies provide evidence that there are many similarities in the concept of cultural interactions, strategies used by immigrants and their host, and also the nature of problems that may arise¹³. Berry proposes that when the groups involved are essentially cultural in nature, there are two distinct, but interrelated domains of psychological research that explore the field of group relations, acculturation, and ethnic relations. They are known to be rooted in contextual factors (such as the historical, political and economic baggage that groups bring to their relationship) and they lead to outcomes that can range from conflict and stress to harmony and effectiveness. Acculturation can be explained as a dual process of cultural and psychological change that takes place as a result of contact between two or more cultures and their individual members resulting in changes in both levels and ranging from changes in social structures to individual behaviors. These changes can occur through a long-term process, sometimes taking years, generations and sometimes centuries. Because this paper's intention is to contribute to architectural strategies, we will only refer to the results of acculturation studies. According to Berry's research four acculturation strategies are derived based on two basic issues facing all acculturating peoples. These issues are: (1) a relative preference for maintaining one's heritage, culture and identity, and (2) a relative preference for having contact with a participating

¹² W.Berry, J. Acculturation: living successfully in two cultures. *International journal of intercultural relations*, 29, 697-712, 2005

¹³ W.Berry, J. Acculturation: living successfully in two cultures. *International journal of intercultural relations*, 29, 697-712, 2005

in the larger society along with other ethnocultural groups¹⁴. Each strategy can be approached in accordance with either the non- dominant group or the dominant group because the definition of acculturation clearly establishes that both groups in contact should engage in the process of mutual or reciprocal acculturation. Hence, each perspective results differently. when looked upon from the perspective of the non-dominant group it is with the assumption that such groups and their individuals have the freedom to choose how they want to acculturate. however, if the dominant group enforces certain forms or constraints the choices of the non-dominant groups and their individuals, other terms must be used:

Table 1 Acculturation strategies (source: Berry, 2005, 2011)

non-dominant host	Dominant host	
<p>Assimilation when individuals do not wish to maintain their cultural identity and seek daily interaction with other cultures individuals prefer to shed their heritage culture and become absorbed into the dominant society.</p>	<p>Melting pot Assimilation, when sought by the dominant acculturating group, is termed the “melting pot”</p>	<p>adding the factor of the powerful role of the dominant group</p>
<p>Separation when individuals place a value on holding on to their original culture, and at the same time wish to avoid interaction with others individuals turn their back on involvement with other cultural groups and turn inward toward their heritage culture</p>	<p>Segregation When separation is forced by the dominant group it is called “segregation”</p>	
<p>Integration When there is an interest in both maintaining one’s heritage culture while in daily interactions with other groups there is some degree of cultural integrity maintained, and at the same time seeking, as a member of an ethnocultural group, to participate as an integral part of the larger social network</p>	<p>Multicultural integration, when diversity is an accepted feature of the society, including all the various ethnocultural groups, is called “multiculturalism”</p>	

¹⁴ W.Berry, J. Acculturation: living successfully in two cultures. *International journal of intercultural relations*, 29, 697-712, 2005 & W.berry, j. Integration and multiculturalism: ways towards social solidarity. *Peer reviewed online journal*, volume 20, 2.1-2.21. Retrieved from <http://www.psych.lse.ac.uk/psr/>, 2011

<p>Marginalization when there is little possibility or interest in heritage cultural maintenance (often for reasons of enforced cultural loss), and little interest in having relations with others (often for reasons of exclusion or discrimination)</p>	<p>Exclusion Marginalization, when imposed by the dominant group, is called “exclusion”</p>	
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This table indicates the presence of three underlying dimensions: cultural maintenance, contact and participation, and the power to decide how to acculturate. In addition, it must be noted that to measure this scale needs the understanding of factors such as the characteristics of the host and receiving society, intergroup relations, personal characteristics, demographics prior to cultural contact, characteristics created through contact (in other words, acculturation conditions). According to these factors in contrast to what has been believed for many years, integration should logically be the best-case scenario. It requires the acceptance of the fundamentals of the dominant society by the non-dominant group. on the dominant side, it requires the group's

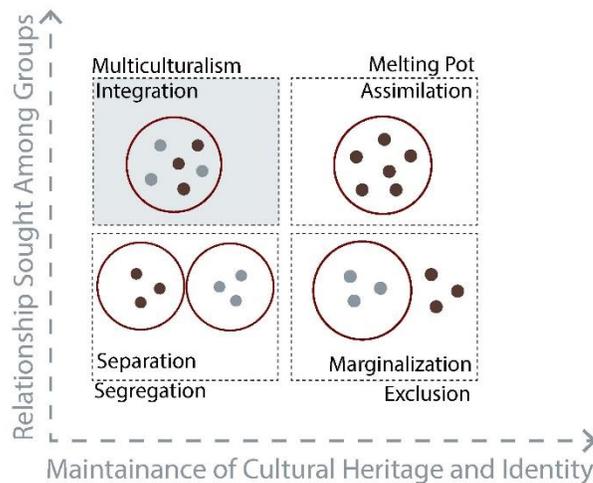


Figure 4 Acculturation Strategies (From: Berry 2005, diagram: Author)

willingness preparation to adapt to organizations (education, health, ...) to meet the needs of all groups¹⁵.

Critics argue that there is no evidence that these four strategies are complete, or integration is the best situation to take place. However, Berry's studies show that integration is what widely happens.

For example, interesting research on the integration of immigrants WA done by Ernesto Castañeda ¹⁶, Assistant Professor of Sociology, American University, who conducted hundreds of interviews with immigrants in New York, Paris and Barcelona intermittently for over a decade to understand how each city integrates – or excludes – its migrants. According to him, despite their diverse origins, the immigrants he spoke with consistently cited the same elements as being critical to their sense of urban belonging, helping them to feel “at home” while working, socializing and raising a family in the city¹⁷. He states the following aspects as to why there are such differences¹⁸:

- Lots of Jobs: New York and Barcelona both have ample jobs open to immigrants in both the formal and informal sectors. Both cities rely heavily on immigrant labor, and in addition, are also generally accepting of undocumented status.

- Events and services for immigrants: Many local nonprofit organizations and government agencies in New York and Barcelona exist to serve immigrants' specific needs, legal rights, education, employment, housing and etc. in addition, for example, the act of closing streets down

¹⁵ W. berry, j. Integration and multiculturalism: ways towards social solidarity. Peer reviewed online journal, volume 20, 2.1-2.21. Retrieved from <http://www.psych.lse.ac.uk/psr/>, 2011

¹⁶ Castaneda, Ernesto. *A Place to Call Home Immigrant Exclusion and Urban Belonging in New York, Paris, and Barcelona*. Stanford: Stanford University Press, 2018.

¹⁷ Find related tables in chapter appendix

¹⁸ Find tables of results in appendix

to host the Saint Patrick's, Puerto Rican, Dominican or Mexican Day parades in New York is an important sign of solidarity with foreign-born residents and their descendants.

- Let immigrants be: Immigrants mentioned that people in New York and Barcelona just let foreign-born residents be themselves, allowing them to maintain their own identity while creating a new home. In other words, the ratio between being specifically catered to and treated the same as anyone else that determines how welcome they feel. The key to inclusion seems to be to help immigrant integration without forcing it.

Here we can see the implications of Berry's integration argument. By considering the acculturation conditions of the host city, usually large, with a high number of immigrants and therefore accepting and open to a foreign population, immigrants feel at home. Where they have the freedom to "be who they are", or in other words have the freedom to keep their identity and participate in the host society.

But where did France go wrong? The secular political stance makes it difficult for French society to address the ways that immigrants may, in fact, be different than native-born French. Ethnic or racial identity not asked in their census, seeing ethnic and race-based organizations as anti-French, therefore forcing immigrants to practice their religion and cultural traditions in private, the pressure to conform to the national culture makes immigrants feel less at home¹⁹. This shows the importance of the freedom of "Let immigrants be" where the dominant society puts no pressure on the minority or conform to its beliefs, lifestyles, and ways of life.

Can we find the support of these theories on integration within our cities? Does this mean that across cities like New York we will not be seeing cultural divides?

¹⁹ Castaneda, Ernesto. *A Place to Call Home Immigrant Exclusion and Urban Belonging in New York, Paris, and Barcelona*. Stanford: Stanford University Press, 2018.

The rise in the immigrant population is a reality. Immigrants makeup and will make up more and more of our communities in the future. But, as we look at segregation maps of cities today, we can see the divided lines within our cities, even the ones where integration is argued to be stronger. This may not be due to immigrants not integrating into the host society but rooted in affordability, historic segregation laws which live on until today, or ethnic enclaves forming thought time. It is true that living “amongst your own” brings with itself the feeling of familiarity, safety and in other words home, but the question we ask is how can we design the seams between these divisions of color? How can we create places of interaction, growth, and education so that at

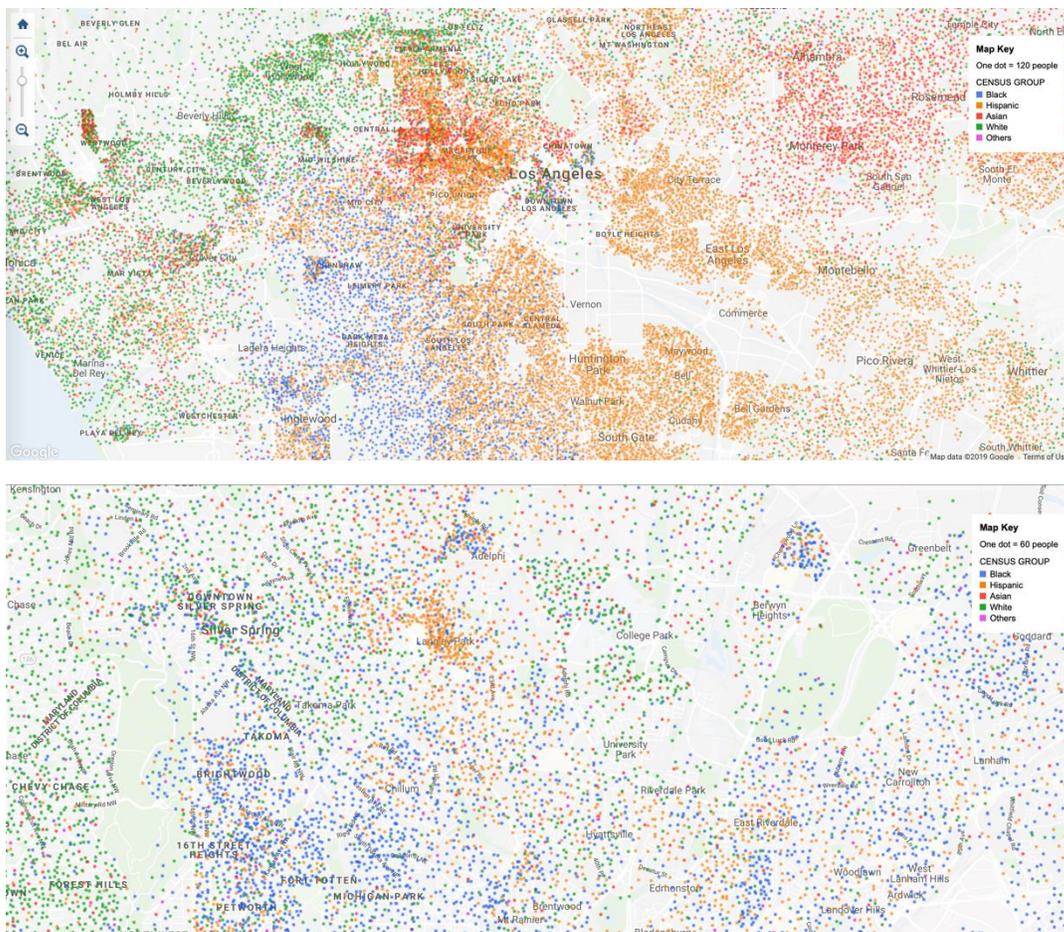


Figure 5 segregation maps, from top: Los Angeles and Maryland (source New York times segregation maps)

least in the future we see fewer lines and more gradients? This thesis aims to design these dividing lines.

We must not neglect these dividing lines. We must look for this integration, mutual respect, and understanding. We can find it in our present; our shared needs for the same types of planning, needs, and preferences. We can find it in our future; our shared efforts to gain communal and economic benefits. And lastly, we can find it in our shared history. Like the mural in the city of Perry which depicts the immigration story of the white settler and the Latino immigrants aim to bridge the gap between the two populations, we can find mutual grounds in our shared history. After all, one way or another we are all immigrants. Our public spaces or in other words our social seams, can be the placeholders for these shared values and encourage us to interact and build upon our shared benefits by celebrating our diversity.

CHAPTER 3: Latino space and place

Introduction

Understanding the values of the cultural landscape is crucial in the process of placemaking. When immigrants move to a new country, especially in such large numbers, they bring with themselves lifestyles, patterns of economic trade and social relationships that reflect in their neighborhood's appearances. They create strong networks of social infrastructure, often not evident at first glance. These networks create environments which become the attraction and first stop of new coming migrants; they become a safe, familiar place reminding them of home; they became places of opportunity where they can find jobs in local and ethnic business, or use the social networks to find jobs elsewhere.

Latinos have been impacting the built environment and public realm in dynamic ways that are more conducive to cultural (re)adaptation while contributing to the social and economic developments of urban and suburban neighborhoods and commercial corridors. Studies demonstrate that immigrants strengthen urban economies and revitalize economically depressed neighborhoods. While helping to reverse the decay of inner cities and simultaneously augmenting the labor force, consumer demand, trade, and other economic stimuli. Immigrants have also revitalized working-class neighborhoods, strip malls, and commercial buildings.

As we saw, the Latino populations are the fastest-growing population in the US. Research shows that buying power has also risen²⁰.

²⁰ Lara, Jesus J. . *Lationo Placemaking and Planinng; Cultural Resilience and Stregths for Reurbanization*. The University of Arizona Press, 2018.

In a study called The State of Hispanic Consumer, the Nielson Company identifies six characteristics of the Latino market that has promoted its growth²¹:

- 1- Latinos are a fundamental component of business success, not a passing niche of the sidelines.
- 2- Rapid Latino population growth will persist even if immigration is completely halted
- 3- Latinos have assumed significant buying power with the rise of their median income.
- 4- Latinos are the largest immigrant group to exhibit significant culture sustainability and are not disappearing into the American melting pot
- 5- Latino technology and media use do not mirror the general market but have distinct patterns owing to language, culture and ownership dynamics.
- 6- Latinos exhibit distinct product consumption patterns and are not buying in ways that are the same as the total market.

These points underscore the importance and effects of the Latino population on the economies they set foot in. Pacific BLV in Huntington Park, Plaza Mexico in Lynwood, Highland Park all in Los Angeles, are examples of the attraction of Latino culture for economic investment and how they can revitalize cities from the scale of neighborhoods to larger regions. Ethnic populations may not have historically seen much investment and may not have had capital, but they have an advantage above other neighborhoods for investment, due to their social networks, strong communities, and cultural attraction. They are one of the best platforms for investment.

²¹ Lara, Jesus J. . Lationo Placemaking and Planinng; Cultural Resilience and Stregths for Reurbanization. The University of Arizona Press, 2018.

Latino placemaking

Research on Latino environments has mostly taken place in Mexican communities. Although Visitors from the 1950s were surprised at the low level of influence of large population of Mexican culture on the architecture of their environment and have related this small amount on the low economic status of the population (Arreola, 1988), the Latino urban lifestyle has been looked at in the home, the relationship between homes and at the larger urban scale.

One of the most important researchers in this field is Daniel Arreola who looks at these patterns in Mexican American neighborhoods or Barrios across the Southwest. Some of the results of these researches are (Mendez and Arreola 1988):

1- Changes this ethnic minority makes in the scale of the home: paint, stucco, chain link fence, adding or enlarging front porches, iron fences, fountains and other amenities.

(As Areolla 1988 would put it; the house scape is a complex of elements that include the front yard up to the fence or wall because it is larger than a house but smaller than a landscape.)

2- Enclosure; fencing along the front of the property: this pattern can be traced to the evolution of the Spanish townscape in central America. The introverted American house style is extroverted; to maximize social interaction among household members. (the Mexican courtyard style). Unlike the colonial Spanish forms of the courtyard and atrium (a type of churchyards for social gathering), the Anglo patterns placed a structure near the center of a lot so that open space existed on the front and the back of a dwelling. Therefore, as open perimeter housescapes became common in the Southwest, Mexican Americans adapted to the new building tradition by fencing the enclosing. These are factors present in the single-family sections of Langley Park.

3- Porches and driveways as social spaces; patios, barbecues and other social festivities.

4- Some changes to architecture style in some neighborhoods.

5- Porches as places for neighbors to gather.

6- Parks and plazas as core social settings; neighborhood parks for social interaction as a surrogate for the misplaced plaza; for parties, picnics, celebrations, etc. this is a great contrast to Anglos. Research shows that Anglos valued park more for its aesthetics and natural elements while Latinos value them for its opportunities for social interaction. The root of the importance of plazas can be found in the Spanish colonized cities in Central America and the implementation of The Laws of the Indies. The large parks to the east of Langley park are places where the community uses for their social event.

7- Religious Shrines in front yards: religious affiliation is a dominant force in maintaining ethnic identity. The attention to folk religious artifacts is also evident in traditional Mexican households. The yard shrine is a Roman Catholic feature that resembles a little house or church, and most are similar in basic design in different locations²². Again, this is a feature mostly present in single-family homes in the Langley Park area.

8- Color; an expression of identity; mostly bright color has been seen in many ethnic neighborhoods and barrios in a different region of the United States. Although the purpose of a specific color in cultural contexts is complex, color generally has a meaning, especially in contrast with the absence of it. This feature can also be traced to houses and commercial structures not only in centers with a colonial background but also in the urban area of later origin.

9- Urban theorist and practitioner Rojas (2010) have observed that Latinos in Los Angeles are transforming Los Angeles inner-city and inner-ring suburbs, retrofitting the existing built environment to accommodate their own social and economic needs. For example, old warehouses have been converted into swap meets, brightly colored paint adorns many Latino shops, and many

²² Called nichos (niches) in Tucson, capillas (little chapels) in San Antonio and grutas (grottoes) in Los Angeles

Latino homeowners transform front yards and porches into sites for parties, perhaps socializing on a sofa set on the lawn, or selling food or recycled items hanging from front fences, or working in the driveway. According to Rojas (2010:41), “Unlike the typical middle-class suburban house that pulls itself away from the street, the Latino household extends graciously to the street²³.”

What appears to influence the built form of dwellings and their attendant space is the vision held by the people. Built forms have a permanence that imprints and influences future generations, even though the current generation may not know the reason for past constructions. Each house scape element appears to be part of a historic code of this ethnic group²⁴. What we build and design for the future will be our translation of our beliefs and traditions. Each house scape element appears to be part of a historic code, rooted in distant pasts, that broadcasts to members of this ethnic group, a presentation that suggests an ideal tied to social status, a reflection of faith and not economic status.

Another interest to planners and policymakers is Latino urban living, which shows a cultural appreciation of and a familiarity with compact living, mixed-use, transit usage, and socially rich public spaces. This presents a window of extraordinary opportunity for the preservation and expansion of “smart growth”. More recently, Latino barrios have been praised by scholars and policymakers because they encompass the premises of smart growth and New Urbanism, including compact living, mixed uses, lively use of public spaces, and heavy reliance on walking and transit for transportation²⁵. Researchers such as Michael Mendez argue that the

²³ Hondagney- Stelo, Pierrette . "At home in Inner City immigrant Community Gardens." *Journal of House and Built Environment*, no. 32 (2017): 13-28.

²⁴ Arreola, Daniel D. . "Mexican American Housescapes ." *Geographical Review*, Vol 78, No 3, 1988: 299-315 .

²⁵ Irazabal, Clara, and Ramzi Farhat. "Latino Communities in the United States: Place-Making in the Pre-World War II, Postwar, and Contemporary City." *Journal of Planning Literature* (Sage Publications) Vol. 22, no. No. 3 (2008): 207-228.

Latinos' cultural inclination to a lifestyle supportive of compact cities provides policymakers with a sustainable alternative that possesses a built-in consumer base. In his opinion, at a time when California is torn between several urban development models—developing compact cities, preserving the environment, or increasing urban sprawl and slums, the development and advancement of compact cities may be dependent on the ability of policymakers to sustain and support the Latino lifestyle. He also illustrates the key role Latinos play in adapting and transforming existing neighborhoods to promote New Urbanist-type landscapes²⁶.

New Urbanism, like the compact city, is an attempt to reform the sprawling pattern of suburban growth. New Urbanism favors residential development that includes small lots, short housing setbacks, alleys, front porches, compact walkable neighborhoods with abundant public spaces and parks, and a mix of land uses. Additionally, through the mix of diverse housing styles, land uses, and accessibility to parks, New Urbanist developments seek to construct a place that promotes social interaction and a strong sense of community²⁷. The Latino lifestyle represents their values. Latinos' cultural inclinations for social interaction and their adaptive energies have created a de facto environment that already supports compact city and New Urbanist lifestyles. For example, Latinos have continually used adaptive methods to transform their communities to better suit their needs and to promote social interaction. This is most apparent through their adaptive reuse of homes, parks, and public spaces. The cultural predilections have created a Latinized model of New Urbanist communities²⁸. In Langley Park, we can see this urban social

²⁶ Mendez, Michael . "Latino New Urbanism: Building on Cultural Preferences." *Opolis* , 2005: 33-48.

²⁷ Hall and Porterfield 2001

²⁸ Mendez, Michael . "Latino New Urbanism: Building on Cultural Preferences." *Opolis* , 2005: 33-48.

lifestyle in the number of people using outdoor spaces. Interviews and environmental observations also show many people walking around the environment and small food stands at the corner of street intersections. The people have been using the spaces to their advantage. But what Langley Park lacks is twofold. On one end the urban environment lacks any kind of urban space amenities to foster these social interactions, and the space lack any opportunity for people to express themselves. In other words, we have the community, we don't have the urban landscape.

Investing in social capital

We have talked much about the importance of understanding the values of the Latino lifestyle to develop an innovative solution for this large and growing population. One of the most important values of this group is their social and family values. Therefore, we will look at the importance of culture and social capital.

Culture is believed to be the most significant factor affecting human behavior and identity. Culture which is a difficult concept to describe is defined by the methods and techniques. Culture includes (1) visible artifacts, for example, food, clothing, tools, architecture, and landscape; (2) visible behaviors based on inferred rules or code systems, for example, language, social roles and rituals; and (3) fundamental attitudes, beliefs, and values. "Things, activities, and attitudes are classified in any one culture on a scale which runs from good to evil, from desirable to undesirable, and from acceptable to unacceptable" (Ruesch et al., 1948, p. 1). Culture is crucially important in determining how we live and behave both social and individually. It is not only established in human cognition right from the beginning of his/her life but also stays with people for the rest of their lives. Culture manifests itself much stronger when a group when a large group of immigrants come together within a so-called enclave and create a specific and identifiable

society. Setting aside whether the community functions as a whole, such large populations of people with a similar origin, language, culture, and lifestyle, are within themselves rich in the potential for creating a strong and active community. This may lie in the importance we give to the social capital of such communities.

Among social scientists, Robert Putnam (1995) has been perhaps the most impassioned advocate of the social capital paradigm. Starting with his widely cited 1995 essay “Bowling Alone: The Strange Disappearance of Civic America”, Putnam has articulated a broad vision of the role of social capital in our society. According to Putnam, a substantial component of fluctuations for phenomena ranging from voting to crime to philanthropy is attributed to fluctuations in the stock of social capital. In his book, *Bowling Alone*, Putnam expands the suggestions of this original essay into a full-blown analysis of modern American life²⁹. Putnam shows how we have become increasingly disconnected from family, friends, neighbors, and our democratic structures. A difference we see in the two Latino and Anglo societies.

Putnam warns that our stock of social capital – the very fabric of our connections with each other, has plummeted, impoverishing our lives and communities. He draws on evidence including nearly 500,000 interviews over the last quarter-century to show that we sign fewer petitions, belong to fewer organizations that meet, know our neighbors less, meet with friends less frequently, and even socialize with our families less often. We’re even bowling alone. Putnam shows how changes in work, family structure, age, suburban life, television, computers, women’s roles, and other factors have contributed to this decline³⁰. Social capital has become one of the

²⁹ Durlauf, Steven N. . "Bowling Alone: a review essay." *Journal of Economic Behavior & Organization* Vol. 47 , 2002: 259–273.

³⁰ Putnam , Robert D. . Robert D. Putnam. n.d. <http://robertdputnam.com/bowling-alone/social-capital-primer/> (accessed March 9, 2019).

most active areas of analysis and debate in the social sciences over the last decade. From the perspective of social sciences such as economics, the social capital literature represents a relatively heterodox way of thinking as it moves away from an emphasis on how individuals make purposeful, self-interest choices to understanding how social norms and social structures emerge and condition individual behaviors. From the perspective of public policy, social capital has been treated as a “missing link” in explaining the success or failure of different communities and even societies³¹.

Putnam defines social capital as the norms and networks of social relations that build trust and mutual reciprocity among community residents, social organizations, and civic institutions³². Social capital is found in friendship networks, neighborhoods, churches, schools, bridge clubs, civic associations, and even bars. Or when a group of neighbors informally keep an eye on one another’s homes, that’s social capital in action. The motto in Cheers “where everybody knows your name” captures one important aspect of social capital³³.

The importance of immigrant communities at the large scale of Langley Park is the social capital and networks within. It is important for local governments to understand and build upon these networks.

Looking at Langley Park and its immigrant community, which becomes crucial in future developments, is building higher levels of connection. Although the community may be strong in its social interactions and capital, what should be strengthened is connections and dialogues with

³¹ Durlauf, Steven N. . "Bowling Alone: a review essay." *Journal of Economic Behavior & Organization* Vol. 47 , 2002: 259–273.

³² Potapchuk, William R., Jarle P. Crocker, William H. Schechter, and Dina Boogaard. *Building Community: Exploring The role of Social, Capitol and Local Government*. Washington DC: The Program for Community Problem Solving (PCPS), 1998.

³³ Putam , Robert D. . Robert D. Putnam. n.d. <http://robertdputnam.com/bowling-alone/social-capital-primer/> (accessed March 9, 2019).

the larger community. This is the issue with many immigrant populations. With social interactions are only within the direct community and the same culture, separation of this group may occur. Although many factors and variables affect acculturation such as reasons for immigration, age, education level, host society attitudes, cultural distance, generation, some are such as language, social support, ethnic discrimination or socioeconomic status are more persistent in Langley Park. On the other side of the spectrum, lies the social lifestyles of the immigrant community.

But there is another side we must also consider the individual and social capital scale. This is where much of the inter-relationships of different cultures in Berry's acculturation strategies come into play. The individual and more private lifestyle of the host America society and the social and more interconnected culture of the Latino community are meeting in one place. Although the America dream of a single-family home and private property to do as you wish on it is why many immigrants come to this country, in reality, home, and rent prices force lower-income families into apartment buildings and overcrowding homes. For example, walking through Langley park with no doubt you will always hear music playing, either from home or a nearby car. A specification that when talking to the people you understand is a typical one in their countries of origin. But in the host country, it is not. This is where cultural conflict occurs. Such examples may well be the reason most cultures tend to live in areas where they find similar people. In terms of architecture and urban spaces, these issues clearly show a need for cultural and identity manifestation.

What is very critical in housing models for this population is understanding the important and dominant role of families in Latino society and how they influence the individual behavior and in turn the architecture and planning of the home and place. We see this in the differences of the immigrant culture and the host culture. The Latino individual attempts to make his or her

decisions consistent with the needs of the family, whereas the Anglo individual tends to make decisions unilaterally. Latinos are more likely to focus on relationships, while Anglos are inclined to be task oriented. For Anglos, individual achievement dominates, whereas, for Latinos, family interdependence takes priority. Family interdependency may explain why more Latinos multiple generational households have, adult children remaining at home longer than non-Latinos, or why Latinos adapt their homes to facilitate social interaction. Latinos are already adapting the built environment to maximize social interaction and activities consistent with compact city lifestyles, therefore housing developments should be produced that reflect these cultural values and preferences³⁴. For example, some scholars such as Pader (2002) in affiliated fields have tackled some important issues such as social construction of occupancy standards that discriminate against Latinos' preference for extended family living arrangements. Again, she emphasizes the difference between Anglo individualism and the need for privacy and interdependency of some other culture³⁵. Such research shows the importance of lifestyles not only in the social construct of different cultures but how policy and regulation must consider these factors. In Latino communities, the attainment of place identity represents a synthesis of spatial, cultural, economic, and governance accomplishments. As such, it should constitute a crucial planning objective and a focus on community mobilization³⁶.

³⁴ Mendez, Michael . "Latino New Urbanism: Building on Cultural Preferences." *Opolis* , 2005: 33-48.

³⁵ Pader, Ellen. "Housing Occupancy Standards: Inscribing Ethnicity And Family Relations On The Land." *Journal of Architectural and Planning Research* Vol. 19, no. No. 4 (2002): 300- 318.

³⁶ Irazabal, Clara, and Ramzi Farhat. "Latino Communities in the United States: Place-Making in the Pre-World War II, Postwar, and Contemporary City." *Journal of Planning Literature* (Sage Publications) Vol. 22, no. No. 3 (2008): 207-228.

Ending Note

“New Latino communities have revitalized fading shopping streets, refilled empty classrooms, and set off a wave of frantic rehabbing of aging homes... often by the same immigrant workers who spend their day's drywalling, painting, and landscaping for the upper-middle class.” Ray Suarez³⁷.

Areolla writes that the evidence from the past supports the assertion adaptation has largely been responsible for the persistence of house scape elements. If Mexican Americans are viewed as tricultural, sharing Indian, Spanish, and Anglo- American traditions, the folk houses and the current house scape for this ethnic subculture must also be products of a multicultural adaptation process. Several studies have shown that traditional behavioral patterns in this ethnic group have unusual resiliency despite urbanization, acculturation and socioeconomic mobility³⁸. Here we must argue that these are factors of integration. Latino residents of America have brought with them elements of identity. Whether religious or rooted in colonial history, they are part of the expression of identity. This is the special baggage that immigrants carry with them in migration. Elements that are a reminder of home can be the basis of connection to group identity.

In terms of placemaking in such communities we must look at three key dimensions³⁹:

- The use of public and private space
- The way groups make claims in relation to the built environment

³⁷ Suarez, Ray. "A people, of People, Makes its place." In *Dialogos Placemaking in Latino Communities*, by Michael Rios, Leonardo Vazquez, & Lucrezia Miranda, xv-xviii. New York and Oxon : Routledge, 2012.

³⁸ Arreola, Daniel D. . "Mexican American Housescapes ." *Geographical Review*, Vol 78, No 3, 1988: 299-315 .

³⁹ Rios , Michael, Leonardo Vazquez, and Lucrezia Marinda. *Dialogos; Placemaking in Latino Communités*. New York and Oxon: Routledge , 2012.

- The ways in which they create a sense of belonging in those places

Emily Tullen⁴⁰ in her book *Designing for diversity* depicts 4 different neighborhoods and gives design strategies for the preservation of diversity in designing their public places. She argues that the promotion of social diversity has implications for the design of the built environment and that the container should show some relation to its content, as in different types of people, their needs, tastes, interests, constraints. In turn how people are connected and whether they are secure must be considered. According to Tullen, the task is to figure out what social goals associated with various planning and design approaches that can be linked to social diversity.

How immigrant populations change their space of living to show this identity is what we as designers and planners must focus on. In addition, the study of lifestyle and cultural norms such as the importance of family, social connection and interdependence, will guide us in creating policies and planning community engagement. To do this we must not just rely on local communities. In immigrant populations and places, the appropriation of space to accommodate social and cultural needs is often in conflict with zoning and land use norms. Therefore, mechanisms such as mediating organizations are needed to represent the local communities in higher places of power and Should seek to expand scale and scope by strengthening the alliance

⁴⁰ Tullen, Emily . *Designing for Diversiy: Exploring Socially Mixed Neighborhoods* . Oxford, UK: Elsevier, 2008.

with other networks and actors while keeping a community-based profile and local emphasis⁴¹.

Some mechanism can be as follows⁴²:

- Mediating organizations; such as diversity committees; to deal with ordinance and land use concerns, to create opportunities for local events, to deal with conflict. Made up of:

- Key government officials such as mayors
- city administrators
- Planners
- School leaders
- Heads of chamber of commerce
- Police
- Latino community leaders
- Business leaders from both sides

- Another mediating organization is faith-based institutions:

- University planning initiatives and technical assistance:

- To research and create planning proposals

- Importance of proactive incorporation of immigrants in towns social structure

- Building upon the entrepreneur spirit of Latino small businesses. These businesses

contribute to:

- Local tax base

⁴¹ Loukaitou-Sideris, Anastasia. "Using Cultural Tourism as Competitive Advantage; Attracting Cultural Tourism in Latino Neighborhoods ." In Dialogos; Placemaking In Latino Communities, by Michael Rios, Leonardo Vazquez , & Lucrezia Miranda, 69-82. New York and Oxon: Routledge, 2012.

⁴² Sandoval, Gerardo Francisco. "Transnational Placemaking in Small Town America." In Dialogos; Placemaking in Latino Communities, by Michael Rios, Leonardo Vazquez, & Lucrezia Miranda, 50-66. New York and Oxon: Routledge, 2012.

- Decrease vacancy rates in streets
- Contribute to job creation
- Serve as an anchor to Latino communities
- Local officials can serve these businesses with:
 - Business education classes
 - Microfinancing loans with flexible financial requirements
 - Lasing rigid code enforcement
 - Establish networking for mutual support and information sharing
- Planning efforts should be focused on people and relationships between them.

CHAPTER 4: Langley Park and The International Corridor

Introduction

This chapter takes a deep dive into the history, situation, demographic structure, and issues of Langley Park. It walks through the analysis of different aspects of the commercial and residential area of Langley park by looking at the different related information and maps. This chapter concludes with a critique of the plans and proposals for the area and an analysis of the research needed with a SWOT table. The goal is to find a research methodology that can guide observation and analysis of the culture and lifestyles of the community in the following sections.

Langley Park A History

Langley Park, an inner-ring suburb of Washington DC, is a Neighborhood located in the heart of Maryland at the intersection of University Boulevard and New Hampshire Ave. This diverse area consists of two counties and the city of Takoma Park, divided by the intersection.

From the colonial period until around 1924 Langley park was an agriculture community composed of large farming tracts and plantations. In 1921, Fredrick and Henrietta McCormick-Goodhart bought a 565-acre estate and named it Langley park after their family's estate in England⁴³. The family commissioned the famous architect of embassies and Washington homes, George Oakley Totten, Jr to build a house with 28 rooms, which today is home to the non-profit organization CASA de Maryland. The Langley Park Mansion standing in the middle of garden apartments approached by a circular drive from the south, is a Georgian Revival estate mansion,

⁴³ Ueda, Reed. *America's Changing Neighborhoods; An Exploration of Diversity through Places*. (Santa Barbara: ABC-CLIO, LLC, 2017).

of clay tile, and concrete, circa, about 180 by 40 feet; the exterior is of brick with cast-stone trim⁴⁴. After WWII the original owner's sons sold most of the property to private and religious interests. For example, around 34 acres to Maryland National Capital Park and Planning Commission, and 25 acres and the mansion to the Eudist Fathers of Montreal⁴⁵. During the Eudists tenure, the setting of the Langley Park mansion remained essentially unchanged, but the major change was soon to come. With the closing of the seminary in 1963, the Eudist seminary property was sold to apartment developers. The lake was filled in, and construction began on 590 low-rise garden apartment rental units⁴⁶(Willow Brook Apartments) on the circa 25-acre grounds (known as Parcel L) of the mansion. The stables and carriage house were turned into the complex physical plant. The estate's polo grounds became Langley – McCormick elementary school⁴⁷. In 1964 work began on the mansion to convert it into the Willow Brook Montessori School. It remained the centerpiece of this new residential development, and the Montessori School operated into the 1990s until the serious deterioration of the building caused its closure. During this time, the immigrant population, particularly Hispanic, of the area surrounding the Langley Park mansion increased. In 1985, CASA de Maryland, a small social service organization, was founded, with the goal of aiding, training, job placement, and access to resources to low-wage Latinos and other immigrant families. In 2005, the owners of Parcel L, Willow brook Limited Partnership, signed a

⁴⁴ NRHP. National Register of Historic Places Registration Form; For Langley Park's McCormick-Goodhart Mansion. NPS Form 10-900 (Langley Park: United States Department of the Interior National Park Service, 1990).

⁴⁵ Ueda, Reed, "America's Changing Neighborhoods; An Exploration of Diversity through Places".

⁴⁶ The original plan called for 1500 apartments on 14th ave. and Merrimac Dr., 500 single family homes and 10 acres for school and park (Ueda, 2017).

⁴⁷ Ibid.

lease with CASA to proceed with this work⁴⁸. The mansion is Home to CASA de Maryland as of today.



Figure 6 The CASA mansion (source: author)

The suburbs of Washington like many parts of the country, experienced immigration of Central Americans, particularly from El Salvador and Guatemala, began as a trickle in the 70s and then exploded in the 80s with many immigrants fleeing violence and persecution in civil wars⁴⁹. Langley park today is home to the largest El Salvador community in the united states.

⁴⁸ NRHP. National Register of Historic Places Registration Form; For Langley Park's McCormick-Goodhart Mansion. NPS Form 10-900 (Langley Park: United States Department of the Interior National Park Service, 1990).

⁴⁹ Ueda, Reed. America's Changing Neighborhoods; An Exploration of Diversity through Places. (Santa Barbara: ABC-CLIO, LLC, 2017).

In 1980 the first local Hispanic festival was held in Lane Manor park originally drawing 8000 people and featuring food and performances by local Hispanic groups. This festival has grown and drawn much bigger populations over the years⁵⁰.

Langley Park has also been an important site for organizing on behalf of the Maryland dream act. This act allows undocumented students who were brought to the US, obtain in-state tuition if they meet the needed requirements. At the center of support for this act is CASA⁵¹.

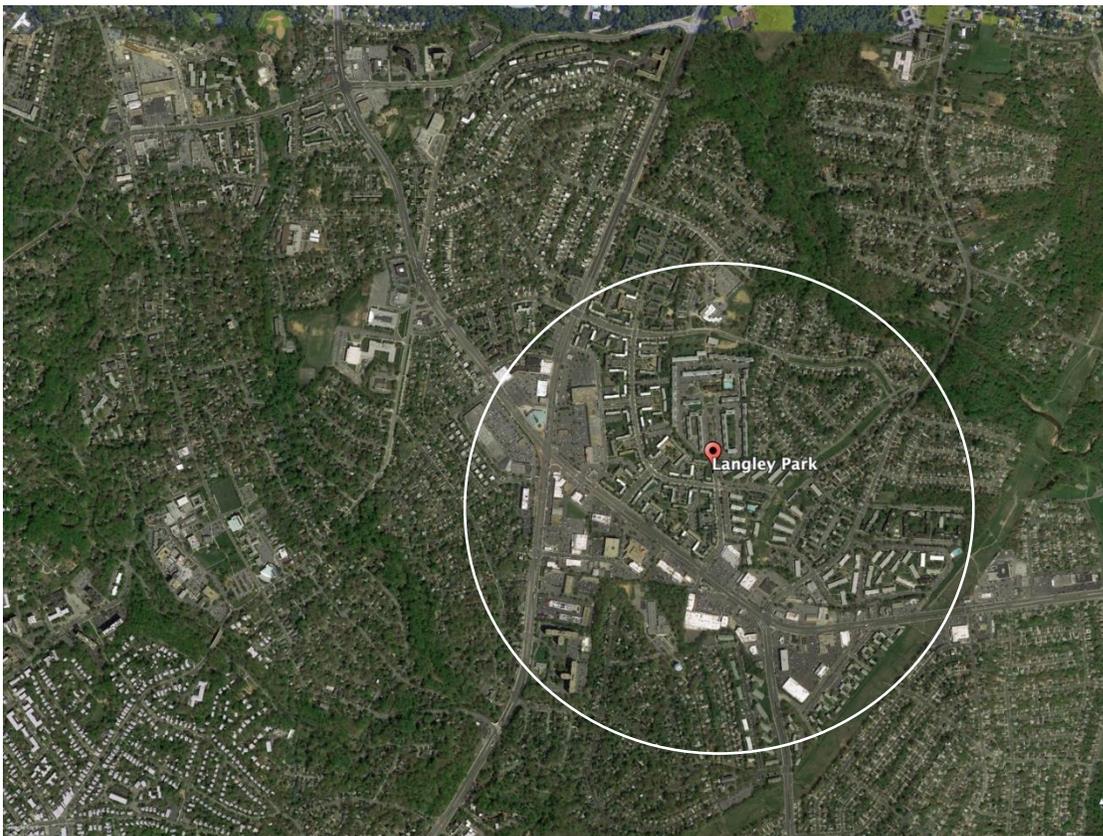


Figure 7 Google maps image of Langley park

But like many low-income immigrant communities. Langley park is an area of low-quality Garden apartments, no sense of place or urban environment, neglect and lack of identity. The

⁵⁰ Rubin Holt, Alexander. Life and Times of Hyattsville; Hyattsville's Community Newsletter. 10 9, 2013. <http://hyattsvillelife.com/festival-kicks-off-hispanic-heritage-month/> (accessed 3 11, 2019).

⁵¹ Ueda, Reed, "America's Changing Neighborhoods; An Exploration of Diversity through Places".

social networks and social urban lifestyle are present, but there is no urban design or identity to support this community.

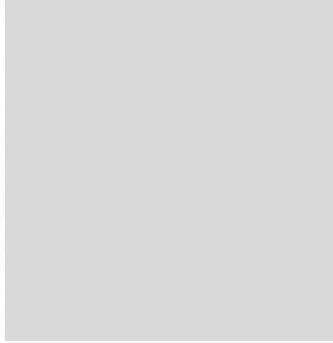


Garden apartments



...Strip malls and Parking lots

Figure 8 Pictures of the Langley Park (Source: Google Earth)



...But There is Opportunity



...Neglect and Lack of Identity

Figure 9 Pictures of Langley Park (Source: Author)

Demographics

Widely considered the center of the Latino community in both counties. Of Langley Park's approximately 20,000 residents, nearly three quarters are foreign-born, with the vast majority coming from countries in South and Central America. Many also earn very low incomes. Nearly 50 percent earn below the DC Metro's area household median income. The vast majority of Langley Park residents rent one of the neighborhood's many garden-style apartments. Of the neighborhood's roughly 5,000 housing units, nearly 75 percent are rentals and approximately 3

out of 4 Langley Park residents rent rather than own their homes ⁵². City-Data ranks Langley park as the area with the highest number of El Salvador residents 23.6% of the entire population of El Salvadorians in the United States.

Population information can be listed as below⁵³:

• **Population Diversity:**

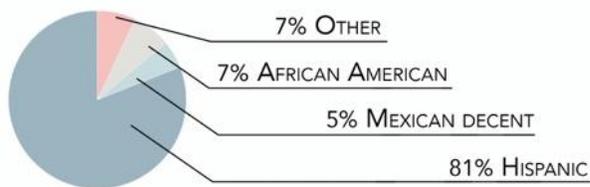


Figure 10 Population ethnic percentage (Source: Lung Amam et al 2017)

○ About 81 percent of the area designated as Langley Park with 20,746 residents are Hispanic. 57.85 are male and 42.25 are female⁵⁴. This information is very telling of the population buildup and economic and immigration issues of the area. The age makeup of the population is 11.5% under 5, 27.5% under 18 and 4.65 over 65. This leaves 56.4% of the population between 18 and 65. This means a very young and middle-aged working population buildup⁵⁵

⁵² Lung- Amam, Willow, Casey Dawkins, Zorayda Moreira- Smith , Gerrit- Jan Knaap, and Alonzo Washington . *Preparing for the Purple Line: Affordable Housing Strategies for Langley Park, Maryland.* (University of Maryland, College Park & CASA: National Center for Smart Growth Research and Education Center, 2017)

⁵³ Lung- Amam, Willow, Casey Dawkins, Zorayda Moreira- Smith , Gerrit- Jan Knaap, and Alonzo Washington .” *Preparing for the Purple Line: Affordable Housing Strategies for Langley Park, Maryland.*”

⁵⁴ Ibid

⁵⁵ Ibid.

○ For the sake of this thesis, we must also look at the area in two different scales. One is the immediate scale of the core of Langley park, and two is the larger scale around the main intersections of the neighborhood which will be using the services provided in this area.

• **Undocumented immigrants:** Per the Migration Policy Institute, Langley Park has one of the largest concentrations of undocumented Latino immigrants in Prince George’s County which has about 68,000 undocumented immigrants. Undocumented immigrants are not represented as demographic data such as employment⁵⁶.

○

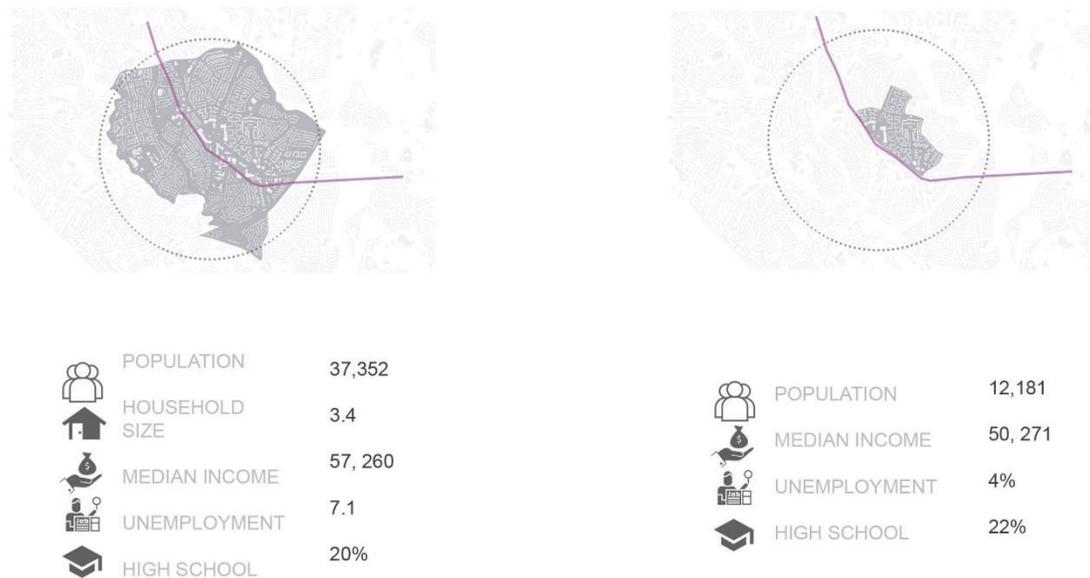


Figure 11 Two scales of demographic information

⁵⁶ Lung- Amam, Willow, Casey Dawkins, Zorayda Moreira- Smith , Gerrit- Jan Knaap, and Alonzo Washington . *Preparing for the Purple Line: Affordable Housing Strategies for Langley Park, Maryland.* (University of Maryland, College Park & CASA: National Center for Smart Growth Research and Education Center, 2017)



Figure 13 Percentage of Hispanic population (Source: Census- Diagram by author)

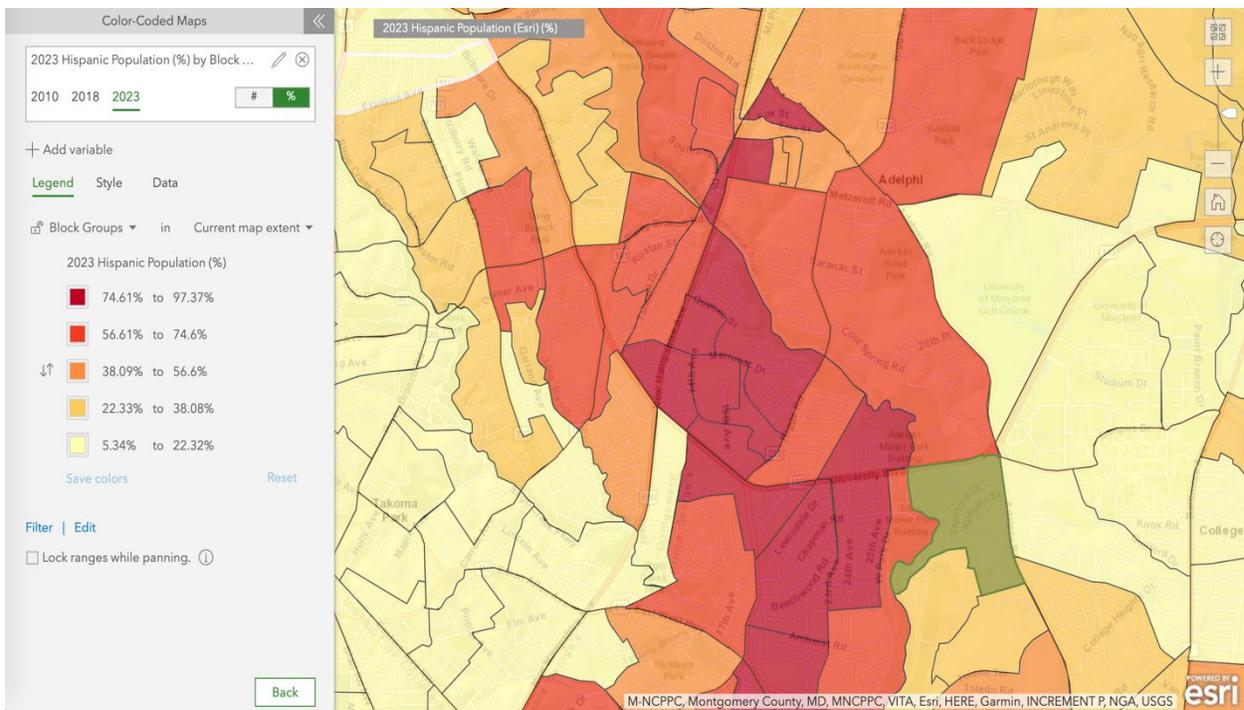


Figure 13 2023 Hispanic population projection (source: author form ESRI Community Analyst)

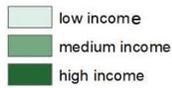
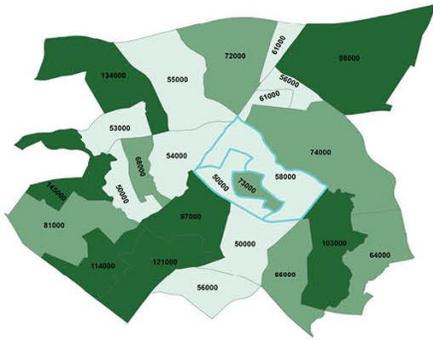
• **Education:** Just over one-third of the adult population has a high school diploma or equivalent, compared to 86 percent of Prince George’s County adults and 89 percent of those in Maryland. Language proficiency among parents is also an ongoing challenge to the education of youth. Less than half of those over five years of age speaks English “very well”⁵⁷.

• **Employment:** 2.6 percent of those employed in Langley Park live there. Residents are mostly employed in construction, retail, healthcare, and social assistance, accommodation and food services, and waste management. CASA reports that the construction sector employs about 37 percent of the working population⁵⁸.

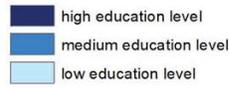
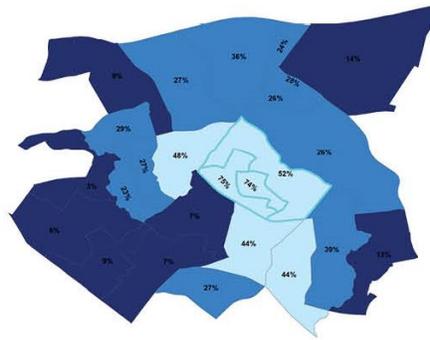
• **Median Household Income:** Due to low levels of education and employment, many Langley Park residents also have below-average incomes. Median household income of \$54,821 is nearly \$20,000 lower than that of the county or the state. Approximately 80 percent of families also provide financial support to relatives in their home country. Nearly half of all households earn less than \$53,100 per year, which is less than half of HUD’s Adjusted Median Family Income (HAMFI) for the region. 17% have incomes that fall below the federal poverty level.

⁵⁷ Ibid

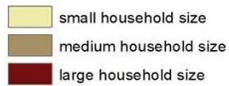
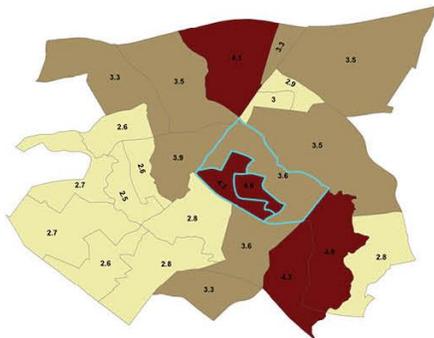
⁵⁸ Ibid.



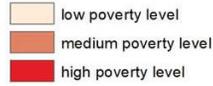
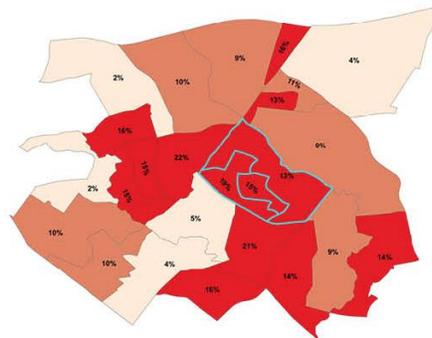
Median Household income



% Population over 25 with less than High School Education



Average Household size



% Population Under Poverty Level

Figure 14 GIS Census Tract Data (Source: Census Bureau 2010- Diagrams: Author)

- **Housing⁵⁹:**

- Homeownership is 26.1% compared to 66.45 of the state of Maryland (USCB, 2013-2017).

- Langley Park homes tend to be older and denser, with a higher proportion of multifamily rental units. Three out of every four residents rent rather than own their homes and the same



Figure 16 Housing (Source: Author)



Figure 15 Housing (Source: Author)

⁵⁹ Lung- Amam, Willow, Casey Dawkins, Zorayda Moreira- Smith , Gerrit- Jan Knaap, and Alonzo Washington . *Preparing for the Purple Line: Affordable Housing Strategies for Langley Park, Maryland.* (University of Maryland, College Park & CASA: National Center for Smart Growth Research and Education Center, 2017)

proportion of the neighborhood’s 5,245 housing units are rental apartments. Rents are a majority market-rate affordable housing because they are less desirable Neighborhoods, older, less maintained and with few amenities. In addition, although the family size is 4.02, there are no 3-bedroom apartments available, and many homes are overcrowded.

- Of the 891 single-family units in Langley Park, many are condominiums or single-family attached dwellings. Only 28 percent are single-family detached homes.

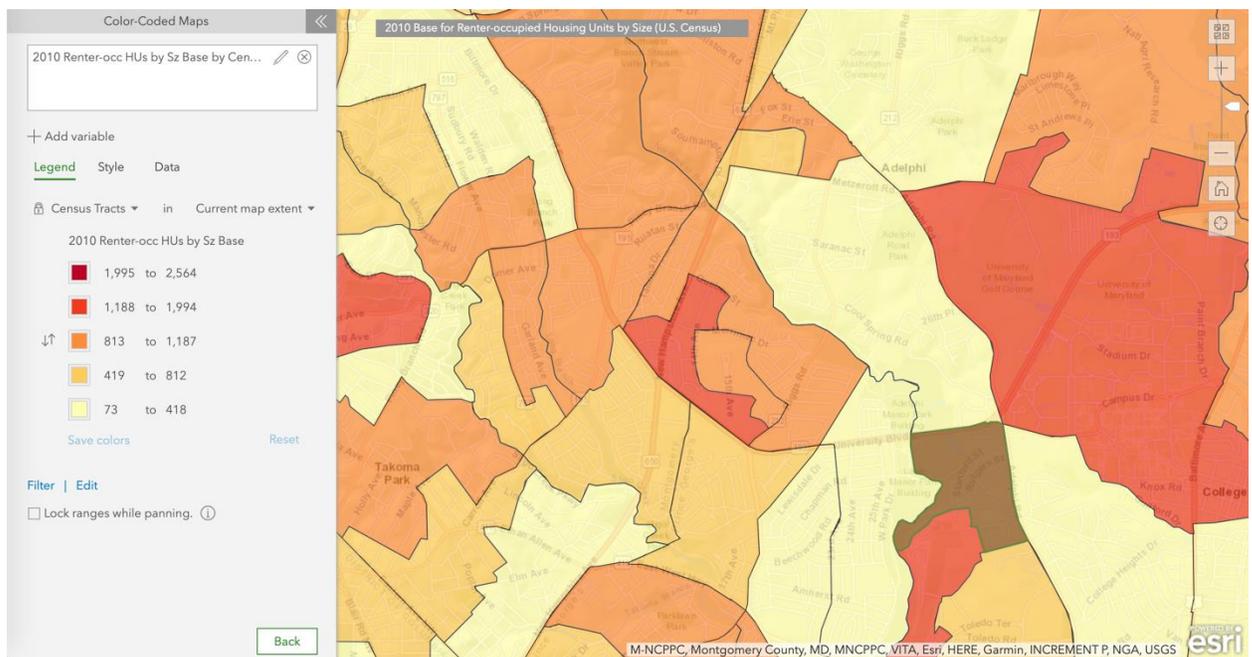


Figure 17 2010 renter occupancy map (source: author from ESRI Community Analyst Census Data Mapping)

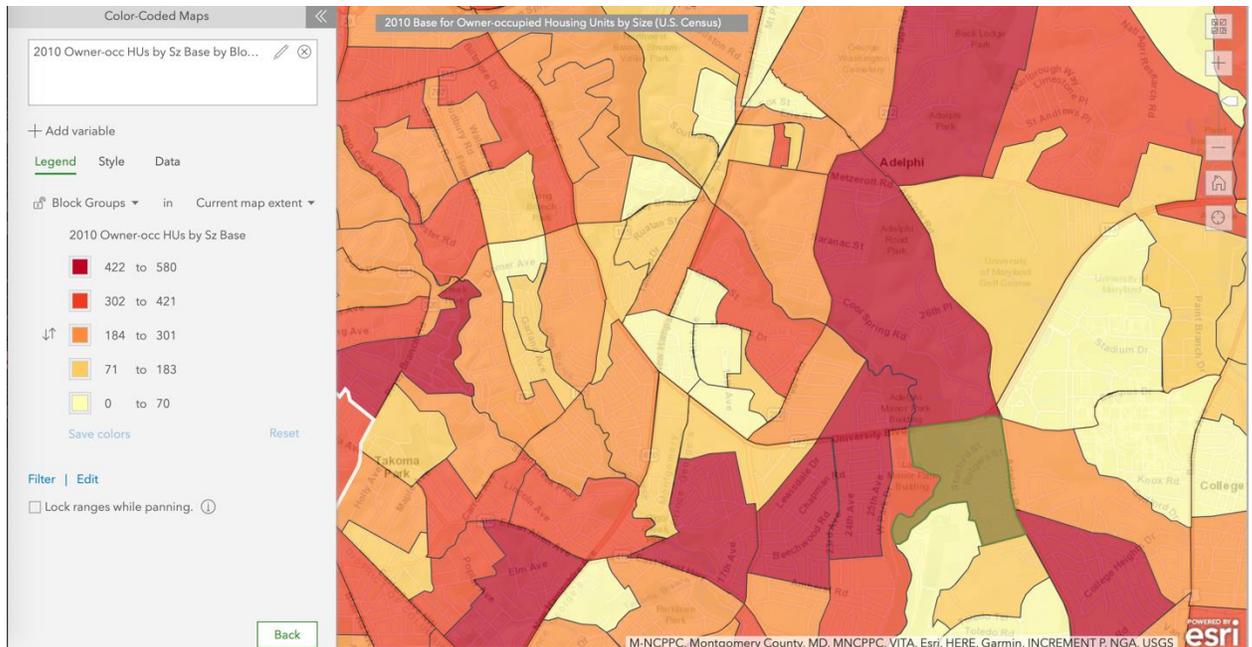


Figure 18 2010 owner-occupancy map (source: author from ESRI Community Analyst Census Data Mapping)

Crime and Safety

Langley Park and the international corridor’s social and economic status have suffered from the reputation of crime. For example, one of the reasons stated for the relatively few Langley park residents who use the northwest branch greenway for leisure, or why there is not a lively play environment of children after school hours is fear of criminal activity. Prince George’s County identified the neighborhood as one of the five neighborhoods most affected by violent crime.⁶⁰ The violent crime rate in the community is about 50 percent higher than the county average — approximately five violent crimes are committed per 1,000 residents, compared to about three per 1,000 for Prince George’s County as a whole ⁶⁰.

⁶⁰ From Cradle to Career: The Multiple Challenges Facing Immigrant Families in, Langley Park Promise Neighborhood (Langley park : Urban Institute, PGCPs, CASA de MArYland , 2014)

In an interview conducted with a young African American girl living in Langley Park, she talked about her experience with safety in the area⁶¹:

“ ... yeah my parents would let me but not during the night... they drink beer and stuff they drink a lot over there and sometimes people be drunk and sleeping in the streets ...sometimes late at night, sometimes during the day time they drunk on the street yeah... not safe to walk around at night a girl by herself no I don't think it's safe definitely no maybe like more cops, like stuff that makes people feel safer.”

The Langley Parks Preliminary Needs Assessment (1999) considers 3 factors in the areas of crime compilations and interpretation:

- Cultural norms: as shown in the interview above, actions such as drinking alcohol in public may be norms in different cultures, but illegal in the US.
- Reticence: Fear documentation, eviction, deportation, violation of leases etc. in some instances, residents have been threatened with the harm of payoffs if they do not take place in their homes for drugs and weapons, enterprising off the families.
- Language: language barriers in calling officials.

Drug activities, an open-air drug market, and gang activity are probably the central issue of Langley Park (Hanna, Langley Park: A Preliminary Needs Assessment, 1995). But community organizations have had an impact. As a defense against crime and the spread of gang participation, in 2000 Guatemalan immigrants founded the amateur Langley park soccer league, or the “La Liga LP” to provide space and training to local players. In addition to its being a place

⁶¹ Source: author

where low-income players have the opportunity to train, by 2015 the league ran 26 teams involving 500 players⁶²

Regarding the urban environment, not much design for defense can be seen. There are several areas with no public surveillance, low lighting and perfect for rapid egress. Nighttime lighting is supposedly bettered by projectors on some buildings. Although this does create lighting in some areas, but the effects on the quality of the homes below them must also be reconsidered.

⁶² Ueda, Reed. America's Changing Neighborhoods; An Exploration of Diversity through Places. Santa Barbara: ABC-CLIO, LLC, 2017 .

The site



Figure 19 land use map (source: Maryland GIS data)

The Purple Line corridor is rich in public amenities; however, certain areas have higher concentrations of facilities than others. The Purple Line will link residents in areas with few amenities to areas with a high concentration of educational, medical, and entertainment facilities. Few high schools and middle schools are located within the corridor, while elementary schools are spread throughout. The same goes for recreational areas. The Bethesda-Chevy Chase and Silver Spring subareas have several entertainment and arts amenities, including theaters, museums, golf courses, and recreational centers. The University of Maryland offers the Clarice Smith Center and other educational and entertainment possibilities⁶³. In the Langley Park area in terms of schools, community centers, churches, and recreational centers we have services such as

⁶³ Ma, Ting, and Gerrit- Jan Knaap. *Understanding Opportunities and Challenges: A Review of the Purple Line Transit Corridor*. University of Maryland, College Park: National Center for Smart Growth Research and Education, 2015.

CASA de Maryland, Langley Park McCormick elementary school, Saint Camillus church, Cool Spring Elementary School, Langley Park community center, High point High School, Rolling Terrace Elementary, 7676 Buildings, Lane Manor Recreation Center and splash park.

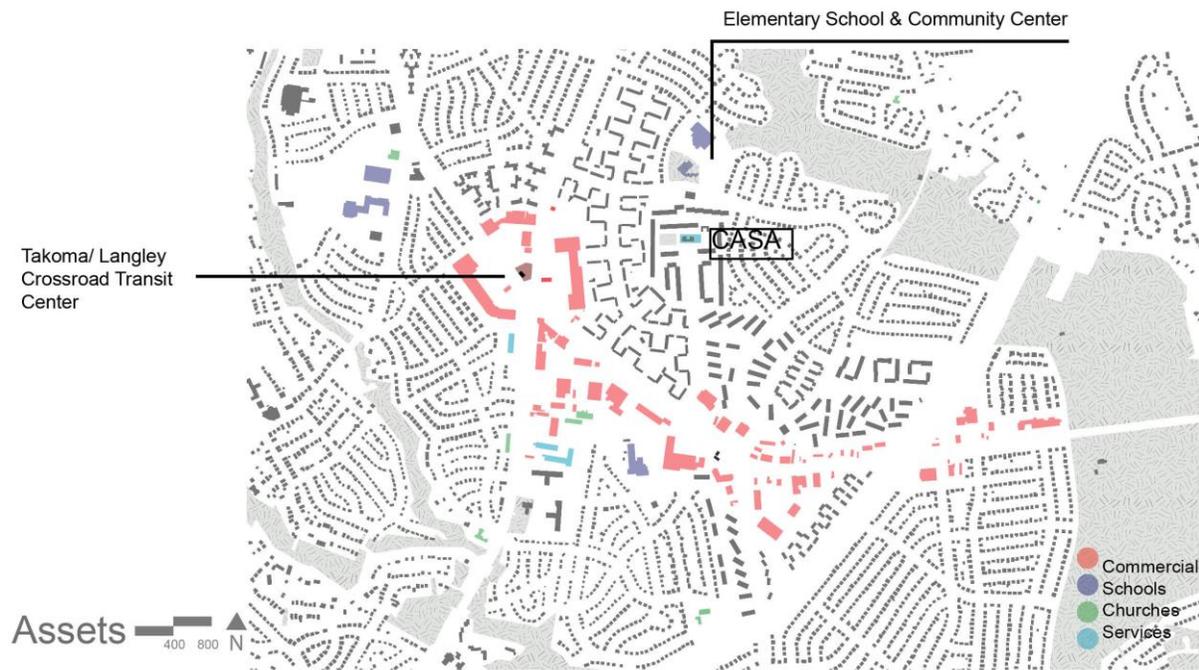


Figure 20 Main civic and commercial buildings (source: author)

- Landscape: topography, hydrology and green open space: Although open space may be existent within the residential area, most of it lacks any design or character. Parks and open green spaces can be found on the periphery of the residential area, but there is a lack of open and clear connection to it. Such green strips may act as barriers separating the Langley Park neighborhood from the surrounding region and therefore causing physical segregation. In figure 17 we can see the main green area of the two counties and in addition the urban public spaces within the Langley Park neighborhood.



Figure 21 parks in the vicinity and public spaces in the Langley Park Neighborhood (source: Author)

The topography of the region is very intense along University Blvd. In some areas, pedestrian access to and from the commercial strips, magnified by lack of design, is difficult (see figure 18). In addition, Storm water management is needed on the south side of University Blv where the topography steps down and meets the street.

Most importantly linking the area to the adjacent green parks through pedestrian trails, bike paths, street networks, etc. will benefit the community in the short run. Ideas of connecting these existing green strips to the bike and trail network of the larger metropolitan area can be a point of attraction for users and future residents.



Figure 22 Topography map (source: author)

- Food: Access to fresh food is important. A food desert is defined as a place with no or limited access to groceries, especially fresh fruit, vegetables, and meat. If no food stores are located within a half-mile of the center of a block, that block will be identified as a food desert. Food stores include supermarkets, grocery stores, convenience stores, and specialty markets like fish or meat markets. This is not the case for Langley park and its community, but several food deserts are identified in the Purple Line corridor, such as the University of Maryland and Riverdale. The commercial district of the TLC can be considered a strong attraction for the

communities and regions mentioned in addition to even a larger international customer base of the DMV area⁶⁴.

- **Walkability:** Public transit services benefit communities by providing safe, affordable, and convenient access for everyone, especially in low-income communities. Since the majority of public transportation usage starts and ends with a walk, therefore coordinating efforts to improve pedestrian access leads to safe and accessible connections to transit. Because walkability is at the top of the list of goals for transit-oriented development, we will investigate some of the literature and principles of this issue.

Although the need for the new Transit Center, located at an important intersection, is justified, access to and from it for the immediate residents and users of the location seems to have many obstacles. These obstacles are evident in pedestrian access to the surrounding commercial buildings adjacent to the transit hub. Research shows that convenient access to transit systems highly influences the choice to use public transportation. But in this area, where according to some estimates has a higher rate of bus ridership than any community in the state, with only one out of four residents owning a car¹, and the addition of public safety issues, quality access to

⁶⁴ Ma, Ting, and Gerrit- Jan Knaap. *Understanding Opportunities and Challenges: A Review of the Purple Line Transit Corridor*. University of Maryland, College Park: National Center for Smart Growth Research and Education, 2015.

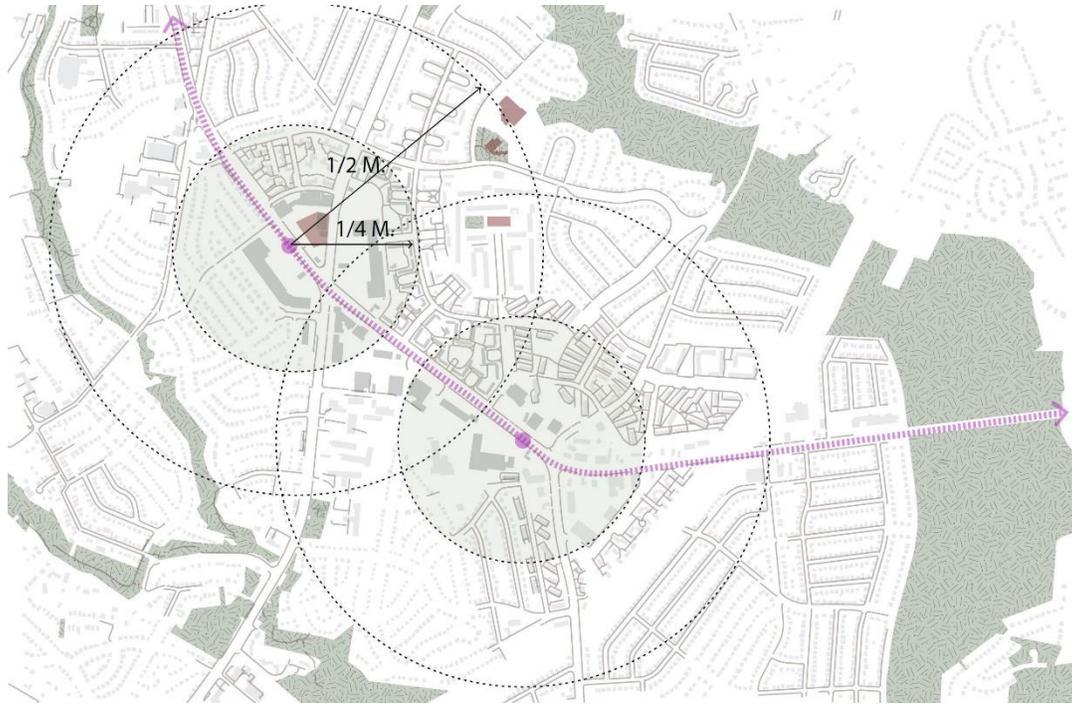


Figure 23 walkability from the proposed purple line stations along the corridor; 5- and 10-minute radius (Source: Google maps and author)

transit finds a more crucial meaning.

Urban form is an important component to understanding walkability, especially for public understanding and participation in the planning process. Lynch (1960) identifies five basic components of urban form—paths, edges, districts, nodes, and landmarks—each of which can be conceived in terms of a walkable urban network and can be measured spatially⁶⁵. Sidewalk safety, public surveillance, trust and contact on sidewalks important principles in designing cities and neighborhoods that Jane Jacobs (1961) very well emphasizes⁶⁶. Researchers such as Southworth (2005) name Six criteria for the design of a successful pedestrian network: connectivity, linkage with other modes, fine-grained land-use patterns, safety, quality of the path, and path context. He

⁶⁵ Lynch, K. (1960). *Image of the City*. Cambridge: MIT Press.

⁶⁶ Jacobs, J. (1961). *The Life and Death of America Cities*. New York: Random House.

states that in this age we must move toward acceptance and promotion of pedestrian and bicycle access at all levels⁶⁷.

The presence and location of pedestrian-hostile streets have a negative influence on the pedestrian environment surrounding transit stops, often cutting off pedestrian-friendly environments from the transit stops. M.Schlossberg and N. Brown (2014) emphasize this importance by writing that the opportunities for pedestrian movement should be a key component in understanding and evaluating TOD projects⁶⁸. Funk's (2012) report concludes by providing recommendations to improve the pedestrian quality of these sites through design. For example, creating route choices, street furniture, street maps, active facades, sidewalk widening, and bike lanes. He uses walkability indicators to assess the two scales mentioned⁶⁹. Many other studies have used many walkability factors to create quantitative models to measure the physical characteristics of the built environment in relation to the promotion of walkability⁷⁰.

Forsyth uses the definitions of walkability in the literature to form a dimensional framework of hierarchy. Nine key themes were extracted including walkability as involving basic conditions, compact environments, high levels of personal safety, or physical enticement. Walkability can be seen to promote outcomes such as liveliness, sustainable transport options, or exercise. Finally, it is seen to be broadly about good design whether this is multidimensional and

⁶⁷ Southworth, M. (2005). Designing the Walkable City. *Journal of Urban Planning and Development*, Vol. 131, No. 4.

⁶⁸ Schlossberg, M., & Brown, N. (2014). Comparing Transit-Oriented Development Sites by Walkability Indicators. *Transportation Research Record: Journal of the Transportation Research Board*, 1887.

⁶⁹ Funk, C. (2012). *Walkability of transit-oriented development: Evaluating the pedestrian environment of Metro Vancouver's Regional City Centers*. Queen's University, School of Urban and Regional Planning. Kingston: Queen's University.

⁷⁰ Zuniga- Teran, A. (2017). Designing healthy communities: Testing the walkability model. *Frontiers of Architectural Research*, 63-73. And Park, S., Deakin, E., & Seung Lee, J. (2014). Perception-Based Walkability Index to Test Impact of Microlevel Walkability on Sustainable Mode Choice Decisions. *Transportation Research Record: Journal of the Transportation Research Board*, No. 2464, 126–134.

measurable or a way of holistic solutions to various human problems⁷¹. Programs, policies, and designs that increase investment in transit service and walkability are complementary because these two modes are effective at different scales – the neighborhood level for walking, and the community level for transit. They accomplish common goals neither can achieve on their own⁷². The Transit-Walkability Collaborative aims to promote the benefits of walkable, transit-rich communities and to identify and implement programs and policies that expand walkability and transit services to improve public health, safety, and transportation equity.

Although Urban form indicators and their effect on the physical qualities of the built environment may be similar, case studies show that walkability may be site and community dependent. Most studies have used qualitative methods to measure the quality of the built environment and its effect on walkability. Each area has its own built environment, issues, residents and communities. Therefore, each area needs to be researched and evaluated based on its own characteristics and placemaking guidelines.

The International Corridor, named by the Langley Park Project Research team in 1996, is the 2-mile area along and adjacent to University Boulevard from just east of Riggs Road to Just west of Piney Branch Road to and around its intersection with Flower Ave. this incorporates 2 county jurisdictions of Prince George and Montgomery County. Many mainstream retails also cater to the needs of the international population, for example in shelf space given to international food products.

There are many resources within this strip of the corridor. These include many international restaurants and shops, many discount stores, affordable housing, and as the LPPR

⁷¹ Forsyth, A. (2015). What is a Walkable Place? The Walkability Debate in Urban Design. *Urban Design International* 20, no.4, 274-292.

⁷² *Transit-Walkability Collaborative*. (2017, January). Retrieved February 16, 2018, from America Walks: <http://americawalks.org/transit-walkability-collaborative-statement-of-purpose-and-strategic-plan/>

found in their interviews, many a customer base that comes from areas as far as Baltimore, West Virginia, Pennsylvania, Delaware, and the Carolinas.

Alongside these opportunities there is a vast range of potential; bus access to different areas, proximity to the University of Maryland and its events are all worth mentioning. But this area is faced with many physical, social and safety challenges as well. Pedestrian unfriendly urban landscape, Wide streets, a vast area of parking lots and strip malls and low-quality housing are

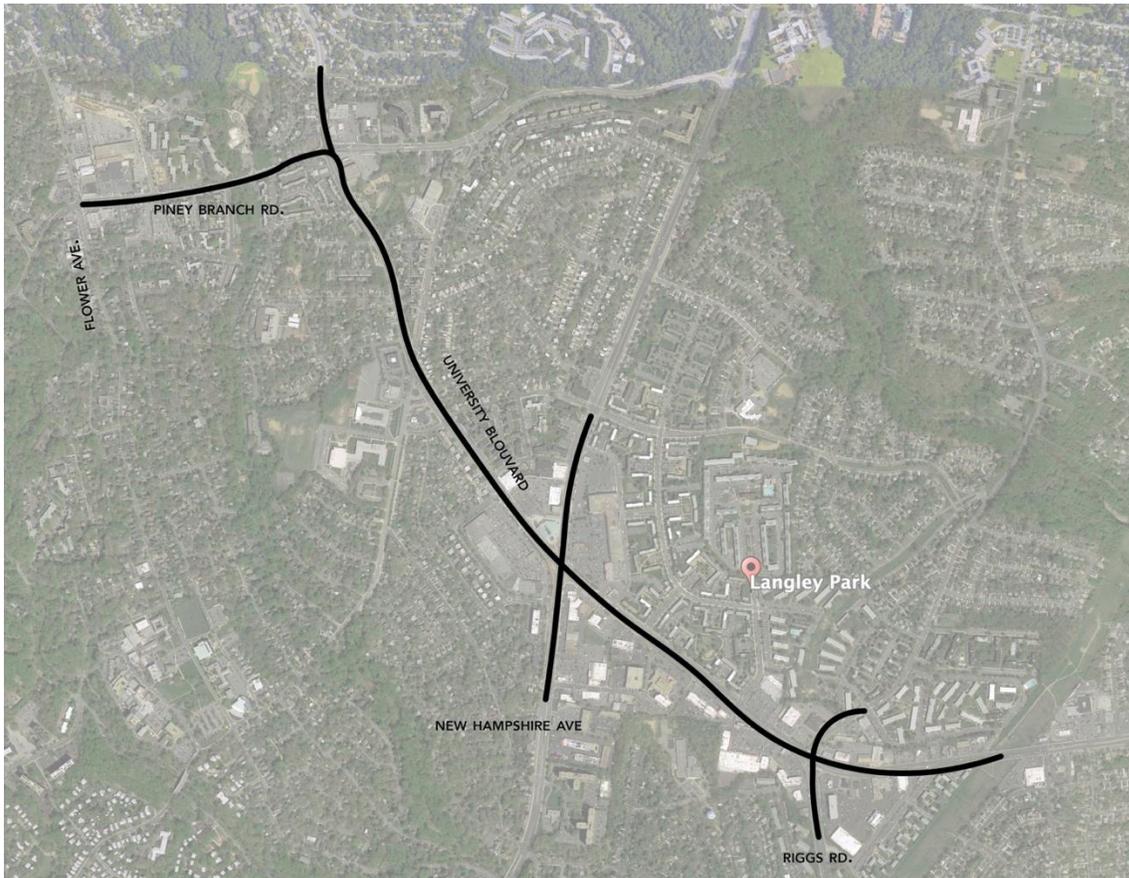


Figure 24 International Corridor 2-mile location (google maps)

some of the physical challenges. Social challenges are the image of crime and low quality of life images of the immigrant communities of the area.

Maryland's international corridor has an active informal economy. This is composed of income-generating activities that take place outside the framework of government regulation,

reporting of benefits. Most of the people that work in this way are due to their inability to find work in the formal economy, language barriers, and lack of legal documentation⁷³.

Workers can be seen standing at different times of day at the intersection of New Hampshire and University Boulevard in the parking lots waiting for work.

In the past, these informal labor markets have issues with the local businesses by deterring customers and attracting loiterers and beggars. At the end, after much back and forth with the officials, they were banned from that specific area. The informal market moved to other areas or the CASA mansion which is not equipped with the necessary spaces and locations for such an activity. Other types of informal work include women who make papusas in their homes and sell them on the street, auto mechanics who work outside of complexes, people who sell flowers on and around the streets, others who sell food, clothing or other products from inside their car truck. Such informal economies provide the residents with income and an economic fail-safe option⁷⁴.

⁷³ Aniti, Lori, et al. *Maryland's International Corridor; The 1996 Langley Park Project Research Team*. (College Park: University of Maryland, 1997).

⁷⁴ Ibid.

Opportunities and Challenges:

Table 2 Table of opportunities and challenges (source: author)

Opportunities	Challenges
<p>Location</p> <p>Major road passing through with thousands of commuters</p> <p>Diversity of population</p> <p>Park Space and recreational space access</p> <p>Community centers and organizations such as CASA de Maryland</p>	<p>Multi-Jurisdictional setting; different views and different plans</p> <p>Physical conditions and urban conditions</p> <p>Urban design and design consistency</p> <p>Language</p> <p>Lack of employment</p> <p>Negative image; crime and visual identity</p>

Streets and transportation

Streets may be wide with lanes of traffic to take people in and out of the area, but many problems have created a low-quality urban landscape. Medians are not consistent; streetscapes are not pedestrian-friendly. Traffic is very high at rush hour and clogs the roads. Although the new transport center is located at the intersection of 2 major roads, this means pedestrian access is through a large intersection with 3 lanes each way. With the future development of the Purple Line in this area, much attention has been given to University Boulevard commercial and business corridor. The residential areas adjacent to this corridor must also be evaluated in terms of residential pedestrian access. As an elderly woman pointed out while passing through six lanes to get to the other side, this area is walkable, but only if you know how to take care of yourself. The street design on the boulevards, the disconnection of the commercial areas and high accident rates, are evidence of research needed on this topic in this area.

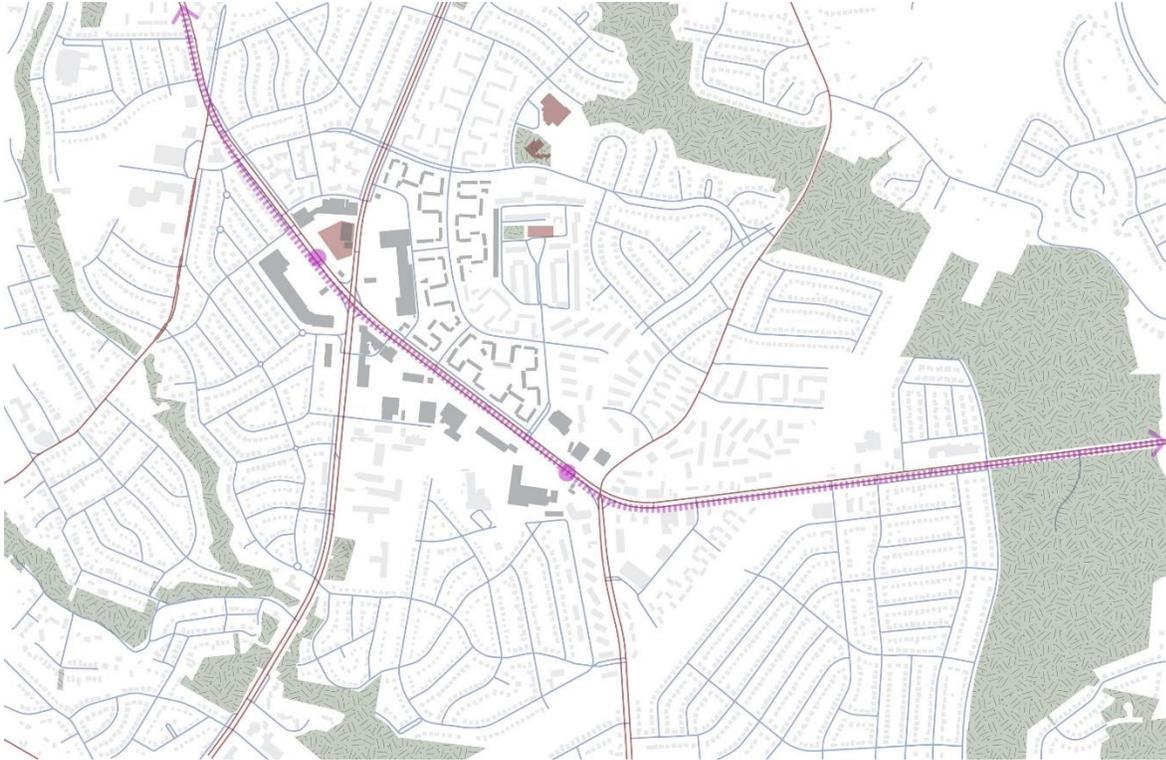


Figure 25 Street hierarchy (must change and be more complete!) (Source: Author)

Bus routes and access

The Takoma Langley Crossroads Transit Center, operated by the Maryland Transit Administration, provides bus service to over 12,000 customers daily, making it the largest non-Metrorail station transfer point in the Washington region. The center features a large well-lit canopy, ADA-accessible bus loading area, and real-time bus arrival screens. The center also provides an off-street location for safe bus boarding and transfers and decreased vehicular-pedestrian incidents (WMTA, n.d.). This center serves the C2, C4, F8, J4, K6, K9, Ride on Montgomery 15, 16, 17, 18, 25, The Bus Prince George County 18, and the UMD Shuttle 111. In the future, this transit center will serve the purple line adjacent to it in the middle of University BLV as seen in figure 2.

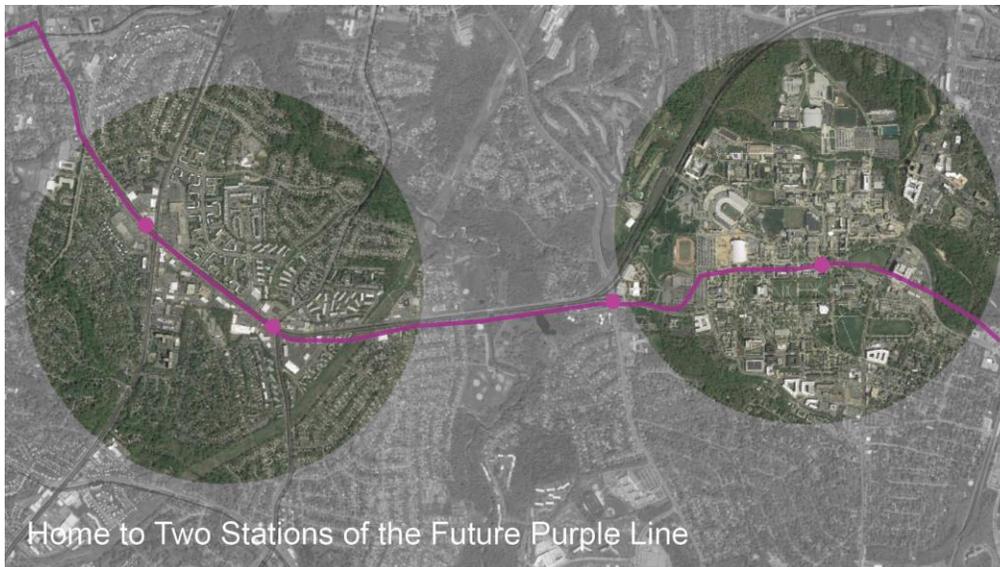


Figure 26 Two purple line stations: the intersection of University Blv. and Riggs Road and New Hampshire Ave. (Source Google Maps and Author)

Many of the Bus stops in the area do not have any covers from inclement weather and the Takoma Langley transit center does seem to be a transit hub and new addition and modern addition to the Langley Park area but it suffers many shortcomings.

Housing and affordability in Langley Park

Either because of the proposed Purple Line or otherwise, rents in Langley Park are on the rise. One in four CASA Needs Survey respondents indicated that their rent had increased at least ten percent per month over the last two years. Given residents' low incomes, even these market-rate affordable housing rental units are not affordable. Over half of all Langley Park households (53 percent) spend more than 30 percent of their income on rent and utilities. Eighty-seven percent of CASA Needs Survey respondents said they were worried about how to pay their next month's rent. HUD measures neighborhood affordability by the number of units available in a given community to households that fall within particular thresholds of HUD's Area Median Family Income (HAMFI). Ideally, all households would spend less than 30 percent of their incomes on

housing in their neighborhoods. As table 7 illustrates, however, all the rental housing units in Langley Park would be affordable only to those households with incomes of at least 30 to 50 percent of the HAMFI. Nearly half are affordable only to households whose income is at least 50 to 80 percent of the HAMFI. But for the one in five Langley Park households whose incomes are less than 30 percent of the HAMFI, there are no affordable housing units available in the community⁷⁵.

Site Selection

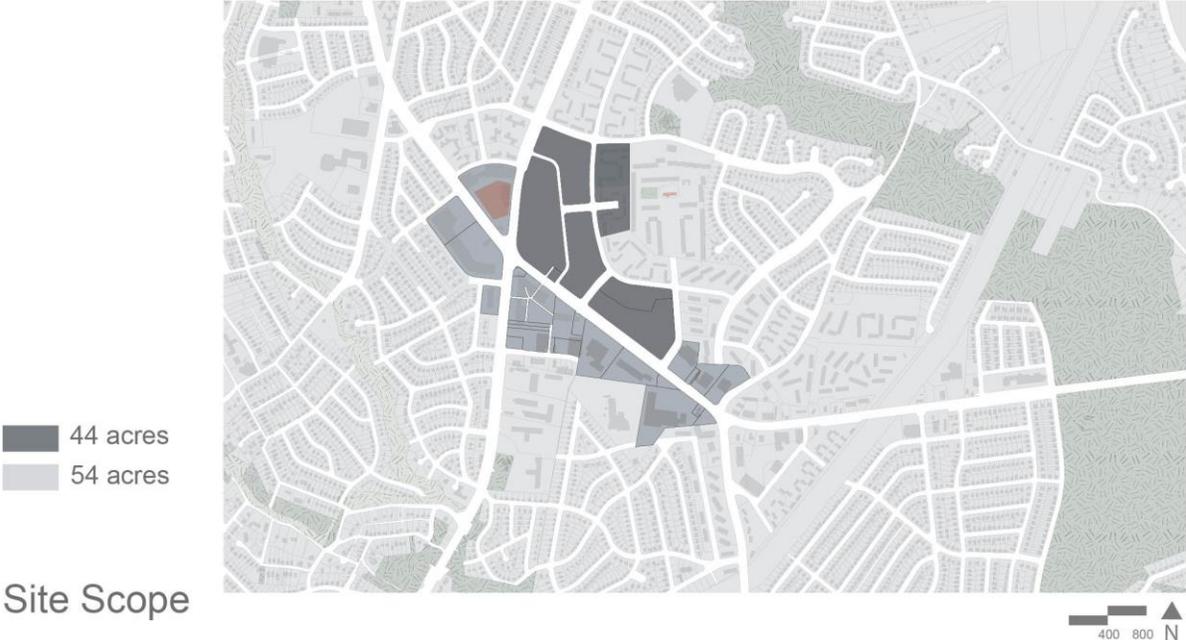


Figure 27 Site Selection (Source: Author)

⁷⁵ Lung- Amam, Willow, Casey Dawkins, Zorayda Moreira- Smith , Gerrit- Jan Knaap, and Alonzo Washington . *Preparing for the Purple Line: Affordable Housing Strategies for Langley Park, Maryland.* (University of Maryland, College Park & CASA: National Center for Smart Growth Research and Education Center, 2017)

This thesis will focus on designing two areas. To the north of University Blv. where the garden apartments exist will be the main focus of the design. The south of the street will be massed and connected to the design area with strategically places intersections.

Current Proposals

There are many plans and researches focused on the area of Langley/ Takoma transit station and the residential and commercial area adjacent to it. The first issue that is evident from the start is the divide of county line running in the middle of this section. This means that to find a comprehensive plan, we must look at half of this area in Prince George County and the other half in Montgomery County. The planners, part of the Maryland-National Capital Park and Planning Commission, worked closely across county lines to ensure compatibility. While Montgomery and Prince George's County planners began a joint planning process in 2007 for the Takoma-Langley Crossroads community, the team later split to work on individual county plans (MCP, 2018). In addition to sector and comprehensive plans, the University of Maryland Urban Planning department has focused its Urban Planning Studio class on Langley park under the supervision of late Professor William Hanna in the '90s. The focus of this studio in 2018 was also Langley park, which has just recently been published. Professor Hanna was very focused on the Community of Langley Park and many of his publications were focused on this area.

Prince George County Takoma/ Langley Crossroads Sector Plan and Its Design Guidelines 2009⁷⁶

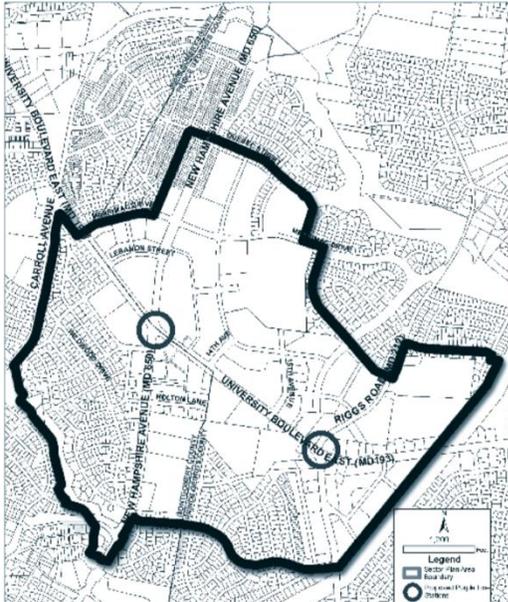


Figure 28 Sector Plan limits (Source: Approved Takoma/Langley Crossroads Sector Plan 2009)

On November 10, 2009, the Prince George's County Council, sitting as the District Council, adopted a resolution (CR-86-2009) approving the Takoma/Langley Crossroads (TLC) Sector Plan. The purpose of the plan is to enhance the character and quality of life of the community and provide for transit-oriented development around the proposed Purple Line light rail transit stations. Because the sector plan area encompasses three jurisdictions, M-NCPPC staff initiated a joint and collaborative planning process

involving Montgomery and Prince George's Counties and the City of Takoma Park. Due to legislated scheduling conflicts, the sector planning process between the two counties was separated in November 2008. However, throughout the completion of both sector plans, the bi-county team has continued to work together. While there has been a separation in the schedule and plan development, the planning process continues with each county developing plans with shared elements that address transportation and the environment. Following are key recommendations from the sector plan document:

⁷⁶ MNPPC. "Approved Takoma/Langley Crossroads Sector Plan." The Maryland-National Park and Planning Commission Prince George's Planning Department, Upper Marlboro, MD, 2009.

- Land Use and Urban Design; TOD principles, high densities (40–50 dwelling units per acre), affordable housing, entertainment venues, CEPTED, on-street parking, architectural guidelines

- Transportation and Trails System

- Trails System; pedestrian and bike routes and facilities

- Environmental; water, stormwater management, enhance the tree canopy

- Public Facilities; library, recreational and fire rescue facilities additions,

- Historic Preservation; pedestrian linkages to the McCormick- Goodhart Mansion/Langley Park historic site.

- Parks and Open Space; create recreation hub and facilities at different scales of sector and neighborhood.

- Quality of Life/Community Development; provide social services, community, encourage affordable housing as redevelopment occurs by recommending programs that provide workforce housing as an essential ingredient of new development and provide assistance for residents to remain in the sector plan area.

- engagement in the process,

- Economic Development; create marketing group, Recruit and retain internationally focused businesses, Coordinate with area business organizations to create special events Develop gateway points on major streets and boulevards as pedestrian gateways for introduction to the international corridor.

This document⁷⁷ recommends developments for each of these topics and moves on to mention policy strategies to achieve them. An important highlight is the focus of The density and

⁷⁷ The 2000 U.S. census reported 9,150 housing units in the TLC study area, of which 64 percent are multifamily units. One-third are in buildings with ten or more units and 24 percent are in structures with five to nine units. About

concentration of buildings highest at the core, near the transit stop, decrease moderately in the center within 1/4 mile of the transit stop, and ultimately transition down to match the character of the surrounding development, approximately 1/2 mile from the station.

Montgomery County Takoma/ Langley Crossroads Sector Plan and Its Design Guidelines 2012 (Approved and Adapted) ⁷⁸



Figure 29 Sector plan boundary (Takoma/Langley Crossroads Sector Plan 2012)

Montgomery county’s Takoma/Langley Crossroads Sector Plan boundary is Carroll Avenue to the west, University Boulevard to the north, Long Branch Creek to the south, and Prince George’s County to the east (figure 3) although the study area for this document included parts of PG county and the city of Takoma Park (MCPD, Takoma/Langley Crossroads Sector Plan Design Guidelines, 2013). This Plan proposes pedestrian-oriented mixed-use development to create a 24-hour neighborhood, increase redevelopment feasibility, provide affordable housing opportunities, and introduce much-needed community amenities, in

other words, the implementation of transit-oriented development (which was also recommended

27 percent (2,463 units) are single-family detached. While most households rent (68 percent), almost half of the population lived in the same residence five years prior to the 2000 census. In 2000, about two-thirds of the rental households paid between \$500 and \$749 per month, a lower rate than Montgomery and Prince George’s Counties’ average rental cost ranging between \$1,000 and \$1,499 (MNPPC, 2009).

⁷⁸ MCPD. *Approved and Adopted Takoma/Langley Crossroads Sector Plan*. Prepared by the Montgomery County Planning Department, (Silver Spring: The Maryland-National Capital Park and Planning Commission, 2012).

in 1993). Higher densities create development incentives to include affordable housing units and community amenities. With increased development potential, Takoma/Langley Crossroads will be able to attract a variety of projects. This means many changes in densities and zoning regulations. The plan states diversity, design connectivity and the environment as its recommendations:

- Diversity; Provide density incentives for mixed-use developments that maximize affordable housing and provide opportunities for the retention of neighborhood retail and neighborhood services and diversity, goal of no net loss of affordable housing, encourage ethnic business clustering, supporting compatible retail uses, expanding economic development program areas, and fostering relationships with agencies that provide support services for business retention and attraction.

- Design; Promote as a regional destination for multicultural shopping and dining through marketing and the implementation of design guidelines

- Connectivity; pedestrian infrastructure, implementing a Green Streets concept, create bicycle and trail facilities, Enable transit-oriented, pedestrian-friendly, mixed-use development at existing strip shopping centers.

- Environment; Enhance tree canopy, reducing runoff from impervious surfaces, increase pedestrian links to parks, open space, and community facilities, Encourage LEED (Leadership in Energy and Environmental Design) standards

Under these topics, the plan gives recommendations for developments in economic development, health and wellness, Public Safety, Housing, land use, design, green, water, parks, streets, transit, pedestrian and bike access etc. The Sector plan rezones the area and adds the most FAR to the lots adjacent to the transit center (FAR is planned between 1-4) and divides the area

into 3 sectors of The Crossroads District, New Hampshire Avenue Corridor, and New Hampshire Gardens and moves on to look at all the issues mentioned above within these 3 districts. What is important in these plans is mentioning diversity of the residential and commercial options as what makes the Takoma/Langley Crossroads community a local and regional attraction. The Plan recommends preserving the community's affordability and identity and encourages the creation of pedestrian-friendly, mixed-use development.

Design Guidelines Document⁷⁹:

Except for specific recommendations included in the Sector Plan⁸⁰, the guidelines in the design document are stated as to propose designs that create an attractive and successful public realm. Key features mentioned in this plan are:

- This core should be the center of community activity and have the tallest buildings (100 feet) with the most density amid public use spaces and a connected network of sidewalks and green streets. The surrounding residential neighborhoods should be connected to the core but buffered from its density.
- Takoma/Langley Crossroads will be a transit-oriented, pedestrian-friendly community that celebrates and builds on the cultural diversity of the Crossroads community.
- Identify Takoma/Langley Crossroads through Gateways and Views:

⁷⁹ MCPD. Takoma/Langley Crossroads Sector Plan Design Guidelines. Prepared by the Montgomery County Planning Department, Silver Spring: The Maryland-National Capital Park and Planning Commission, 2013.

⁸⁰ Development in the TLC area will be primarily under the jurisdiction of Montgomery County. Within the City of Takoma Park, the streets are the responsibility of the City. Since University Boulevard and New Hampshire Avenue are state roads through two counties, they are within the purview of the State Highway Administration in consultation with Montgomery and Prince George's Counties (MCPD, Takoma/Langley Crossroads Sector Plan Design Guidelines, 2013).

- an architecturally significant building or building feature
- a civic building or space

artwork and place markers

- street corners.
- Experience the public realm of Streets and Open Spaces. Enrich Takoma/Langlely

Crossroads through the use of Special Features:

- Pedestrian-friendly grid
- The pedestrian realm: Bike paths within street sections, sidewalk easements, street trees, pedestrian-scaled lighting, and street furniture
- Define street edges: build to the street edge where a sense of enclosure is needed and use front yards and green space at edges where CRT zone meets the residential area.
- Building forms to have characters
- Neighborhood public surveillance for safety reasons and CPTED principles
- Active street walls
- Signage
- Greens streets: as effective, safe, with priority to pedestrians and bikes. With the addition of elements such as native plants and stormwater management.
- Open spaces to be considered:
 - Civic green to be located where the Purple Line, two or three sidewalks, mid-block connections, and automobile routes converge will function as a major outdoor public gathering space for concerts, markets etc. Around ½ acre.
 - Neighborhood commons as an outdoor living room. Around ½ acre.
 - Small urban spaces as intimate gathering spaces within major mixed-use developments

- To have Special features such as fountains, artwork, city signs, street furniture
- Follow Good Neighbor Practices by using good design to integrate new and existing

businesses, public spaces and residences into the community.

In the Crossroads District, experience design features at their greatest intensity.

- The transition from the CRT-zoned mixed uses to single-family residential uses at the

Edges:

- Step down building heights: CRT zone building heights should be 40-45 feet for the first 25 feet at this edge

- Landscaping and setbacks

- *International Corridor*: A unifying design theme can help support a well maintained, safe, attractive, and festive environment, with design elements that celebrate the community’s history as a neighborhood of people from around the world. High-quality design elements should be employed that preserve and enhance the corridor’s ethnic and cultural diversity and capture the interest and imagination of people as they move through it. Design features could include signage, art, and streetscaping

2018 Langley Park Project Research Teams, University of Maryland ⁸¹

This project was divided into different sections with each group focusing on each part.

Sections and recommendations are:

- Creating A livable community:

⁸¹ URSP708. *Takoma / Langley Crossroads Action Strategies & Recommendations*. Community Planning Studio; Master of Community Planning, (College park: University of Maryland , 2018).

○ Moving forward, they suggest three key strategies to initiate this progress towards achieving the goals listed for the utilization of zoning, the mobilization of community development, and the improvement of open space in the TLC.

○ The employment of new transit-oriented zoning measures during construction and with new development can encourage the installation of design and open space amenities for the community.

○ The establishment of a Crossroads-wide community association can greatly assist in informing and organizing residents and stakeholders, as well as addressing community needs.

○ The use of tactical urbanism to improve the pedestrian experience as the Purple Line develops can begin to realize a community that is designed for and by its residents, business owners, and stakeholders.

- Multimodal transportation
- Housing action
- Economic development

Zoning changes

Montgomery County, in its 2012 sector plan, has zoned the TLC section within the City of Takoma and Montgomery County as CRT zones:

The CRN, CRT, and CR zones permit a mix of residential and nonresidential uses at varying densities and heights. The zones promote economically, environmentally, and socially sustainable development patterns where people can live, work, recreate, and access services and

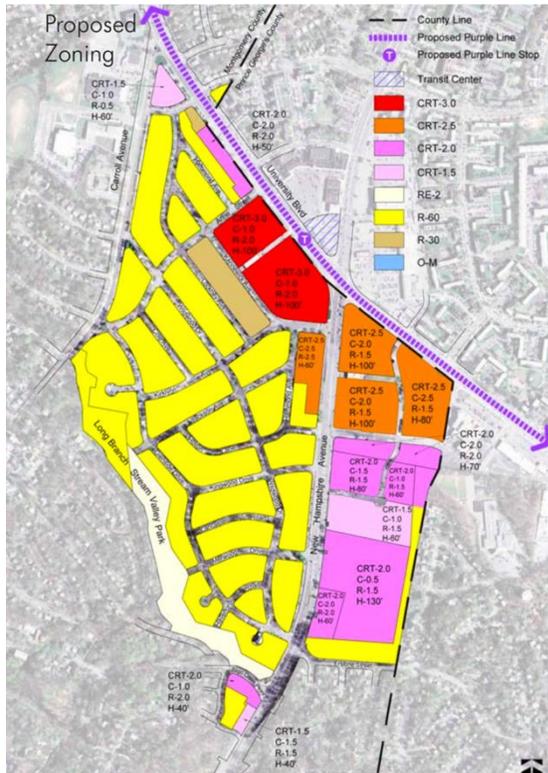


Figure 30 Proposed zoning (Source: MCPT Takoma Langley Sector Plan 2013)

amenities. The application of the CRN, CRT, and CR zones is appropriate where impacts can be mitigated by co-locating housing, jobs, and services.

The CRT zone is intended for small downtown, mixed-use, pedestrian-oriented centers and edges of larger, more intense downtowns. Retail tenant ground floor footprints are limited to preserve the town center scale. Transit options may include light rail, Metro, and bus.

Within the Takoma/Langley Crossroads Plan area, density will range from 1.5 FAR to 3.0

FAR. Maximum heights in the Sector Plan will range from 130 feet to 40 feet. The proposed density pattern places the highest densities within one-quarter mile of the Purple Line station. Lower densities and building heights are recommended nearest the existing single-family community in an effort to provide appropriate transitions⁸².

In Prince George County, in 2018 the County Council utilized a robust legislative process to develop new and modern Zoning Ordinance and Subdivision Regulations and provide important tools to facilitate the implementation of the Prince George's General Plan – Plan 2035 - and other County policy goals⁸³. The new Zoning Ordinance aims to streamline procedures,

⁸² MCPD. Takoma/Langley Crossroads Sector Plan Design Guidelines. Prepared by the Montgomery County Planning Department, Silver Spring: The Maryland-National Capital Park and Planning Commission, 2013.

⁸³ The County Council hosted multiple Public Hearings and Committee on the Whole Work Sessions on the package of Zoning Ordinance Rewrite legislation.

reduce obstacles to achieving the economic development goals of the County, enhance utility and user-friendliness, encourage appropriate public input into the development review process, consolidate and simplify zones and uses, and incentivize development at targeted growth locations⁸⁴. Under the new ordinance, all current multi-family zones and commercial zones in Prince George’s County will be rezoned to Local Transit-Oriented Zone (LTO)⁸⁵. All single-family residential will be maintained as such under the new zoning.

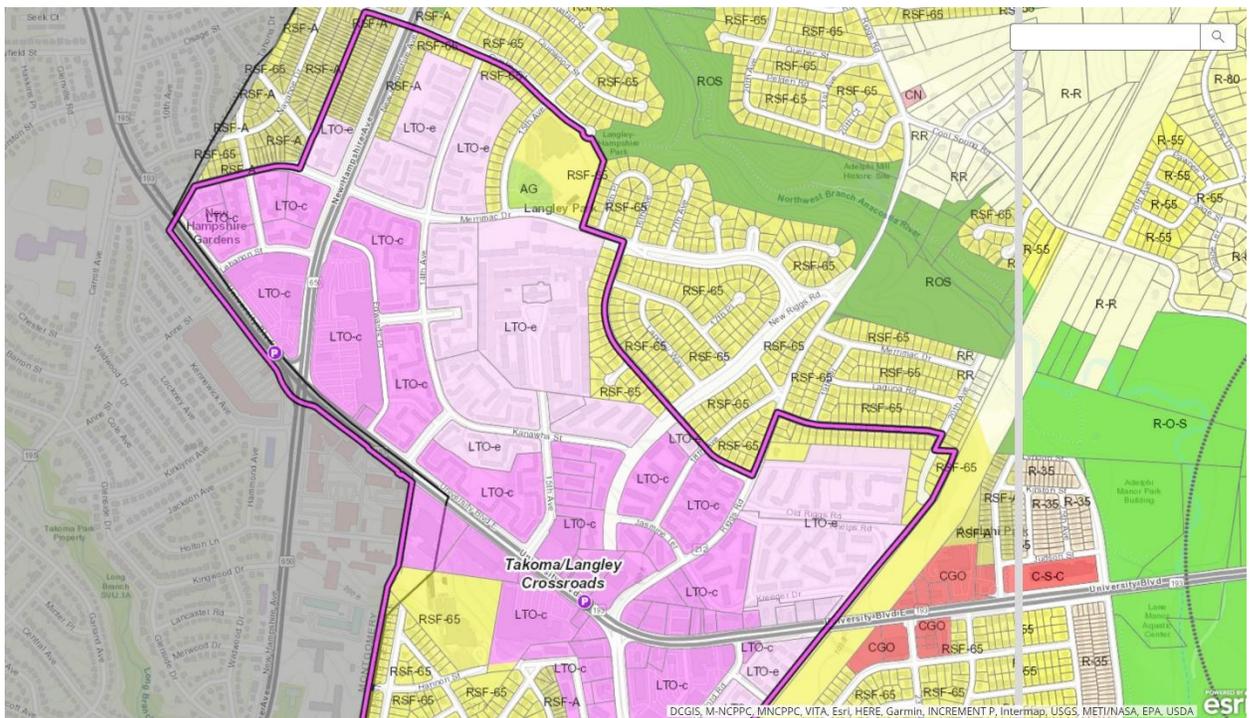


Figure 31 Prince George County Zoning (source: <https://mncppc.maps.arcgis.com/apps/StorytellingSwipe/index.html?appid=7fb3b59248b5445c962dc617eb366195&embed>, accessed 12/14/2019. GIS data)

⁸⁴ PGCC. County Council Adopted a New, 21st Century Zoning Ordinance. 2018. <https://pgccouncil.us/589/Zoning-Ordinance-Rewrite-Portal> (accessed 3 28, 2019).

⁸⁵ Williams, Chad. 2018. Interview of M-NCPPC Prince George’s County Zoning Team Leader. Elena Goldsborough & Team Interview. In person. University of Maryland College Park, in Boushell, Lance, Tabia Gamble, Elena Goldsborough, Sarah Latimer, and Juan Sian Hunter. Takoma / Langley Crossroads Action Strategies & Recommendations. Community Planning Studio, Fall Semester 2018 Master of Community Planning, (College Park: University of Maryland, 2018).

An LTO as defined by the 2035 Plan for Prince George County is⁸⁶ :

- *Smaller-scale, mixed-use centers that are well connected by transit. Many of these areas are integrated with an established street grid and offer local-serving retail and limited office uses:*

- New Housing Mix: Mid-rise and low-rise apartments and condos, and townhouses
- Average Net Housing Density for New Development: 15-30 Dwelling Units/Acre
- FAR for New Commercial Development: 1.5-3
- Transportation Characteristics: Metrorail or light rail with potential for localized parking and local transit connections with all types of bus service.

Characteristics of LTO Zone Areas					
Subzones	Boundaries	Parking Reduction	Bike Parking	Urban Design Building: façade fenestration/transparency, min. (% of street-level façade area)	Open Space Requirements
Core	Approx. ¼ mile from an existing or proposed transit station/stop	Exempt from parking lots & off street	At least 4 spaces in a rack or locker regardless of car parking provided; For every 10 car spaces, 2+ additional bike spaces required after the first 10 car spaces	All uses: Abutting or facing a street frontage or pedestrian way 50% Facing a public gathering space 45%	Residential Uses: 7.5% Public, Civic, and Institutional Uses: 5% Commercial & Mixed Uses: 5% Industrial: 5%
Edge	Remaining area determined by the future zoning map amendment	Very low off-street required; Credit of 15% or 6 spaces, whichever is less for on-street	Eg. 20 car spaces= 6+ bike spaces	Non-residential & Mixed-uses: 40% 35% Residential: No requirements	Variety of option to fulfill percentage (e.g. public access easements, stormwater areas, plazas, landscape/agricultural buffers natural features, passive & active recreation areas, etc.)

Figure 32 Core and Edge Local Transit Center Zoning (Source: Boushell, et al. 2018)

⁸⁶ MNCPPC. *Plan Prince George's 2035 Approved General Plan*. Upper Marlboro, MD: The Maryland-National Capital Park and Planning Commission, 2014.

Alongside being an LTO zone, Langley Park is also considered part of The County’s Transforming Neighborhoods Initiative (TNI, and ongoing partnership targeting select neighborhoods that face significant economic, health, public safety, and educational challenges. Through TNI the County is working to improve the quality of life in six neighborhoods and identifying ways to enhance service delivery throughout the County for all residents⁸⁷. (PGC website did not work for more information on this: must find in the future.)

Summary and Critique

Alongside its positive attributes, Langley park has much potential for improvement. Low quality and dangerous pedestrian networks, lack of street character and hierarchy, poor civic networks, lack of identity and space for identity, are issues that need improvement with planning for the purple line. Lack of education and civic facilities, crime, language barriers, and many social

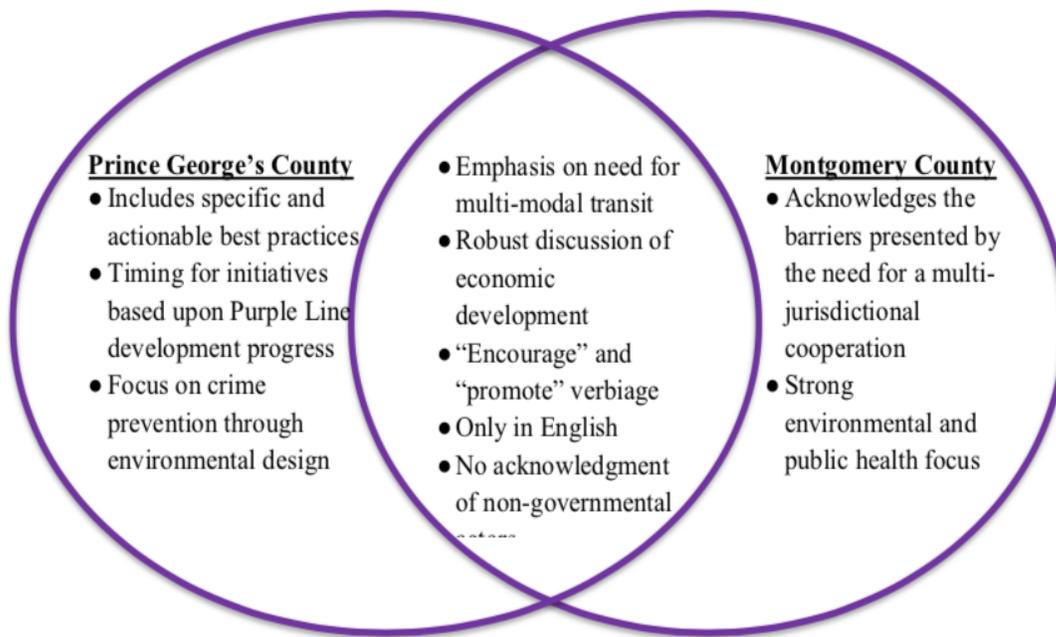


Figure 33 Comparison of sector plans (Source: Flam et al 2018)

⁸⁷ MNCPPC. *Plan Prince George's 2035 Approved General Plan*. Upper Marlboro, MD: The Maryland-National Capital Park and Planning Commission, 2014.

issues, doubled with the lack of urban and architectural design have left Langley park with no character, identity, or sense of place. Proposed plans of the Takoma Langley crossroad area incorporate and touch upon about all the aspects that a vibrant transit-oriented community would need in future development. Both plans overlap and have many similar guidelines and goals. But there is room for improvement. Although many changes have been made to the zoning ordinances, and Prince George County is in the process of changing its zoning, but there seems to still be room for more density within the plans.

Ending Note

Within all the social and physical shortcomings of Langley Park, lies a vibrant and lively community, social network platform and hardworking residents that must be protected from displacement and have the opportunity to display their identity and establish a sense of belonging as a basis for growth.

Table 3 table of opportunities and challenges (source: author)

Opportunities	Challenges
<ul style="list-style-type: none"> ○ Zoning ordinances for high-density mixed-use development around the transit corridor ○ Reputations as an international corridor ○ International attractions ○ Large parcels with the potential of large-scale planning, design, and redevelopment ○ Research centers such as the NCSG researching ways to control displacement and protect affordable housing ○ Proximity to large green infrastructure ○ Proximity to the University of Maryland, Washington Adventist University, Washington Adventist hospital, the FDA; as work opportunities and a customer base for future development. 	<ul style="list-style-type: none"> ○ Poor pedestrian and bicycle access ○ Poor street hierarchy ○ Poor sidewalk facilities ○ Reputation for crime ○ Large parking lots ○ The suburban character of a soon to be urban corridor ○ The concentration of one ethnic group ○ No character or identity ○ Poor street hierarchy ○ Poor urban landscape ○ Large parcels of land ○ Such Large developments and interventions are unlikely to happen if financing is secured

<ul style="list-style-type: none"> ○ Proximity to employment centers within the 2 different counties ○ Transit opportunities to a bigger network of jobs with the opening of the purple line ○ The historic aspect of the CASA mansion 	<ul style="list-style-type: none"> ○ Displacement and gentrification risks with the development of the purple line
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What appears to be missing from many of the proposals for the area is in-depth proposals to incorporate the cultural strengths of the population in future design. A population of 86% Hispanic will require representation, not only in planning and land use, but is designing neighborhoods and architecture. In planning for affordable housing, the median household size should be an important factor in the planning and design of units.

CHAPTER 5: Equitable Transit-Oriented Development and The Purple Line

The Purple Line: A Review

The Purple Line is a 16-mile light rail line planned to start service in 2022, will extend from Bethesda in Montgomery County to New Carrollton in Prince George's County. It will provide a direct connection to the Metrorail Red, Green and Orange Lines; at Bethesda, Silver Spring, College Park, and New Carrollton. The Purple Line will also connect to MARC, Amtrak, and local bus services⁸⁸. The Purple Line transit corridor is growing rapidly. From 2000 to 2010, the corridor experienced a 7 percent increase in population and a 5 percent increase in the number of households. The addition of the Purple Line will improve this quickly growing region by increasing connectivity for those who live and work in the corridor. With the Purple Line, those who were once restricted by a lack of public transit will have the opportunity to increase their ability to travel to new places of work, residence, recreation, and retail⁸⁹. The Purple Line will be light rail and will operate mainly in dedicated or exclusive lanes, allowing for fast, reliable transit operations. Twenty-one stations are planned⁹⁰. The stations will be more substantial than a bus stop, but smaller than the average Metrorail station. The LPA will not provide new station parking; passengers will access the Purple Line by walking, bicycling, transferring from other transit lines, or parking at existing facilities⁹¹. The project includes the completion of the Capital Crescent Trail between Bethesda and Silver Spring, the completion of the Green Trail along

⁸⁸ DOT. *Maryland Transit Administration: Project Overview*. 3 2016 . (accessed 3 19, 2019).

⁸⁹ Ma, Ting, and Gerrit- Jan Knaap. *Understanding Opportunities and Challenges: A Review of the Purple Line Transit Corridor*. University of Maryland, College Park: National Center for Smart Growth Research and Education, 2015.

⁹⁰ DOT. *Maryland Transit Administration: Project Overview*. 3 2016 . (accessed 3 19, 2019).

⁹¹ Ma, Ting, and Gerrit- Jan Knaap. *Understanding Opportunities and Challenges: A Review of the Purple Line Transit Corridor*. University of Maryland, College Park: National Center for Smart Growth Research and Education, 2015.

Wayne Avenue to Sligo Creek Parkway, and the construction of a bike path through the University of Maryland Campus⁹².

Table 4 Table of Purple Line highlights (source MTA)

Highlights	Benefits of the purple according to the MTA ⁹³ include
<ul style="list-style-type: none"> • 16.2 miles • 1 short tunnel (Wayne Avenue to Long Branch) • 21 stations • 69,000 total daily riders in 2030; 74,000 total daily riders in 2040 	<ul style="list-style-type: none"> • Reliable and rapid east-west travel • Connects to Metrorail Green and Orange lines and both branches of the Red Line • Supports community revitalization and transit-oriented development • Connects people to jobs • Serves major economic centers • Connects to all three MARC lines, Amtrak, and local bus routes

⁹² Ibid.

⁹³ MTA has a lead on this project, with the support and coordination of a team that includes the Washington Metropolitan Area Transit Authority, Montgomery and Prince George's counties, the Maryland-National Capital Park and Planning Commission, State Highway Administration, and local municipalities in the project area.

The Purple Line corridor is rich in diversity. Factors such as demographics, population density, employment, and income levels vary throughout the corridor. The Bethesda-Chevy Chase and Silver Spring subareas boast employment and retail centers. Of the top 10 employers in the region, four are in the Bethesda- Chevy Chase subarea, three are in the Riverdale-New Carrollton subarea, two are in the University of Maryland subarea, and 1 is in the Silver Spring subarea. The International Corridor is home to numerous ethnic groups and an array of community centers. The University of Maryland subarea has educational and research facilities and is home to University students and faculty members. In contrast, Riverdale-New Carrollton, the most eastern subarea, comprises the most single-family housing units, mixed-income levels, and the highest African American population in the corridor⁹⁴.

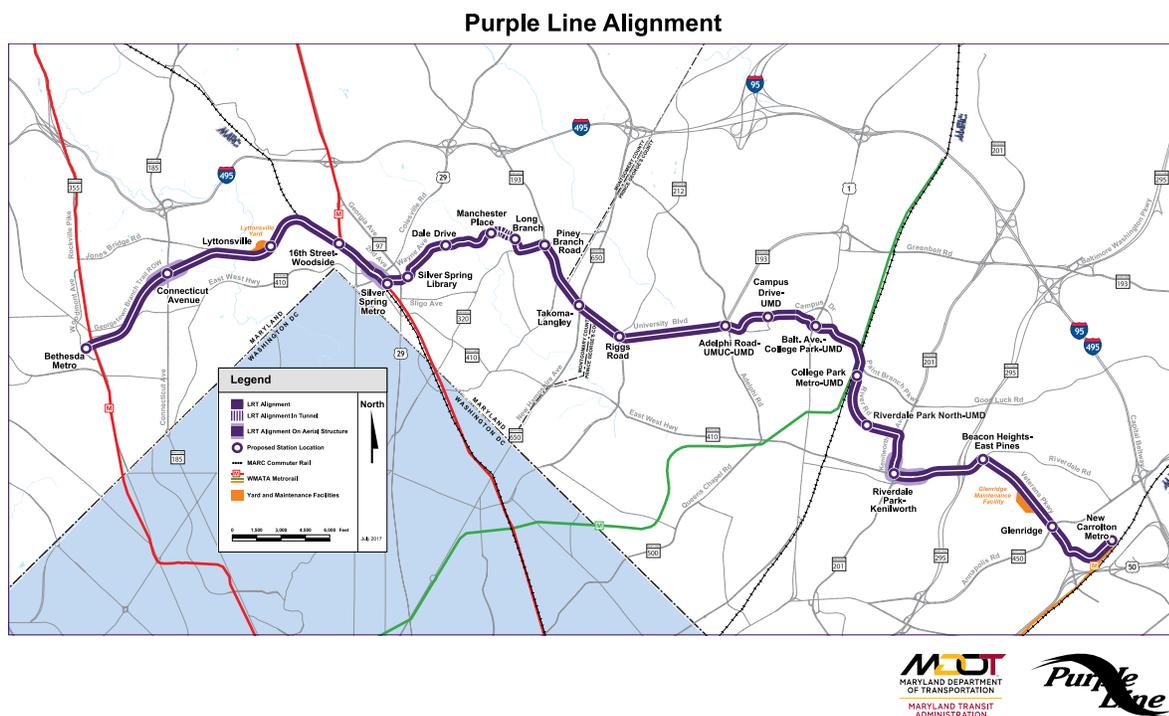


Figure 34 Purple line (Source: MDOT)

⁹⁴ Ma, Ting, and Gerrit- Jan Knaap. *Understanding Opportunities and Challenges: A Review of the Purple Line Transit Corridor*. University of Maryland, College Park: National Center for Smart Growth Research and Education, 2015.

The Purple Line Corridor Coalition and The International Corridor Report

The Purple Line Corridor Coalition⁹⁵, administered by the National Center of Smart Growth Research and Education, has drafted this report to depict the baseline data of communities within the Purple Line Corridor, in order to prepare for these changes and to take advantage of opportunities to enhance local community development. According to this report Communities within the corridor are defined as those within a half-mile from the tracks, and it explains some of the expected economic and community benefits of the Purple Line. The Purple Line is divided, based on socio-demographic characteristics, into five subareas: Bethesda-Chevy Chase, Silver Spring, International Corridor, University of Maryland, and Riverdale-New Carrollton⁹⁶. Langley Park is located in the International Corridor segment. As a part of the Montgomery and Prince George counties, this report puts emphasis on these two areas. Due to their location, not only are they a place to live and commute to Washington DC but because of the large number of companies located in these jurisdictions, they are strong employment centers (according to a 2007 survey they have 115,471 number of jobs).

The report goes on to analyze the employment characteristics of the Purple Line Corridor. Employment characteristics include the number and types of jobs available in the Corridor as well as businesses and industries found within the Corridor. The Purple Line will connect four

⁹⁵ They define their coalition as : “*The Purple Line Corridor Coalition engages organizations active in the planned Purple Line light rail corridor and provides valuable information to help assure that investments in the Purple Line will achieve the maximum possible economic, social, and environmental benefits to the residents and businesses of the corridor*” (Ma, Knaap 2017).

⁹⁶ Ma, Ting, and Gerrit- Jan Knaap. *Understanding Opportunities and Challenges: A Review of the Purple Line Transit Corridor*. University of Maryland, College Park: National Center for Smart Growth Research and Education, 2015.

main Transportation Analysis Zones ⁹⁷ within the corridor—Bethesda-North Bethesda, Silver Spring, Route One in College Park/Prince George’s County, and New Carrollton/Landover—allowing workers to commute more efficiently while mitigating traffic congestion (Ma & Knaap, 2015). With many large and medium companies, education and job training facilities, located on the purple line corridor, this connection is a great opportunity for the residents for more exposure to employment opportunities. In addition, access to transportation will connect other areas to the international corridor and the small and local businesses, bringing potential customers to the area.

Employment ⁹⁸

The Purple Line corridor has 130,000 jobs in total. The Bethesda-Chevy Chase subarea has the largest number of jobs, about 41,000, or 32 percent. Silver Spring, New Carrollton, and the University of Maryland have about 30,000 jobs each. The International Corridor subarea has the smallest number of jobs, about 8,000, or 6 percent. Four out of 23 employment centers in the state of Maryland are located in the Purple Line corridor, Bethesda-North Bethesda, Silver Spring, Route One, and New Carrollton/Landover, each of which has more than 10,000 employees. The Purple Line will increase job opportunities for people who live in the corridor. Since the educational services industry hires the most employees and the University of Maryland with 15,000 employees (more than 10 percent of total jobs of the corridor) is a great asset in the area. the Purple Line corridor also connects a significant share of other knowledge- and skill-based

⁹⁷ Twenty-three employment centers in Maryland are defined as Transportation Analysis Zones (TAZ), with more than nine workers per acre and a total of at least 10,000 employees (Potapchuk, Crocker, Schechter, & Boogaard, 1998).

⁹⁸ Ma, Ting, and Gerrit- Jan Knaap. *Understanding Opportunities and Challenges: A Review of the Purple Line Transit Corridor*. University of Maryland, College Park: National Center for Smart Growth Research and Education, 2015.

tertiary industries, such as professional, scientific, and technical service, public administration, and health care and social assistance. Although there is another side, Competition may result in increased rent and the consequential price-out of local small businesses. Particularly, those located within 500 feet of the tracks may suffer more negative impacts during the construction period.

The Takoma/Langley Transit station shows that the number of jobs accessible within 30 minutes will increase by 33 percent, with jobs increasing by 29 percent and 17 percent for 45-minute and 60-minute commutes, respectively.

Transit-Oriented Neighborhoods

Transit-oriented development has become a common term in the vocabulary of real estate, urban planners, designers and transportation officials. There are many definitions of this phenomenon but as a general definition, The Federal Transit Administration Defines TOD as such:

“A development which includes a mix of commercial, residential, office, and entertainment centered around or located near a transit station. Dense, walkable, mixed-use development near transit attracts people and adds to vibrant, connected communities... TOD primarily occurs when regional or local governments encourage it through land use planning, zoning laws, and changes to building codes, among other things. When a TOD coincides with a federally funded transit project, FTA may provide financial assistance, technical assistance, training, and other resources to complement the regional or local TOD.”

Today, bike trails, bike lanes, bike-share systems, and other forms of active transportation infrastructure are helping spur a new generation of “trail-oriented development.” This trend reflects the desire of people around the world to live in places where driving an automobile is just one of several safe, convenient, and affordable transportation options. The Urban Land Institute’s *America in 2015* report found that, in the United States, over half of all people (52 percent) and 63 percent of millennials would like to live in a place where they do not need to use a car very often; half of U.S. residents believe their communities need more bike lanes⁹⁹. These developments can range in many scales and locations from suburban to urban contexts. Different Types of Transit Oriented developments can be found in Appendix I.

Over the past two decades, TOD has been used in the United States as a tool to create well-balanced, complete communities. TOD is considered an attempt to realign the dispersed, low-density development model that dominated much of America’s growth following World War II. When TOD is done well, it is a development strategy that integrates housing, transportation, public space, neighborhood retail and services, and community amenities in good urban form and design. Building housing at transit stations can increase ridership and reduce the economic and environmental burden of car dependency¹⁰⁰.

- People who live in TODs are 5 times more likely to use transit and people who work in TODs are 3.5 times more likely to use it¹⁰¹. Studies have found that proximity of dense

⁹⁹ *Transportation and Real Estate; The Next Frontier* . Washington DC: Urban Land Institute ; Building Healthy Places Initiative, 2016 .

¹⁰⁰ BCW. *affordable housing & tod assessing parking lots as stimulus to affordable housing development at dart rail stations*. Texas: buildingcommunity workshop, 2016.

¹⁰¹ Ibid

development to transit significantly reduces vehicle-miles traveled (VMT) and the number of vehicle trips while increasing the number of transit trips¹⁰².

- Households in walkable neighborhoods with good transit access spend 9 percent of their income on transportation, while households in auto-dependent neighborhoods spend 25 percent¹⁰³. By living near and using a well-serviced transit node, the average American can expect to cut their transportation costs in half. In addition, considering that many extremely low-income households (0 %-30% AMI) spend up to two-thirds or more of their income on housing and transportation combined¹⁰⁴.

- living in TODs can help improve the residents' physical well-being¹⁰⁵.

- Many urban sustainability advocates point to transportation as the number-one issue to address in creating sustainable cities, and gradually, federal, state, and local transportation agencies have included nonautomotive modes as relevant parts of transportation systems (Newman and Kenworthy 1999).

- TOD nodes promote better urban form; reduce the infrastructural burden resulting from suburban sprawl; reduce traffic congestion; promote equitable distribution of affordable housing developments to high opportunity areas and support increased access to employment¹⁰⁶.

¹⁰² Hersey, John, and Michael A. Spotts . *Promoting Opportunity through Equitable Transit-Oriented Development (eTOD)*. submitted for the 23rd Annual Congress for the New Urbanism Conference: Meeting the Demand for Walkable Places, Columbia, MD: Enterprise Community Partners, Inc., 2015 .

¹⁰³ BCW. "affordable housing & tod assessing parking lots as stimulus to affordable housing development at dart rail stations."

¹⁰⁴ Curtis, Renne & Bertolini, 2009, p.155 in Smith, Jerah A. *Transit-Oriented Development and Affordable Housing in Prince George's County: A Case Study-Based Approach*. Independent Study in Urban Studies and Planning, College Park: University of Maryland, 2018.

¹⁰⁵ Smith "Transit-Oriented Development and Affordable Housing in Prince George's County: A Case Study-Based Approach"

¹⁰⁶ BCW. *affordable housing & tod assessing parking lots as stimulus to affordable housing development at dart rail stations*. (Texas: buildingcommunity workshop, 2016).

- When done well, TODs support the development of diverse housing products at multiple price points. This, in turn, creates, supports, and maintains neighborhood diversity and vitality. Communities that offer “housing for a mix of incomes produce better economic, social and environmental outcomes for all residents.” Additionally, income diversity is shown to support it

¹⁰⁷.

- equal access to safe neighborhoods near well-funded schools and good city services
- greater access to a wider variety of jobs and opportunities
- enhanced community stability and sustainability
- reduced concentrations of poverty and the isolation of low-income households.

- TOD projects catalyze economic development, neighborhood investment, and increased tax base. Leveraging private investment, TODs can also deliver public benefits, including housing affordability and high-quality public spaces. TODs also¹⁰⁸:

- Create jobs during and after construction.
- Increase disposable income for households.
- Attract increased commercial and retail activity around transit stations.
- Increase the utilization and efficiency of public resources.
- Increased property values and add value taxes.

- TODs can create public spaces by leveraging the density of the development more strategically. Public spaces located in “high-density, mixed-use developments are often safer, pedestrian-friendly, active, and contribute to creating vibrant and lively neighborhoods”.²⁵ A key

¹⁰⁷ Ibid.

¹⁰⁸ Ibid.

element of TOD is the need for station area planning. Without proper coordination and planning, this key element of quality placemaking can be lost¹⁰⁹.

Transit-Oriented Developments and their Impacts

The purple line is an opportunity that promises better access to jobs and amenities, reduces congestion and revitalizes commercial areas. But at the same time transit brings with itself the unfortunate side effects of an increase in housing costs and displacement of many communities especially ones of low-income status, and decrease in property value for more affluent, suburban communities. The question here is will current communities, many of whom are people of color or immigrants benefit from planned transit stations, or will they be displaced by wealthier and less diverse residents, many of whom are car-owning residents who move to the area for other amenities than public transit?

There are many different research processes and conclusions answering these questions. Dependent on the place and history of the location of these researches, and the indices used, a conclusion on how much the addition of transit affects its surroundings varies. The majority of past research has established such links between transit infrastructure and an increase in property values. It is important to understand these impacts in the purple line corridor- and specific to this project the Langley park section of the International Corridor- on home prices, rents and property taxes which will determine who gets to enjoy the benefits of this transit amenity.

What is important to consider is that the entire point of transit-oriented development is to create access to different areas of a region and lower vehicle usage. Therefore, we need users who

¹⁰⁹ BCW. “*affordable housing & tod assessing parking lots as stimulus to affordable housing development at dart rail stations*”

will use this public infrastructure. The problem the gentrification of such areas brings with itself is that usually, higher-income residents have the financial ability to be car owners and therefore do not necessarily increase public transportation usage even if they live in the proximity of transit. But, low-income households, renters, ethnic minorities and people of color are less likely to live in households with car ownership and have higher rates of public transport usage. Transit planners frequently speak of the need for transit-oriented development to support ridership, but what transit stations need is transit-oriented neighbors who will regularly use the system. There is a symbiotic relationship between diverse neighborhoods and successful transit: transit systems benefit from and depend on the racial and economic diversity of the neighborhoods that they serve, just as low-income households and people of color depend on and benefit from living in neighborhoods served by transit¹¹⁰. But if we accept theoretical explanations for why property values and housing costs “should” be higher near transit due to easy travel, less money on transit, access to higher-paying jobs, close amenities, walkability and extra time due to less time in traffic, then these desirable establishments command a price premium in nearby housing. On the other end of the spectrum, Some residents near the proposed Purple Line corridor (especially in more affluent areas) have expressed opposition to the transit because they claim it would damage the natural environment, disrupt their neighborhoods’ wooded character and carve up well-connected neighborhoods. They have also expressed concern about harm to their home values caused by these externalities. Since the Purple Line corridor is heterogeneous, its effects on property values may vary for different segments or stations and may even be opposite at opposite ends of the corridor. There is likely even variation between the effects of a single station in different adjacent

¹¹⁰ Pollack, Stephanie, Barry Bluestone, and Chase Billingham. *Maintaining Diversity In America’s Transit-Rich Neighborhoods: Tools for Equitable Neighborhood Change.*)Northeastern University Boston: Dukakis Center for Urban and Regional Policy, 2010).

neighborhoods. These effects will then have different consequences in the different types of neighborhoods.¹¹¹

Pollack, Bluestone, and Billingham (2010) researched patterns of neighborhood change in 42 neighborhoods in 12 metropolitan areas first served by rail transit between 1990 and 2000 and draws conclusions about the likely mechanisms underlying the observed patterns of change in those neighborhoods. They also looked at the TRNs based on the mode of transit that they shaped around, heavy rail, light rail, and commuter rail. They found that the studies which show higher rates of change with more initial renter housing to be true. Their research did not find strong evidence of disproportionate changes in the racial/ ethnic composition of the newly transit-served neighborhoods. Despite evidence of gentrification based on housing values, rents and incomes, they did not find that new transit stations led to a reduction in the proportion of blacks and Hispanics or a substantial increase in the proportion of non- Hispanic white households in most TRNs. They conclude that displacement is not the only concern in new transit neighborhoods, but higher housing cost burdens for renters and an influx of automobile-owning households less likely to use transit for commuting are more likely to happen. These issues were much stronger when the type of transit was considered. Light rail transit magnifies almost every aspect of neighborhood change (between 1990 and 2000); median household income rise (77% more than larger metropolitan area), racial and ethnic composition (a small percent whiter), Motor Vehicle Ownership (households owning two or more cars outpaced the metro areas by 52 percentage points), Public Transit Use for Commuting (declined in 12 of the 16 light rail TRNs after the

¹¹¹ Duckworth, Richard. "Preparing for Light Rail in the Purple line Corridor." *Georgia Tech Library; School of City and Regional Planning (SCaRP)*. Georgia Institute of Technology. 5 2017. <http://hdl.handle.net/1853/58539> (accessed 3 2019).

transit station went into operation), Housing Costs (house value rose by 500%, median rent by 50%), in-Migration (4%). Whether by displacement or replacement, or a combination of the two, in some transit-rich neighborhoods the pattern of change is working against the goal of attracting transit-oriented neighbors: the most likely potential transit riders are being crowded out by car owners less likely to be regular users of transit. This cycle raises concerns both about equity, because core transit riders are predominantly people of color and/or low income, and about the success of new transit investments in attracting desired levels of ridership¹¹².

Studies vary in their results regarding displacement, household income, racial and ethnic mix up, and in general gentrification. According to much literature, plans for the existence of transit stations and amenities commonly found in transit-oriented developments generally increase nearby land and housing values, but the magnitude of the increase varies greatly depending upon several other characteristics. The studies generally conclude that increases occur because residents place a premium on land and housing the closer each is to a transit station. Although the presence of transit generally affects land and housing values, increases in some cases are modest, and results can vary throughout an entire transit system depending on several characteristics such as; Retail development (can increase value with presence), neighborhood characteristics (more amenities and character more value), proximity to job centers, pedestrian amenities, and quality or frequency of transit service. Some characteristics may have negative influence such as; non-transit oriented land uses and prevalence(decreased land and housing values, particularly near rail stations with an adjacent surface parking lot, and industrial areas),

¹¹² Pollack, Stephanie, Barry Bluestone, and Chase Billingham. *Maintaining Diversity In America's Transit-Rich Neighborhoods: Tools for Equitable Neighborhood Change.*)Northeastern University Boston: Dukakis Center for Urban and Regional Policy, 2010).

poor economic environments (with lack of development, job centers, and economic decline, may decrease land value)¹¹³.

The Case for ETOD and Affordable Housing

Families who pay more than 30 percent of their income for housing are considered cost-burdened and may have difficulty affording necessities such as food, clothing, transportation, and medical care. An estimated 12 million renter and homeowner households now pay more than 50 percent of their annual incomes for housing. A family with one full-time worker earning the minimum wage cannot afford the local fair-market rent for a two-bedroom apartment anywhere in the United States¹¹⁴. The 30% standard can be applied to any income group. It is mostly used, however, to assess housing available to families earning less than the area median income. Those families are typically classified into “very low income” families earning less than 50% of area median income (AMI), “low income” families earning 50 to 80% of AMI, and “moderate-income” families earning 80 to 100% of AMI¹¹⁵. Although there are critics that take into question the 30% amount, for the sake of the thesis we will use this definition. Langley Park residents fit into this definition with a median income of 80% of the state, a large percentage of the residents pay more than 30% of their income on housing.

¹¹³ GOA. *Affordable housing in transit-oriented development: Key Practices Could Enhance Recent Collaboration Efforts between DOT-FTA and HUD*. Report to the Chairman, Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, Committee on Appropriations, U.S. House of Representatives, United States Government Accountability Office, 2009.

¹¹⁴ HUD. *Affordable*. n.d. https://www.hud.gov/program_offices/comm_planning/affordablehousing/ (accessed 3 28, 2019).

¹¹⁵ Pivo, Gary. *The Definition of Affordable Housing: Concerns and Related Evidence*. www.FannieMae.com. 3 28, 2013.

Equitable Transit-Oriented Development (ETOD) is one tool to ensure that high-opportunity neighborhoods are inclusive. A primary approach to ETOD is the preservation and creation of dedicated affordable housing, which can ensure that high-opportunity neighborhoods are open to people from all walks of life¹¹⁶.

There is a need for committed affordable apartments for people that the market does not serve. Various funding sources and programs are used to create “affordable housing” units, which are income-restricted and cap monthly payments. Preserving or producing affordable housing in station areas protects against market pressure to increase housing costs, burden and/or displace residents, or to prevent access to high-opportunity neighborhoods while improving residents’ mobility and decreasing their costs of living¹¹⁷. TOD developments and affordable housing are driven largely by state and local governments, transit agencies, and private developers. For example, state and local government agencies provide many of the necessary infrastructures of transit-oriented developments, including transit stations, connections to other transportation modes, sidewalks, utilities, and other public amenities. Local governments also create the zoning environment, which may, for example, allow developers to build a mix of uses at higher densities and affordable housing¹¹⁸.

Higher land and housing values have the potential to limit the affordable housing units that are market rate, government-subsidized or incentivized. Increased land and housing values can

¹¹⁶ Hersey, John, and Michael A. Spotts . *Promoting Opportunity through Equitable Transit-Oriented Development (eTOD)*. submitted for the 23rd Annual Congress for the New Urbanism Conference: Meeting the Demand for Walkable Places, Columbia, MD: Enterprise Community Partners, Inc., 2015 .

¹¹⁷ Ibid.

¹¹⁸ GOA. *Affordable housing in transit-oriented development: Key Practices Could Enhance Recent Collaboration Efforts between DOT-FTA and HUD*. Report to the Chairman, Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, Committee on Appropriations, U.S. House of Representatives, United States Government Accountability Office, 2009.

raise the market price of sale and rental housing beyond an affordable percentage for households at or below an area's median household income. Subsidized or incentivized affordable housing units can also be affected by higher land and housing values. For example, if rents for units near transit stations increase above fair market rents, tenant-based rental vouchers, provided through HUD's housing choice voucher program, may be insufficient to cover the increased rents. In addition, the ending of subsidized housing contracts (HUD section 8 etc.), or land speculations can affect affordability in the long term. Other local decisions that can affect the availability of affordable housing near transit are Local economic conditions (can suppress), Local transit station location decisions (placing transit where housing is low to generate development), State and local commitment to preserving or developing affordable housing (can ensure development) ¹¹⁹.

Examples of state and local affordable housing incentives and requirements that have been used in transit-oriented developments but are not specifically designed for use in transit-oriented developments include the following¹²⁰:

- **Density bonus permits** allow developers to build more than the maximum number of allowable units permitted by local code if they agree to designate a certain number of units as affordable housing.

- **Parking reductions** allow local governments to reduce minimum parking requirements set forth in local building codes for developers that build near transit. This incentive allows developers to build fewer parking spaces and use the money saved from the reduced parking construction costs to support additional affordable units.

¹¹⁹ GOA. "Affordable housing in transit-oriented development"

¹²⁰ GOA. "Affordable housing in transit-oriented development"

- **Tax increment financing** is used by local governments to encourage economic development by issuing municipal bonds to subsidize development, which is repaid using incremental future tax revenues. Some localities dedicate a portion of tax increment financing for affordable housing.

- **Affordable housing trust funds** are distinct funds set aside by cities, counties, and states that dedicate sources of revenue to support affordable housing development.

- **Inclusionary zoning:** Some states or localities may require that all new housing developments, regardless of location, include a portion of units as affordable housing. Some inclusionary zoning ordinances allow developers to pay the local government for each affordable unit they choose not to build.

- **Affordability requirements on publicly financed residential development:** Some state and local governments include affordable housing requirements when they sell land to housing developers or when any government financing is involved in the project.

- Local housing providers have used HUD programs in several cases to support affordable housing in transit-oriented developments; HUD generally provides rental housing assistance through three major affordable housing programs—housing choice vouchers, public housing, and project-based rental assistance. These three programs generally serve low-income households—that is, households with incomes less than or equal to 80% of area median income (AMI). Some of these programs include targets for households with extremely low incomes—30 percent or less of AMI. HUD-assisted households generally pay 30 percent of their monthly income, after certain adjustments, toward their unit’s rent. HUD also administers formula grant programs, such as the

Community Development Block Grant (CDBG) program and the HOME program, which help low-income households obtain access to affordable housing¹²¹.

Ending Note

Transit-oriented development, especially in low-income neighborhoods, will inevitably bring about two folded changes. The purple line will put into motion changes in Langley Park. Prices will rise and pressure will be brought upon the neighborhood structure. How do we control these impacts?

While there is no single intervention that dictates the success or failure of ETOD, prioritization and engagement among key stakeholders in transportation, housing, government, finance, and development are paramount. This buy-in is crucial to bring the necessary resources to bear – whether human, financial, or real estate – to tackle this complex issue.

The national center for smart growth gives six different policy guidelines to control affordable housing and protect the residents¹²²:

1. Maintain the quality and affordability of the existing rental housing stock.
2. Create and expand tools that enable nonprofit housing developers to acquire and rehabilitate existing multifamily properties.
3. Explore land-value capture strategies to create and preserve affordable housing in areas near proposed Purple Line stops.
4. Increase household participation in HUD-subsidized rental housing assistance programs.

¹²¹ GOA. *Affordable housing in transit-oriented development: Key Practices Could Enhance Recent Collaboration Efforts between DOT-FTA and HUD*. Report to the Chairman, Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, Committee on Appropriations, U.S. House of Representatives, United States Government Accountability Office, 2009.

¹²² Lung- Amam, Willow, Casey Dawkins, Zorayda Moreira- Smith , Gerrit- Jan Knaap, and Alonzo Washington . *Preparing for the Purple Line: Affordable Housing Strategies for Langley Park, Maryland*. University of Maryland, College Park & CASA: National Center for Smart Growth Research and Education Center, 2017.

5. Minimize displacement as new development occurs.

6. Explore strategies to enable more Langley Park residents to transition to homeownership.

Their recommendations overlap with other researches such as Pollack, Bluestone, and Billingham (2010) that recommend the following¹²³:

- Planning tools:
 - Comprehensive Transit-oriented Development Strategy
 - Community Benefits Agreements
 - Broad-based Community Engagement
 - Coordinated Planning by Local Governments and Transit Agencies
 - Transit Corridor Planning
- Housing tools:
 - Transit-oriented Development acquisition Funds
 - Housing Trust Funds and other acquisition Funds
 - Corridor-Based Tax Increment Financing Districts
 - Inclusionary Zoning
 - Incentive Programs for Housing Production
 - Incorporating affordable Housing in Joint Development
- Transportation management tools:
 - Transit incentives for Housing Developments
 - Reduced Parking Requirements for Residential Development

¹²³ Pollack, Stephanie, Barry Bluestone, and Chase Billingham. *Maintaining Diversity In America's Transit-Rich Neighborhoods: Tools for Equitable Neighborhood Change*. Northeastern University Boston: Dukakis Center for Urban and Regional Policy, 2010.

- Unbundling the Price of Parking
- Car Sharing

Housing, income and population diversity throughout the purple line corridor has resulted in mixed feelings of support and fear for its development. The light rail system will be a win for real estate buyers who bought homes near proposed Purple Line, Metro riders traveling within Maryland, bus commuters who travel in the area, and homeowners close to stations. But fear of, displacement, eminent domain, environmental impact (especially impacts of construction on the crescent trail), noise in the suburbs, and more importantly negative impacts on land and home value for the more affluent communities of the west end, are existent on the other side of the spectrum.

If we consider these recommendations to be enough, how will such development take into consideration the cultural and historical background of the neighborhoods in a way that can be considered inclusive and integrated at the same time?

CHAPTER 6: Principles of Design; Diversity, Transit, and the city

Introduction

If we are blindfolded and put into the street of what cities will we immediately be able to recognize them upon opening our eyes? The streets of Rome, the boulevards of Paris the squares of Isfahan, public plazas in Latin America? why is such a quick recognition so very natural?

Identity and place identity are rooted in the places we remember the most. It is placed where we see distinctiveness, continuity, self-esteem and self- efficacy¹²⁴.

The desire to find uniqueness and distinctiveness of identity and lifestyle; the desire to preserve continuity, self-concept and collective memories/ history; the desire to evaluate oneself positively with one's group, social value and worth; the desire to be capable of to meet situational demands. All that we feel in relation to such places may be categorized in the above. But how do we create such places? How do we design for a multicultural future? 20th century international and modern design principles although have created a holistic and similar architecture-related in very culture and location, but they have failed considerably in creating relatable and identifiable spaces to the historic streets of any city in Europe and Asia. The historic street has the romantic charm of history, tradition, culture, and people. With time their value rises.

In thinking about Langley park, the aim of this project is to look, at different scales. Therefore, to achieve this goal we must look at design principles at the three different scales in mind.

¹²⁴ Breakwell's (1986, 1992, 1993) Identity Process Theory about the relationship of place and identity. Best found in Twigger-Ross, Clare, and David L. Uzzell. "PLACE AND IDENTITY PROCESSES." *Journal of Environmental Psychology* (Academic Press Ltd), no. 16 (1996): 205–220.

1- The neighborhood scale: the relationship of homes to each other and the public and common spaces adjacent to them. In addition, how the hierarchy of spaces connects to a larger scale.

2- The scale of the community and region: how the mixed uses and transit-oriented development is shaped along the International/ University Boulevard corridor.

3- How services and needs are dispersed along this corridor and within Langley park, and how they connect to the larger-scale services of the city and the proposed purple line connection.

Scale 3

Peter Calthorpe ¹²⁵ names 7 principles that make up a better city. These principles can be scaled down to a region, to a neighborhood, especially one which is to be transit-oriented and walkable:

1. Preserve the natural environment: the history and critical agriculture.
2. Mix: Mixed-use is popular, but mixed as in; mixed incomes, mixed-age groups as well as mixed-land use.
3. Walk: There's no great city that you don't enjoy walking in. You don't go there. The places you go on vacation are places you can walk.
4. Bike: is the most efficient means of transportation we know. China has now adopted policies that put six meters of bike lane on every street. They're serious about getting back to their biking history.
5. Connect. It's a street network that allows many routes instead of singular routes and provides many kinds of streets instead of just one.

¹²⁵ 7 principles for building better cities. Directed by TED.com. Performed by Peter Calthorpe . 2017.

6. Ride: We must invest in transit. There is no silver bullet. Autonomous vehicles are not going to solve this for us. They are most probably going to generate more traffic, more VMT, than the alternative.

7. Focus: We have a hierarchy of the city based on transit rather than the old armature of freeways. It is a big paradigm shift, but these two things must get reconnected in ways that really shape the structure of the city.

All the factors mentioned above can be found in the principles shaping TOD developments. Some of these principles can be further expanded due to their importance in the Langley Park area. But the factor above does not incorporate culture, history, and identity. What we must consider in the development of Langley park is the connection of the networks created within the community and to the networks of the city as a goal to connect the culture and identity of the neighborhood to the larger scale of the city. A city made of different identities that bleed into each other and are connected through technology and transit. The purpose of transit is a connection; to jobs, to education, to services and to opportunity, whether it is from the community out or vice versa. Therefore, we will look at the different layers of information and services within the larger context of the city. This will be the basis to locate where services will be located along the corridor.

Scale 2; Designing for Diversity

What if the community can be based on the overlapping space that diverse groups occupy? What if this space is where diverse communities are made to share their stories? What if these stories are what make a community?

Architecture and urban design implicitly and explicitly will shape our future as a society. With the growth of immigration, the mixing of cultures and in other words multiculturalism will be inevitable. Urban spaces are where much of these connections and relationships will manifest itself. This is the scale of social connections, where we come together as a group, the scale of relationships and change. This is the scale we “feel” the most and remember our cities by. As Churchill has said, first we shape our buildings and thereafter they shape us. It is, therefore, our job to shape them as places of meeting, interaction, integration, exchange, and diversity. This scale is much of where our focus is to be aimed at shaping the community of Langley Park.

As a good example of design and planning research in diverse neighborhoods, Emily Tullen¹²⁶ brings together varied ideas on this matter, closer to social diversity, within a framework of three interrelated strategies: Mix, connection and security. All which can be either interjecting design elements that support diversity, finding elements that support diversity and preserving them, or finding what is detracting from diversity and trying to lessen the negative effects:¹²⁷

- Mix: means the diversity in housing types, housing ages, and policies that sustain a mix of affordability levels. And principle in ETOD and New Urbanism. Codes that should address housing mix small unit integration, housing near transit, housing commercial area and new innovative housing types. Diversity also includes a diversity of form and form-based building codes (parametric and allowing ranges of options), open space configuration, transitional areas, services and facilities, small businesses, home, and workplace mixes.

¹²⁶ Tullen, Emily . *Designing for Diversity: Exploring Socially Mixed Neighborhoods* . Oxford, UK: Elsevier, 2008.

¹²⁷ Tullen, Emily . *Designing for Diversity: Exploring Socially Mixed Neighborhoods* . Oxford, UK: Elsevier, 2008.

- Connection: Networks of neighborly relations are related to networks of pedestrian streets and the internal neighborhood access those street networks engender. To some extent loss of diversity mirrors the rise in privatized realms. The public restaurant is replaced by the private indoor kitchen, the public playground is replaced by private backyard, and the American industry is sustained by ensuring that the masses are housed in places large enough to substitute for a community. Given this background, re-establishing a well-functioning public realm as an essential aspect of sustaining diversity will not be easy but the approach will need to be incremental a small in scale. This put into perspective the relationships and differences of cultures meeting together. The meeting of the individualistic culture of the host society (US) and the group culture of immigrants such as Latinos meet, manifests itself in all the different scales of the public urban spaces and the relationships between units and buildings. These spaces need to house all needs and differences, but at the same time create placeholders for connectivity. Tullen (149) focuses on 4 relatively modest aspects of connectivity:

- Identity space: the images, symbols, and landmarks of neighborhoods and different cultures of the population. Finding the heart of the neighborhood, or where communities and populations meet or cross paths, all have opportunities to enhance the public realm and create more meaningful places.

- Collective space: collective space is about finding opportunities for interaction and promoting exchange as a way of counteracting the distrust or fear residents may have about people unlike themselves. These points of connection can be woven into everyday movement and activity space (schools, libraries, etc.), they can be spaces that do not have any specific agenda but can be used by multiple people for multiple purposes. Best to be within walking distance of everyone. These spaces can be smaller in grain and located near places with a high level of

diversity, located at places intersection and well-traveled streets. They are middle ground spaces, not intensive enough for neighborhood-level retail, not the commercial function of the main street, but provide nonresidential focal points to support diverse surroundings (even streets).

- Institutions: institutions such as local churches, schools, retail-like corner markets, grocery, hardware stores, etc. can serve as community centers. we can see the remnants of such spaces in diverse neighborhoods now. These spaces should be walkable and easy to access. As Bacon wrote in the design of cities (1976), it was the movement of systems between points that constituted the organizing framework of Baroque Rome.

- Networks: residents should be able to move in multiple ways throughout the neighborhood to increase pedestrian access and increase opportunities for social transactions.

- Security: Diversity brings with it the fear of low-status people hurting the high-status people. This kind of security goes beyond Jacob's notion of eyes on the street and CEPTED, but there must be a balance between social mix and the need for people to feel safe and secure.

Perhaps attention to design can lessen these concerns. Tullen names four ways to address security through design:

- Housing integration: new developments should be integrative, not walled off and have a portal or connections to surrounding neighborhoods, a kind of building a fabric that can transition well and tie together different typologies.

- Surveillance: buildings should face public spaces.

- Activity: by activating dead zones, especially in commercial corridors. Replacing parking lots with garages, traffic calming measure, build to line codes are all examples.

o Edges: diverse places have strong edges. In dealing with harsh edges two ways are considered, buffering and integration-softening and separation. Green spaces, light industrial, office space is an option that can buffer neighborhoods from harsh edges such as highways.

There is evidence that prejudices are declining, and that tolerance for diversity has increased¹²⁸. And yet, embracing place diversity requires not just a tolerance for diversity, but a tolerance for conflict. It may also require a recreated notion of community. If the basis for commonality is not linked to a common race, ethnicity, social class, occupation, or stage in the life cycle, can it be based on common space¹²⁹? How can this space be the synthesis of all differences?

We can take comfort in the fact that the quest for diversity has always been part of the planning profession, from Garden Cities to British New Towns to New Urbanism. And there has always been recognition of the significant challenges it entails. It has always been difficult to translate ideas into actual physical form, moving from the rhetoric of ‘communities of tolerated difference’ to the provision of an actual context for them to grow and flourish¹³⁰.

Scale 1; Places of Identity Manifestation –Cosmopolitan Canopies; where cultures meet and The Gardens of Growth

Regarding this thesis, we are faced with the question of how to design for a “place” in one location but for people from another location. This is where place and human relationship research becomes challenging. To find a framework Theories of identity and place provided acceptable principles. There have been different approaches to identifying factors of architecture

¹²⁸ Farley et al., 1997 in Tullen, Emily . *Designing for Diversity: Exploring Socially Mixed Neighborhoods* . Oxford, UK: Elsevier, 2008.

¹²⁹ Tullen, Emily . *Designing for Diversity: Exploring Socially Mixed Neighborhoods* . Oxford, UK: Elsevier, 2008.

¹³⁰ Tullen, Emily . *Designing for Diversity: Exploring Socially Mixed Neighborhoods* . Oxford, UK: Elsevier, 2008.

regarding identity, many of which are mostly contributing to place and location identity. However alone in the context of architecture regarding the question above, we face many challenges. therefore, our focus to create a framework for an interview protocol is to collect the factors of place within a framework. Of the place identity theories (for example, Place Identity Theory, Social Identity Theory, Identity Process Theory) used to explain how architecture and the natural and built-physical environment influence a person's identity, Breakwell's Identity Process Theory (IPT) in regard gives a useful framework of analysis to incorporate architectural and planning guidelines within it. Breakwell (1983, 1986) formulated an identity process theory that has been useful for research on identity with respect to the built environment¹³¹. The four principles of Breakwell's theory are¹³²:

- Distinctiveness: Is one's desire to maintain personal distinctiveness or uniqueness. For example, Research into perceived distinctiveness associated with being a 'city', 'town' or 'country' person suggests that distinctiveness summarizes a lifestyle and establishes that person as having a specific type of relationship with his/her home environment, which is clearly distinct from any other type of relationship.

- Continuity: Is the desire to preserve the continuity of the self-concept is the second motivator of action. It is defined as continuity over time and the situation between past and present self-concepts. Two distinct types of self-environment relationship which focuses on the maintenance and development of the continuity of self are discussed in the researches; Place-referent continuity refers to the maintenance of continuity via specific places that have emotional

¹³¹ Hauge, Ashild Lappegard . "Identity and place: a critical comparison of three identity theories." Architectural Science Review, 2007.

¹³² Twigger-Ross, Clare, and David L. Uzzell. "Place And Identity Processes." Journal of Environmental Psychology (Academic Press Ltd), no. 16 (1996): 205–220.

significance for a person, whereas place-congruent continuity refers to the maintenance of continuity via characteristics of places which are generic and transferable from one place to another.

- Self-esteem: Showing interest, pride and honor in being part of a particular ethnic or national, etc. group, and furthermore, willingness to show these differences. Self-esteem refers to a positive evaluation of oneself or the group with which one identifies; it is concerned with a person's feeling of worth or social value. For example, favorite environments can support self-esteem such as living in a specific place that makes one feel good about themselves.

- Self-efficacy: defined as an individual's belief in their capabilities to meet situational demands. It is used as a measure of personal agency. The ability and ease to provide for daily activities and environmental manageability. With respect to the environment, researchers suggest that feelings of self-efficacy are maintained if the environment facilitates or at least does not hinder a person's everyday lifestyle, and if not manageable, it is considered a threat to self-efficacy.

A good example of such places can be found in the examples below:

Elijah Anderson¹³³, a distinguished professor of the social sciences and professor of sociology at the University of Pennsylvania writes of "Cosmopolitan Canopies". Heterogeneous and densely populated bounded public spaces within cities that offer a respite from the wariness of today's public streets. A setting where a diversity of people can feel comfortable enough to relax their guard and go about their business more casually. He focusses on Philadelphia's Reading Market

¹³³ Anderson, Elijah. "The Cosmopolitan Canopy." In *Mapping the Social Landscape*, by Susan Ferguson, 384-398. New York: McGraw Hill Companies Inc., 2010.

as a strong example. A colorful place with booths and stalls representing a wide variety of local and ethnic food as are the customers from various classes, races, and ethnicities. Food is a major theme. A place where people seem to be on their best behaviors, more relaxed and interacting across the color line. The market has always been known as a place where anyone can expect civility. Anderson explains that perhaps the focus on food is a reason for this, suggesting a kind of festival of ethnic foods. When diverse people are eating one other food, strangers in the abstract can become somewhat more human. Design features also contribute to interactions; at some lunch counters people sit elbow to elbow, and encouragement to interact, at some counters talking to strangers is a norm. as people become intimate through such shared experiences, certain barrios are prone to break. In contrast to certain neighborhoods and public streets and spaces where a and unknown Stranger would be the first line of defense, in the terminal is not defended in such a manner. In such places, although not completely, people relax their guards. They engage in spontaneous conversations with strangers, test others and their own social judgment of the other, look more directly at others and observe the goings-on and move about with a greater sense of security.

The Reading market is one of many cosmopolitan canopies that serve to the same environments; Rittenhouse Square Park, Italian markets in New York, Hospital waiting rooms, a multiplex theater, some indoor malls, sporting venues among other places are further examples. We may argue that Anderson has a point when he mentions Food as the purpose. In all the examples mentioned in his writing above, what seems to be similar are places where people chose to spend time in, but each space has a reason for being that encourages interaction. Markets maybe being the most fluid of them all. Places where race and differences are represented to some extent equally and everyone regardless of their background and class has equal access to goods.

This equality seems to bring down barriers and differences and create an environment to test one another. We leave such places with more social knowledge and intelligence of the others that we came into and this affects our later travels within the city and for example different ethnic neighborhoods. As Anderson put it: *“In these circumstances, they may see profoundly what they have in common with other human beings, regardless of their particularity. A model of civility is planted in such settings that may well have a chance to sprout elsewhere in the city. People are repeatedly exposed to the unfamiliar and thus have the opportunity to stretch themselves mentally, emotionally, and socially.”* (page 396)

What we must add to this ethnography is the importance of design. What is seen very well



Figure 35 Reading Terminal Market and former train shed, now the Grand Ballroom of the Pennsylvania Convention Center. Photo courtesy Reading Terminal Market. (from: <https://www.planning.org/greatplaces/spaces/2014/readingterminal.htm>)

in places such as the Reading Market is the consistency and equality in space and places design

within these open plans? A variety of special designs for a variety of interactions is also of importance. People feel at ease where they have the freedom to choose the type of interaction they please. As we saw in the integration of immigrant, you where you feel free to do as you please are where you feel at home. Home may as well just be that feeling.

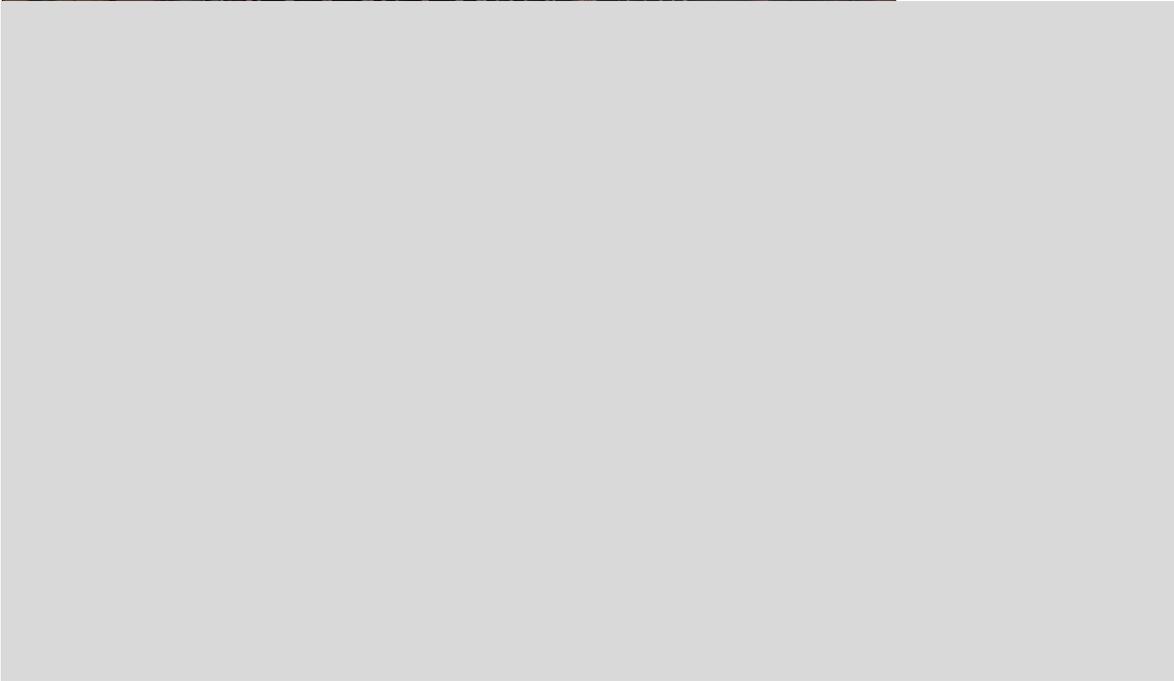


Figure 36 Reading Terminal Market, (Author: James Cridland, from <https://www.flickr.com/photos/jamescridland/42779866775/in/photostream/>)

Morris and Brown¹³⁴ identified five types of neighborhood riches; homes and gardens, community streets, neighborhood niches, anchoring institutions, and public gardens, to be the basis of community-oriented planning and design. The smallest scale in this project is of the deeper and closer relation of neighborhood residents. We will later investigate the special

¹³⁴ 2000, in Tullen, Emily . *Designing for Diversity: Exploring Socially Mixed Neighborhoods* . Oxford, UK: Elsevier, 2008. 112

relationships and connections of the interior of homes. But in this section, we aim to look at community gardens as a natural environment of connection and growth that contributes to social and mental health. activities in the natural environment serve as a protective factor in the health and well-being of this population, providing emotional and physical nourishment in the face of adversity¹³⁵.

Hondagneu- Sotelo¹³⁶ in his yearlong ethnographical and interview research in the community gardens of the Latino community in Los Angeles, extends the definition of the domestic sphere to include urban community gardens as a critical “home-like” places that marginalized Latina/o immigrants use to sustain themselves and to re-create homeland. He suggests community gardens as an immigrant collective agency exerted in a third space that is neither home nor the workplace, a hybrid domestic place as an alternative to home. For Latino immigrants from rural backgrounds, rural places of destination have profound consequences on immigrant integration, alternatively inspiring comfort and familiarity, while vast landscapes with sparse immigrant populations may heighten fears of surveillance and deportation. Urban community gardeners are cultivating an alternative domestic sphere, one that helps remedy and compensates the many losses inflicted on them by poverty, racial discrimination, unjust immigration policies, and economic marginalization.

In inner-city Los Angeles, people from Central America and Southern Mexico, some of the indigenous and many of them undocumented, gather at urban community gardens to grow homeland foods, and as they do so, they are also creating hybrid-domestic spheres, cultivating

¹³⁵ Hordyk, Shawn Renee, Jill Hanley, and Eric Richard . ""Nature is there; its free": Urban greenspace and the socialdeterminants of health of immigrant families." *Health and Place* (Elsevier Ltd.), no. 34 (2015).

¹³⁶ Hondagneu- Stelo, Pierrette . "At home in Inner CIty immigrant Community Gardens." *Journal of House and Built Envionment*, no. 32 (2017): 13-28.

bonds of care and connection. In the garden, they find belonging, inclusion, and a re-created homeland. Food is a critical part of the community and cultural memory for immigrants and at the urban community gardens, Latino immigrants grew foods that reminded them of home.

- Growing and preparing foods; improvising a kind of intra-ethnic Latinidad, sharing food (from different regions), joint cooking, cooking for the family, new family like relations,
- Healing the sick; social and cultural exchanges between women from different regions of Mesoamerica who shared different medicinal uses of the same plant.
- Protecting and nurturing children; teaching instruments, a place free from small apartments where children can play.
- At the gardens, they also shared tips on where they could go for low-cost dental clinics or immunizations. women were learning how to make a home by cultivating key institutional ties and garnering the best resources for their families.
- The community gardens became places where parents from Mexico and Central American could teach their children about ancestral-like connections with the soil, la Tierra.
- The garden also served as a refuge for children with home troubles.
- The re-creation of home; The materiality and decor of the community gardens also manifest the recreated domestic homeland. Latino immigrants are spatially re-appropriating re-coding it with material plant life from Mesoamerica, such as sugar cane, mango trees, and corn stalks. The gardeners all reported that they took comfort in the visual appearance of the gardens, which they crafted to look and feel like “home.”
- Recreation: sociability, play, and rest and festivals (birthdays, Dia de Los Muertos (Day of the Dead) holiday on November 1)

These are places where people who feel excluded are made to feel as though they belong, with the community gardens serving as backyards and as domestic homeland re-creations. These are sites of belonging and attachment, and vehicles for strategically re-orienting to better futures. But is home always a safe site? The domestic sphere has always been a loaded place, a site of comfort, sustenance, and belonging and replenishment, but also, as classic feminist scholarship reminds us, home is also the site of patriarchy, with hierarchies of duty, power and conflict, and sometimes, violence. So, it is with the urban community gardens.

In conclusion, I contend that these urban community gardens are neither places of assimilation nor transnationalism, but rather they serve as minizones of autonomy and restoration, where there is room to congregate with others and engage in the materiality, practice, and effective meaning-making of home¹³⁷.

Ending Note

What was talked about in this chapter was a focus on looking at the future of Langley park from the community's point of view. What must be emphasized is the importance of looking at the community in all the scales mentioned.

Recommendations of Policy, design, and process can be

1- Appoint a citizen planning group: local leaders that represent the diversity to develop a shared set of goals that all can unite around¹³⁸:

¹³⁷ Hondagney- Stelo, Pierrette . "At home in Inner City immigrant Community Gardens." *Journal of House and Built Environment*, no. 32 (2017): 13-28.

¹³⁸ Tullen, Emily . *Designing for Diversity: Exploring Socially Mixed Neighborhoods* . Oxford, UK: Elsevier, 2008.

2- Build public awareness: maintenance of diversity requires a publicly stated commitment to inclusiveness and that image creation and marketing are important strategies. Diversity can be celebrated through graphics in public spaces and websites.¹³⁹

3- Implement the plan through establishing a management process, codes, recommendations for public investment. All which need a high level of community participation processes¹⁴⁰.

4- Find common ground in places that represent and service all cultures such as food markets and public plazas.

5- Bring elements of “home” in planning for the community such as community gardens.

6- Locate design elements and places that allow for residents to make their own an represent their cultures within them.

7- Allow for smaller-scale communal areas to be located close to neighborhoods for different scales of interaction.

8- Use public space hierarchy to create spaces with different levels of public/ private characteristics.

We can provide cosmopolitan canopies in food markets and restaurants, in community gardens and market streets. These are places of distinctiveness and continuity. By providing such places of income and by designing with an inclusive urban landscape that is home to business incubators, job training centers, community centers, health centers, and social services, we can provide places of self-esteem and self-efficacy that foster identity and dignity for the community.

¹³⁹ Tullen, Emily . *Designing for Diversity: Exploring Socially Mixed Neighborhoods* . Oxford, UK: Elsevier, 2008.

¹⁴⁰ *Ibid*

CHAPTER 7: Precedents

Due to the large population of Latinos in the South West of the country, all of the precedents mentioned are located in California.

Fruitvale Village Oakland California



Figure 37 Fruitvale village (source: Google Maps, 2019)

The Fruitvale Transit Village, located west of East 12th Street between 33rd and 35th Avenues, is a major mixed-use development project that has revitalized the Fruitvale BART Station area.

Three out of four phases, as well as a major public pedestrian plaza that connects the BART station with International Boulevard, have been completed. Phase I included the construction of Las Bougainvilleas, a 68-unit senior housing development. Phase II comprised demolition, utility realignment, and streetscape improvement along East 12th Street. Phase III saw the construction of two major mixed-use buildings flanking the pedestrian plaza. In this phase, the Fruitvale Development Corporation (FDC) provided space for a new senior center, a daycare center, senior and family housing, a community resource center, a health clinic, and shopping and

public pedestrian plaza. Phase IV, planned for construction on the East 12th Street BART supplemental parking lot, will include 275 units of market-rate rental housing to complement the transit village’s existing mix of retail and community services¹⁴¹. Fruitvale Village is the product of a grassroots organization called the Unity council.



Figure 38 Fruitvale Village (Source: PGAdesign)

The Unity Council was founded in 1964 as a response to some of these problems. This organization emerged as a social service provider that also defined its mission as strengthening and organizing the political voice of the local community. Originally, the Council focused its efforts on the large Latino population but has since expanded and diversified to meet the needs of new immigrant groups. Today, the population of Fruitvale Village is very diverse. There are many

¹⁴¹ Landreth, Sabrina, and Robert Davila. Oakland Redevelopment Agency FY 2011-13 Adopted Budget. oakland: City of Oakland, 2011.

recent immigrants, and over half of all families in the area speak a language other than English at home. Spanish, Chinese and Vietnamese are typical first languages. One-fifth of the households in the Fruitvale community live under the poverty line¹⁴².

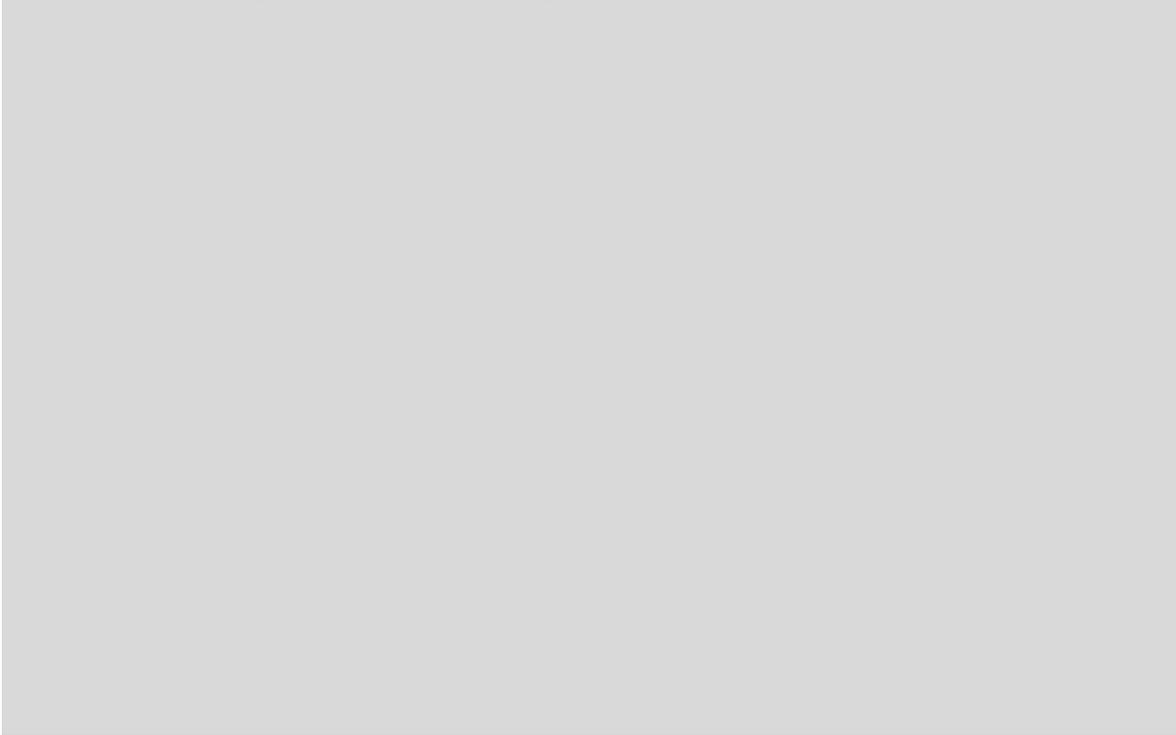


Figure 39 Fruitvale Village (Source: PGAdesign)

Important services in this project include:

- La Clinica: a clinic which its main customer base is the Latino Population.
- Unity Council office space
- Head Start Center: A Learning center for children.
- Library

¹⁴² Shibley, Robert, Emily Axelrod, Jay Farbstein, and Richard Wener. *Reinventing Downtown; 2005 Ruby Bruner Award for Urban Excellence*. Excerpt, Cambridge, MA: Burner Foundation, INC. , 2005.

- Commercial Corridor and plaza connecting the BART station to the International corridor above via pedestrian access.

The planning process and stakeholders in this project set a strong precedent of the power of community engagement, local organizations, and stakeholder outreach. We can see this process in the project's timeline¹⁴³:

- In 1991 BART announced plans to construct a multi-layered parking facility next to the Fruitvale station. Although the community agreed that new parking was necessary, the design and location of the facility were not ideal for the residents and business owners. Worried about the increase in traffic and further separating the neighborhood from the BART station, The Unity Council galvanized neighborhood opposition to the parking structure design and location and argued that any development around the BART station should be guided by a community planning process. In response, BART withdrew its proposal and agreed to work with the Unity Council on a plan for the area.

- In 1992, the City of Oakland awarded the Unity Council \$185,000 in Community Development Block Grant (CDBG) funds to initiate a community planning process for revitalizing the area around the Fruitvale BART station. That year, the Unity Council held a series of workshops bringing together different stakeholder groups from around the community.

- In 1993 DOT awarded the agency a \$470,000 FTA planning grant for the Fruitvale Transit Village. The Unity Council used the money to conduct a series of community workshops and carry out economic, traffic, and engineering studies about the immediate station area.

¹⁴³ "Partnerships, Enhancements, and Public Involvement." n.d.

- Unity Council partnered with the University of California at Berkeley’s National Transit Access Center (UC NTRAC) to sponsor a community design symposium at which architects translated ideas of participants into a plan for the station area.

- In 1994, the Unity Council, BART, and the City of Oakland signed a Memorandum of Understanding establishing the Fruitvale Policy Committee to guide further planning and development activities at the station. The Policy Committee was a very different approach to project development for BART and one of several ways that BART exhibited flexibility and innovation during the planning and design phase of the project. The Policy Committee members included two representatives from the Unity Council, one representative from BART, the Mayor of Oakland, and the city council member representing the Fruitvale district.

- 1995, the Council organized a series of community site planning workshops to help stakeholders reach a consensus on a conceptual site plan (3 workshops were held).

- In 1996, the Unity Council established a nonprofit subsidiary corporation called the Fruitvale Development Corporation (FDC) to serve as the developer for the Transit Village and manage contracts. Although normally Bart uses a competitive bidding process, BART policy allowed since it was in the best interest of the community.

- In 1999, BART received \$780,000 from the FTA in flexible funds transferred from the FHWA to construct the pedestrian plaza portion of the Transit Village. BART was also awarded a \$2.3 million grant through the FTA’s Livable Communities Initiative, which uses sustainable design concepts such as transit-oriented development to strengthen linkages between transportation services and communities. This grant provided funding for the construction of the project’s childcare center, which will be developed by the Unity Council.

● FDC architects finished the comprehensive plan for the Fruitvale Transit Village in 1999, and groundbreaking for the project took place later that year.

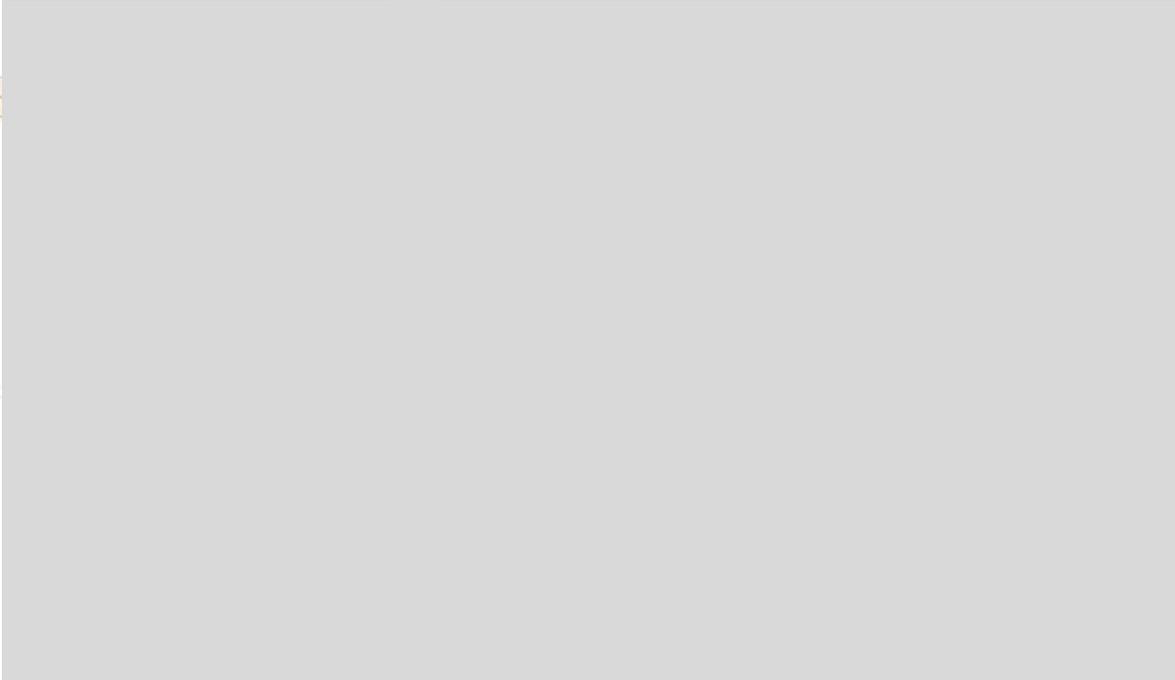


Figure 40 Architects translated the ideas from community workshops into a plan for the station area. (source: (Shibley, et al. 2005))

● To date, FDC has secured over \$82 million of public and private financing for the \$100 million venture.

● In terms of spaces, services, and uses within the project, we can find them in the table below:

Table 5 Square footage tables (source author)

RESIDENTIAL UNITS		
	SF	#
1 BR	828- 911	20
2 BR	969- 1,287	17
AFFORDABLE UNITS		
	SF	#
1 BR	795- 823	6
2 BR	828- 860	4

RESIDENTIAL TYPE	PHASE 1 #	PHASE 2 #	TOTAL #	PERCENT OF AFFORDABLE
total	47	275	322	
affordable	10	94	104	32%
market rate	37	181	218	67%

RETAIL INFORMATION	#	SF
general merchandise	1	1,578
food services	7	13,971
clothing and accessories	1	3,744
shoes	1	1,362
music	1	1,362
gift/specialty	1	285
personal services	4	6,654
recreation/ community	1	220
financial	1	4008
telecommunications	1	994
total	19	34,338

notes	
mira law services :	imigration law
	criminal defense
	personal injury
	employment law
	worker's compensation
	social security- disability

LAND USE	SF	acre	percent
buidlings	152,460	3.5	87.5
open space	21,780	0.5	12.5
total	174,240	4	100
FAR of phase one			1.6

MAIN SERVICES OF PHASE 1	SF
head start center	25236.45875
library	13771.85417
senior center	9229.161528
unity council	12648.43868
la clinica	41615.48819
office	20606.73896

GROSS BUILDING AREA	SF	PHASE 1 #	PHASE 2 #	TOTAL #
office	114,508			
retail	39,612			
residential	52,716	47	275	322
parking	50,150	558	277	835
courtyards	23,382			
total	280,369			

comemrcial services of phase 1	path 1	5576	path 2	path 3	3744	
	obelisco restaurant		Citi Bank	4008	casa blanca tuxedo - now empty?	1457
	I Brow Bar	1361	(don't know)	1547	Oakland Public Library entrance	2034
	rotisserie	1599	metro PCS	944	Bay area dental specialty group	1309
	Ans jewelry	1697	??	943	Elegant smiles Dental center	1289
	(suit 16)	1362	state farm	889	Peralta service coporation/ an affiliate of the	1319
	Mira Law Group	892	papa jhon	989	subway	
	community check cashing	1180	Dotor del os Optometry	1147	Fruitvale Village management office	
	Powderface (Corner Cafe)		Emil's Burger	1477	Citi bank	
			Market one (corner store)	1578		
			Reem's california (café and baker)	2063		

The Fruitvale Transit Village project shows several key practices that are central to incorporating the principles of environmental justice into transportation planning and design¹⁴⁴:

- The power of a community-based organization in rejecting plans for their neighborhood, negotiating alternatives and finding the community and financial support to back up their proposals.

- It demonstrates the effective use of partnerships to generate funding and other resources necessary to plan and implement a costly and complex project.

- The Unity Council's success in building relationships with a wide range of key players helped overcome the formidable legal, regulatory, and financial hurdles the project initially faced.

- The project illustrates a strong commitment to public involvement by the lead agencies involved. The Unity Council's leadership role in the project helped ensure that the community's own vision was represented.

- Effective partnership: the Unity Council improved the community for its constituents (and increased its income and equity, as well as developing its capacity); BART increased ridership (estimated to be between 300 and 600 new daily riders) and improved safety at a problematic station, and the City increased property taxes, became more effective in delivering services, and reduced crime and other problems in a troubled neighborhood¹⁴⁵.

- Power of leadership

- Perseverance: around 10 years of planning.

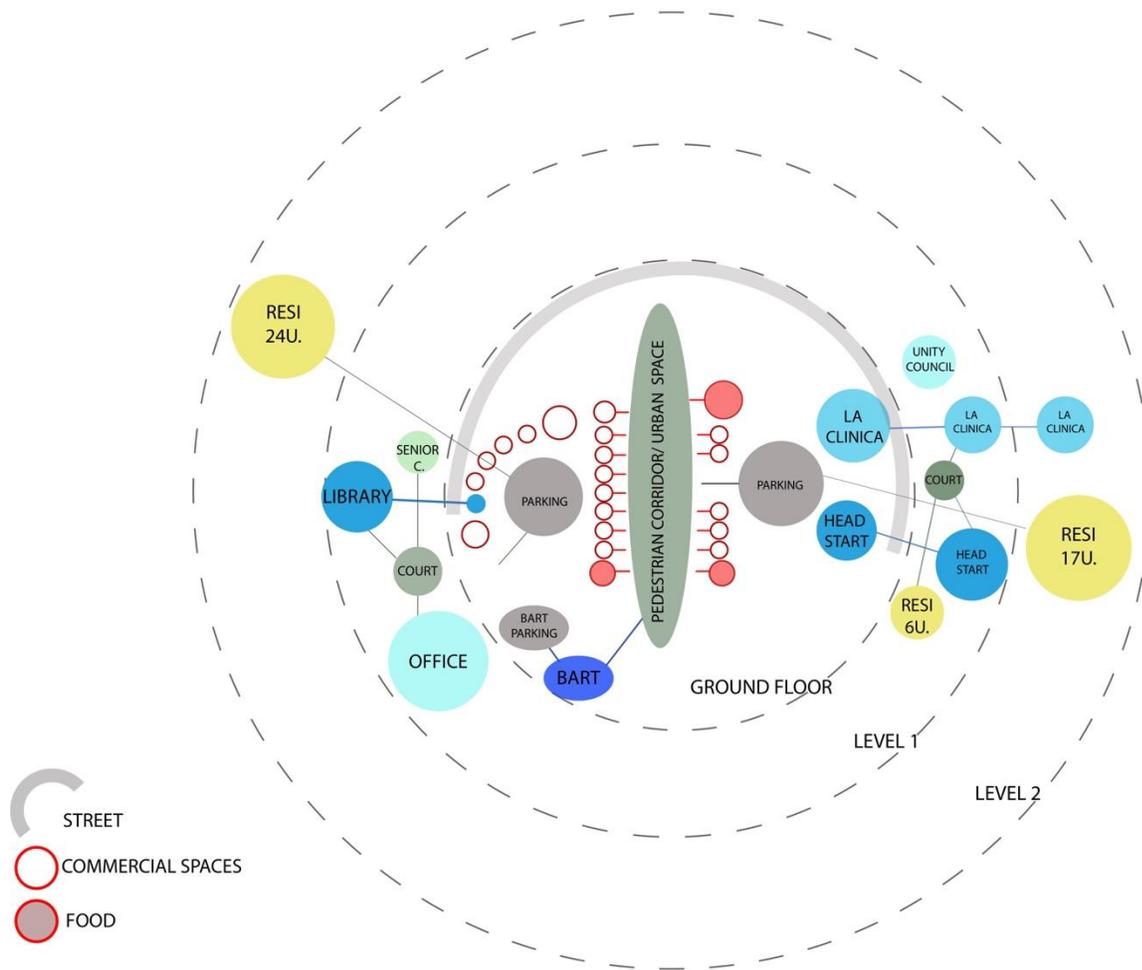
¹⁴⁴ Partnerships, Enhancements, and Public Involvement." n.d.

¹⁴⁵ Shibley, Robert, Emily Axelrod, Jay Farbstein, and Richard Wener. *Reinventing Downtown; 2005 Ruby Bruner Award for Urban Excellence*. Excerpt, Cambridge, MA: Burner Foundation, INC. , 2005.

- Creative financing¹⁴⁶: about 31 sources were used.

Spaces distribution for this project can be found in the diagram below.

Table 6 Diagram of space relationships (source: author)



Mexico Plaza, Los Angeles, California

¹⁴⁶ Find financing sources in appendix

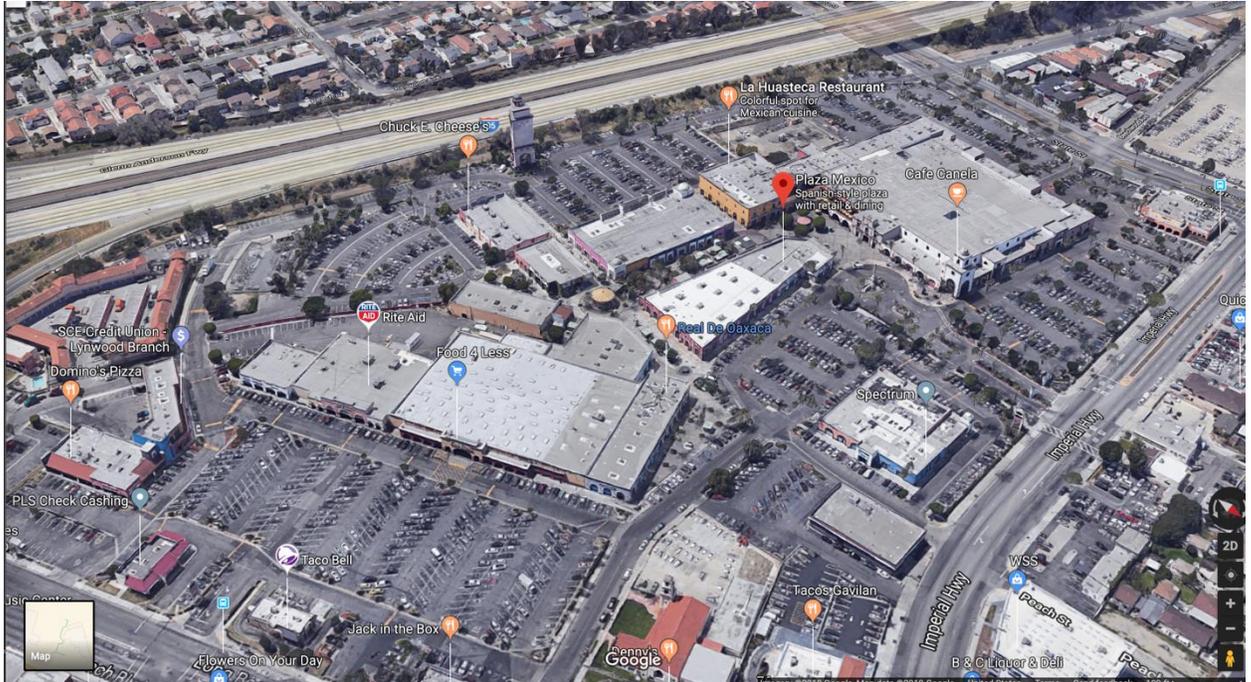


Figure 41 Plaza Mexico, Lynwood (source: google maps)

Located in the city of Lynwood, California, and only 14 miles south of downtown Los Angeles, Plaza Mexico encompasses the area bounded by Imperial Highway, Long Beach Boulevard, State Street and the 105 freeway. It is a 420,000 square feet area of retail, food, dining, and office space blended to create a mix of shopping, dining, and entertainment¹⁴⁷. Surrounded by parking and highways, this is still in some ways a strip mall, but at the same time, the plaza, its open space, its fountains, bright colors, and architectural design, recreates the image of a Mexican Pueblo¹⁴⁸.

¹⁴⁷ Plaza Mexico. About the Plaza. n.d. <https://www.plazamexico.com/about-us> (accessed 5 24, 2019).

¹⁴⁸ Typically, a pueblo's main plaza is a quadrant surrounded by a church, government buildings, markets, and museums. Within the landscaped plaza there are fountains and a "kiosco", which is a raised platform used as a stage. The purpose of the plaza design is to accommodate social gatherings and public entertainment. (from: Plaza Mexico. About the Plaza. n.d. <https://www.plazamexico.com/about-us> (accessed 5 24, 2019).)

According to their website, Plaza Mexico draws inspiration from prominent urban centers such as Guadalajara, Mexico City, Dolores Hidalgo, Oaxaca, Guanajuato, Taxco, and San Miguel de Allende and follows the basic principles of the ancient city of Monte Alban, located approximately 300 miles south of Mexico City.

At first glance, this development may seem like just another themed strip mall. But somehow it is much more than that. Firstly, it has historically been a marketplace for generations. With more development by Korean entrepreneurs (private sector), this aspect was kept but surrounded by a mix of small independent and locally owned shops and a larger chain store. Second, the mall and plaza have emerged as a cultural center as well as a center to feature

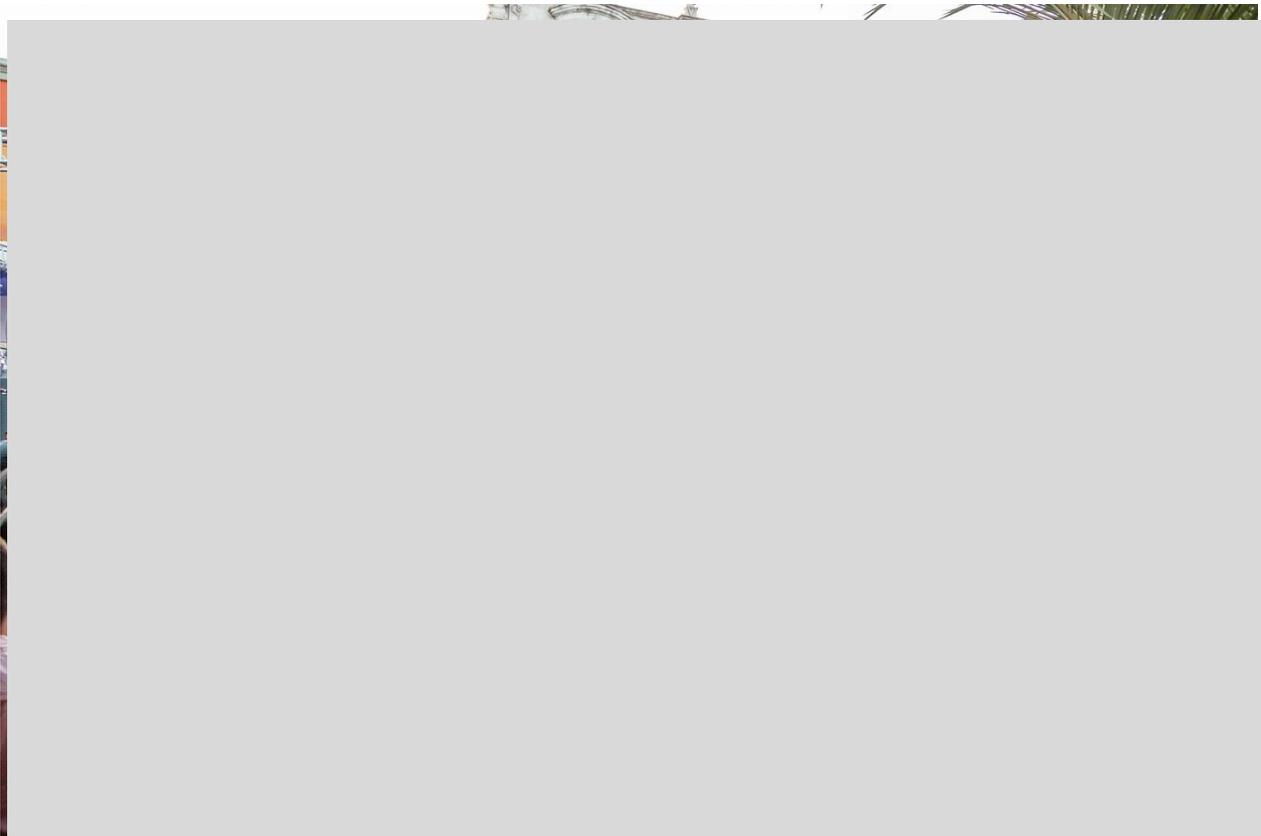


Figure 42 Event in Plaza Mexico (source: plazamexico.com)

Mexican art and dance¹⁴⁹. It has become a hub of Hispanic and Latin-American culture, by holding cultural festivities to celebrate Mexican Flag day, Cinco De Mayo, Festival De La Primavera/ Benito Juarez, Viernes Santo (Good Friday), Santo Nino De Atocha, Dia Del Abuelo, and so on.

What is important in this project is that it attracts a wide audience of locals and adjacent communities to find goods and socialize at the same time, and a place of destination for the larger metropolitan area to celebrate cultural festivals. Regarding cultural tourism, the plaza has become a destination for visitors to Lynwood to see a piece of Mexican culture.

Lessons learned in this case study are:

- Cultural tourism as an economic development strategy.
- The entrepreneurship of a private investor, mixed with embracing cultural events by the mall owners' managers, resulted in a cultural/ ethnic landscape that benefits its ethnic community on every scale. At the same time, it is a tourist destination for visitors and a place to educate and celebrate cultural differences.
- Private and public partnerships can have a leading role in creating such places. The public sector's role is important in creating a safe neighborhood infrastructure that facilitates everyday life. In addition, planners can facilitate the regulations to allow for informal design elements such as public art and street vendors to exist in such locations to further enact the

¹⁴⁹ Loukaitou-Sideris, Anastasia. "Using Cultural Tourism as Competitive Advantage; Attracting Cultural Tourism in Latino Neighborhoods." In *Dialogos; Placemaking In Latino Communities*, by Michael Rios, Leonardo Vazquez, & Lucrezia Miranda, 69-82. New York and Oxon: Routledge, 2012.

landscape¹⁵⁰. The private sector can build upon and celebrate the community's cultural opportunities and benefit from the profits.

Ending Note

Whether with public or private investment, these ethnic landscapes have succeeded in revitalizing their neighborhoods and creating both every day and a cultural destination. According to Location- Siders about places like Plaza Mexico, part of the success of such projects and the key to their long-term viability and stability, is that they are widely used by locals¹⁵¹. Therefore, stakeholders should not only expand their scope to a wider audience, but they must answer to the local needs of the immediate residents.

¹⁵⁰ Loukaitou-Sideris, Anastasia. "Using Cultural Tourism as Competitive Advantage; Attracting Cultural Tourism in Latino Neighborhoods." In *Dialogos; placemaking In Latino Communities*, by Michael Rios, Leonardo Vazquez, & Lucrezia Miranda, 69-82. New York and Oxon: Routledge, 2012.

¹⁵¹ Loukaitou-Sideris, Anastasia. "Using Cultural Tourism as Competitive Advantage; Attracting Cultural Tourism in Latino Neighborhoods." In *Dialogos; placemaking In Latino Communities*, by Michael Rios, Leonardo Vazquez, & Lucrezia Miranda, 69-82. New York and Oxon: Routledge, 2012.

CHAPTER 8: Research Methodology

Different methods have been used to quantify and document the unique qualities and characteristics of the place. One of the important aspects of urban space that is an important factor in this thesis is the impact on culture and ethnicity on placemaking, to understand how cultures can come together and find a common ground of interaction. Lack of serious attention to these issues has often characterized the work of architects and planners, especially in modern suburban America. The contribution of cultures to urban resiliency, particularly in older or neglected neighborhoods suffering from lack of capital and investment is often unrecognized or neglected (Lara, 2018).

We can mention the following qualitative research methods with respect to future investigation in the Langley Park Area:

- Participant observation:

Observing behavior means systematically watching people use their environments in physical settings to generate data about people's activities and the relationships needed to sustain them. Elements in environmental behavior observation are basically the answer to who is? doing what? with whom? In what relationship? In what context? And where? ¹⁵². John Zeisel categorizes the different aspect of this observation in the following table:

¹⁵² Zeisel, Jhon. *Inquiry by Design: Tools for Environmental Behavior Research*. Monterey: Brooks/Cole Publishing Company, 1981. chapter 8

Table 7 Different aspects of observing environmental behavior (source: Zeisel 1981)

Observing environmental behavior	
Qualities of the method	Empathetic Direct Variably intrusive
Observers vantage points	Secret outsider Recognized outsider Marginal participant Full participant
Recording devices	Notation (observation and comment table) Pre-coded checklist Maps Photographs Videotapes and movies
What to observe	Who: actor? Doing what: act with whom: significant others Relationships context Setting

A secret observer-participant observation was done close to the Intersection behind the northeastern shopping mall where the residential buildings meet the wall of the shopping mall was conducted. This section was chosen to be observed since it was at the intersection and transition of the residential and more public areas of the intersection and shopping mall. From this point on the path to the shopping mall is quite clear and from this point on into the residential area. This looked like the transition point. Results of the observation of paths that people take to get to and from the intersection show:

- lack of imageability, identity, and transparency. (Ewing & Handy, 2009 & Lynch 1960)
- Unsafe
- Use carts to transport goods bought from stores. Shopping carts are seen all around the neighborhood and in front of garden apartments.

In a conversation with an older woman walking across University Blvd. she believed that “if you know how to take care of yourself, the intersections are ok to cross”. I am hoping more conversations such as this in interviews will help with gaining more information.

Table 8 Walking tour results and interpretation table (source: author)

Description of the walking tour behind northeast shopping mall	Interpretation
<ul style="list-style-type: none"> • North access to the transit center and shopping mall is through the parking lot. • Again, people pass through the Edward st to parking lot from place with no signage on the street. • This part of the parking lot is only for one furniture store; therefore, the parking lot is mostly empty, and kids are using it to skateboard. • Past the parking lot, there is a set of stairs that are used to access the lower parking lot and from there the shopping mall or transit center. • Security car circles Parking lots. • The residential area adjacent to this area has a big playing area for children. It is gated with only one entrance which was open at first, but from around 7 o'clock it was closed and there was no access to the residential area from this area. There were also no more kids playing in it. • Several openings and walkways into a residential area. • Behind the infrastructure building, a group of men was sitting and talking 	<p>How is this? The parking feels unsafe at night</p> <p>No clear path!</p> <p>Safety issues??</p> <p>Not a porous area. What are the issues? Is it safety?</p> <p>Away from public eye + unsafe feeling for other pedestrians especially a woman. How is a crime in the area?</p>

Description	Interpretation
<ul style="list-style-type: none"> • Wind is blowing • Sound of birds chirping • Sound of children playing is coming from behind me (the other side of the building I am sitting in front of has a low fence/gate which kids are playing within. I believe it is in front of where they live. Around 10 kids. But they stay within the small gated area.) • A girl with a cart comes to form the hill and walks toward the first residential section, casually talking on the phone at the same time as she steers the cart. • In the parking lot in front of me, a man is blasting mellow and calming music from his car. He has his truck up and is selling sneakers from there. He talked Spanish once when I was walking past him. • Three men are talking together where the hill meets Edwards St. • A girl speaking Spanish on headphones comes from University Blvd. • Side of the street adjacent to the gas station does not have sidewalk and cars are parked beside it. Families with kids walking into the residential area walk on side of the street. • Young man and friend walk from the hill to the tree gate with the cart. The man with cart has a built body, looks like he is strong, but has only a few plastic bags and still taking them with a cart. • Cars come every few minutes, not many passes. They come from Edwards st toward University Blvd. mostly. Not many Cars are seen going the other way. • Many single traveling men pass. Mostly wearing hoodies or coats with caps. • Everyone is passing through, no one stops or stands to do anything for me to write about their actions. • Over twenty people are seen coming and going from the or to the residential area that uses the hill as there access. All of them cross the street in this section without any pause for cars. • There is no painting sign on the street for pedestrian crossing. But everyone just passes the street very casually. • The sidewalk in front of me ends at the end of the gates when it reaches a beside the road parking area. Pedestrians do not know what to do at this point. A woman with children is seen trying to navigate her kids around the cars and into the side of the street to continue walking ahead. • Buildings all are brick. Windows are small. can't tell what is behind the windows, living room or bedroom. • The environment around the homes is just grass. No plants or flowers or gardens • Most windows are covered, either with blinds or curtains. A lot of the blinds are crocked. Look like they are not taken care of • All green spaces are grass. Nothing else. No one has added anything. • Cars are parked on either side of the road. • There are many garbage disposal cans scattered beside the shopping mall walls. Beside back access to stores. • The back wall of the shopping center is around 2 stories high with no openings. • Sidewalks seem to be less wide than other places in the city or other residential neighborhoods. 	<p>Carts seem to be very normal in this area, in other sections people bringing their goods from the store with a cart have been seen before. Maybe they don't own cars?</p> <p>Selling shoes this way is probably illegal. But if he is here then people probably do by form him. What is the economic status of the residents behind this?</p> <p>Most residents are Latino</p> <p>again, carts seem to be a thing here</p> <p>This is the edge of the residential area, not many homes are accessed from this section. Therefore, not many Cars go through here. This also affects the number of eyes on this edge and can make it less safe. The clothes are very similar to middle-aged men. Working-class. Cultural?</p> <p>No kind of urban furniture is present for anyone to use. This is just an intersection to get to where you want to go. There are no visual interesting aspects either to create a pause in movement.</p> <p>The same thing happened to me. How to fix this?</p> <p>What is the history behind this?</p> <p>Why don't people show their identity?</p> <p>Do people care for the place? Do they feel committed? What is place attachment here? Do they take care of the area?</p> <p>How is it at night? Does it feel safe?</p> <p>biking? Walking?</p>

Table 9 Participant observation results and interpretation table (source author)

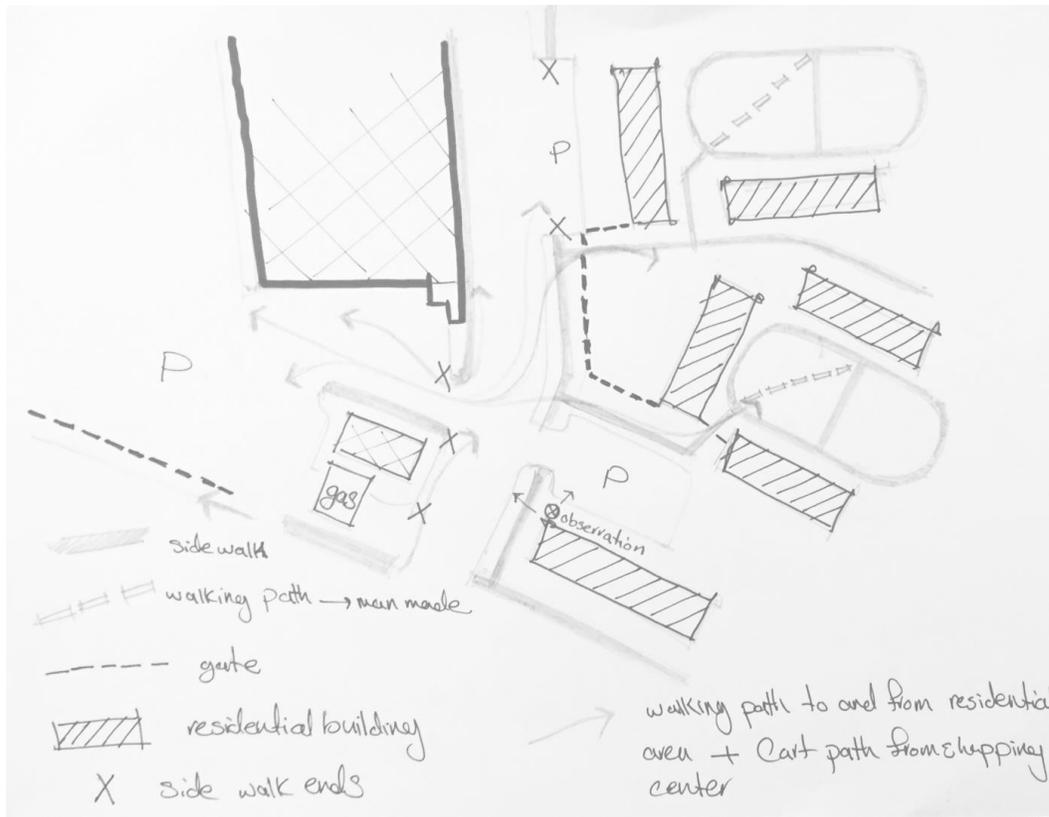


Figure 43 Participant observation location (source: author)

- Interviews and community engagement

Interviewing as in-depth participant observation, lets us learn about places we have not been and could not go and about settings in which we have not lived. In this sense, we can learn about the quality of neighborhoods, what happens in families, how organizations set their goals, about cultures and the values they sponsor, about challenges people confront as they lead their lives. We learn about their relationships and their groups and families¹⁵³. We learn about their homes, places, and spaces they associate certain feelings too. We learn about cultures traditions, histories, identity both individualistically and within their groups. In terms of this thesis, because we are looking for residents' perceptions of place, collective memories, identities and self-

¹⁵³ Weiss, Robert S. Learning from Strangers . New York: The Free Press, 1994.

identification with respect to places, and such qualitative data, semi-structured interviews seem to be the best option.

Drawing from the research of the relationship of place and identity, a preliminary interview protocol can be derived from the table:

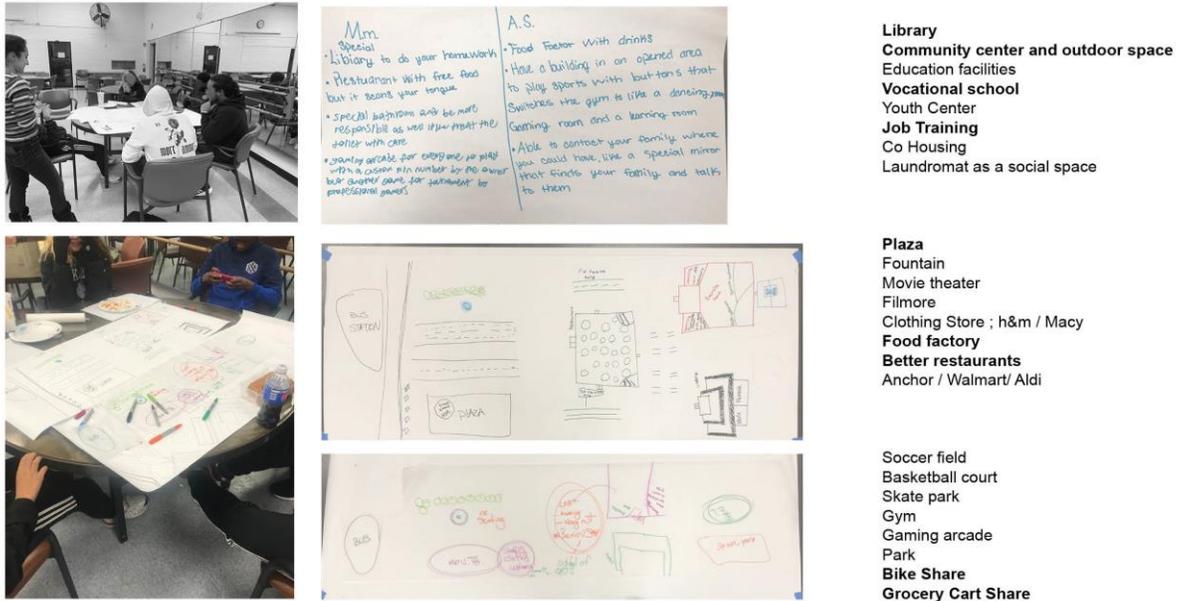
Table 10 Preliminary interview protocol (source: author)

	Question	probe
Distinctiveness	<p>Thoughts on cultural difference</p> <p>Do you think these differences should be expressed in the environment?</p> <p>Would you like to live in a place that reminded you of home?</p> <p>Different traditions and customs</p> <p>Lifestyle?</p> <p>Describe your current home</p> <p>Relationship with neighbors?</p> <p>Are you part of a group?</p> <p>What do you do in free time?</p> <p>Tell me about Langley park</p> <p>What makes it different?</p>	<p>Where do you go that is close by to spend time with a friend? Where in the neighborhood do people hang out?</p> <p>What are the specific lifestyles in a different culture?</p> <p>What kinds of group activities and identities are in place?</p> <p>If you had to describe Langley park with 3 words what would they be?</p>
Continuity	<p>What do you know about the history of your country and us?</p> <p>Have you been to your country of origin?</p> <p>What do you remember?</p> <p>What were your favorite places?</p> <p>What are the differences in terms of place between the two countries?</p> <p>What reminds you of there?</p> <p>Do you think it is important to pass on cultural values to the next generation?</p> <p>Where are the places of gathering here?</p> <p>Where do people meet?</p> <p>Where do kids play?</p>	<p>This section may be showing a map and talking about important and memorable places can be helpful.</p> <p>Maybe conducting the interview while walking through the neighborhood can be helpful.</p> <p>Where are the places with collective memories?</p> <p>Where do people meet? How do they use the open spaces?</p>
Self- esteem	<p>Do you feel connection and attachment to your community here?</p> <p>What brings people together? What events?</p> <p>What do you like best here?</p>	<p>Can you loan money from each other? Do people help in finding jobs for each other?</p>

	<p>How would you describe Langley park?</p> <p>Do you feel like you should take care of the shared spaces?</p> <p>Is there anything in the neighborhood you would like to move away from?</p> <p>Would you continue to live here?</p>	<p>Are there people here you would tell important things to?</p> <p>Suppose you needed to borrow something, where would you go?</p>
Self- efficacy	<p>Did you know anyone before you moved here?</p> <p>How are the neighbor's relationships?</p> <p>Do you have close friends here?</p> <p>Do you feel safe?</p> <p>Do you have access to your daily needs?</p> <p>How is transportation? Do you use public transportation?</p> <p>Are your social services met here?</p> <p>What is it about the carts?</p>	<p>What are the social services needed? What do you have and benefit from and what are you missing?</p>
	<p>Is there anything else I should know about Langley park?</p> <p>Are there any questions you think I should ask as I move forward? Is there anything you think I should pay attention to?</p> <p>Is there anything you would like to ask me about this project and interview?</p> <p>Would you be interested in seeing the results of this project?</p>	

Interviews were done with residents, an attorney who works for the community, a University of Maryland Ph.D. planning student, a University of Maryland student from El Salvador, and a program manager from the Neighborhood Design Center active in the community. In addition, a community meeting was attended and a focus group with teenagers was conducted in the Langley Park Community Center. Results show that the community is very active. The community center is home to Senior Activities throughout the day and Teenager activities in the afternoon. Residents show interest in living near their own culture due to language and cultural acceptance. Many advocacy groups are working with the residents to raise

awareness and help with legal issues. Today, much of the work done in this area is focused on raising awareness for participation in the 2020 census.



Community Interviews & Engagement with the Youth

Figure 44 Teenager focus group at the Langley Park Community Center and results (Source: Author)

A list of needed spaces and places was extracted from these interviews and the focus group (see figure 43).

- Soundscapes:

Soundscape methodology can reveal the social and economic dynamics of a place.

Pioneered by composer and environmentalist R. Murry Schafer in the 1960s, this tool has been a way into the historical identity of place and a tool to target and understand unwanted and unhealthy sounds, today can be used as a tool for planners. Valuable data such as languages spoken, conversations, street activities, environmental sounds, street rhythms, the existence of street vendors, types of commercial activity, volume wars, and so on are what can be found in

these recordings. Projects such as MIT's Community Innovators Lab (CoLab) are asking people around the world to send in 2-minute recordings or audio portraits of their neighborhoods.¹⁵⁴

A short soundscape recording walk was done to assess the walkability to the new Takoma-Langley Transit center for the immediate residents and users of the area. The soundscape was a walk from one of the residential courtyards to the transit center. From the nearest courtyard, this is about a seven-minute walk. The aim was to experience the soundscape of a resident as they walk to the main intersection of the area and its different uses, either the transit center of the shopping mall etc. The result is from the edge of the residential area to close to the intersection. The walk was done at a busy time in the afternoon of a weekday. What was very interesting was the difference in the sounds and how they change so quickly between the residential and street/shopping areas. It goes from calm to noisy very fast. Starting with the singing of the birds and the sound of children, an ice cream truck with its specific sound, and ending with traffic and cars. Another interesting aspect was the sound of music in the residential area. For example, car blasting music, but surprisingly calming music. Maybe this can be traced to the Latino culture. In addition, most of the voices heard in the area are of people speaking Spanish, in a sense of walking through a different country. Another interesting point was the sound transitions between different functions and districts of the urban area. The sound experience is a factor that should be considered in urban design, pedestrian access and in this case, the walkability to and from different places. As a designer, I would have looked at the shopping mall edge as a negative edge to the residential area. Although design-wise it is, but with this walkthrough sound experience, it seems that this negative edge, has one good quality, and that is contributing to the calmness of the

¹⁵⁴ Poon, Linda. What a City's 'Soundscape' Reveals About Its Character. 9 17, 2015. <https://www.citylab.com/life/2015/09/what-a-citys-soundscape-reveals-about-its-character/405733/> (accessed 5 22, 2019).

residential area, almost giving it privacy and creating a barrier to the public shopping mall and intersection. The intersection of University Blvd. and New Hampshire Ave. is a very big and confusing intersection. What is now apparent from the soundscape is how much sound elevates this confusion. The different pedestrian lights, wide crossing sections and the mixed-up cityscape of the shopping centers and parking lots on all four corners all create visual confusion for the pedestrian user elevated by the loud sounds from every direction. Maybe such intersections not only need a design for handling this visual and usage confusion but also barriers to create calm environments for pedestrians from traffic and noise.

Catcalls from the men standing beside the intersection, in search of daily work is a reoccurring event. This can be considered a cultural dynamic to what are the norms of the street interactions of this culture. Catcalling although a typical and everyday event in many countries and cultures, in the host society of the united states is not typical or welcome and can be a basis for cultural conflict.

The aim of this exercise was to understand the environment of Langley Park and the influence of different streets and spaces on the residents. We can conclude that in future design, we will need an extra set back and design buffers from University Blv. and the Purple line, places for day labor workers must be places not just for less cultural conflict but for them to have a better designated and dignifies space to wait for work.

CHAPTER 9: Design

Langley Park is the intersection of immigration, real estate, and design. To bring together our research, we must ask the question of how we can translate concepts of integration and diversity into design. Here we must look at the principles of place and identity, distinctiveness, continuity, self-esteem, and self-efficacy. Places can be distinct and find continuity to historic and cultural backgrounds. Such places as we saw in our research are places where immigrants and communities are “free to be”. We can find these places in different scales. The scale of the home and community gardens. At the scale of cosmopolitan canopies, such as in food markets and public plazas. Self-efficacy and self-esteem can be found in places that provide pride, income, and support. Therefore, we must provide job markets, business incubators, affordable housing, community buildings, education spaces, and spaces for social Services.

Drawing for the research done in previous chapters our design objectives are as follows:

- Design a Sustainable and Walkable Community
- Where People and Live, Work and Play
- Mixed-Income/ Multicultural
- Create Connections Across the Neighborhoods
- Create Places Where People are “Free to Be”
- Take Advantage of Transit
- Best Management of Natural Resources

After listing the community needed services dissected from the interviews and looking at the area from a regional standpoint of services such as libraries and schools provided, the first step of design was diagramming links between the green infrastructure present to the north and south of the site. This green would move through the site, connect to CASA and from there move

to the north toward the Langley McCormick Elementary School. This thesis recommends the existing community center beside the school be relocated and the building added as extra needed space to the school. The second important points were to focus on mixed-use development toward the two purple line stations and transition to housing in between. create a line of green connection to link the transit center and the CASA mansion.

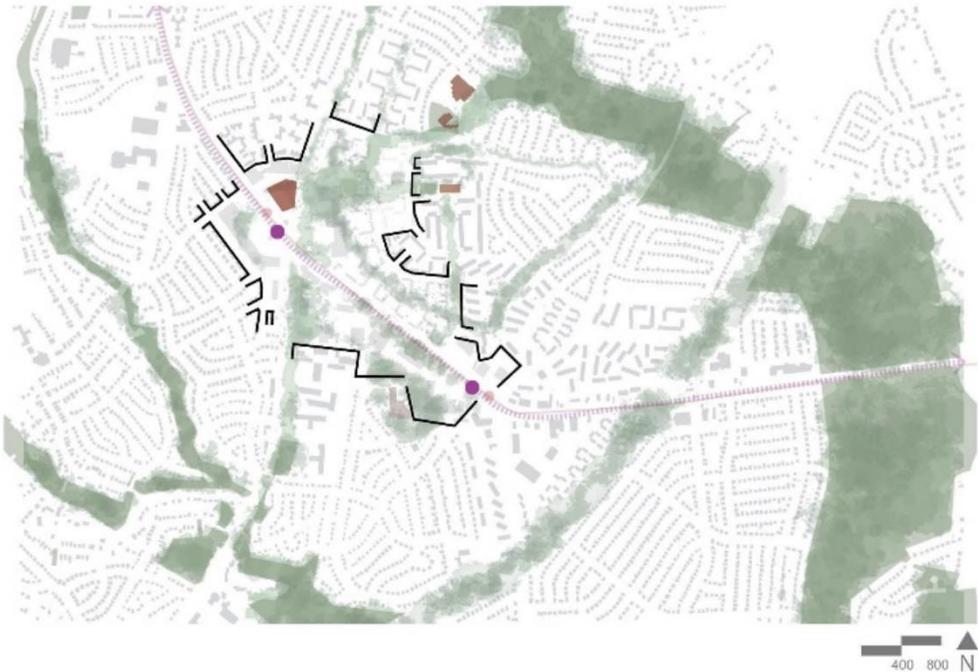


Figure 45 Green Connections (Source: Author)

The library and community center were placed in the center of this green, as a transition from the commercial area around the transit centers into the residential focused area. Creating street hierarchy and breaking the large parcels into smaller blocks was a key component to organizing



Figure 46 Synthesis (Source: Author)

the large scales of open space. By placing the uses extracted from the research and community engagement phase, amenities were placed, and urban spaces designed.

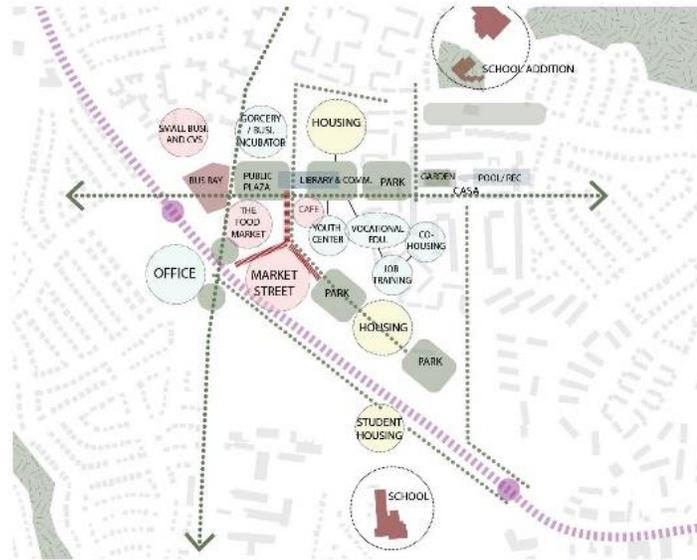


Figure 48 Placing Services (Source: Author)

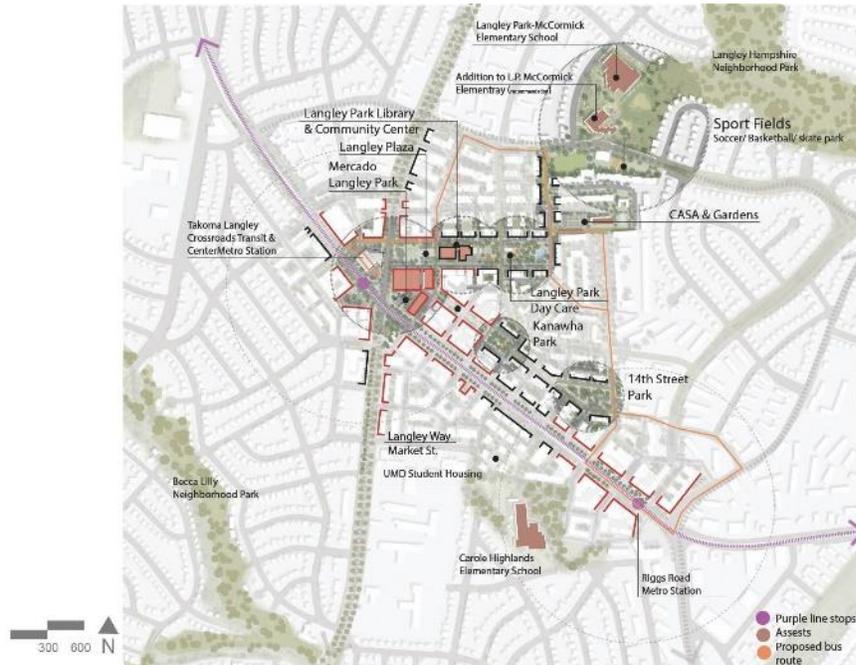


Figure 47 Places diagram (Source: Author)



Figure 49 View from South-West (Source: Author)

Places

First, we look at the intersection of University Blv. and New Hampshire avenue which houses Mercado Langley Park and its public plaza as our first cosmopolitan Canopy. Adjacent



Figure 5

Figure 50 Mercado Langley Park (Source: Author)

buildings are two-story retail, restaurants, and bars. Toward the end of the plaza, a large pine tree is located as an ending element. Further on, the service street of the food market doubles as an art walk with street art covering the brick walls.

Next, we have the public plaza and green open space as places of freedom and open spaces that can house festivals, farmer's markets, concerts, an ice rink (teenager focus group outcome), etc. There are also designated places for street food and food trucks by the edge adjacent to Mercado Langley park.



Figure 52 The Green Plaza (Source: Author)

In the middle of the liner plaza and park, we find the library and community center. The library's first floor has the children's section, bookstore, and a small amphitheater. The second floor is used as the Head Start education center for teaching after school classes and language classes for adults. This floor is connected via bridge to the second floor of the community center.

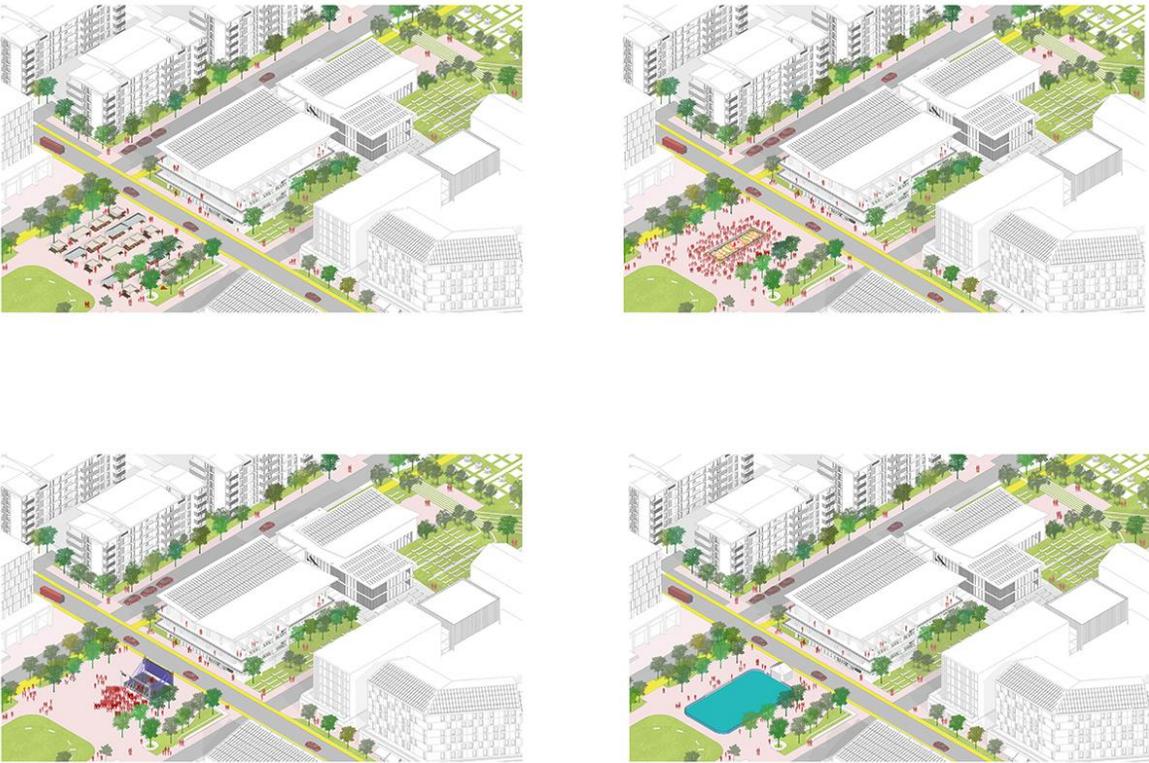


Figure 53 Library and plaza events (Source: Author)

On the third floor, we have an open study area for students that can function as a senior activity center with a large multi-function room.

The community center spaces consist of activity rooms, a community kitchen and a multi-function room that extends to the outside and into the community gardens. The community gardens are not just places where people and elders can come together, but with a large amount of Square Foot Gardening, they can produce income for the community and its residents by selling

the produce in Mercado Langley Park and to the local restaurants. Steps and a platform are provided for outdoor film screenings, performances, and festivals.



Figure 54 Rendering of Library (Source: Author)



Figure 55 Rendering of Community Center and Gardens (Source: Author)

To the south of the Library and Community center, we have a bakery and café, the Langley Park health center and Dentistry, The Langley Park Art Gallery, a gym and dance studio which has relocated the boys and girls club of the community to its top floor. The vocational school is also located beside the gym. The vocational school consists of job training workshops, job finding services and landscaping workshops within its courtyard. The south side of the courtyard is aimed to function as a location for workers to wait for day jobs and above it is co-housing targeted to the population of male immigrants that are in the united states alone without their families for work. These services can be aimed at legal and illegal immigrants.



Figure 56 Ground floor plans (Source: Author)

Extending to the east of the community gardens, The Langley Park Day Care is located at the edge of the last section of the linear green space.

Langley Way Market Street is designed to have an extra 15-foot setback for local shops to have spaces on the sidewalk for seating or merchandise. This is where local and ethnic shops will have the opportunity to show their identity and shape the space as they wish. Some of these spaces are covered by loggias for further distinction. Housing is placed above these buildings with a 10 ft set back. The market street ends with a small neighborhood block that shifts to the scale of walk-up apartments and townhouses. Moving forward along the street we reach a denser residential area and end with the 14th Street Park.

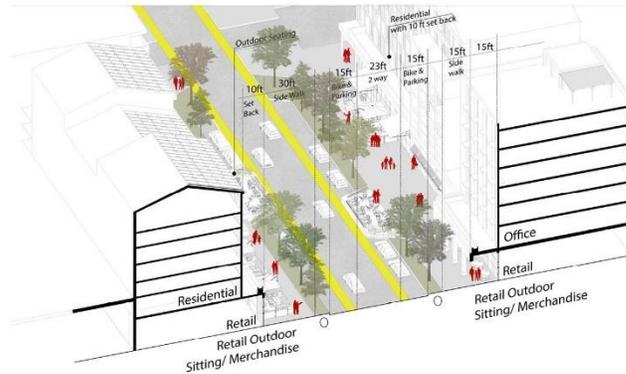


Figure 58 Langley Way street section (Source: Author)

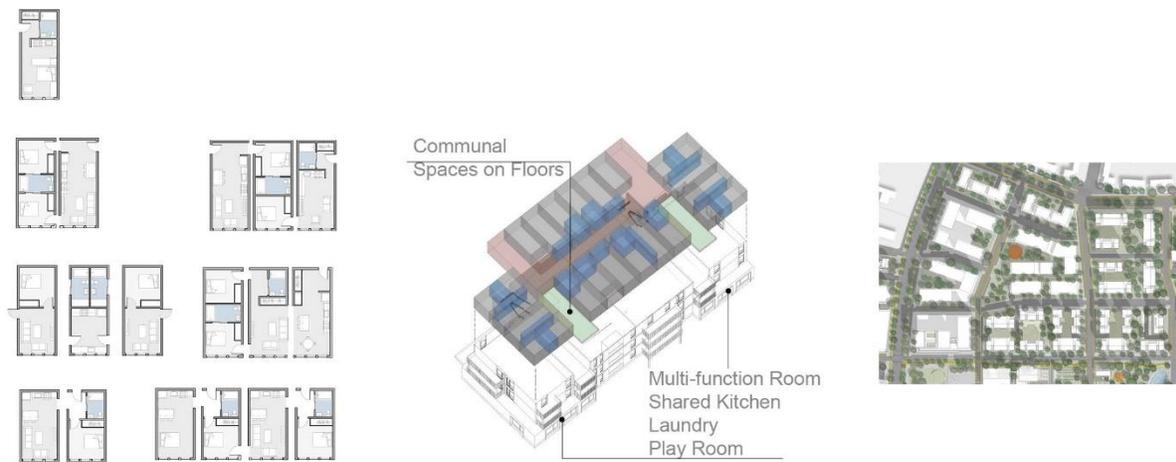


Figure 57 Rendering of Langley Way (Source: Author)

Housing

Housing was briefly looked at as a concept for future development. With the aim of bringing down construction and mechanical costs, the main idea is to create a modular system that can be added and subtracted as needed. Units range from studios to three and four bedrooms. Modules are designed to be 12'6 x 28' or 12'6x 24' as a minimum. To provide larger and more market-rate units, modules can simply be added for larger square footage. Modules can be taken out to provide communal spaces on each floor. On the Ground floor, we can provide laundry rooms, multi-function rooms, and a communal kitchen. Parking will be located behind and in-between buildings with open green community spaces above them.

An additional typology of two units with a shared kitchen is considered for families that may live with their extended family, in order to bring down rent prices.



Housing 700 Housing Units Existing → 4000 Created to The North of the Purple Line

Figure 59 Housing concepts (Source: Author)

Phasing

Phasing is programmed in such a way to first take out the larger parcel commercial strip malls and replace them with mixed-used blocks. Housing parcels are demolished in such a way as

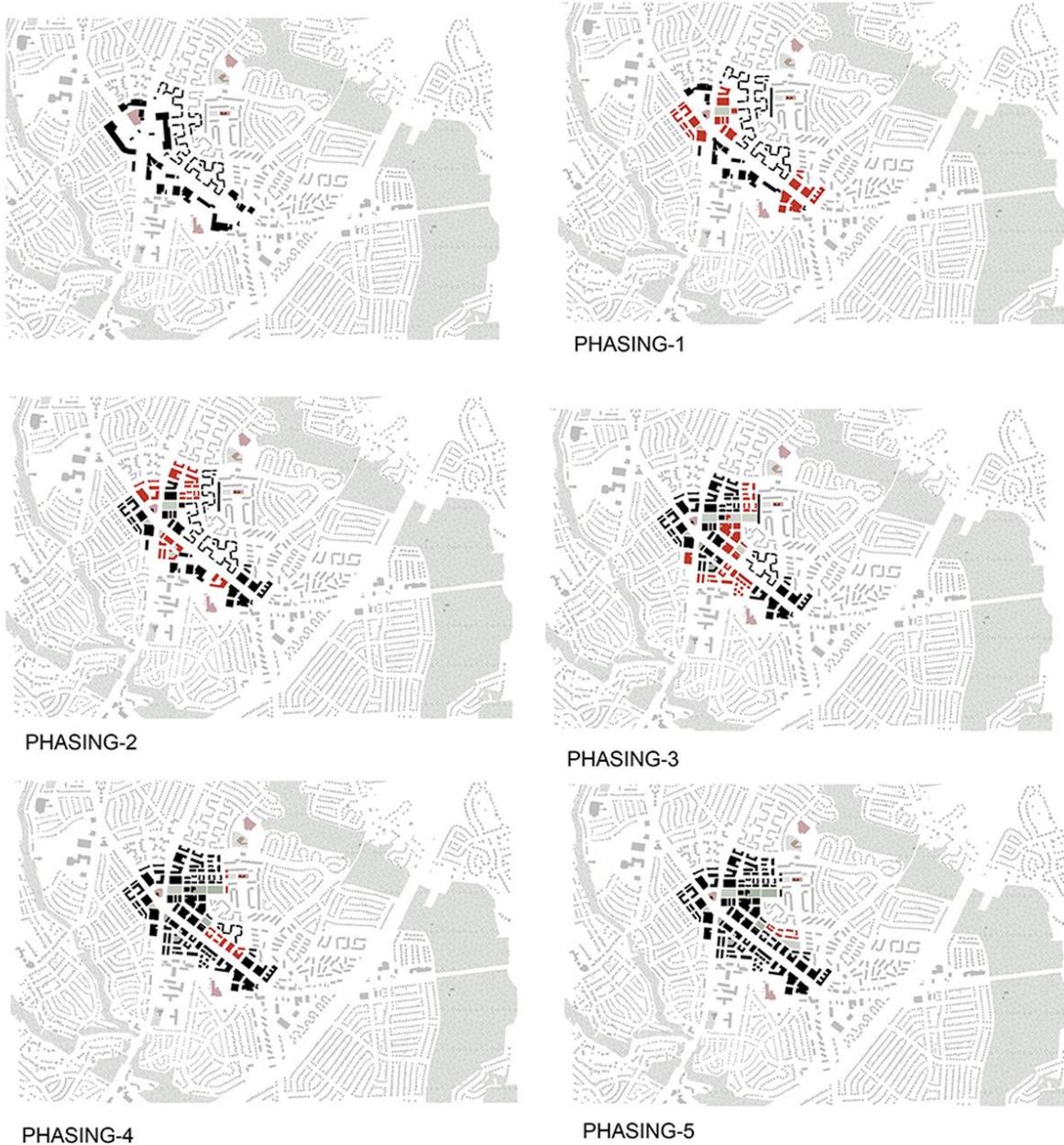


Figure 60 Phasing (Source: Author)

to first relocate the residents into built housing and replaced the demolished parcels with new development.

In total, the focused area to the north of University Blv. was home to approximately 700 housing units, with new development we have created enough square footage to create approximately 3900-4000 new units. Therefore, by only requiring 20% of the newly developed housing to be affordable, we can replace the existing residents. By further developing the parcels south of University Blv. and later other garden apartments adjacent to our development we can add to the stock of affordable and market-rate housing.

In total, about 78 acres of housing and 21 acres of commercial space are provided in the focus area to the north of University Blv.

Additional Aspects

CASA Maryland

The Area in front of the CASA Maryland mansion is known to the community as a dangerous place due to the extra street running in the middle of the open area in between the parking lots. This thesis proposes to repair this area by converting it into a neighborhood park.

Repair



University Blv. Additions

This thesis proposes the following changes to the University Blv. street section:

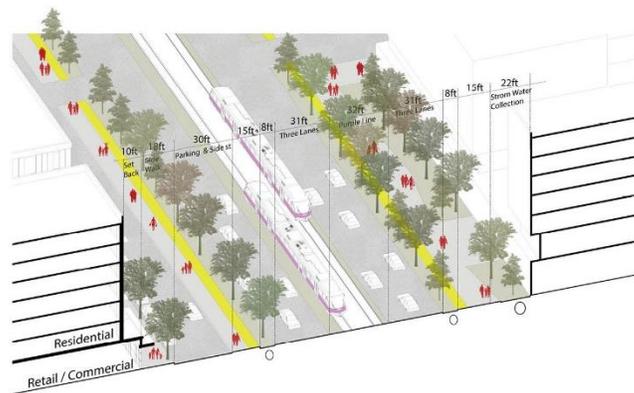


Figure 61 University Blv. street section proposal (Source: Author)

Other additions consist of a large parking lot with ground floor street edge commercial and retail spaces behind the Langley Takoma Transit Center and University of Maryland Student housing to the south of University Blv.



Additions

Figure 62 Takoma Langley Parking and University of Maryland Student Housing (Source: Author)

Conclusion

In conclusion, this thesis aimed to look at Langley park in 3 different scales.

Master Plan



Urban Placemaking



Neighborhood



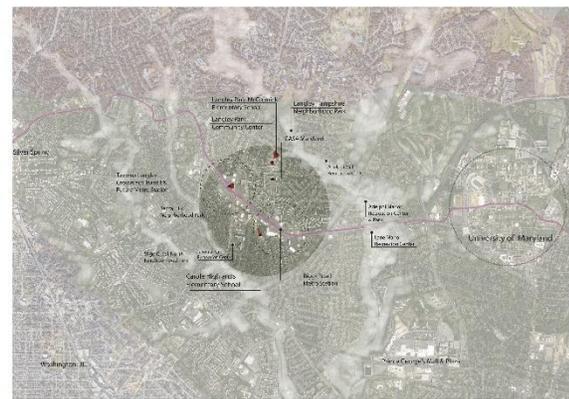
We strongly believe that the future of our communities is highly diverse and integrated. We must design these communities to be welcoming to all and provide everyone with the freedom to express their identities while at the same time creating a fair and organized environment. Communities that offer this welcome mat to immigrants will be the ones that benefit the most from this diversity.

Boards

CONNECTING CROSSROAD

Sara G. Samar | Professor Matthew Bell

Site Analysis



DESIGNING THE FUTURE OF LANGLEY PARK

Master Planning

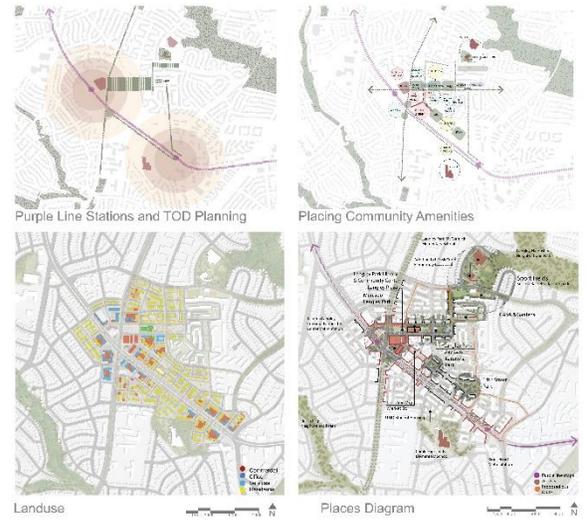


Figure 63 Boards one and two (Source: Author)



University Blv. & New Hampshire Intersection

Mercado Langley Park



& Food Truck Locations

Langley Park Library and Plaza



New Hampshire Blv. Street Edge



Mercado Langley Park Interior & Exterior



Two Story Restaurants and Bars



Langley Park Library & Langley Way Market st.



SOUTH WEST VIEW



1/32 SCALE PLAN



Langley Way Market St



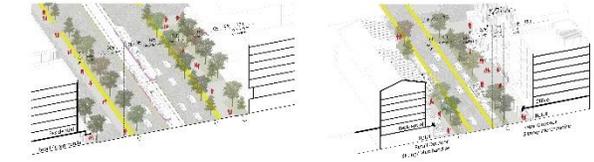
Kanawha Park



14th St Park



Figure 64 Boards three and four (Source: Author)



Langley Park Community Center Gardens



Langley Park Library Interior

Community Center and Gardens Beyond



The Green



The Art Walk



Langley Way



Langley Way



Langley Way



The Plaza



Community Center & Gardens



Mercado Langley Park Plaza

Figure 65 Boards five and six (Source: Author)

Appendix

1- Ernesto Castañeda' s book “a place called home”:

SAX.1	NYC Latino	Paris North African	Barcelona Moroccan
Feel better off post-migration	90.5	31.3	29.6
Have experienced racial discrimination	14.5	46.2	76
Feel part of a community	68.7	19.2	46.2
Visit place or origin	56.2	88.9	27
Wish to return place of origin	48	60	7.38

Category	1st	1.5th	2nd	3rd
Feel better off post-migration	90.5	91.4	94	90
Have experienced racial discrimination	14.5	12	7.2	14.3
Feel part of a community	68.7	73.9	61.3	76.9
Visit place or origin	56.2	72.2	64.1	50
Wish to return place of origin	48	39.6	36.8	20

Indicators	New York City	Paris	Barcelona
Urban population	8.5 million	2.2 million	1.6 million
% population foreign-born	37%	20%	18%
Integration model	Laissez-faire	Assimilationist	Multicultural
Religious tolerance (vs secularism)	High	Low	Medium
Openness to identity-based groups	High	Low	High
Public practice of minority cultures and faiths	Welcome	Unwelcome	Tolerated

2- Financing sources for the Fruitvale village can be found in the tables below:

SOURCES OF FUNDS 07/31/04		SOURCES OF FUNDS 07/31/04		SOURCES OF FUNDS 07/31/04	
EQUITY		INTEREST/MISCELLANEOUS		SOFT COST	
FEMA	1,045,304	Interest/Other	643,707	Acquisition Cost	1,764
Ford Foundation	122,000	Additional Bond Funds Interest/Misc.	176,661	Architecture and Engineering	2,819,787
R&R Goldman Fund	300,000	Total Interest/Miscellaneous	\$820,368	Permits, Fees & Taxes	773,218
Levi-Strauss	226,881			Development Staff/Operating	2,840,686
E&W Haas Jr. Fund	400,000	DEBT		Utility Hookups	600,000
PG&E	50,000	Unity Council FTV/Perm Loan	885,473	Environmental Remediation	188,680
Neighborhood Reinvestment Corp.	100,000	Unity Council Bridge Loan	911,830	Legal, Insurance & Other	744,031
NCLR	25,000	NCBDC	750,000	Contingency	630,144
Land Proceeds	517,025	City Section 108	3,300,000	Bike Facility Soft Cost	262,968
Total Equity	\$2,786,210	Citibank Subordinate	1,400,000	Total Soft Costs	\$8,861,278
		City Housing Loan	750,000		
CITY OF OAKLAND		501 (C) 3 Bonds	19,800,000	INTEREST AND FEES	
City EDI	3,300,000	Total Debt	\$27,797,303	Construction Interest	2,671,049
EDA Grant	1,380,000	TOTAL SOURCES OF FUNDS	\$53,856,873	City Section 108	150,000
Measure K Bonds (Prepaid lease)	2,540,000			NCBDC	76,285
City Library (\$4.5 million prepaid lease)	4,900,000	USES OF FUNDS		Unity Council	172,868
CDBG/Other	77,339	Predevelopment		Bond Issuance Cost	790,490
EPA Grant	99,998	Staff & Overhead	645,985	Reserves and Lease-up	323,600
City-BTA Bike Station	400,000	Contract Services	389,286	Total Interest and Fees	\$4,184,292
Tax Increment Allocation (B) (LISC)	4,000,000	Total Predevelopment	\$1,035,271		
Total City of Oakland	\$16,697,337			BRIDGE LOANS	
		Hard Construction Cost		Unity Council Bridge Loan	911,830
DOT/BART		Off-Site	1,291,931	NCBDC	750,000
MTC	47,121	Building Structure	27,793,806	Total Bridge Loans	\$1,661,830
FTA Child Development Center	2,300,000	General Contractor Fees	1,095,138		
FTA Pedestrian Paseo	780,000	Construction Contingency	1,679,789	TOTAL USES OF FUNDS	\$51,914,135
FTA-CMA Bike Facility	400,000	Bond Requirements	144,935	SURPLUS (DEFICIT)	\$1,942,738
FTA-Pedestrian Plaza	2,228,534	Tenant Improvements	2,341,680		
Dot/Bart	\$5,755,655	Plaza Improvements	1,800,000		
		Public Art	24,185		
		Total Hard Construction Costs	\$36,171,464		

3- Operating Budget of Fruitvale Village

“The operating budget is almost as complex as capital financing. Given that FDC and the Unity Council are separate legal entities, they are reported individually. The FDC, which owns and operates Fruitvale Village and three other properties, has about \$3 million in annual revenue. While its total expenses are about \$4.5 million, much of the difference is accounted for by depreciation, so that the net bottom line cash operating loss is relatively small (around \$30,000 for the Village and a similar figure for the other properties). FDC also shows net assets of over \$32 million. Since the operating loss is essentially an accounting artifact, it appears that the projects are viable at the current level of occupancy and interest rates. The Unity Council has an annual operating budget of over \$10 million (plus an additional \$1.5 million for two of its properties) and

appears to operate with a small net asset surplus. The Council pays about \$300,000 per year in rent to FDC for its office space “ 155.

¹⁵⁵ (Shibley, Axelrod, Farbstein, & Wener, 2005)

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