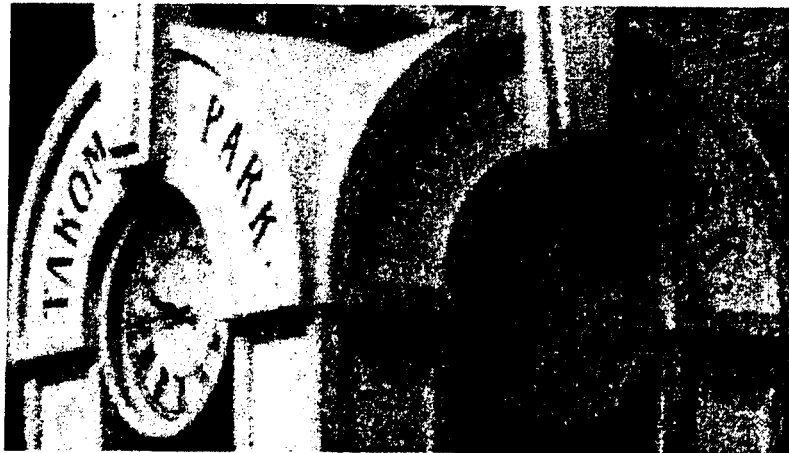


Plan Recommendations



INTRODUCTION TO PLAN RECOMMENDATIONS

The next four sections address the four major themes of this Master Plan and contain the recommendations related to those themes. The major emphasis of this Master Plan is to support stable residential neighborhoods and to assure linkages to commercial centers and public facilities. Neighborhoods in Takoma Park benefit from a range of characteristics that create a special quality.

Old Takoma Park contains the grid streets, historic houses, and mature trees that new neo-traditional communities seek to emulate. Areas north and west of Takoma Junction exhibit more curved streets, high-rise and garden apartment areas mixed with single-family neighborhoods, a rolling topography, access to stream valley parks, and many trees. The areas along New Hampshire Avenue were annexed from Prince George's County and were unified with Montgomery County. These areas have a mix of grid and curved streets, with predominately small, single-family houses.

Most parts of Takoma Park are relatively close to commercial centers and a range of community facilities. The nearby commercial centers provide for some of the day-to-day shopping needs, which can often be accessed by walking or bicycle. Sligo Creek and Long Branch Parks create a framework of stream and forest that helps define the area, creates a high quality environment, and provides a valuable recreation resource. Other special features of Takoma Park include two colleges, an extensive, mature urban forest, a variety of interesting housing types, and a diversity of the area population.
















The major challenges of this Plan are to support the continued health of these neighborhoods, to assure that commercial centers continue to meet community needs, to provide adequate community facilities and parks, and to improve the linkages between neighborhoods and the various centers and facilities. The following four sections address the visions for each of the major themes of this Master Plan. The sections and visions are:

- **Community Preservation, Stability, and Character:** Preserve existing residential character, encourage neighborhood reinvestment, and enhance the quality of life throughout Takoma Park.
- **Commercial and Institutional Centers:** Improve commercial centers to better serve the needs of local and area residents and people passing through the area.
- **Community Facilities, Parks, and Environmental Resources:** Support the facilities and parks and protect the environmental resources that contribute to community identity and provide valuable services and programs.
- **Neighborhood Friendly Circulation:** Accommodate local and regional traffic, while providing safe, pleasant, and convenient pedestrian access to places people want to go.

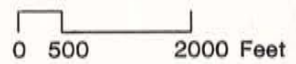
An overview of existing land use is shown on Map 4. Details of existing land use is shown in Appendix A on Maps 27 to 35, Land Use Areas A to I. An overview of proposed zoning is shown on Map 5. Details of existing and recommended zoning is shown in Appendix B on Maps 36 to 53, Zoning Areas A to I. The Takoma Park area was divided into nine quadrants so that maps would be large enough to identify the land use and zoning for individual parcels. Appendices A and B are incorporated by reference in the Master Plan.

TAKOMA PARK LAND USE

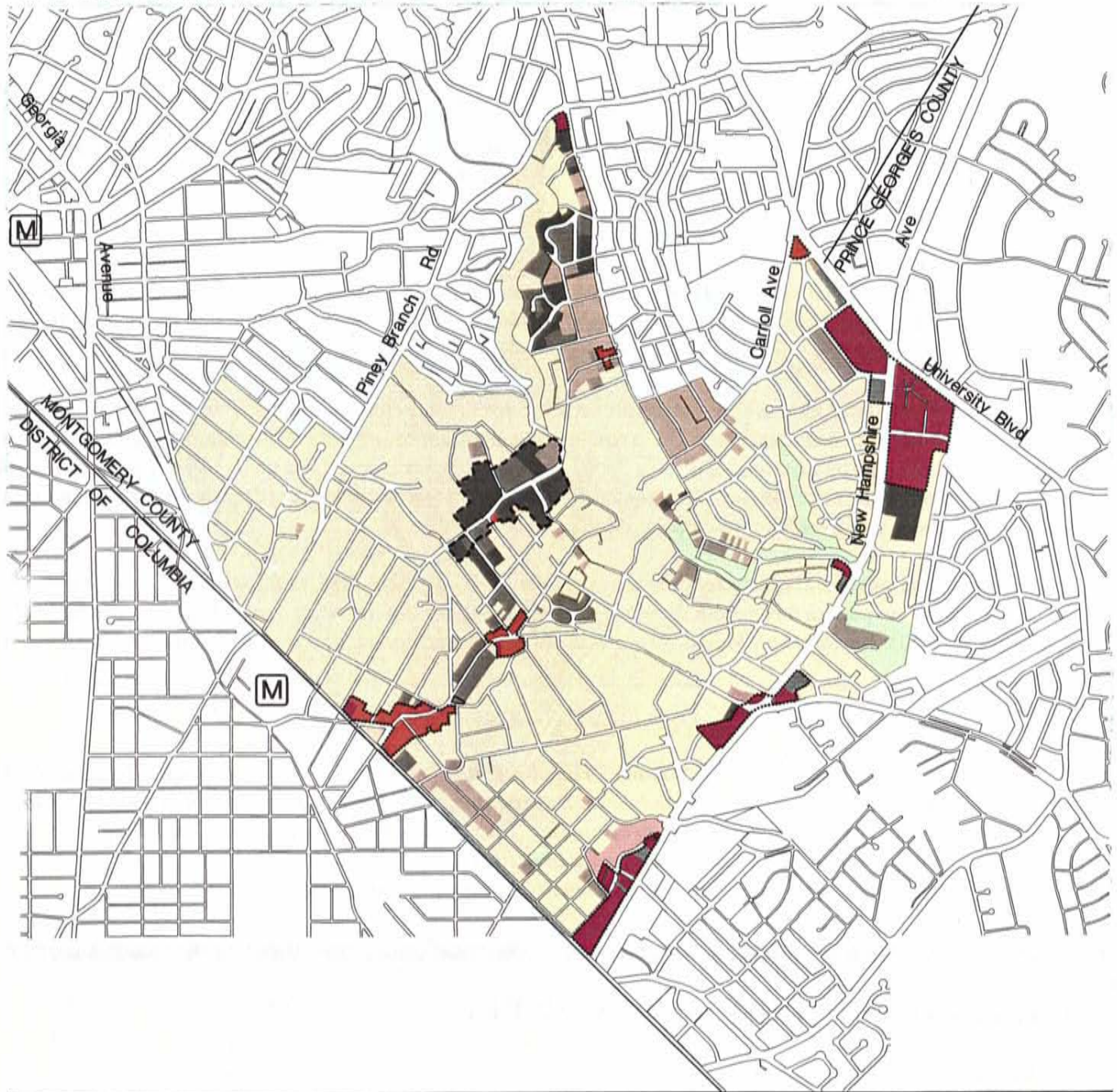


- | | |
|--|--|
|  Single Family Detached Residential |  Cultural and Institutional |
|  Townhouses |  Unpaved Right of Way |
|  Single Family Conversion |  Parks |
|  Garden Apartments |  Vacant |
|  Elevator Apartments |  Parking |
|  Retail |  Motel |
|  Office |  Metro Station |
|  Industrial and Warehouse | |

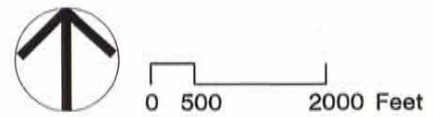
See Detailed Maps in Appendix A



TAKOMA PARK ZONING



- | | | | |
|-----------------|--|-----------------------------------|---------------------------------|
| ----- | Neighborhood Retail Overlay Zone | RE-2 - Residential Estate, 2 Acre | See Detailed Maps in Appendix B |
| | Commercial Revitalization Overlay Zone | RT-8 - Townhouses | |
| ■ (Red) | C-1 - Local Commercial | RT-12.5 - Townhouses | |
| ■ (Dark Red) | C-2 - General Commercial | O-M - Office Building Moderate | |
| ■ (Black) | R-10 - Multi-Family High Density Residential | ■ (M in square) | Metro Station |
| ■ (Dark Grey) | R-20 - Multi-Family Medium Density Residential | | |
| ■ (Medium Grey) | R-30 - Multi-Family Low Density Residential | | |
| ■ (Light Brown) | R-40 - One Family Semi-Detached | | |
| ■ (Yellow) | R-60 - Single Family Residential | | |



COMMUNITY PRESERVATION, STABILITY, AND CHARACTER

The Takoma Park Master Plan seeks to preserve existing residential character, encourage neighborhood reinvestment, and enhance the quality of life throughout Takoma Park.

INTRODUCTION TO THE THEME

Like many Urban Ring communities, Takoma Park is almost totally built-out, with an established character and density of development and little vacant land. The focus of this Master Plan is on preserving and enhancing the existing neighborhoods to ensure a good quality of life for area citizens and businesses.

The intent of the Master Plan is to preserve the existing residential character and to reinforce the many desirable features of Takoma Park neighborhoods. These neighborhoods are appealing places with enduring character and historic value that are cherished by local residents. This Plan's challenge is to preserve livable qualities—stability, cohesiveness, scale, historic character, convenience, nearby natural resources—while addressing deficiencies and planning for change that is harmonious and beneficial to the community.

This chapter contains general recommendations for residential land uses in Takoma Park. This Plan generally reaffirms the existing land use pattern throughout the area and the existing zoning. The Community Preservation, Stability, and Character theme is illustrated on Map 6. Areas with recommended zoning changes are shown on Map 2.

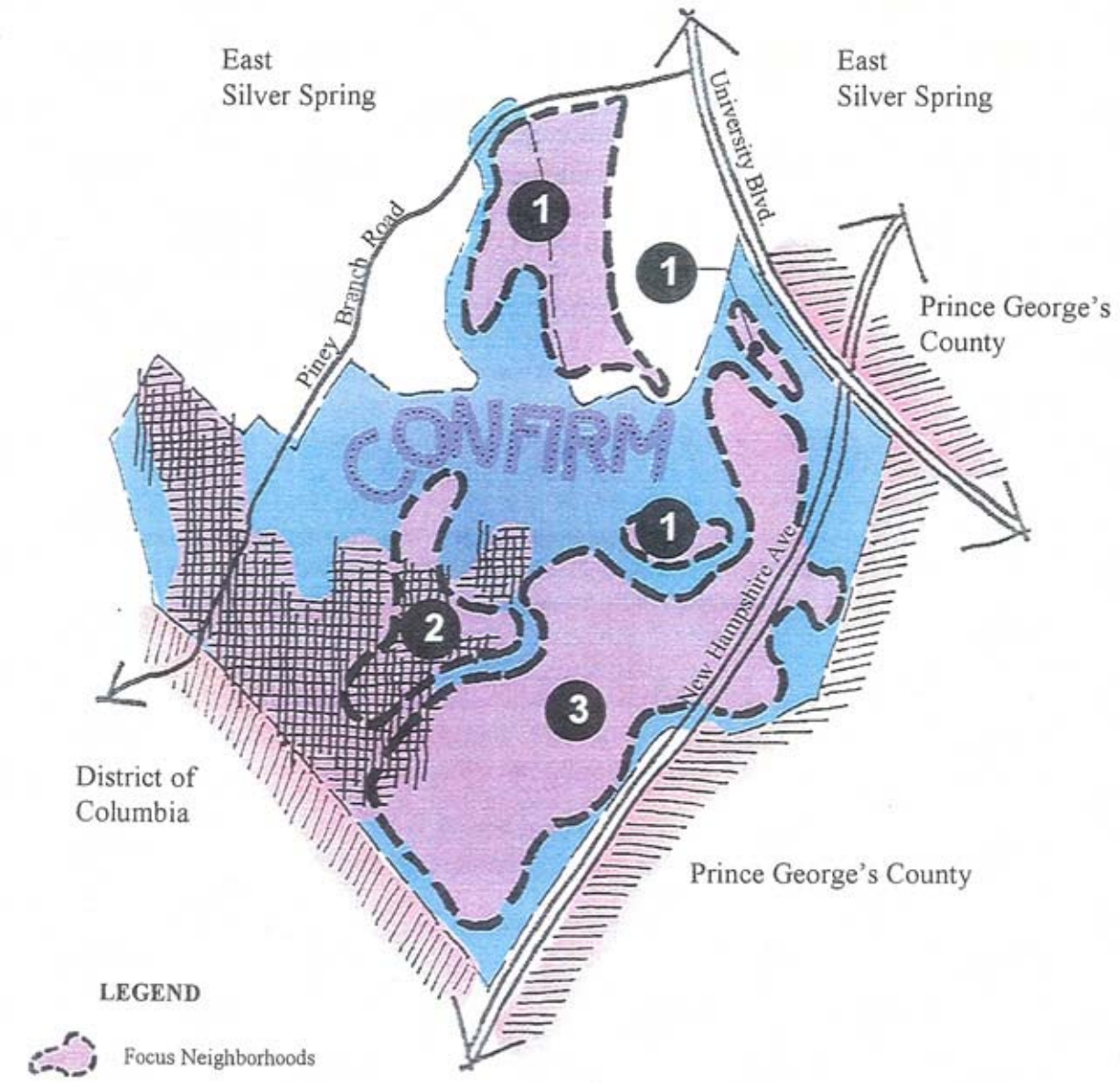
From the General Plan Refinement:

"While encouraging continued growth in the Urban Ring, the General Plan Refinement seeks to preserve the flourishing neighborhoods already located there. It designates the Urban Ring area as a high priority location for new infrastructure to support existing development. The Refinement encourages the County to protect these areas from the encroachment of non-conforming land uses, excessive noise, and through traffic. It seeks to maintain and reinforce the many desirable community features that are common in the Urban Ring."





LAND USE AND NEIGHBORHOOD PRESERVATION

Land Use and Zoning

Takoma Park's residential neighborhoods contain both single-family detached houses and a variety of apartments. There are also a limited number of townhouses at several locations. Many of the neighborhoods contain houses with a variety of distinctive styles, architectural details, and historic significance. These neighborhoods are some of the most well established and distinguished with some of the oldest houses in the Silver Spring/Takoma Park area.



LEGEND

-  Focus Neighborhoods
- 1** Flower Avenue Neighborhoods -includes New Hampshire Gardens
- 2** Carroll Avenue South Neighborhoods
- 3** New Hampshire Avenue Neighborhoods
-  Area for Coordination with Prince George's County and the District of Columbia District
-  Historic District
-  Master Plan Boundary



Not to Scale

A Master Plan typically considers what change, if any, should occur in the land use of a community. This Plan seeks to sustain livable neighborhoods in Takoma Park by preserving their positive attributes and guiding change so that it strengthens the function, character, and appearance of the area. New development and approved special exception uses should be compatible with the existing residential character. As a result, the existing land use pattern should remain essentially the same.

Although this Plan reaffirms the basic land use pattern in Takoma Park, there are numerous complexities associated with the zoning of property throughout Takoma Park. Some of the zoning applied at the time of unification of Takoma Park into Montgomery County in 1997 included provisions that protected existing development rights, but many of those provisions will “sunset,” or expire, on July 1, 2001. Essentially, these provisions “hold harmless” the rights of property owners until the land uses and zoning could be addressed in this Master Plan. The principal approach followed in the Sectional Map Amendment and the Zoning Ordinance text amendment following the Takoma Park unification was that existing uses in the Unification Area would retain similar uses, densities, and development rights as they had with Prince George’s County zoning until 2001 or a new policy was established.

A limited amount of new development is possible throughout Takoma Park. There are a few vacant parcels and some properties that could be assembled and developed. Stability and zoning issues in various neighborhoods are addressed below. Revitalization and zoning issues in the commercial centers are addressed in another chapter.

The land use and zoning issues in this Plan generally fall into two categories. One, there are **Zoning Ordinance requirement issues**. The land use may be appropriate, but the lot size, the particular use, or the layout of the structure(s) on the site may not conform to the Zoning Ordinance standards. Two, there are **site specific parcel or area issues**. The current land use may not be appropriate, and there may be problems with Zoning Ordinance standards.

Recommendations

- **Retain the existing single-family detached character throughout most of Takoma Park, the existing mix and distribution of apartment uses, and the rights to develop existing properties and replace existing residential structures.**
- **Confirm the existing residential zoning throughout Takoma Park, except as recommended below.**
- **Amend the appropriate zones to allow low and medium density apartment properties to continue or to be replaced at the current density.**
- **Recognize the extensive and adequate supply of affordable housing in Takoma Park. Support some addition of elderly housing if appropriate locations become available.**
- **Support townhouse development at selected locations to increase housing choice between apartment and single-family detached housing.**

Revitalization and Diversity

Some residential properties in Takoma Park suffer problems typical of aging communities which have many residents of modest means. Such housing may be in poor condition, especially apartment complexes that have been poorly maintained or were inexpensively constructed. Buildings of 3 to 11 units with inexperienced landlords seem particularly at risk. Some of the single-family houses need replacement of basic systems, an expense that may be beyond the financial reach of owners with modest incomes. In both single-family and multi-family housing, poor condition is frequently related to the landlord or owner’s inadequate financial resources, insufficient understanding of proper maintenance, or unsophisticated tenant selection.

The potential for continued deterioration exists. To address the problem, the master plan supports establishment of a task force representing all disciplines and interest groups to examine the full range of issues and solutions affecting the aging housing stock in the East Silver Spring and Takoma Park area. Measures a task force could undertake include development of strategies conducive to revitalization, such as tax incentives, government grants, tenant ownership groups, private/public partnerships, neighborhood improvement programs, and assembly and redevelopment efforts. Outside organizations, such as the Urban Land Institute, that are experienced in working with distressed communities may be able to provide valuable assistance in addressing the problem. Successful revitalization will require a concentrated effort on the part of County Government. An on-site County revitalization office should be considered to provide a presence in the area and to encourage renewed investment in maintaining and upgrading the area's aging apartment stock.

Government, nonprofit organizations, and neighbors can often help revitalize declining areas through incentives, education, and enforcement of community standards. Land use plans support these activities, with special attention to the provision of quality infrastructure and community facilities.

Recommendations

- **Encourage maintenance and preservation of housing through code enforcement, neighborhood improvement programs, and other appropriate techniques.** Coordinate City and County code enforcement and maintenance activities.
- **Restore, maintain, and improve the infrastructure of older neighborhoods by provision of sidewalks, curbs, lighting, landscaping, and other improvements, as needed.** Consider both pedestrian access and safety when planning improvements. Areas such as Pinecrest and Circle Woods are in need of such improvements.
- **Support remodeling and rehabilitation of residential properties through various County or City home or neighborhood improvement programs.** Possible tools can include tax incentives, grants, low cost loans, and energy-saving retrofits.
- **Support acquisition and maintenance of apartment buildings by various owners, such as County government, non-profit, or cooperative ownership groups.**
- **Support the efforts of the County Department of Housing and Community Affairs (DHCA) to address the capital repair needs of deteriorated multi-family buildings.**
- **Form a task force to address the full range of issues and solutions affecting the large number of apartments in the Takoma Park and East Silver Spring area.** The task force could develop strategies conducive to remodeling and rehabilitation of the area's aging apartments. Establishment of an on-site redevelopment office should be considered.

Takoma Park and the adjacent communities of East Silver Spring and Langley Park contain a socially and economically diverse population that differs significantly from any other part of Montgomery County. Takoma Park is proud of its racial and ethnic diversity. Many residents are foreign born. Residents' economic, social, and employment characteristics are also varied. Takoma Park has a variety of household types, including more people living alone and more single-parent households than the County. There are more low-income households, more residents who work outside the County, fewer commuters who drive alone to work, fewer cars per household, and more households living in apartments than County-wide. The large supply of apartments, more than 55 percent of the East Silver Spring and Takoma Park area housing stock, is key to the differences. Apartment dwellers tend to be comparatively young. Apartments are the first homes in the United States for many immigrants who benefit from the convenience to area jobs, including those in downtown Silver Spring. Access to transit and to nearby Metrorail stations reduce dependence on the automobile.

Public safety is a serious concern to many residents and businesses. Adequate lighting is needed along sidewalks and trails, as well as in parks, shopping centers and other public spaces. Police services in this region, which are provided by the City within Takoma Park and by a number of adjacent jurisdictions, should be coordinated.

While Takoma Park has been supportive of such diversity, numerous issues affect the daily lives of area residents. Some residents rely on low paying jobs, as well as informal employment or day labor arrangements. Due to low incomes and other factors, many residents have special needs for social services and public health assistance.

Land use plans address these social and economic needs by addressing the location and design of places that provide services. For example, some service organizations need larger facilities at new locations. The Master Plan supports efforts by both public and private organizations to address all of these needs as a way to build a healthy community.

Recommendations

- **Support the provision and location of adequate social, employment, and health facilities and services to meet the needs of area residents.**
- **Support adequate police services, attention to safe design of public areas such as parks and shopping centers, and inter-jurisdictional coordination of police services.**
- **Support the involvement of public, private, and faith-based organizations in addressing area service needs.**

Neighborhood Protection

Residential properties located along major highways and adjacent to commercial areas often appeal to individuals who want to establish businesses in relatively low cost facilities. Such locations are very visible to passing drivers. Houses in such location are often sold at a lower price than those located a block or more away from the highway or commercial area. The recommendations in this Plan are designed to stabilize the residential character of neighborhoods along major highways and near commercial areas, enhance the appearance of such properties, and strengthen the distinction between commercial and residential areas.

Recommendations

- **Protect land uses near commercial areas and along New Hampshire Avenue.**
 1. Confirm existing zoning of residential properties abutting Major Highways and commercial areas, as well as the properties beyond them to preserve the identity and integrity of the residential areas.
 2. Avoid excessive concentration of special exception and other nonresidential land use along Major Highways and next to commercial areas. Especially avoid permitting over-concentration of commercial service or office type special exception uses in residential communities.

These guidelines do not apply along University Boulevard since the portion in Takoma Park has no single-family detached housing neighborhoods in need of protection.

- **Land uses near commercial areas and along New Hampshire Avenue, including special exceptions, should follow these site development guidelines:**
 1. Screening from residential uses should be required for existing buildings and for parking.
 2. New or expanded structures should be sensitive to the character and the scale of adjoining neighborhoods. Buildings should not be significantly larger than nearby structures.

3. Landscaping and setbacks along New Hampshire Avenue should be consistent with the streetscape recommendations in this Master Plan.

Neighborhoods are sometimes subject to through traffic seeking alternatives to congestion along Major or Arterial Highways, particularly at intersections. Large volumes of vehicular traffic can be disruptive to the comfort and safety of residential areas. Congestion along such routes can also make access from local neighborhoods difficult. Approaches to maintaining traffic flow on Major and Arterial Highways are discussed in the Neighborhood-Friendly Circulation chapter.

Increased congestion along major routes through Takoma Park results in motorists cutting through neighborhood streets, many of which do not have sidewalks or driveways. Heavy traffic is inappropriate in neighborhoods. Where possible, commercial and through traffic should be served by Major Highways and Arterials and be separated from neighborhood streets.

Recommendation

- **Protect residential neighborhoods from commercial and through traffic.** To discourage through traffic from using local streets, the City of Takoma Park seeks to reduce operating speeds by installing speed humps, ovals, all-way stop signs, and other impediments. The City also encourages walking, biking, transit use, telecommuting, and flexible work schedules.

FLOWER AVENUE NEIGHBORHOODS (IN TAKOMA PARK)

Flower Avenue provides a boundary between the City of Takoma Park and East Silver Spring. Overall, the residential uses in the general vicinity of Flower Avenue are similar in type and condition. For purposes of this Master Plan discussion, the Flower Avenue neighborhoods also includes the New Hampshire Gardens apartments, which occupy the block on Kennewick and Lockney Avenues, behind the Hampshire-Langley Shopping Center. The Flower Avenue neighborhoods in Takoma Park are shown as Focus Neighborhood number 1 on Map 4, the Community Preservation, Stability, and Character concept.

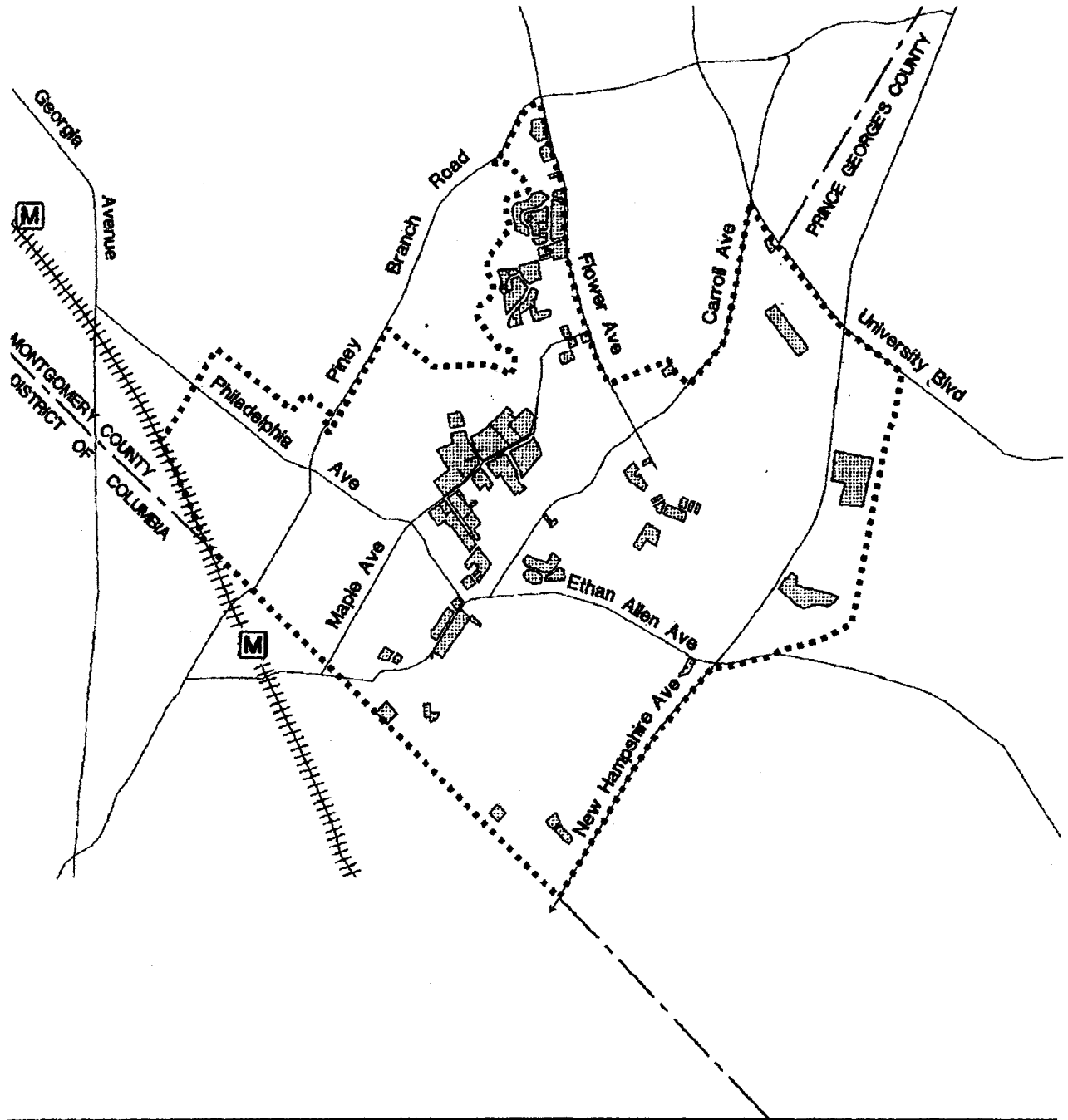
Part of this area was formerly in Prince George's County until Takoma Park was unified in Montgomery County in 1997. All of the properties discussed in this section are currently classified in the R-10, R-20, and R-30 Zones. Map 7 shows the location of Multi-Family Properties.

Several areas within these neighborhoods include a mix of low to medium density mixed housing types which do not presently conform to the development standards of the R-10, R-20, or R-30 Zones. These areas include about 100 lots and structures. Existing lot areas typically range from 2,000 to 5,000 square feet, rather than the 12,000- to 20,000-square-foot minimum lot size requirement. In some cases, properties exceed the current density maximums of 14.5 to 43.5 dwelling units per acre. The Plan addresses protecting the development rights of existing property owners, while also encouraging neighborhood stability by facilitating owner reinvestment in small multi-family buildings.

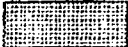

Recommendation

- **Retain the existing mixed density apartment or multi-family character and the right to rebuild existing structures to existing Montgomery County development standards.**
- **Confirm the existing residential zoning in the Takoma Park Flower Avenue neighborhoods, including New Hampshire Gardens apartments, except as recommended below.**

Location of Multi-Family Properties



LEGEND

- Master Plan Boundary
-  Location Of Multi-Family Properties
- - - - - County Line
- +++++ Railroad
-  Metro Station

Not To Scale



- **Amend Division 59-C of the Montgomery County Zoning Ordinance to provide special regulations for multiple-family lots with R-10, R-20, or R-30 zoning that do not currently meet Montgomery County Development standards.**

The amendment should apply to lots that were recorded in the Montgomery County land records in a multi-family zone prior to January 1, 1954. The amendment would also apply to lots formerly in Prince George's County that were recorded in the Prince George's County land records in a multi-family zone prior to July 1, 1997. The zoning text amendment will incorporate some of the standards of the Montgomery County Residential "C" Zone, which was in effect prior to January 1, 1954.

- **The provisions of the text amendment should:**
 1. Permit any existing apartment structure that has a valid use-and-occupancy permit, but exceeds the permitted density of the zone, to be a conforming structure which may be altered, repaired, or replaced so long as the existing development density is not increased.
 2. Provide that any new development, including replacement of an existing structure, must conform to the off-street parking requirements set forth in Division 59-E-3.
 3. Provide that one-family lots recorded by plat prior to 1949 in Prince George's County are buildable lots under the Montgomery County Zoning Ordinance. This will allow these lots to be treated the same as those in Montgomery County recorded prior to 1958.

CARROLL AVENUE SOUTH NEIGHBORHOODS

The Carroll Avenue South neighborhoods include areas located near Carroll Avenue, but south of Sligo Creek Park and are shown on Map 4, the Community Preservation, Stability, and Character concept. Properties with R-10, R-20, and R-30 zoning are located in areas such as Manor Circle and Lee Avenue, as well as Carroll Avenue, between Takoma Junction and Columbia Avenue. These areas include about 70 lots and structures. The area along Carroll Avenue is located in the Takoma Park Historic District. These areas have the same issue as described in the Flower Avenue Neighborhoods discussion, in that they do not conform to the current development standards. Map 7 shows the location of Multi-Family Properties.

The one-block area along Carroll Avenue separates the two commercial areas at the commercial center of Takoma Park. The narrow sidewalk and lack of street trees result in a degraded pedestrian environment. Some of the properties do not present an attractive appearance to the community. There is a potential to upgrade the pedestrian environment, improve the appearance of properties along the street, and better link the two commercial areas.

Recommendations

- **Retain the right to rebuild existing mixed density apartment structures. Adopt a Zoning Ordinance text amendment that will include development standards allowing multiple-family lots to meet minimum net lot area standards and other standards, as described in the Flower Avenue Neighborhoods discussion.**
- **Provide streetscape improvements along Carroll Avenue, as discussed in the Circulation chapter.**

A property at 7105 Carroll Avenue, Block 19 and Lot 15, is shown in the Zoning Atlas, sheet 208NE01, with the R-60 Zone. The zoning for this area was applied by application number G-748, which was approved by the Montgomery County Council on February 10, 1998. The Zoning Atlas should have shown the property in the R-20 Zone, as is the case for other properties along this area of Carroll Avenue. The correct zoning for this property is shown on zoning application number G-351, which was adopted by the Montgomery County Council on August 11, 1982.

Recommendation

- **Apply the correct R-20 Zone at the time of the Sectional Map Amendment for the Takoma Park Master Plan.**

NEW HAMPSHIRE AVENUE NEIGHBORHOODS

Neighborhoods located along either side of New Hampshire Avenue, in Montgomery County, are shown as Area 3 on Map 4, the Community Preservation, Stability, and Character concept. Owners of single-family properties in the R-60 Zone should retain development standards and special exception rights similar to those they had in Prince George's County prior to unification. The intent of this Master Plan is to avoid potential harm to existing property owners that were in conformance with Prince George's County development standards. The recommendations for this section apply to all of the unification area, including portions of the Flower Avenue area south of Carroll Avenue.

Land use situations include single-family detached units converted to 2-3 family units, including some residential special exception uses and some non-conforming residential uses. These properties are subject to expiration of the "sunset" provisions of the Zoning Ordinance, which was adopted by the Montgomery County Council on July 1, 1998.

Recommendations

- **Retain the existing single-family detached character, the existing residential use mix, and the existing development rights within the R-60 zoned portion of the Unification Area. Reconfirm the existing residential zoning in all of the unification area, including the New Hampshire Avenue neighborhoods, except as recommended below.**
- **Amend Montgomery County Zoning Ordinance Division 59-B-6, which expires on July 1, 2001. The amendment will include the following provisions:**
 1. Permit alterations, renovation, or enlargements that are in accordance with the Montgomery County Zoning Ordinance.
 2. Permit reconstruction of structures after a fire, flood, or similar event to substantially the same footprint. The structure must otherwise be in accordance with the standards of the Montgomery County Zoning Ordinance.
 3. Provide that multi-family uses in the R-60 Zone would be free to remodel, as a multi-family unit or rebuild as a single-family structure. Such uses would be permitted to rebuild as a multi-family structure in the case of fire, flood, or natural disaster, provided that the use cannot be expanded beyond what was in existence when the event occurred.
 4. Provide that one-family lots recorded by plat prior to 1949 or by deed prior to 1982, in Prince George's County, are buildable lots under the Montgomery County Zoning Ordinance. This will allow these lots to be treated the same as those in Montgomery County recorded prior to 1958.

The following recommendations address the VFW hall and the Washington McLaughlin Adult Day Care special exception uses in the Pinecrest/Circle Woods residential areas. The uses and Prince George's County special exception provisions were "grandfathered" at the time of unification.

Recommendations

- **Adopt a text amendment to the Zoning Ordinance to delete the July 1, 2001 sunset provisions, confirm the "grandfathered" use provisions, and confirm the existing special exception conditions of approval.**

- **Future changes to the uses on these properties will be subject to special exception provisions in the Montgomery County Zoning Ordinance and to the general guidance of the recommendations in this Takoma Park Master Plan.**

HISTORIC RESOURCES

History of Takoma Park

Takoma Park is historically significant both as an early railroad suburb and later as a streetcar community. It was one of the earliest railroad suburbs of Washington and grew rapidly in the early-20th century after the opening of streetcar lines, with new subdivisions farther away from the original railroad line.

Before 1883, the area that became Takoma Park was used for farming and vacation homes. General Samuel Sprigg Carroll's (1832-1893) farm in this area was subdivided after his death. While his home no longer stands, several early homes do exist, such as The Woodward House at 25 Holt Place, which was built between 1875-85, and Carroll Manor at 18 Sherman Avenue, built in the mid-19th century.

In 1883, Benjamin Franklin Gilbert, a Washington real estate promoter, purchased a 90-acre farm that he developed into a new community named Takoma Park. The community prospered through the Victorian period and into the 20th century with large and small homes, both single- and multi-family dwellings. There were also hotels, schools, and churches. After World War I, the automobile became more common, and many garage structures were built.

Takoma Park's historic district is important for its rich variety of wood-frame, American-domestic architectural styles from the late-19th to early-20th centuries, as well as for its early-20th century commercial structures. Victorian styles include Queen Anne, Italianate, Stick Style, and Shingle Style dwellings. Early 20th century styles include Art and Crafts, American Four Square, Craftsman, bungalow, and Colonial Revival. Twenty-one examples of Sears, Roebuck and Company houses built in 15 different designs have been identified.

Located within the district boundaries are 906 structures. The Master Plan classifies 171 as outstanding, 557 as contributing, and 178 as non-contributing or out of period. In addition to numerous residential structures, the Historic District includes two commercial areas and several church structures.

Historic District

The Takoma Park Historic District is the County's largest historic district, including 906 structures and covering about one-third of the City. The majority of the Historic District's structures are single-family dwellings, although two commercial districts are included in the Historic District, as well as several church structures. The general location of the Historic District is shown as Map 4, the Community Preservation, Stability, and Character concept.

Takoma Park originally developed around the B&O Railroad stop, in both Maryland and Washington, D.C. The City also developed in Prince George's County. In 1997, the Prince George's portion of the City was formally unified with Montgomery County and is now entirely governed by Montgomery County planning and zoning ordinances.

The Takoma Park Historic District is in the part of the City that has always been in Montgomery County. In 1989, historic research undertaken by Historic Takoma, Inc. was updated by M-NCPPC staff. Preliminary analysis and findings for a locally designated historic district were circulated for discussion and reviewed and revised by a working group of citizens from Montgomery and Prince George's Counties, as well as M-NCPPC staff. The working group made recommendations for a locally designated historic district in the Montgomery County portion of the City, and the *Approved and Adopted Amendment to the Master Plan for Historic Preservation: Takoma Park Historic District* was adopted by the County Council in June 1992.

Takoma Park's historic resources, as those in all of Montgomery County, were initially listed in the *Locational Atlas and Index of Historic Sites*, which was compiled from a 1976 survey. In 1979, the County established planning and regulatory techniques to protect historic resources by adopting the Master Plan for Historic Preservation, and Chapter 24A, the Historic Preservation Ordinance of the County Code. Under Chapter 24A, the Historic Preservation Commission (HPC) is charged with evaluating Atlas properties for designation in the Master Plan, while the Planning Board makes the final determination. All existing and potential sites within the City of Takoma Park now fall under this review and designation process. Details of the Historic Resources Designation Discussion are in Appendix D and are incorporated by reference in this text.

M-NCPPC staff prepared a historic district study for the Prince George's County portion of the City in September 1992. A summary report to the Mayor and City Council included architectural character and historic development findings for this part of the City. A review process included public meetings and discussions, but no local district was designated. The part of the City that was in Prince George's County has not been evaluated for historic designation by Montgomery County, but should be in the future.

The City of Takoma Park's location adjacent to three government jurisdictions creates adjacency issues, particularly along Eastern Avenue and in Takoma Old Town, the City's commercial area. This Plan affirms all previous historic designations and carries forward previous recommendations.

Recommendations

- **Protect and enhance Takoma Park's historic and architectural heritage for the benefit of present and future County residents.**
- **Integrate new and existing development within the historic district into the community with compatible design, massing, and materials.**
- **Support a comprehensive re-evaluation of the Takoma Park Historic District boundaries, including consideration of the significance of historic resources in that part of the City formerly in Prince George's County, as well as the significance of other individual sites, as warranted.** Any future re-evaluation of potential resources should be prepared in concert with City officials, historic preservation organizations, and residents.
- **Revise the existing *Approved and Adopted Amendment to the Master Plan for Historic Preservation: Takoma Park Historic District* to reflect the City of Takoma Park's revision to the City Facade Ordinance.** The intent of the revision is to consolidate existing City facade ordinances in both Takoma Old Town and Takoma Junction, and coordinate City efforts to achieve and maintain design and visual quality in these commercial areas with Montgomery County regulations. Those portions of the City Facade Ordinance being replaced include sections 2592 and 2701 for Takoma Old Town, section 1985-30 for Takoma Junction, and section 1987-28 for the Erie/Flower and the Flower/Piney areas.

COMMERCIAL AND INSTITUTIONAL CENTERS

This Plan recommends that the commercial centers of Takoma Park be upgraded to enhance and serve the needs of local and area residents and those visiting or passing through the area.

INTRODUCTION TO THE THEME

This Master Plan recognizes that healthy centers are the heart of healthy communities. Takoma Park residents value local businesses in their community and much of their daily shopping can be done in the immediate neighborhood. This Plan seeks to improve access, appearance, compatibility with neighborhoods, as well as the overall economic health of commercial areas.

To achieve the vision of this Master Plan, each center should be:

Safe: designed for visibility, good lighting, and a general feeling of security.

Successful: economically viable, clear market orientation, and good land use mix.

Community-Serving: meets retail and service needs of area residents; often provides an outdoor space for public use and gatherings.

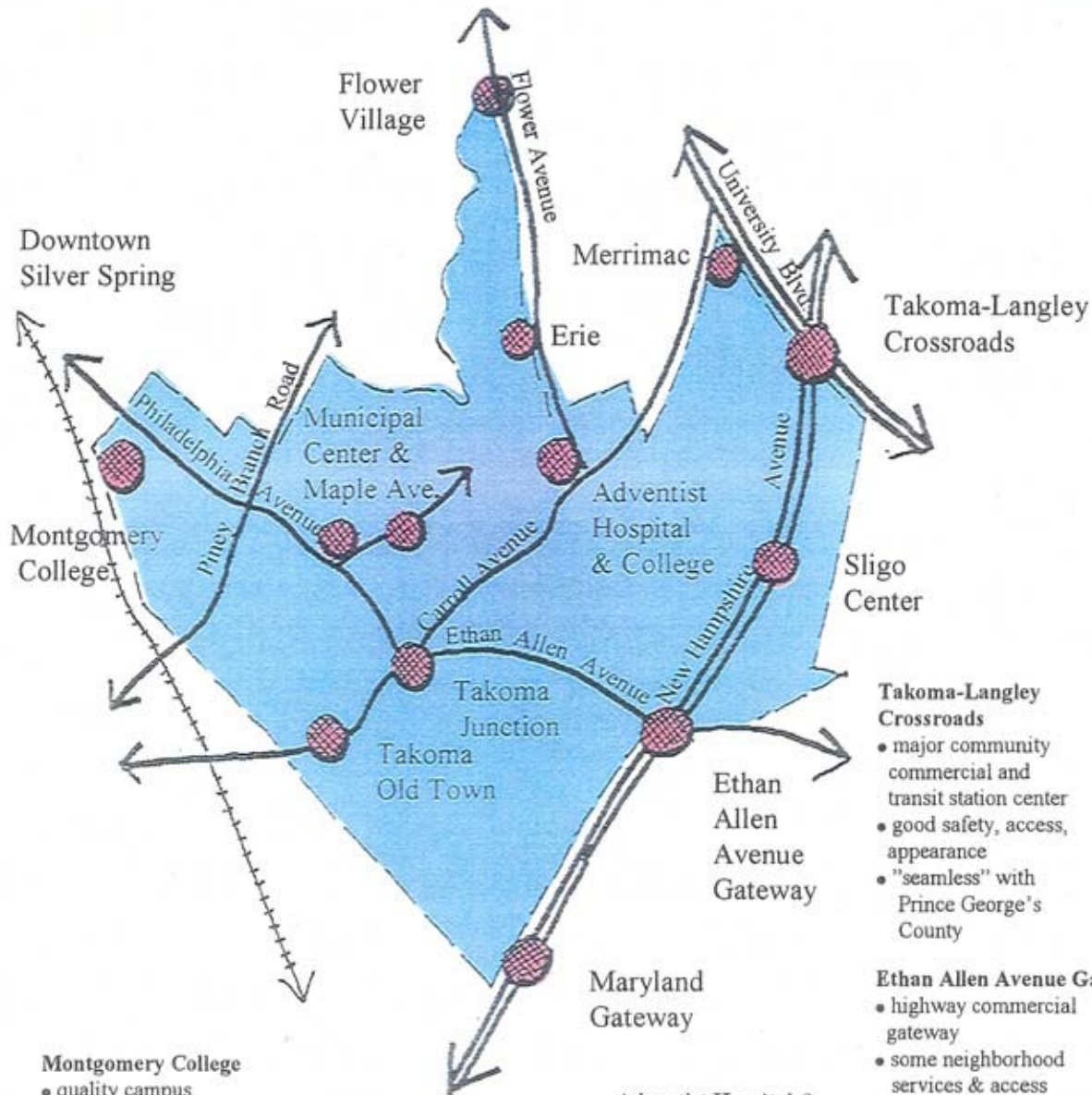
Attractive: well maintained, nice-looking buildings and facades, nice landscaping, and undergrounding of utilities.

Convenient: good pedestrian, transit, and auto access; adequate parking.

Commercial and service businesses in Takoma Park are concentrated in various centers that provide a wide variety of convenience goods and services. This Plan recognizes that the land uses in existing commercial areas are appropriate, with limited modifications as recommended by this Plan. The Commercial and Institutional Centers theme is illustrated on Map 8. Existing and recommended zoning is shown on Maps 36 to 53 Zoning Areas A to I, found in the previous section on Community Preservation, Stability, and Character.

Recommendations

- **Limit the extent of commercial development to the areas designated for this use on the proposed zoning maps.**
- **Confirm the commercial (C-1, C-2 Zones) and office (O-M Zone) zoning throughout Takoma Park, except as stated below.**
- **Recognize the Silver Spring Central Business District as a downtown serving the residential neighborhoods of Silver Spring and Takoma Park, and therefore additional commercial zoning in Takoma Park is generally not appropriate.**



- Montgomery College**
- quality campus environment
 - neighborhood resource

- Takoma Old Town**
- small town commercial center
 - specialty and neighborhood service
 - visitor destination day and evening
 - "seamless" with D.C.

- Takoma Junction**
- neighborhood center
 - extension of Old Town

- Municipal Center**
- center of civic & community activity
 - integrated paths & uses
 - sense of place

- Maple Avenue**
- small neighborhood convenience center

- Flower Village**
- major neighborhood center
 - community focal point

- Sligo Center**
- highway & neighborhood serving

- Adventist Hospital & College**
- quality campus environment
 - neighborhood resource

- Erie Center**
- neighborhood serving




- Takoma-Langley Crossroads**
- major community commercial and transit station center
 - good safety, access, appearance
 - "seamless" with Prince George's County

- Ethan Allen Avenue Gateway**
- highway commercial gateway
 - some neighborhood services & access

- Maryland Gateway**
- highway commercial and tree-lined gateway
 - some neighborhood services & access

- Merrimac Center**
- highway & neighborhood serving

LEGEND

 Center
 Master Plan Boundary
 Not to Scale

COMMERCIAL REVITALIZATION

A major theme of this Master Plan is the revitalization of the commercial centers. The centers struggle to maintain successful commercial activity that serves the community. They are showing signs of age, and in some cases, neglect. They serve both nearby neighborhoods and specialized markets, such as regional shoppers, pass through customers, and customers of international specialty stores. Many of these centers serve markets with diverse income, ethnic, and national character. This Plan supports a flexible approach to guiding revitalization in each area. Therefore, different zoning tools are recommended for each commercial area to best reflect the needs of that area.

The area along University Boulevard is at the midpoint of a major commercial corridor, which extends from Flower Village in Montgomery County to beyond the Riggs Road area in Prince George's County. The area contains both community serving shops and numerous international specialty businesses. These businesses serve a strong customer base in nearby residential areas as well as a larger regional market.

Recommendations

- **Support provision of a diverse range of commercial services in Takoma Park, such as basic shopping services to nearby neighborhoods, highway commercial services, and regionally serving businesses.**
- **Support the ongoing efforts of the City of Takoma Park and the Montgomery County Department of Housing and Community Affairs (DHCA) to address revitalization needs in all commercial centers.**
- **Form task forces with Prince George's County and the District of Columbia to address cooperatively the revitalization needs of the area. Coordination should address commercial areas, streetscaping, police services, and housing.**
- **Support the efforts of community organizations to revitalize the commercial areas along University Boulevard, New Hampshire Avenue, and Piney Branch Road. Active organizations include the Takoma/Langley Crossroads Development Corporation, the Long Branch Neighborhood Initiative, and the Maryland International Corridor Development Corporation. Cooperation is encouraged with these and other community organizations, with Montgomery County, Prince George's County, and with the City of Takoma Park.**
- **Support the coordinated marketing of businesses along University Boulevard to assist in revitalization of the area, possibly relying on a theme that reflects the international character of the area.**
- **Create a new Commercial Revitalization Overlay Zone whose purpose is to:**
 1. Foster economic vitality and attractive community character in the commercial areas in the City of Takoma Park that need revitalization.
 2. Promote an enhanced pedestrian environment and an improved circulation system for pedestrians and bicycles as well as motor vehicles.

3. Ensure consistency with the master plan vision for each of the commercial areas in the City.
 4. Provide for the combination of residential with commercial uses.
- **Achieve the purpose of the new Community Revitalization Overlay Zone by:**
 1. Providing for flexibility of certain development standards which may allow for more commercial development and better design than would otherwise be achieved. For example, allow unneeded portions of a parking area to be converted to open space .
 2. Providing for Site Plan Review of development over 1,000 square feet. Building permit review is provided for minor changes. Either type of review should determine whether proposed development is consistent with the Master Plan and with relevant County and City Ordinances and guidelines.
 3. Limiting building heights to 30 feet. However, allow the Planning Board to permit a height of up to 42 feet for commercial development or up to 50 feet to accommodate residential development, if found to be compatible with the neighborhood and consistent with the intent of this Master Plan.
 4. Allowing or limiting uses, to achieve the plan's vision for the commercial areas:
 - a. In the C-1 Zone, additional uses allowed by right should include: automobile parking lot, bowling alley, delicatessen, clinic, private educational institution, express or mailing office, indoor theater, publicly supported fire station, veterinary hospital, public international organization, general office, library and museum, pet shop, retail trades, and tourist home. A nursing home should be allowed as a special exception.
 - b. In the C-1, C-2, and O-M Zones, dwellings should be allowed by right. The ground entry floor for a project that includes residential uses should be devoted to commercial use unless this requirement is waived by the Planning Board.
 - c. In the C-1 or C-2 Zone, uses that should be allowed only if they do not adjoin or confront a residential zone, include: indoor automobile sales; automobile filling station; automobile fluid maintenance station; automobile, light truck and light trailer rental; automobile repair and services, automobile storage lot; outdoor automobile, truck and trailer rental; car wash; and, funeral parlor with a crematorium. These uses may not be compatible with residential uses. However, the Master Plan recognizes the value of automobile serving uses to residents and to highway travelers. Consequently, this Plan does not seek to eliminate existing automobile serving uses or make them non-conforming.
 - d. Where a veterinary hospital is proposed, the facility should not produce noise or other adverse effects on the surrounding area and should meet the following provisions:
 - i. No runs, exercise yards, or other facilities for the keeping of animals should be in any exterior space.
 - ii. All areas for the keeping of animals shall be soundproofed.
 - **Use the building permit review process, as part of the Commercial Revitalization Overlay Zone, for minor site changes that do not warrant full Site Plan Review by the Planning Board.** The review process would be performed at the staff level and require less time than a full Site Plan Review by the Planning Board.

Review of the site design for all changes is appropriate to determine compliance with Master Plan recommendations and the provisions of the overlay zone. The building permit review will consider good pedestrian and vehicular

circulation, adequate open space, and will support parking waivers by the County where appropriate. Requiring full Site Plan Review for all changes on all sites, could discourage property owners from making smaller improvements. This would be inconsistent with the intent to foster revitalization. Therefore, building permit review for minor changes is appropriate. For properties within the City of Takoma Park, a Memorandum of Understanding should stipulate the respective roles of M-NCPPC and the City and the County in this process.

- **Include street-oriented commercial uses on the first floor of all buildings.** By ensuring a minimum amount of commercial use on each commercial site, this Plan will help realize the City's economic development goals. This development standard could be waived, upon the City's recommendation, at the time of Site Plan Review. Such a waiver could allow a commercially zoned site to be developed with more residential uses.
- **Encourage flexibility concerning the waiver of parking standards in commercial areas, subject to current waiver procedures.** This Plan supports reductions in parking if the applicant demonstrates that less parking is needed, that overflow parking will not be a problem in nearby residential or commercial areas, and that high levels of pedestrian or transit access are expected. Property owners are encouraged to provide bike storage facilities and other alternatives to parking. Additional parking can be provided by allowing commercial parking lots on C-1 zoned properties.
- **Apply Montgomery County Historic Preservation Commission procedures for review of new development in Takoma Old Town and Takoma Junction.** The Commission reviews renovations and new development to ensure consistency with the historic context of area.

These recommendations reinforce the community stability and commercial center goals of this Plan by fostering community identity and commercial viability through coordinated design and marketing endeavors for the ethnically diverse centers.

TAKOMA OLD TOWN

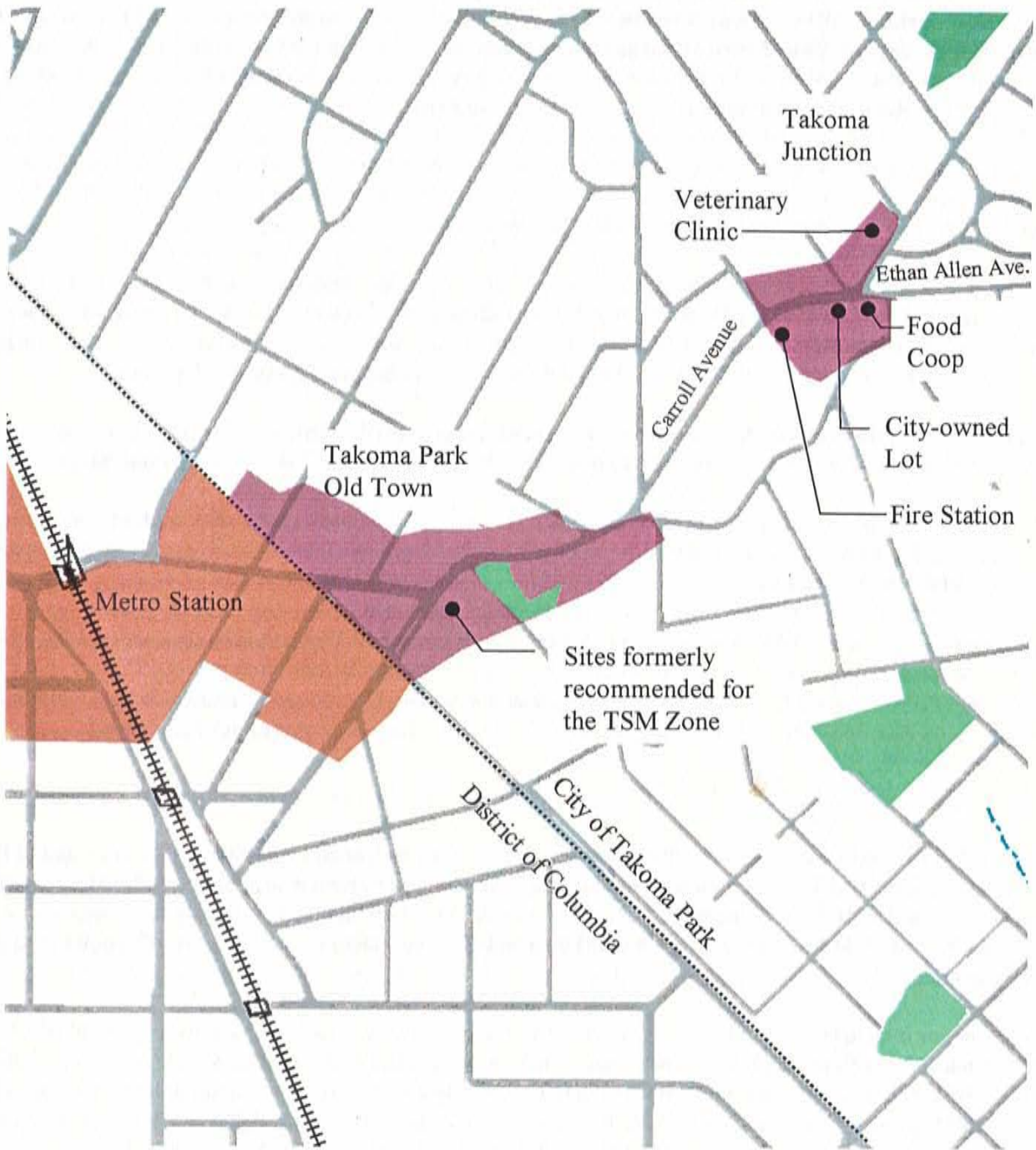
The vision for Takoma Old Town is of a village center with a traditional small town charm, providing unique stores and services to both nearby neighborhoods and regional visitors. The strengths of the area include the Takoma Metro station, neighborhoods within walking distance, an appealing character, public spaces, and a variety of businesses. Map 9 shows Takoma Old Town and Takoma Junction. Map 32, Area F, shows existing land use in Takoma Old Town.

Takoma Old Town is part of the commercial heart of Takoma Park. Improved pedestrian connections and image from the Junction to Old Town to the Takoma Metro in the District of Columbia are needed. Since most parcels are small and parking is limited, there is the potential for customers to park on nearby neighborhood streets. Since the area is located in the Takoma Park Historic District, new development is subject to review and approval by the Montgomery County Historic Preservation Commission. Map 45, Area F, shows existing zoning in Takoma Old Town.






Both Takoma Old Town and Takoma Junction are located within the Takoma Park Historic District. These areas have a distinct small town charm and a diverse shopping environment. The area is readily accessible from the Takoma Metro station and the future bike path along the Metropolitan Branch Trail. While the appeal of these areas to regional visitors can support the continued success of local businesses, this Master Plan supports maintenance of the low density, small scale commercial character of the area.

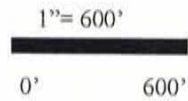
Recommendations

- **Confirm the existing land use pattern and the existing C-1 and C-2 zoning.**



LEGEND

-  Recommended for Commercial Revitalization
-  Woodland and Public Open Space
-  Commercial Areas in the District of Columbia
-  Metro Red Line
-  Master Plan Areas Boundary



- **Apply the proposed Commercial Revitalization Overlay Zone to the area.** The overlay zone would provide for Site Plan review of future development. Waivers of parking requirements may be approved where overflow parking will not be a problem in nearby residential areas. Considerations for approval of waivers should include provision of adequate transit service and of improvements to circulation and appearance of commercial centers. Within the Takoma Old Town area consider reduction of building setbacks at the time of Site Plan Review, to provide for consistency with an existing building line of street-oriented retail.
- **Support maintenance of the low scale, small town, historic character of the area.** Do not retain the 1974 Sector Plan recommendation to apply the Transit Station - Mixed (TSM) Zone to major properties in the center of Takoma Old Town. The maximum building height on property in the C-1 Zone is 30 feet.

The TSM Zone in the 1974 Sector Plan allowed higher density, transit-oriented commercial and residential zoning for a part of Old Town. Since 1974, the area has established an attractive character of interesting shops and services. The vision for Takoma Old Town is for lower density commercial development. The area is no longer considered close enough to the Takoma Metro station to warrant higher density development.

- **Support strengthening the streetscape from Takoma Junction to Takoma Old Town.** Improvements should also be coordinated with the District of Columbia and should include the Takoma Metro station area.
- **Prepare a concept study to guide improvements in the area.** Such improvements should address pedestrian and bicycle access, streetscaping, and adequate parking. New development should also be sensitive to the scale and historic character of the area.
- **Form a task force to coordinate improvements between Takoma Old Town and the area around the Takoma Metro station in the District of Columbia.** The task force should include Montgomery County, the City of Takoma Park, The Maryland-National Capital Park and Planning Commission, the District of Columbia, the Washington Metropolitan Area Transit Authority, and representatives of area civic associations.

TAKOMA JUNCTION

The vision for Takoma Junction is of a village center with a traditional small town charm. The area should be an extension of Takoma Old Town, providing unique stores and services to both nearby neighborhoods and regional visitors. The strengths of the area include neighborhoods within walking distance, visibility to pass-by traffic, and existing public spaces. Map 9 shows Takoma Old Town and Takoma Junction. Map 33, Area G, shows land use in Takoma Junction.

Takoma Junction is included in the commercial heart of Takoma Park. The area includes various neighborhood-oriented and some area-serving commercial uses. Since most parcels are small and parking is limited, there is the potential for customers to park on nearby neighborhood streets. The City would like to see businesses in this area be more successful. Since the area is located in the Takoma Park Historic District, new development is subject to review and approval by the Montgomery County Historic Preservation Commission. Map 47, Area G, shows zoning in Takoma Junction.

For several years, the City of Takoma Park has owned a vacant lot located next to the Food Coop at Takoma Junction. The City has made several efforts to develop a concept for use of the site and to market the site. The City and several advisory groups have also sought to address circulation, pedestrian safety, and appearance problems in the area.

Recommendations

- **Modify zoning recommendations for certain properties to better realize the vision for the area.** Rezone commercial properties along Carroll Avenue and the Food Coop property from C-2 to C-1. Rezone the City park at Carroll and Ethan Allen Avenues from C-2 to R-60.
- **Support maintenance of the low scale, small town, historic character of the area.** The maximum building height on property in the C-1 Zone is 30 feet.
- **Apply the proposed Commercial Revitalization Overlay Zone to the area.** An overlay zone would provide for Site Plan Review of future development. Waivers of parking requirements may be approved where overflow parking will not be a problem in nearby residential areas. Considerations for approval of waivers should include provision of adequate transit service and of improvements to circulation and appearance of commercial centers. Within the Takoma Junction area consider reduction of building setbacks at the time of Site Plan Review, to provide for consistency with an existing building line of street-oriented retail.
- **Support streetscape improvements along Carroll Avenue from Takoma Junction to Takoma Old Town.** The Main Street streetscape concept along Carroll Avenue is discussed in the Neighborhood-Friendly Circulation chapter.
- **Prepare a concept study to coordinate improvements in the area.** The study should address potential alternative uses for the City lot, as well as possible development guidelines that would assist in redevelopment of the property. Other improvements should address traffic calming, bicycle access, adequate parking, and circulation issues. Such improvements should be sensitive to the scale and historic character of the area.
- **Reconstruction of the existing Fire Station is planned. The new station design should be sensitive to the historic character of the area.**

MUNICIPAL CENTER/MAPLE AVENUE AREA

The Municipal Center encompasses public properties located between Maple Avenue and Piney Branch Road. Along Maple Avenue is the Piney Branch Elementary School and County indoor pool, the City of Takoma Park Municipal Building, and the Takoma Park Library. To the north are the M-NCPPC Takoma-Piney Branch Local Park, the City of Takoma Park Heffner Park, Takoma Park Elementary School, and the Takoma Park Middle School, including play fields. Map 10 shows the Municipal Center. Maps 29 and 30, Areas C and D, show land use in the Municipal Center area.

Some of the public buildings along Maple Avenue may be reaching the end of their useful life. The parks and school play fields are well used, but they are not conveniently linked together. The area is located near the geographic center of Takoma Park. Recent discussions have included the possibility of building a city community center somewhere in the area.

The vision for this area is of a Municipal Center/Community Park that serves as the civic and recreational heart of Takoma Park. When city buildings need to be replaced, there will be an opportunity to design new structures and new public spaces to represent the civic vision of Takoma Park residents. The park and play fields can be redesigned to provide a community park environment that is sensitive to community recreational needs and to the environmental ethic of Takoma Park residents.

Recommendations

- **Support a study to establish a community vision for a Takoma Park Municipal Center/Community Park in this area.**
- **Support provision of new or redesigned Municipal Center buildings and public spaces, including a library, school, and possibly a community center.**
- **Support redesign of a Community Park that addresses the need for play fields, play and court areas, pedestrian and bicycle path systems, safety, woodland habitat, and environmentally sensitive design.**

Maple Avenue is home to many apartment dwellers, who often use transit or walk to nearby shopping areas. Trees, sidewalks, and wide streets provide an attractive environment along Maple Avenue. The Neighborhood-Friendly Circulation chapter recommends that Maple Avenue serve as a civic Main Street between the Municipal Center area and the Washington Adventist Hospital.

A small commercial center exists along Maple Avenue. The center primarily serves walk-up customers and has only limited parking. The center is in need of revitalization. At some future time, there may be interest in providing more neighborhood shops or services in the area.

Recommendations

- **Support significant improvements to re-create Maple Avenue as Takoma Park's civic street, connecting Sligo Creek Parkway and Washington Adventist Hospital to the Municipal Center at Cedar Avenue on Philadelphia Avenue. Such improvements could be integrated with other Municipal Center improvements.**
- **Support new, small-scale, neighborhood-oriented shops and services, providing up to a maximum of 10,000 square feet in one or more new locations along Maple Avenue. A new commercial center may be either free-standing or included in an existing apartment building. Any new commercial uses must have direct access to the street, but should not be auto-oriented. Flexibility concerning waivers of parking standards is encouraged.**
- **Create a new Neighborhood Retail Overlay Zone to allow for added shops and services to serve the apartment dwellers along Maple Avenue. The commercial uses allowed by the new zone should be the same as the retail sales and personal service businesses allowed in the R-10 Zone. These uses are not currently allowed in the R-20 or R-30 Zones. The new zone should require Site Plan Review. Maps 41 and 42, Area D, show existing and recommended zoning for the Maple Avenue area.**
- **Support revitalization to upgrade the appearance and pedestrian environment of the existing C-1 zoned commercial center on Maple Avenue at Sherman Avenue. The new Overlay Zone should also be applied to this property.**

FLOWER VILLAGE

The vision for Flower Village is to be a major neighborhood center and community focal point for both Takoma Park and East Silver Spring. The Master Plan supports revitalization of this center through Site Plan Review and flexibility in parking requirements, thereby allowing expansion of commercial floor area. A small portion of Flower Village is located in Takoma Park, the southwest quadrant of Flower Avenue at Piney Branch Road. This area contains several commercial properties. Map 11 shows Flower/Clifton Park Village. Map 27, Area A, shows land use in the Takoma Park portion of Flower Village.

Recommendations

- **The recommendations for Flower Village which are relevant to the Takoma Park area are summarized here. Maps 36 and 37, Area A, show existing and proposed zoning in the Takoma Park portion of Flower Village.**
- **Recommend the C-1 Zone as an appropriate base zone for the southwest quadrant of Flower Avenue at Piney Branch Road.**
- **Apply the new Commercial Revitalization Overlay Zone to the area.**
- **Provide for Site Plan Review.**
- **Include the following guidelines for new development or redevelopment:**
 1. Be consistent and compatible with the existing scale of development along Flower Avenue.

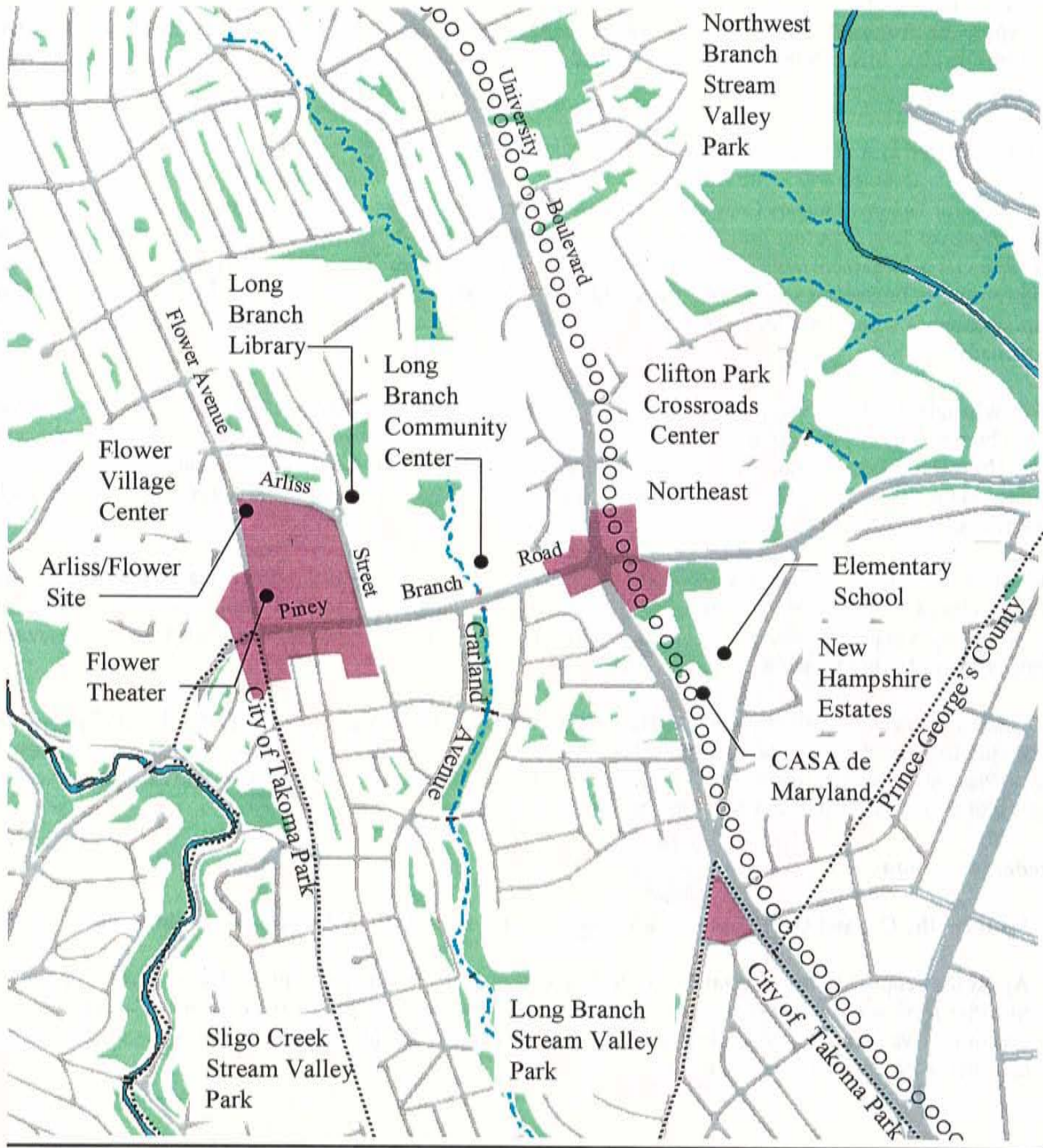
Required building setbacks may be reduced to maintain the existing building line of street-oriented retail at the time of Site Plan Review.
 2. Exhibit a character that complements the Flower Theater facade and maintains its viability as a local landmark.
 3. Provide street-oriented and street-activating activities whenever possible, including attractive connections within blocks to link the surrounding neighborhoods, and community facilities with village destinations.
 4. Be pedestrian-friendly, providing circulation and access for vehicles and pedestrians, including attractive connections within blocks to link the surrounding neighborhoods, and community facilities with village destinations.
- **Consider establishing a parking district to increase flexibility for locating parking in the area.**

ERIE AND MERRIMAC CENTERS

The vision for the Erie Center is to be a neighborhood serving center, which includes both retail and service businesses. The vision for the Merrimac Center is to provide both highway and neighborhood serving commercial uses. Map 11 shows the Erie Center and Map 12 shows the Merrimac Center. Map 5\Area A and 8\Area D show land use in the Erie Center. Map 28, Area B, shows land use in the Merrimac Center.

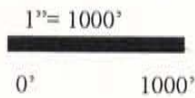
Recommendations

The recommendations for the Erie and Merrimac Centers are summarized here. Maps 37/Area A, 39/Area B, and 42/Area D show proposed zoning in both centers.



LEGEND

- Recommended for Commercial Revitalization
- Woodland and Public Open Space
- Possible Rail Transit Route
- Master Plan Area Boundary



- **Support and maintain the vision and the low scale character of each area. Confirm the existing land use pattern and the existing C-1 zoning.**
- **Apply the proposed Commercial Revitalization Overlay Zone to both areas.** Consider reduction of building setbacks at the time of Site Plan Review, to provide for consistency with an existing building line of street-oriented retail.

TAKOMA/LANGLEY CROSSROADS

The vision for Takoma/Langley Crossroads is to serve as a major community commercial center and transit terminal. The strengths of the area include major road access and visibility to pass-by traffic, large population, high transit usage, a commercial management authority, and many international businesses. The center is at a mid-point of an area with a high portion of businesses serving an international clientele, extending from Piney Branch Road to past Riggs Road. Map 12 shows Takoma/Langley Crossroads. Maps 28 and 31, Areas B and E, show land use in Takoma/Langley Crossroads.

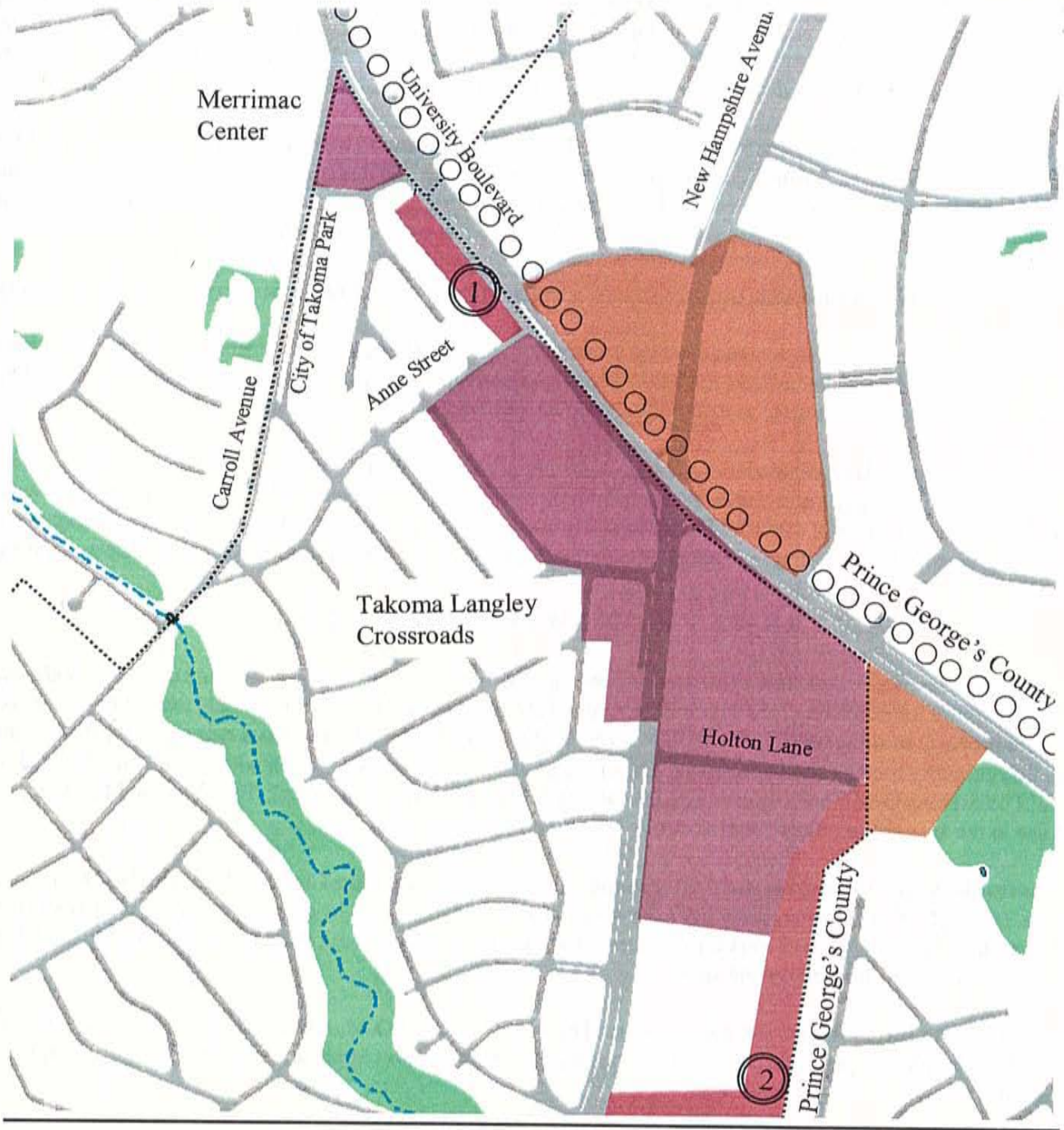
Takoma/Langley Crossroads is located south of University Boulevard at New Hampshire Avenue in the City of Takoma Park. The area is mostly zoned C-2, with some O-M zoning. There are also two apartment areas adjacent to the center west of New Hampshire Avenue. The centers on the north side of University Boulevard are located in Prince George's County. Maps 38, 39, 43, and 44, Areas B and E, show existing and recommended zoning in Takoma/Langley Crossroads.

The Takoma/Langley Crossroads Development Authority has taken a lead role in an effort to make the shopping centers on both sides of New Hampshire Avenue more attractive. The Hampshire/Langley Shopping Center is considering expansion and is requesting a waiver of parking standards. The County is proposing to relocate the bus stop area and create an upgraded bus transit terminal.

The State of Maryland is studying alternative rail transit routes in the area, including a "Purple Line" route along University Boulevard, with a stop near New Hampshire Avenue. If a transit line is approved for this area, then the Master Plan may need to be reviewed to address increased development potential, as well as land use and right-of-way impacts of an at-grade route alternative along University Boulevard.

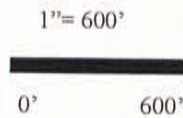
Recommendations

- **Confirm the C-2 and O-M Zones as appropriate base zones for the desired uses in this area.**
- **Apply the proposed Commercial Revitalization Overlay Zone to the area.** An overlay zone would provide for Site Plan Review of future development and possible waivers of parking space requirements. Considerations for approval of waivers should include provision of adequate transit service and of improvements to circulation and appearance of commercial centers.



LEGEND

-  Recommended for Commercial Revitalization
-  Woodland and Public Open Space
-  Commercial Area in Prince George's County
-  Locations Referenced in Text
-  Possible Rail Transit Route
-  Master Plan Area Boundary



- **Prepare a concept study for the whole area to guide revitalization and redevelopment**, including: circulation, character, identity, customer safety, lighting, gateway concepts, stormwater management concepts, parking, pedestrian and bicycle access, and bus stop design. New public use spaces are recommended, as shown on Map 16, Community Facilities and Parks. The concept study should build on previous work to improve the character of the area and establish a gateway. The study should also address potential redevelopment of the southeastern quadrant, including upgraded streetscaping in the Holton Lane area.
- **Support improvements to the Hampshire-Langley Shopping Center, which may include expansion of the grocery store, as well as improvements to parking lot circulation and landscaping.** Such improvements should be consistent with the guidelines of this Plan. Consider reduction of building setbacks at the time of Site Plan Review to provide for consistency with an existing building line of street-oriented retail.
- **Form a task force to coordinate improvements between Montgomery County and Prince George's County.**

Coordination should include expansion of the Takoma/Langley Crossroads Development Corporation and support coordinated marketing that reflects the international character of shops and businesses in the area. Both the City of Takoma Park and area civic associations should be involved.

In addition to the general recommendations for this commercial center, several specific sites (# 1 and #2) are addressed in Table 1, Commercial Area Land Use and Zoning Recommendations. Site 1 includes 1007-1021 University Boulevard north of Anne Street, a mix of office and residential use in eight 4-unit apartment buildings. Site 2 is a 50-foot buffer area located north of Erskine Street and intended to protect the adjacent residential area from commercial development.

SLIGO CREEK PARKWAY AT NEW HAMPSHIRE AVENUE

The vision for this area is to retain a small scale commercial character serving both highway and neighborhood users. Three parcels are located along New Hampshire Avenue at Sligo Creek Parkway. One parcel owned by WSSC is a 0.41-acre property fronting on New Hampshire Avenue. (Site # 3) The WSSC site has a steep slope to the rear and abuts City property used as open space. The property also abuts a right-of-way which will probably not be used for a road. The existing O-M Zone requires Site Plan Review. Map 12 shows Sligo Creek Sites 3 and 4. Map 31 shows land use in the area around Sites 3 and 4.

Adjacent to the WSSC property are two 0.69-acre commercial properties at Sligo Creek Parkway and New Hampshire Avenue. (Site # 4) The corner property has a dry-cleaning establishment and the other property is a dentist's office. The properties along Sligo Creek Parkway are located at the entry to Sligo Creek Park and to a residential area. City open space property is located on one side.

Future uses of the vacant WSSC site are uncertain. The WSSC is zoned O-M, allowing office use, and is currently being sold as surplus property. Retention of the current O-M Zone assures application of Site Plan Review for new development.

Table 1

COMMERCIAL AREA LAND USE and ZONING RECOMMENDATIONS

SITES 1 & 2

Site Location and ID #	Current Zoning	Prior PG Zoning	Current Land Use and Approved Development	Recommended Land Use and Guidelines	Recommended Zoning
1. 1007-1021 odd, University Blvd. East.	O-M	C-O	Office, Residential, and Vacant in 8 four-unit apartment buildings, plus the Spanish Catholic Center	<ol style="list-style-type: none"> 1. Retain mix of uses, allow revert to resident. 2. Support assembly for new construction. 3. Meet the following site development guidelines: <ol style="list-style-type: none"> A. Retain structure, footprint, or front building line for new construction. B. Provide parking and refuse storage at side or rear. C. Provide attractive landscaping in front in support of the streetscape concepts along University Blvd. 	Confirm O-M; properties may revert to residential use.
2. 50' buffer north of Erskine Street	R-60; allows for Special Exception (SE) parking.	R-55	Vacant area along southern and eastern boundaries of commercial area; pre 1982 Sectional Map Amendment (SMA)	<ol style="list-style-type: none"> 1. Retain the buffer to protect the residential area. 2. Ensure that neighboring areas are screened from commercial uses, if extension of parking is requested 	Confirm the R-60 Zone.

Table 2

COMMERCIAL AREA LAND USE and ZONING RECOMMENDATIONS

SITES 3 & 4

Site Location and ID #	Current Zoning	Prior PG Zoning	Current Land Use and Approved Development	Recommended Land Use and Guidelines	Recommended Zoning
3. WSSC on New Hampshire Ave.	O-M 0.41 Acre	C-O	Vacant	<ol style="list-style-type: none"> 1. General office. 2. Site development guidelines include: <ol style="list-style-type: none"> A. Provide sidewalk and trees along New Hampshire Ave. in support of streetscape concepts. B. Establish unifying landscaping treatment and integrate parking and circulation between area properties. C. Allow direct pedestrian access for all uses from the exterior of a structure in the O-M Zone. D. Support abandonment of adjacent right-of-way to allow addition of property to WSSC and to parks. 	Confirm O-M zoning and apply the Commercial Revitalization Overlay Zone.
4. Commercial site at Sligo Creek Parkway	C-2	CSC	Dry cleaner and dentist's office	<ol style="list-style-type: none"> 1. Commercial use; small parcels may result in low intensity uses. 2. Apply the same site development guidelines as for the WSSC site (Site #3, A. & B). 	Confirm C-2 Zone and apply the Commercial Revitalization Overlay Zone.

Recommendations

The recommendations for the Sligo Creek Parkway at New Hampshire Avenue area are summarized here. Maps 43 and 44, Area E, in the preceding section, shows zoning on Sites #3 and 4.

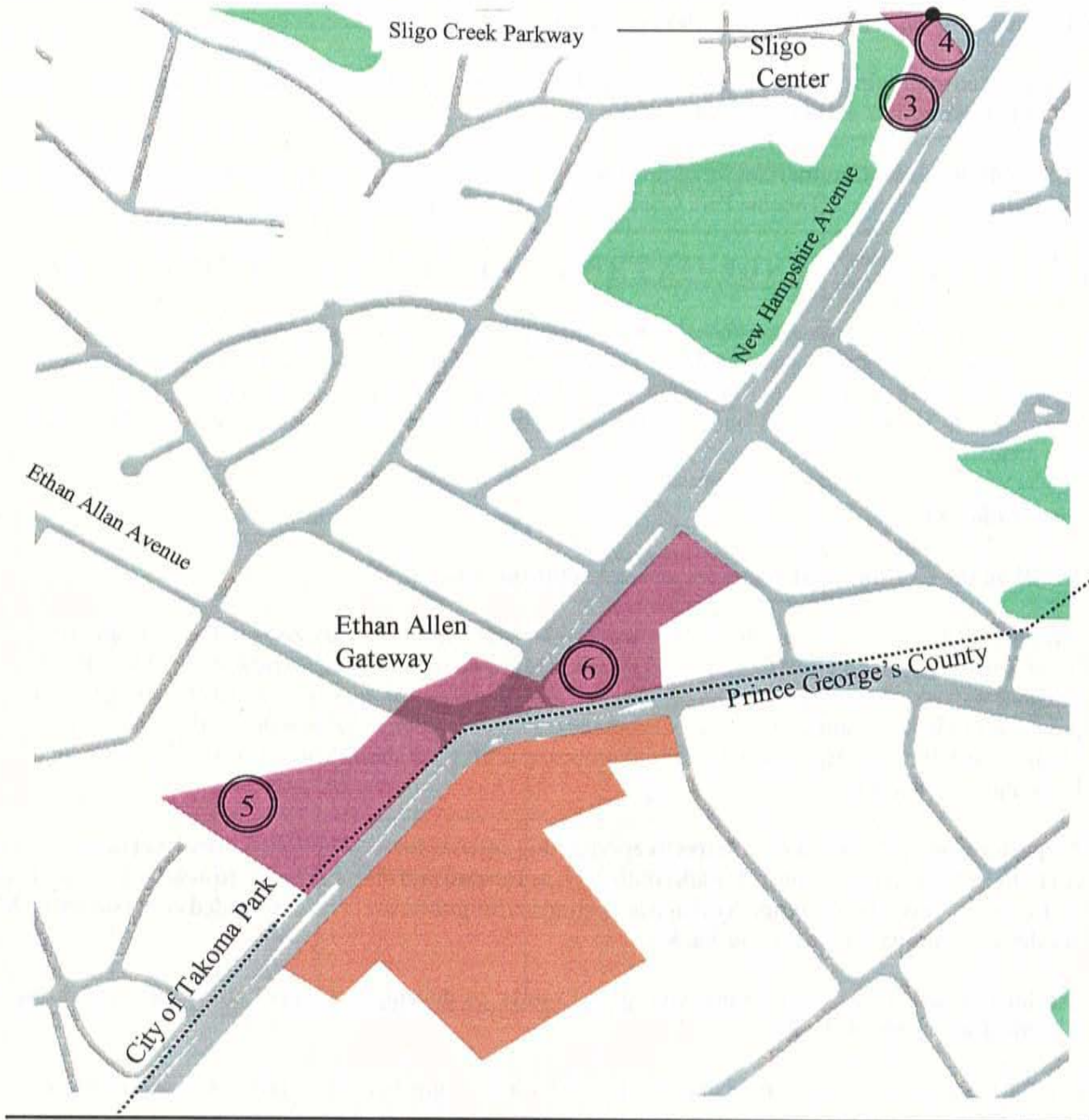
- **Support and maintain the small scale commercial character of the area. Confirm the existing land use pattern and the existing C-2 and O-M zoning.**
- **Apply the proposed Commercial Revitalization Overlay Zone to both areas.** Guidelines for new development are addressed in Table 2, Takoma Park Commercial Area Land Use and Zoning.

ETHAN ALLEN AVENUE GATEWAY AT NEW HAMPSHIRE AVENUE






The vision for the Ethan Allen Avenue Gateway at New Hampshire Avenue is to provide highway commercial services and neighborhood retail service to area residents. The strengths of the area include good access to major roads, visibility to pass-by traffic, and generally sufficient parking. Map 13 shows the Ethan Allen Avenue Gateway at New Hampshire Avenue area. Map 34, Area H, shows land use in the area around the Ethan Allen Avenue Gateway at New Hampshire Avenue area.

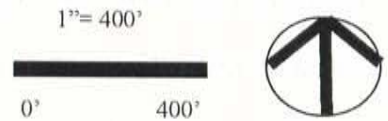
Recommendations

- **Reaffirm the C-2 and O-M Zones as base zones for the area.**
- **Support application of the proposed Commercial Revitalization Overlay Zone to the C-2 and O-M zoned areas, including Sites # 5 and 6.** An overlay zone would provide for Site Plan Review of future development and possible waivers of parking space requirements. Considerations for approval of waivers should include the provision of adequate transit service and of improvements to circulation and appearance of the commercial centers. Maps 49 and 50, Area H, show existing and proposed zoning for the Ethan Allen Avenue Gateway at New Hampshire Avenue area.
- **Prepare a concept study to address streetscape, lighting, intersection and pedestrian crossing improvements, curb cut locations, circulation, sidewalk continuity, pedestrian and bikeway access to nearby neighborhoods, and area business revitalization. Provision of open space for public use is recommended and is shown on Map 16, the Community Facilities and Parks.**
- **Establish a task force with Prince George's County to develop a concept study that addresses the revitalization needs of the area.**
- **Establish a business improvement organization to address beautification, safety, business promotion, and recruitment.** Support the addition of neighborhood serving retail and service businesses.
- **Support code enforcement for deteriorated commercial properties, based on working with owners to implement property improvement plans over time.**
- **Consider future improvements to the area, such as:**
 1. Better lighting and customer safety in the area.
 2. Attractively designed gateway enhancements at the entry area for Montgomery and Prince George's Counties.
 3. Improved streetscape and pedestrian crossings.



LEGEND

-  Recommended for Commercial Revitalization
-  Woodland and Public Open Space
-  Commercial Area in Prince George's County
-  Locations Referenced in Text
-  Master Plan Area Boundary



The Spanos property includes commercial uses along New Hampshire Avenue (zoned C-2) and a large parking lot (zoned R-60) located behind the Fashion Warehouse store. Recommendations for the Spanos Site #5 are addressed in Table 3. The commercial area would benefit from redevelopment. The lot also backs up to a single-family detached residential area. The parking area is isolated and looks unsafe.

The pertinent zoning history begins when this property was in Prince George's County. The *1963 Master Plan for Takoma Park, Langley Park and Vicinity* shows the rear of the property classified in the R-55 Zone, as does a 1975 local map amendment application for a business located on this property. In 1988, a nonconforming use permit for a parking lot in the R-55 Zone was issued in Prince George's County. The commercial portion of the site had been zoned C-1, then CSC in Prince George's County. At the time of the sectional map amendment for unification (1998), the property was rezoned from R-55 to R-60 and from CSC to C-2. The split zoning was retained and there is no plat recorded for the property. The parking area may be conforming in the R-60 Zone, based on the July 1, 2001 sunset provisions. Future changes on the property require special exception approval.

A variety of auto related uses (Site 6) are located at or near the intersection of New Hampshire Avenue at Ethan Allen Avenue/East West Highway. The property at 6860 New Hampshire Avenue, in the southwest quadrant, contains outdoor sales of automobiles. The property at 6900 New Hampshire Avenue, in the northwest quadrant, is developed as a "minimart." The property extends to Auburn Avenue.

Several properties in the northeast quadrant contain gasoline filling stations, including 6907 New Hampshire Avenue and 920 East West Highway. The 940 East West Highway Dairy Queen was "grandfathered" as a conforming use in the Unification Area zoning text amendments.

In addition to the general recommendations for this commercial center, recommendations for Sites #5 and 6 are addressed in Table 3, Commercial Area Land Use and Zoning Recommendations.

A single-family house at 952 East West Highway is zoned R-40 and is a two-unit dwelling. The lot size, 7,787 square feet, is below the 8,000-square-foot minimum lot size for property in the R-40 Zone.

Recommendation

- **Recommend a text amendment to continue the existing two-unit use and to allow rebuilding of the structure to the current density.** Resolve the status of the property in the same manner as the text amendment addressing two or more unit housing in the R-60 Zone.

Table 3

COMMERCIAL AREA LAND USE and ZONING RECOMMENDATIONS

SITES 5 & 6

Site Location and ID #	Current Zoning	Prior PG Zoning	Current Land Use and Approved Development	Recommended Land Use and Guidelines	Recommended Zoning
5. Spanos property, incl. - rear parking of shops and Fashion Warehouse	C-2 along the front and R-60 in rear.	CSC along front and R-55 in rear.	Commercial stores, incl. The Fashion Warehouse and a large parking lot behind stores - no plat recorded; has 1988 non-conforming use permit	<ol style="list-style-type: none"> 1. Support redevelopment of either the commercial portion or of the whole site. 2. Redevelopment could be all commercial or could include some housing. 3. Apply the following site development guidelines: <ol style="list-style-type: none"> A. Provide public use space. B. Provide adequate parking. C. Provide no vehicle access from commercial uses into adjacent residential areas. D. Address on-site circulation and access issues. E. Ensure adequate streetscaping and pedestrian access. F. Develop a unifying design theme. 	<ol style="list-style-type: none"> 1. Apply C-2 Zone on the whole property and apply the new Commercial Revitalization Overlay Zone. Only rezone the R-60 portion to C-2, if the Commercial Revitalization Overlay Zone is applied. 2. Require a schematic development plan to ensure that Plan guidelines are followed.
6. Commercial area at New Hampshire Ave. & Ethan Allen Ave. 3.85 Acres	C-2	CSC	Auto related uses near Ethan Allen Ave. and New Hampshire Ave.: 6860 New Hampshire Ave. auto sales; 6900 New Hampshire Ave. "minimart"; 6907 New Hampshire Ave. gas station; 920 EW Hwy. gas station; and 940 East West Highway, Dairy Queen.	<ol style="list-style-type: none"> 1. Site development guidelines include: <ol style="list-style-type: none"> A. Assure compatibility with adjacent residential properties. B. Ensure consistency with the concepts for streetscape and pedestrian areas. 2. 6860 New Hampshire Ave. needs less intense use, better defined public/private area, and improved landscaping. 3. 6900 New Hampshire Ave. keep oriented to New Hampshire Ave. provide buffer to residential properties, and no access to Auburn Ave. 	<ol style="list-style-type: none"> 1. Confirm C-2 Zone on the whole property and apply the new Commercial Revitalization Overlay Zone. 2. Future changes to these commercial properties will require special exception approval and be guided by the recommendations of this Master Plan.

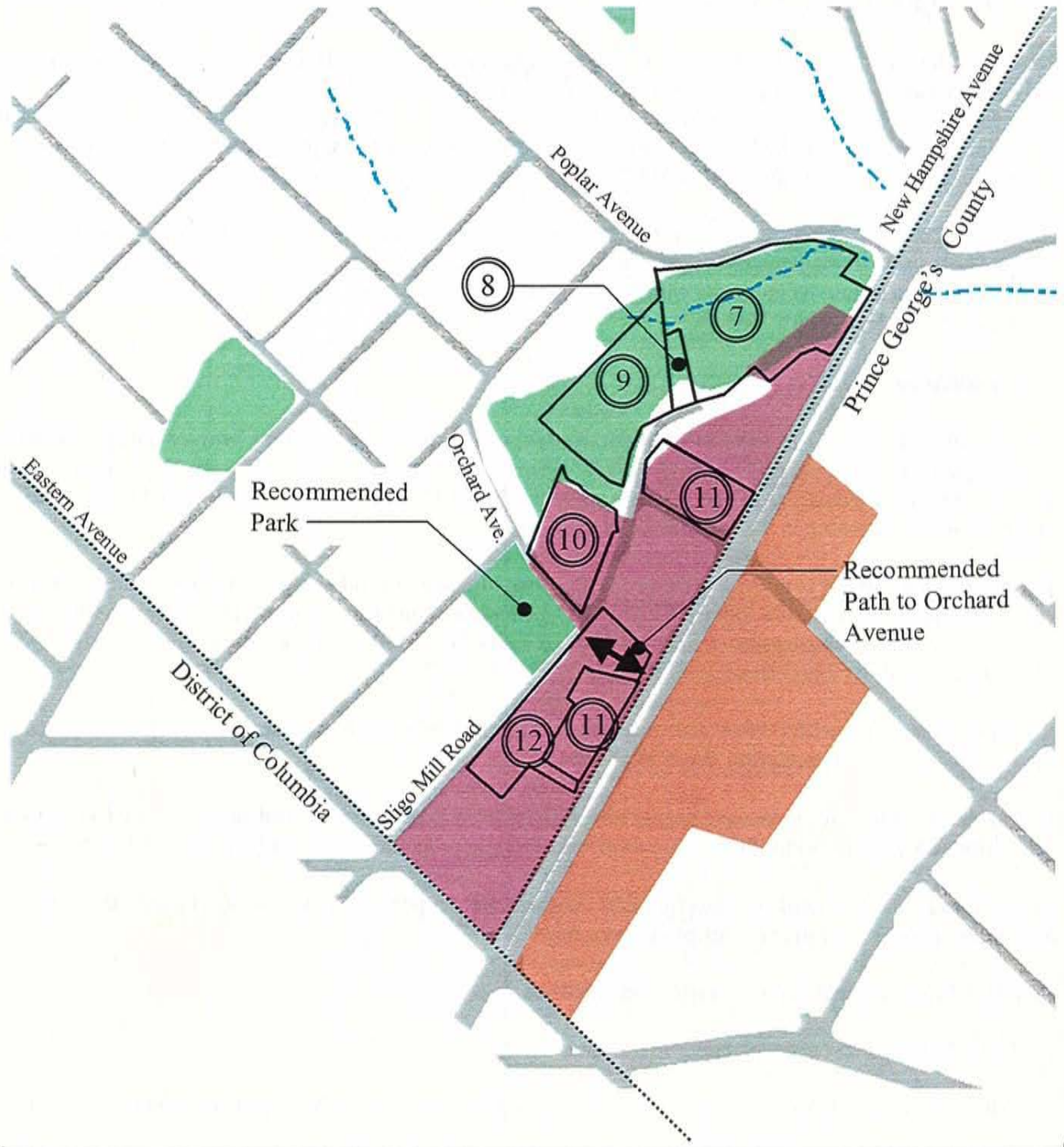
MARYLAND GATEWAY AT EASTERN AND NEW HAMPSHIRE AVENUES

The vision for the Maryland Gateway at Eastern and New Hampshire Avenues is to serve as a highway commercial gateway area that also provides neighborhood retail service to area residents. The strengths of the area include access to major roads and visibility to pass-by traffic and sufficient parking. The existing C-2 and O-M Zones provide flexibility for owners to determine what commercial uses best serve the area. Map 14 shows the Maryland Gateway area. Maps 33 and 35, Areas G and I, show land use around the Maryland Gateway area.

Owners need support to continue services and to participate in upgrading the appearance of the streetscape and of their properties. The Plan envisions increased neighborhood retail service in this area, but improvements to pedestrian access are needed. The area should be upgraded with a gateway treatment at Eastern Avenue and a boulevard streetscape treatment along New Hampshire Avenue.

Recommendations

- **Reconfirm the C-2 and O-M Zone as base zones and support application of a new Commercial Revitalization Overlay Zone to the area.** An overlay zone would provide for Site Plan Review of future development and the ability to expand if reductions in parking were approved. Maps 47, 48, 51, and 52, Areas G and I, show existing and recommended zoning in the Maryland Gateway area.
- **Prepare a concept study to address streetscape, lighting, intersection and pedestrian crossing improvements, curb cut locations, circulation, sidewalk continuity, pedestrian and bikeway access to nearby neighborhoods, and area business revitalization.** Provision of open space for public use is recommended and is shown on Map 16, Community Facilities and Parks.
- **Establish a task force with Prince George's County and the District of Columbia to develop a concept study that addresses the revitalization needs of the area.**
- **Establish a business improvement organization to address beautification and safety, as well as business recruitment and promotion.** Support the addition of neighborhood serving retail and service businesses.
- **Support code enforcement for deteriorated commercial properties, based on working with owners to implement property improvement plans over time.**
- **Consider future improvements to the area, such as:**
 1. Better lighting and customer safety in the area.
 2. Gateway enhancements, creating an attractively designed entry area to Montgomery County.
 3. Streetscape improvements.
 4. Enhanced pedestrian crossings.
- **Consider reduction of building setbacks at the time of Site Plan Review, to provide for consistency with an existing building line of street-oriented retail.**



LEGEND

- Recommended for Commercial Revitalization
- Woodland and Public Open Space
- Commercial Areas in Prince George's County
- 8 Locations Referenced in Text
- Master Plan Area Boundary



An area on Sligo Mill Road, located near New Hampshire Avenue and Sheridan Street, has 7.35 acres which are zoned RT-8 (Sites #7-9). The recommendations for Sites #7-9 are stated in Table 4. Sites #7 and 9 have approved preliminary plans for residential townhouse development based on Prince George's County standards. The area is wooded and has a stream and some steep topography. The area is bounded by residential properties fronting Fourth Avenue and across the street from Poplar Avenue. Part of the site fronting on Sligo Mill Road is across from the commercial uses along New Hampshire Avenue. The buildable area is separated from existing residential areas by a stream, floodplain, and woods. There is also commercial property (C-2 Zone) along Sligo Mill Road at the corner of Orchard Avenue.

The vision for this area is to provide commercial activity along New Hampshire Avenue and residential uses along Sligo Mill Road. The vision also anticipates preservation of open space along the Takoma Branch stream and behind the houses along Fourth Avenue. A natural wooded open space is located between the developable part of the property and nearby residential areas. Open space is recommended to:

- maintain woodland views from nearby houses.
- separate nearby residents from commercial uses.
- maintain an area of woodland habitat.
- maintain an adequate stream buffer.

New commercial uses should be concentrated along New Hampshire Avenue.

Development of Sites #7-9 should be responsive to the following site development guidelines:

- Provide streetscape improvements along Sligo Mill Road that are appropriate for a residential area. Provide the New Hampshire Avenue streetscape treatment, in coordination with the City of Takoma Park and the State Highway Administration..
- Provide an appropriate stream buffer in accordance with the Guidelines for Environmental Management of Development in Montgomery County. Any reduction of the maximum buffer must clearly demonstrate greater environmental benefits than would be provided by the buffer. For Site #7, the City of Takoma Park would accept a conservation easement to within 150 feet of the Takoma Branch stream, in accordance with the Takoma Park Open Space Plan.
- Minimize the view of new uses from single-family houses, by use of elements such as trees and fences. (This guideline applies to Sites #8 and 9.)

The offices and outdoor storage area located on Orchard Avenue on Sligo Mill Road (Site #10 in the C-2 Zone), are immediately adjacent to a residential townhouse area. Less intensive commercial uses are most appropriate for this area. The site design should limit impacts on nearby residential areas. The recommendations for this site are stated in Table 4. The area sometimes contains outdoor storage of construction materials, which is not allowed by the Zoning Ordinance. Outdoor storage is only permitted in industrial zones. Enforcement of the Zoning Ordinance requirements is the responsibility of the Department of Permitting Services and of the City of Takoma Park.

Various commercial uses along New Hampshire Avenue were "grandfathered" as special exceptions. The uses include: Sunoco gas, Texaco gas, Pop's-N-Son food, and a print shop on Sligo Mill Road. (Site # 11) There are three contiguous vacant properties which have their primary frontage along Sligo Mill Road (Site 12). Their development should be compatible with the nearby residential area. In addition to the general recommendations for this commercial center, recommendations for Sites #7 to 12 are stated in Table 4, Commercial Area Land Use and Zoning Recommendations.

Table 4

COMMERCIAL AREA LAND USE and ZONING RECOMMENDATIONS

SITES 7-12

Site Location and ID #	Current Zoning	Prior PG Zoning	Current Land Use and Approved Development	Recommended Land Use and Guidelines	Recommended Zoning
7. Poplar Mill site, 3.7 acres	RT-8	RT	Approved for 10 residential townhouse units. Description: Site is wooded, with a stream and steep topography. The site fronts onto commercial property along New Hampshire Ave.	<ol style="list-style-type: none"> 1. Provide street-oriented commercial use within 150' of New Hampshire Ave. The uses should promote commercial activity and appearance. 2. Allow residential townhouse units along Sligo Mill Road. 3. Remainder of site along Takoma Branch should be open space. 	<ol style="list-style-type: none"> 1. Rezone area to 150' from New Hampshire Ave. and 150' from the Takoma Branch stream from RT-8 to C-2 and apply the Commercial Revitalization Overlay Zone. 2. Confirm the RT-8 Zone on the rest of site.
8. Williams site, 6502 Sligo Mill Road, 0.3 acre	RT-8	RT	Single family detached house, on wooded lot.	<ol style="list-style-type: none"> 1. Allow single-family residential along Sligo Mill Road and open space at the rear. 	<ol style="list-style-type: none"> 1. Confirm RT-8 Zone to R-60.
9. Sligo Mill Townes Site; 3.35 acres	RT-8	RT	Approved for 11 residential townhouse units. Description, wooded site, where the single family houses on the adjoining property on Fourth Ave. back up to woods.	<ol style="list-style-type: none"> 1. Support residential townhouse use and open space at the rear. 2. Support City purchase of property as open space, in accordance with the Takoma Park Open Space Plan. 	<ol style="list-style-type: none"> 1. Confirm RT-8 Zone.
10. Sligo Mill & Orchard Ave; 1.3 acres	C-2	CSC	Older one-level offices, with below grade space, on corner. Rear lot with open storage area for construction, which is only permitted in industrial zone.	<ol style="list-style-type: none"> 1. Support continued commercial use on the whole site. 2. Support low-intensity residential or office townhouses. 3. Support code enforcement on open area to clean up. 	<ol style="list-style-type: none"> 1. Confirm the C-2 Zone, with the Commercial Revitalization Overlay Zone. 2. Support the RT-8 or the CT floating zones, accompanied by a schematic development plan.

Table 4 (Continued)

COMMERCIAL AREA LAND USE and ZONING RECOMMENDATIONS

SITES 7-12

Site Location and ID #	Current Zoning	Prior PG Zoning	Current Land Use and Approved Development	Recommended Land Use and Guidelines	Recommended Zoning
11. New Hampshire near Eastern Ave. Commercial. 8.85 acres	C-2	C-S-C	Special exception uses incl: Sunoco gas, Texaco gas, Pop's N Son food, & print shop on Sligo Mill Rd.	1. Review redevelopment or change based on New Hampshire Ave. streetscaping, and Maryland Gateway area, and the other recommendations of this Master Plan guidelines.	1. Confirm the C-2 Zone, with the Commercial Revitalization Overlay Zone. 2. Confirm status of these properties as Special Exceptions, based on "grandfathering" of uses in the unification text amendment. 3. Amend Zoning Ordinance to permit remodeling or expansion that follows Master Plan guidelines.
12. Sites east of Sligo Mill Rd. at Orchard Ave. (Three properties located between 6350 and 6460 New Hampshire Ave.)	C-2 on parcels P884 and P955 and O-M on parcel P885.	CSC and CO	Vacant properties adjacent to various commercial uses and confronting houses along Sligo Mill Road; having access to New Hampshire Avenue.	1. Provide primarily neighborhood serving uses that are compatible with confronting houses along Sligo Mill Road. 2. Apply site development guidelines, to provide a path between Sligo Mill Road and New Hampshire Avenue at Orchard Avenue, through dedication or acquisition of an easement or right-of-way.	Confirm C-2 Zone with the Commercial Revitalization Overlay Zone.

WASHINGTON ADVENTIST HOSPITAL/ COLUMBIA UNION COLLEGE

The Washington Adventist Hospital/Columbia Union College area also includes the Sligo Seventh Day Adventist Church. These three Adventist institutions are located along Flower Avenue, north of Carroll Avenue in Takoma Park. The area is adjacent to Sligo Creek Park on the west and is otherwise surrounded by a diverse mix of residential communities. Map 10 shows the Washington Adventist Hospital/Columbia Union College area. Map 30, Area D, shows the land uses in the area.

The vision for this area is to serve the health, educational, and spiritual needs of patients, students, and members, while providing a quality campus environment and a community resource. The strengths of the area include long-term historic identification with Takoma Park, access to area roads, nearby regional parks and trails, and opportunities to relate services and programs to the local area.

Recommendations

- **Support campus improvements to meet needs of hospital, college, and church clients, while providing service and access to area residents. The open environment allows for some public use of the campus.**
- **Maintain expansion within the bounds of current campus grounds, providing on-site parking or shuttle service to an off-site parking lot.** The Plan recognizes that church services and other special events may result in the need to use on-street parking.
- **Consider safety improvements at the Carroll Avenue entrance to Washington Adventist Hospital, possibly a traffic signal.**
- **Maintain compatibility with adjacent residential communities.**
- **Provide improvements to area sidewalks serving the campus.** The asphalt path next to the athletic field, along the east side of Flower Avenue, is currently narrow and difficult to use. This path should be replaced with a curb, grass panel, trees, and a standard width sidewalk. Flower Avenue streetscape improvements are described in more detail in the Neighborhood-Friendly Circulation chapter.
- **Provide a plan for any expansion that includes shared parking for the hospital, college, and church.**
- **Provide stormwater management controls as new development occurs to mitigate off-site impacts in the surrounding neighborhoods.**

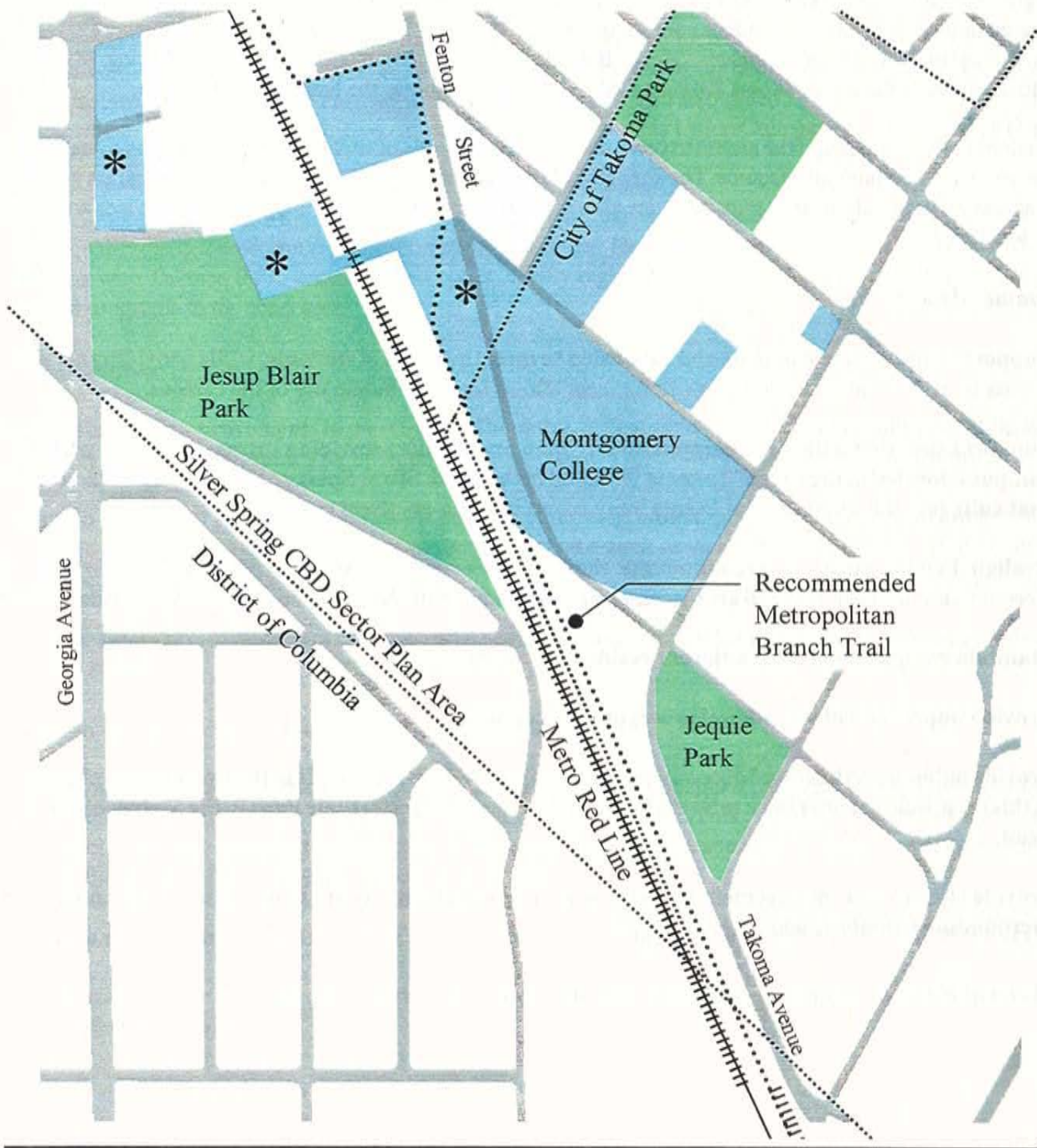
MONTGOMERY COLLEGE AT TAKOMA PARK

Montgomery College at Takoma Park is located along Fenton Street southeast of the Silver Spring CBD. Planned expansion of the College will extend the campus into the South Silver Spring area of the Silver Spring CBD. Takoma Park will also benefit from improvements to Jesup Blair Park and redevelopment of South Silver Spring. Map 15 shows the Montgomery College at Takoma Park area. Map 29, Area C, shows the land uses in the area.

The vision for the campus and the area is to serve the educational needs of students, while providing a quality campus environment and a community resource. The strengths of the area include long-term historic identification with Takoma Park, access to area roads, nearby transit service and regional trails, and opportunities to relate services and programs to the local area.

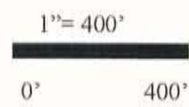
Recommendations

- **Support campus improvements and expansion to meet the needs of students, while providing services and access to area residents.** The open environment allows for some public use of the campus.
- **Support expansion within the campus master plan area, while providing primarily on-site parking.** The campus is located in the City of Takoma Park and in the South Silver Spring CBD area. The Plan recognizes that cultural and other special events may result in some on-street parking.
- **Realign Fenton Street to accommodate the campus expansion and the Metropolitan Branch Trail.** Recommendations for the trail are discussed in more detail in the Neighborhood-Friendly Circulation section.
- **Maintain compatibility with adjacent residential communities.**
- **Provide improvements to sidewalks serving the campus.**
- **Provide public pedestrian and bikeway connections over the rail tracks to link the two portions of the campus in this area, link Takoma Park to South Silver Spring, and link Jesup Blair Park to the Metropolitan Branch Trail.**
- **Provide stormwater management controls as new development occurs to mitigate off-site impacts in the surrounding neighborhoods.**



LEGEND

-  Montgomery College Campus - (* = Areas Of Expansion)
-  Woodland and Public Open Space
-  Metropolitan Branch Trail
-  Metro Red Line
-  Master Plan Area Boundary



COMMUNITY FACILITIES, PARKS, AND ENVIRONMENTAL RESOURCES

The community facilities, parks, and environmental resources identified in the Takoma Park Master Plan are essential elements of community life and identity, which provide valuable services and programs.

INTRODUCTION TO THE THEME

The location, condition, and accessibility of public facilities contribute to the quality of life and provide a tangible measure of a community's character. Frequent shared use of public facilities in a neighborhood fosters a sense of belonging and commitment, provides places for community interaction, and lessens the fragmentation of urban and suburban life. The Community Facilities and Parks theme is illustrated on Map 16.

Much of the appeal of these neighborhoods is derived from their proximity to natural resources, particularly the nearby stream valley parks and forested areas. Takoma Park contains two major stream valley parks and is also served by local and neighborhood parks and community facilities. The City of Takoma Park also owns a number of properties as part of their open space system.

COMMUNITY FACILITIES

Takoma Park has a full complement of community facilities - a municipal building, fire station, library, several schools, parks, a recreation center, two colleges, and a hospital. Takoma Park also has a number of social service organizations and religious institutions, which provide services to the surrounding community. (See Map 17.)

The City of Takoma Park Municipal Building is aging and in need of replacement. The Takoma Park City Library is small, but very well used. The City has considered construction of a new community center at a central location in the City. Park, woods, play courts, and play field space in the area between Maple Avenue and Piney Branch Road are very well used for recreation and various outdoor functions. Potentially, the City and community could create a plan for both the civic center of Takoma Park and the large adjacent park area.

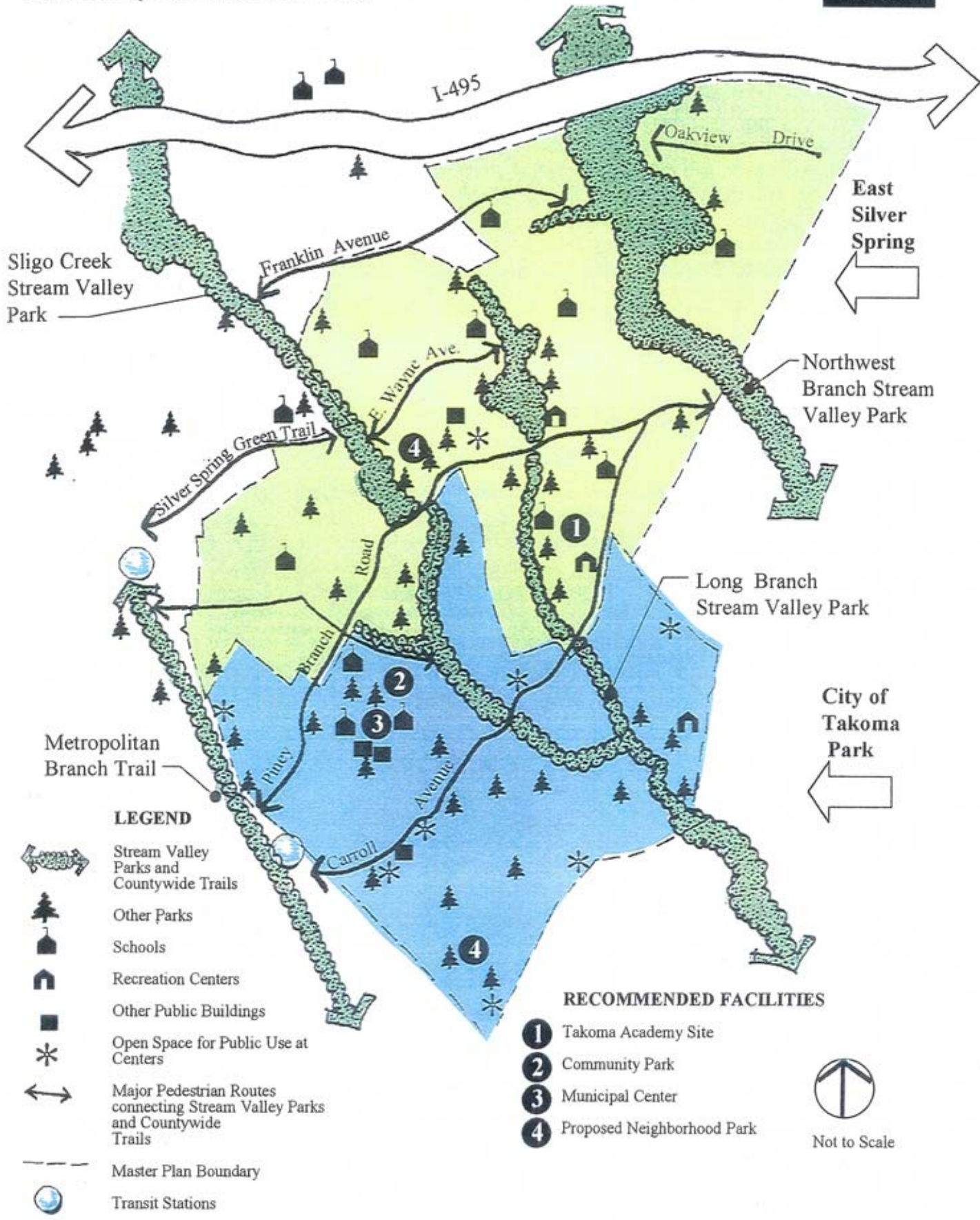
The need for more recreation facilities and sites for social service providers is discussed elsewhere in this Plan. Because the area is mostly developed, there are limited opportunities to provide additional facilities. However, the Takoma Academy and other nearby Adventist institutions may move, thus providing an opportunity for the public to acquire a major site and structures for community use.

The Park, Recreation and Open Space (PROS) Master Plan, which identified active recreation needs for the overall Silver Spring and Takoma Park area, shows a recreation facility deficiency in the number of ballfields and basketball courts. Recreation facilities to meet PROS needs can be provided at both park and school sites. By the year 2010, in the Silver Spring/ Takoma Park area there will be a deficiency of 13 ballfields and 11 basketball courts.

PROS active recreation needs are calculated for the entire Silver Spring/Takoma Park area. Each individual master plan area contributes to the overall demand for recreation. Solutions for the facility shortage include finding large enough open areas in the down-County region that can accommodate ballfields and identifying neighborhoods suitable for basketball courts.

Community Facilities and Parks

Map 16

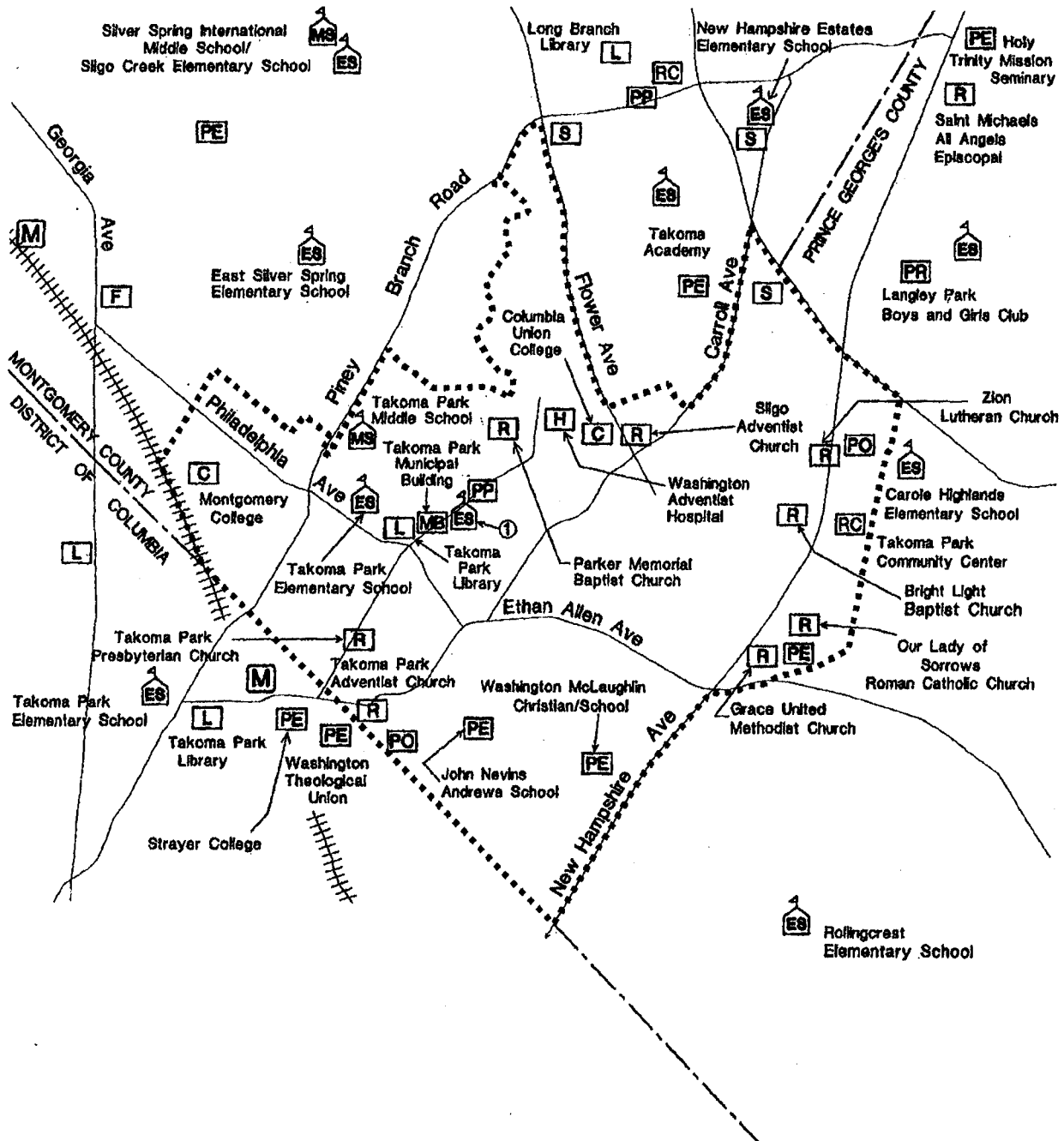


- LEGEND**
- Stream Valley Parks and Countywide Trails
 - Other Parks
 - Schools
 - Recreation Centers
 - Other Public Buildings
 - Open Space for Public Use at Centers
 - Major Pedestrian Routes connecting Stream Valley Parks and Countywide Trails
 - Master Plan Boundary
 - Transit Stations

- RECOMMENDED FACILITIES**
- 1** Takoma Academy Site
 - 2** Community Park
 - 3** Municipal Center
 - 4** Proposed Neighborhood Park

Not to Scale

Existing Community Facilities



LEGEND

----- County Line	PE Private Educational	Middle School
..... Master Plan Boundary	R Religious Institution	Municipal Building
PP Public Pool	M Metro Station	S Social Service Organization
RC Recreation Center	PR Private Recreation	Ⓢ Piney Branch Elementary School
F Fire & Rescue Station	H Hospital	+++++ Railroad
Elementary School	PO Post Office	
L Library	C College	

Not To Scale

Recommendations

- **Support the public purchase of the Takoma Academy, the Sligo Takoma Adventist Elementary School, and the Takoma Potomac Adventist Book and Health Food Store if these properties become available. All of these properties are in East Silver Spring. Place a high priority on M-NCPPC park use of outdoor areas to meet a significant need for ballfields in the Silver Spring/Takoma Park area.**

Possible use of either school for County recreation or social service functions should also be considered, including use of the auditorium and chapel in the Academy building. It is also possible that other Adventist programs associated with Washington Adventist Hospital or Columbia Union College would need to use some part of these properties.

- **Renovate and maintain existing facilities and provide new ones with recreation programs for a wide range of ages, backgrounds, and interests.**
- **Support rebuilding of the City of Takoma Park Municipal Building and the Takoma Park Library as part of a Municipal Center combined with a Community Park and a Maple Avenue civic main street. A new city community center may also be incorporated into a Municipal Center area. The Municipal Center concept is discussed more in the Master Plan chapter on Commercial and Institutional Centers. Maple Avenue streetscaping is discussed in the Neighborhood-Friendly Circulation chapter.**
- **Support reconstruction of the Takoma Park Fire Station in Takoma Junction.**

The site plan and design of the facility should be sensitive to the historic character of the area. Development of the project will be reviewed by the Montgomery County Planning Board as a mandatory referral and by the Montgomery County Historic Preservation Commission as an Historic Area Work Permit.

- **Provide community facilities at appropriate locations to meet the human service, recreational, security, educational, and other needs of the diverse community.** Organizations such as CASA of Maryland, the Spanish Catholic Center, and the Takoma/East Silver Spring (TESS) Center are important to the health of the area. Other services may be needed to serve the diverse population of the area.

PARKS AND OPEN SPACE

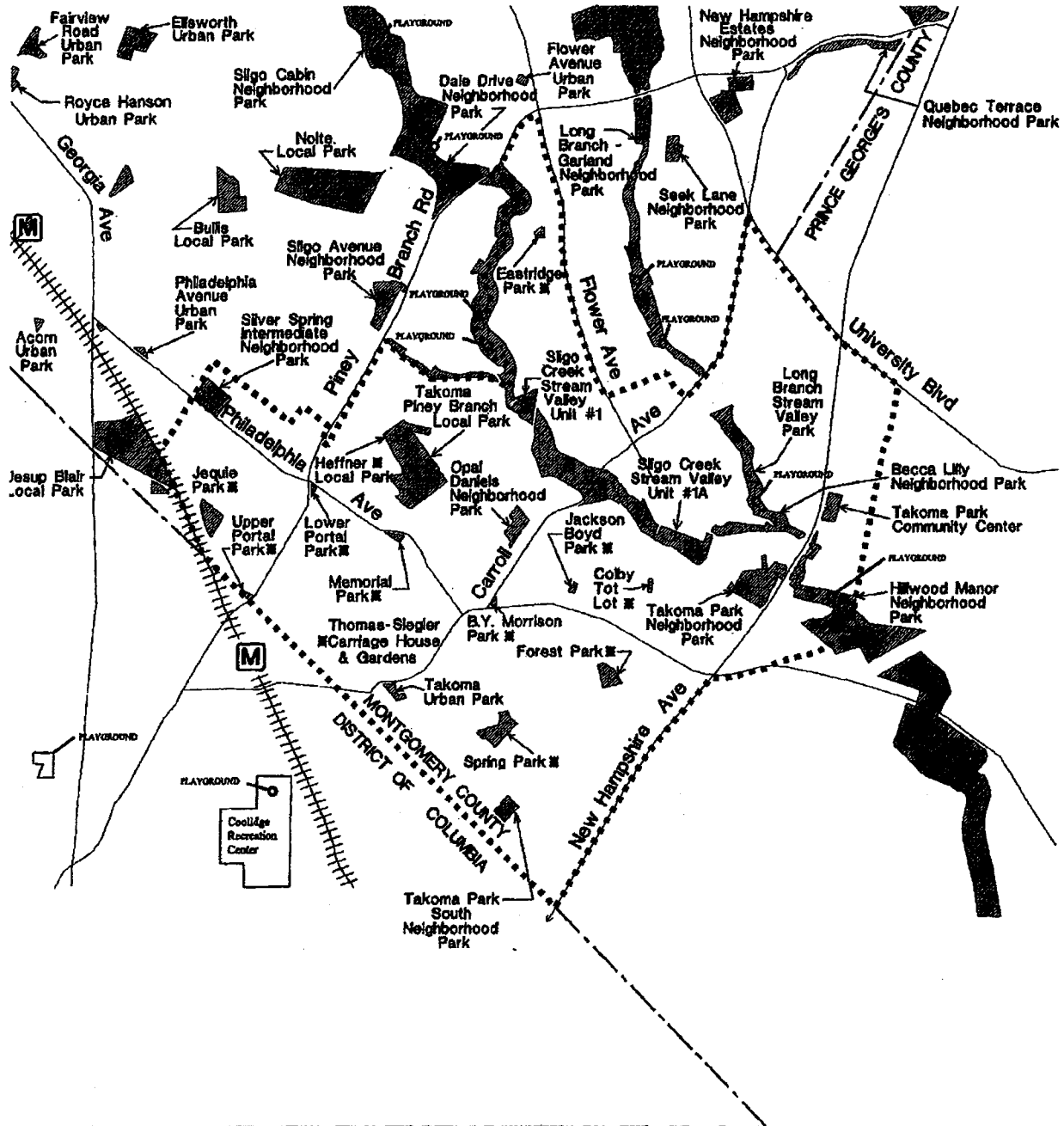
The Maryland-National Capital Park and Planning Commission was formed in 1927; it was given the power to acquire land for parks, parkways, and other purposes. The down-County area was the first to receive the benefits of these funds in the form of the Stream Valley Park system. Examples of the early Stream Valley Parks include Rock Creek, Sligo Creek, and the Northwest Branch.

The Stream Valley Park system provides an open space system for the down-County area, which focuses on preserving the fragile natural environment. However, the Stream Valley Park system is not intended to meet active recreation needs. Therefore, park and open space recommendations contained in this Master Plan focus on how to meet future active recreation needs by maximizing the use of existing local and neighborhood parks and identifying potential future park opportunities. Existing parks are shown on Map 18.

There are currently 122.4 acres of parkland in Takoma Park, as shown on Table 5. The largest open space components are the Long Branch and Sligo Creek Stream Valley Parks. Due to the built-out nature of the Takoma Park area, few opportunities are available to add significant facilities to the existing parks.

Existing Parkland

Map 18



LEGEND


-  County Line
-  Master Plan Boundary
-  Parks
-  City Of Takoma Park's Parks
-  Metro Station
-  Railroad
-  Not To Scale

Table 5

PARK ACREAGE

Parks	Acres	Owner
Local Parks	17.4	M-NCPPC
Neighborhood Parks	14.3	M-NCPPC
Urban Park and Community Center	2.7	M-NCPPC
Stream Valley Parks	76.4	M-NCPPC
Municipal parks	11.7	Takoma Park
Total Acres	122.4	

Opportunities to satisfy active recreation needs could come from any of the down-County master plan areas. One example would be if the Takoma Academy in Silver Spring were purchased for park use, the property could help fill ballfield needs in the Takoma Park and East Silver Spring area. Other new facilities located in or near the area could serve the Silver Spring/Takoma Park Planning Area. Recreation facility needs for the area could be met at New Hampshire Estates Neighborhood Park, North Four Corners Park, Montgomery Hills Junior High School, and the new Montgomery Blair High School.

The Community Facilities and Parks concept, Map 16, identifies Open Space for Public Use at Centers. Commercial and institutional centers benefit the public by providing outdoor places for relaxing and gathering. Open space for public use may be provided in a variety of ways, such as plazas, mini-parks, or informal eating areas. Existing public spaces are found in Takoma Old Town and Takoma Junction, as well as at the Municipal Center and the two college campuses. The Master Plan envisions additional public spaces as redevelopment occurs in commercial centers along New Hampshire Avenue.

Stream Valley Parks

The Long Branch Stream Valley Park, South of Carroll Avenue, is in continuous public ownership, providing the opportunity to complete a continuous trail from the Long Branch Stream Valley Park to the Sligo Stream Valley Park trail system.

Recommendations

- **Acquire additional properties as needed to enhance public use of Long Branch Stream Valley Park.**
- **Provide interpretive trails in the stream valley parks to enhance community identity and pride, and to encourage use and enjoyment of these resources.** Consider focusing on a variety of themes such as Native American heritage, ecology, geology, environmental protection, and the history of development of the area.

Existing Parks

The built-out nature of the area provides few opportunities to significantly increase the number or size of existing park holdings.

Recommendations

- **Purchase parcels adjacent to existing parks, as properties become available, to help meet the recreation needs identified in the PROS Plan and to expand existing green space.**
- **Examine all parks in the Master Plan area to provide improvements consistent with Crime Prevention Through Environmental Design (CPTED) principles.** Many of the older parks in the Takoma Park should be assessed to ensure public safety.
- **Encourage adjacent communities to adopt parks in their neighborhoods to assist with maintenance and patrolling.**
- **Renovation of Silver Spring Intermediate Park should consider adding facilities needed and desired by the community.**

The playground is scheduled for renovation in 1999. The parking lot should remain open to provide off-street parking for park patrons. The basketball court gets heavy use and should be retained.

- **Reclassify both the Takoma Park South Neighborhood Park and the Takoma Park Neighborhood Park into Neighborhood Conservation Areas to preclude future development for active recreation use.** Consider name changes for both parks to better reflect neighborhood identity.

Takoma Park South Neighborhood Park is recommended for development in the 1980 master plan. The perimeter of this site is wooded and has a very steep slope. Basketball courts and ballfields probably could not be provided at this site. Development of the site would be limited to the interior, raising security concerns associated with reduced visibility from the street.

Takoma Park Neighborhood Park is currently an undeveloped park site adjacent to the Sligo Creek Stream Valley Park. This site has steep heavily wooded slopes that make development of active recreation facilities problematic. The site's flattest portion is also the least accessible and visible, presenting a neighborhood access and security concern.

- **Develop property on Orchard Avenue for playground, basketball court, and neighborhood gathering space in the Pinecrest area of Takoma Park.** The Pinecrest area is the furthest removed from the majority of the area's open space. The property on the corner of Orchard Avenue and Sligo Mill Road is visible from the three streets, has few residential neighbors, and could accommodate both a basketball court and a playground.

Future Parks

Recommendations

- **Purchase the Takoma Academy site for M-NCPPC park use, if available, to help meet active recreation facility needs identified in the PROS Plan. Also, recreation demand trends should be examined to determine which facilities might be provided.**

This property reflects one of the few opportunities to add significantly to the number of ballfields in the down-County area. The property currently has ballfields of marginal condition and questionable placement. A more efficient layout could provide quality ballfields and possibly add basketball courts. The ballfields could be placed in a new park classification called "Recreation Park Complex." The site is adjacent to the Long Branch Stream Valley Park.

- **Consider converting closed schools and other public facility sites as they become available to parks as a means to meet active recreation needs identified in the PROS Plan.**
- **Consider meeting neighborhood recreation needs by use of the M-NCPPC park property at the corner of Maple Avenue and Sligo Creek Parkway.**

The high density communities along Maple Avenue would benefit from additional park facilities. The property on Maple Avenue is currently used for informal field activities and is located near woods and a stream. Further evaluation is needed to determine if a more formal facility, such as a small playground and sitting area, could be added to the site.

City Parks

The City of Takoma Park developed an Open Space Plan in 1994 to provide recommendations for future open space acquisition, and to accept voluntary conservation easements. The Plan was amended in 1999 to incorporate open space recommendations for newly unified areas.

Recommendations

- **Evaluate parcels that become available and that are next to existing public open space on a case-by-case basis for acquisition by the City.**
- **Support City purchase of the Sligo Mill Townes property as Open Space.**
- **Consider acquisition of the WSSC property at Cockerille and Circle Avenues as an addition to the City open space system.**

ENVIRONMENTAL RESOURCES

Environmental resources are important indicators of overall quality of life. Residents and employees in urban areas desire pleasant, cool, green surroundings with adequate open space to lessen the impacts of noise, wind, temperature, and glare. Redevelopment within the commercial and residential zones in Takoma Park will provide an opportunity to improve the aesthetics and quality of the natural environment for the many residents and workers in this planning area.

Concentrating growth in urbanized areas reduces regional and County-wide environmental impacts. Local environments have often been adversely affected by past activities. Takoma Park was developed prior to current standards for landscaping, green space, forest conservation, and stormwater management. Today, there are limited sites with development/redevelopment potential in Takoma Park and the infill that may occur will cause little additional adverse environmental impact. Indeed, as redevelopment does occur, enhanced landscaping and green spaces, larger green areas around new residential development, and managed stormwater runoff to neighborhood streams will create positive environmental, aesthetic, and even economic benefits over time.

Details about existing environmental policies and programs of the State, County, and City are included in Appendix E, which is incorporated by reference in this text.

Air Quality

Air quality problems respect no boundaries, so most air quality policies are implemented at the federal, state, and regional level. Nevertheless, it is important for Montgomery County and the City to do their part in supplementing that strategy by focusing on local initiatives that can reduce vehicle emissions. The Washington metropolitan region is currently classified as a “serious” non-attainment area with regard to federal standards for ground-level ozone, a pollutant for which the U.S. Environmental Protection Agency (EPA) recently tightened standards to protect public health. Even though considerable progress has been made toward reducing emissions that create ground-level ozone, new EPA ambient air quality standards encourage further reductions in vehicle emissions and require many states, including Maryland, to implement their own reduction programs. New standards also have been set for fine particulate matter, another pollutant that results from vehicle and stationary emissions.

While air quality is generally a regional problem, local air pollution nuisances can occur when incompatible uses are located together or when site design does not consider micro-environmental issues. For instance, public gathering places and building air intakes should be protected from garage, restaurant, or other commercial exhaust fumes. A new County air quality ordinance is being developed to address the issue of facility emissions that affect neighboring uses. Early prevention and management of air pollution through site design can help prevent these conflicts from arising, reducing the need for costly retrofits.

Recommendations

- **Encourage the use of alternatives to automobile transportation to reduce air pollution.** The recommendations in this Plan to enhance pedestrian access, bikeways, and connections to transit stops support transportation and design goals that encourage non-auto trips, which will contribute to improved air quality in the region.
- **Support expanded regional and local programs to reduce air pollution emissions.** Local programs that need more support include expanding efforts to replace gasoline- or diesel-powered government vehicles with alternatively fueled vehicles, establishing “Commuter Express Stores” at major employment centers, and strengthening the County “Fare-Share” transit discount program. County and City programs should also build on the regional “ENDZONE Partners” program to increase public awareness about reducing use of automobiles, gas-powered lawn equipment, and other pollution sources during air pollution alerts.
- **Design new development and redevelopment to prevent conditions that may create local air pollution nuisances.**

Noise

Noise prevention and control is an abiding concern for the quality of life in any community. The Takoma Park area contains several noise sources with significant impact, including large amounts of stop-and-go traffic on several major highways and several commercial areas, and adjoining commuter, freight, and Metrorail lines. Stationary noise sources can also become nuisances on a site-specific basis.

Effective noise control helps ensure the extended sustainability of a community as a desirable place to live, work, and conduct business. The public sector has the responsibility to design roads, streetscapes and public areas to minimize noise nuisances. For example, noise sources should be located away from public gathering places. The private sector should plan and design development using the standards of the 1997 County Noise Control Ordinance as a minimum guideline.

Recommendation

- **Design new development and redevelopment to prevent conditions that may create local noise pollution nuisances.**

Community Water and Sewer

The Takoma Park master plan area is served by community water and sewer. Sewer service is provided by a trunk line adjacent to Sligo Creek. The Sligo Creek trunk sewer has recently been upgraded by the Washington Suburban Sanitary Commission (WSSC) throughout Takoma Park and should not require more repairs or upgrades in the foreseeable future. Many of the local sewers in the planning area are from the first half of the 20th century and some may be in need of repair or replacement, especially in the oldest service areas closest to the D.C./County line. WSSC will address any necessary repairs as part of their regular maintenance programs.

Given the developed nature of Takoma Park, redevelopment is not expected to significantly impact the capacity of the trunk lines or local sewers. The water supply system is adequate to meet the demand of all anticipated development, as well.

Trees and Forest Conservation

Trees and forest play an important role in urban communities such as Takoma Park, providing shade, urban heat reduction, aesthetic beauty, wildlife habitat, improved air quality, recreation benefits, and the potential for reduced energy costs for homeowners. Takoma Park has an abundance of mature trees along roads, on private property, and in public parks. Maintaining this existing healthy tree stock is important to the character of the Takoma Park community.

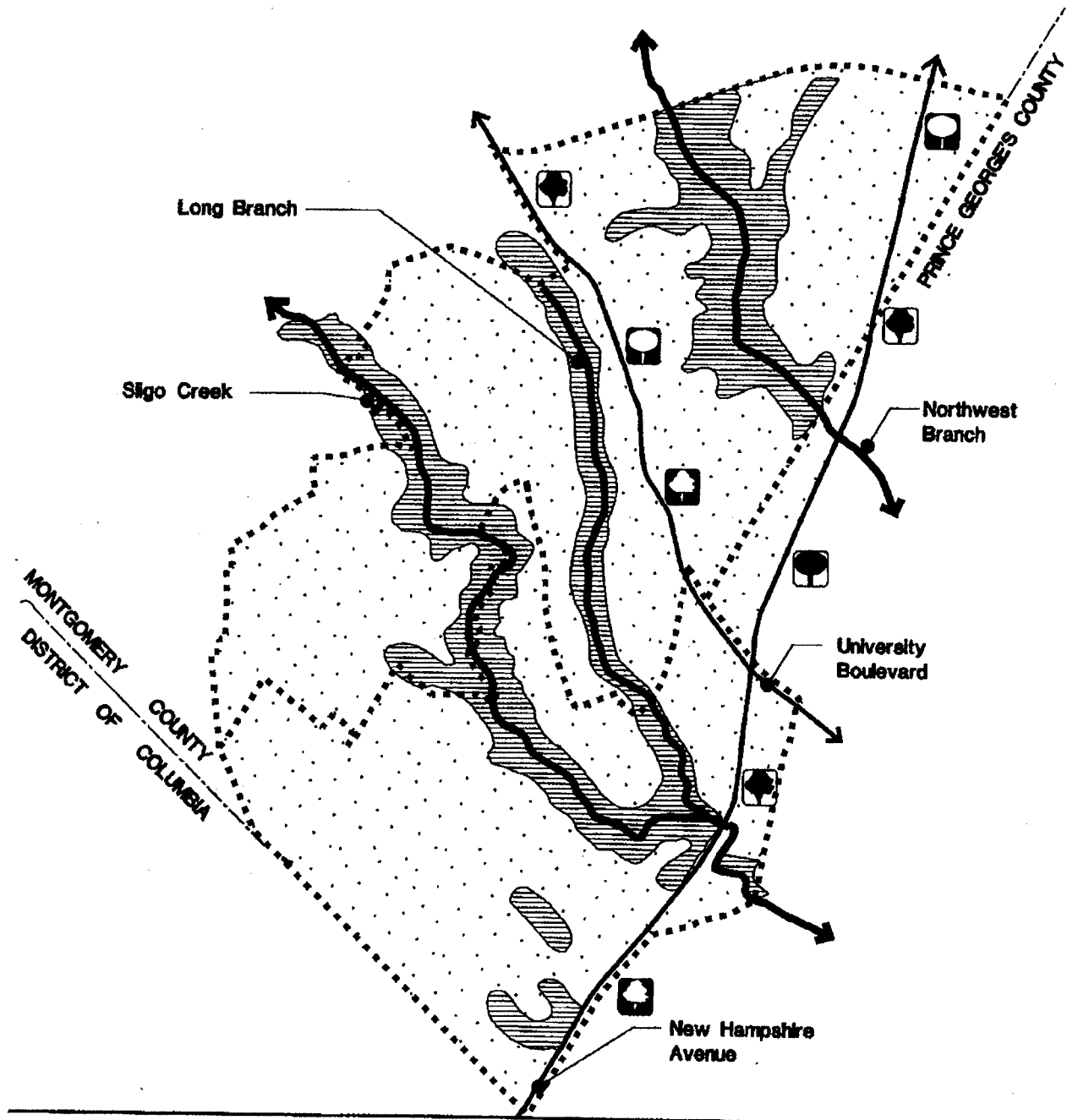
Two regulatory programs aid in the conservation and replanting of trees and forest within the Master Plan area. The City of Takoma Park Trees and Vegetation Ordinance is designed to protect existing trees, require replacement planting, and encourage the planting of new trees. The County Forest Conservation Law is designed to protect existing forest and requires the planting of new forest and trees when protection thresholds are not met.

Many street trees planted in the early 20th century are reaching the end of their life span, creating a need for continued support of the City's tree maintenance and planting programs. The narrow rights-of-way, utility easements, and dense development pattern in Takoma Park often make it difficult to find space for new or replacement street trees.




Application of urban forestry principles to landscaping projects, on a voluntary basis, can improve the diversity, health, and aesthetics of the urban ecosystem. Prior to development, this area of the County contained upland forest areas with ribbons of riparian forest along the floodplains of the major streams: Northwest Branch, Sligo Creek, and Long Branch. Today, the stream valley parks contain most of the true forest remaining in the area and serve as the backbone of the "urban ecosystem." The urban ecosystem consists of native and alien species of trees, shrubs and groundcover scattered among the pavement and buildings that make up the urban ring communities, and the animal species (including many natives) that rely on those plants. The Urban Forestry Concept is shown on Map 19.



Urban forestry concepts should be applied both inside and outside the parks to improve the quality of the urban ecosystem. The condition of the natural ecosystems on park land can be improved through careful stewardship of the land outside the parks. Urban forestry principles reinforce existing park policies to reduce alien invasive plants, plant only native species in reforestation efforts, and recreate pockets of true forest within the stream valley parks.

The urban forestry concept is not designed to recreate forest as it existed prior to development, but to create pockets of native trees and understory vegetation within the urban ring to better support the remaining natural ecosystem and create a healthy urban ecosystem. Different kinds of native plant species are appropriate depending on whether a site is located in upland or riparian (near-stream) areas. The benefits of applying urban forestry principles include increased resiliency of the urban ecosystem, more diversified habitat to provide food and shelter to native wildlife (both resident and migratory), minimized yard maintenance through natural landscaping, and reduced encroachment of alien and invasive species on remaining forest and park land.



LEGEND

- Master Plan Boundary
- County Line
-  Streamside Area
-  Upland Area
-  Diversity of street trees

-  Streams
-  Roads



Not To Scale

For street tree systems, especially along urban boulevards, a diversity of species is desirable. Even though the use of native species is not always possible in the harsh roadside environment, planting diverse tree species promotes ecosystem health and reduces disease and tree loss. In addition to street trees, naturalized landscape areas along the Green Streets that connect the stream valley parks and the County-wide trails can also contribute to an enhanced urban ecosystem.

Urban forestry concepts should be applied voluntarily by property owners when making landscaping decisions. This urban forestry concept also provides guidance for Planning Board review of public and private landscaping projects as one objective to be balanced with others. However, this concept does not contradict or expand upon forest conservation, park maintenance, or any other existing regulatory programs. Applying urban forestry principles within the Urban Ring complements existing City and County forest and tree preservation programs.

Recommendations

- **Enhance the natural environment in Takoma Park by creating new green spaces, continuing street tree maintenance and planting programs, and identifying locations for improved street tree planting.**

Priority areas for additional street trees and landscaping should be identified by M-NCPPC with the help of the County Department of Public Works and Transportation, the City of Takoma Park Department of Public Works, and other appropriate agencies.

- **Encourage the application of urban forestry principles to landscaping projects to improve the diversity, health, and aesthetics of the urban ecosystem and better support the remaining natural ecosystem of the stream valley parks. Key principles include:**

1. Using native plant species for landscape projects.
2. Planting a mixture of overstory trees and understory trees and shrubs.
3. Controlling existing alien invasive species and reduce their further use.

Environmental Standards for Building Design

Two environmental programs affect the design of redevelopment in Takoma Park. The first is a new County solid waste law that mandates recycling and waste reduction programs for all employers. The City of Takoma Park already mandates recycling for multi-family and single-family residences. To meet these mandates and to help meet the County-wide recycling goal of 50 percent by the year 2000, new development should provide adequate on-site facilities for storage and pickup of recyclable materials at commercial and multi-family residential buildings.

The second set of programs covers energy conservation. The City of Takoma Park participates in several programs to incorporate energy efficiency into the design of City buildings and to promote energy efficient retrofits of business and residential buildings. The County's Energy Wise program is designed to educate businesses and the public about the pollution prevention benefits of increased energy efficiency. The County also encourages all new construction and building retrofits to follow the County's model energy efficient design standards. An extra benefit may accrue for enhanced interior noise mitigation, as well.

Recommendation

- **Incorporate recycling and energy efficiency programs and standards in the design of new development and, where possible, into renovations.**

Water Quality/Stormwater Management

This Master Plan area lies entirely within the Sligo Creek watershed, a tributary of the Anacostia River. Many streams that drain the area have been placed underground in a storm drain network that empties into small tributary streams that feed Sligo Creek. Most of the headwaters and small tributaries of Long Branch, the largest tributary of Sligo Creek, are similarly piped. Since most of Takoma Park was developed prior to the adoption of stormwater management requirements, these tributary streams are highly degraded with poor water quality and limited biological diversity, according to the County-wide Stream Protection Strategy (CSPS). The CSPS identifies the Lower Sligo Creek and Long Branch subwatersheds as Watershed Restoration Areas, with Long Branch classified as a priority watershed for future studies and project funding.

The mainstem of Sligo Creek has good habitat quality and improving biological conditions, largely due to extensive watershed improvements implemented over the past decade as part of interjurisdictional efforts to improve the Anacostia watershed. Regional stormwater management facilities now control storm flows off the heavily developed headwaters of the watershed, and instream habitat improvements and fish restocking have occurred throughout the mainstem.

Long Branch has marginal habitat quality with sediment deposition, deep channel cutting, and actively eroding banks. Interagency efforts to improve the Long Branch are in initial planning stages. The Lower Long Branch Stream Valley Park Stream Restoration and Feasibility Study, November 1998, identifies projects that can contribute to the preservation of eroding parkland and stabilization of stream banks. Given the small size of the public lands surrounding Long Branch, it may be difficult to identify sites for substantive stormwater runoff control, such as implemented on Sligo Creek.

Another tributary to Sligo Creek that drains part of the District of Columbia and the Pinecrest neighborhood is known as the Takoma Branch. Most of the streams in the Takoma Park part of this subwatershed are located in underground storm drains. Some developed areas in these former stream valleys report a history of occasional flooding. The small stretches of stream exposed to daylight have been adversely affected by the older development pattern in the area that has isolated these stretches from the free-flowing mainstem and degraded instream habitat and biological diversity. Stormwater management retrofits and instream restoration opportunities may arise as development or redevelopment of nearby properties occurs.

Even though significant additional improvement of stream quality in and near the planning area is unlikely, stormwater management measures applied during redevelopment provide some opportunity to reduce pollutants and storm flows to Long Branch and the newly-restored Sligo Creek watershed. These limited but effective stormwater management opportunities are one critical element of a cooperative strategy to develop comprehensive regional watershed solutions with the help of citizens, developers, and public agencies.

Compliance with current stormwater management regulations can be expensive and technically difficult to achieve in areas with small lot sizes and high levels of existing imperviousness, conditions that are found in the commercial portions of this planning area. To address this difficulty, this Plan identifies several innovative options for stormwater management that can improve water quality without discouraging development, and can reduce development costs compared to traditional stormwater management structures or required waiver fees. These options can also enhance the aesthetic quality of Takoma Park. During redevelopment, the Silver Spring/Takoma Park planning area is an ideal location to implement and test innovative stormwater management policies and techniques. This Plan suggests that the City's Department of Public Works and the County's Departments of Permitting Services and Environmental Protection consider working together to promote these alternatives for stormwater management.

Recommendations

The first three recommendations reflect current County policy for stormwater management. The remaining recommendations are innovative stormwater management options.

- **Continue to provide on-site stormwater treatment with effective technologies, where feasible.**
- **Promote comprehensive regional solutions to support further off-site watershed restoration activities in Sligo Creek and Long Branch using stormwater quantity waiver fees from appropriate developing sites under County jurisdiction.** For sites where stormwater flow control is infeasible or inappropriate, County waiver revenues can provide funding support for public watershed restoration and renovation projects, and provide an important offset for the effects of past uncontrolled development.
- **Explore opportunities for joint watershed management planning to provide stormwater management and instream habitat projects among the City, County, and M-NCPPC.** Multiple funding sources should be examined for these projects, including state and federal grant programs.
- **Explore opportunities to create linear stormwater pond/wetlands within urban open space or along greenways.** Stormwater treatment for multiple small parcels can be consolidated in linear ponds or wetlands located in urban parks and public open space. A related option is to 'daylight' urban streams by converting a stream channel that had been enclosed in a storm drain to a more natural open channel. These water features can be attractively landscaped and can serve as a focal point that links the natural environment in Sligo Creek Park to the built environment in central Takoma Park.
- **Promote areas designed to increase infiltration within required open or green space.** Green space required in urban development often ends up paved. Instead, these areas could be designed to increase the infiltration of rainfall wherever possible. Acceptable techniques might include alternative pavers, soil amendments and conditioning, small bioretention areas, rooftop gardens, disconnection of impervious cover, or other landscaping techniques that increase infiltration or enhance natural hydrology.
- **Improve permeability of surface parking areas with green space that increases infiltration.** Commercial areas often have surface parking lots that generate large amounts of stormwater runoff. Techniques that increase infiltration within the parking lots, such as bioretention areas and disconnection of impervious cover, can reduce the dependence on structural solutions.
- **Expand voluntary business pollution prevention programs within the industrial and commercial zones.** Continue to develop existing voluntary pollution prevention programs in the City and County.

NEIGHBORHOOD-FRIENDLY CIRCULATION SYSTEMS

The Takoma Park Master Plan accommodates local and regional traffic and recommends a system which provides for safe, pleasant, and convenient pedestrian and bicycle access.

INTRODUCTION TO THE THEME

The vision of this Master Plan provides adequate roads for vehicular traffic, while emphasizing pleasant pedestrian and bicycle access as an important improvement to the character of communities. Residents of Takoma Park should be able to walk or bike to nearby shops and public services, as well as to more distant regional parks and facilities. Pursuant to this vision, the Plan recommends improvements to the Metropolitan Branch Trail as an addition to County-wide Trails located in both Sligo Creek and Long Branch Stream Valley Parks.

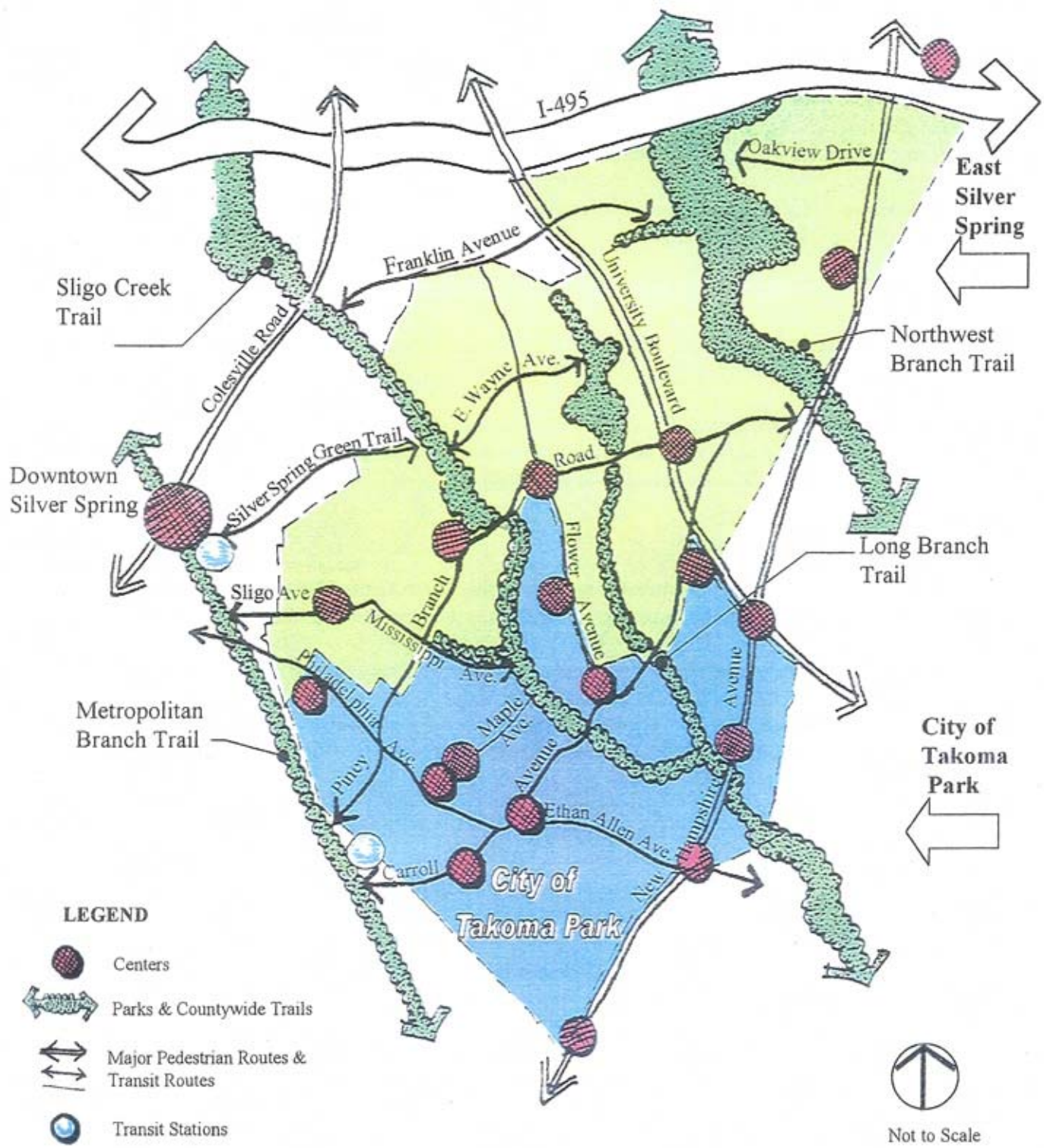
In order to accommodate both local and regional vehicular traffic, this Plan recommends a road system that balances land use and transportation needs. The Plan relies on the roadway classification system used by County and State highway officials to define roadway standards and the ultimate number of lanes. The road classifications include: Major Highway, Arterial, and Primary residential roadways. The Master Plan designates rights-of-way to reserve land needed for road improvements and recommends the number of lanes needed to accommodate traffic. Special consideration has been given to ensure that the recommended rights of way are consistent with protecting community character livability in established neighborhoods.

The Plan addresses traffic congestion, which results from development and economic growth throughout the region, by supporting alternatives to auto travel such as an improved pedestrian environment, completion of bicycle routes, and expansion of transit services. Anticipated traffic growth will result in some congested intersections within Takoma Park during peak periods of travel. Widening of roads in this area is not recommended due to the impact on neighborhoods along the roadways, but minor improvements to several existing intersections are supported. Map 20, Neighborhood-Friendly Circulation, shows major trails and pedestrian routes.

TRAFFIC CIRCULATION

Existing and forecast traffic conditions in the Takoma Park Planning Area are described in detail in the 1999 *Silver Spring/Takoma Park Transportation and Circulation Report*, prepared by M-NCPPC. This report documents the effects of anticipated Silver Spring CBD Sector Plan development on traffic conditions throughout the greater Silver Spring vicinity. The development envisioned in the Silver Spring CBD Sector Plan reflects an increase of about 2,000 households and 8,000 jobs over current levels. Increased traffic volumes in Takoma Park are expected to be due primarily to the Silver Spring CBD development. The recommended roadway capacity improvements identified in this section are therefore based on the recommendations described in the *Silver Spring/Takoma Park Transportation and Circulation Report*, which is included in Appendix G as a background report.

From a Policy Area perspective, the Plan described herein provides an adequate transportation system based on current areawide congestion standards specified in the Annual Growth Policy (see the Glossary regarding the Annual Growth Policy, or the AGP). The *Silver Spring/Takoma Park Transportation and Circulation Report*, however, identifies individual intersections where the forecast Critical Lane Volume (CLV) is substandard, even after recommended capacity improvements are made. The circulation system recommendations are designed to accommodate travel demand



for the year 2020. Additional details regarding the travel demand forecasting process are provided in the *Silver Spring/Takoma Park Transportation and Circulation Report*, which is in Appendix G as a Background Supplement.

Map 21 shows Forecast Intersection Congestion, assuming that recommended improvements are in place. At some locations, intersection congestion will remain worse than the standard. In some instances, the Master Plan does not explicitly recommend roadway capacity improvements to achieve current Local Area Transportation Review standards, for four reasons:

1. A major goal of this Plan is to make the circulation system more neighborhood-friendly. In some cases, improvements which increase roadway capacity are undesirable due to negative community impacts. This Plan also supports the County's neighborhood traffic protection programs which have been successful in keeping commuter traffic on major highways and arterials.
2. The intersection forecasting methodology used is most appropriate for identifying short-term, localized improvements. The *Silver Spring/Takoma Park Transportation and Circulation Report* examines the areawide impact of development over a 20-year time frame. The results are therefore useful for assessing long-term trends, but not for programming 20-year needs on an intersection-specific basis.
3. The extent of new development recommended in the Takoma Park Master Plan is nominal, particularly in comparison to planned Silver Spring CBD development.
4. Changes to the congestion standards could be adopted during the Master Plan time frame. The County Council conducts biennial reviews of the AGP Policy Element. The most recent changes to the congestion standards in Takoma Park were adopted in 1994.

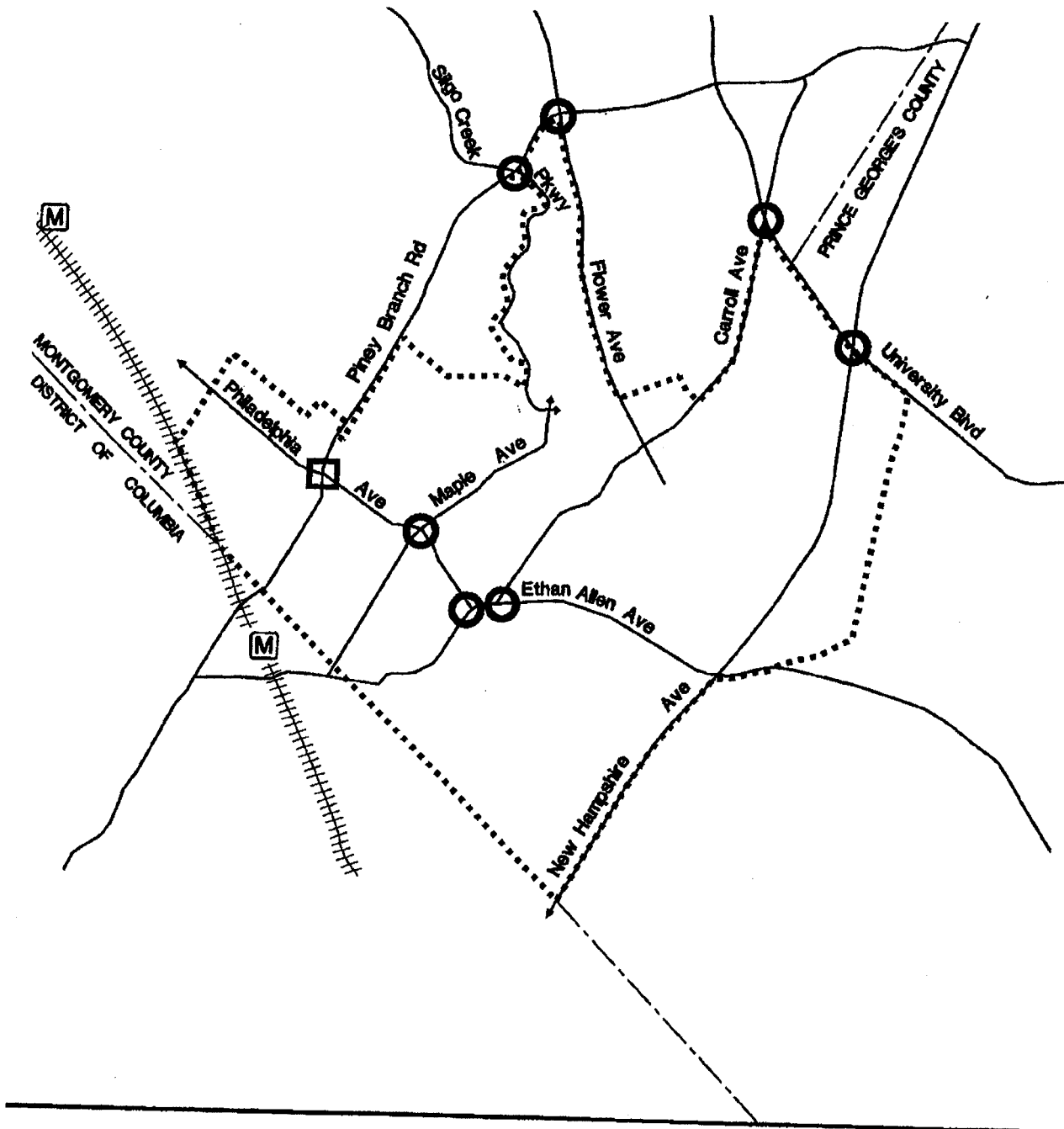
Recommendations

- **This Plan recommends future improvements from the *Silver Spring/Takoma Park Transportation and Circulation Report* which can be implemented without severe community impacts including:**
 1. Along Piney Branch Road at Sligo Creek Parkway, reconstruct Piney Branch Road as a three-lane section with exclusive turn lanes at the intersection.
 2. Along Philadelphia Avenue at Maple Avenue, add a left turn lane to Philadelphia Avenue and remove the dedicated signal phasing.
- **Additional capacity improvements throughout the Plan area should be considered on a case-by-case basis as needs arise. Should a desirable development opportunity affect an intersection where congestion standards would otherwise preclude its consideration, the development might be accommodated by one or more of the following means:**
 1. Develop a more aggressive traffic mitigation program.
 2. Provide capacity improvements other than those explicitly described in this Plan.
 3. Revise the congestion standards.

The first two means above may be pursued through the regulatory process, whereas the third means requires a change to the AGP made by the County Council. In either case, this Plan recognizes that some flexibility is appropriate to encourage revitalization.

Forecast Intersection Congestion

Map 21



LEGEND

- County Line
- Master Plan Boundary
- CLV < 1650 (Better Than Standard)
- CLV > 1650 (Worse Than Standard)
- Ⓜ Metro Station
- +++++ Railroad
- Not To Scale



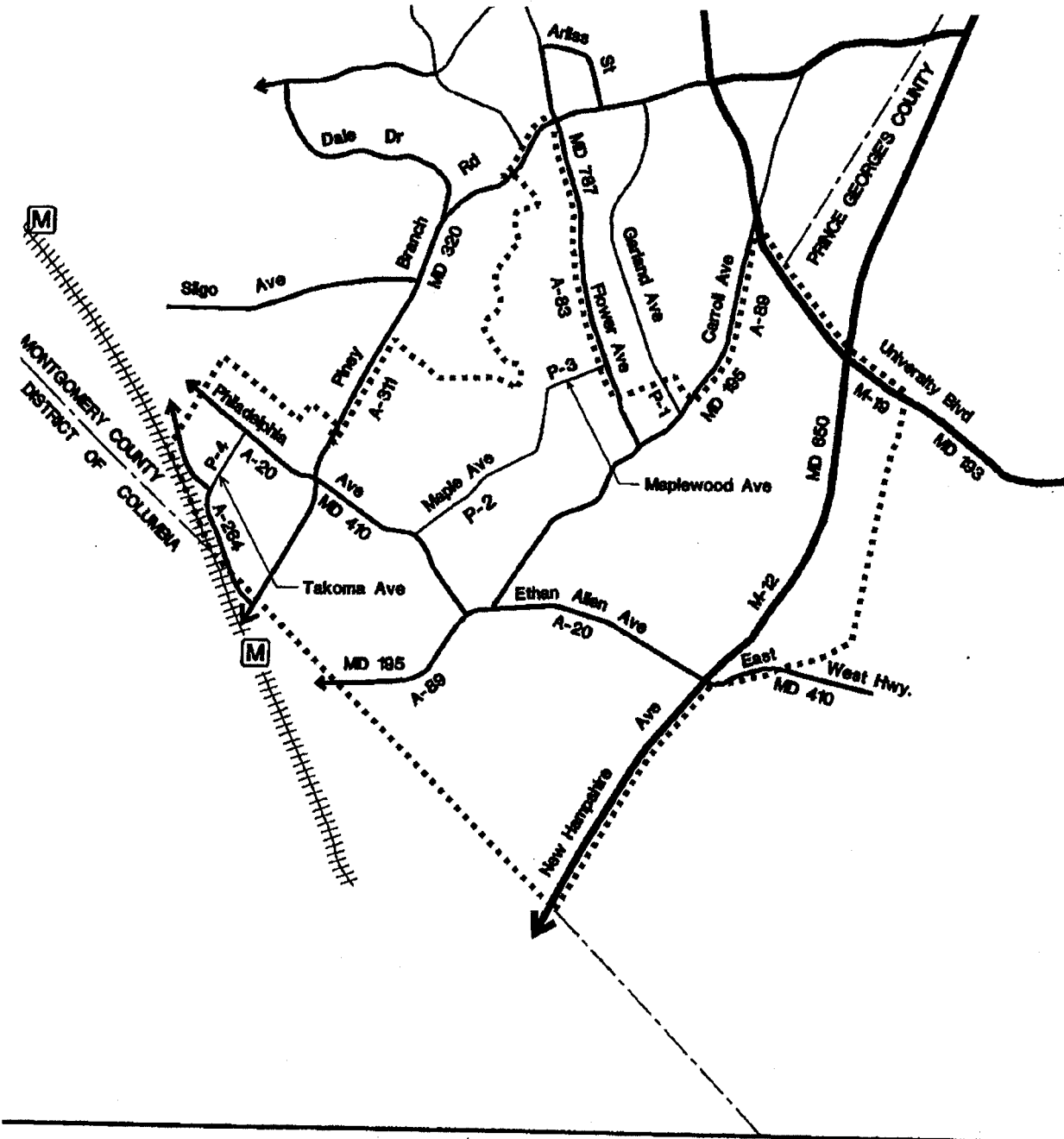
- **Streets which are within the public right-of-way but are not built (known as paper streets) should be retained in public ownership unless they are no longer needed for public auto, pedestrian, or bicycle access, or for other public use.**

A Road Classification system is used by County and State transportation officials to state the basic purpose of each street, to identify the minimum right-of-way, and to state the recommended number of travel lanes for each road. A typical cross section is provided for each classification to show how travel lanes, medians, landscaped areas, and sidewalk areas are included within the right-of-way for each street. The classifications of roadways in Takoma Park are Major Highways, Arterials, Primaries, and Residential Roads. See Map 22 and Table 6, Road Classifications.

The table recommends rights of way for many primary and arterial streets that are less than the standard 70' or 80'. The reductions in the recommended rights-of-way will help to protect community character and livability in established neighborhoods. The existing number of lanes on roads will be maintained with adequate space for improvements for pedestrians and bicyclists and for turn lanes at intersections. Where greater right-of-way may be needed in the future, there is flexibility for future acquisition.

Recommendations

- **Major Highways and Arterials should continue to serve regional and area traffic needs and thereby limit traffic impacts on local and neighborhood streets.** Improvements to these roads may be needed to upgrade the character of an area or to improve motorist, pedestrian, or bicyclist safety.
- **Change the roadway classification for Piney Branch Road from a Major Highway to an Arterial for the Takoma Park portion between University Boulevard and the District of Columbia line.**
- **The right-of-way on University Boulevard should remain at 120 feet, except that where any existing right-of-way is greater than 120 feet, the existing right-of-way should be maintained.** However, future studies could result in the need for increased right-of-way requirements along University Boulevard for sidewalks and streetscape improvements, but not to exceed 150 feet.
- **Approve minimum rights-of-way and apply the following guidelines for primary and arterial roads:**
 1. Where the existing right-of-way is greater than the "minimum right-of-way", the existing right-of-way is recommended. The "minimum right-of-way" in Table 6 is not intended to result in the loss of existing right-of-way.
 2. The recommended right-of-way is the minimum expected for dedication at the time of subdivision.
 3. Right-of-way continuity within each block is desirable. On a block where most lots have already dedicated more than the minimum, the remaining lots may be asked to dedicate to match their neighbors.
 4. All arterial and primary roads should be closed section (curb and gutter).
 5. One intent of these reduced rights-of-way is to avoid taking existing buildings.
 6. At the time of Preliminary Plan or Facility Plan, the following will be determined on a case-by-case basis:
 - a. Final roadway design, including lane widths and tree locations
 - b. Final right-of-way widths and locations
 - c. Any easement widths and locations
 7. Rights-of-way may still be increased at intersections. Turn lanes may be added.



LEGEND

- County Line
- Master Plan Boundary
- Major Highway
- M-12
- Arterial Road
- A-20
- Primary Residential Road
- P-2
- Ⓜ Metro Station
- +++++ Railroad

Not To Scale 

Table 6

ROADWAY CLASSIFICATIONS

Master Plan Roadway Designation	Name	Limit	Minimum Right-of-Way	Recommended Number of Lanes
M-12	New Hampshire Avenue (MD 650)	University Boulevard to District of Columbia line	150'	6 divided
M-19	University Boulevard (MD 193)	Carroll Avenue to Prince George's County line	120'	6 divided
A-20	Philadelphia Avenue (MD 410)	Chicago Avenue to Carroll Avenue	50'	2
	Ethan Allen Avenue (MD 410)	Carroll Avenue to New Hampshire Avenue	50'	2
	East West Highway (MD 410)	New Hampshire Avenue and Prince George's County line	90'	4
A-83	Flower Avenue (MD 787)	Piney Branch Road to Carroll Avenue	55'	2
A-89	Carroll Avenue (MD 195)	University Boulevard to Glenside Drive	90'	2
		Glenside Drive to Ethan Allen Avenue	50'	2
		Ethan Allen Avenue to Tulip Avenue	55'	2
		Tulip Avenue to Laurel Avenue	70'	2
		Laurel Avenue to District of Columbia line	70'	2
A-264	Fenton Street	Chicago Avenue to Takoma Avenue	80*	2
	Takoma Avenue	Fenton Street to District of Columbia line	80*	2
A-311	Piney Branch Road (MD 320)	Philadelphia Avenue to District of Columbia line	70'	2
		Mississippi Avenue to Philadelphia Avenue	80'	2
		Sligo Creek Parkway to Flower Avenue	80*	4
P-1	Garland Avenue	East Silver Spring boundary to Carroll Avenue	60'	2
P-2	Maple Avenue	Philadelphia Avenue to Maplewood Avenue	60'	2
P-3	Maplewood Avenue	Maple Avenue to Flower Avenue	60'	2
P-4	Takoma Avenue	Philadelphia Avenue to Fenton Street	60'	2

1. The recommended number of lanes refers to the number of planned through travel lanes for each segment, not including lanes for turning, parking, acceleration, deceleration, or other purposes auxiliary to through travel. Rights-of-way are considered to be measured symmetrically based upon roadway centerline unless noted with an asterisk*.
2. Additional dedications or construction easements on adjacent private property may be needed. The amount will be determined on a case by case basis. The right-of-way will not necessarily be wide enough to include the standard 2-foot clearance for construction.
3. The initial estimates of right-of-way widths were rounded "up" to the nearest 5 feet to establish the minimum right-of-way.
4. These minimum rights-of-way do not assume final road designs that match the "Typical Road Sections" for primary and arterial roads in the Design Standards for Montgomery County, by DPWT, revised in February 1996.
5. Rights-of-way may still be reduced by the Planning Board below that recommended in Table 6. An easement may still be used in lieu of right-of-way.

PEDESTRIAN SYSTEM

Master Plan Area Sidewalks and Trails

Walking is an important part of life in Takoma Park. This Plan provides guidance for a pedestrian system, serving both recreational routes and commuter or errand routes. The Plan recognizes that existing conditions be considered (right-of-way availability, trees, topography, and the interests of adjacent property owners) when designing route improvements. The recommendations of this Master Plan should be implemented by existing City, County, and State agencies and by private developers. This Plan makes general recommendations for the area pedestrian system, as well as for pedestrian and streetscape improvements along specific roadways.

Recommendations

- **Improve pedestrian access to shopping areas, transit, and community facilities by providing wide, tree-lined sidewalks and good street crossings throughout the area.** Improve crossings with pedestrian signals and limitations on right turns, where appropriate.

Good pedestrian walkways should be provided in all residential areas. The most important routes are identified by their main function and should be given priority. In many places while sidewalks currently exist, they are not adequate and should be improved.

- **Provide a system of sidewalks and paths with the following components:**

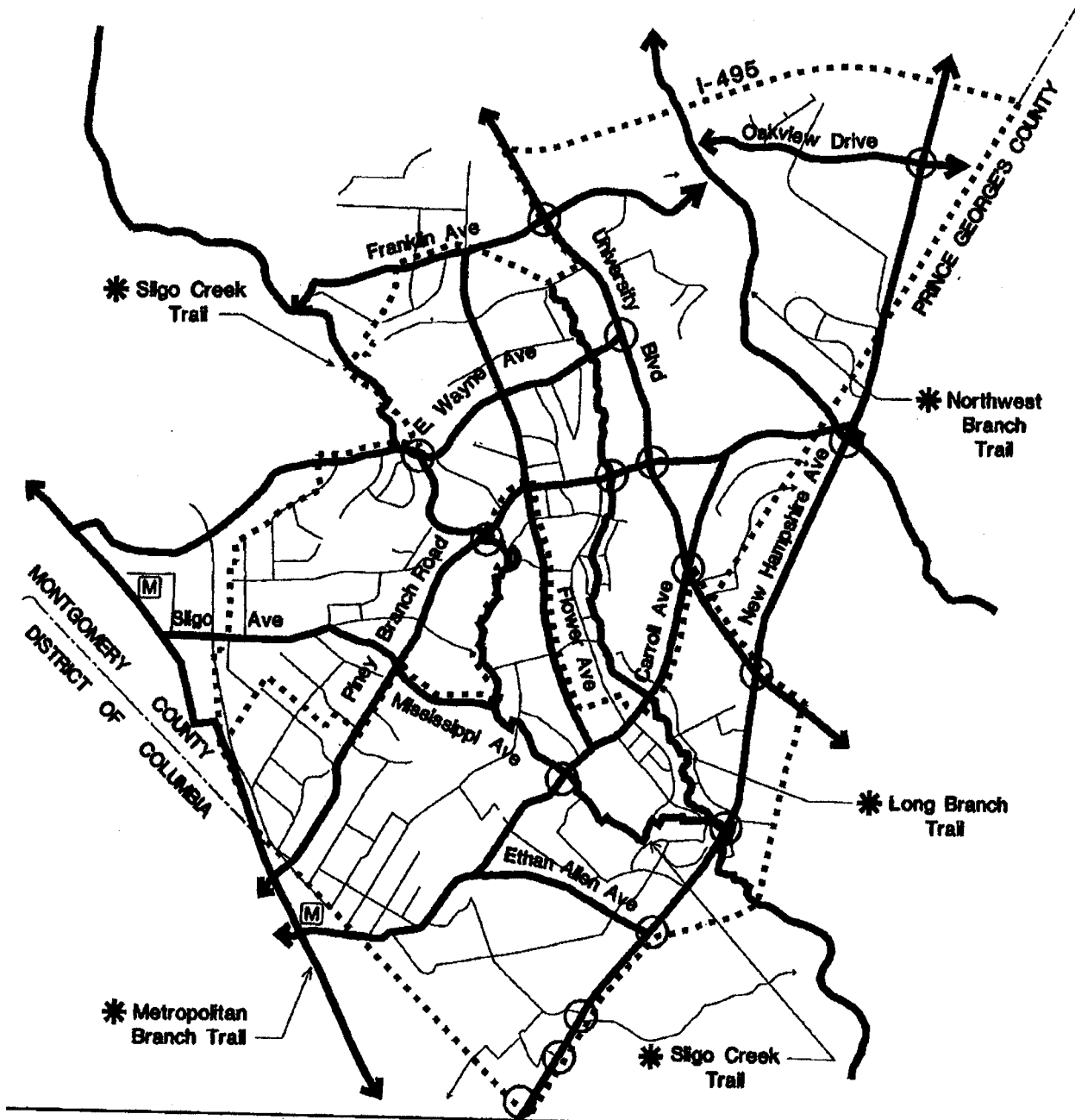
Pedestrian System Framework: Map 23 shows the routes which form the framework for pedestrian access in Takoma Park. These include streets with major transit routes and County-wide trails, such as the Sligo and Long Branch Stream Valley Park trails. Streetscape enhancement, which provides improved pedestrian access, is recommended along various streets in the area. Other major routes are shown, connecting the Municipal Center and Adventist facilities to the Silver Spring and Takoma transit station. A system of existing and potential neighborhood routes is also shown on the map.

Major Neighborhood Routes: These are routes that connect neighborhoods to important community destinations. The major neighborhood routes connect to the pedestrian system framework routes, as well as to parks, schools, and commercial and institutional centers. Maps and Tables showing potential neighborhood routes and trail access points are available in a supplemental document called "Pedestrian Routes and Bikeways," Preliminary Study, 2001. This report is a work in progress which should be finalized as part of the implementation efforts to follow adoption of the Master Plan. Development of final neighborhood routes and the trail access points should be a City-wide effort that incorporates the needs and desires of local neighborhoods. For example, it is important to connect the Colby and Cherry Avenues area to the Sligo Creek trail.

Other Local Pedestrian Routes: Sidewalks along other neighborhood streets are not shown on the Pedestrian System-Framework Routes map. While flexibility is recommended to meet a local access need, the priority for public sidewalk projects should go to the Pedestrian System-Framework or the Major Neighborhood Routes. Where very few cars use a street, and sidewalks are not desired by residents, a mixed street can be designated. Traffic calming measures should be considered along both selected Major Neighborhood Routes and other local neighborhood streets.

Pedestrian System Framework

Map 23



LEGEND

- Master Plan Boundary
- - - - - County Line
- Major Sidewalks and Trails
- Major Neighborhood Routes
- Major Pedestrian Crossings
- Ⓜ Metro Station

* Countywide Trails

Not To Scale



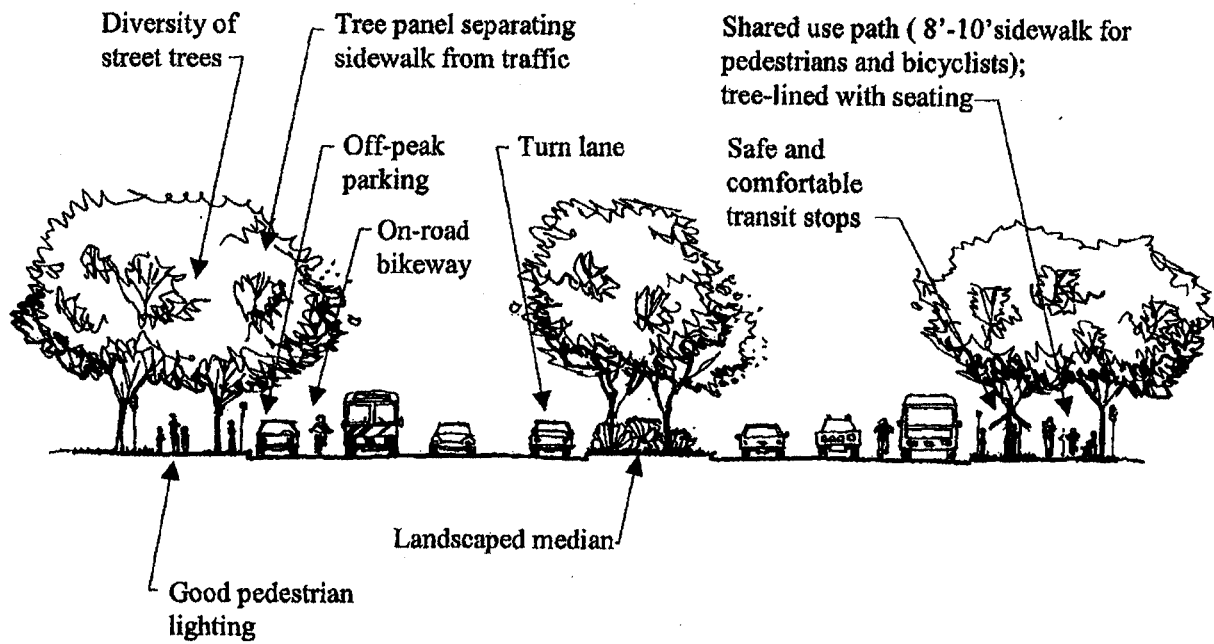
Streetscape Treatments

University Boulevard Recommendations

- **Provide tree-lined sidewalks, landscaped medians, and street trees in wide panels separating sidewalks from traffic. Provide on-road bikeways and “shared use paths” (8-foot to 10-foot-wide sidewalks) on both sides. (See Bikeway section.)**
- **The right-of-way on University Boulevard should remain at 120 feet, except that where any existing right-of-way is greater than 120 feet the existing right-of-way should be maintained. However, future studies could result in the need for increased right-of-way requirements along University Boulevard for sidewalks and streetscape improvements, but not to exceed 150 feet.**
- **Coordinate enhancements to University Boulevard and New Hampshire Avenue with Prince George’s County, State Highway Administration, and the City of Takoma Park.**
- **Prepare a concept study of improvements to the pedestrian environment and to the attractiveness of the area along University Boulevard. A streetscape concept is shown in Figure 2. The study should address:**
 1. Provision of a streetscape and landscaping treatment, possibly reflecting the international character of businesses along University Boulevard.
 2. Enhancement of selected locations to improve pedestrian comfort and safety and to improve character, such as bus stops and pedestrian crossings.
 3. Provision of on-street parking during off-peak periods to buffer pedestrians from moving traffic, provide parking options for residents, and reduce traffic speeds.
 4. Enhancement of the existing gateway features of University Boulevard at Takoma/Langley Crossroads.
- **Revise this Master Plan if the “Purple Line” transit alignment is approved along University Boulevard. Revisions to the Takoma Park Master Plan should reflect any needed changes in right-of-way or easement acquisition, or changes in land use, design, and zoning recommendations. The transit alignment is an alternative under study by the State of Maryland as part of the Capital Beltway Major Investment Study.**

New Hampshire Avenue Recommendations

- **Provide tree-lined sidewalks, landscaped medians, and street trees in and wide panels separating sidewalks from traffic. Provide on-road bikeways and “shared use paths” (8-foot to 10-foot-wide sidewalks) on both sides . (See Bikeway section.)**
- **Acquire right-of-way to the full 150-foot standard to provide adequate space for landscaping and sidewalks. (Assumes the Department of Public Works and Transportation Design Standard number MC-218.02.) Purchase the land or acquire it through dedication-at-redevelopment.**
- **Coordinate enhancements to University Boulevard and New Hampshire Avenue with Prince George’s County, State Highway Administration, and the City of Takoma Park.**



- **Prepare a concept study of improvements to the pedestrian environment and to the attractiveness of the area along New Hampshire Avenue.** A streetscape concept is shown in Figure 2. The study should address:
 1. Addition of trees and landscaping to medians and to the edges of roads within rights-of-way.
 2. Conformance to setback requirements for parking lots and buildings along the roadway to provide space for sidewalk easements behind tree panels where the right-of-way is not adequate.
 3. Enhancement of selected locations to improve pedestrian comfort and safety and to improve character, such as bus stops and pedestrian crossings. Improvement should include crossings of New Hampshire Avenue at:
 - University Boulevard
 - Holton Lane
 - Sligo Creek Trail
 - Larch Avenue
 - Ethan Allen Avenue
 - Poplar Avenue
 - Sheridan Street
 - Eastern Avenue
 4. Provision of gateway enhancements at the Maryland Gateway at Eastern Avenue and at Ethan Allen Avenue.

Piney Branch Road, and Carroll Avenue, and Fenton Street Recommendations

- **Provide streetscaping along Piney Branch Road, Carroll Avenue, and Fenton Street (see Figure 3) in Takoma Park, as follows:**

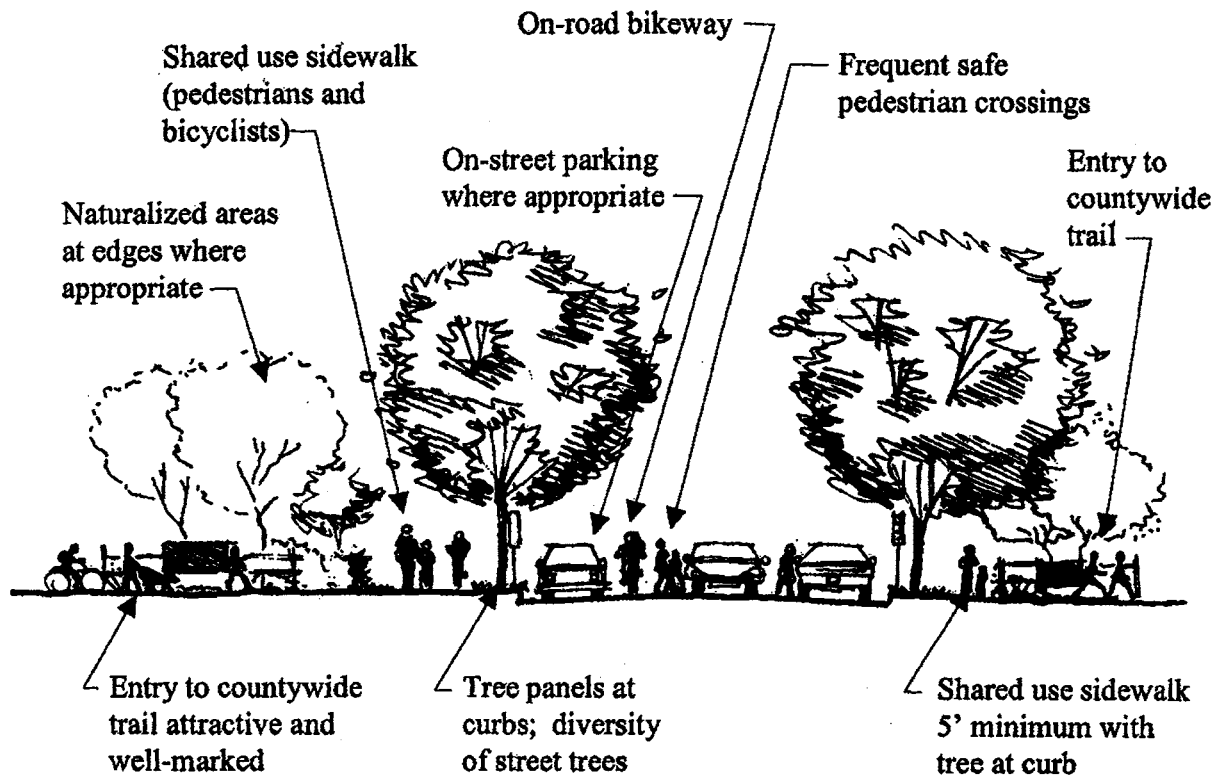
1. Provide sidewalks on both sides of the road with trees to shade both the sidewalks and the travel lane. The sidewalk should be set back from the curb to separate users from traffic. Future detailed design studies will determine the final design. Minimize impacts on front yards.

Where shared-use sidewalks are appropriate (see Bikeway section) ensure that the sidewalk is designed to accommodate safely and comfortably both pedestrians and the expected number of bicyclists. Provide on-road bikeways as recommended in the Bikeway section.

Acquisition of additional right-of-way or easements may be needed in some cases. Flexible design, done on a case-by-case basis, is essential.

2. Provide frequent safe pedestrian crossings to ensure good access to the combined pedestrian/bike routes from surrounding neighborhoods.

Safe crossings of major intersections, such as Carroll Avenue at University Boulevard, are especially needed since these are the most difficult to cross due to traffic volumes and number of lanes.



- **Provide streetscaping along Piney Branch Road, in coordination with the East Silver Spring Master Plan, to include:**
 1. Improve the intersections with Sligo Creek Parkway and Flower Avenue to better accommodate pedestrian access to transit and provide good pedestrian and bikeway crossings while still ensuring adequate levels of service for traffic flow.
 2. Maintain the four-through-lane section from Sligo Creek Parkway to New Hampshire Avenue to ensure good traffic flow.
- **Provide streetscaping along Carroll Avenue from University Boulevard to Takoma Junction. Edge trees and landscaping should be used to narrow the roadway visually. (See Figure 3.)**
- **Improve Carroll Avenue from Takoma Junction to Takoma Old Town.** Extend the existing character of Old Town by adding trees and improving the sidewalk on the south side along with other streetscape enhancements. Consider providing an 8-foot “shared-use path.” Acquire easements or right-of-way as needed. (See Figure 4.) (See Bikeway section.)
- **Coordinate improvements to Carroll Avenue from Old Town to the Takoma Metro station with the District of Columbia.** Prepare a design study for streetscape improvements in this area.
- **Provide streetscaping along Fenton Street to provide a continuous, attractive link between the CBD and Montgomery College and provide an attractive gateway to the CBD and to the campus.**

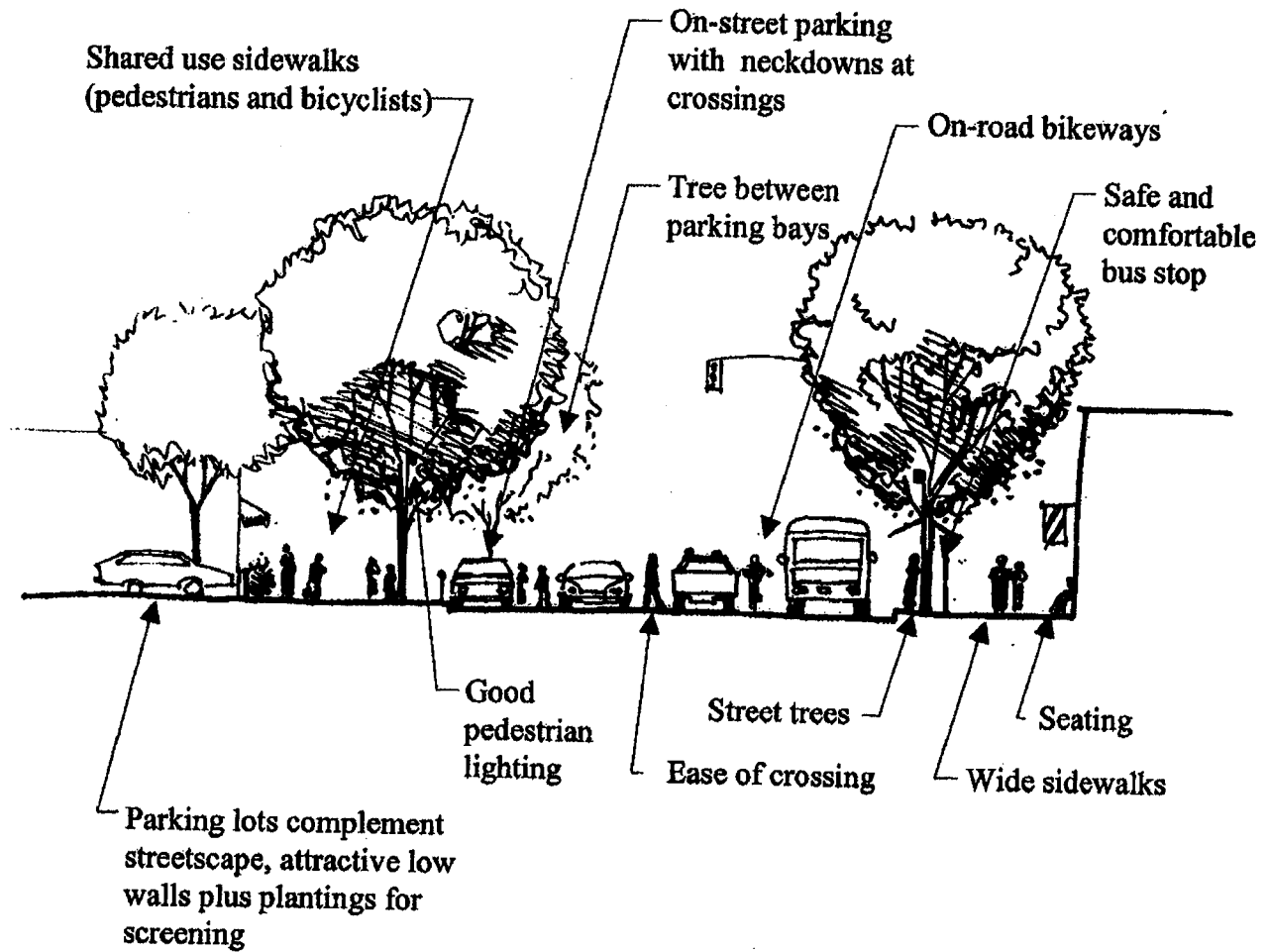
Flower Avenue Recommendations

The livability, character and safety of Flower Avenue are important to the entire community. Flower Avenue is a shady tree-lined street with many homes along it. It is a busy connection between Piney Branch Road and Carroll Avenue. It is also a transit and on-road bike route. On its east side, north of Columbia Union College, a number of mature trees and established homes are very close to the street. As a result, the path along that side is intermittent and narrow - and inadequate. The highest priority should be given to making improvements for pedestrian safety, with every effort to preserve neighborhood character while doing so. (See Figure 4.)

- Provide continuous pedestrian routes on both sides. High priority should be given to improving the east side. If possible provide shared-use sidewalks on both sides and on-road bikeways. (See Bikeway section.)
- Preserve neighborhood character by protecting mature, healthy trees and the livability of homes. Minimize impacts on front yards.
- Future detailed design studies on a block-by-block basis should determine the final design and implementation strategy.
- Consider a phased implementation plan. The result may be a discontinuous route on the east side until the final phases. The first phases may include neck downs, curb extensions at intersections), additional crosswalks and additional paths connecting bus stops with crosswalks.

Maple Avenue Recommendation

- **Improve Maple Avenue between MD 410/Philadelphia Avenue and Sligo Creek Parkway.** This street serves the Takoma Park Municipal Center, numerous apartment residents, Sligo Creek Parkway, and the Washington Adventist Hospital. Provide attractive features such as flower beds, benches, decorative lights, seasonal banners, seating areas, and enhanced crosswalks. Traffic calming features should also be considered. (See Figure 4.)



Mississippi Avenue Recommendations

A connection between the Silver Spring CBD and Sligo Creek Trail should be provided. If a sidewalk or path is not feasible, traffic calming measures could be used. Measures could include neck downs at entrances, midblock circles, speed bumps, bollards, pavement markings, and signs to limit speed and announce the use by pedestrians. Vehicles would travel slowly and pedestrians could walk in the street.

- **Support a path or bikeways along Mississippi Avenue from Piney Branch Road to Sligo Creek Parkway.**

If this is not feasible, then traffic calming or an alternate route, such as Ritchie Avenue, should be considered.

BIKEWAY SYSTEM

This Plan's vision is to provide for safe, pleasant and convenient bicycle access that contributes to the quality of life. Everyone should be able to bike to nearby shops and schools as well as to friends in other neighborhoods, transit, regional parks, and more distant destinations. For this reason, both recreation and transportation bicycling needs are taken into account.

The Bikeway System Framework (Map 24) identifies the highest priority bikeways which are generally either through stream valley parks or along main roads or railroad tracks. These are expected to be the most popular routes. More detailed recommendations concerning the types of bikeways recommended for each route are in Appendix F¹. Several of the bikeways are part of the County-wide parks trails system: Sligo Creek Trail, Long Branch Trail and the Metropolitan Branch Trail. As trails, they are also used by hikers.

Neighborhood bikeways are to be addressed in a supplement² where the most desirable local routes can be identified, evaluated, and recommended for improvements with the advice of each neighborhood.

Recommendations

- **Place a high priority on the completion of the County-wide trail system.³ This includes closing the gap in the Long Branch Trail between Carroll Avenue and the Sligo Creek Trail.**
- **Build the Metropolitan Branch Trail, also part of the County-wide trail system, as a direct and continuous trail for pedestrians and bicyclists parallel to the Metro Red Line.**

The Metropolitan Branch Trail will serve not only the local community but the greater region. When connected to the Capital Crescent Trail, the seven-mile combined trail will be crescent-shaped and link Union Station, Takoma Park, Silver Spring, Chevy Chase, Bethesda and Georgetown. Portions of the trail are already constructed. Coordination with the District of Columbia is needed to ensure trail continuity. (See Map 25.)

As in the Silver Spring CBD, where possible, the trail design should provide separate pedestrian and bike paths and a double row of trees. The minimum widths for the pedestrian path and bike path should be 6 feet and 8 feet, respectively.

¹The Bikeway recommendations in the appendix are incorporated in this Master Plan by reference.

²*Pedestrian Routes and Bikeways*, Preliminary Study, 2001.

³*1998 County-wide Park Trails Plan*

On Takoma Avenue remove on-street parking where appropriate to create room for the trail. Buffer the neighborhood from the tracks through tree preservation and other approaches developed as the trail is designed. Enhance the sidewalk on the east side and connect it to the trail by good well-marked crossings.

Provide connections to the trail from neighborhoods, community facilities, and other destinations. The proposed bike and pedestrian bridge for Montgomery College should provide a good connection between the trail and South Silver Spring, including Jesup Blair Park.

Design the trail to provide for a safe and enjoyable trail experience. Develop a design that enhances the user's experience and takes into account the following elements:

1. **Aesthetics and comfort:** provision should be made for landscaping, attractive fences and walls, and stopping places with seating. Adequate space between the trail and rail tracks must be maintained.
2. **Opportunities to understand the community and its setting:** vistas and signs could be provided to inform trail users about significant historic, environmental, or community features along the trail.
3. **Deterring Crime:** the principles of Crime Prevention Through Environmental Design (CPTED) should be considered and balanced with other trail design objectives.

- **Provide good connections to surrounding neighborhoods.**

Safe and well-marked access points are important, particularly for the bikeways which are part of the County-wide trails system. Key access points for these trails are discussed in the supplement.

- **Provide safe crossings of roadways, particularly for County-wide trails.**

Ensure that intersections have adequate space on either side of roadway crossings for both pedestrians and bicyclists using the trails. Consider installing trail crossing signals where there are no traffic signals. High priority should be given to improvements for crossings of Piney Branch Road, Carroll Avenue, and New Hampshire Avenue. (Key crossings are shown on Map 23, the Pedestrian System Framework)

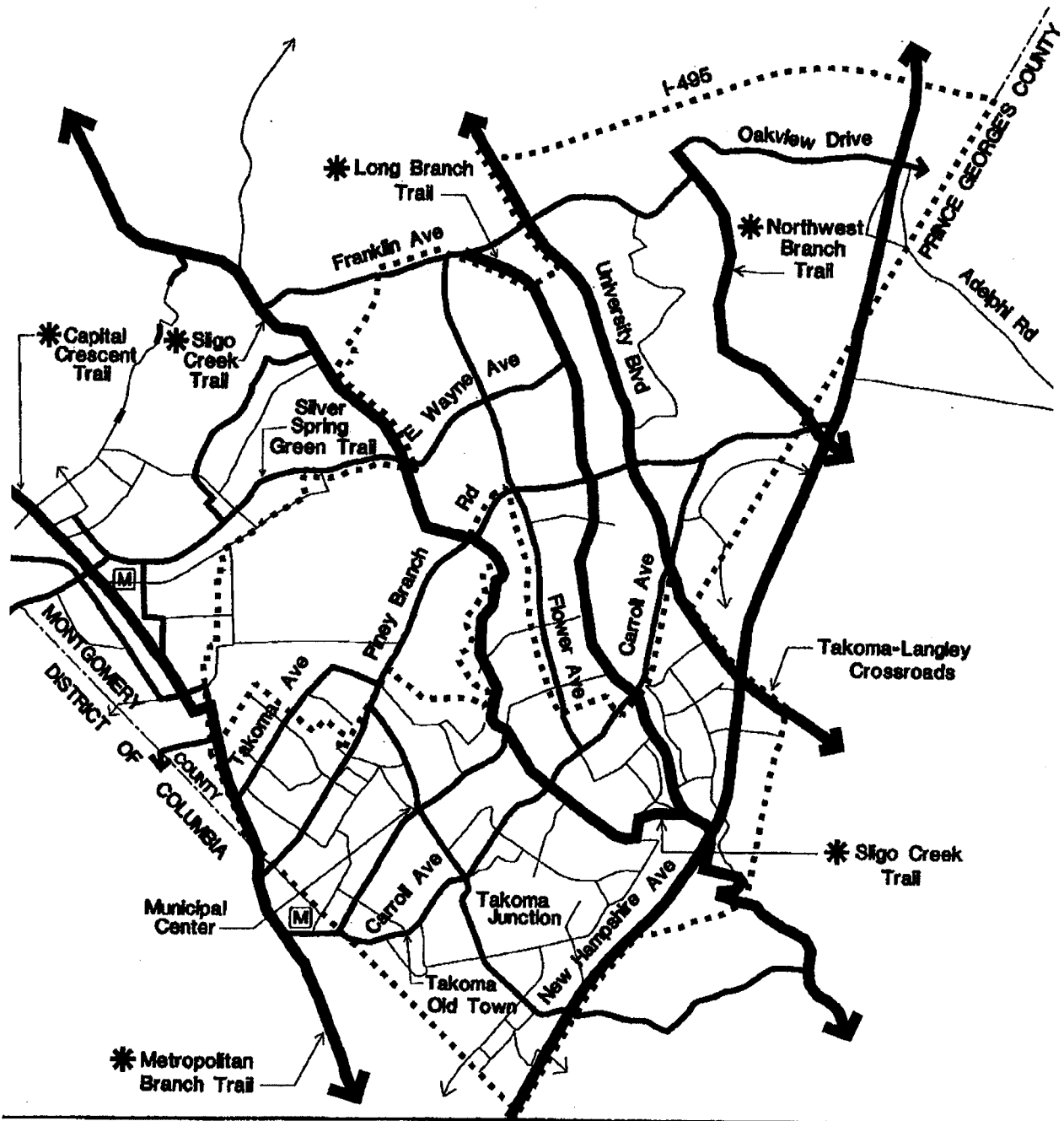
- **Accommodate bicyclists on public roads wherever possible.**

People who are experienced cyclists are expected to use any road just as motorists do. Current policies on state and County roads already support the accommodation of bicyclists on major roads wherever possible. Improvements for safer bicycle travel could include widened shared travel lanes, paved shoulders, striped bike lanes, and/or off-road paths and shared use sidewalks. More detailed recommendations concerning the type of bikeway envisioned for each route in this Plan are in Appendix D.

- **Evaluate all bridges that carry the bikeways in the framework and upgrade them where needed.** The Maple Avenue Bridge should be improved.

- **Designate neighborhood bikeways as a follow up to this Plan.**

Just as with the neighborhood routes that are part of the Pedestrian System, the neighborhood bikeways shown in the supplement are to be reviewed and recommended for improvements with the participation of residents of each neighborhood. This should be a City-wide effort. These bikeways are generally on-road routes where design decisions focus primarily on signage and whether to stripe bike lanes.

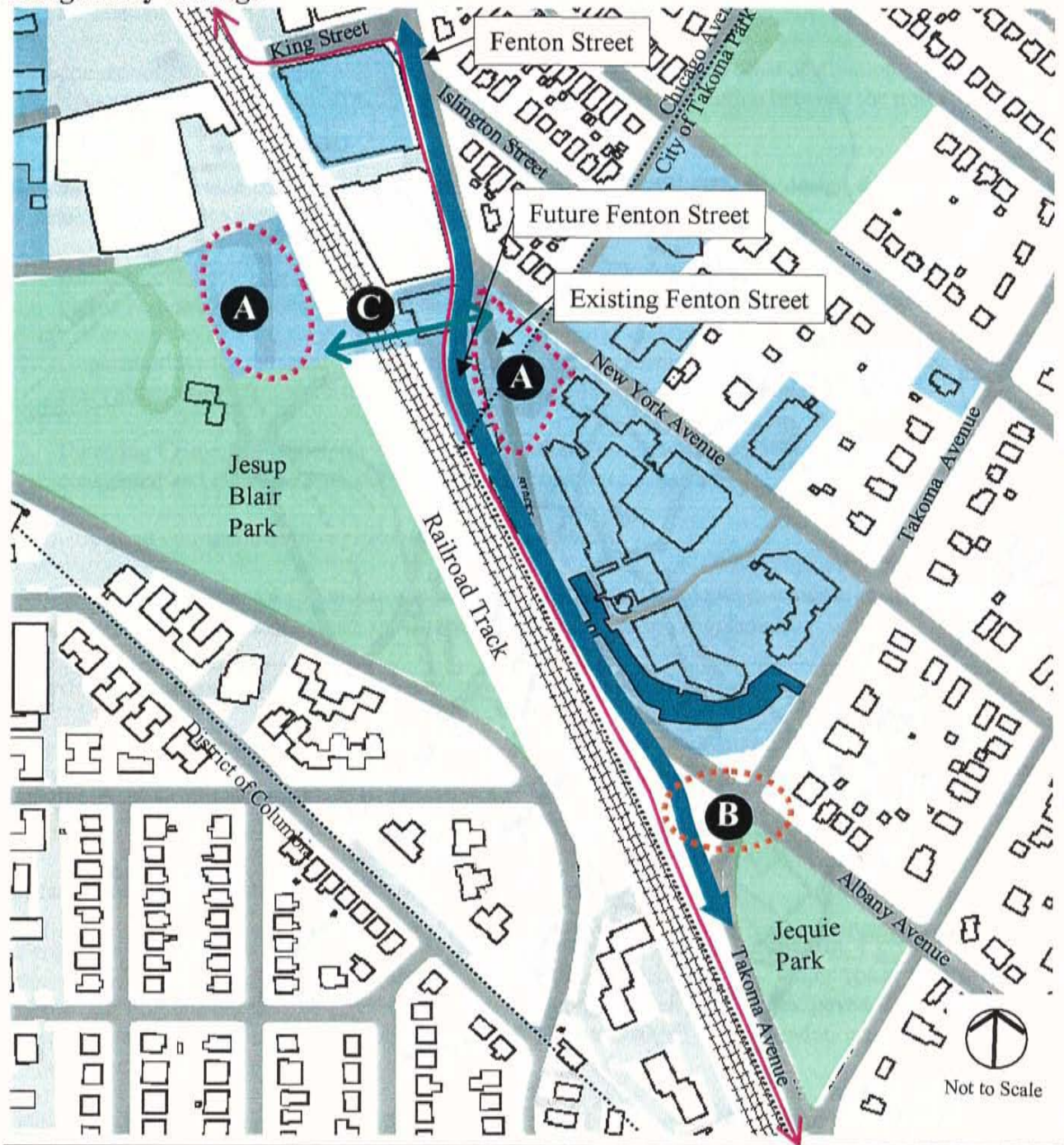


LEGEND







- County Line
- Master Plan Boundary
- Regional Bikeways & Bikeways Along Major Highways
- Main Connections Between the Major Regional Bikeways & Between Important Local Destinations
- Neighborhood Bikeways (See Supplement)
- [M] Metro Station
- * Countywide Trails



Fenton Street and Metropolitan Branch Trail Alignment at Montgomery College



LEGEND

-  Fenton Street and modified parking lot
-  Metropolitan Branch Trail
-  Montgomery College
-  College Expansion Area
-  Redesign intersection; calm Fenton Street traffic protect neighborhood
-  Pedestrian and bicycle bridge for College and to connect to Metropolitan Branch Trail

- **Provide good connections to the national American Discovery Trail.**

Provide signs that direct people to the American Discovery Trail. In cooperation with adjacent jurisdictions, consider applying for designation of the Metropolitan Branch Trail or other portions of the trail system as part of the American Discovery Trail.

Along with the County-wide trail system, this Plan addresses the need for a local system of bikeways and trails. While some local bikeways have been completed, others are recommended to be added.

Recommendations

- **Recommend completion of the local bicycle routes which provide for on- and off-road cycling opportunities.** Improving the connectivity of the local and County-wide facilities allows cyclists to safely reach major destinations in the area, including: schools, retail, employment centers, transit, libraries, and nearby trails. The recommendation is intended to improve and expand the inter-connected system of bikeways and trails in Silver Spring, Takoma Park, and beyond.

Maps and tables showing potential on-road and off-road bicycle routes and the trail access points are available in a draft supplemental document called "Preliminary Draft of Neighborhood Pedestrian Routes and On-Road Bikeways," July 1999. This report is a work in progress which should be finalized as part of implementation efforts to follow adoption of the Master Plan. Development of final on- and off-road routes and the trail access points should be a City-wide effort that incorporates the needs and desires of local neighborhoods.

PUBLIC TRANSPORTATION

While not considered a major transportation hub, various types of public transportation are provided throughout Takoma Park. Montgomery County's Ride-on system operates ten routes within Takoma Park. The Washington Metropolitan Area Transit Authority operates Metrobus routes in the area. The Takoma Metro station in Washington, D.C. is within walking distance of the Old Town commercial area and several Takoma Park neighborhoods. Existing and Potential Transit Routes are shown on Map 26.

Use of transit services is particularly popular in Takoma Park. Adequate transit services are needed to support several concentrations of apartment areas and a diverse transit oriented population. Destinations that benefit from transit access include educational institutions, social service organizations, employment centers, commercial centers, and connections to the Metro system. In Takoma Park, the eastern area along New Hampshire Avenue and the southeastern area near Eastern Avenue would benefit from expanded transit service. Expansion of service in these areas will require inter-jurisdictional coordination.

Significant transportation planning efforts focus on getting large numbers of employees to the Silver Spring and Takoma Metro stations, as well as to the Silver Spring CBD employment center. Plans for improving connections between various transit services and the use of Transportation Demand Management (TDM) are in place. TDMs are strategies to help reduce the extent of automobile use through such means as transit use subsidies. It is expected that improved connections and TDM strategies will encourage greater transit use.

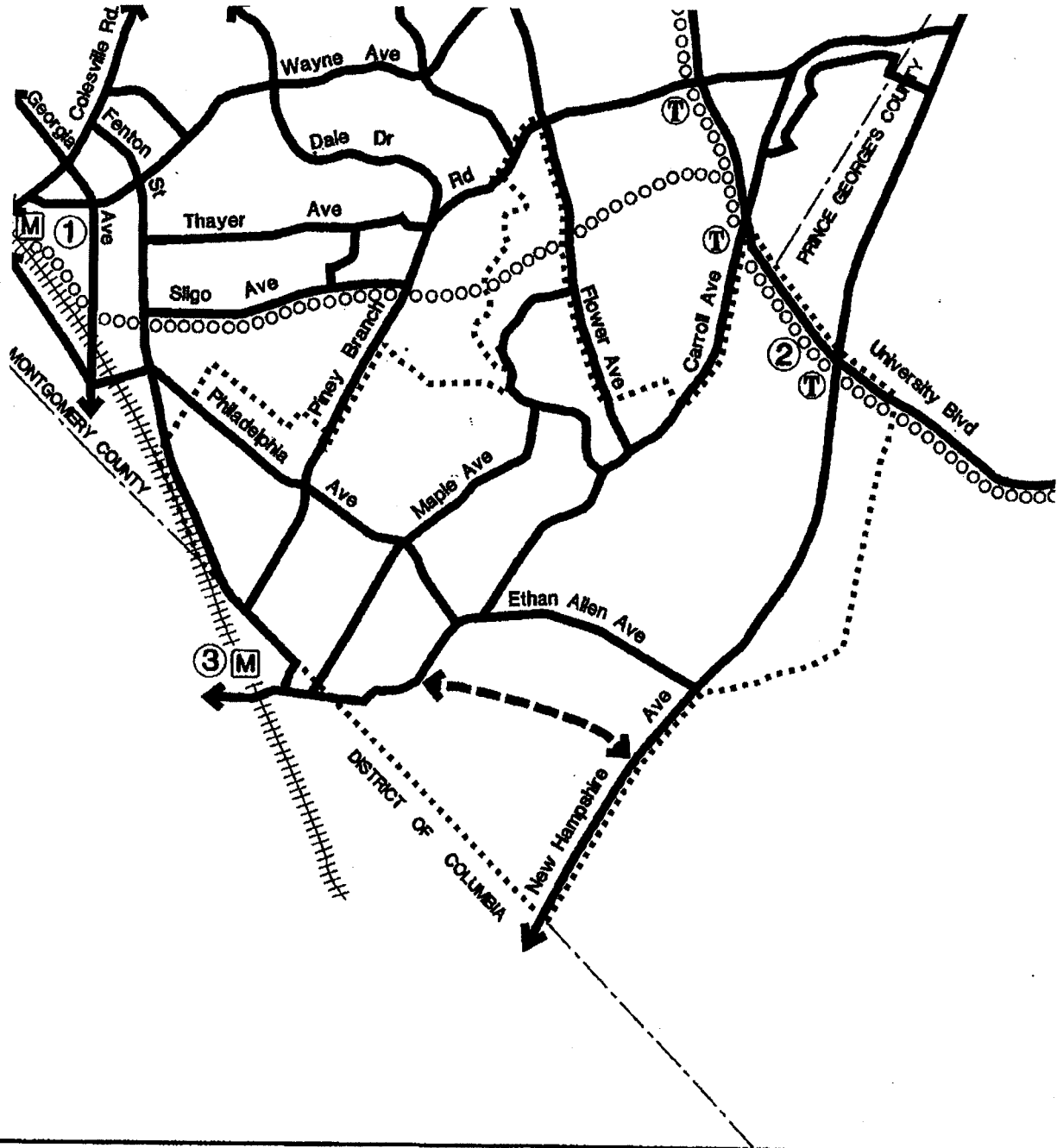
Improvements to sidewalks, crosswalks, bicycle storage, and bus shelters will be very important if goals of increased ridership are to be met. A new Takoma/Langleys Crossroads Transit Center bus layover center is planned for property near the grocery store on University Boulevard at Anne Street. It is necessary to assure reliable bus service by means such as more frequent buses, neighborhood circulator service, and computer directed service. Other methods to provide the most accurate route scheduling and arrival time information are also needed. Such changes will make transit use a much more attractive choice of travel.

A major improvement to access in the area could be the provision of additional rail transit service in the area. New rail transit alignments would help increase the high level of transit use occurring in the area. The State of Maryland's Capital Beltway Corridor Transportation Study addresses two alternative routes through the area, both tentatively identified as "purple line" additions to the Metrorail system. One at-grade route is proposed to extend along University Boulevard from College Park to Wheaton. Stations are being considered along University Boulevard near both New Hampshire Avenue and Piney Branch Road. The other, below-grade alternative (possibly cut and cover) follows University Boulevard from College Park to New Hampshire Avenue, then becomes a tunnel route under Takoma Park connecting to the Silver Spring Metro station. Neither route has been adopted as an official recommendation.

Recommendations

- **Consider the expansion of transit services as needed in the area.** Coordinate with state and regional agencies to implement transitways. Approval of a new rail transit route along University Boulevard would lead to extensive planning and design studies pertaining to right-of-way and land use impacts in the area. Additional service is needed in the eastern and southern portions of Takoma Park.
- **Consider rail transit stops along University Boulevard at both New Hampshire Avenue and at Piney Branch Road, if a rail transit system is approved for the route along University Boulevard.** If a surface route is placed along University Boulevard, then a non-peak period stop may also be appropriate at Carroll Avenue to serve future uses on the present Takoma Academy site.
- **Improve transit accessibility for pedestrians and bicyclists by providing safe and inviting sidewalk connections, shelters, bike racks, and related amenities.**

Existing and Potential Transit Routes



LEGEND

- County Line
- Master Plan Boundary
- Existing Bus Routes
- Alternative Rail Transit Routes
- Ⓣ Potential Rail Transit Stops
- Ⓜ Metro Station

- +++++ Railroad
- Expand Bus Service
- ① Silver Spring Transit Center
- ② Takoma / Langley Crossroads Transit Center
- ③ Takoma Metro

Not To Scale



