

Takoma/Langley Crossroads

sector plan

DESIGN

guidelines



Takoma/Langley Crossroads Sector Plan
Design Guidelines

February 2013

Abstract

These guidelines are intended to provide direction in meeting the goals of the *Takoma/Langley Crossroads Sector Plan*. They are approved by the Planning Board for staff use in reviewing development proposals. They should be used as well by developers in shaping their projects and by citizens interested in the pattern and character of development in their community.

Source of Copies

The Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Online at MontgomeryPlanning.org/community/takoma_langley_crossroads



Design Guidelines

Prepared by the Montgomery County Planning Department
January 2013

Approved by the Montgomery County Planning Board

MontgomeryPlanning.org

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With the exception of specific recommendations included in the Sector Plan, the guidelines are not regulations that mandate specific forms and locations for buildings and open space. They illustrate how Plan recommendations and goals might be met and encourage applicants and public agencies to propose designs that create an attractive and successful public realm.

These Guidelines are intended to allow for design solutions that respond to new technologies and they also describe the elements that will make Takoma Langley Crossroads a better place. To that end, the guidelines:

- suggest techniques for creating development that is sustainable and transit accessible
- provide guidance for the design of streets and buildings that can establish a healthy pedestrian realm
- suggest design parameters for public spaces to serve all communities
- provide examples of ways special features such as fountains, artwork and streetscaping can enrich the pedestrian realm
- suggest ways of being a good neighbor through good design
- provide recommendations for creating density at the center of the Crossroads while transitioning to existing single-family neighborhoods
- clarify expectations by providing certainty for design professionals and property owners, while guiding the public review process.

Context

The Takoma/Langley Crossroads (TLC) area is a densely populated, urbanizing suburban community of starter homes, garden apartments, and strip shopping centers. Centrally located along Maryland's International Corridor (a two-mile stretch of University Boulevard from Piney Branch Road to West Park Drive that is home to the one of Maryland's most diverse populations) and adjacent to Prince George's County, the area has a distinct international character. It has served as a gateway community for persons new to the region and immigrants alike.

Redevelopment in the area will be focused around a transit center in the Crossroads District, the community's core. This core should be the center of community activity and have the tallest buildings with the most density amid public use spaces and a connected network of sidewalks and green streets. The surrounding residential neighborhoods should be connected to the core, but buffered from its density.

Development in the TLC area will be primarily under the jurisdiction of Montgomery County. Within the City of Takoma Park, the streets are the responsibility of the City. Since University Boulevard and New Hampshire Avenue are state roads through two counties, they are within the purview of the State Highway Administration in consultation with Montgomery and Prince George's Counties. Development proposals should respond to these jurisdictional policies, which are outlined in the Resources section.



Planning Framework

Design guidelines help implement the recommendations of approved and adopted master and sector plans. They provide information on how plan recommendations and Zoning Ordinance requirements can be met and provide context for individual sites and best practice ideas for building and site design.

The planning process is structured to provide a hierarchy of decisions:

- Master and sector plan recommendations provide the vision for a specific area.
- Zoning ordinances and other codes establish standards and regulations for development.
- Design guidelines provide inspiration and suggestions to fulfill the vision of a plan and serve as a problem solving tool.

These guidelines have been developed through consultation with property owners, residents, the City of Takoma Park, interest groups, and executive agencies. They are to be approved by the Planning Board for use by planning staff in evaluating proposed building projects. They will be revised and updated as necessary.





Takoma/Langley Crossroads today



Redevelopment in Takoma/Langley Crossroads, opposite the proposed Purple Line Transit Center, has the potential to create a transit gateway with defined streets and open spaces that transitions to surrounding neighborhoods

Takoma/Langley Crossroads will be a transit-oriented, pedestrian-friendly community that celebrates and builds on the cultural diversity of the Crossroads community.

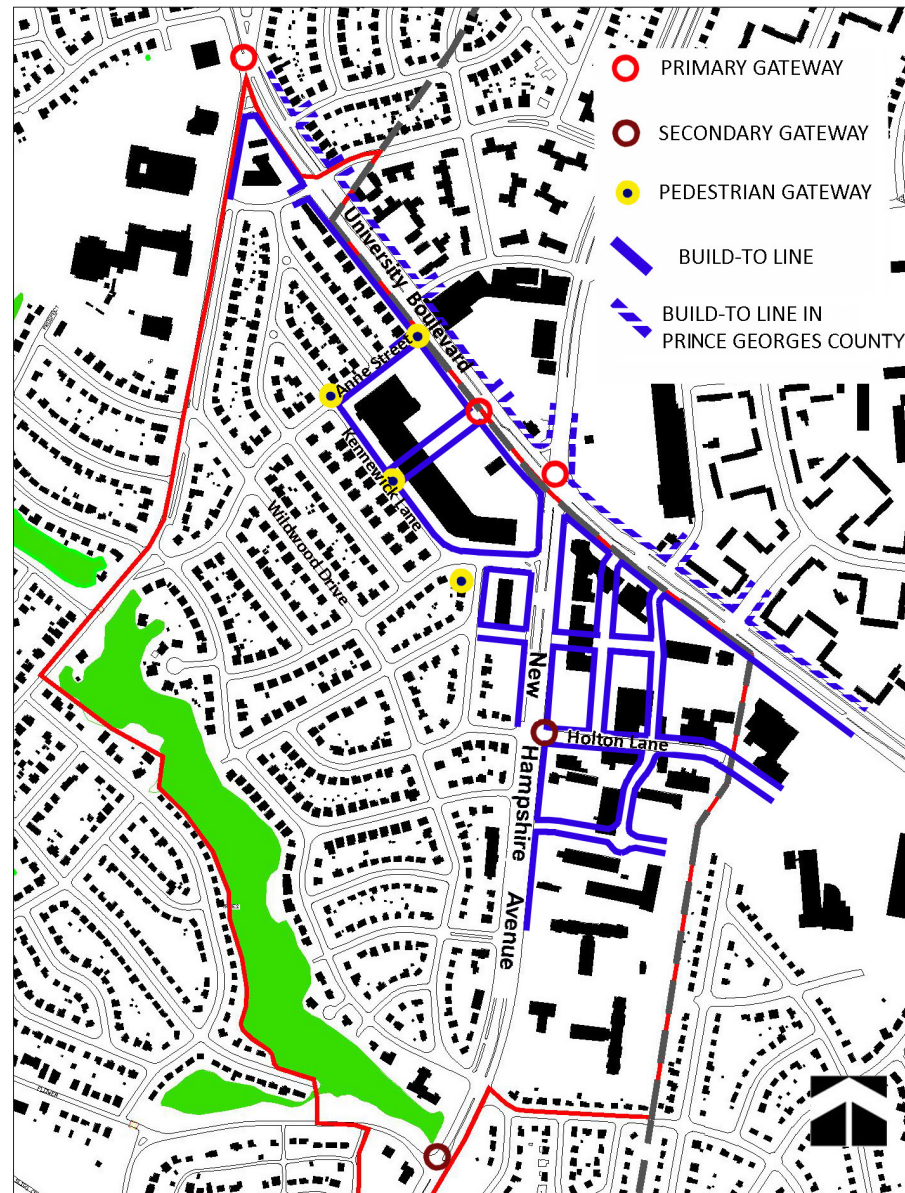
To fulfill this vision, the following design elements represent existing and future opportunities.

- Identify Takoma/Langley Crossroads through **Gateways** and **Views**.
- Experience the public realm of **Streets** and **Open Spaces**.
- Enrich Takoma/Langley Crossroads through the use of **Special Features**.
- Follow **Good Neighbor Practices** by using good design to integrate new and existing businesses, public spaces and residences into the community.
- In the **Crossroads District**, experience design features at their greatest intensity.
- Transition from the CRT-zoned mixed uses to single-family residential uses at the **Edges**.

Gateways and Views

A gateway creates a sense of entering a unique place. There are three levels of gateways in the Plan area. A major sense of arrival is experienced at primary gateways, at the proposed transit center, the crossroads itself, and at the intersection of Carroll Avenue and University Boulevard. A secondary gateway provides a more intermediate sense of arrival, at Sligo Creek and Holton Lane.

A pedestrian gateway provides a sense of entry at points where pedestrian paths (sidewalks and proposed green streets) intersect with the higher densities of CRT-zoned properties. In TLC, this is primarily focused at the Transit Center and the intersection of University Boulevard and New Hampshire Avenue.



Gateways, Pedestrian Access

A **view terminus** marks the end of a vista. It is slightly different than a gateway because it is experienced visually from a distance, rather than at an entry point. It orients the traveler and adds significance to the street view by providing a visual focal point. The views in TLC are similar to the gateways and should respond to street alignment and corners.

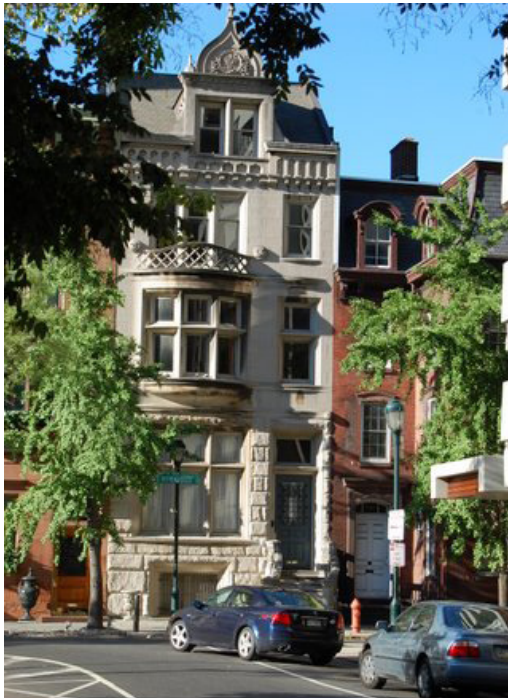
Gateways and views can be marked by:

- an architecturally significant building or building feature
- a civic building or space
- artwork and place markers
- street corners.



An Architecturally Significant Building or Feature

Building design and placement should respond to the context of streets and surrounding buildings with architectural features, such as rooflines and corners that mark gateways and views.



Buildings can mark a gateway and create a sense of arrival by using distinctive architecture, siting, and massing

Located at the end of a street, these buildings provide a visual terminus and a sense of orientation

A Civic Building or Space

Locating a civic building or space at the end of a view communicates its importance. Civic spaces can also incorporate visual markers, such as art, or they can be integrated with civic buildings, such as a courthouse square.



Green spaces or plazas, when integrated with a public building or art, can act as gateways



A public building can act as view terminus and a gateway

Artwork and Place Markers

In the context of urban design, iconic art is a unique or memorable work that becomes identified with a place, becoming a landmark. It usually has the following characteristics:

- large scale – visible from a distance
- produces a striking, visceral or emotional effect on the viewer
- permanence – it is intended to be a long-term installation
- uniqueness – its individuality relates to its setting
- may spark conversation and engagement in urban affairs.

Iconic art can also act as a view terminus in a way similar to a building.



Unlike art, place markers identify a place through their prominent location and easily identifiable character. They may be an intentional installation, such as an arch or an elaborately decorated doorway, or simply an interesting or unique structure that has become a landmark. To be effective, a place marker should be large enough to be recognized from a distance.

- Symbolic structure
- Fountains
- Arches or canopies
- Venues for outdoor performances



Street Corners

Since they are located at the intersection of at least two streets, street corners are natural candidates for primary, secondary, and pedestrian gateways. Having two sides and being at a point where two or more travel ways intersect, they are highly visible and should receive more attention. The buildings at street corners should have a higher level of detailing and finish. Building signage can be larger and brighter, entryways can have a greater level of design and detailing, and paving materials can be of a higher quality.



Architectural feature



Signage on corner



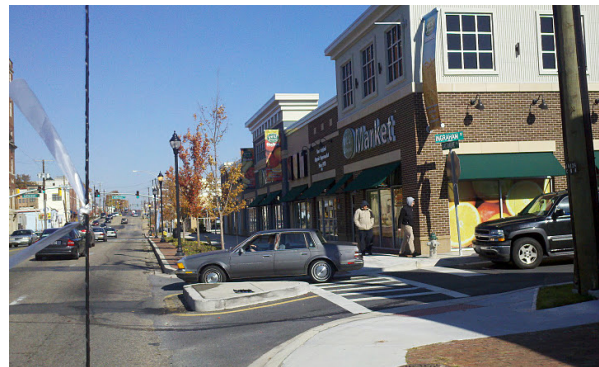
Two-sided facade



Corner entrance



Unique facade treatment and design



Primary and secondary facades



Corner entrance and signage

Streets and Open Spaces

Streets are where most pedestrian experiences take place. A great street experience does not have to depend only on public plazas or squares. Open spaces support the experience of the street, act as the overflow for them and their relatively open proportions act as a counterpoint to the more enclosed street.

Streets and the Pedestrian Experience

Streets, together with the buildings that define them, are the primary generators of the pedestrian experience. They help set the tone for the pedestrian experience, starting at the macro level with a **pedestrian-friendly grid** of streets—a network of streets with short, walkable blocks. The grid serves as the basis for the **pedestrian realm**—the space on the street between the buildings and the travel lanes. The pedestrian realm is strengthened by a **defined street edge**—the relationship of the buildings to the street. A well-defined street provides a more comfortable pedestrian experience.

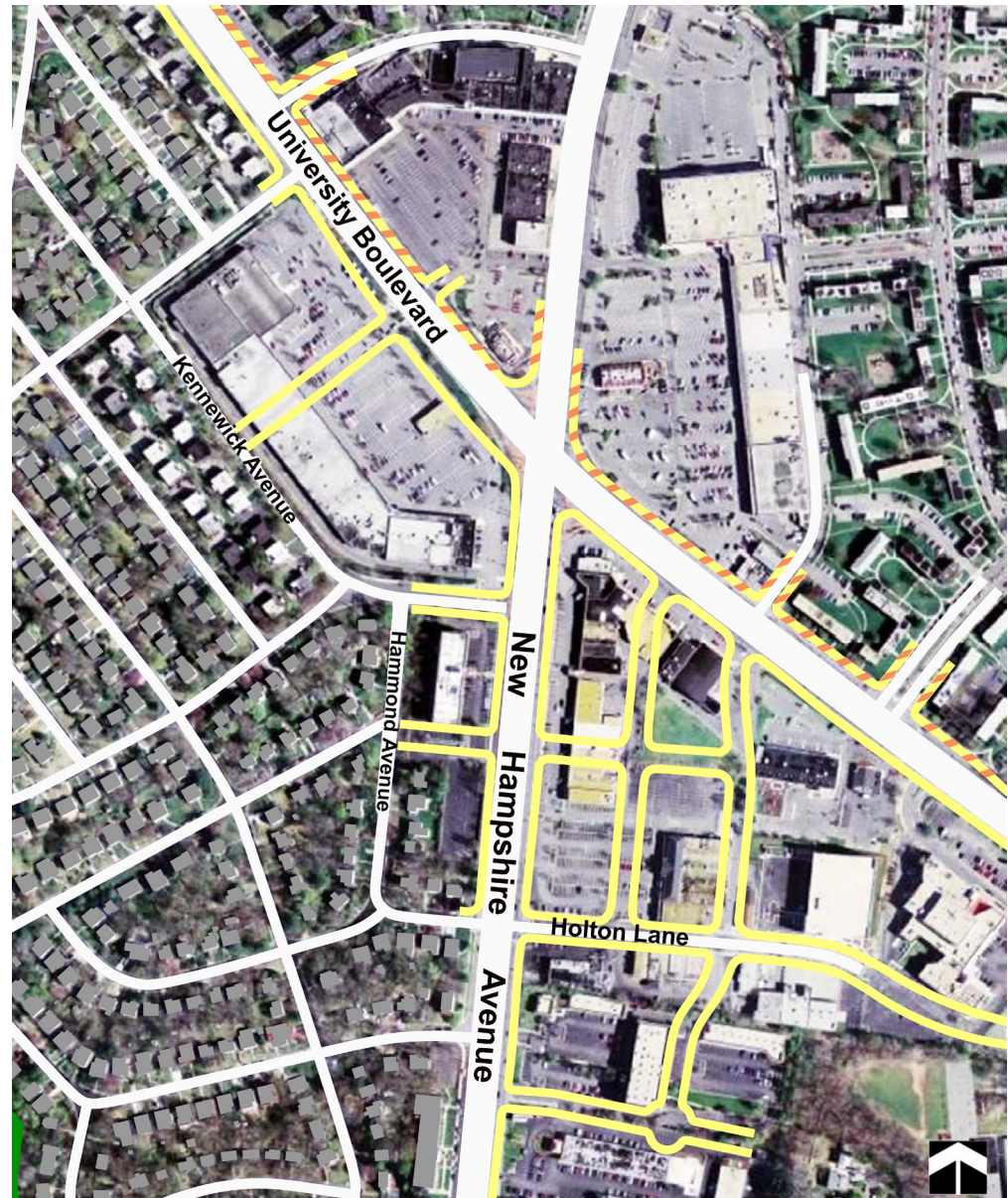
Once the pedestrian realm has been established, the pedestrian experience is further enriched through **signage**, **private streets**, **green streets**, and the **international corridor** on University Boulevard where the community's history as a neighborhood of people from around the world is celebrated.



Pedestrian-Friendly Grid

The Plan area contains one of the highest concentrations of transit-dependent residents in the region. Daily bus ridership at the intersection of University Boulevard and New Hampshire Avenue routinely exceeds the boardings at all but four Montgomery County Metrorail stations.

A network of streets created with short, walkable blocks provides several routes to and from a destination. People who live in neighborhoods with a pedestrian-friendly grid can walk more, drive less, and have easier access to transit.



The Plan recommends short, 250-500 foot long blocks, to establish a human scale environment that is easy and pleasant to negotiate on foot and that provides a travel alternative to the car (Plan, page 30).

The Pedestrian Realm

Two interfaces define the pedestrian realm:

- between the building and the sidewalk
- between the sidewalk and the street.

On University Boulevard, the Plan recommends that the pedestrian realm includes a cycle track, located between the through travel lanes and sidewalk, and streetscaping within the public improvement easement (PIE).

On New Hampshire Avenue the pedestrian realm includes a median and service drives on either side of the through travel lanes and the PIE. The service drives, which accommodate slower moving traffic, on-street parking and on-street bike routes, support a pedestrian-friendly zone. Along New Hampshire Avenue, the PIE is a 15-foot easement located outside the public right-of-way. It will contain sidewalks, street trees, pedestrian scaled lights, and street furniture.

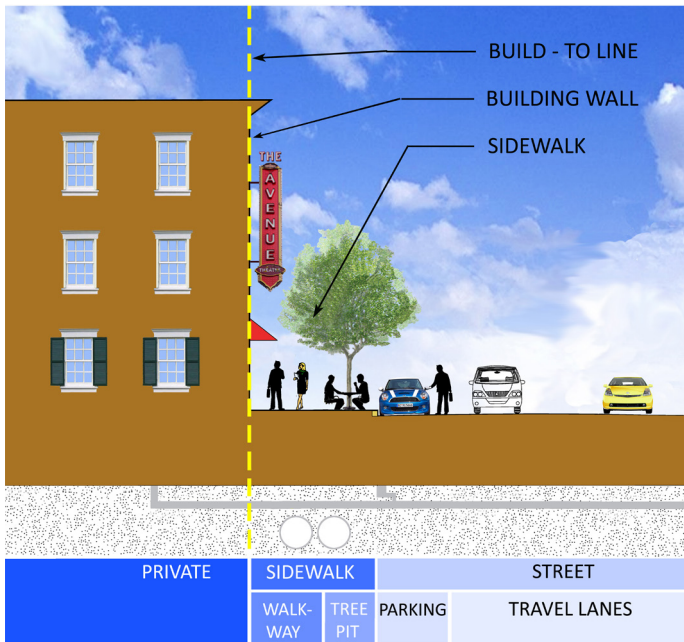


Along New Hampshire Avenue the pedestrian realm includes the outside median, service drives, and sidewalks

Defined Street Edge

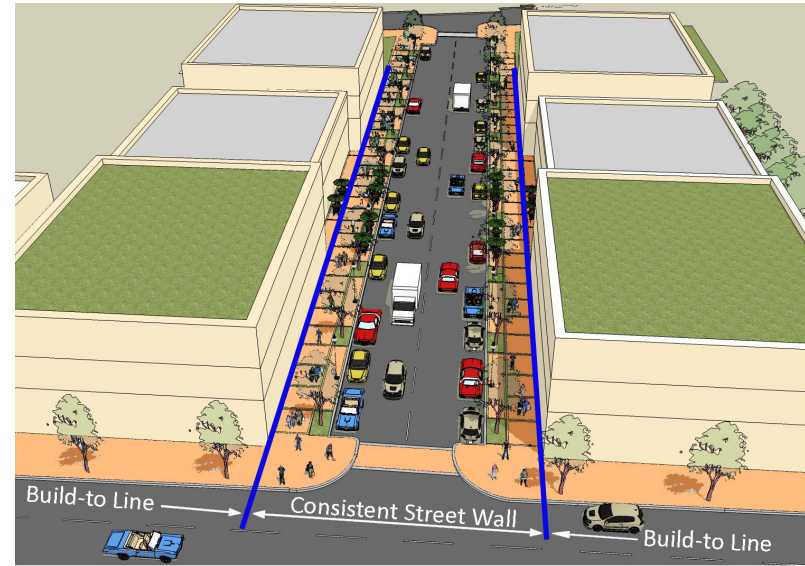
The pedestrian realm is defined by the orientation of buildings to the street edge (Plan, page 31). Consistent street walls on both sides of a street can create a comfortable sense of enclosure.

- Create defined corridors by placing buildings along an established build-to line along both sides of the street.
- Where CRT-zoned properties face existing residentially zoned properties across a street, allow for front yards and green space as transitions between the build-to line and the proposed building facade.

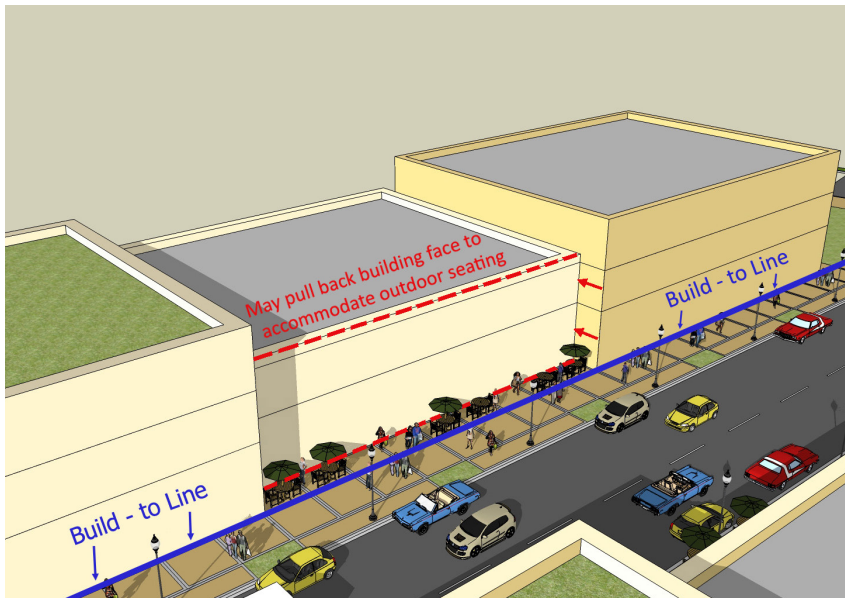


Build-to Lines

To create additional space for outdoor seating, market displays and active street walls, the location of a building may vary from the build-to line. Greater setbacks should be allowed only when accommodating public open spaces that are clearly recognized as public. These may be a plaza located in the front of a civic building, or a town square integrated within the street grid.



Align building facades with the build-to line to create a consistent street wall



Pull back building facades to accommodate outdoor seating



Larger breaks in the street wall can accommodate large public spaces



Building Form

Building heights and massing should help shape a public realm that is welcoming to pedestrians. Materials and architectural character should also be used to define the identity of an area.

- Vary building heights to achieve more visual interest and a distinct building character.
- Use distinctive building materials that help lend a unique character to an area.
- Neighborhood safety relies on natural surveillance, which happens when people can see activity on a street. Provide eyes-on-the-street by orienting windows and doors and active interior spaces.
- Strive for the imaginative use of traditional or contemporary styles that evoke a particular look or feel.



Crime Prevention through Environmental Design

CPTED principles seek to influence offender decisions by shaping the built and social environments.

Natural Surveillance

- windows that overlook sidewalks and parking lots
- usable outdoor building features such as porches, balconies, terraces, and arcades
- street level windows and entrances

Natural Access Control

- clear entry points that differentiate between public and private property
- lighting design
- entrances illuminated with direct, shielded light

Territorial Reinforcement

- building elements that define public and private spaces
- walls, fences, and low hedges that mark boundaries between public and private spaces without blocking views

Maintenance

- maintenance of properties and public space that expresses ownership
- quick repair, which denotes an invested community.



Balconies can provide natural surveillance of streets



Clear entry points can differentiate public and private spaces



Building elements define public and private spaces



Maintained properties communicate ownership and care

Active Street Wall

Activate streets and public spaces by locating uses with higher pedestrian traffic such as sidewalk cafes, main building entryways, and shops on the ground floor.



An active street wall

Parking

While parking should not dominate a street, it should be located on-street and in structures internal to a block, or in structures lined with street activating uses.

- For mid-block parking structures, locate pedestrian access at designated crossing points.
- Vehicles should access parking structures from alleys or side streets where possible.
- Line parking garages with active ground floor uses such as retail.
- Allow on-street parking to help slow traffic and provide parking choices.



On-street parking provides parking choice



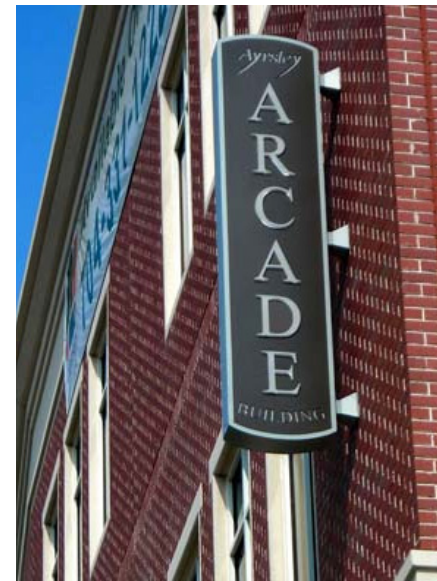
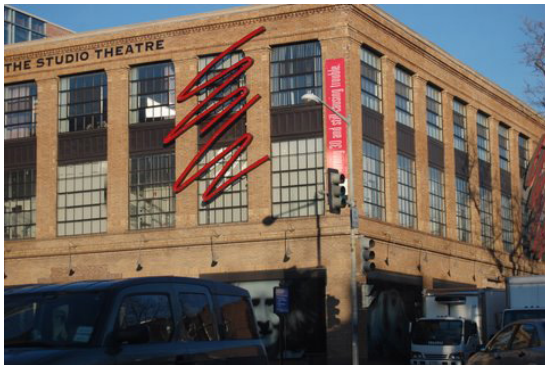
Create clear pedestrian entries to parking structures



Wrap parking structures with ground floor retail

Signage

Signage can help set the tone of a commercial area. It should enhance by being artistic or distinctive, as an integral element of a building facade, such as a sign band. It should also complement a building and not obstruct key architectural features.

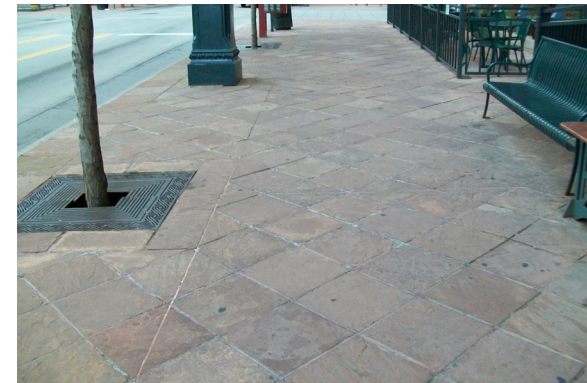


Private Streets

Private streets and sidewalks look and feel similar to public streets, but their dimensions, design, and programming can be more flexible. They can:

- be closed to temporarily accommodate an expanded temporary pedestrian space for special events, vendors, and performers
- be paved using special materials
- have depressed curbs, allowing the street and an adjacent public space to merge
- have street furnishings that are distinct from surrounding public streets.

They should include features such as underground utilities.

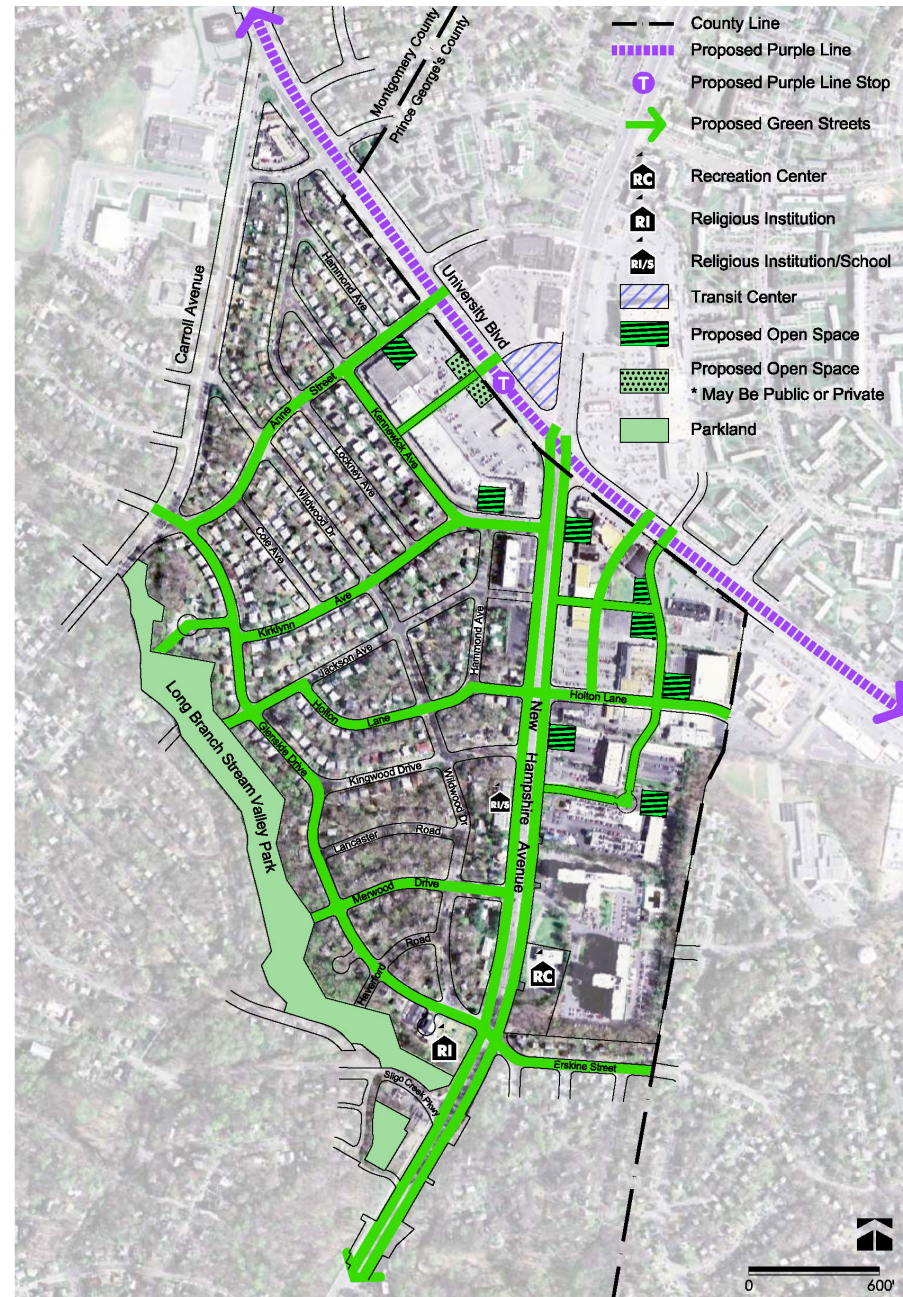


Green Streets

Green streets are efficient, safe, and accessible for pedestrians and vehicles and give priority to pedestrian and bicycle circulation. Green streets include:

- wide sidewalks with pervious tree panels
- traffic calming
- shade trees
- improved street crossings
- bio-retention devices and landscaping
- pedestrian-scale lighting
- signed bike paths and trails, where appropriate.

Green streets may also include attractive and sustainable design elements such as, native plants, and best stormwater managements practices.



A green street is proposed from the New Hampshire Gardens community to the Crossroads District and New Hampshire Avenue (Plan, page 29).

Green street treatments on commercial streets



Green street treatments for residential streets

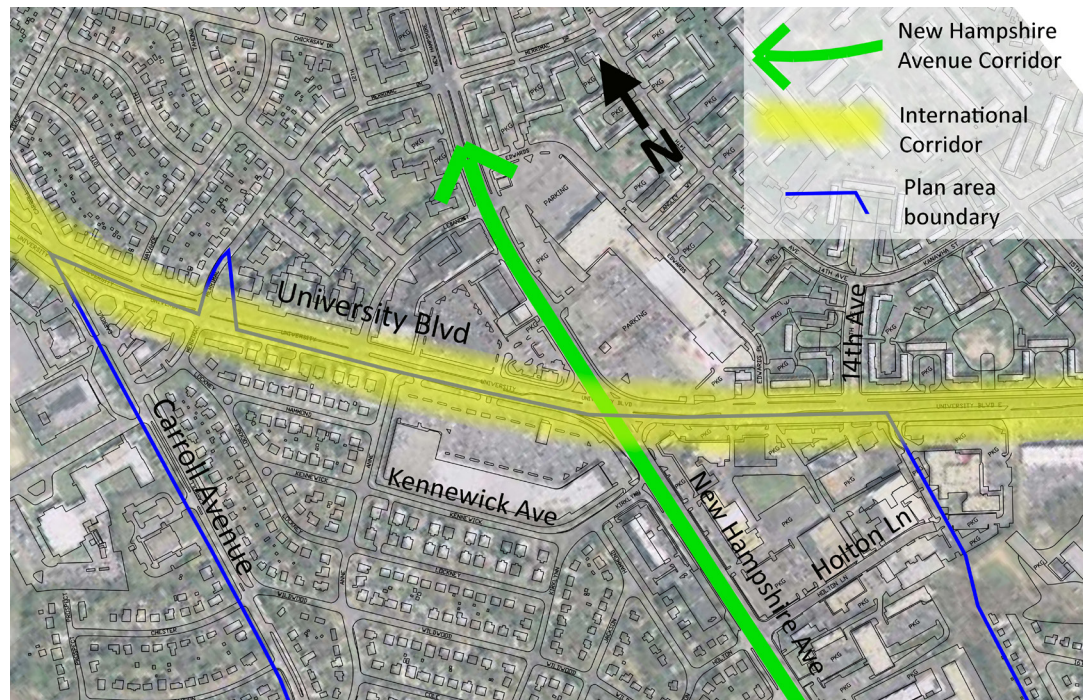


International Corridor

The International Corridor along University Boulevard is home to entrepreneurs from Asia, South and Central America, West Africa, and the Caribbean. A unifying design theme can help support a well maintained, safe, attractive, and festive environment, with design elements that celebrate the community's history as a neighborhood of people from around the world.

High quality design elements should be employed that preserve and enhance the corridor's ethnic and cultural diversity and capture the interest and imagination of people as they move through it.

Design features could include signage, art, and streetscaping.



Open Space

The recommended open spaces are important additions in support of a quality public realm. They will be both public and private, ranging from as small as a few thousand square feet to one acre. Open spaces should be:

- located where two or more pedestrian paths converge
- enlivened with public amenities, including art and seating
- activated by proximity to retail and residential uses and by public art and performance areas
- planned with CPTED principals in mind to ensure safety for all users.



Map 6: Proposed Open Spaces



Civic Green

The civic green, to be located where the Purple Line, two or three sidewalks, mid-block connections, and automobile routes converge will function as a major outdoor public gathering space (Plan, page 32) and should:

- be programmable for events such as outdoor concerts, movies, or markets
- be approximately 1/2 to one acre
- include a significant lawn (established at the time of development).

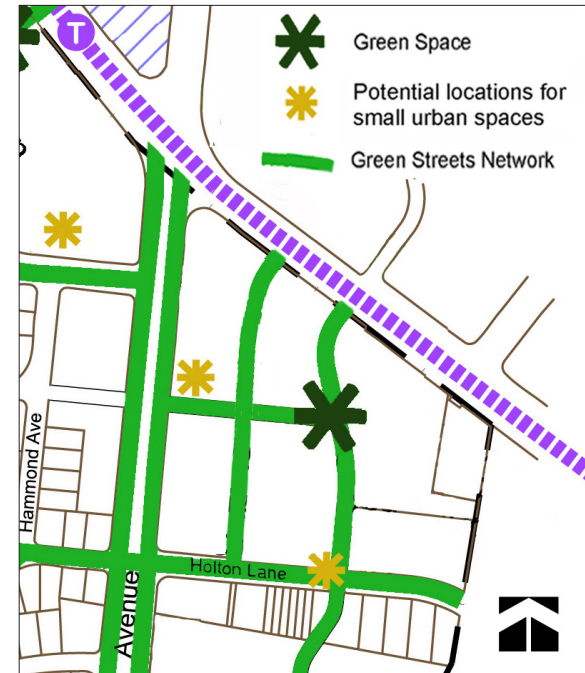


There are several ways to configure the civic green to create a useful and distinct green space.

Neighborhood Common

The neighborhood common will be used as an outdoor living room (Plan, page 32) and should:

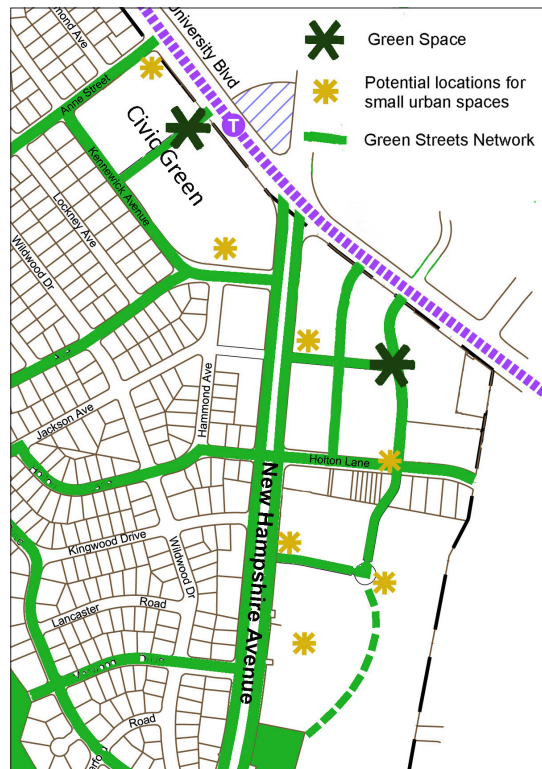
- provide opportunities for passive recreation and public interaction by accommodating uses such as gardens, fitness equipment, kiosks, and food vendors
- be approximately 1/2 to one acre
- be primarily green with shade trees, lawn areas, and extensive planting
- open onto a public right-of-way
- be easily visible and accessible to adjacent buildings.



Small urban spaces

A series of small urban spaces will provide more intimate gathering spaces within major mixed-use developments (Plan, page 32) and should:

- be intentional, that is, not left-over space, but designed as intimate outdoor room
- be activated
- combine landscape with a hardscape features
- open onto a street.



Special Features

Special features are unique elements that add character and identity to a place. They may include fountains, small scale artwork, thematic paving, signage, and furnishings.

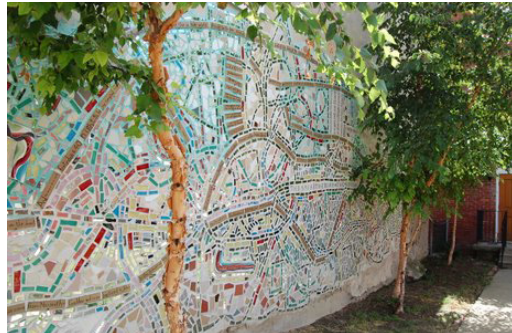
Fountains

Fountains are animated focal points and can be formal or more casual spots for play. They can be located to anchor a view or mark a corner.



Artwork

Publicly displayed art can celebrate an area's identity by emphasizing the culture and history of its residents. It often becomes a focus of civic pride as well as a landmark.



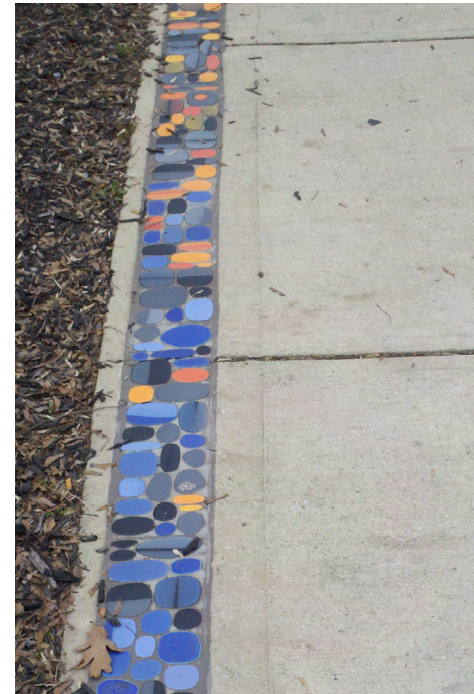
Three types of public art:

- iconic art becomes a symbol for place
- embedded art is incorporated into the existing structure of a building and the streetscape
- transitory art, expressed in varied media, including performance or seasonally inspired, is displayed for a limited time

Thematic Streetscaping

The elements of thematic streetscaping help set off and create a unique identity for a particular street or place and include:

- specialty paving
- street furnishings
- decorative paving inlays
- directional signage



City of Takoma Park Design Standards

The New Ave Streetscape Standards identify the specific wayfinding and streetscape elements that should be used to create a cohesive image for New Hampshire Avenue through the City. These Guidelines support that image by recommending the same elements be used along New Hampshire Avenue in Montgomery County.

Wayfinding

The City of Takoma Park has an established wayfinding hierarchy with signs designed to aid in navigating the City, enhancing its image, and drawing customers to local businesses.



Primary Gateway



Secondary Gateway



Tertiary Gateway



Banner



Parks



Historic Marker

More details can be found at:

<http://www.takomaparkmd.gov/hcd/development/wayfinding/index.html>

Street Furnishings

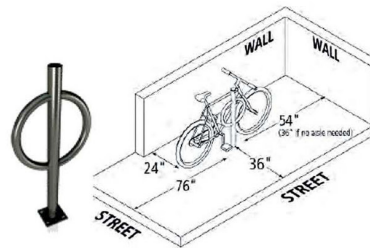
The City has selected specific benches, lamp posts, trash, and recycling containers for their residential and commercial areas to create a distinct character and identity, including:

- outdoor furniture that combines art and function
- lamp post banners
- innovative paving
- trash and recycling containers
- planters and hanging baskets (appropriate where maintained by a private entity).



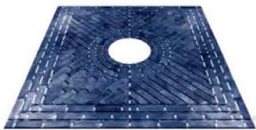
TRASH & RECYCLING RECEPTACLES

Manufacturer: Maglin
 Style: MLWR200-32
 32-gallon metal can, Optional tapered form lid
 Color: Match Existing Green and Yellow Colors currently found along the corridor, see Page 29
www.maglin.com



BICYCLE RACK

Manufacturer: Dero Bike Rack Company
 Style: Bike Hitch
 Surface mounted
 Color: Powdercoat, Match colors with NHA style-guide.
 Color choices in column to right
www.dero.com



TREE GRATE

5' Square tree grate
 Manufacturer: Urban Accessories
 Style: Prospect
www.urbanaccessories.com



FLOWER BASKETS

Supplier: Hooks and Lattice
 22" English Garden Flat Steel with Inner Reservoir,
 one-way scroll arm lamp post bracket
www.hooksandlattice.com



SPECIALTY PAVERS - TYPE 2

Hanover Prest Pavers
 Color: See Page 29
 Sizes to range from 8x8-12x18
www.hanoverpavers.com



PLANTERS

Manufacturer: Landscape Forms
 Style: Larkspur
 Color: see Landscape Forms website for options
www.landscapeforms.com



SPECIALTY PAVERS - TYPE 1

Hanover Permeable Pavers: 4x9
 Color: See Page 29
www.hanoverpavers.com

The City of Takoma Park has specific styles of furniture for their residential and commercial areas on New Hampshire Avenue. (See http://www.thenewave.com/_files/docs/new_ave_streetscape_standards_web.pdf for specific recommendations.)

Good Neighbor Practices

Being a good neighbor to new and existing businesses, residents, and property owners requires good design. While the CRT Zone and the Plan provide extensive guidance for proper location and transition between proposed uses, this section provides additional examples of how this might be accomplished.



- 1 rooftop HVAC
- 2 screened dumpsters
- 3 alley access to parking and loading
- 4 wide sidewalks
- 5 drive-throughs behind buildings



- A Where possible, locate HVAC units on roofs and appropriately screen them.
- B Screen dumpsters and recycling facilities using appropriate materials, such as brick or board on board fencing.
- C Where possible, locate access to parking and loading off of alleys, not the main street.
- D Design walkways to be wide enough to allow three people to walk abreast.
- E Allow a wheelchair and one person to comfortably pass.
- F Place drive-throughs behind buildings and screen them from street(s) using appropriately tall walls, fences, or hedges.



- 6 screening between parking and sidewalks
- 7 consolidated garbage and recycling
- 8 visible private courts and entryways
- 9 shared access and alley access to parking and loading



- A
- Use appropriately scaled screening between a sidewalk and parking lot to screen vehicles, while also allowing views into and from the parking lot. The screen height should be low enough to allow unobstructed views from public areas into a parking lot.
- B
- When selecting the type of screening for the area between sidewalk and parking lots, use appropriate materials, such as evergreen hedge, brick, or well detailed wood fencing.
- C
- Consolidate garbage dumpsters and recycling containers into a single enclosure.
- D
- Private courts and entryways should be visible from public sidewalks. Views should not be obstructed with walls, hedges, or fences.
- E
- Share access between adjacent properties to parking and loading areas.
- F
- This alley provides access to both loading and parking for adjacent parcels.
- G, H, I
- Chain link fencing, Jersey barriers, and barbed wire are not appropriate.

The Crossroads District



The core of the Plan area is located at the intersection of University Boulevard and New Hampshire Avenue. “This central business district is the primary destination within the Plan area due to its strong regional reputation as a unique concentration of internationally diverse shops, restaurants, institutions, and other multicultural services.” (Plan, page 58)

In the Crossroads District, the Plan recommends the CRT Zone with maximum densities and building heights up to 100 feet. (Plan, pages 60, 61)

In the core, the gateway, terminated views, the pedestrian realm, open spaces, and special features should be experienced at their greatest intensity.

- 1 activate the street with wide sidewalks
- 2 add on-street retail where appropriate
- 3 establish a build-to line by pulling building edges up to the street
- 4 mark one or more corners with iconic art
- 5 include a public plaza on a corner.

Redevelopment should also:

- enhance the pedestrian realm with special paving, streets trees, and a green median refuge
- include amenities such as fountains, artwork, and street furnishings
- create public use spaces that are visible, defined, usable, inviting, interconnected, and activated
- connect public use spaces with pedestrian paths.

At the intersection of University Boulevard and New Hampshire Avenue:

- eliminate free-right turns
- include gateway features. (pages 7-13)

Concentrate Development at Core

The Plan recommends concentrating new development with the greatest densities and the tallest buildings in the Crossroads, where the Purple Line station will be located. Moving away from the core and closer to existing residentially zoned properties, building heights should step down.



Edges

The Plan recommends that for residential uses adjacent to existing single-family neighborhoods, building heights and densities should transition to a single-family scale.

Appropriate transitions should be ensured by:

- stepping down building heights
- providing significant landscaping and setbacks between buildings and streets.



Step down building heights adjacent to residential neighborhoods

Step Down Building Heights

Building heights in CRT Zones adjacent to residential areas are limited to 40-45 feet, so as not to overwhelm a neighborhood.

- Limit building heights on Kennewick Avenue to 40 feet for the first 25 feet, as measured from the front face of a building
- Limit building heights on Anne Street to 40 feet for the first 25 feet, as measured from the front face of a building
- Limit building heights on Hammond Street to 40 feet for the first 25 feet, as measured from the front face of a building.



Significant Landscaping

For commercial development abutting New Hampshire Gardens, streetscapes should tie new development to the existing residential neighborhood by:

- lower scaled pedestrian realm (sidewalk, tree panel, and bike paths where appropriate)
- an architectural character that enhances the neighborhood
- appropriate landscaping to soften transitions
- on-street parking.



Anne Street before: The single-family residential neighborhood on the left faces the blank wall of the grocery store and brick screening wall.



Anne Street after: The height of townhouses across the street is limited to 40 feet for first 25 feet of building's depth, a lawn panel is included between the curb and sidewalk on both sides of street, and a landscape strip between building and property line helps soften the building edge.



Hammond Street before: The single-family residential neighborhood on the left faces a low brick wall, a mulch bed and 50-foot tall glass and concrete curtain wall of the commercial office building across the street.



Hammond Street after: The height of townhouses across the street is limited to 40 feet for first 25 feet of building's depth, a lawn panel is included between the curb and sidewalk the on CRT-zoned side of street, and a landscape strip between building and property line helps soften the building edge.



Kennewick Avenue before: The multifamily residential neighborhood on the left faces the loading area of the strip mall across the street that is screened by a six-foot tall wood fence.



Kennewick Avenue after: The height of townhouses across the street is limited to 40 feet for first 25 feet of building's depth, a lawn panel is included between the curb and sidewalk on both sides of street and a landscape strip between building and property line helps softens the building edge.

Crime Prevention Through Environmental Design (CPTED)

<http://www.cpted.net/>

Americans with Disabilities Act (ADA) Standards for Accessible Design

http://www.ada.gov/2010ADASTandards_index.htm

Montgomery County

Montgomery County Zoning Ordinance, Chapter 59

http://www.amlegal.com/montgomery_county_md/

Montgomery County Code

http://www.amlegal.com/montgomery_county_md/

Chapter 19 Erosions, Sediment Control and Stormwater Management

Chapter 22A Forest Conservation-Trees

Chapter 47 Vendors

Chapter 50 Subdivision

Department of Permitting Services, Outdoor Café Seating Guide

<http://permittingervices.montgomerycountymd.gov/permitting/pdf/OutdoorCafeSeating.pdf>

Department of Permitting Services, Sidewalk Vendor Operation and License

http://www.montgomerycountymd.gov/content/council/pdf/SCANNED_DOCS/20070227_1661.pdf

Department of Permitting Services, Building Construction – Building Codes & Standards

<http://permittingervices.montgomerycountymd.gov/dpstmpl.asp?url=/permitting/bc/nfbldc.ap>

Department of Transportation, Pedestrian Safety

<http://www.montgomerycountymd.gov/dotmpl.asp?url=/Content/dot/dir/pedsafety/index.asp>

Maryland-National Capital Park and Planning Commission

Takoma/Langley Crossroads Sector Plan

http://www.montgomeryplanning.org/community/takoma_langley_crossroads/documents/TakomaLangleyCrossroadsplanningboarddraft_web.pdf

County Bikeways Functional Master Plan

http://www.montgomeryplanning.org/transportation/bikeways/A_A/contents.shtml

Development Manual

http://www.montgomeryplanning.org/development/development_manual/index.shtml

Commercial Residential Zone Implementation Guidelines

<http://www.montgomeryplanning.org/development/documents/CRZoneGuidelinesFINAL.pdf>

Prince George's County

Prince George's TLC Sector Plan

http://www.pgplanning.org/Resources/Publications/Takoma_Langley_Crossroads_Preliminary.htm

Pedestrian Access and Mobility Study

<http://www.pgplanning.org/Assets/Planning/Programs+and+Projects/Community+Plans/Takoma+Langley+Crossroads+Sector+Plan/TLC+PedStudy.pdf>

International Corridor Legacy Study

<http://www.pgplanning.org/Assets/Planning/Programs+and+Projects/Community+Plans/Takoma+Langley+Crossroads+Sector+Plan/ICC2003.pdf>

International Corridor Issue Identification Study

http://www.pgplanning.org/Assets/Planning/Programs+and+Projects/Community+Plans/Takoma+Langley+Crossroads+Sector+Plan/international_corridor.pdf

International Corridor Market Study

<http://www.pgplanning.org/Assets/Planning/Programs+and+Projects/Takoma+Langley+Crossroads+Sectional+Map+Amendment/ICC+Market+Study.pdf>

City of Takoma Park

Takoma Park City Code Title 8 BUSINESS

http://www.codepublishing.com/MD/Takoma_Park

Takoma Park City Code Title 11 STREETS

http://www.codepublishing.com/MD/Takoma_Park

Takoma Park City Code Title 12 TREES AND VEGETATION

http://www.codepublishing.com/MD/Takoma_Park

Takoma Park City Code Title 16 STORMWATER MANAGEMENT

http://www.codepublishing.com/MD/Takoma_Park

Forms, Permits and Fees

www.thenewave.com/business

New Hampshire Avenue Concept Plan

http://www.thenewave.com/_files/docs/new-hampshire-avenue-concept-plan-web.pdf

Holton Lane Improvement Vision

http://www.thenewave.com/_files/docs/8-18-09-holton-lane-vision.pdf

Takoma Park Memorandum of Understanding

http://www.montgomeryplanning.org/community/plan_areas/silver_spring_takoma_park/master_plans/takoma/documents/appendix_h.pdf


New Avenue Streetscape Standards

http://www.thenewave.com/_files/docs/new_ave_streetscape_standards_web.pdf

February 2013

Takoma / Langley Crossroads
sector plan

Design Guidelines

Montgomery County Planning Department
 Maryland-National Capital Park and Planning Commission

MontgomeryPlanning.org



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