

Takoma/Langlely Crossroads

sector plan



This plan for the area of Takoma Park in Montgomery County adjacent to Prince George's County and within the City of Takoma Park contains the text and supporting maps for a comprehensive amendment to the Approved and Adopted *Takoma Park Master Plan, December 2000*; the Approved and Adopted *East Silver Spring Master Plan, December 2000*; the *General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties*, as amended; the *Master Plan of Highways within Montgomery County*, as amended and the *Countywide Bikeways Functional Master Plan*, as amended.

This Plan makes recommendations for land use, zoning, urban design, transportation, environment, and community facilities for the Montgomery County portion around the Takoma/Langley Crossroads Purple Line Station.

Source of Copies

The Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue, Silver Spring, Maryland 20910-3760
Online at: www.MontgomeryPlanning.org/community/takoma_langley_crossroads/

The Maryland-National Capital Park and Planning Commission

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The Commission is charged with preparing, adopting, and amending or extending The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties.

The Commission operates in each county through Planning Boards appointed by the county government. The Boards are responsible for all local plans, zoning amendments, subdivision regulations, and administration of parks.

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Planning Board Draft
Takoma/Langlely Crossroads
Sector Plan

Prepared by the Montgomery County Planning Department
May 2010

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- Provide for transit-oriented development consistent with Montgomery County's General Plan.
- Ensure that the study area's unique environmental features are protected and that all new development incorporates improvements to reduce the impact of development on the environment.
- Create an effective and efficient multimodal transportation system that accommodates development near the proposed Purple Line and Transit Center and provides for regional mobility.
- Provide needed community facilities and ensure access to those facilities.
- Achieve quality development that creates a sense of place in the Takoma/Langley Crossroads (TLC) area and fosters greater economic opportunities for local residents.
- Create and improve park properties within the Plan area.
- Facilitate relationship-building among existing community-based organizations and work with County agencies to address social priorities and concerns.



Diversity

- Preserve and improve the community's affordable housing and commercial options and its diversity by providing density incentives for mixed-use developments that include workforce housing and retain existing neighborhood retail and neighborhood services.
- Retain and improve the existing affordable housing units to ensure no net loss of affordable housing as a result of redevelopment within the TLC Sector Plan area.
- Retain the diversity of local business and enhance the capacity of the neighborhood economy by encouraging ethnic business clustering, supporting compatible retail uses, expanding economic development program areas, and fostering relationships with agencies that provide support services for business retention and attraction.

Design

- Promote Takoma/Langley Crossroads as a regional destination for multicultural shopping and dining through marketing and the implementation of design guidelines that brand it as the Heart of the International Corridor.

Connectivity

- Recommend the Purple Line as a light rail transit option along University Boulevard and construction of the Takoma/Langley Crossroads Transit Center to support regional connections, alternative modes of transportation and mixed-use redevelopment.
- Create a connected pedestrian infrastructure that contributes to improved health and quality of life.
- Improve mobility and encourage alternatives to automobile use by implementing a Green Streets concept that improves pedestrian access, creates bicycle and trail facilities, and promotes transit use by providing direct connections to the proposed Purple Line and Transit Center.
- Enable transit oriented, pedestrian friendly, mixed-use development at existing strip shopping centers.

Environment

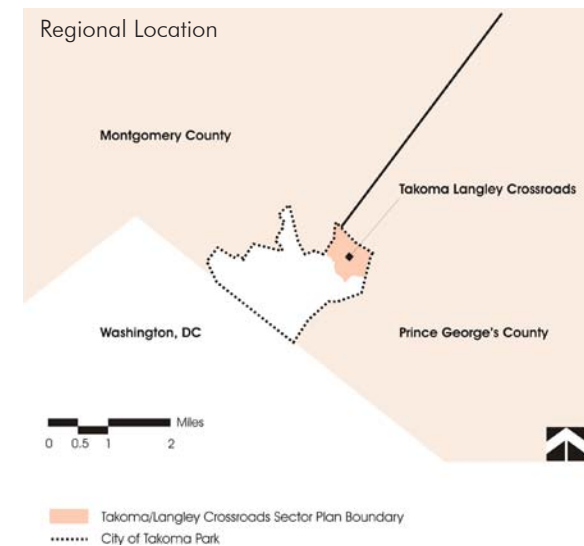
- Strengthen environmental systems and enhance green space by increasing tree canopy, reducing runoff from impervious surfaces, and increasing pedestrian links to parks, open space, and community facilities.
- Encourage LEED (Leadership in Energy and Environmental Design) standards, sustainable design, and green building practices throughout the Plan area.
- Facilitate community appreciation and stewardship for the natural environment through outreach opportunities including signs and trail markings.

International Corridor

University Boulevard between New Hampshire Avenue and West Park Drive is considered Maryland's International Corridor. It encompasses the City of Takoma Park, Prince George's County, and Montgomery County. The businesses and the neighborhoods surrounding the corridor are home to entrepreneurs and residents from dozens of countries including Guatemala, Honduras, El Salvador, Mexico, Vietnam, India, Pakistan, West Africa, and the Caribbean.



Implementing the transit-oriented development recommendations of the 1993 General Plan Refinement is a primary goal of this Plan. The Approved and Adopted Takoma Park Master Plan, December 2000 also recommended a commercial center served by new transit facilities. The proposed Takoma/Langley Transit Center and the Purple Line at the intersection of New Hampshire Avenue (MD 650) and University Boulevard (MD 193) will provide opportunities for increased mobility and transit-oriented development within the 112-acre Takoma/Langley Crossroads area.



Sector Plan Boundary

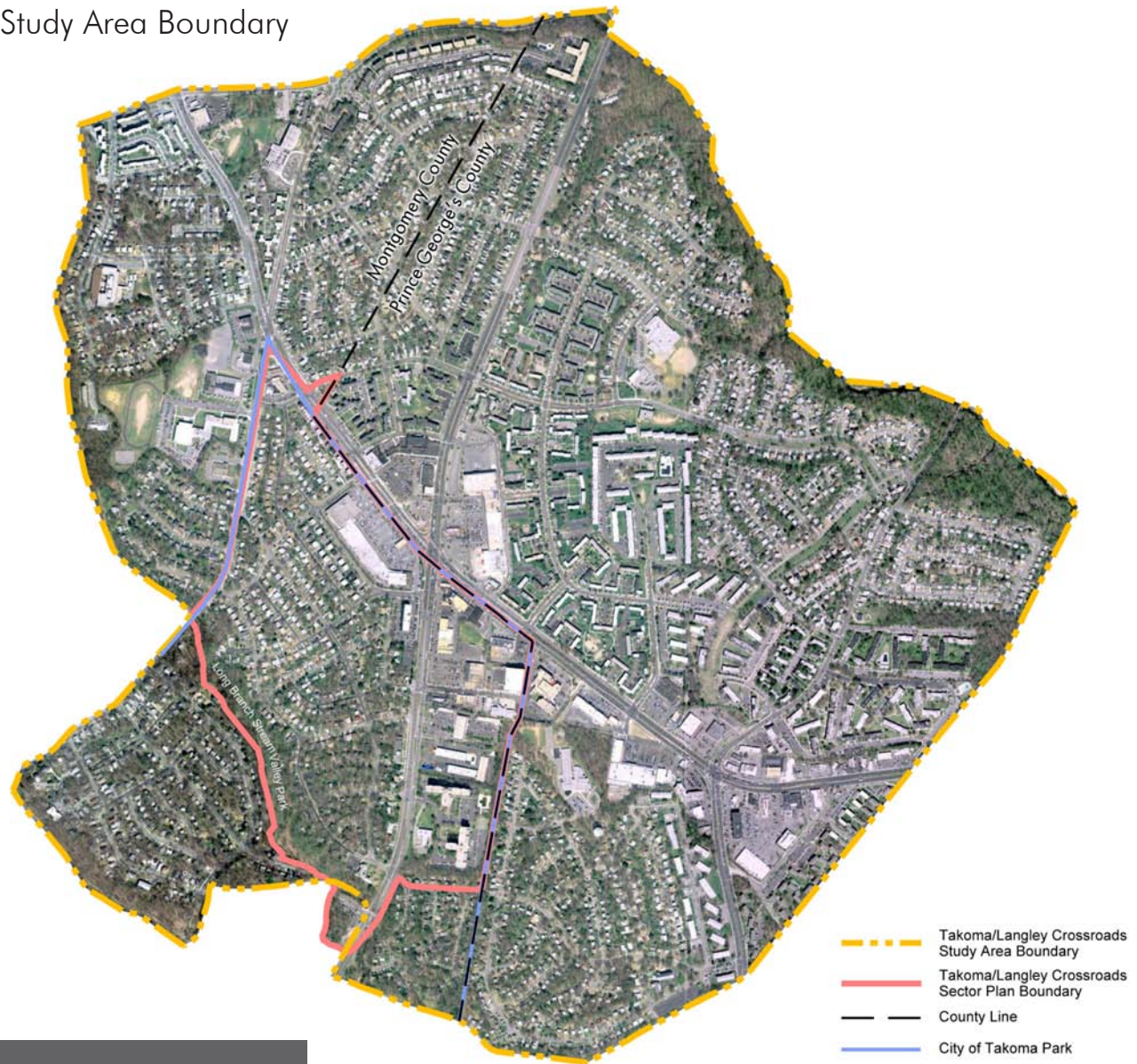
The Takoma/Langley Crossroads Sector Plan boundary is Carroll Avenue to the west, University Boulevard to the north, Long Branch Creek to the south, and Prince George's County to the east.

Study Area Boundary

This densely populated, rapidly urbanizing suburban community of starter homes, garden apartments, and strip shopping centers is centrally located along the International Corridor. Its proximity to major employment centers (i.e. District of Columbia, Silver Spring, University of Maryland, and the Food and Drug Administration (FDA) campus at White Oak) make it attractive to college students, transplants, and other people new to the Washington, D.C. region.

TLC's ethnic diversity is reflected in local retail and neighborhood services.

- Area businesses cater to the highly diverse racial and ethnic populations that make up the local multicultural neighborhoods as well as serving a regional clientele.
- As a regional commercial center for numerous ethnic groups, TLC has a market base that is a unique economic engine for the future.



Study Area Boundary

The study area boundary includes portions of Montgomery County, Prince George's County, and City of Takoma Park.

Widely recognized as a local and regional destination featuring ethnic restaurants, shops, and other unique retail services, the area retains its physical suburban framework. Even though many residents and visitors do not have cars, the area lacks a cohesive pedestrian environment. High traffic volumes and numerous curb cuts impact pedestrian mobility and transit access, and make driving difficult. Poor connectivity extends to residential areas, shopping districts, and adjacent natural resources in Sligo Creek Park, Long Branch, and Northwest Branch Stream Valley Parks, which further limits residents' access to natural environmental and recreational opportunities.

The 2000 Census found that the majority of TLC residents had lived in the community for more than five years. This Plan also recognizes that this area has served as a gateway to the Washington region for many newcomers.

Existing Conditions

Gateway Community

The Washington, D.C. region has long been a destination for immigrants from Latin America, the Caribbean, Asia, and West Africa who represent the region's largest concentration of new Americans. Many have settled in Takoma/Langley Crossroads, where people originating from Latin America, primarily El Salvador, are the largest ethnic group in the Plan area. Other ethnic groups include people originating from the Caribbean, Vietnam, Korea, Cambodia, India, and West Africa. Their cultures and religions create the ethnic diversity and international flavor that shape Takoma/Langley Crossroads—characteristics that set it apart from other aging suburban centers with similar physical conditions.



Challenges



- Disconnected neighborhoods and poor connections between various land uses
- New Hampshire Avenue and University Boulevard are State roads with high traffic volumes that are unsafe for pedestrians and result in a high number of pedestrian fatalities and traffic incidents
- Poor street grid and lack of connections inhibit alternative routes for local trips
- Potential impact of the proposed Purple Line and Transit Center on affordability, mobility, and environment
- Large surface parking lots lack pedestrian connections and create impervious surfaces
- Avoiding gentrification and preserving the community's affordability
- Achieving a safe and secure community
- Inadequate community facilities, active recreation space, and gathering places
- Insufficient open space within the Plan area and poor links to the existing green network
- Lack of a formal identity

Opportunities



- Reputation as a culturally diverse “international” destination
- Potential for high density, mixed-use development near transit
- Healthy commercial and residential real estate markets
- Large multi-block sites along New Hampshire Avenue and University Boulevard
- Historically strong demand for and high occupancy of commercial properties
- Growing multi-ethnic population that will create a demand for new housing and diverse retail
- Densely populated residential areas to support nearby commercial uses and demand additional facilities and services
- Ethnic specialty retail that creates a regional destination
- Proximity to large employment centers (i.e. Food and Drug Administration at White Oak, downtown Silver Spring, and the District of Columbia)
- Proximity to University of Maryland, Washington Adventist University, and Washington Adventist Hospital

Vision

Takoma/Langley Crossroads will be a transit-oriented, pedestrian-friendly community that celebrates and builds on the cultural diversity of the Crossroads community. Smart growth and transit-oriented development support the integration of mixed land uses into communities as a critical component of achieving a better place to live. This Plan reduces automobile dependency by locating a mix of uses convenient to homes and adjacent to transit, and by providing alternatives for walking, cycling, and transit within a physical environment that meets the community's needs.

Proposed Purple Line

This Plan recommends light rail transit in the median along University Boulevard with a stop at the Takoma/Langley Crossroads Transit Center located at the intersection of University Boulevard and New Hampshire Avenue.



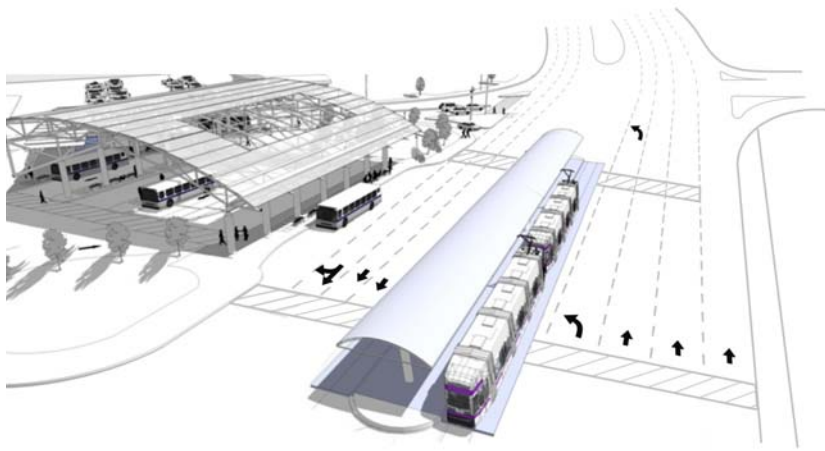
Purple Line Alignment

The proposed Purple Line is a 16-mile transitway that will link stations from different Metrorail lines and provide better east-west connections for a number of regional centers inside the Capital Beltway. It will connect the Bethesda, Silver Spring, College Park, and New Carrollton Metrorail stations and also provide connections to MARC and Amtrak trains and local bus service.

Station development should include:

- increased density within one half mile of the proposed Purple Line stations and Transit Center at New Hampshire Avenue and University Boulevard
- pedestrian-friendly development with connections to sidewalks, transit, bike paths, and trails.

TLC Transit Center



The transit center is planned for the northwest corner of University Boulevard and New Hampshire Avenue (in Prince George’s County) and will combine eight bus routes at one central location for easier, less dangerous transfers. It will be adjacent to the proposed Purple Line station.

Mixed-Use Development



Mixed-use zones support concentrated services near homes, jobs, and transit to increase pedestrian mobility and reduce automobile dependency, thereby improving community health and lowering carbon emissions.

This Plan proposes pedestrian-oriented mixed-use development to create a 24-hour neighborhood, increase redevelopment feasibility, provide affordable housing opportunities, and introduce much needed community amenities. Higher densities create development incentives to include affordable housing units and community amenities. With increased development potential, Takoma/Langley Crossroads will be able to attract a variety of projects.

The construction of the Purple Line will have a positive impact on the community. The Takoma/Langley Crossroads can capture a larger share of the area’s growth. The study area could increase its share of the Counties’ households and commercial firms through changes in land use policies that support higher densities and the introduction of the Purple Line.

Both current market conditions and future trends were evaluated to identify these opportunities, including:

- the Takoma-Langley Crossroads Study Area’s current share of surrounding market areas including office, retail, and residential space
- projected market area growth of households, jobs, and retail spending with or without the Purple Line
- the premium on attractiveness that households, firms, and shoppers place on transit-based communities.

These conditions and trends were used to identify the potential share of the surrounding TLC market area and the household, job, and retail spending growth that the Takoma/Langley Crossroads area may attract whether or not transit is added.

Table 1: Sector Plan Area Development

	Existing Study Area	Montgomery County	
		Unused Development Capacity	Plan Proposed Capacity
Office (sf)	167,000	70,000	340,000
Retail (sf)	850,000	230,000	460,000
Dwelling Units (dus)	5,600	1,400	2,800

Quality of Life

Whether the heart of a community evolves or is planned, dedicating resources and integrating community facilities can improve a neighborhood's quality of life, particularly when they are seen as places where neighbors interact and bonds are made. This Plan seeks to build a healthy community with facilities and services that encourage civic engagement, physical activity, celebration of diversity, and increased opportunity for social interaction.

Economic Development

Although Takoma/Langley Crossroads lacks a major employer, it has a number of small businesses and the potential to be a well balanced dynamic community given its overall economic health. However, the current single-story commercial district is not conducive to the more intensive mixed-use development that may follow the proposed Purple Line and Transit Center. The community's location along two of the County's busiest highways and its regional attraction as the center of the International Corridor, make it a prime location for economic development.

While the existing commercial centers are strong and vacancies are low, an economic strategy is needed to capture the opportunity presented by the public investment in transit and enhance the community's ability to compete with other urban centers. Public investment is a valuable tool to leverage private investment and can be used to provide the necessary infrastructure to attract desired development. While the introduction of transit may act as a temporary catalyst for development, additional economic incentives and expansion of existing programs may be necessary to ensure that the area's international character is preserved, existing businesses are retained, and reinvestment continues.

Recommendations

- Support enhanced partnerships with local community-based organizations such as the Takoma/Langley Community Development Authority, CASA de Maryland, and Maryland's International Corridor Community Development Corporation to redevelop and revitalize Takoma/Langley Crossroads.
- Retain local and neighborhood serving retail through the use of zoning incentives, marketing, and technical assistance.
- Create partnerships with local financial institutions to finance redevelopment through the Community Reinvestment Act and other programs.
- Recruit community development financial institutions to work with local residents and entrepreneurs to fund revitalization projects.
- Expand vocational training programs within the TLC area and encourage the creation of programs for small business and entrepreneur assistance.
- Support the expansion of existing specialty textiles and import business niches and encourage development of compatible retail and neighborhood services.



- Identify and support economic opportunities that stimulate pedestrian activity, encourage lively street frontages, and promote the wealth of international business within the community.
- Recommend the development of the Crossroads District as a 24-hour community of diverse, pedestrian-oriented mixed uses.
- Support efforts for a bi-County public market building that will provide opportunity for local vendors and also act as a regional draw.
- Build and invest in community facilities and events that will enhance the quality of life within the community and also attract visitors from throughout the region.
- Reinforce the objectives of the 2000 Takoma Park Master Plan to upgrade the area's commercial centers to enhance and serve the needs of residents and visitors by:
 - supporting a range of commercial services
 - supporting the ongoing efforts of the City of Takoma Park and the Montgomery County Department of Housing and Community Affairs (DHCA) to address revitalization needs
 - forming task forces with Prince George's County and the District of Columbia to cooperatively address the area's revitalization needs
 - supporting local community organizations' efforts to revitalize commercial areas along University Boulevard, New Hampshire Avenue, and Piney Branch Road
 - supporting the coordinated marketing of businesses along University Boulevard as the International Corridor.



Health and Wellness

This Plan promotes a healthy community by improving mobility options, providing community facilities, and encouraging strategic public/private partnerships. Streets that are safe and comfortable for walkers and cyclists encourage people to exercise as part of their daily routines. Multi-modal transportation options help reduce traffic and air pollution. Preserving green space helps protect water quality while making communities more attractive.

The TLC area is deficient in ballfields and other active recreational facilities. To accommodate the needs of the existing and future population, it will be necessary to expand and renovate existing facilities. Additionally, partnerships with community-based organizations and local faith based institutions could be alternatives to accommodate recreation and or social service functions.



Recommendations

- Support walkability audits to identify inconvenient and dangerous pedestrian routes.
- Apply the Road Code's context sensitive designs to improve pedestrian mobility and enhance street connectivity.
- Build a connected pedestrian environment of safe, convenient routes and sidewalks.
- Provide safe, convenient access to healthy foods for all residents.
- Use existing economic development incentives and create new incentives to retain stores that sell fresh, healthy foods.
- Identify an appropriate regular location for the TLC farmers' market and drop-off sites for community-supported agriculture shares that support Agricultural Reserve efforts to protect local farmland by developing diverse markets for local produce.

- Encourage healthy lifestyle options, including:
 - considering limits on the number or concentration of formula or franchise restaurants
 - considering identifying fast food restaurants, liquor, and convenience stores as conditional uses only.
- Green the community by providing opportunities for community gardens, increased tree canopy, green roofs and urban farms in areas with higher residential density by:
 - identifying and inventory potential community garden and urban farm sites on existing parks, public easements, right-of-ways, and schoolyards
 - encouraging all new building construction to incorporate green roofs and/or conversions of existing roof space to green roofs, to maximize opportunities for gardening.
- Support community clinics, the expansion of local healthcare facilities and daycare facilities with direct access to transit.
- Support the development of a neighborhood service center to provide social, educational, and naturalization services to this community largely populated by new Americans and low to moderate income residents.
- Improve pedestrian mobility and access to shopping areas, transit, recreation, and community facilities by implementing the Green Streets concept, which could provide improved pedestrian paths, and bicycling and trail amenities.
- Support the prioritization of Green Build and Smart Growth projects through the use of the existing fast track permitting.
- Support the Safe Routes to School program to encourage walking and cycling to school.



Safety

The area's dense population and multiple jurisdictions create issues for providing fire, safety, and other emergency services. To create a sense of order, additional emphasis on the security of the community and its residents is required. Thus police officers must engage in neighborhood-based crime prevention and community policing activities using education, neighborhood watches, and relationship building.

Recommendations

- Support multi-jurisdictional community policing efforts.
- Engage the community in crime prevention efforts by establishing a multilingual citizen's police academy.
- Support the continuation of regular multi-jurisdictional bilingual beat and anti-crime meetings with residents and civic groups.
- Consider a web based (police monitored) digital surveillance system in major commercial districts (i.e., Crossroads District and New Hampshire Corridor).
- Support expanding the Maryland Multicultural Youth Center and other youth serving and gang prevention programs within the Plan area.
- Encourage the application of Crime Prevention through Environmental Design principles in public and private projects.

In the future, additional analysis of potential increase in risk levels of Fire and Rescue and Emergency Medical Services will need to be conducted by Montgomery County Fire and Rescue Service to determine whether additional apparatus, equipment, and personnel are required to effectively serve the TLC Sector Plan area.

Housing

The location of housing—its proximity to jobs, childcare, stores, and services, and whether or not these are accessible by car, transit, or walking—has a significant impact on cost of living and quality of life. Mixed-use, sustainable development with a variety of housing types should be compatible with existing housing stock. Retaining the affordability of this community and encouraging diverse housing is a key component of this Plan, which strives for no net loss of affordable housing. All mixed-use developments will be required to include moderately priced dwelling units (MPDUs) and workforce housing. As proposed, new mixed-use development should yield an additional 2,345 dwelling units of which 12.5 percent will be MPDUs according to current law (Chapter 25A). In addition to MPDUs, new residential development in a Metro Station Policy Area must include workforce housing units (Chapter 25B).

Affordable housing is a suitable use for publicly owned land or land recommended for public use. Where new private development is proposed adjacent to publicly owned land, consideration should be given to public/private partnerships to provide more than the required affordable housing. Units for seniors, large families, and other special needs populations should be included in residential development nearest transit and other community facilities.

The Plan encourages mixed-use development in an effort to enable people to live and work within the Plan area. The current jobs-housing ratio is .96 jobs per dwelling unit, which the Plan hopes to increase by providing better access to major employment centers via the Purple Line. Additionally, the Plan seeks to retain the affordability of the TLC community by retaining and improving the existing affordable housing units.

Recommendations

- Develop workforce housing within the Crossroads District and increase housing opportunities close to public transit, commercial uses, employment, and community services.
- Support lifecycle housing by providing a range of housing types for diverse incomes.
- Support the retention of existing affordable housing units.
- Support residents in affordable or subsidized housing by providing a range of on-site services, facilities, and programs.
- Preserve and create affordable housing through public/private partnerships.
- Provide a range of unit sizes within each housing type including larger, family-sized units.
- Provide lower density housing opportunities, such as townhouses and garden apartments as a compatible transition to the New Hampshire Gardens communities.
- Provide resources and technical assistance to homeowners, including:
 - homeownership training
 - financial incentives
 - foreclosure prevention
 - specialized loan program targeting repair and rehabilitation
 - increased code enforcement within existing residential community.





Holton Lane Existing

Holton Lane is a short, although important, lane in the middle of the Crossroads community. It provides small-scale service uses, from a car wash to a post office, and hosts a weekly farmers market.



Holton Lane Proposed

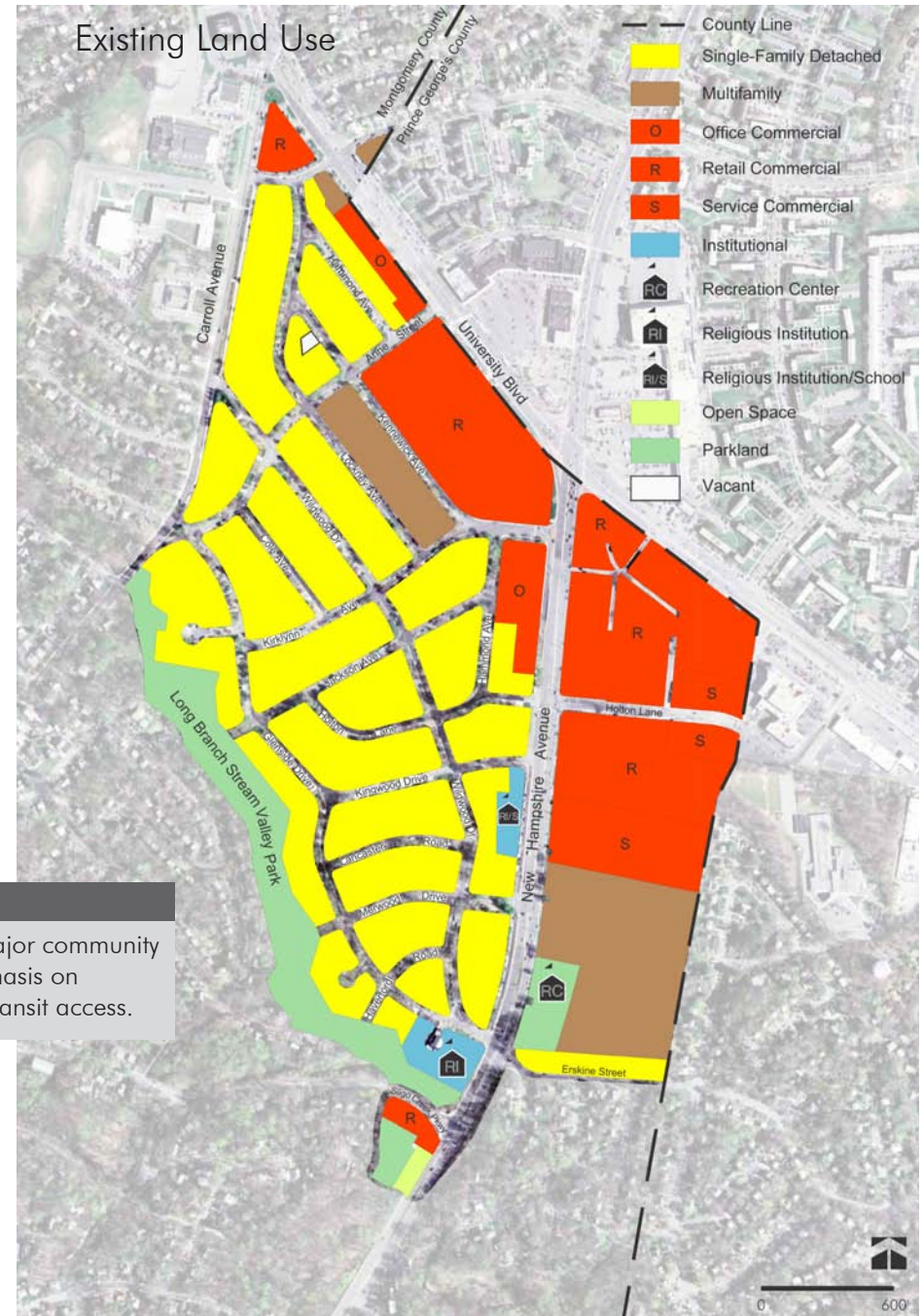
In the future, Holton Lane could be transformed into a dynamic mixed-use neighborhood that includes street activating uses, local retail, a variety of housing types and wide, tree-lined sidewalks.

DIVERSITY

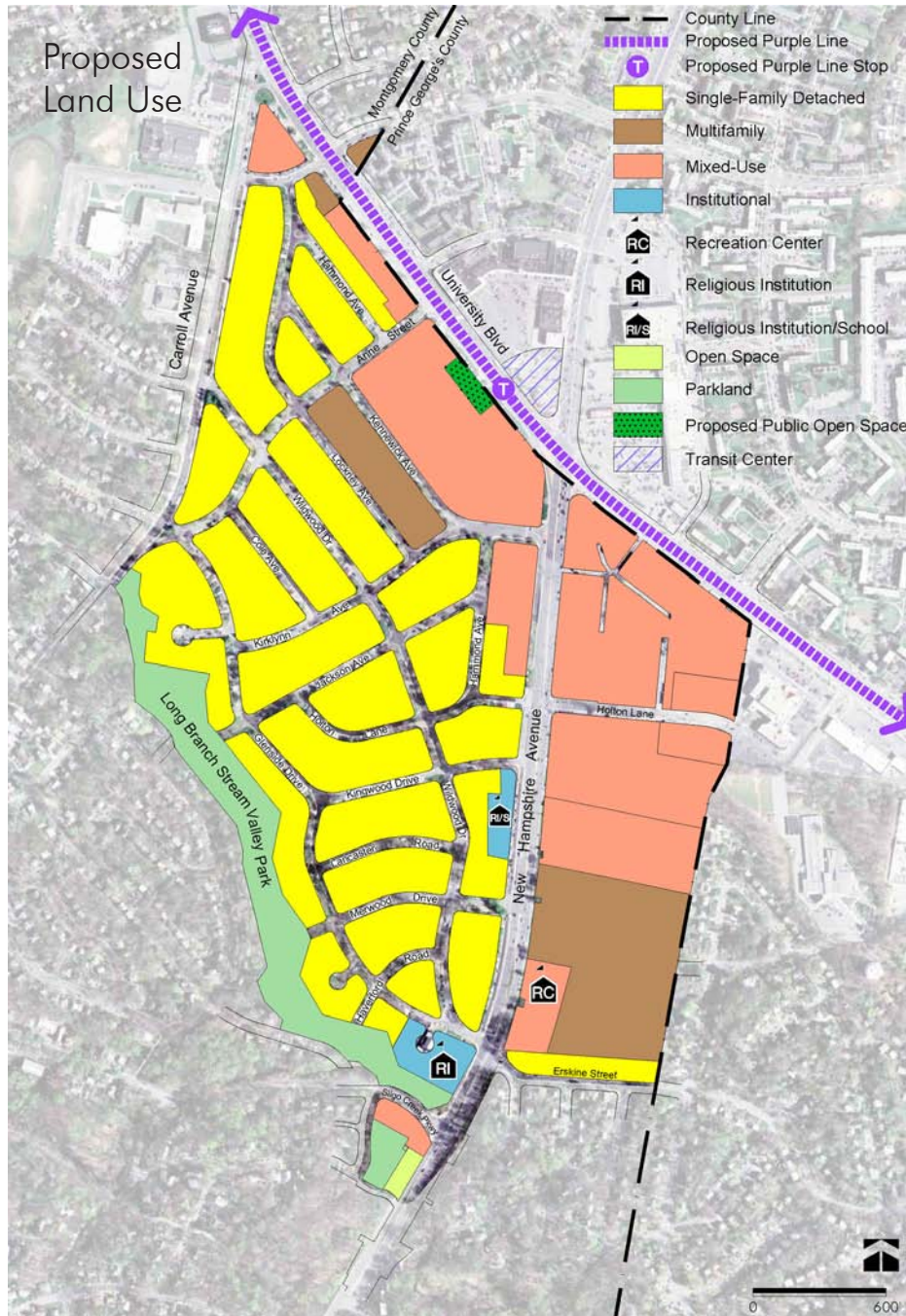
The diversity of the residential and commercial options is what makes the Takoma/Langley Crossroads community a local and regional attraction. The Plan recommends preserving the community's affordability and encourages the creation of pedestrian friendly, mixed-use development.

Land Use

The 2000 Takoma Park Master Plan envisioned a major community commercial center and transit terminal with an emphasis on redeveloping the shopping centers and improving transit access.



Proposed Land Use



Land Use

By encouraging reinvestment in the Crossroads District and the redevelopment of existing strip shopping centers, this Plan seeks to help Takoma/Langley Crossroads maximize the value of its resources and capitalize on its advantages: access to a ready market, a large labor pool, in-place infrastructure, regional accessibility, and proximity to transit and existing transportation networks.

Recommendations

- Preserve the character of the existing single-family community by confirming the existing R-60 zoning and the continued coordination of Montgomery County and the City of Takoma Park on the enforcement of property maintenance and building codes.
- Define three distinct neighborhood districts:
 - Crossroads District
 - New Hampshire Avenue Corridor
 - New Hampshire Gardens
- Establish appropriate transitions where necessary to limit impact on adjoining districts.
- Balance mixed-use development through the application of the CR Zones.
- Retain street fronting neighborhood services and local retail.
- Increase the number of community gathering places and incorporate public art that celebrates the diversity of TLC community and Maryland's International Corridor.
- Redevelop large commercial sites and parking lots as pedestrian-oriented environments with walkable blocks, attractive public spaces, pedestrian paths, street level retail, and attractive stormwater management treatments.
- Improve New Hampshire Avenue and University Boulevard with landscaped panels, wide sidewalks, and attractive street treatment.
- Use design standards and traffic calming to establish a quality pedestrian environment.

Zoning

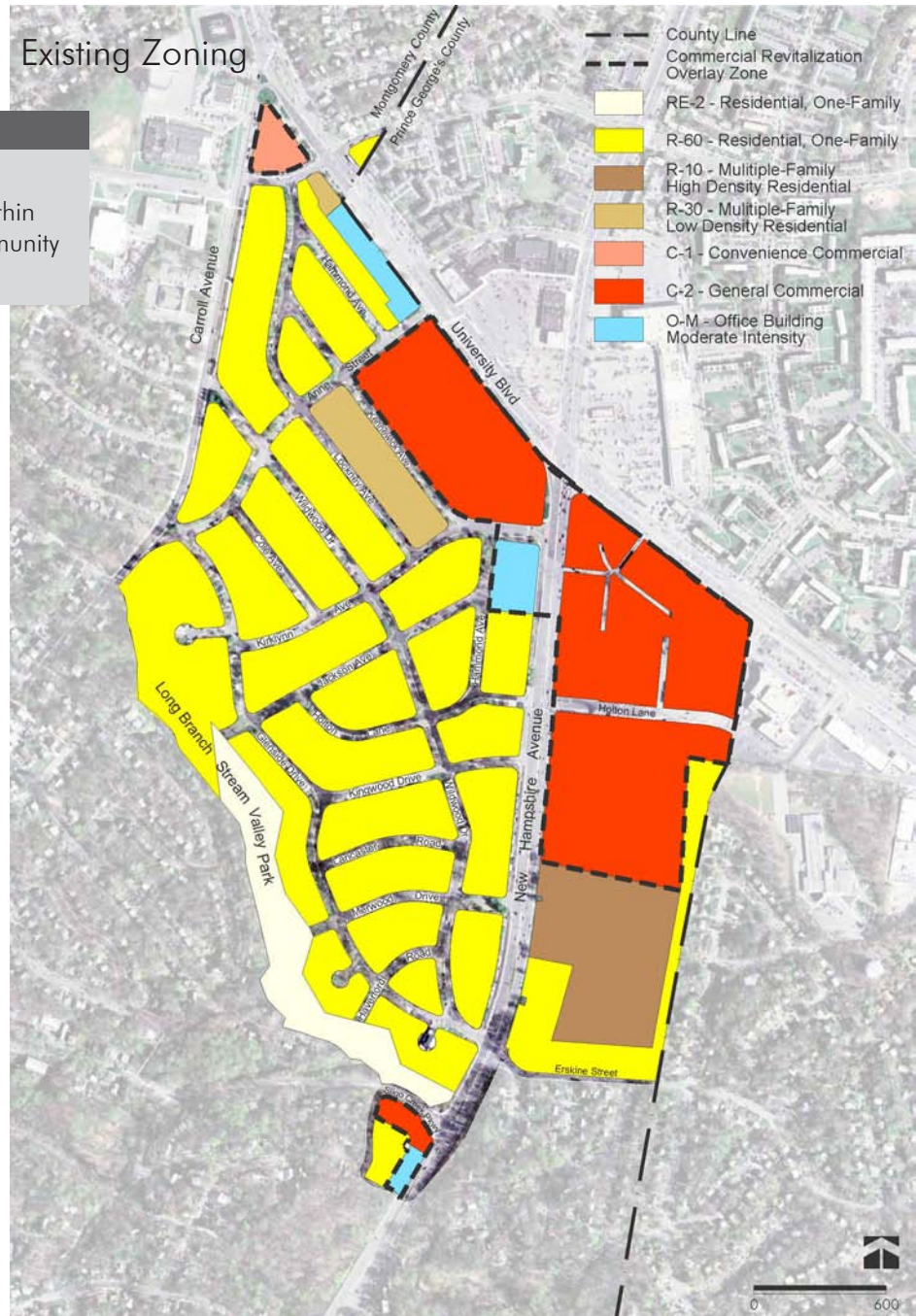
Caption: The 2000 Takoma Park Master Plan recommended a commercial revitalization overlay zone (CROZ), which covers all commercial properties within the Takoma/Langley Crossroads to foster economic vitality, an attractive community character, and improved access and mobility for pedestrians and cyclists.

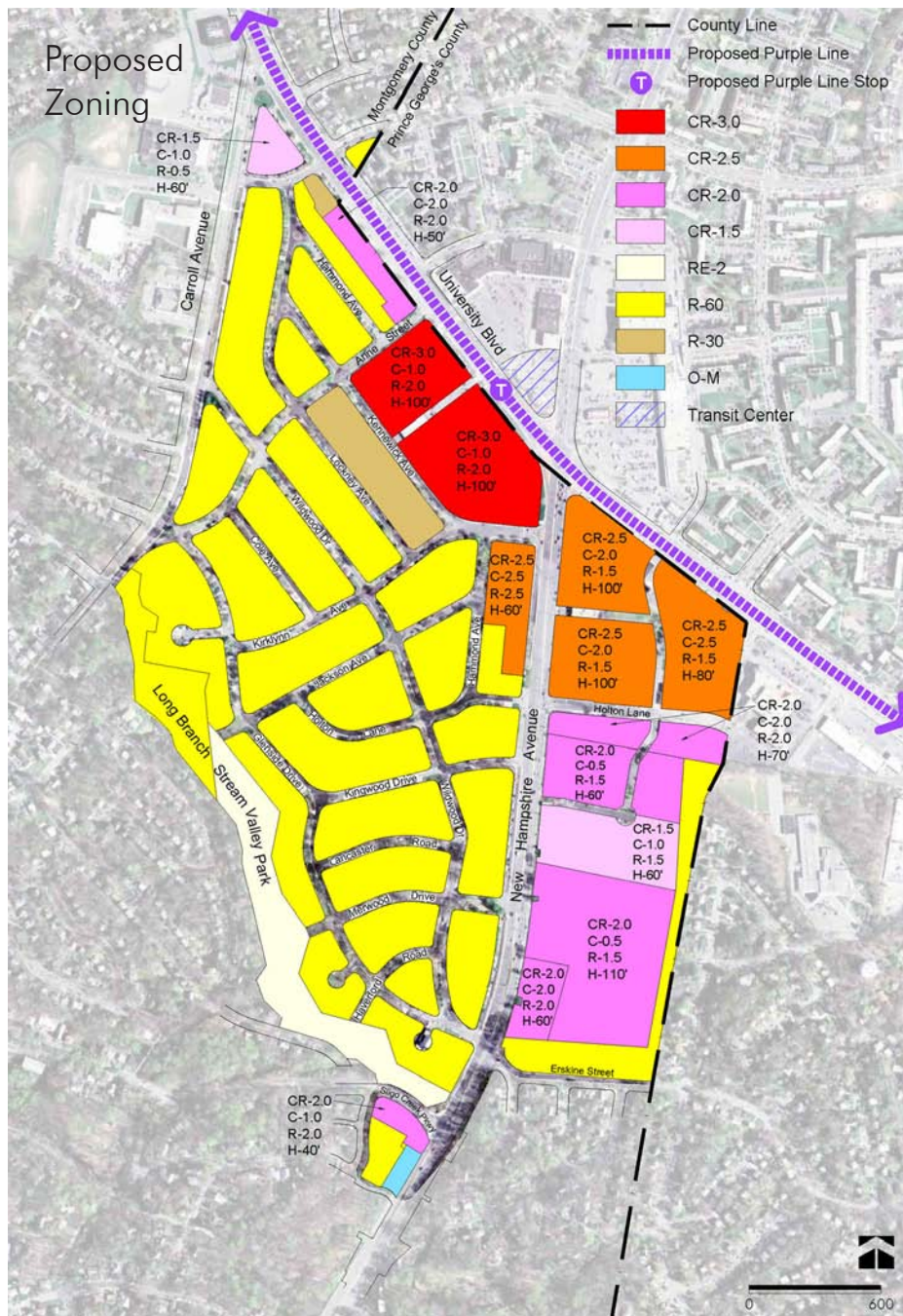
Existing Takoma/Langley Crossroads Zoning

Zone	Description	Acreage
C-1	Local Commercial	1.12
C-2	General Commercial	29.8
R-10	Multiple-Family, High Density	5.6
R-30	Multiple-Family, Low Density	3.72
R-60	Single-Family	60.72
RE-2	Residential Estate	6.64
O-M	Office Building, Moderate	3.46

The measure of density used in the Takoma/Langley Crossroads Sector Plan area is Floor Area Ratio (FAR). The greater the FAR, the more development would be permitted on a property. Density, however, does not automatically translate to taller buildings. A shorter, wider building may have more FAR than a taller, narrower building.

Within the Takoma/Langley Crossroads, density will range from 1.5 FAR to 3.0 FAR. Maximum heights in the Sector Plan will range from 100 feet in the Crossroads District to 45 feet near the New Hampshire Gardens District. The proposed density pattern places the highest densities within ¼ mile of the Purple Line station. Lower densities and building heights are recommended nearest the existing single-family community in an effort to provide appropriate transitions.





The Plan recommends the application of the CR Zones, a mixed-use zoning tool that permits a variety of uses and allows for the development of an urban center within the Takoma/Langley Crossroads.

The CR Zones have four components:

- CR – total maximum density
- C – maximum non-residential density
- R – maximum residential density
- H – maximum height.

The CR Zones allow for standard method development with a maximum FAR of 0.5. An optional method of development encourages the use of a variety of incentive-based density increases up to the maximum allowed by the zone.

The Plan recommends the highest density, 3.0 FAR, only at specific locations adjacent to the proposed Transit Center and Purple Line Station. The CR Zones provide incentives for the replacement of affordable housing. They also incentivize the development of workforce housing and larger units to accommodate families and the retention of small scale businesses and neighborhood services.

To implement the proposed mixed-use development concept, approximately 55 acres are recommended for the CR Zones, which allow a mix of residential, commercial, and office uses. CR Zones will also provide for density incentives for the creation of community facilities and other neighborhood amenities within the Sector Plan area. Sector Plan parcels zoned C-1, C-2, O-M, R-10, and R-60, where appropriate, are recommended for rezoning.

Recommendations

- Require community amenities and facilities for Takoma Langley Crossroads:
 - neighborhood service center with community meeting facilities within the Takoma/Langley Crossroads Center
 - daycare facility adjacent to the Transit Center
 - a civic green
 - a new recreation center
 - funding a buffered cycle track along University Boulevard.
- Allow maximum densities of 3.0 FAR and 100-foot building heights at specific locations adjacent to the proposed Transit Center and Purple Line station.

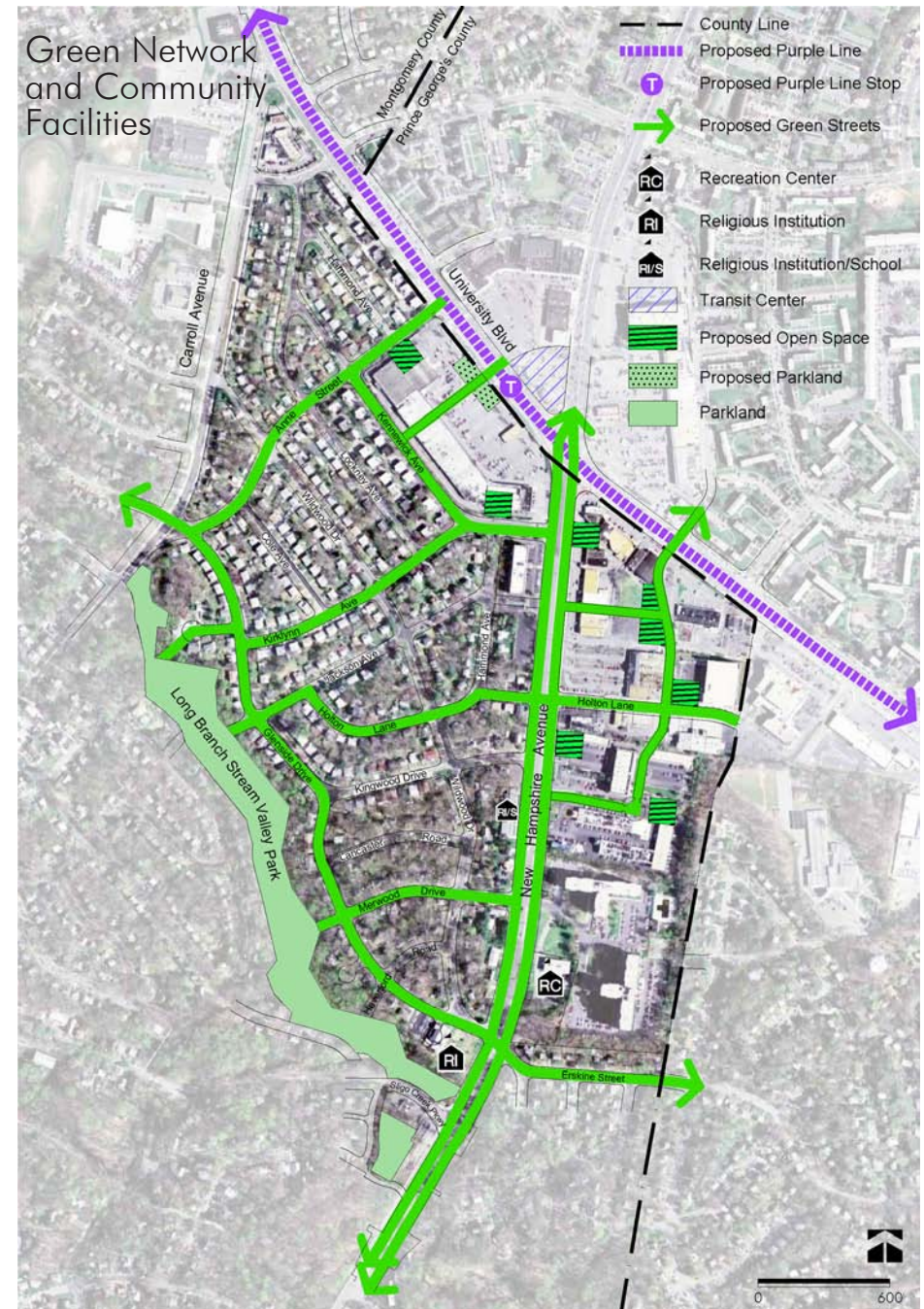
DESIGN

Design is a key element in defining neighborhoods and promoting lively, pedestrian-friendly development. The Plan recommends guidelines that celebrate and strengthen the community's multicultural identity.

- Upgrade and build sidewalks and bike paths in each district to encourage walking and biking as a viable means of transportation.
 - Sidewalks in the Crossroads and New Hampshire Corridor Districts will be 15 feet wide with shade trees 20-25 feet on center.
 - Design New Hampshire Avenue as a multi-way boulevard that accommodates on-street bike lanes within the proposed service lanes. These service lanes, with parallel parking, will have far slower travel speeds than the heavy travel lanes in the middle of the boulevard.



A multi-way boulevard is a system of parallel streets, within the same right-of-way, separated by a tree-line median. Local access lanes are incorporated to separate pedestrians, cyclists, and slower moving residential and commercial traffic from through traffic.



- Create a network of roadways, streets, mid-block pedestrian connections, and sidewalks that will link all three districts.
 - Improve the existing network and construct additional streets in each district. Divide the large existing super blocks of 1000 feet or more into more pedestrian-friendly blocks of 300-400 feet, making pedestrian travel a more practical as well as pleasant experience.
 - Provide a street grid that allows automobile traffic to move more efficiently with more route choices.
- Connect the three districts to adjacent neighborhoods in Prince George’s County through coordination of future roads, bike paths, and pedestrian routes.
 - Construct new private roads around the Purple Line station and Transit Center on University Boulevard that will be pedestrian links between the future civic green, transit service, and area retail.
 - Provide improved pedestrian crosswalks and median refuges for University Boulevard and New Hampshire Avenue.
- Locate parking on the street, in mid-block structures, or in structures lined with street activating uses. Surface parking, where necessary, should be located behind or to the side of development.
- Ensure gradual transitions in height and density between the three different districts.
 - Transition densities in the Crossroads District from the highest densities closest to New Hampshire Avenue and University Boulevard, to lower densities adjacent to New Hampshire Gardens and the single-family densities in Prince George’s County to the east.
- Expand the open space system to include a series of Green Streets that connect the stream valley parks with the built environment. Designated throughout the Sector Plan area, these streets will use planted panels, design elements, traffic calming and other unique features to make them more attractive and environmentally friendly to pedestrians and cyclists in areas that have dense residential uses.



The Green Streets concept is a right-of-way treatment that gives priority to pedestrian circulation and open space by including:

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

Green Hierarchy

Good design emphasizes pedestrian amenities and landscaping in areas that have dense residential uses by creating a vibrant pedestrian environment, strengthening connections to community amenities and maximizing opportunities for trees and other landscaping to create high quality pedestrian corridors.

- Develop a hierarchy of public open spaces throughout the three districts that incorporates the following spaces in descending order of scale.
 - Stream Valley Parks: Long Branch Stream Valley Park and Sligo Creek Park on the southern border of the Plan and the Northwest Branch located on the northern edge of the Prince George’s County side of the Plan.
 - Private Recreation Space: Residential development should include common indoor spaces as well as common outdoor recreational facilities. Private spaces can be decks, balconies, rooftops, or terraces. Outdoor communal recreation spaces can include swimming pools, tennis courts, and other facilities. This plan proposes a new and improved Takoma Park Recreation Center that could incorporate these features.
 - Central Civic Green: Create a one half to one acre civic green in the Crossroads District that will act as a major outdoor public gathering space for residents and visitors. The civic green will be the focal point for programmed activities, ranging from farmers markets to seasonal festivals. Local culture will also be celebrated here through the incorporation of commissioned public art.
 - Neighborhood Common: Create a privately owned and maintained one half to one acre open space with grass and trees. It will be located in a larger mixed-use development, and will serve as an outdoor living room with incorporated public art and street furniture for the residents and visitors to the development. Additional spaces could be located on top of parking structures.
 - Small Pocket Parks: Create privately provided and maintained smaller parks or plazas, typically one quarter acre or less, that will be the gathering places or outdoor living rooms for residents and workers in surrounding buildings. In addition to shade trees, shrubs and ground covers, they will tend toward more programmed designs that might include special paving, seat walls, fountains, etc. Artwork that commemorates the local culture will also be included in these spaces.



PlaceMaking

Create an identity for the TLC community and further define the neighborhoods using visual cues, unique architecture, landmarks, and focal points.

Recommendations

- Incorporate the International Corridor theme into the redevelopment strategy to strengthen and reflect this community's cultural identity.
- In the Crossroads District, locate activating uses at street level and along priority retail streets.
- Create defined street corridors by placing buildings along both sides of the street with a setback to form a uniform street frontage.
- Prepare design guidelines that illustrate, in detail, the Plan's urban design recommendations, including:
 - green design, sustainability, and Smart Growth
 - international theme
 - CPTED principles.

CPTED—Crime Prevention Through Environmental Design—includes techniques such as:

- visual surveillance
- clear delineation of public and private areas
- activity programming to create natural surveillance
- encouraging legitimate uses of space
- creating a sense of order through regular maintenance.



CONNECTIVITY

Connections within a community can be improved by providing for all modes of travel—pedestrian, bicycle, vehicular, and transit. The Plan recommends creating a system of interconnected pedestrian links—trails, bike paths, and Green Streets—that connect to transit and adjacent communities.

Takoma/Langley Crossroads encompasses an area around the intersection of two major highways—New Hampshire Avenue (MD 650) and University Boulevard (MD 193)—and is supported by public transportation, bicycle facilities, and sidewalks that facilitate travel within and outside the area. These transportation modes provide local as well as regional mobility and access, and help shape the community’s character.

The Plan’s recommendations are built on existing conditions, the vision for the community’s future, proposed transit infrastructure and most importantly, the need to create a safe and connected transportation network that will accommodate pedestrians, bicyclists, and vehicles in an efficient manner.

Interagency Coordination

The Takoma/Langley Crossroads Sector Plan was developed in coordination with a similar parallel effort in Prince George’s County. Both plans include additional explanation of certain features, issues, and approaches that are common but nevertheless require clarification—often as a result of different implementation strategies, different technical terms, or differing aspects of the respective County Codes, among other things. The overall vision of the Plan is shared by both counties and the City of Takoma Park.

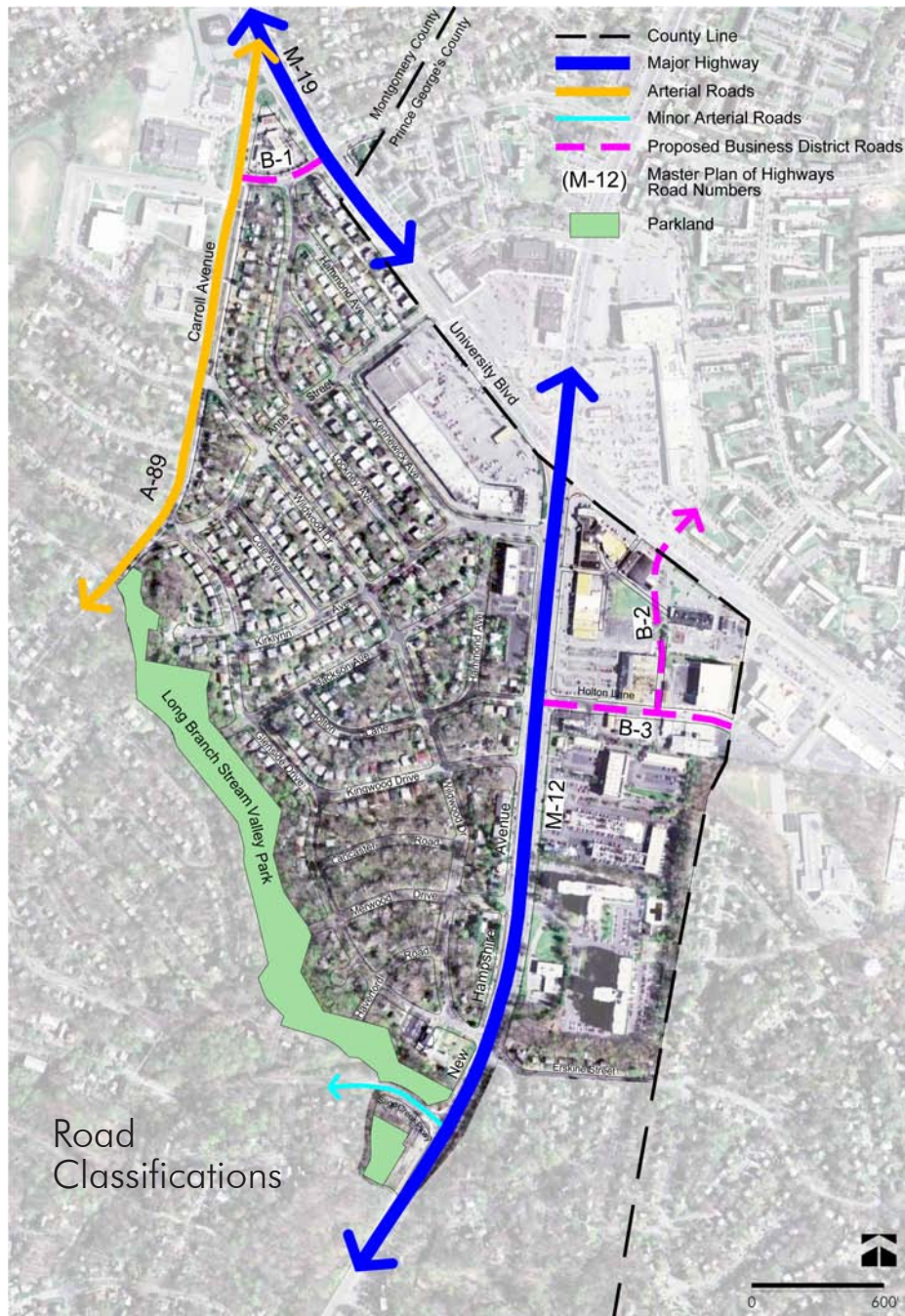
Road Network

The Plan recommends new master planned roadways, proposes new roles for major roads, and clarifies and reconfirms the role of other roadways within the Takoma/Langley Crossroads area.

The majority of the Plan area is within Prince George’s County. Both plans share a vision for improving street connectivity so that there are shorter blocks that provide more options for pedestrian, bicycle, and motor vehicle circulation. They also seek to better separate through traffic on the State highways from local traffic accessing residences and businesses in the Plan area. The eventual establishment of a finer street grid was examined in the planning process and remains a key objective of both plans. The implementation of the finer street grid supports an approach that calls for the review of realigned or new business street connections on a case-by-case basis at the time of redevelopment and also acknowledges the City of Takoma Park’s ownership of the streets.

The shared objective of both plans is to provide a network of local streets that connects all four quadrants of the University Boulevard/New Hampshire Avenue intersection. Four local street connections in the ideal street grid meet at the Montgomery County/Prince George’s County boundary.





In this regard, the plans support the following:

- Future feasibility of realigning Lebanon Street in Prince George’s County and Anne Street in Montgomery County will only be evaluated in conjunction with future redevelopment of the block bounded by Lebanon Street, New Hampshire Avenue, and University Boulevard and after final design of the Takoma/Langley Crossroads Transit Center.
- The future new street (B-2) in Montgomery County meets existing Edwards Street in Prince George’s County.
- A future local street in Prince George’s County is an extension of Holton Lane (B-3) in Montgomery County that is built to the Prince George’s County line and will be extended to University Boulevard (MD 193), opposite of 15th Street, as a two-lane roadway with sidewalks within a 40-foot right-of-way.
- The feasibility of a future extension of 14th Street from University Boulevard (MD 193) to Holton Lane in either Montgomery County or Prince George’s County, in lieu of the proposed turn-around recommendation, may be considered as an alternative form of connectivity at the time of future development.

Both plans support the feasibility and on-going consideration of operational approaches to improve the performance of the intersection of University Boulevard and New Hampshire Avenue for all users.

The Plan’s mobility goals are:

- improving destination-point connectivity, accessibility, and safety for all users and travel modes
- accommodating the proposed Purple Line transitway
- accommodating the possible left-turn prohibition at University Boulevard and New Hampshire Avenue
- incorporating a cycle-track along University Boulevard
- incorporating a multi-way boulevard treatment for New Hampshire Avenue
- providing for development and new rights-of-way that respect existing residential neighborhoods.

Recommendations

- A new, two-lane business street located within the southeast quadrant of the Crossroads, connecting Holton Lane to University Boulevard at Edwards Place, with a minimum 70-foot right-of-way.
- A minimum 70-foot right-of-way for streets within the southwest quadrant of the Crossroads including portions of Anne Street, Hammond Avenue, Holton Lane, Kennewick Avenue, and Merrimac Drive.
- The proposed private street between Kennewick Avenue and University Boulevard through the 1101 University Boulevard East property is expected to operate with a right-turn in/right-turn out movement at both Kennewick Avenue and University Boulevard.
- The private street proposed to connect Hammond Avenue and New Hampshire Avenue should be limited to one-way eastbound travel towards New Hampshire Avenue with limited two-way traffic (i.e., from Hammond Avenue towards New Hampshire Avenue only).
- Consideration of appropriate traffic calming and traffic control measures for streets between New Hampshire Gardens single-family residential area and proposed Crossroads Business District.
- A minimum 70-foot right-of-way for Holton Lane between New Hampshire Avenue and the Montgomery/Prince George's County line.
- Reconfirming a minimum 120-foot right-of-way width for University Boulevard.
- Reconfirming a minimum 150-foot right-of-way width for New Hampshire Avenue.
- A multi-way boulevard treatment for New Hampshire Avenue between University Boulevard and the Sector Plan boundary.
- A minimum 90-foot right-of-way width for Carroll Avenue (MD 195).
- Additional private streets to further enhance connectivity where appropriate and feasible.
- Both the Montgomery County and Prince George's County plans also support establishing an additional public realm adjacent to the right-of-way required by the Purple Line project that accommodates facilities or amenities such as the required landscaped buffer and pedestrian path between the building line and the University Boulevard curb. The implementation mechanisms each County uses to establish this public realm are different, but may include right-of-way or easement reservation, dedication, or purchase.
 - The Prince George's County plan recommends the establishment of a mandatory development standard, at the time of development of the Sectional Map Amendment (SMA) that would require the provision of the required sidewalk, streetscape, and other appropriate property frontage improvements to be included as part of any application for building or grading permits.

New Hampshire Avenue



Existing Conditions

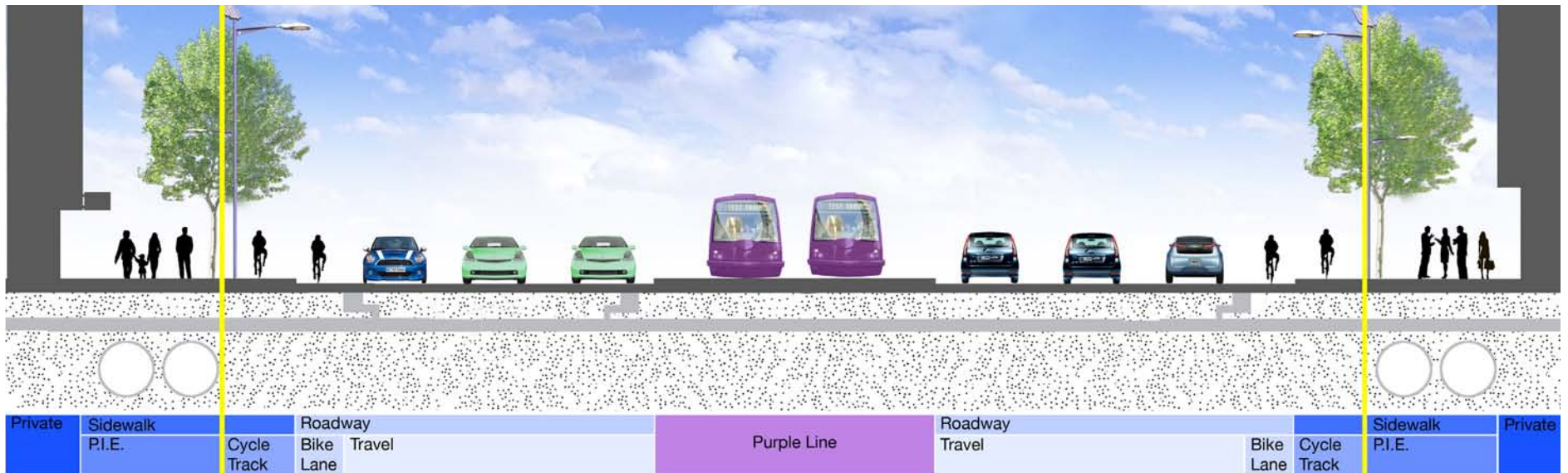
- Right-of-way: 150 feet (per 2000 Takoma Park Master Plan)
- Lanes: Three travel lanes with concrete or grass median
- Pedestrian Access: Five-foot sidewalks adjacent to travel lanes; widely-spaced crosswalks
- Streetscape: Concrete sidewalks, some pedestrian lighting, sparse seating

Plan Recommendations

- Right-of-way: 150 feet with 15-foot public improvement easement on private property to replace existing parking, curb, and gutter
- Lanes: Six travel lanes (three in each direction) and two low-speed access lanes (one in each direction) to accommodate local travel and on-street parking
- Pedestrian/Bicycle Access: 15-foot sidewalks buffered by parallel parking, three green medians for pedestrian refuge at crosswalks, new cross streets to create more frequent crosswalks, a dual bikeway between University Boulevard and Kennewick Avenue, and a bike lane from Kennewick Avenue to the Plan boundary
- Streetscape: Shade tree planting along sidewalks and in medians, 35 feet on center with distinctive pedestrian lights, ample seating, and special paving

The Plan also recommends reconstructing New Hampshire Avenue to relocate overhead wires to alleys, rear of properties, or below grade and to provide bicycle parking.

University Boulevard



University Boulevard is the major thoroughfare for the Sector Plan area and also marks the County line separating Prince George's and Montgomery Counties. The proposed Purple Line light rail transit will operate in the median of University Boulevard.

Both the Montgomery County and Prince George's County plans give priority to the Purple Line planning, engineering, and design process and recognize that the Purple Line integration within the University Boulevard right-of-way will not have a typical section width due to site-specific transit station and area circulation needs.

Both plans recommend that the required minimum right-of-way along University Boulevard be based upon the most recent available MTA Purple Line concept plans, and the latest SHA-prepared typical cross sections (interim and ultimate), as well as any subsequent refinements to these plans by SHA and MTA.

Existing Conditions

Right-of-way: 120 feet
 Lanes: Three travel lanes with concrete or grass median
 Pedestrian Access: Sidewalks adjacent to travel lanes; widely-spaced crosswalks
 Streetscape: Concrete sidewalks, some pedestrian lighting, sparse seating

Plan Recommendations

Right-of-way: 120 feet with 15 feet public improvement easement on private property to replace existing parking, curb, and gutter
 Lanes: Six travel lanes (three in each direction) and reserved center travel way for the Purple Line
 Pedestrian/Bicycle Access: 15-foot dedicated public improvement easement on private property for sidewalk and street trees and dedicated, off-road directional cycle tracks with a buffer next to the outside travel lane
 Streetscape: Shade tree planting along sidewalks and in medians, with distinctive pedestrian lights, ample seating, and special paving

The Plan also recommends reconstructing University Boulevard to relocate overhead wires to alleys, rear of properties, or below grade and to provide bicycle parking.

Proposed Business Streets

Existing Conditions

Right-of-way: 58 feet at Holton Lane
 Lanes: Two travel lanes and occasional parallel parking lanes
 Pedestrian Access: On Holton Lane, sidewalks are adjacent to the street.
 Streetscape: Concrete sidewalks, some pedestrian lighting, sparse seating.

Plan Recommendations

Right-of-way: 70 feet
 Lanes: Two travel lanes and two parallel parking lanes with left turn lanes at intersections.
 Pedestrian Access: 15-foot sidewalks buffered by parallel, on-street parking
 Streetscape: Shade tree planting along sidewalks, with distinctive pedestrian lights, ample seating, and special paving.



The Plan also recommends reconstructing all new public and private streets to relocate overhead wires to alleys, rear of properties, or below grade and to provide bicycle parking.

Table 3: Road Classifications

Facility & Segment		Master Plan	Proposed	No of	Master Plan	Target
From	To	Road #	Minimum ROW (ft)	Lanes ¹	Bike #	Speed
Anne Street⁴						
Kennewick Ave	University Blvd	--	70	2	--	25
Carroll Avenue (MD 195)						
Glenside Dr	University Blvd	A-89	90	2	BL-10	30
Hammond Avenue⁴						
Holton La	Kennewick Ave	--	70	2	--	25
Holton Lane						
Hammond Ave ⁴	New Hampshire Ave	--	70	2	--	25
New Hampshire Ave	Prince George's County Line	B-3	70	2	--	25
Kennewick Avenue⁴						
Anne St	New Hampshire Ave	--	70	2	--	25
Merrimac Drive						
Carroll Ave	University Blvd	B-1	70	2	--	25
New Hampshire Avenue (MD 650)						
South Plan Boundary	University Blvd	M-12	150 ²	6-D	DB-7, B-11	35
Sligo Creek Parkway						
Plan Boundary	New Hampshire Ave	MA-1	60	2	SR-14	25
University Boulevard (MD 193)						
Carroll Ave	Prince George's County Line	M-19	120 ³	6-D	DB-5	35
New Road						
Holton La	University Blvd	B-2	70	2	--	25

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 auxiliary to travel uses.

² This assumes accommodating pedestrians with a 15-foot public improvement easement (PIE) on both sides of New Hampshire Avenue outside of the recommended minimum right-of-way, and assumes six-lane, multi-way boulevard treatment for New Hampshire Avenue from Kennewick Avenue to the Plan boundary.

³ This proposed minimum right-of-way does not include any additional right-of-way that may be required to accommodate the Purple Line. Additional right-of-way requirements for Purple Line will be determined at time of subdivision using latest project-level plans available for the Purple Line.

⁴ These streets are under the jurisdiction of the City of Takoma Park

Notes:

1. Where the roadway is through Prince George's County, the Prince George's County Sector Plan recommended right-of-way must be provided.
2. Target speeds follow guidance in the County Road Code and Executive Regulation 31-08.
3. The table designates roads that are part of the County Master Plan of Highways and using the following County Road Code classifications:
 - "M" designates a Major Highway, a road providing less speed and mobility than freeways, but more access via at-grade intersections. Driveway access is acceptable in urban and dense suburban settings.
 - "A" designates an Arterial Road, connecting major highways and providing more access points than a major highway while moving traffic at lower speeds.
 - "MA" is a new category, Minor Arterial, a road functioning as an arterial, but with adjacent land uses that make traffic calming appropriate.
 - "B" designates Business District roads.



Intersections

Adding left turn restrictions at the intersection of New Hampshire Avenue and University Boulevard could better accommodate pedestrian movements within the Crossroads District and could be implemented by redirecting traffic through the proposed street grid. Preliminary analyses indicate that this approach could provide mobility levels similar to that achieved by a grade-separated interchange. The proposed roadway network would have a lower capital cost than a grade-separated interchange, but implementation would require substantial coordination between various public agencies and creating new access points for commercial properties.

Recommendations

- Study left turn prohibition at the MD 650/MD 193 intersection, either as a supplemental study to the Plan or as part of any redevelopment of one or more parcels that front the intersection.
- Continue to improve pedestrian connections, crossings, and sidewalks at intersections throughout the Plan area.
- Remove free flow channelized right turns at all intersections.
- Prohibit right turns on red at all intersections to improve safety for pedestrian and cyclists.

Public Transit

The Plan area has a significant amount of Ride On and Metrobus service with 12 bus routes serving the area, eight of which go through the New Hampshire Avenue and University Boulevard intersection. According to the Takoma/Langley Crossroads Pedestrian Access and Mobility Study, there are between 10,000 and 13,000 bus passengers per day. The Maryland Transit Administration plans to build the Transit Center to consolidate these routes and also proposes the Purple Line as a transitway between Bethesda and New Carrollton via Silver Spring, Takoma/Langley Crossroads, and the University of Maryland.

Implementing the Purple Line is critical to achieving a vibrant, safe, pedestrian-friendly neighborhood focused on connectivity, a mix of uses, and multi-modal alternatives.

The Purple Line will:

- improve the quality of transit service in an already heavily transit dependent area
- serve as a catalyst for mixed use development and reinvestment
- make walking more attractive, visible, and safe
- provide the leverage necessary to maintain and increase the affordable housing stock
- reinforce the Crossroads as a diverse, economically thriving place unique in both counties, the region, and the State.

Recommendations

- Construct the Transit Center in the northwest corner of New Hampshire Avenue and University Boulevard.
- Construct the Purple Line within the median of University Boulevard with station platforms adjacent to the Transit Center.
- Participate with Prince George's County in developing and implementing a Bi-County Transportation Management District to encourage alternative modes of travel.
- Study the feasibility of a circulator bus system serving New Hampshire Avenue.
- Study the feasibility of a Purple Line spur that will connect the Transit Center with the White Oak Transit Center serving FDA Headquarters site via New Hampshire Avenue.



Pedestrian Links and Bikeways

Pedestrian safety has been a major concern in the Takoma/Langley Crossroads area for a long time. This problem will require on-going attention and resources now and in the future.

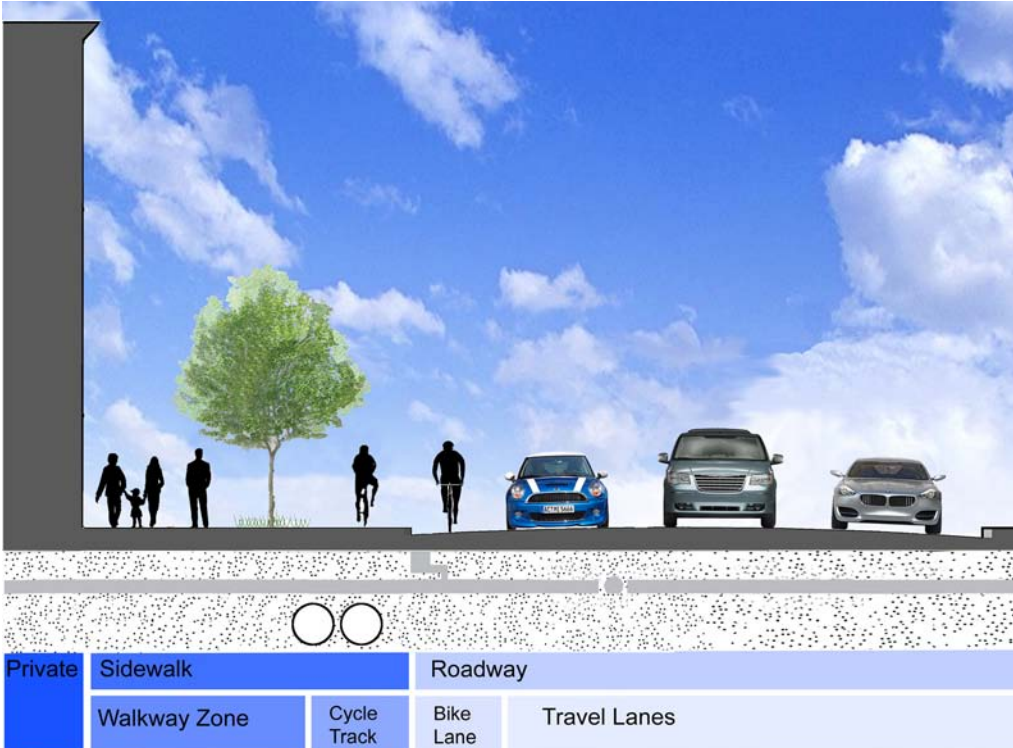
Several pedestrian safety improvements have been either constructed by the Maryland State Highway Administration or are underway, including a median fence along sections of New Hampshire Avenue and University Boulevard to dissuade pedestrians from crossing the street at mid-block. New crosswalks with controlled crossing systems near the Transit Center, and pedestrian refuge areas should also help pedestrians crossing New Hampshire Avenue and University Boulevard.

The Takoma/Langley Crossroads Pedestrian Access and Mobility Study analyzed the network of existing sidewalks and pedestrian connections within a half-mile radius of the intersection of University Boulevard and New Hampshire Avenue. The resulting recommendations included a long-term vision, mid-term capital improvements, and short-term safety improvements.

The Takoma/Langley Crossroads area also includes a network of existing and planned bicycle facilities, including shared-use paths, shared-road facilities, cycle track and park trails.



The proposed University Boulevard cycle track will be a dedicated bicycle facility that is physically separated from other vehicular and pedestrian infrastructure.



Cycle Track Section for University Boulevard

The shared objective of both plans is to construct an on-road bike lane and shared use path as part of the Purple Line project. This interim improvement is to be built within the right-of-way required for the Purple Line. The ultimate section would include both on-road lanes and an off-road cycle track with the right-of-way and an adjacent public realm of 15 feet on each side of University Boulevard.

Recommendations

- Designate Plan area as a Bicycle/Pedestrian Priority Area to facilitate the allocation of funds for bicycle and pedestrian improvements.
- Maximize pedestrian and bicycle accessibility to the Purple Line station and Transit Center.
- Provide for signed-shared bikeway and a directional cycle track along University Boulevard.
- Provide for signed-shared bikeway and a directional cycle track along New Hampshire Avenue between University Boulevard and Kennebec Avenue and signed-shared roadway between Kennebec Avenue and Plan’s southern boundary.
- Provide full pedestrian and bicycle accommodation along new and reconstructed roadways and at intersections.
- Retrofit existing streets to include sidewalks, where feasible.
- Provide well-lit, ADA accessible crossings and reduce distances at all intersections.
- Promote Green Street connections.

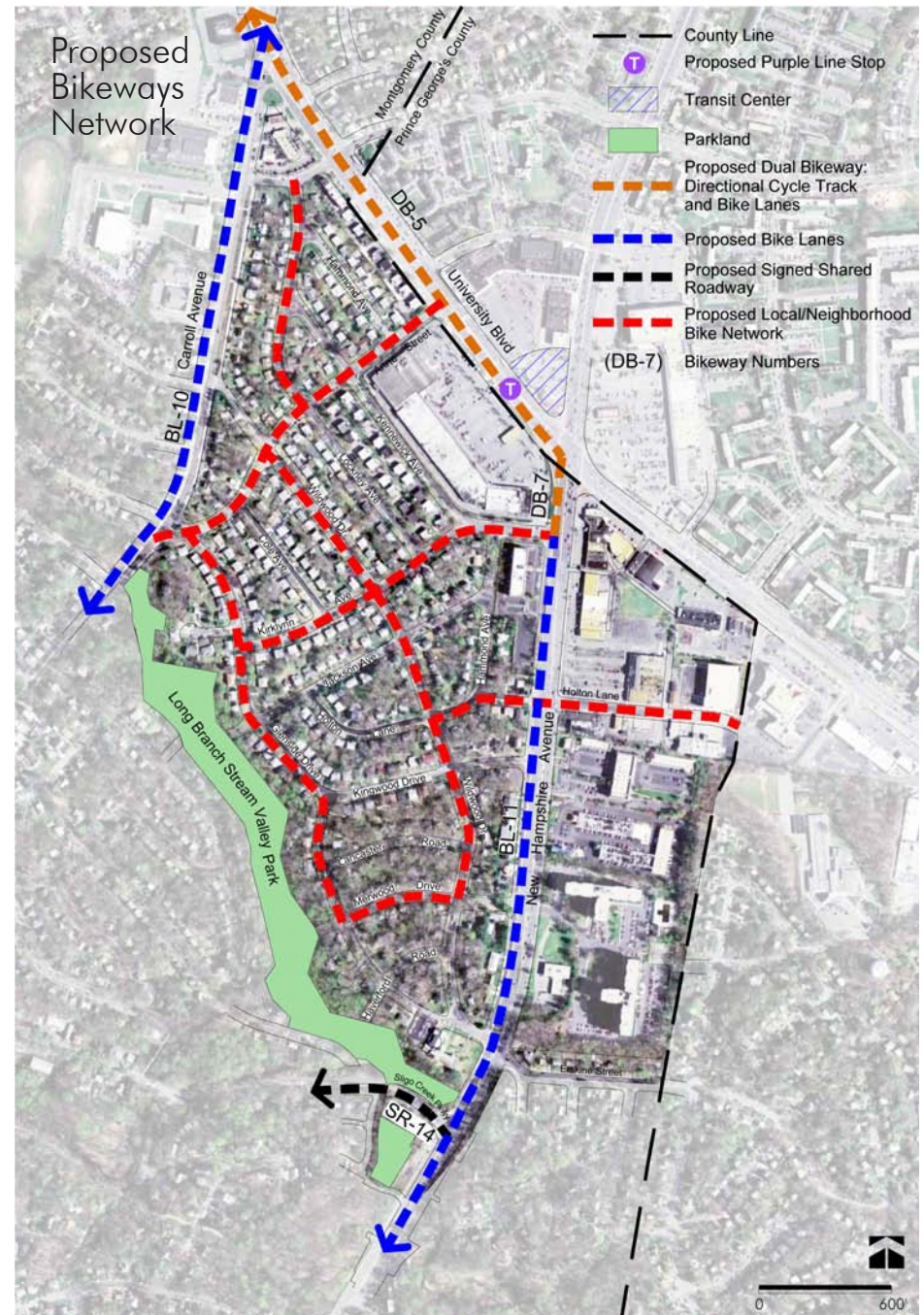


Table 4: Bikeways Network

Route Number	Bikeway Name	Bikeway Type	Status/ Condition	Description
DB-5	University Boulevard (Carroll Avenue to Prince George's County)	Cycle tracks and bike lanes	Proposed	Cycle tracks and bike lanes that will accommodate through and local travel, and will connect to the Purple Line and Transit Center
DB-7	New Hampshire Ave (University Blvd to Kennewick Ave)	Cycle tracks and bike lanes	Proposed	Cycle tracks and bike lanes that will accommodate through and local travel, and will connect to the Purple Line and Transit Center. Provides access to Sligo Creek Trail, and to a proposed shared use path in the District of Columbia
BL-10	Carroll Avenue (Glenside Drive to University Boulevard)	bike lanes	Existing/Proposed	Major connection to downtown Takoma Park, Long Branch Trail and Sligo Creek Trail from University Blvd
BL-11	New Hampshire Ave (Kennewick Ave to Plan boundary)	bike lanes	Proposed	Connection to Transit Center and Sligo Creek Trail
SR-14	Sligo Creek Parkway (Plan Boundary to New Hampshire Avenue)	signed shared roadway	Existing/Proposed	Portions of Sligo Creek Pkwy feature a shoulder on one side; at least 4-foot shoulders should be provided on both sides of entire length of road to improve safety for cyclists and motorists

ENVIRONMENT

A healthy environment is essential to a sustainable community. The Plan recommends improvements to water quality, and reductions in energy consumption and greenhouse gas emissions.

Tree Canopy Cover

Trees provide many functions that enhance the quality of life, from improvements in air and water quality to reducing urban heat island effect and improving aesthetics. All redevelopment plans should include ways to increase tree canopy on site. This Plan recommends a tree canopy of 25 to 30 percent within the Sector Plan area and the application of a comprehensive urban forestry strategy.

The urban forestry strategy should include:

- increasing tree canopy by planting new trees along streets, within existing neighborhoods and surface parking areas
- using native trees for their hardiness and as a source of habitat and food for wildlife
- interconnected tree pits, structural soil, and other urban methods to enhance viability
- undergrounding overhead wires to allow for street tree planting
- using trees as appropriate to transition between commercial and residential areas and to shade impervious areas to reduce the heat island effect.



Stream Water Quality

Long Branch is the only stream within the Montgomery County portion of the Plan. It is a tributary to Sligo Creek and is located within the Long Branch Stream Valley Park. County streams are protected through the development process by placing protective buffers on both sides of the stream. Stream buffers can be either forested or unforested. The majority of the buffers for Long Branch are contained within the stream valley park.

Stormwater runoff from the Crossroads District along University Boulevard flows to the Northwest Branch of the Anacostia River. The State classifies this section of the Northwest Branch a Use IV stream. Use IV streams can support recreational trout fishing. The rest of the Plan area drains to Sligo Creek, a Use I stream that is suitable for wading and some fishing. None of the Plan area's streams are suitable sources of drinking water.



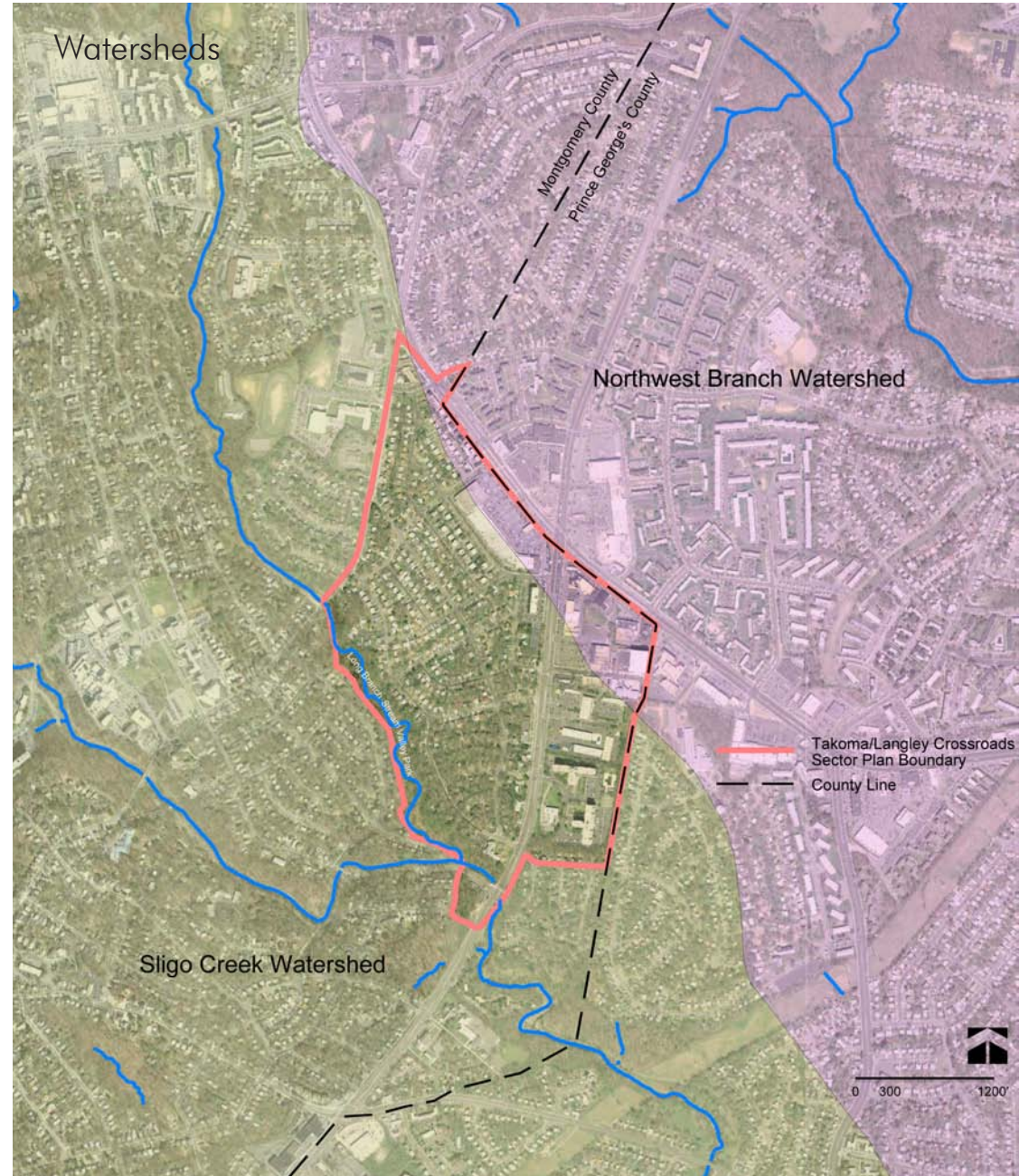
Watersheds

Water quality is rated by counting the variety of aquatic species and the number of organisms within each species that live in the streams. Better water quality supports greater species variety and larger populations. As the variety and number of the organisms decrease, so does water quality. Analysis indicates that water quality in Long Branch, and in Sligo Creek and Northwest Branch adjacent to the Plan area, is very poor.

Studies show that stream water quality starts to decrease when watershed imperviousness exceeds 10 percent of the watershed. When impervious surface exceeds 25 percent, water quality in the receiving stream is usually poor. Approximately 48 percent of the land within the Montgomery County portion of the Plan area is impervious. Much of the existing land uses were developed prior to any stormwater management controls. The lack of stormwater controls and tree canopy coupled with high imperviousness levels reduces opportunities for recharging the groundwater, removing pollutants from stormwater runoff prior to discharge into a receiving stream, and increases stormwater discharges into receiving streams at erosive velocities. Redevelopment will provide opportunities to incorporate stormwater management controls into areas where none previously existed, thereby providing modest water quality improvements.

The Sector Plan strategies to reduce imperviousness include:

- minimizing it through the development process by encouraging structured and shared parking
- encouraging porous pavers, rainwater re-use, and stormwater planters
- incorporating vegetated roofs, walls, gardens, and planters into all new building designs to maximize onsite stormwater retention
- adding stormwater management along New Hampshire Avenue and University Boulevard wherever possible by:
 - coordinating stormwater management designs with Prince George's County and the City of Takoma Park
 - incorporating stormwater infiltration and on site retention into medians and new green open spaces.





Natural Areas

Long Branch Stream Valley Park, along the Plan area’s southwestern edge, is the only natural area in this part of Takoma Park. Even though water quality is poor and the stream has been harmed by erosion, the stream valley has mature forest along the stream. This forest provides wildlife habitat and recreational opportunities for residents. Long Branch and Sligo Creek Stream Valley Parks connect Takoma Park to other natural areas outside the Plan area.

Recommendations

- Encourage and support efforts to repair stream bank damage caused by erosion.



Carbon Dioxide and other Greenhouse Gasses

Carbon dioxide is primarily responsible for global warming but other gases also contribute to temperature increases. Most of these greenhouse gases are released into the air through burning fossil or carbon based fuels. Cars and trucks, residences, schools, office buildings, and retail establishments are all powered by fossil fuels that release carbon dioxide into the environment.

Montgomery County law requires that by 2050, greenhouse gas emissions within the County must be 20 percent of what was released in 2005. The law also requires the Planning Department to project greenhouse gas emissions of master and sector plan build out. The emissions are projected by a carbon model that estimates the amount of greenhouse gases to be emitted in the future.

Without community and individual behavioral changes, the amount of greenhouse gas emissions may more than double from current levels instead of declining to meet the 2050 goal. Changes must occur to decrease the current rate of greenhouse gas emissions.

Recommendations

- Minimize carbon emissions by reducing vehicle miles traveled. This can be accomplished by building a safe, attractive, and continuous system of sidewalks, trails, and bikeways.
- Minimize energy consumption through site design and the construction of energy efficient buildings.
- Construct buildings that maximize solar orientation to promote passive solar power.
- Use awnings and overhangs to block direct sunlight in summer months and use light shelves to reflect natural daylight into buildings.
- Site buildings to maximize natural lighting and ventilation and to minimize thermal loss.
- Require buildings to produce on site energy by alternative energy producing methods such as solar energy cells, wind power generators, or geothermal systems.
- Maximize the LEED (or equivalent standards) in the Energy and Atmosphere category.
- Additionally, environmental density incentives, as described in the Zoning Ordinance, should be maximized on all individual sites and integrated into the design of the development.

Parks

Public parkland, open space, and pathways play an important role in the well-being of a community. In urban areas, parkland enhances quality of life by providing visual relief from the built environment, a sense of place and identity, an opportunity to connect with nature, and spaces to gather, play and celebrate community life. In addition, open space contributes to the natural environment by providing wildlife habitat, improving air quality, and preserving water quality.

Plans in urban areas like Takoma/Langley Crossroads refine and customize parks and private open spaces to reflect the particular needs of a community. They also help implement land use planning goals and objectives established in the 2005 Land Preservation, Parks and Recreation Plan (LPPRP), which guides the Countywide pattern of parkland and recreation needs. The park and trail related recommendations in this document will update the 2005 LPPRP.

As areas urbanize, the roles and functions of public and private open spaces change. The challenge for any plan is to protect existing park resources while concurrently planning for future needs. The range of recommendations should balance environmental stewardship with active recreation needs.



This Plan area includes some of the earliest examples of M-NCPPC park development. The area's park system pattern is exemplified by the linear Long Branch Stream Valley Park, acquired to protect fragile natural environments and provide visual green relief from early 20th century suburban development patterns. Over the years, many of the park resources have changed little in size, but have changed greatly in composition. Development upstream has eroded stream banks downstream. Non-native invasive species have been introduced from various sources and compete with native plants. Active recreation facilities have been constructed in areas now identified as stream buffers.

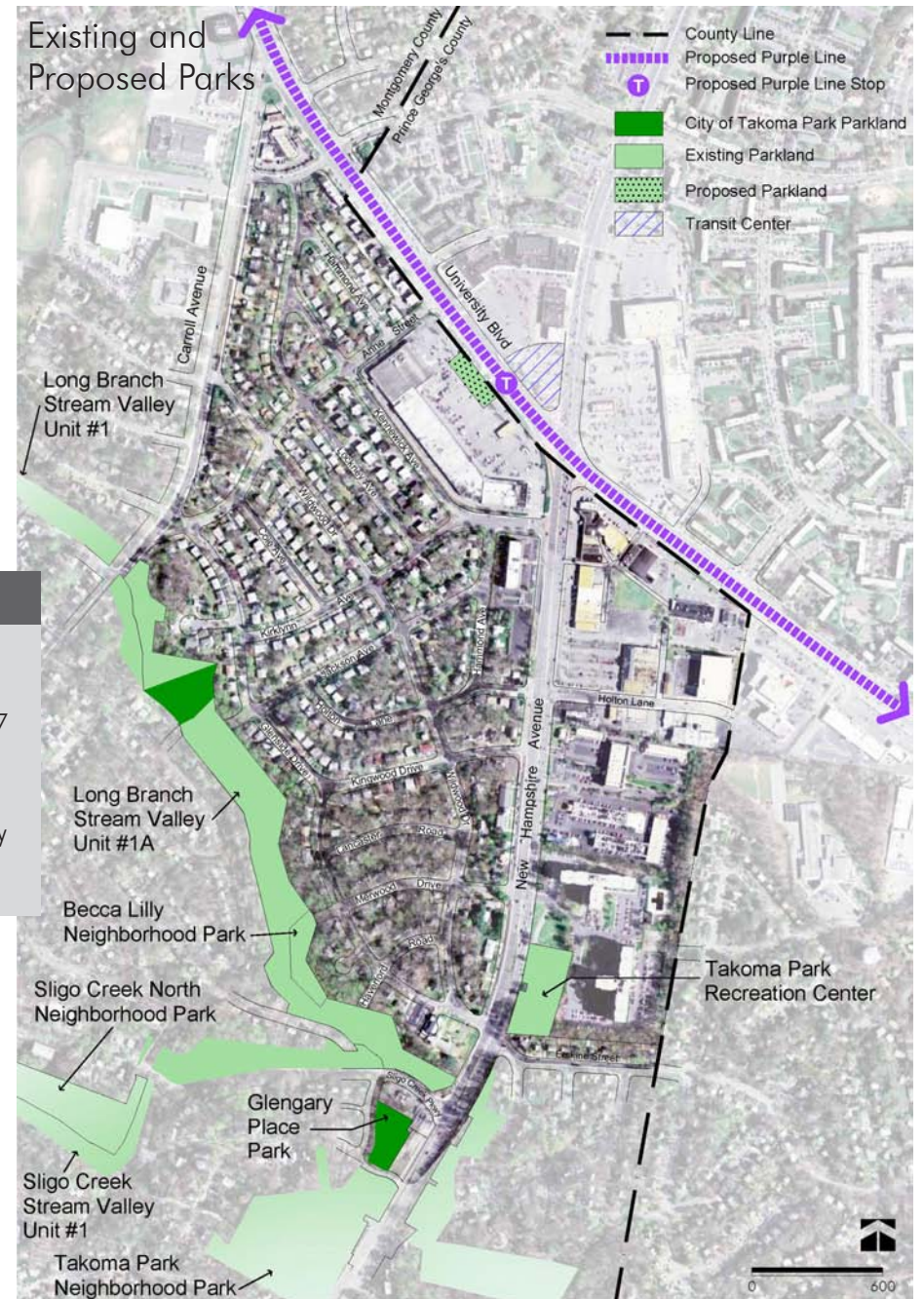
The City of Takoma Park owns .93 acres purchased in 1997 within the Long Branch Stream Valley Unit 1A. The Becca Lilly Neighborhood Park within the Long Branch Stream Valley Park provides a small hard surface trail and a playground. As typical with the older parks, the playground is located within the stream valley buffer and suffers from periodic flooding.

Existing Parks

- Long Branch Stream Valley Unit 1A south of Carroll Avenue (10.4118 acres), which includes Becca Lilly Neighborhood Park
- Takoma Park Recreation Center on New Hampshire Avenue (1.8557 acres)
- Glengary Place Park – City of Takoma Park (.85 acres)
- Small portion of the Sligo Creek Stream Valley Unit 1 (approximately one acre).

Recommendations

- The civic green will be acquired and operated by Montgomery County Parks Department and it should be located along University Boulevard near the proposed Transit Center. The configuration of the civic green should achieve a sense of place and act as a gathering area and focal point for activities, seasonal festivals and farmers markets. The Parks Department will partner with the City of Takoma Park and the Public Arts Trust Steering Committee on the programming and marketing of the civic green.



- The Design Guidelines will address standards for landscaping to achieve shade and relief from the paved environment and include environmental sustainability measures, The Civic Green must be one large or two medium sized adjacent spaces, with a total size of one-half to one acre.
- Replace the Takoma Park Recreation Center due to its age and inefficient layout. To achieve a new building, the following sequence of events is recommended:
 - Secure a legal entrance to the Recreation Center site. Securing a legal entrance can be accomplished by acquisition of the property north of the recreation center site or by direct access to New Hampshire Avenue via an access permit from the Maryland State Highway Administration (SHA), whichever proves most feasible and economical.
 - Execute a land exchange between the City of Takoma Park and the Maryland-National Capital Park and Planning Commission to better align management priorities and long term facility needs. A land exchange is consistent with the Commission practice of land exchanges to further public goals. The City would deed to M-NCPPC the Long Branch parcel 259 and M-NCPPC would deed the Takoma Park Recreation Center parcel N621 to the City of Takoma Park. The transfer deed for the Recreation Center property will contain a reversion clause stating that if the property no longer functions for recreation purposes, it will return to M-NCPPC, if requested.
 - After land exchange between M-NCPPC and the City of Takoma Park and rezoning of the Recreation Center property, the City of Takoma Park and any selected partner will be obligated by the exchange agreement to build a new recreation center with additional mixed-use development that should include senior housing, affordable housing, or local retail.
- Consider purchasing properties, where feasible and appropriate, that are adjacent to existing parks or meet identified active or passive recreational needs as documented in the current LPPRP, to reduce active recreation shortages and expand urban green space.

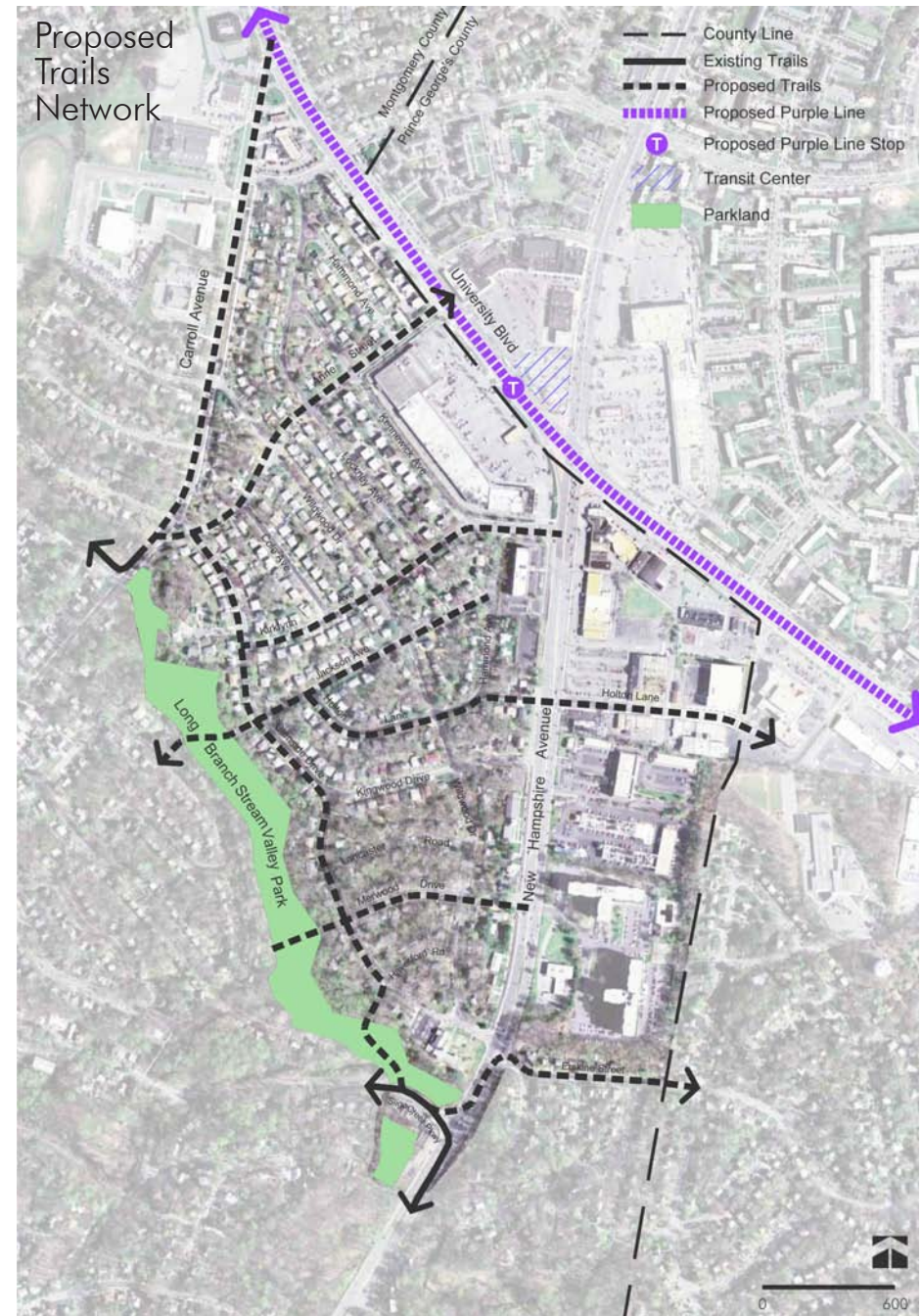


Trails

The Plan area includes the existing Sligo Creek Trail (to Wheaton) and the Northwest Branch Trail (south to the Anacostia Tributary Trail System). These are designated as off-road bike routes on the Maryland Bicycle Map. The Countywide Park Trails Plan designates them as hard-surface park trails. The Northwest Branch Trail beyond the Plan area changes to a natural surface trail. The crossing of Sligo Creek Trail at New Hampshire Avenue is a priority safety improvement identified in the Countywide Park Trails Plan.

Recommendations

- Do not pursue a north-south hard surface trail along Long Branch Stream Valley Unit 1A south of Carroll Avenue. Glenside Avenue is a proposed Green Street, featuring sidewalks and street trees. It is also a proposed bikeway (signed/shared roadway). The sidewalk and bikeway will serve as a pleasant and suitable alternative to a hard surface park trail.
- Preserve the existing east-west hard surface park trail connectors at Jackson Avenue and through Becca Lilly Neighborhood Park between Merwood Drive and Central Avenue.
- Provide a direct link (hard surface trail) from Becca Lilly-Central Avenue connector to Sligo Creek Trail, crossing Sligo Creek on a new bridge and constructing a new trail within the right-of-way of Central Avenue to the extent possible.





Neighborhood Districts

Neighborhood Districts

The Plan defines three districts:

The Crossroads District

- is the existing central business district and is adjacent to the proposed Purple Line Station and Transit Center. It is home to nearly 100 small businesses and is recommended for the highest density FAR.

New Hampshire Avenue Corridor

- is the Plan area's primary arterial with more than 40,000 cars per day and a range of land uses. It is a transitional buffer between New Hampshire Gardens and the Crossroads District.

New Hampshire Gardens

- is the existing, stable single-family community adjacent to the Long Branch Stream Valley Park and the commercial and institutional uses of New Hampshire Avenue.



The Crossroads District

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. The Crossroads District has the largest number of storefronts within the Plan area and with more than 90,000 vehicles per day, the area's highest traffic volume. The future Purple Line station and Transit Center will further enliven this district.

The Plan seeks to enhance the capacity and vitality of the Crossroads District by increasing density, introducing mixed-use development, creating active street edges, and defining it as the focus of retail and commercial activity. The district's proximity to the proposed Purple Line station and Transit Center will aid in establishing it as a TOD market, which will increase commercial synergy, reinforce viability, provide direction for new development, and strengthen the overall economic health of the Plan area.

Diversity

- 949 University Boulevard East (CR 1.5, C 1.0, R 0.5, H 60)
 - Redevelop this site as a mixed-use gateway project
 - Provide public art and attractive streetscaping
- 1007 -1021 University Boulevard East
 - Retain affordable housing at 1001-1005 University Boulevard
- Establish an economic development program boundary and encourage the following programs:
 - encourage compatible retail use and ethnic business clustering
 - expand the Takoma/Langley Crossroads Community Development Association (CDA) service area to include the entire Crossroads District
 - renew and expand the focus area of the Long Branch-Takoma Park Enterprise Zone
 - establish an Urban Main Street Program as a satellite of the Historic Takoma Park Main Street Program
 - establish design standards for the Crossroads Business District
 - recommend a parking lot district and shared parking as part of travel demand management.
- 1335 University Boulevard (CR 2.5, C 2.5, R 1.5, H 80)
 - Preserve a minimum of 30 percent of existing local retail on site
 - Use environmental site design and best practices to handle stormwater management
 - Provide a series of interconnected public open spaces including green pedestrian links to New Hampshire Avenue and at least two privately owned and maintained quarter-acre pocket parks
- 1355 University Boulevard (CR 2.5, C 2.5, R 1.5, H 70)
 - Use environmental site design and best practices to handle stormwater management
 - Provide a series of interconnected public open spaces including green pedestrian links to New Hampshire Avenue and at least two privately owned and maintained quarter-acre pocket parks

- 1352 Holton Lane (CR 2.0, C 2.0, R 2.0, H 70)
 - Provide a series of interconnected public open spaces including green pedestrian links to New Hampshire Avenue and at least two privately owned and maintained quarter-acre pocket parks
 - Use environmental site design and best practices to handle stormwater management

Support and provide technical assistance to area businesses by:

- renewing and expanding the focus area of the Long Branch-Takoma Park Enterprise Zone
- expanding the Takoma/Langley Crossroads Community Development Authority service area to include all businesses within the Crossroads District
- supporting the creation of an Urban Main Street Program as a component of a comprehensive community development program
- encouraging compatible retail use and ethnic business clustering
- establishing design standards for the Crossroads District
- including a parking lot district and shared parking as part of any travel demand management strategy.

Design

- Concentrate development and highest densities adjacent to the proposed Purple Line station and Transit Center.
- Encourage private streets and new roads to form block lengths of approximately 250 to 350 feet.
- Establish lively, tree-lined streets that will provide on-street parking, bike paths, a wide planted median, and wide sidewalks.
- Provide appropriate transitions to adjacent districts.
- Brand the area as a central business district with public art and architecturally significant buildings.

Connectivity

- Provide safe, attractive, and green pedestrian connections to the proposed Purple Line station and Transit Center.
- Provide opportunity for and support the development of a Cycle Track along University Boulevard.
- Establish an improved local circulation system of new pedestrian paths, trails, business streets, and private roads.
- Create a series of interconnected green streets that will link residents and visitors to community facilities, commercial areas, parks, housing, and transit.

Environment

- Provide a civic green adjacent to the proposed Purple Line station and the Transit Center.
- Increase tree canopy to at least 25 percent and maximize its use on surface parking lots and for transition between commercial and residential areas.
- Reduce runoff from impervious surfaces.
- Buildings should be situated to minimize energy consumption by using daylighting, natural ventilation, light shelves, and awnings where possible.
- Green walls and green roofs should be used where appropriate to maximize energy conservation.

1101 University Boulevard East

Approximate Size: 10 acres

Recommendations

- Units for seniors and special populations should be included in any proposed residential development.
- Provide a series of interconnected public open spaces including a one-half to one acre publicly owned and maintained civic green, green pedestrian links, and at least two privately owned and maintained quarter-acre pocket parks.
- Reclassify Anne Street, Hammond Avenue, Kennewick Avenue, and Holton Lane with 70-foot rights-of-way.
- Recommend a private street connecting Kennewick Avenue to University Boulevard.
- Implement the Green Streets concept and pedestrian orientation.
- Provide for a privately owned, operated, and maintained daycare facility with direct access to transit.
- Use environmental site design and best practices to handle stormwater management and to improve water and air quality by:
 - establishing a minimum of 25 percent tree canopy on-site and by maximizing tree cover on surface parking lots and for transitions between commercial and residential areas
 - installing permeable pavers and stormwater planters to reduce stormwater run-off
 - including green roofs on all new mixed-use development to maximize energy conservation and provide additional opportunities for passive recreation
 - retrofitting any existing development with alternative energy generators
- Require LEED Gold certification on any proposed development.

Public Benefits and Amenities

- Provide exceptional design and incorporate public art into the civic green and any streetscape improvements.
- Establish portions of University Boulevard and New Hampshire Avenue as Priority Retail Streets with streets frontages that have retail, restaurants, shops, and services on the first floor continuously along the street front.
- Implement a Transportation Demand Management program.



Existing Site



Suggested Development



	Existing	Proposed
Land Use	Commercial - 134,425 building sf	Mixed Use
Zoning	C-2 Gen. Commercial (CROZ)	CR 3.0 FAR - C-2.0, R-1.0, H 100
Building Height	15 to 25 feet (single story)	Max. 100 feet with appropriate transition (see design guidelines) into existing community
Parking	Surface	Structured and on-street

University Boulevard and New Hampshire Avenue

(7551-7689 New Hampshire Avenue, 1329 University Boulevard, 1323-1335 Holton Lane)

Approximate Size: 10 acres

Recommendations

- Units for seniors and special populations should be included in any proposed residential development.
- Provide a series of interconnected public open spaces including a one-half to one acre privately owned and maintained Neighborhood Common, green pedestrian links, and at least two quarter-acre pocket parks.
- Build a new business street connecting Holton Lane to University Boulevard and a new private street connecting it to New Hampshire Avenue.
- Implement Green Streets concept.
- Use environmental site design and best practices to handle stormwater management and to improve water and air quality by:
 - establishing a minimum of 25 percent tree canopy on-site and by maximizing tree cover on surface parking lots and for transitions between commercial and residential areas
 - installing permeable pavers and stormwater planters to reduce stormwater run-off
 - including green roofs on all new mixed use development to maximize energy conservation and provide additional opportunities for passive recreation
 - retrofitting any existing development with alternative energy generators.
- Require LEED Gold certification on any proposed development.
- Maximize solar orientation of any proposed development for increased passive energy benefit including solar retrofits of existing buildings, where feasible.

Public Benefits and Amenities

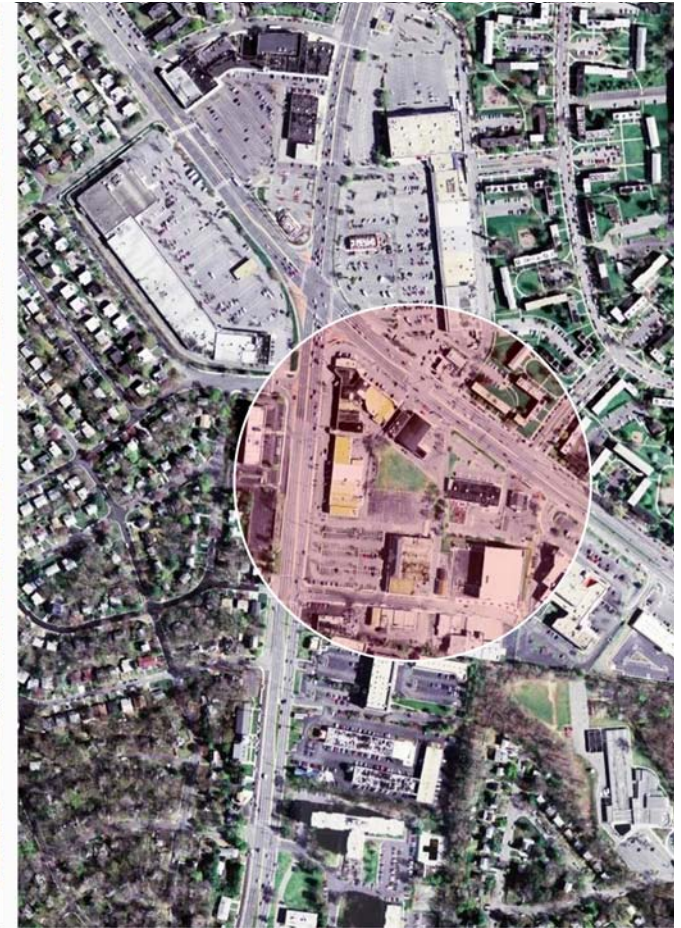
- Preserve at least 30 percent of existing local retail currently on the site.
- Incorporate public art and a water feature into the neighborhood common and all streetscape improvements.
- Implement a Transportation Demand Management program.
 - Establish portions of New Hampshire Avenue and Holton Lane as Priority Retail Streets with streets frontages that have retail, restaurants, shops, and services on the first floor continuously along the street front.



Existing Site



Suggested Development



	Existing	Proposed
Land Use	Commercial - 141,929 building sf	Mixed Use
Zoning	C-2 Gen. Commercial (CROZ)	CR 2.5 FAR - C 2.0, R 1.5, H 100
Building Height	15 to 20 feet	Max. 100 feet with appropriate transition (see design guidelines) into existing community
Parking	Surface lots	Structured and surface

7676 New Hampshire Avenue

Approximate Size: 1.9 acres

Recommendations

- Provide opportunities for workforce housing.
- Recommend a private street connecting Hammond Street to New Hampshire Avenue. This street will be one-way eastbound from Hammond Street but will allow for two-way traffic westbound from New Hampshire Avenue to allow access to the proposed development.
- Provide a series of interconnected green pedestrian paths to increase mobility and improve access to transit.
- Use environmental site design and best practices to handle stormwater management and to improve water and air quality by:
 - establishing a minimum of 25 percent tree canopy on-site and by maximizing tree cover on surface parking lots and for transitions between commercial and residential areas
 - installing permeable pavers and stormwater planters to reduce stormwater run-off
 - including green roofs on all new mixed use development to maximize energy conservation and provide additional opportunities for passive recreation
 - retrofitting any existing development with alternative energy generators
- Require LEED Gold certification on any proposed development.

Public Benefits and Amenities

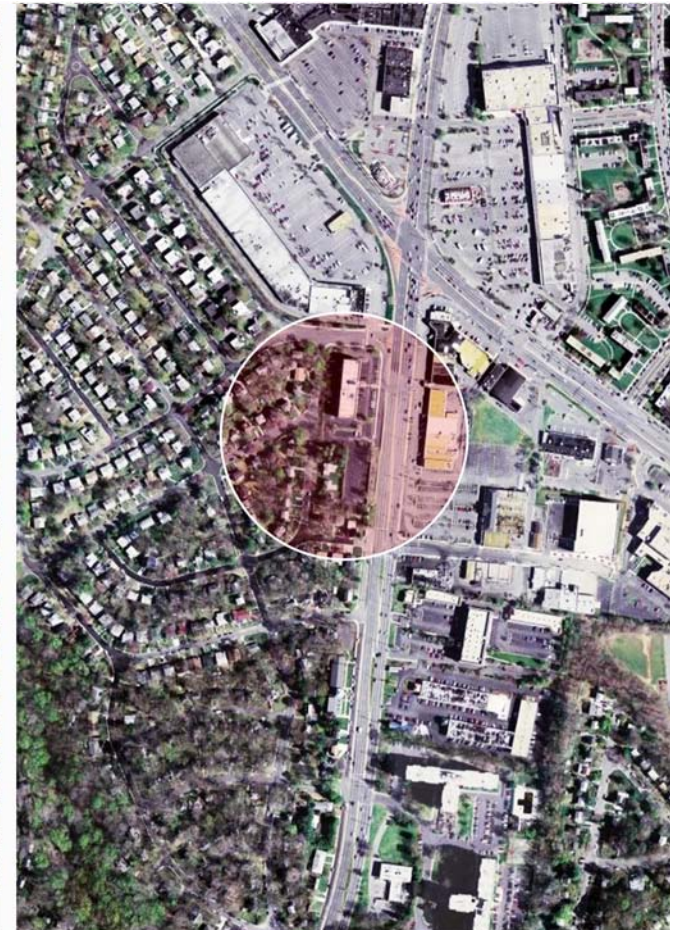
- Incorporate public art into streetscape improvements.
- Provide pedestrian paths to improve access to transit.



Existing Site



Suggested Development



	Existing	Proposed
Land Use	Office Commercial - 50,256 building sf	Mixed Use
Zoning	OM Office Moderate (CROZ)	CR 2.5 FAR - C 2.5, R 2.5, H 60
Building Height	53 feet	Max. height of 60 feet with transition (see design guidelines) to existing residential community
Parking	Surface and ancillary lot	Underground Parking and surface



New Hampshire Avenue Corridor

Corridors can function as multipurpose districts that unify a diverse range of neighborhood uses.

New Hampshire Avenue has two distinct characters: the west side is predominantly single-family residential and institutional uses while the east side consists of service-oriented commercial uses and two motels. A single high rise residential complex is also located along the east side of New Hampshire Avenue. Most notable is the significant change in topography between University Boulevard and Glenside Drive, which are the primary access points to the abutting to the New Hampshire Gardens single-family community.

Diversity

New Hampshire Avenue: East Side

- Redevelop and rezone commercial and high density residential properties to mixed use.
- Provide additional MPDUs and workforce housing where appropriate.

New Hampshire Avenue: West Side

- To allow better design and consistency with the proposed mixed-use redevelopment of New Hampshire Avenue, rezone Block 4 of the New Hampshire Gardens subdivision adjacent to Holton Lane and Hammond Avenue from R-60 (and generally limited to single-family residences) to an appropriate CR Zone. The rezoning shall occur via a Sectional Map Amendment to be filed by Montgomery County at such time as all the properties have been assembled under common ownership and as a result of the redevelopment of the property located at 7676 New Hampshire Avenue.
- Maintain all other R-60 zoning, residential frontage, and institutional uses.

Design

- Construct 15-foot sidewalks with shade trees along New Hampshire Avenue.
- Incorporate public amenities into the streetscape along New Hampshire Avenue.

Connectivity

- Implement the Green Streets concept to provide pedestrian paths and improved sidewalk connections to adjacent districts and efficient, attractive access to the Purple Line and Transit Center.
- Provide for a signed-shared bikeway and a directional cycle track along New Hampshire Avenue between University Boulevard and Kennewick Avenue, and a signed-shared bikeway between Kennewick Avenue and the Plan's southern boundary.
- Provide a multi-way boulevard treatment for New Hampshire Avenue between University Boulevard and the Plan's southern boundary.

Environment

- Preserve the existing 50-foot environmental buffer along the eastern edge of property lines of Takoma/Langley Crossroads Center, Hampshire Langley Shopping Center, Choice Hotels, and Takoma Overlook sites.
- Create a series of interconnected, privately maintained open spaces.
- Increase tree canopy to at least 25 percent and maximize its use on surface parking lots and for transitions between commercial and residential areas.

7525 New Hampshire Avenue

Approximate Size: 5 acres

Recommendations

- Include workforce housing in any proposed redevelopment.
- Implement the Green Streets concept on new private roads connecting to Holton Lane and New Hampshire Avenue.
- Provide a series of interconnected public open spaces including green pedestrian links to New Hampshire Avenue and at least two privately owned and maintained quarter-acre pocket parks.
- Maintain the existing 50-foot environmental buffer at the property's eastern edge along the County line.
- Establish a minimum of 25 percent tree canopy for on-site open space and maximize tree cover on surface parking lots and for transitions between commercial and residential areas.
- Use environmental site design and best practices to handle stormwater management and to improve water and air quality by:
 - establishing a minimum of 25 percent tree canopy on-site and by maximizing tree cover on surface parking lots and for transitions between commercial and residential areas
 - installing permeable pavers and stormwater planters to reduce stormwater run-off
 - including green roofs on all new mixed-use development
 - retrofitting any existing development with alternative energy generators.
- Require LEED Gold certification on any proposed development.

Public Benefits and Amenities

- Preserve existing retail, including Caribbean Market II, which is a regional destination.
- Include public art in proposed pocket parks and streetscape.
- Encourage shared parking.
- Implement a Transportation Demand Management program.



Existing Site



Suggested Development



	Existing	Proposed
Land Use	Retail Commercial - 221,937 building sf	Mixed Use
Zoning	C-2 Gen. Commercial (CROZ)	CR 2.0 FAR - C .5, R 1.5, H 60
Building Height	15 to 20 feet	Max. 60 feet with appropriate transition (see design guidelines) to existing community
Parking	Surface lots	Structured and on-street parking

7411 New Hampshire Avenue

Approximate Size: 4.9 acres

Recommendations

- Implement the Green Streets concept on new private roads connecting to Holton Lane and New Hampshire Avenue.
- Provide a series of interconnected public open spaces including green pedestrian links to New Hampshire Avenue and at least two privately owned and maintained quarter-acre pocket parks.
- Use environmental site design and best practices to handle stormwater management and to improve water and air quality by:
 - establishing a minimum of 25 percent tree canopy on-site and by maximizing tree cover on surface parking lots and for transitions between commercial and residential areas
 - installing permeable pavers and stormwater planters to reduce stormwater run-off
 - including green roofs on all new mixed use development
 - retrofitting any existing development with alternative energy generators.
- Maintain the existing 50-foot buffer along eastern edge of property at the County line.
- Require LEED Gold certification on any proposed development.

Public Benefits and Amenities

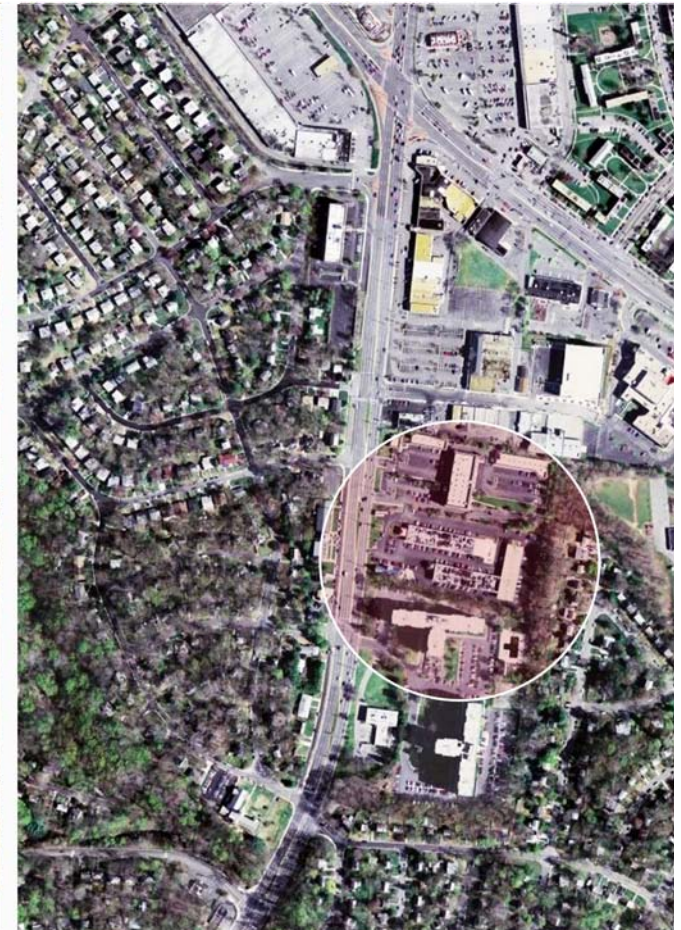
- Maintain existing retail and service including hotels and motels.
- Include affordable housing (including workforce housing) in proposed mixed-use development.
- Encourage shared parking.
- Include public art in proposed pocket parks and streetscape.
- Implement a Transportation Demand Management program.



Existing Site



Suggested Development



	Existing	Proposed
Land Use	Service Commercial - 212,707 building sf	Mixed Use
Zoning	C-2 General Commercial (CROZ)	CR 1.5 FAR - C 1.0, R.5, H 60
Building Height	40 feet	Max. 60 feet with appropriate transition (see design guidelines) to existing community
Parking	Surface lot	Structured and on surface

7333 New Hampshire Avenue

Approximate Size: 5.6 acres

Recommendations

- Retain existing high density development.
- Provide a series of interconnected public open spaces including green pedestrian links to New Hampshire Avenue and at least two privately owned and maintained quarter-acre pocket parks.
- Preserve the urban forest adjacent to existing Takoma Park Recreation Center and the existing 50-foot environmental buffer along the eastern edge of the property and the County line.
- Use environmental site design and best practices to handle stormwater management and to improve water and air quality by:
 - establishing a minimum of 25 percent tree canopy on-site and by maximizing tree cover on surface parking lots and for transitions between commercial and residential areas
 - installing permeable pavers and stormwater planters to reduce stormwater run-off
 - including green roofs on all appropriate mixed use development
 - retrofitting any existing development with alternative energy generators.

Public Benefits and Amenities

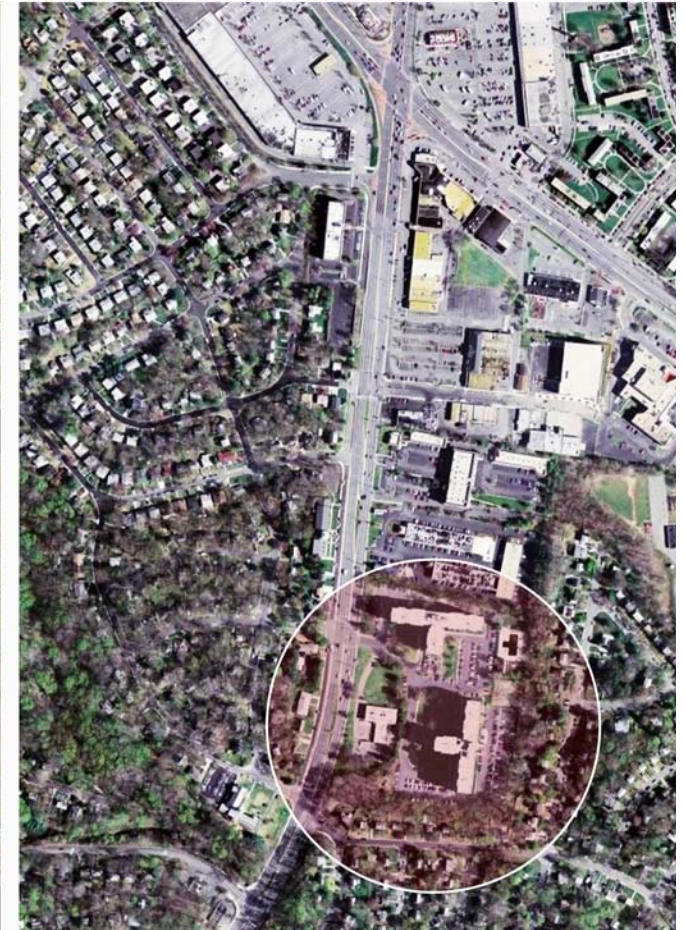
- Introduce neighborhood services and small scale retail on site.
- Incorporate public art into any streetscape and proposed pocket parks.



Existing Site



Suggested Development



	Existing	Proposed
Land Use	Multifamily - 242,629 building sf	Mixed Use
Zoning	R-10 Multifamily High Density Residential, R-60 Single-Family Residential	CR 2.0 FAR - C .5, R 1.5, H 110
Building Height	110 feet	Max. 110 feet height with appropriate transition (see design guidelines) to existing community
Parking	Surface lot	Structured and surface

7315 New Hampshire Avenue

Approximate Size: 1.8 acres

Recommendations

- Support the construction of mixed-use buildings (maximum height 60 feet) with units for seniors and special populations in any proposed residential development along New Hampshire Avenue.
- Replace the Takoma Park Recreation Center with an expanded and updated facility independently or as a mixed-use facility.
- Preserve the urban forest adjacent to the existing Takoma Park Recreation Center.
- Provide for a series of interconnected public spaces include green pedestrian links to New Hampshire Avenue.
- Use environmental design and best practices to handle stormwater management.

Public Benefits

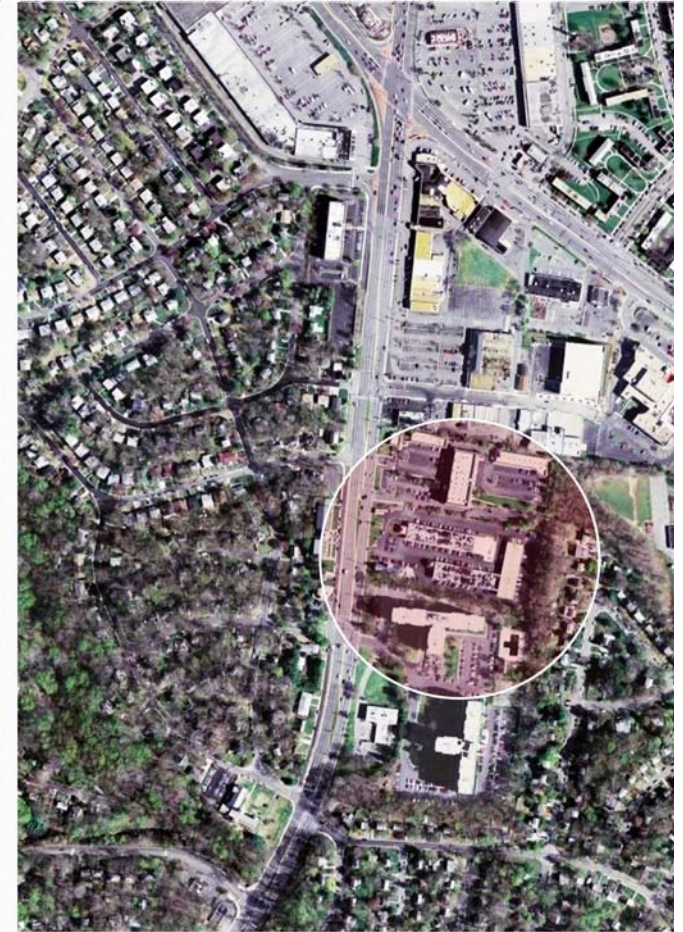
- Introduce neighborhood service and small scale retail on the site.



Existing Site



Suggested Development



	Existing	Proposed
Land Use	Parkland 1.8 acres	Mixed Use
Zoning	R-60 Single-Family Residential	CR 2.0 FAR – C 2.0, R 2.0, H 60
Building Height	40 feet	Max. 60 feet
Parking	Surface lot	Structured and surface



New Hampshire Gardens

This single-family residential area south of University Boulevard and west of New Hampshire Avenue is a stable, healthy neighborhood with many owner-occupied homes. The community abuts the New Hampshire Avenue Corridor and the Crossroads District and this Plan's intent is to preserve this community while also improving walkability. Introducing Green Streets and upgrading pedestrian connections, sidewalks, trails, and bicycle facilities will improve mobility and encourage the use of alternative modes of transportation (i.e. walking, cycling, etc).

Significant changes in land use are neither recommended nor anticipated. However, the Plan supports a network of Green Streets with lighting, landscaping, wide sidewalks, trails, and paths that link pedestrians to the civic green and the amenities and convenience shops in the Crossroads District. Additionally, the Plan seeks direct and continuous pedestrian and bicycle paths throughout the area and linked to paths in Prince George's County.

Diversity

- Single-Family Community
 - Retain and preserve the character of the existing single-family community by confirming the existing R-60 Zone.
 - Provide technical assistance to homeowners.
- Kennewick – Mid-Density Residential (transition into Hampshire Gardens)
 - Reconfirm the R-30 zoning.
 - Maintain the existing affordable housing that transitions into the single-family community.

Design

- Maintain appropriate transitions between the single-family community, the commercial districts, and the corridors.

Connectivity

- Retrofit existing streets to include sidewalks, where appropriate.
- Restore, maintain, and improve infrastructure by providing sidewalks, curbs, lighting, landscaping, and other improvements as needed to complete the streets.
- Sign and mark local trails and bicycle paths, and provide connections to neighborhood parks.

Environment

- Establish appropriate connections the Long Branch Stream Valley.
- Encourage and support plans to repair stream damage caused by erosion.
- Support the City of Takoma Park's residential stormwater management programs.

Zoning

Commercial Residential Zone (CR Zones)

Implementing the Plan's vision is best accomplished with a mixed-use zone (see Map 10, page 23). The 2000 Takoma Park Master Plan recommended a commercial revitalization overlay zone that required site plan review.

This Plan recommends using the Commercial/Residential (CR) Zones, which promote mixed commercial and residential uses at varying densities to provide sustainable development where people can live, work, and find services and amenities while minimizing automobile use.

The CR Zones allow a broad range of uses similar to CBD Zones and require the designation of four elements: a total allowed floor area ratio (FAR), a maximum nonresidential (C) FAR, a maximum residential (R) FAR, and a maximum building height (H). The CR Zones are applied through a sectional map amendment consistent with the recommendations of a sector or master plan.

The Zones allow two methods of development: standard and optional. The standard method requires compliance with a specific set of development standards and the optional method allows for greater density and height when supported by additional public benefits, facilities, and amenities. The additional density may be achieved through a series of incentives that can be bundled to earn the maximum allowable density.

Properties within the Plan area can redevelop using incentives allowed under the CR Zones such as master planned major public facilities, transit proximity connectivity and mobility, and diverse uses.

Moderately Priced Dwelling Units (MPDUs) are required in all residential developments in Montgomery County with more than 20 units. In addition, because Takoma/Langley Crossroads is a Transit Station Development Area, the Sector Plan recommends the inclusion of workforce housing.

Public Use Space Requirements of the CR Zones

The CR Zones require public use space for all development under either the standard or optional methods, based on the lot area, frontages, and the size of the lot. Public use space may be privately owned but must be accessible to the public. It is preferable for the public use space to be located and combined with adjoining development to create useful and connected places. This Plan assumes that much of the public use space will be obtained through this requirement. If all the properties recommended for CR zoning were to redevelop, the public use space could yield approximately five to six acres.

For example the following properties could yield significant public use space.

- Saul Center (approximately 10 acres) would yield about one acre which is recommended for a civic green owned and maintained by Parks.
- Walgreen's (approximately 10 acres) would yield about one acre which is recommended for a privately owned and maintained neighborhood common.

Public Facilities and Amenities Requirements of the CR Zones

The CR Zones allow contributions for off-site amenities that advance the building of the public realm. These projects must be identified in a sector or master plan and appear in the CIP to enable contributions.

The following projects are recommended for Takoma Langley Crossroads:

- neighborhood service center with community meeting facilities within the Takoma/Langley Crossroads Center
- daycare facility adjacent to the Transit Center
- a civic green
- a new recreation center
- funding a directional cycle track along University Boulevard.

There may be other projects that are not identified in the Plan, that emerge as potential candidates. The Plan recommends that these projects be identified and included in periodic reports to the Planning Board.

Development Staging

Within the Plan area, the Purple Line will act as the catalyst for reinvestment. Its schedule follows.

- Locally Preferred Alignment Selection – Spring 2009
- Final Environmental Impact Statement Completed – Winter 2012
- Begin Final Design – Spring 2012
- Final Design Completed – 2013
- Begin Construction – 2013

The Maryland Transit Administration estimates that construction will take three years. Under that assumption, the Purple Line would be operational between 2016 and 2017. The majority of the projected development in residential units and commercial/office units will take place after its implementation. However, interim improvements can be implemented to meet pent-up demand.

Rather than staging, the Plan emphasizes reducing congestion, providing for through traffic flow, and accommodating alternative transportation modes.

This will be accomplished by incorporating the following recommendations.

- Create a multi-jurisdictional transportation management district.
- Study the prohibition of left turns within the Crossroads District.
- Plan for new business streets and private roads.

The normal application of the Adequate Public Facilities Ordinance through the regulatory process will ensure that individual developments are coordinated with the timely provision of infrastructure. This will enable development to be flexible and responsive to market forces, thereby encouraging reinvestment.

The Sector Plan recommends that the following actions be taken before and as a component of future redevelopment.

Montgomery County

- Approve and adoption of the Sector Plan.
- Approve the sectional map amendment.
- Designate the Sector Plan area as a Transit Station Development Area.
- Establish the Sector Plan area as a State of Maryland Bicycle Pedestrian Priority Area, which facilitates the allocation of funds for bicycle and pedestrian improvements along State roads.
- Establish practical area-wide travel demand management measures.
- Increase homeownership opportunities.
 - Support the partnership between the Habitat for Humanity of Montgomery County (HfH-MC) and the County's Department of Housing and Community Affairs (DHCA) that purchases vacant foreclosed homes, rehabilitates them, and provides approved applicants with an affordable, zero interest, long-term mortgage. HfH-MC and DHCA should work with the City of Takoma Park and local non-profits to identify homes for purchase and potential buyers within the Plan area.
 - Support the acquisition, development and rehabilitation of housing using a variety of methods including the creation of a lease-purchase program funded by Low Income Housing Tax Credits. Partners could include local institutions, Montgomery Housing Partnership, and DHCA. This is also an opportunity to partner with local youth organizations including Youth Build, a paid training and educational program that combines construction training with life and job readiness skills to assist young adults.

- Support small business retention and development programs that provide redevelopment, financing, and grants for local businesses.
- Request the renewal and expansion of the Enterprise Zone to include all CR Zoned commercial properties.

Multi-jurisdictional

- Create a neighborhood service center to provide assistance, social, educational, and naturalization service to area residents. This facility should be located near transit facilities and could be a partnership of local non-profits, faith-based institutions, and State and local agencies.
- Create a multi-jurisdictional incentives, affordability, and marketing workgroup. Public and private stakeholders would be responsible for reviewing and implementing incentives to facilitate redevelopment within the Plan area.
- Create a bi-County Transportation Management District.
- Maryland International Corridor Community Development Corporation should expand its program and services to the entire Takoma/Langley Crossroads.
- Create bi-County Weed and Seed program.
- Create a bi-County Parking Lot District that could complement reduced parking requirements if enacted together.

Capital Improvements Program (CIP) Projects

The infrastructure projects required to create TLC as a mixed-use community should be publicly funded through the CIP. Projects may include private sector participation.

Table 5: Capital Improvement Program Projects

Project Name	Category	Lead Agency	Coordinating Agency/Group	Cost Est.
Civic Green	Civic Core	M-NCPPC		TBD
Takoma Park Recreation Center	Civic Core	City of Takoma Park		TBD
Daycare Center	Civic Core		Private	TBD
Neighborhood Service Center	Civic Core		Private	TBD
Cycle track	Civic Core	M-NCPPC	SHA	TBD
New Hampshire Avenue Reconstruction	Civic Core	SHA		TBD
Purple Line	Civic Core	MTA, Montgomery and Prince George's Counties		TBD
Neighborhood Sidewalks	Civic Core	City of Takoma Park		TBD

Appendix 1 Background

- Community Outreach
- Community History

Appendix 2 Quality of Life

- Market Analysis - Residential and Mixed Use
- Yield Analysis
- Economic Development Incentive Toolkit
- Schools and Public Facilities

Appendix 3 Diversity

- Takoma/Langley Crossroads Study Area Demographics
- Affordable Housing Programs
- Takoma Park Rent Stabilization Policy

Appendix 4 Design

- Parks, Open Space, and Trail Connections
- Historic Resources

Appendix 5 Environment

- Environmental Resources

Appendix 6 Connectivity

- Mode Share Analysis
- Parking Strategy
- Capacity Considerations
- Changes to the 2000 Master Plan of Highways
- Road Network
- Public Transportation
- Pedestrian Safety
- Bicycle System
- Glossary of Transportation Terms

Elected and Appointed Officials

County Council

Nancy Floreen, President
 Valerie Ervin, Vice-President
 Phil Andrews
 Roger Berliner
 Marc Elrich
 Michael Knapp
 George L. Leventhal
 Nancy Navarro
 Duchy Trachtenberg

County Executive

Isiah Leggett

The Maryland-National Capital Park and Planning Commission

Royce Hanson, Chairman
 Samuel J. Parker, Jr., Vice Chairman

Commissioners

Montgomery County Planning Board

Royce Hanson, Chairman
 Marye Wells-Harley, Vice Chair
 Joe Alfandre
 Amy Presley
 Norman Dreyfuss

Prince George's County Planning Board

Samuel J. Parker, Jr., Chairman
 Sylvester J. Vaughns, Vice Chair
 Sarah A. Cavitt
 Jesse Clark
 Colonel John H. Squire

Rollin Stanley, Planning Director
 Glenn Kreger, Acting Chief, Vision Division

Project Team

Vision Division

Bill Barron
 Melissa Williams
 Katherine Holt
 Crystal Myers

Move Division

Dan Hardy
 Thomas Autrey
 Cherian Eapen

Green Division

Mary Dolan
 Steve Findley

Explore Division

Pamela Zorich

Design Division

John Marcolin
 Tony Pins

Act Division

Darrell Godfrey
 Brian Kent

Parks

Brooke Farquhar
 Mark Wallis

Prince George's County Planning
 Aldea Douglas and the project team

City of Takoma Park

Ilona Blanchard
 Sara Daines

A plan provides comprehensive recommendations for the use of public and private land. Each plan reflects a vision of the future that responds to the unique character of the local community within the context of a County wide perspective.

Together with relevant policies, plans should be referred to by public officials and private individuals when making land use decisions.

THE PLAN PROCESS

The PUBLIC HEARING DRAFT PLAN is the formal proposal to amend an adopted master plan or sector plan. Its recommendations are not necessarily those of the Planning Board; it is prepared for the purpose of receiving public testimony. The Planning Board holds a public hearing and receives testimony, after which it holds public worksessions to review the testimony and revise the Public Hearing Draft Plan as appropriate. When the Planning Board's changes are made, the document becomes the Planning Board Draft Plan.

The PLANNING BOARD DRAFT PLAN is the Board's recommended Plan and reflects their revisions to the Public Hearing Draft Plan. The Regional District Act requires the Planning Board to transmit a sector plan to the County Council with copies to the County Executive who must, within sixty days, prepare and transmit a fiscal impact analysis of the Planning Board Draft Plan to the County Council. The County Executive may also forward to the County Council other comments and recommendations.

After receiving the Executive's fiscal impact analysis and comments, the County Council holds a public hearing to receive public testimony. After the hearing record is closed, the Council's Planning, Housing, and Economic Development (PHED) Committee holds public worksessions to review the testimony and makes recommendations to the County Council. The Council holds its own worksessions, then adopts a resolution approving the Planning Board Draft Plan, as revised.

After Council approval the plan is forwarded to the Maryland-National Capital Park and Planning Commission for adoption. Once adopted by the Commission, the plan officially amends the master plans, functional plans, and sector plans cited in the Commission's adoption resolution.

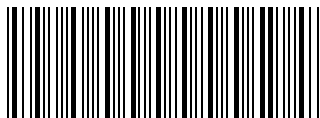
Planning Board Draft / May 2010

Takoma/Langley Crossroads

Sector Plan

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

MontgomeryPlanning.org



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