

Takoma/Langlely Crossroads

sector plan



montgomery county planning department
the maryland-national capital park and planning commission
MontgomeryPlanning.org

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 2000 Takoma Park Master Plan and the 2000 East Silver Spring Plan and 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.

This Plan makes recommendations for land use, zoning, urban design, transportation, environment, and community facilities.

Source of Copies

The Maryland-National Capital Park and Planning Commission

8787 Georgia Avenue

Online at: www.MontgomeryPlanning.org/TakomaLangleyCrossroads

The Maryland-National Capital Park and Planning Commission

The Maryland-National Capital Park and Planning Commission is a bi-county agency created by the General Assembly of Maryland in 1927. The Commission's geographic authority extends to the great majority of Montgomery and Prince George's Counties; the Maryland-Washington Regional District (M-NCPPC planning jurisdiction) comprises 1,001 square miles, while the Metropolitan District (parks) comprises 919 square miles, in the two counties.

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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Proposed Public Hearing Draft / June 2009

Takoma/Langley Crossroads

Sector Plan

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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 area.
- 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 supporting density bonuses for mixed-use developments that include workforce housing and retain existing neighborhood retail and neighborhood services.
- 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 multi-cultural 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's medium investment light rail transit option along University Boulevard and construction of the Takoma/Langley Crossroads Transit Center to support regional connections, alternative modes of transportation, 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

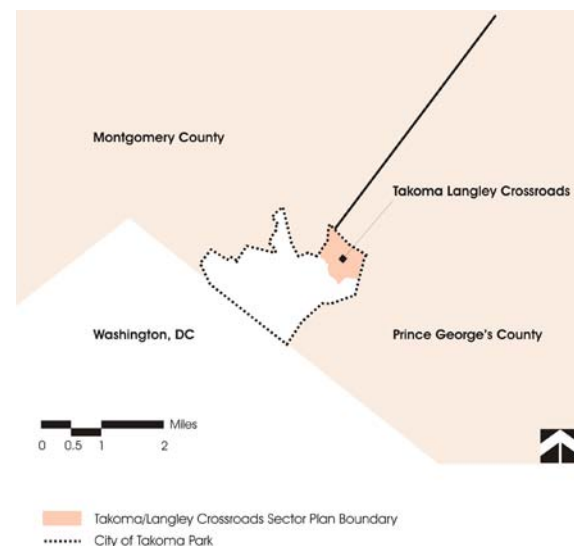
- Strengthen environmental systems and enhance green space by increasing tree canopy, reducing impervious surfaces, and increasing pedestrian links to parks, open space and community facilities.
- Encourage LEED standards, sustainable design, and green building practices throughout the Plan area.

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 December 2000 Takoma Park Master Plan 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 Ave and Merrimac to the North, University Boulevard to the East, Long Branch Creek to the West and Erskine to the South.

This densely populated, rapidly urbanizing suburban community of starter homes, garden apartments, and strip shopping centers is centrally located along the International Corridor and its proximity to major employment centers (i.e. District of Columbia, Silver Spring, University of Maryland, and the FDA campus at White Oak) make it attractive to college students, transplants, and immigrants.

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

- Area businesses cater to the highly diverse racial and ethnic populations that comprise the local multicultural neighborhood 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. Although many residents and visitors don't 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.

These issues would typically contribute to a transient population but the 2000 Census determined that most area residents had lived in the community for more than five years. The TLC area has acted as a gateway to the region for more than 30 years and this Plan recognizes that as its function within the region.

Existing Conditions

Gateway Community

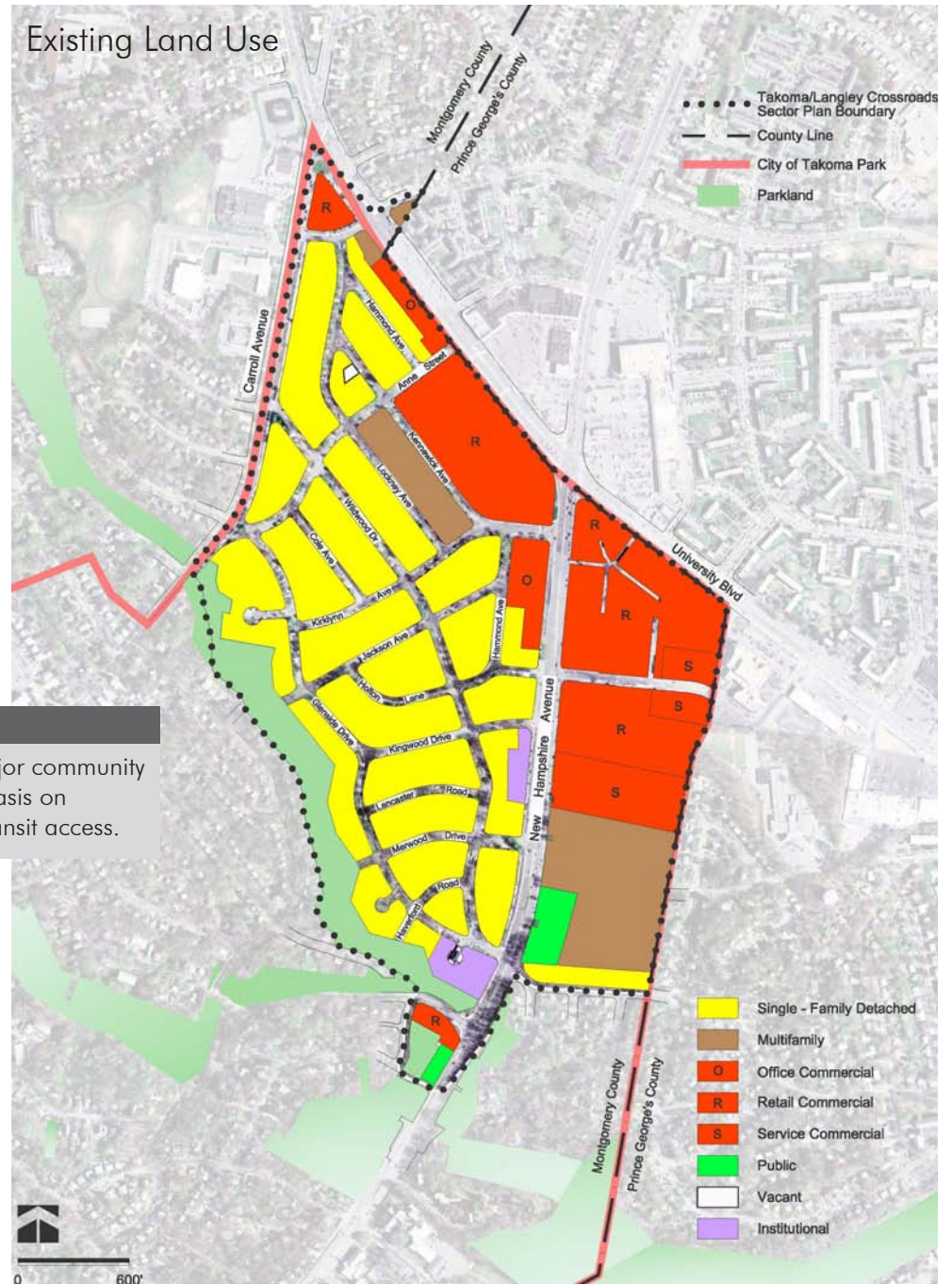
The Washington region has been a destination for immigrants from Latin America, the Caribbean, Asia, and West Africa who represent the region's largest concentration of new Americans. Many have settled in Takoma/Langley Crossroads, where people originating from Latin America, primarily El Salvador, comprise 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 which set it apart from other aging suburban centers with similar physical conditions.



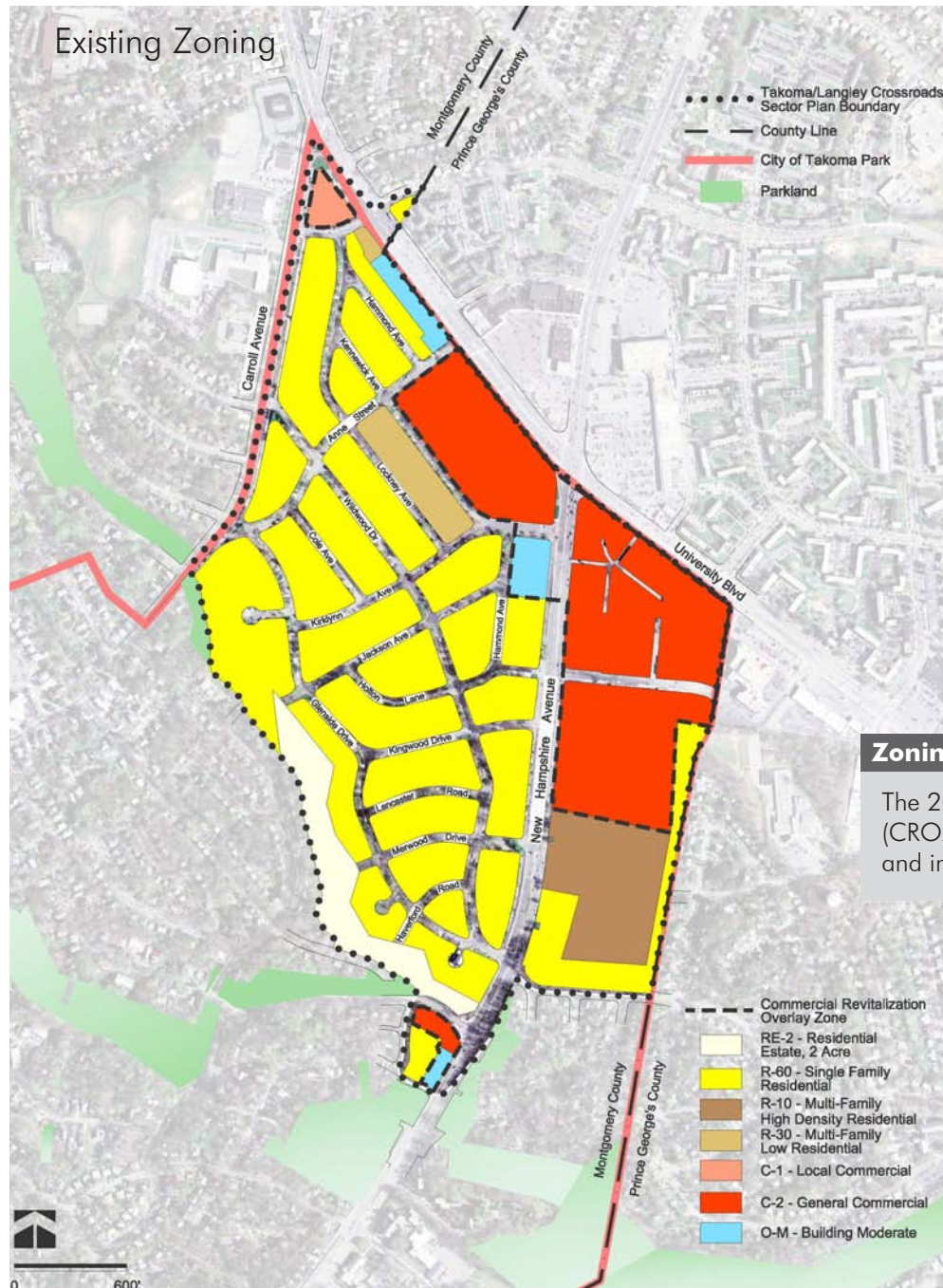
Existing Land Use

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.



Existing Zoning



Existing Takoma/Langley Crossroads Zoning

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

Zoning

The 2000 Takoma Park Master Plan's commercial revitalization overlay zone (CROZ) was designed to foster economic vitality, an attractive community character, and improved access and mobility for pedestrians and cyclists.

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 proposed the Purple Line and Transit Center on affordability, mobility, and environment
- Large surface parking lots lack pedestrian connections and create impervious surfaces
- Topographic barriers south of University Boulevard cut off commercial areas from uses to the south
- Shallow lots along south side of University Boulevard adjacent to Merrimac Drive have limited development potential
- 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
- The lack of a formal identity

Opportunities



This plan seeks to leverage TLC's regional draw and the proposed public investment in the Purple Line and Transit Center. Developing a transit node will allow the community to capitalize on its assets:

- 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 within commercial properties
- growing regional population that will create a demand for new housing and retail
- densely populated residential areas to support nearby commercial uses and demand additional facilities and services
- ethnic specialty retail that creates a regional destination.

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. By locating a mix of uses convenient to homes and adjacent to transit, the Sector Plan hopes to reduce automobile dependency 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.



The proposed Purple Line is a 16-mile transitway that will link stations of 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. The route along University Boulevard through the Takoma/Langley Crossroads area and will have two stations.

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.

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 more developers for a variety of projects.

Proposed Development Capacity

	Study Area	With Transit	Without Transit
Office Space	167,000	340,000	70,000
Retail	850,000	460,000	230,000
Dwelling Units	5,600	2,800	1,400

Mixed-Use Development



Mixed-use development has long been a County planning goal and was recommended in the 2000 Takoma Park Master Plan to introduce pedestrian-oriented development. The County's 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.

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 has 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 Association 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.
- Support the expansion of Casa of Maryland's 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 and encourage lively street frontages.
- Recommend the development of the Crossroads District as a 24 hour community of diverse, pedestrian-oriented mixed uses.
- The 2000 Takoma Park Master Plan recommends upgrading the area's commercial centers to enhance and serve the needs of residents and visitors, including :
 - 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 the address revitalization needs
 - forming task forces with Prince George's County and the District of Columbia to cooperatively address the revitalization needs of the area.
 - 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 ball fields 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 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
 - Continuing to restrict approvals of new liquor stores or other retailers that sell beer and wine for off-site consumption.
 - Considering identifying fast food restaurants, liquor, and convenience stores as conditional uses only.
- Provide ample opportunities for community gardens and urban farms.
 - Identify and inventory potential community garden and urban farm sites on existing parks, public easements and right-of-ways, and schoolyards, and prioritize their use as community gardens.
 - Encourage or require all new building construction to incorporate green roofs and encourage conversions of existing roof space to green roofs, to maximize opportunities for gardening.
- Support community clinics and expanded local healthcare facilities.
- Improve pedestrian mobility and access to shopping areas, transit, recreation, and community facilities by implementing the Green Streets concept.
- Develop adequate bicycling and trail amenities with connections to employment and retail centers, community facilities, and open space.
- Prioritize Green Build and Smart Growth projects through fast track permitting.
- Support Safe Routes to School program to encourage walking and biking 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 bilingual citizen's police academy.
- Continue regular multi-jurisdictional bilingual beat and anti-crime meetings with residents and civic groups.
- Consider a web based (police monitored) digital surveillance system along University Boulevard and New Hampshire Avenue.
- Support expanding the Maryland Multicultural Youth Center and other youth serving and gang prevention programs.
- Encourage the application of Crime Prevention Through Environmental Design principles in public and private projects.

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. All mixed-use developments will be required to include moderately priced dwelling units (MPDUs) and workforce housing. As proposed, mixed-use development will create an additional 982 dwelling units.

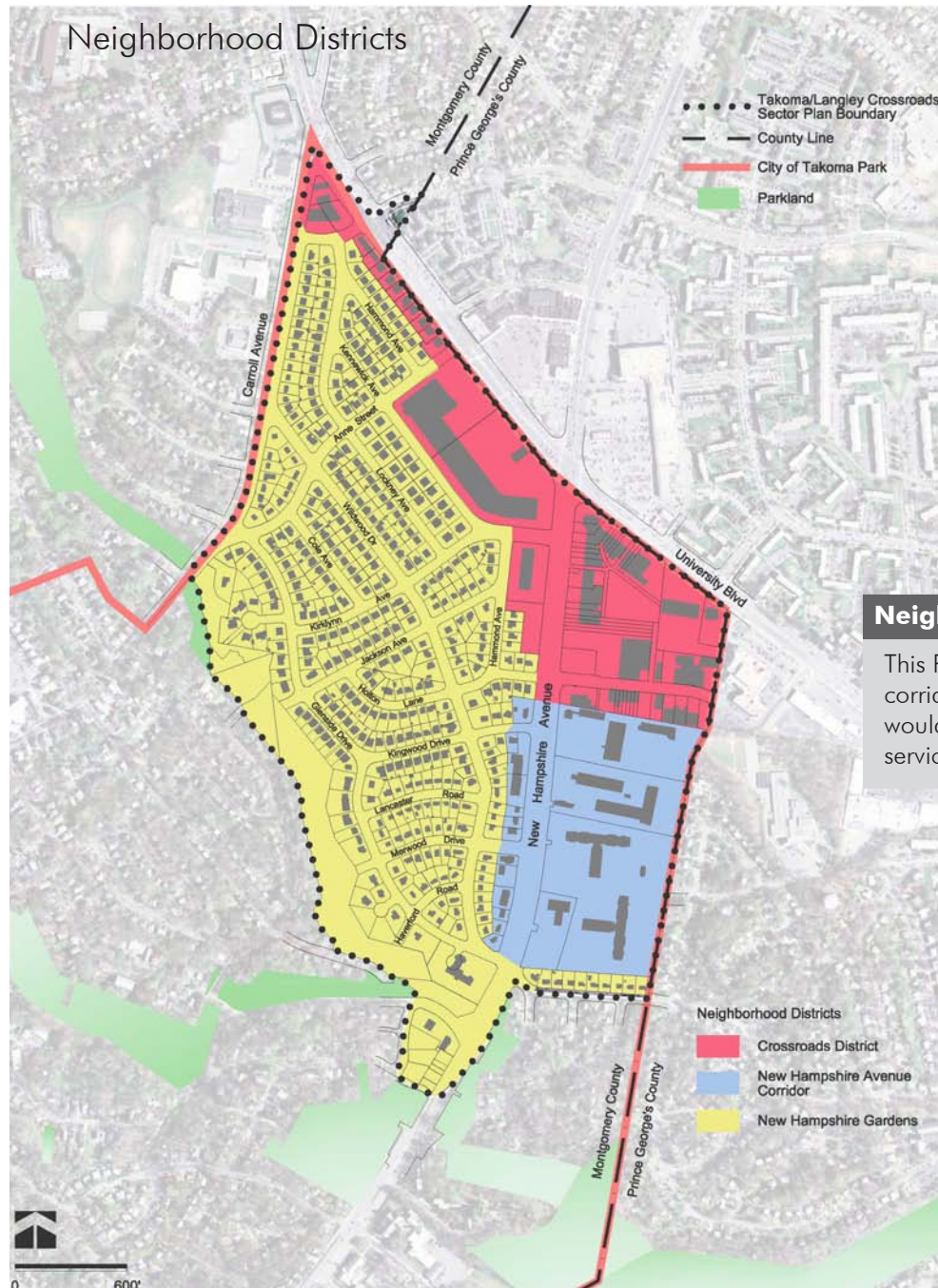
Within the Plan area, the current jobs-housing ratio is .96 jobs per dwelling unit, which the Plan hopes to increase by providing better access to major employment centers via the Purple Line and also by encouraging mixed-use development that will enable people to live and work within the Plan area.

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 residents in affordable or subsidized housing by providing a range of on site services and programs.
- Preserve and create affordable housing through public/private partnerships.
- 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 the New Hampshire Gardens neighborhood.



Neighborhood Districts



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.

Neighborhood Districts

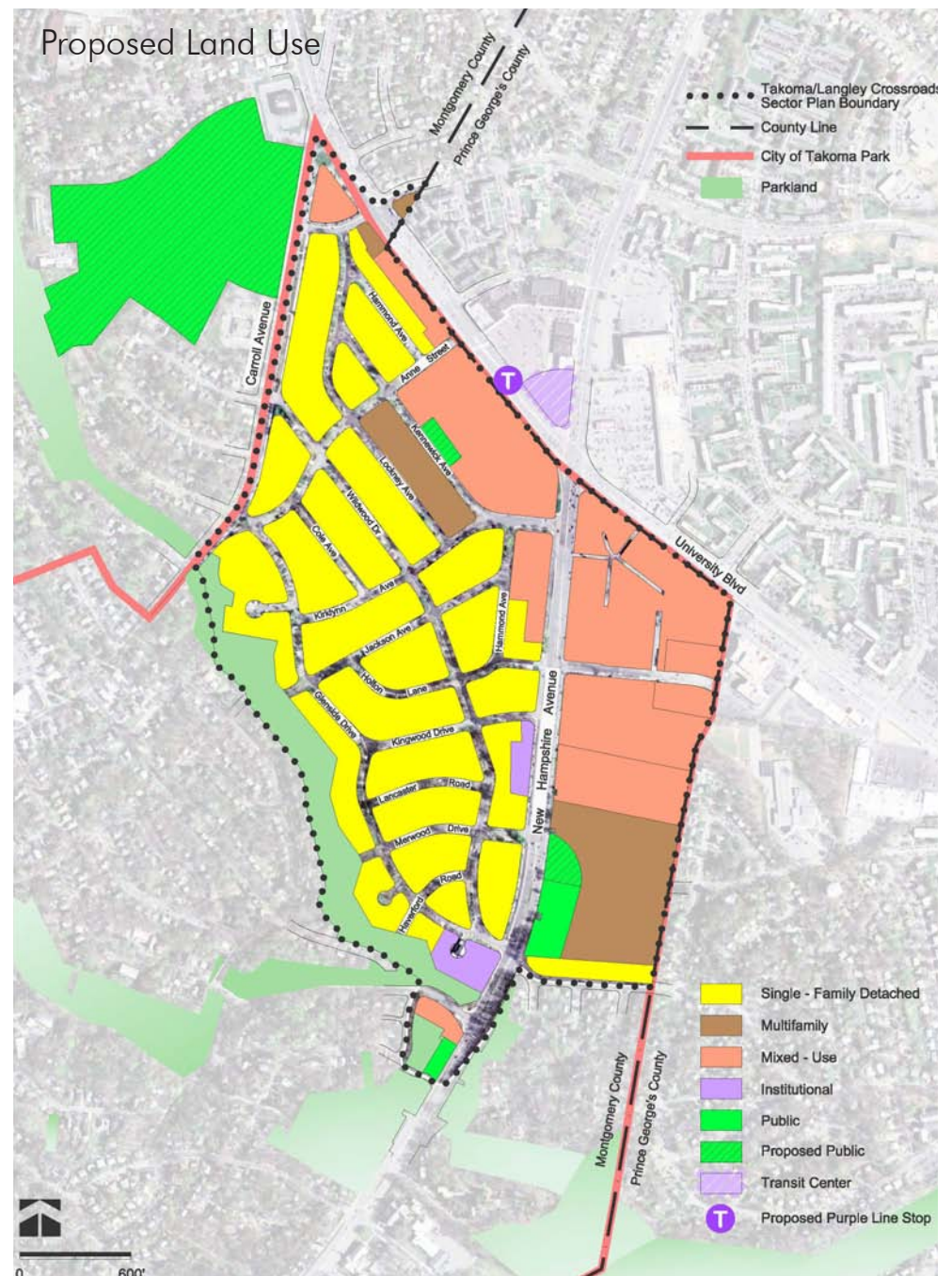
This Plan envisions a pedestrian-friendly mixed use district, a defined commercial corridor, and a stable single-family community with appropriate transitions that would accommodate the multi-ethnic, small-scale specialty retail and neighborhood service that currently exists.

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.

Additionally, the low density apartments along University Boulevard and along Kennewick Avenue provide additional opportunities for redevelopment into townhomes with market and transit support. Live/work townhomes along University Boulevard and behind the strip shopping center at 1101 University Boulevard (Hampshire Langley Shopping Center) are an appropriate transition to New Hampshire Gardens.

Recommendations

- Preserve the character of the existing single-family community by confirming the existing R60 Zone and enforcing property maintenance and building codes.
- Define three distinct neighborhood districts:
 - The 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 Zone.
- Retain street fronting neighborhood services and local retail.
- Consolidate service and loading entrances at the rear or side of development.
- Increase the number of community gathering places and incorporate public art that celebrate 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 with landscaped median, wide sidewalks, and street treatment.
- Use design standards and traffic calming to establish a quality pedestrian environment.





Density, Building Height, and Zoning

The Plan recommends the highest density, 2.5 FAR near the proposed Transit Center and Purple Line Station. The proposed CR Zone should provide incentives for retaining affordable housing, which could include the provision of workforce housing and larger units to accommodate families. The zone also encourages retaining small scale businesses and neighborhood services.

To implement the proposed mixed-use development concept, roughly 55 acres will be rezoned to the CR Zone, which allows a mix of residential, commercial, and office uses. It also provides for the creation of community facilities and other neighborhood amenities in exchange for increased density. Sites zoned C-1, C-2, O-M, R-10, and R-60 where appropriate, are recommended for rezoning.

Recommendations

- Require community amenities and facilities such as childcare, urban gardens, special needs residential options, and meeting facilities in mixed-use developments built to the maximum allowable densities and building heights.
- Allow maximum densities of 2.5 FAR and 80-foot building heights at proposed Transit Center and Purple Line station.

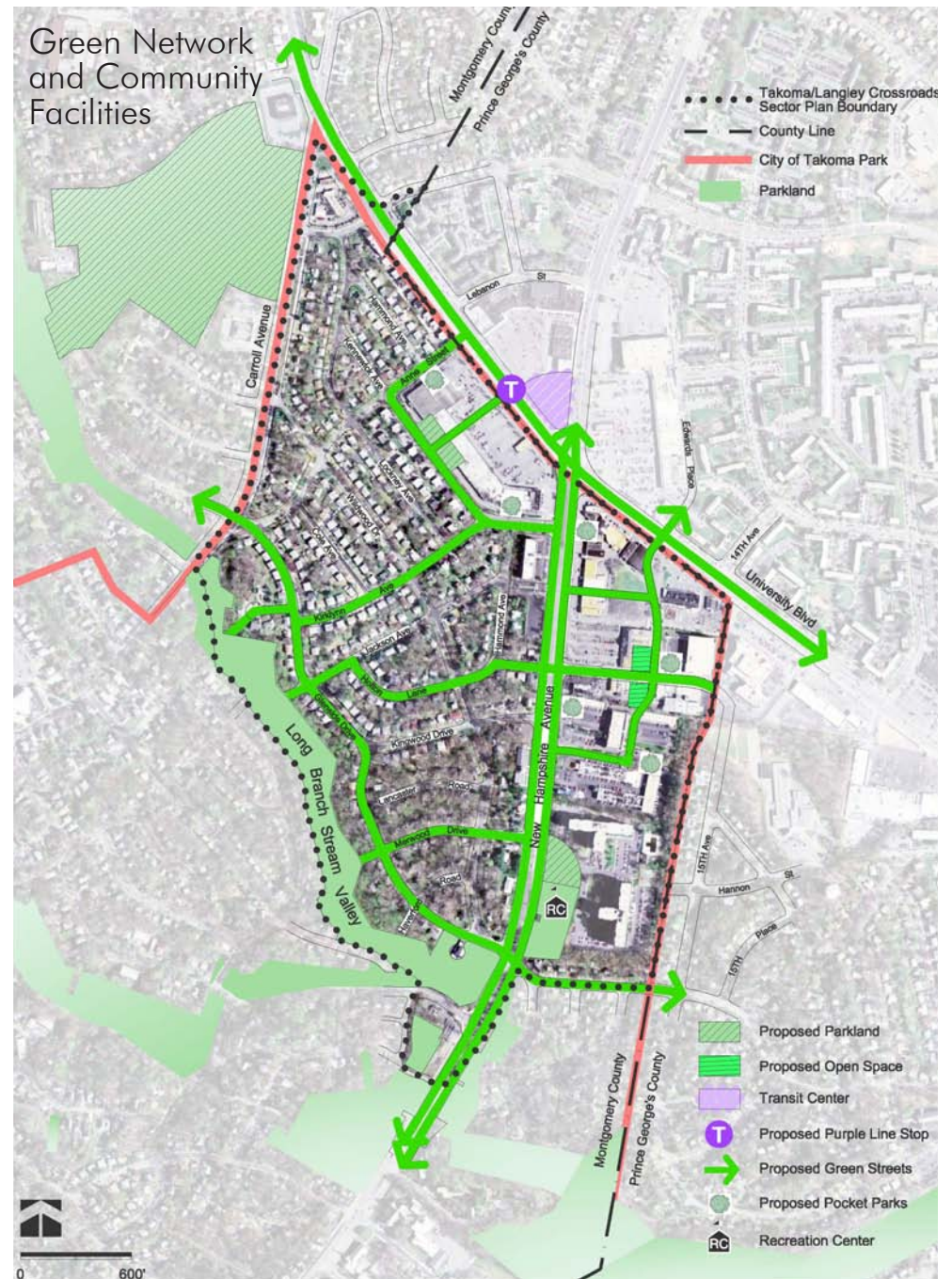
DESIGN

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.

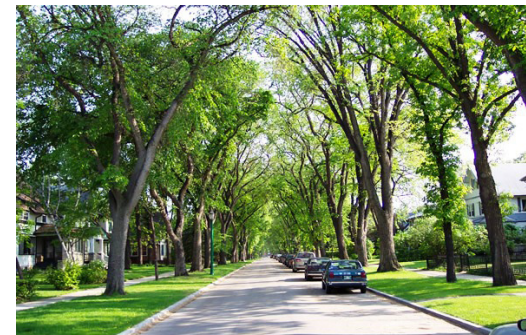
- Upgrade and build sidewalks and bike paths in each district to encourage walking and biking as a viable means of transportation.
 - Sidewalks in the Crossroads and New Hampshire Corridor Districts will be 15 feet wide with shade trees 20-25 feet on center.
 - Design New Hampshire Avenue as a multi-way 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 humane 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 travel 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 Transit Center and Purple Line station 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 Green Streets that connect the stream valley parks with the built environment. Green Streets will include long planting panels with shade trees and hardy shrubs, grasses, and perennials. Bio-swales that capture and re-charge storm water into the groundwater will be incorporated into these green panels. These streets will have ample accommodations for pedestrians as well as for bikers. There will also be sidewalks on both sides of the street, signed trails and on street parking, where appropriate.



The Green Streets concept includes:

- wide, tree-lined sidewalks
- improved street crossings
- planted, pervious sidewalk panels
- bioswales and landscaping
- pedestrian-scale lighting
- bike paths where appropriate.

- Develop a hierarchy of green 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.
- Active Recreation Spaces: Takoma Academy in the northwest quadrant (outside the Plan boundary) and Takoma Park Recreation Center in the southeast quadrant.
- Green Open Spaces: Create two, one half to one-acre civic greens or plazas in the Crossroads District that will act as public gathering areas for residents and visitors. The civic greens will be focal points 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 Commons: Privately owned and maintained open spaces that will range in size from one half to one-acre. They will be located in larger mixed-use developments and will serve as outdoor living rooms with incorporated public art and street furniture for the residents and visitors to these developments.
- Small Pocket Parks: Smaller parks or plazas, typically a 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.

Green Hierarchy



PlaceMaking

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

- Incorporate International Corridor theme into the redevelopment to strengthen and reflect this community's cultural identity.
- In the Crossroads District, locate activating uses at street level.
- 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
 - 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
- and creating a sense of order through regular maintenance.



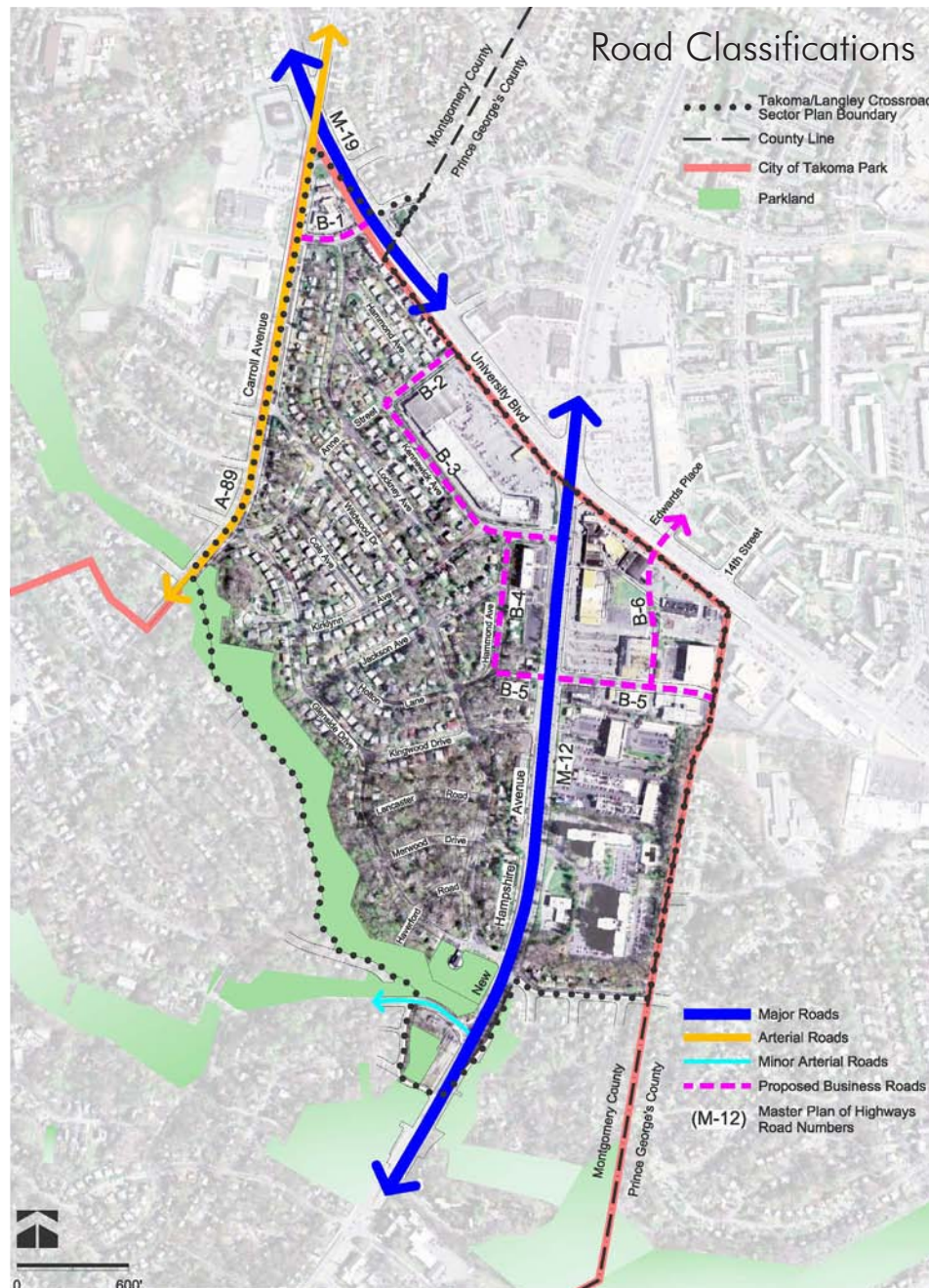
CONNECTIVITY

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 modes of transportation 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.





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 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 directional buffered bike-lane along University Boulevard
- incorporating a multi-way boulevard treatment for New Hampshire Avenue
- respecting 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 right-of-way width of 70 feet.
- Business street designation and a minimum right-of-way width of 70 feet for streets within the southwest quadrant of the Crossroads including portions of Anne Street, Hammond Avenue, Holton Lane, Kennewick Avenue, and Merrimac Drive.
- 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 right-of-way width of 70 feet for Holton Lane between New Hampshire Avenue and Montgomery/Prince George's County line.
- A minimum right-of-way width of 120 feet for University Boulevard.
- A minimum right-of-way width of 150 feet for New Hampshire Avenue.
- A multi-way boulevard treatment for New Hampshire Avenue between Merwood Drive and University Boulevard.
- A minimum right-of-way width of 90 feet for Carroll Avenue (MD 195).
- Additional private streets to further enhance connectivity where appropriate and feasible.

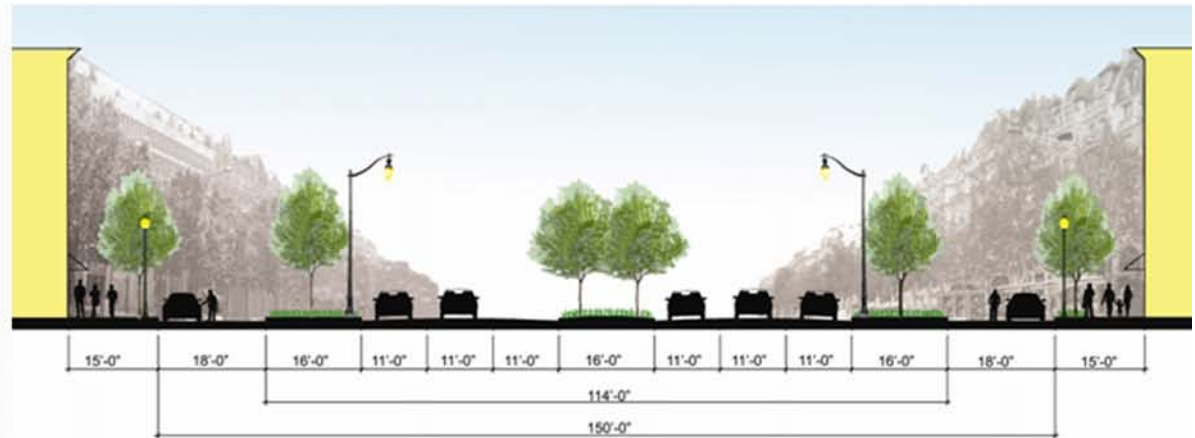
New Hampshire Avenue as Multi-way Boulevard

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 dedicated public improvement easement on private property to replace existing parking, curb, and gutter
Lanes:	Six 11-foot travel lanes (three in each direction) and two low-speed access lanes to accommodate on-street parking and local travel
Pedestrian Access:	15-foot sidewalks buffered by parallel parking, three 16-foot green medians for pedestrian refuge at crosswalks, new cross streets to create more frequent crosswalks
Streetscape:	Shade tree planting along sidewalks and in medians, 35-foot on center with distinctive pedestrian lights, ample seating, and special paving



New Hampshire Avenue as Multi-way Boulevard



New Hampshire Avenue - Plan

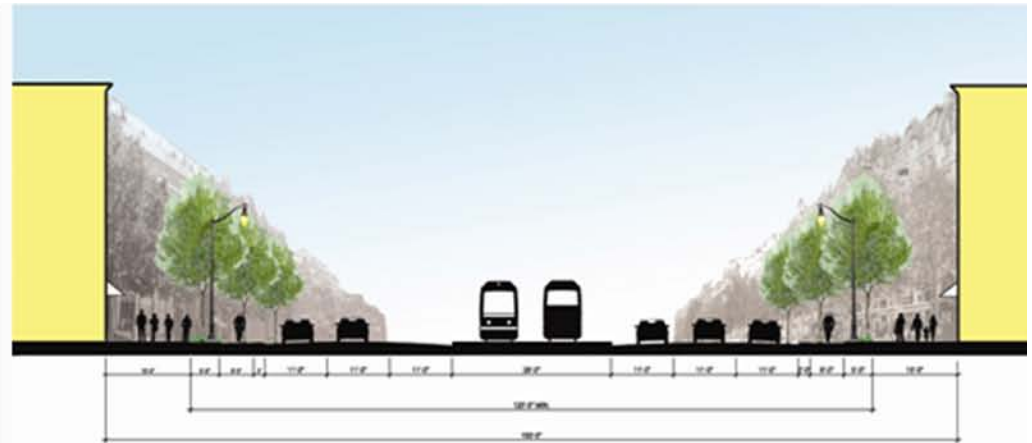
University Boulevard

Existing Conditions

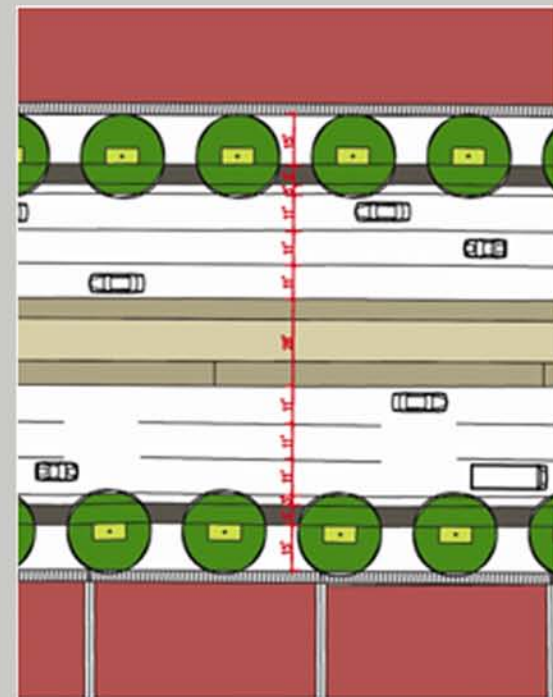
Right-of-way:	120 feet
Lanes:	Three travel lanes with concrete or grass median
Pedestrian Access:	Five-foot sidewalks adjacent to travel lanes; widely-spaced crosswalks
Streetscape:	Concrete sidewalks, some pedestrian lighting, sparse seating

Plan Recommendations

Right-of-way:	120 feet with 15 feet dedicated public improvement easement on private property to replace existing parking, curb, and gutter
Lanes:	Six 11-foot travel lanes (three in each direction) and 28-foot reserved center travel way for the Purple Line
Pedestrian Access:	six-foot dedicated, off-road bikeway with a two-foot buffer next to the outside travel lane, with a 15-foot dedicated public improvement easement on private property for sidewalk and street trees
Streetscape:	Shade tree planting along sidewalks and in medians, 35-feet on center with distinctive pedestrian lights, ample seating, and special paving



University Boulevard - Running Line Section



University Boulevard - Plan

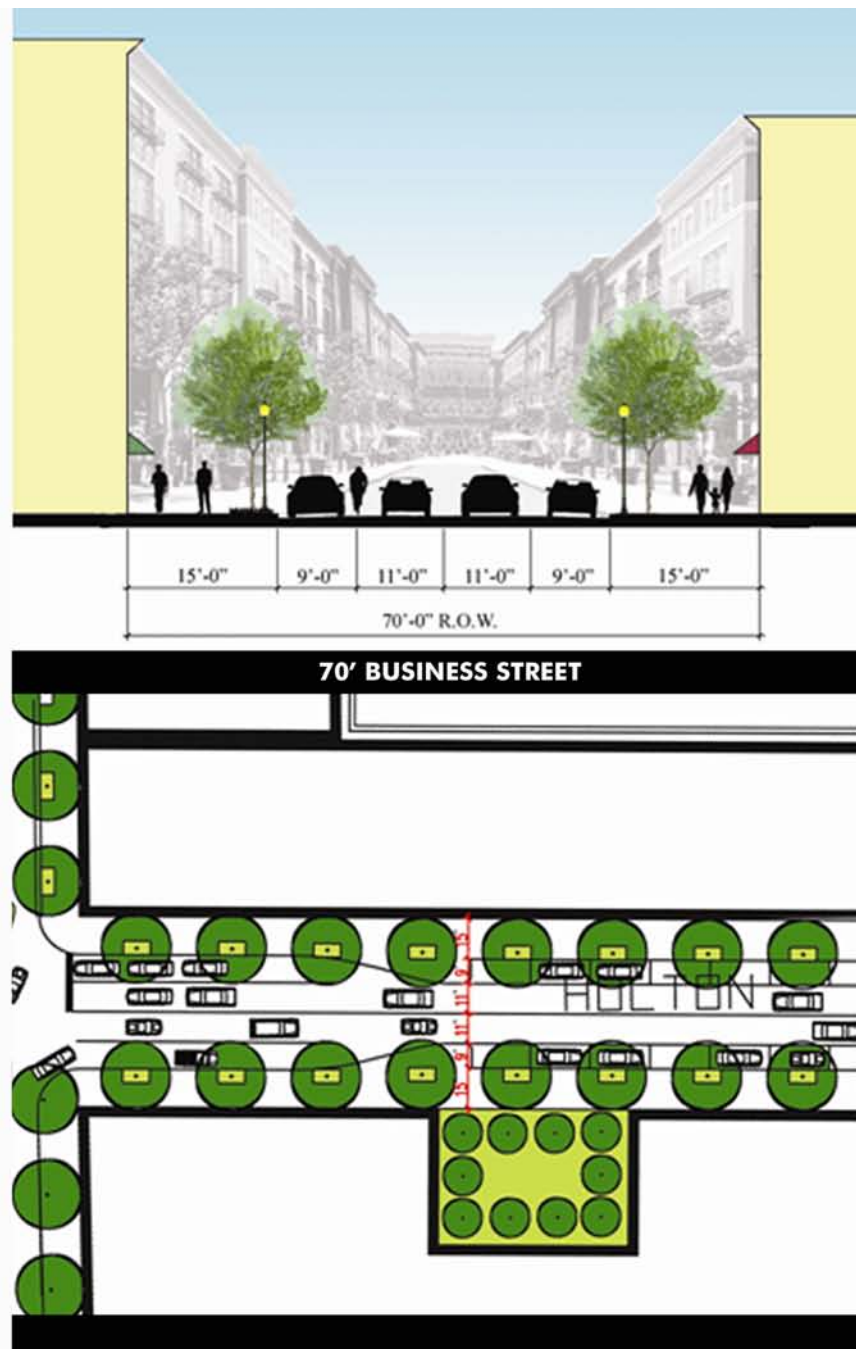
Proposed Business Streets

Existing Conditions

Right-of-way:	58 feet at Holden Lane, 50 feet at Kennewick Street
Lanes:	Two twelve-foot travel lanes and occasional eight-foot parallel parking lanes
Pedestrian Access:	On Holton Lane, six-foot sidewalks adjacent to the street. No sidewalks along most of Kennewick
Streetscape:	Concrete sidewalks, some pedestrian lighting, sparse seating

Plan Recommendations

Right-of-way:	70 feet
Lanes:	Two 11-foot travel lanes and two 9-foot 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, planted 35-feet on center with distinctive pedestrian lights, ample seating, and special paving





Intersections

Adding left turn restrictions at the intersection of New Hampshire Avenue and University Boulevard could better accommodate pedestrian movements with 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.
- 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 Authority 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 area already heavily transit dependent
- 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.
- Select the Medium Investment Light Rail mode for Purple Line.
- 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 feasibility of a circulator bus system serving the entire Takoma/Langley Crossroads area.
- Study 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.

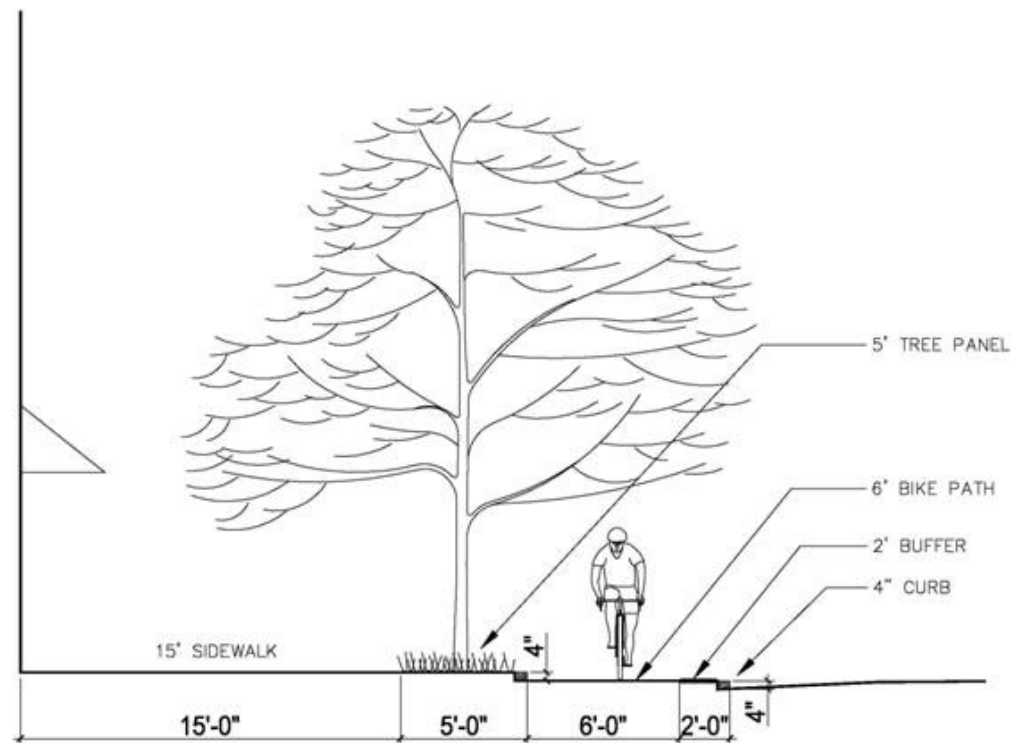
Several pedestrian safety enhancement improvements have been either constructed by the Maryland State Highway Authority or are underway, including a median fence along sections of New Hampshire Avenue and University Boulevard to dissuade pedestrians from crossing the street at mid-block. New crosswalks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

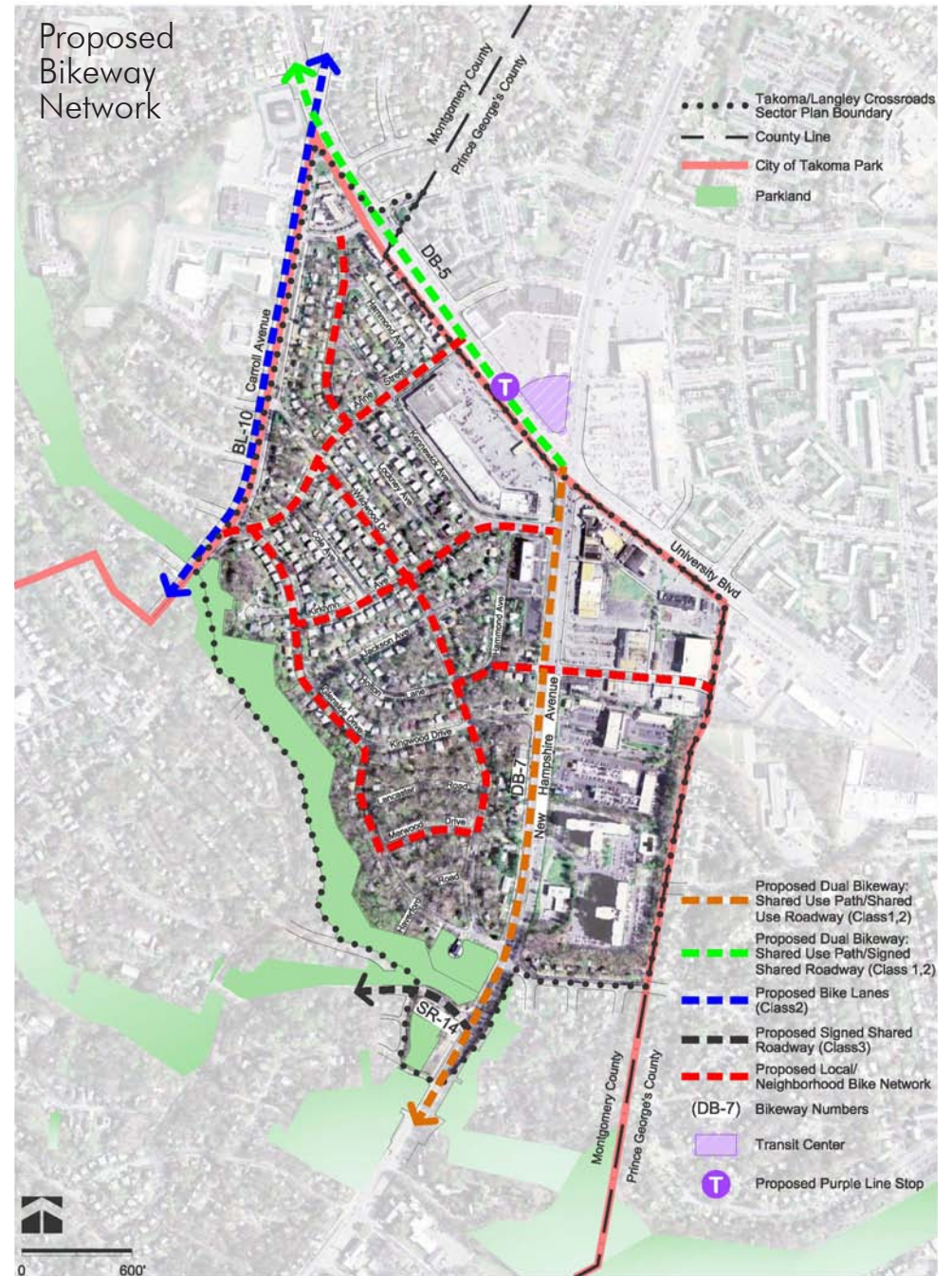


Buffered bike lane.

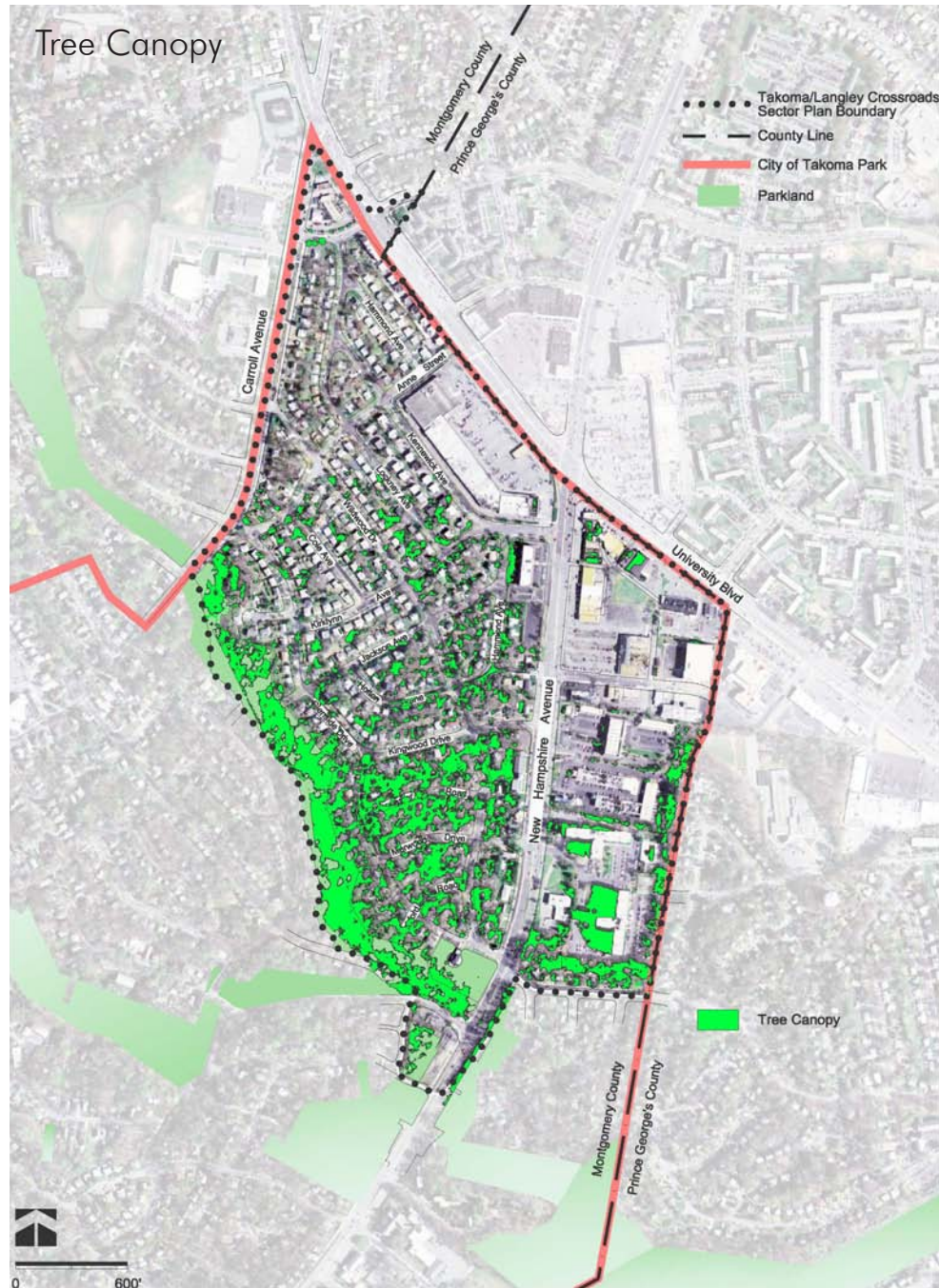


Recommendations

- Maximize pedestrian and bicycle accessibility to the Transit Center and Purple Line station.
- Provide buffered bike lanes and a shared-use path along University Boulevard.
- Provide a shared bike facility along New Hampshire Avenue.
- Provide full pedestrian and bicycle accommodation along new and reconstructed roadways and at intersections.
- Retrofit existing streets to include sidewalks, where feasible.
- Provide well-lighted, four-way ADA accessible crossings and reduce distances at all intersections.
- Promote greenway connections.



Tree Canopy



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

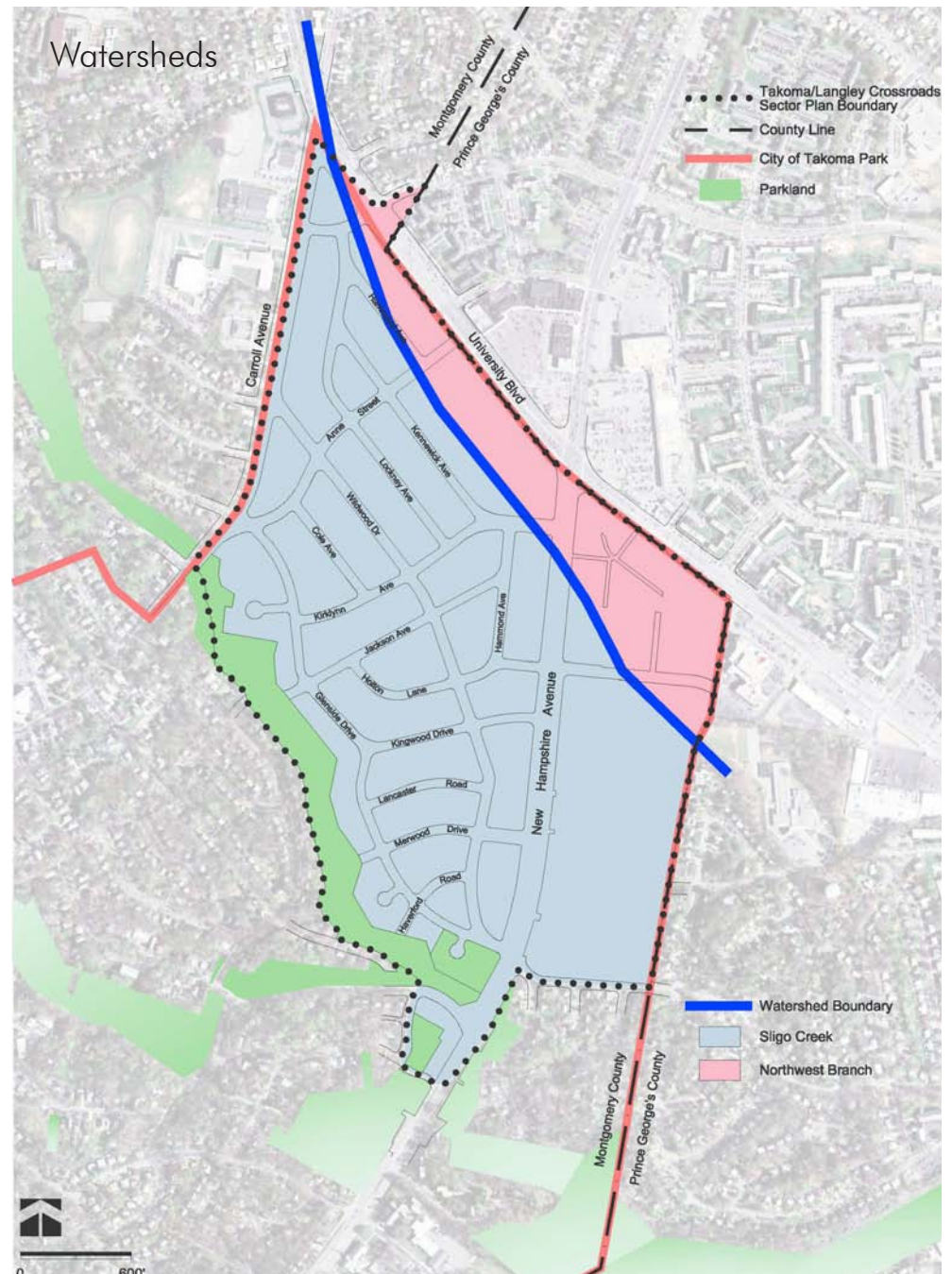
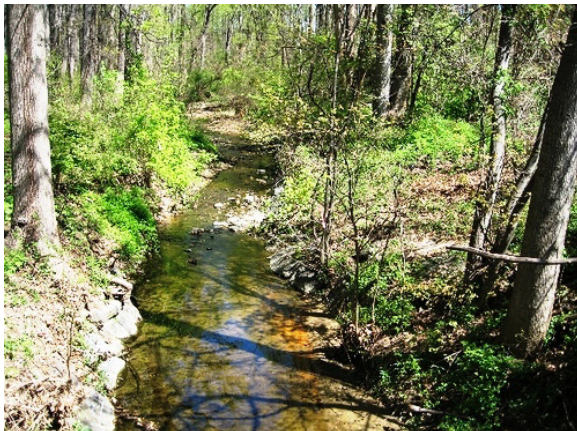
Tree canopy cover absorbs air pollutants, moderates stormwater runoff, improves water quality, and creates shade to reduce energy needs and ambient summertime temperatures. Studies indicate that approximately 15 percent of the Montgomery County portion of the Plan area is shaded by tree canopy. Ideally, trees should cover 25-30 percent.

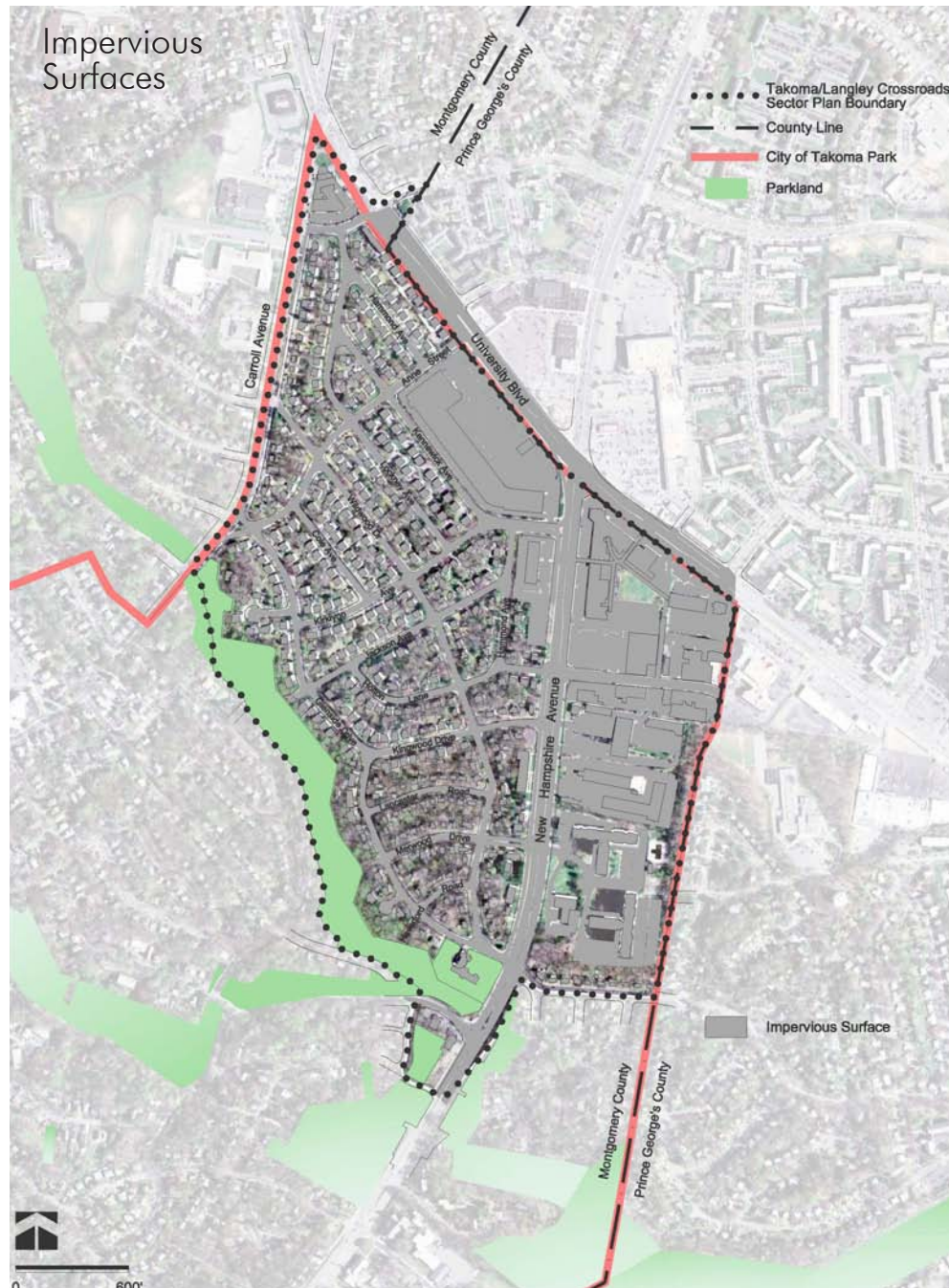


Stream Water Quality

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. Streams throughout Montgomery County are protected through the development process by placing protective buffers on both sides of the stream. The majority of the buffers for Long Branch are contained within the existing stream valley park. Stream buffers can be either forested or unforested.

Stormwater runoff from the Crossroads District along University Boulevard flows to the Northwest Branch of the Anacostia River. The State of Maryland 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 which is suitable for wading and some fishing. None of the Plan area's streams are suitable sources of drinking water.





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 the species variety and larger populations. As the variety and number of the organisms decreases, so does water quality. Analysis indicates that water quality in Long Branch, and in Sligo Creek and Northwest Branch in adjacent to the Plan area, is very poor.

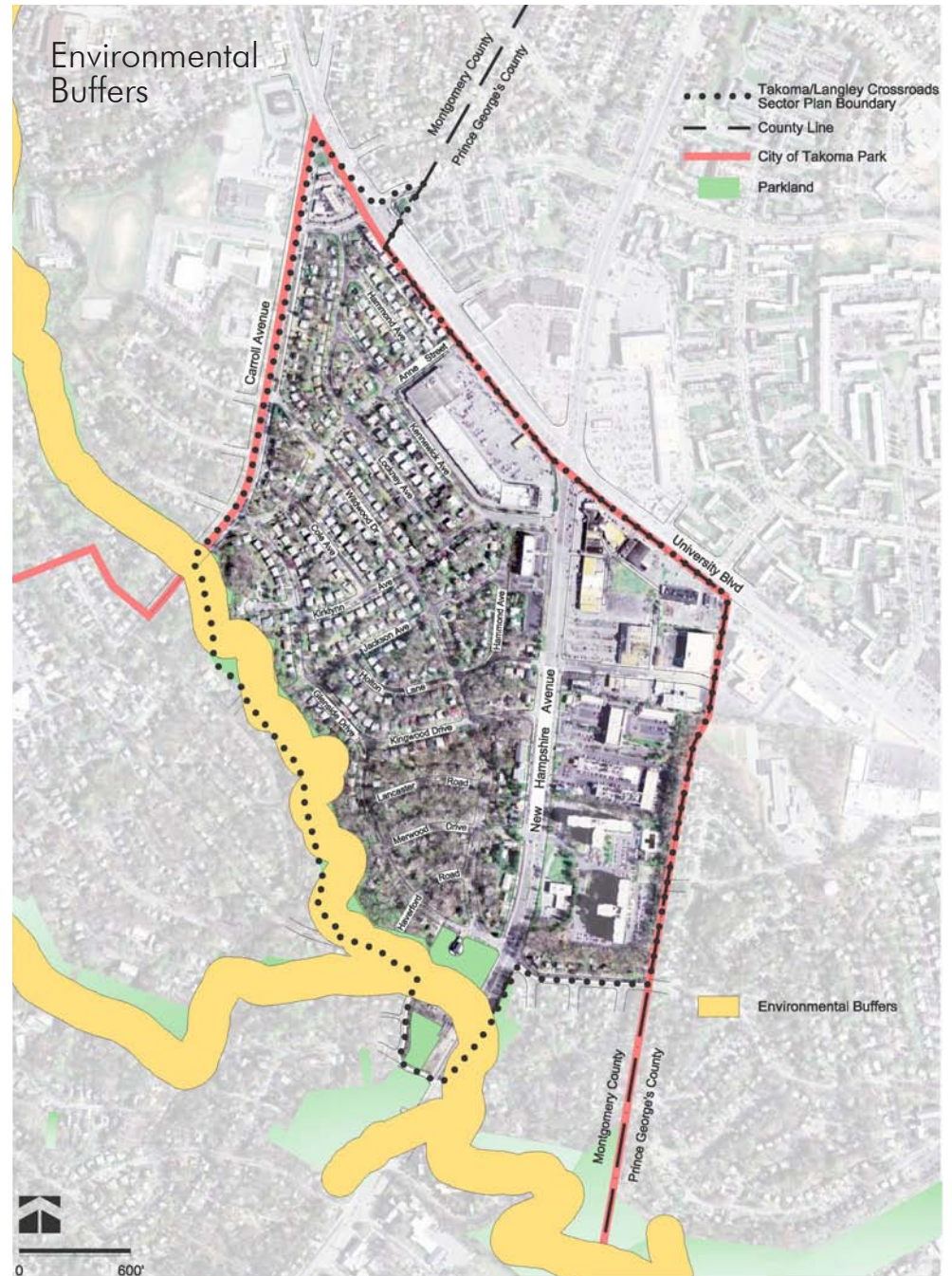
Studies show that stream water quality starts to decrease when watershed imperviousness exceeds 10 percent of the watershed. When impervious surface exceeds 25 percent water quality in the receiving stream is usually poor. Approximately 48 percent of the land within the Montgomery County portion of the Plan 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.

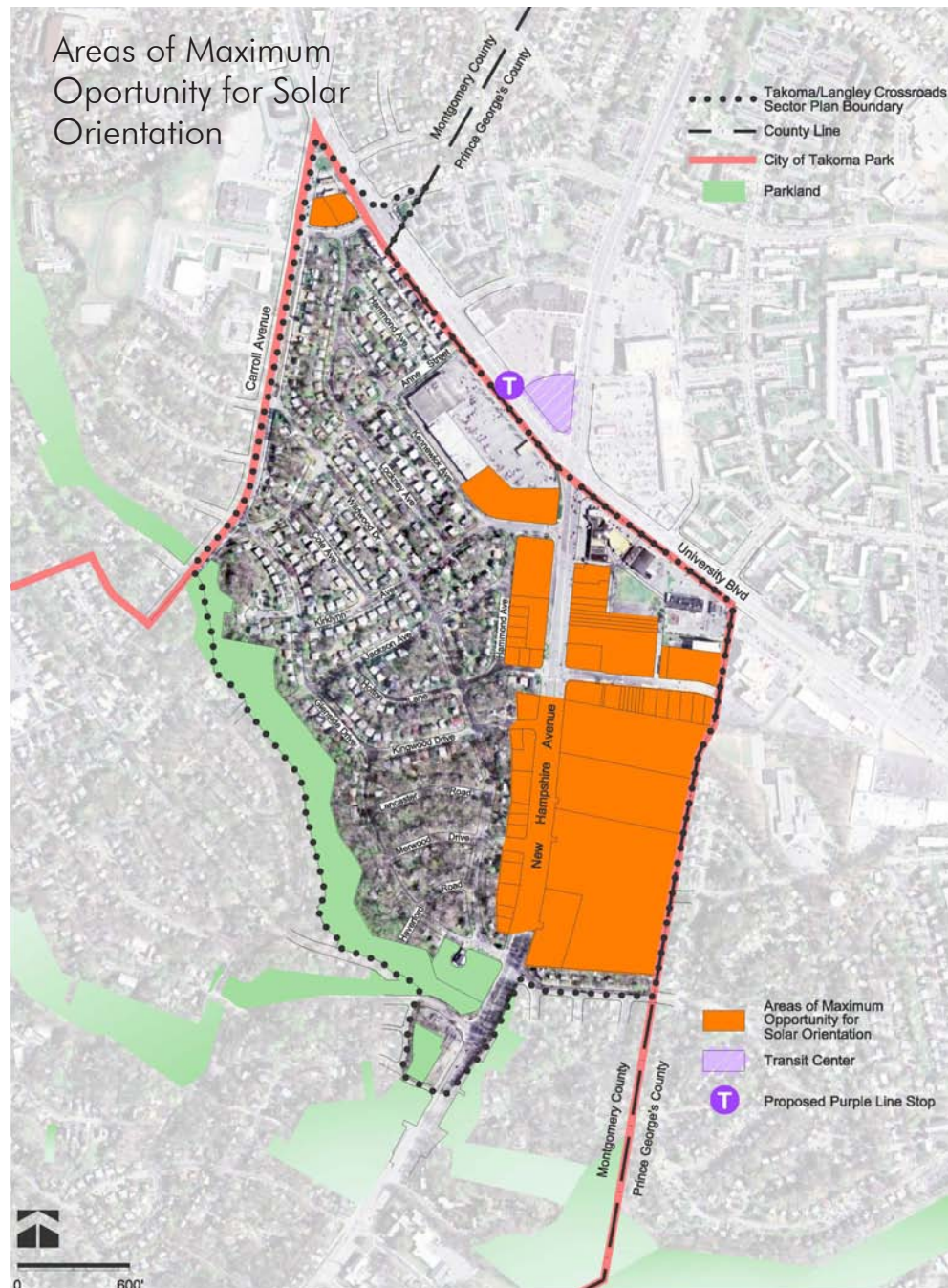
Natural Areas

Long Branch Stream Valley Park, along the southwestern edge of the Plan area, 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 of the Plan area.

Recommendations

- Reduce impervious surfaces by requiring porous pavers to the greatest practical extent.
- Incorporate vegetated roofs, walls, gardens, and planters into all new building designs to maximize onsite stormwater retention.
- Require all new building construction to incorporate green roofs.
- Increase tree canopy by planting new trees along streets and within existing neighborhoods.
- Add 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 new green open spaces.
 - Encourage and support Montgomery County plans to repair stream bank damage caused by erosion.





Carbon Dioxide and other Greenhouse Gasses

The main gas responsible for global warming is carbon dioxide but other gases also contribute to temperature increases. Most of these greenhouse gasses are released into the air through burning of 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 projects the amount of greenhouse gasses are estimated 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 green house emissions.

Recommendations

- Design and build new buildings to use less energy by using more efficient lights, heating, and air conditioning.
- Require buildings to produce on site energy by using solar energy cells, wind power generators, or geothermal systems.
- Construct buildings that maximize solar orientation to promote passive solar power.
- Construct building features that shade windows in summer and maximize sunlight during other seasons.
- Reduce vehicle miles traveled by building a safe, attractive, and continuous system of sidewalks and bikeways.

Parks

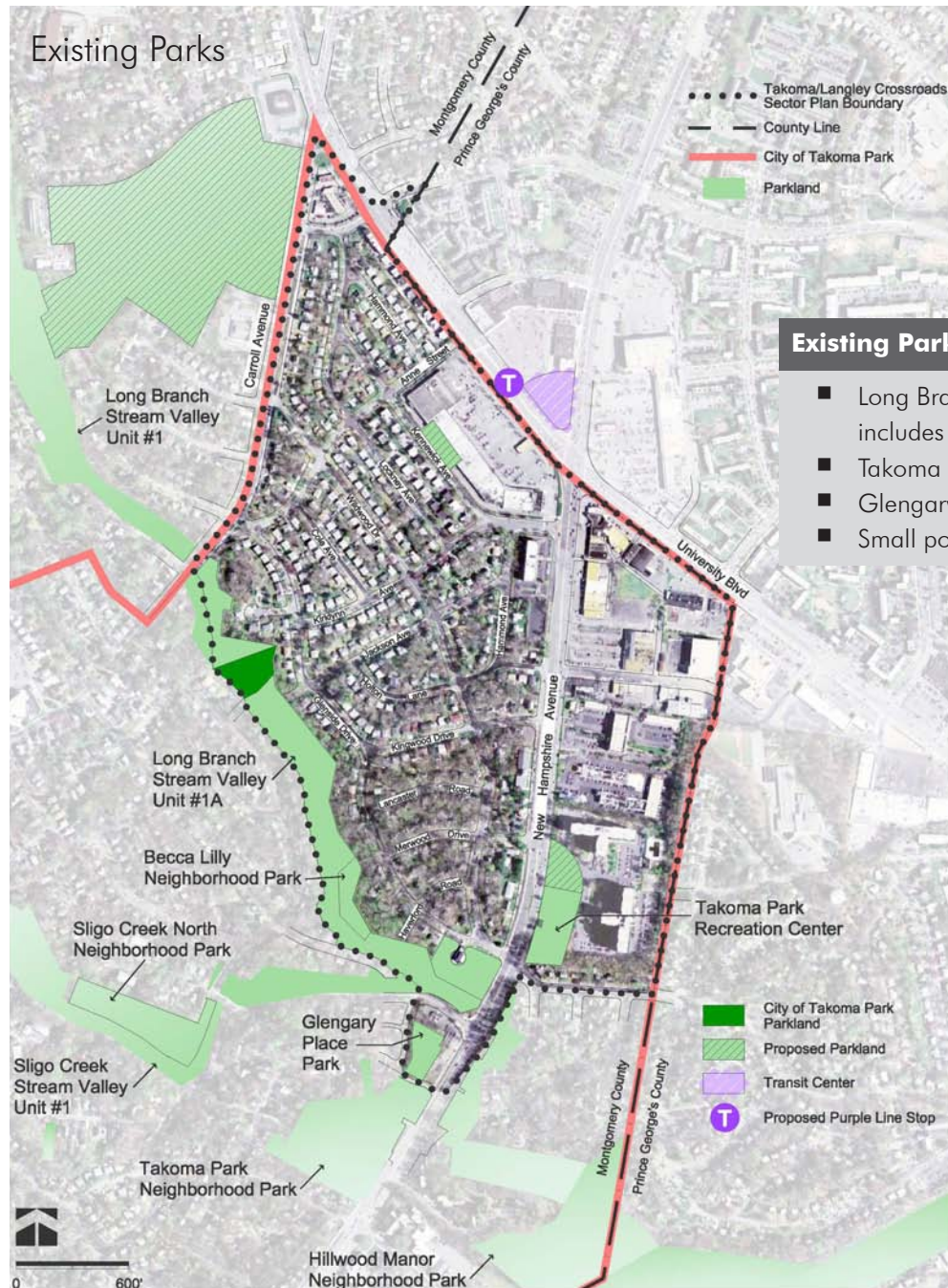
Public parkland, open space, and pathways play an important role in the well-being of a community. In urban areas, parkland enhances quality of life by providing visual relief from the built environment, a sense of place and identity, an opportunity to connect with nature, and space to gather, play and 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 County wide 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.



Existing Parks



The Takoma/Langley Crossroads Sector 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.

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 1A (approximately one acre).

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 parks developed in the early years, the playground is located within the stream valley buffer and suffers from periodic flooding.

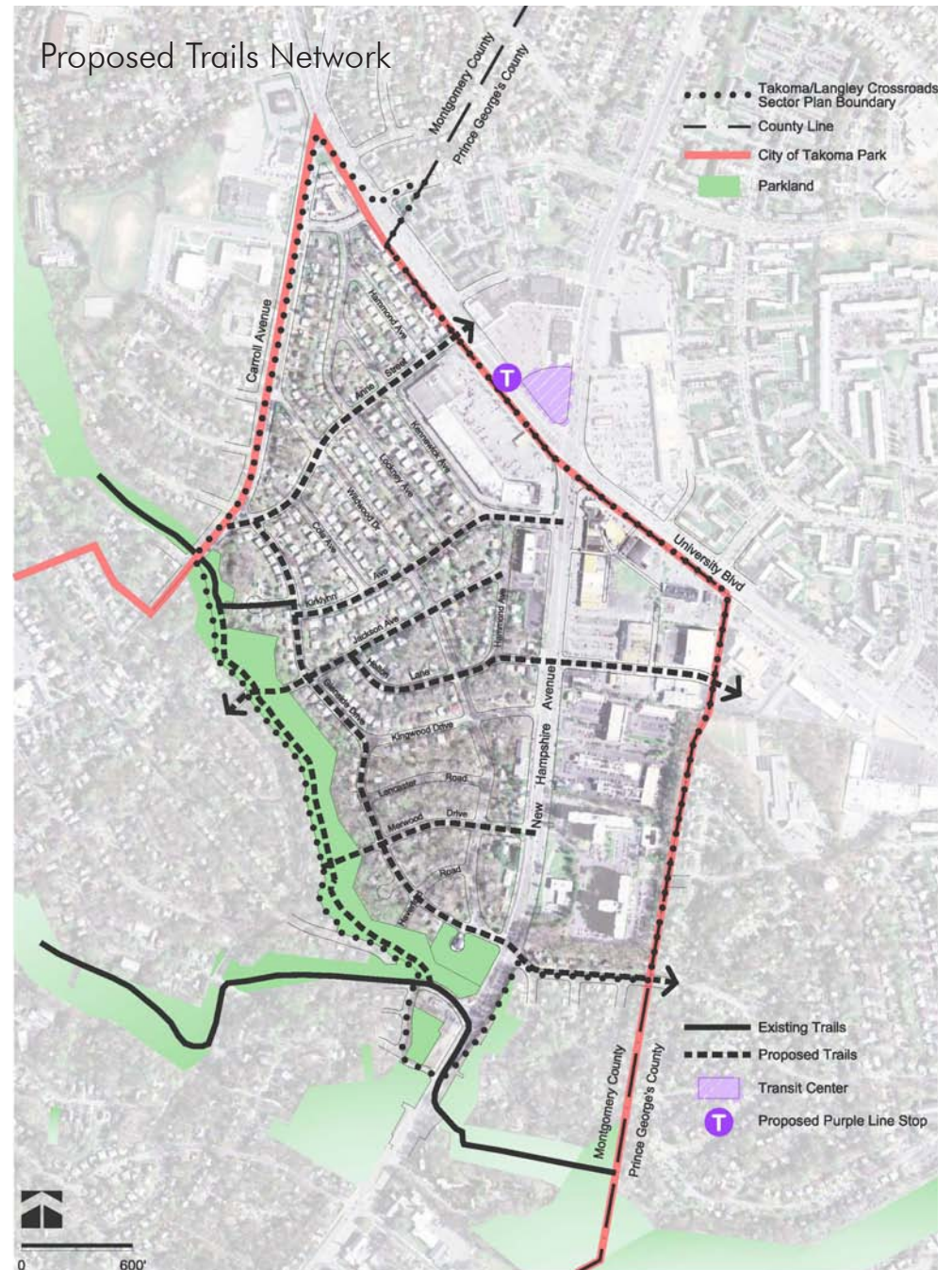
Recommendations

- Provide an urban park in the area of highest density near the Transit Center that will be the community's central public place.
- Replace the Takoma Park Recreation Center with a new code-compliant building is the best option to preserve the recreation function at the site.
- As recommended in the 2000 East Silver Spring Master Plan, purchase if available, the Takoma Academy High School site for M-NCPPC park use to meet active recreation facility needs identified in the 2005 LPPR.
- Purchase parcels adjacent to existing parks, as they become available, to help meet recreation needs and to expand existing green space. Acquire properties to enhance public use of the Long Branch Stream Valley Park and acquire a portion of the Agro property P172, south of Carroll Avenue and west of the Long Branch Stream to complete Long Branch SVU 1A.

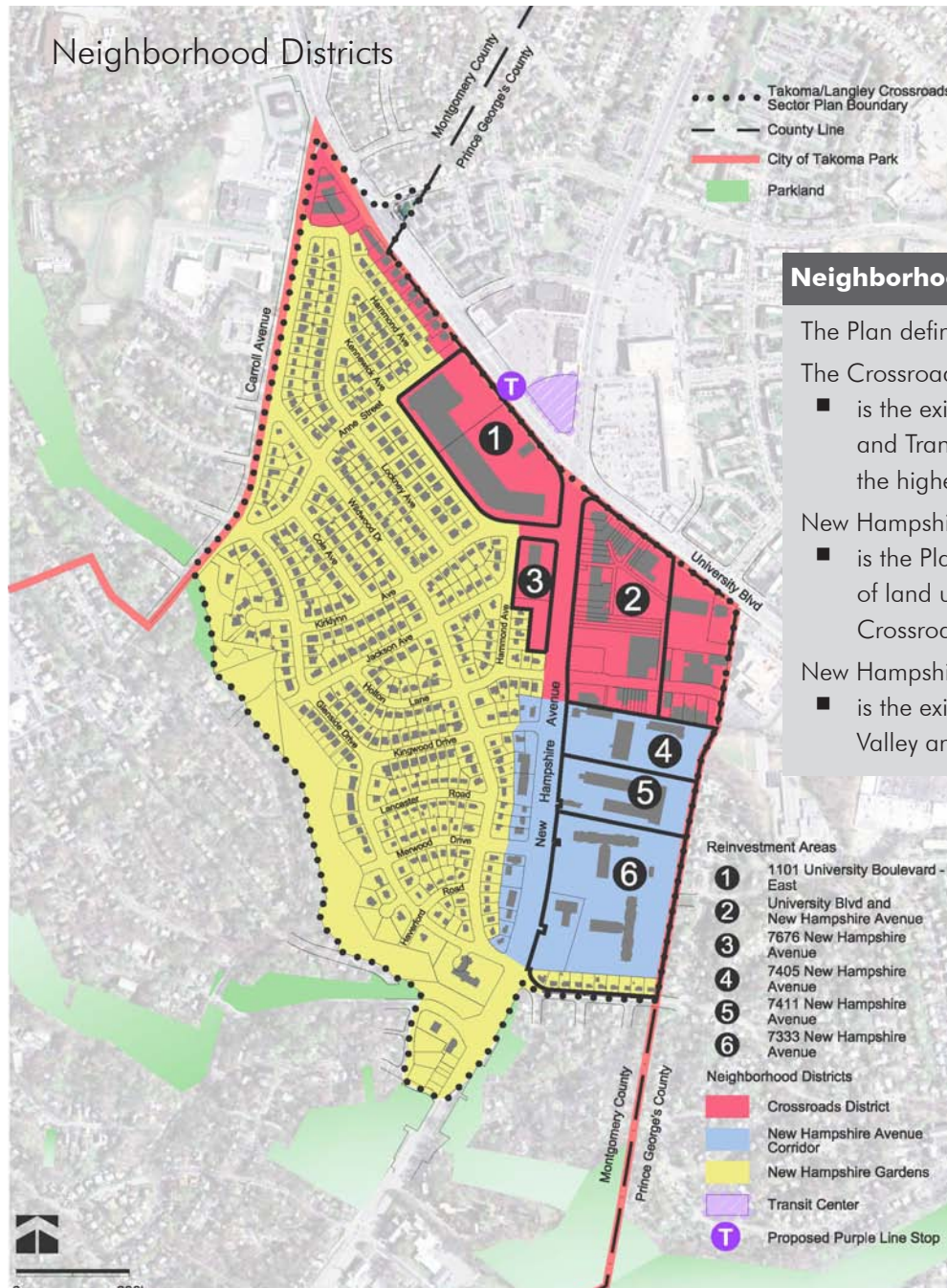
The Plan area includes the existing Sligo Creek Trail (to Wheaton) and the Northwest Branch Trail (south to the Anacostia Tributary Trail System). These are designated as off-road bike routes on the *Maryland Bicycle Map*. The *Countywide Park Trails Plan* designates them as hard-surface park trails. 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

- Consider a sanctioned north/south trail along Long Branch SVU 1A South of Carroll Avenue to Jackson Avenue only if WSSC requires access for sewer line replacement or repair. A north/south trail parallel to the stream would require two of three bridges within the stream buffer. Construction of these bridges by themselves could cause environmental damage. This recommendation should only be implemented if WSSC requires access to the site for sewer infrastructure repairs or replacement.



Neighborhood Districts



Neighborhood District

The Plan defines three districts:

The Crossroads District

- is the existing central business district and 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 and the commercial and institutional uses of New Hampshire Avenue.



The Crossroads District

This District is the economic engine and 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 Transit Center and Purple Line station 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 Transit Center and Purple Line station 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

- Carroll Ave and University Boulevard East
 - Redevelop this site as a mixed-use gateway project.
 - Maintain the existing neighborhood and retail services.
 - Provide public art and attractive streetscaping.
- Unilang Center, 1335-1347 University Boulevard East
 - Rezone from C-2 to CR
 - Retain 30 percent of existing local retail
 - Provide pedestrian paths connecting to University Boulevard
- 1007 -1021 University Boulevard East
 - Retain affordable housing at 1001-1005 University Boulevard.
 - Recommend assembly and redevelopment of 1007- 1021 as live/work townhouses.
- Establish an economic development program boundary and encourage the following programs:
 - encourage compatible retail use and ethnic business clustering
 - expand the Takoma/Langley Crossroads 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.

Design

Streets

- Concentrate development and highest densities adjacent to the proposed Transit Center and Purple Line Station.
- Encourage private streets and new roads to form blocks 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 pedestrian connections to the proposed Purple Line station and Transit Center.
- Provide a buffered bike lane along University Boulevard.
- Establish an improved local circulation system of new business streets and private roads.

Environment

- Provide an urban park adjacent to the proposed Purple Line station and the Transit Center.
- Create a series of interconnected green streets.
- Increase tree canopy.
- Reduce impervious surfaces.

1101 University Boulevard East

Approximate Size: 10 acres (134,425 square feet)

	Existing	Proposed
Land Use	Commercial	Mixed Use
Zoning	C-2 Gen. Commercial (CROZ)	CR Zone (2.5 FAR)
Bldg. Height	15 to 25 feet (single story)	80 feet (seven stories)
Parking	Surface	Structured and on-street

Recommendations

Diversity

- Require affordable housing (MPDUs, workforce housing, and senior housing) in mixed-use development
- Preserve existing local retail and relocate the Post Office to this site
- Develop a daycare center adjacent to transit

Design

- Convey land to provide a civic green (one half to one acre), pedestrian links, and minimum of two pocket parks
- Incorporate public art into civic green and streetscape improvements

Connectivity

- Reclassify Anne, Hammond, Kennewick and Holton as business streets; implement Green Streets concept
- Recommend a private street connecting Kennewick to University Boulevard; implement Green Streets concept and Pedestrian Orientation
- Provide pedestrian paths through the site to improve access to transit
- Implement a Transportation Demand Management program

Environment

- Include green roofs on all parking structures and mixed-use developments
- Require LEED-Gold certification on any proposed development
- Establish a minimum of 25 percent tree canopy on site
- Adhere to stormwater best management practices
- Maximize solar orientation of any proposed development for increased passive energy benefit



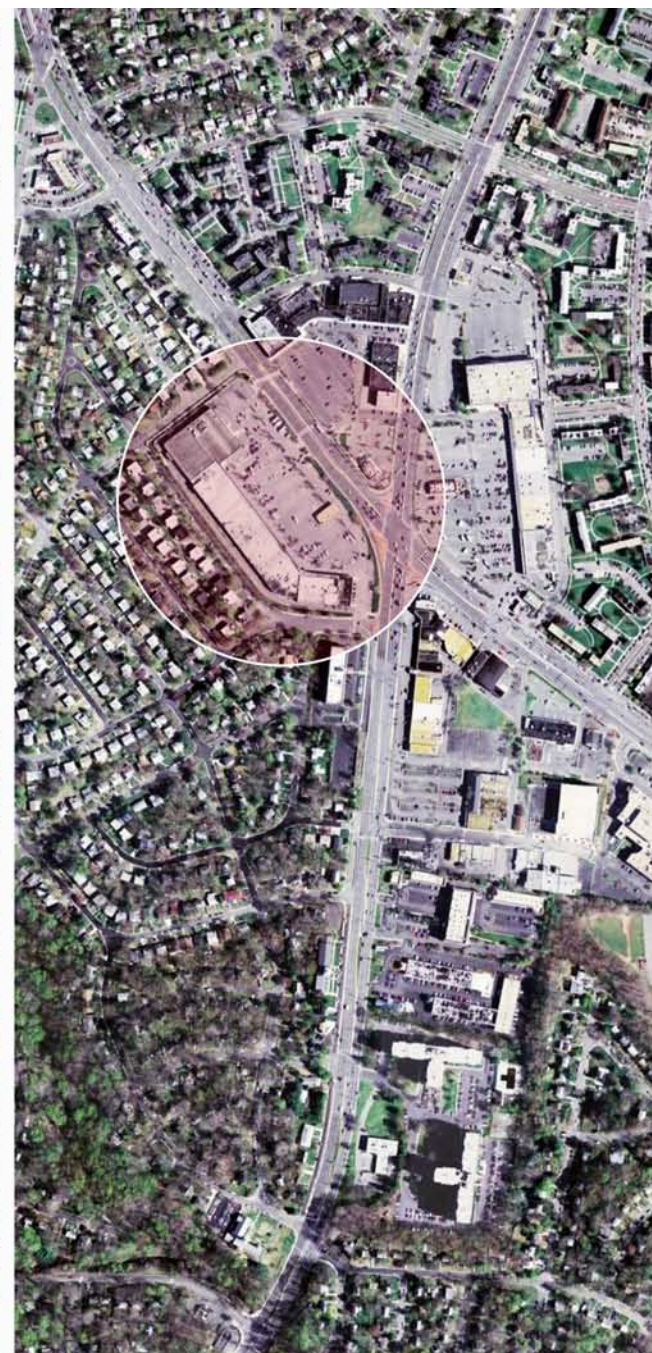
Existing - Site View



Development - Plan View



Development - Aerial View



University Boulevard and New Hampshire Avenue

Approximate Size: 10 acres (141,929 square feet)

	Existing	Proposed
Land Use	Commercial	Mixed Use
Zoning	C-2 Gen. Commercial (CROZ)	CR Zone (2.5 FAR)
Bldg. Height	15 to 25 feet (single story)	80 ft (four to seven stories)
Parking	Surface lots	Structured and on-street

Recommendations

Diversity

- Require affordable housing (MPDUs, workforce housing, and senior housing) in mixed-use development.
- Preserve at least 30 percent of existing local retail currently on the site.
- Convey land to Department of Economic Development for development of Food Science Business Incubator.

Design

- Provide a one-half to one acre Neighborhood Common, pedestrian links, and at least two pocket parks.
- Incorporate public art and a water feature into the Neighborhood Common and streetscape improvements.
- Create a sense of place in the community.

Connectivity

- Build a new business street connecting Holton Lane to University Boulevard; implement Green Streets concept
- Build a new private street connecting proposed business street to New Hampshire Avenue.
- Provide pedestrian paths to improve access to transit.
- Implement a Transportation Demand Management program.

Environment

- Include green roofs on all parking structures and mixed-use developments.
- Require LEED-Gold certification on any proposed development.
- Establish a minimum of 25 percent tree canopy on site.
- Adhere to stormwater best management practices.
- Maximize solar orientation of any proposed development for increased passive energy benefit.
- Provide renewable energy generation on site.



Existing - Site View



Development - Plan View



Development - Aerial View



7676 New Hampshire Avenue

Approximate Size: 1.4 acres (50,256 square feet)

	Existing	Proposed
Land Use	Office Commercial	Mixed Use
Zoning	OM Building Moderate (CROZ)	CR Zone (2.5 FAR)
Bldg. Height	53 feet (four stories)	60 feet (five stories)
Parking	Surface and ancillary lot	Underground Parking

Recommendations

Diversity

- Require workforce housing.
- Preserve 30 percent of existing retail.
- Develop a satellite Suburban Washington Resettlement Center with community meeting facilities.

Design

- Incorporate public art into streetscape improvements.

Connectivity

- Recommend a private street connecting Jackson Road to New Hampshire Avenue; implement Green Streets concept
- Provide pedestrian paths to improve access to transit.

Environment

- Include green roofs on all parking structures and mixed-use developments
- Require LEED-Gold certification on any proposed development
- Establish a minimum of 25 percent tree canopy on site
- Adhere to stormwater best management practices
- Maximize solar orientation of any proposed development for increased passive energy benefit



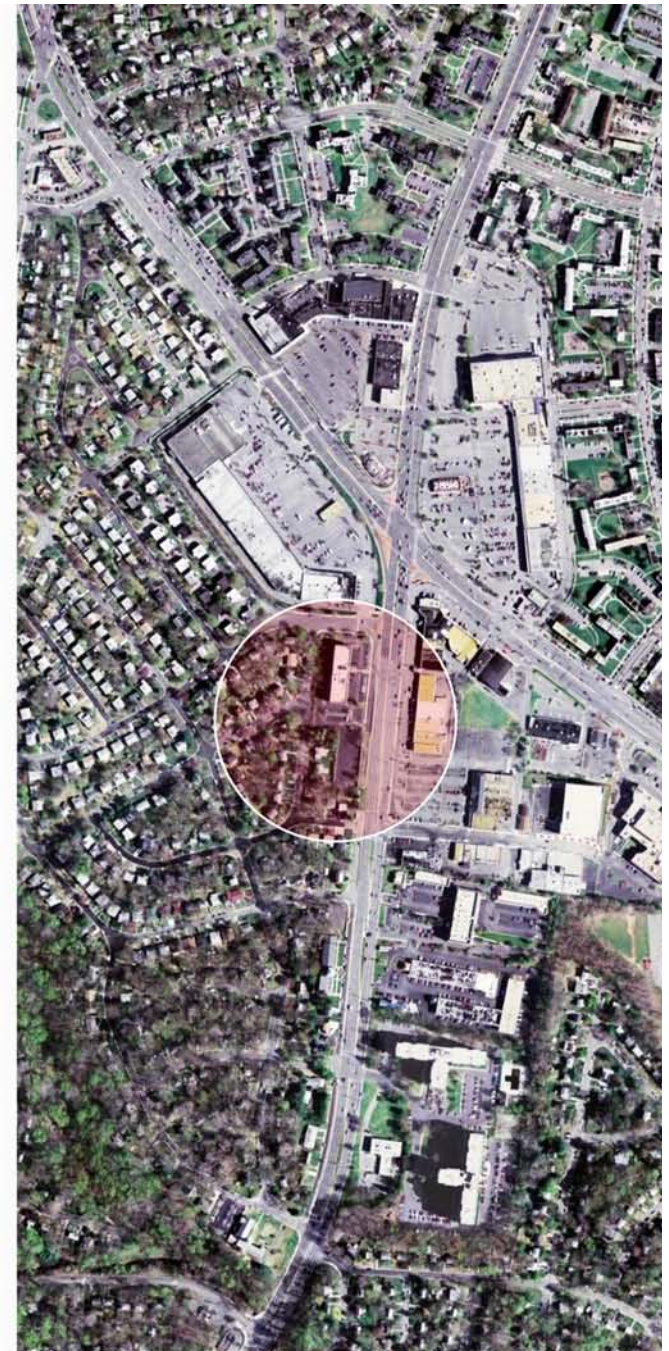
Existing - Site View



Development - Plan View



Development - Aerial View





New Hampshire Avenue Corridor

Corridors can function as multipurpose districts that unify a diverse range of neighborhood uses. High-density projects are more appropriately located along corridors, where transportation capacity is greater.

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 and Erskine Street, which are the primary access points to the abutting to the New Hampshire Gardens single-family community.

Diversity

New Hampshire Avenue: East Side

- Recommend the redevelopment and rezoning of commercial and high density residential properties to mixed use.
- Provide additional MPDUs and workforce housing where appropriate.

New Hampshire Avenue: West Side

- Reconfirm R-60 zoning.
- Maintain the existing residential frontage and institutional uses.

Design

- Construct 15-foot sidewalks with shade trees along New Hampshire Avenue.
- Incorporate public art and open space into the streetscape along New Hampshire Avenue.

Connectivity

- Provide pedestrian paths and improved sidewalk connections adjacent districts and the Transit Center.
- Provide a shared bike facility along New Hampshire Avenue.
- Construct a multi-way boulevard treatment for New Hampshire Avenue.

Environment

- Replace the existing Takoma Park Recreation Center.
- Preserve the existing 50-foot transitional buffer along 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.

7411 New Hampshire Avenue

Approximate Size: 4.9 acres (212,707 square feet)

	Existing	Proposed
Land Use	Service Commercial	Mixed Use
Zoning	C-2 Gen. Commercial (CROZ)	CR Zone (1.8 FAR)
Bldg. Height	40 feet (three stories)	60 feet (five stories)
Parking	Surface lot	Structured and on street parking

Recommendations

Diversity

- Include affordable housing (MPDUs and workforce housing) in proposed mixed-use development.

Design

- Include public art in proposed pocket parks and streetscape.
- Include a minimum of two pocket parks on site.

Connectivity

- Implement Green Street concept on new private roads connecting to Holton Lane and New Hampshire Avenue.
- Introduce retail services on site.
- Provide pedestrian paths to improve access to transit.
- Implement a Transportation Demand Management program.

Environment

- Include green roofs on parking structures and new development.
- Require LEED-Gold certification on any proposed development.
- Establish a minimum of 25 percent tree canopy on site.
- Maintain the existing 50-foot buffer along eastern edge of property at the County line.
- Adhere to stormwater best management practices.
- Maximize solar orientation of any proposed development for increased passive energy benefit.



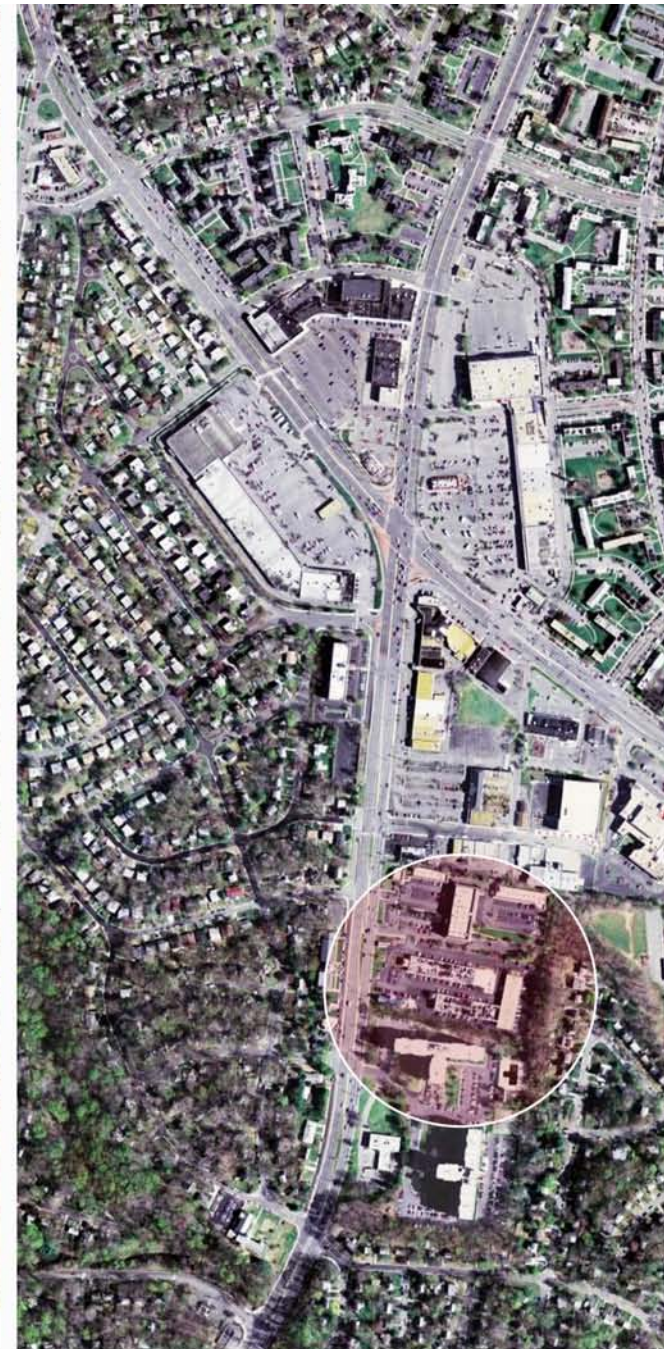
Existing - Site View



Development - Plan View



Development - Aerial View



7405 New Hampshire Avenue

Approximate Size: 5 acres (221,937 square feet)

	Existing	Proposed
Land Use	Retail Commercial	Mixed Use
Zoning	C-2 Gen. Commercial (CROZ)	CR Zone (1.8 FAR)
Bldg. Height	15 to 20 feet (single story)	60 ft (five stories)
Parking	Surface lots	Structured and on-street parking

Recommendations

Diversity

- Include affordable housing (MPDUs and workforce housing)
- Preserve existing retail including Caribbean Market II, which is a regional destination.

Design

- Include public art in proposed pocket parks and streetscape.
- Include a minimum of two pocket parks on site.

Connectivity

- Implement Green Street concept on new private roads connecting to Holton Lane and New Hampshire Avenue.
- Provide pedestrian paths to improve access to transit and to development at 7411 New Hampshire Avenue.
- Implement a Transportation Demand Management program.

Environment

- Include green roofs on all parking structures and mixed-use developments.
- Require LEED-Gold certification on any proposed development.
- Establish a minimum of 25 percent tree canopy on site.
- Adhere to stormwater best management practices.
- Maximize solar orientation of any proposed development for increased passive energy benefit.
- Maintain the existing 50-foot buffer at the property's eastern edge along the County line.



Existing - Site View



Development - Plan View



Development - Aerial View



7333 New Hampshire Avenue

Approximate Size: 5.6 acres (242,629 square feet)

	Existing	Proposed
Land Use	Multifamily	Mixed Use
Zoning	R-10 Multifamily High Density Residential	CR Zone (1.8 FAR)
Bldg. Height	n/a (surface parking lots)	40 feet (three stories)
Parking	Surface lot	Structured and surface parking

Recommendations

Diversity

- Introduce 40-foot high mixed-use liner buildings along New Hampshire Avenue.
- Retain existing high density development
- Replace the Takoma Park Recreation Center with an expanded and updated facility.

Design

- Include public art in the proposed park.

Connectivity

- Introduce neighborhood service and small scale retail on site.
- Designate space for urban agriculture or community gardening site.

Environment

- Acquire land at the entrance to and additional green space for the Takoma Park Recreation Center.
- Preserve the urban forest adjacent to existing Takoma Park Recreation Center.
- Establish a minimum of 25 percent tree canopy on entire site.
- Maintain the existing 50-foot buffer along eastern edge of property at the County line.
- Increase permeable area by "greening" the surface parking lot.
- Include green roofs on parking structures and new developments
- Require LEED-Gold certification on any proposed development.
- Adhere to stormwater best management practices.
- Maximize solar orientation of any proposed development for increased passive energy benefit.



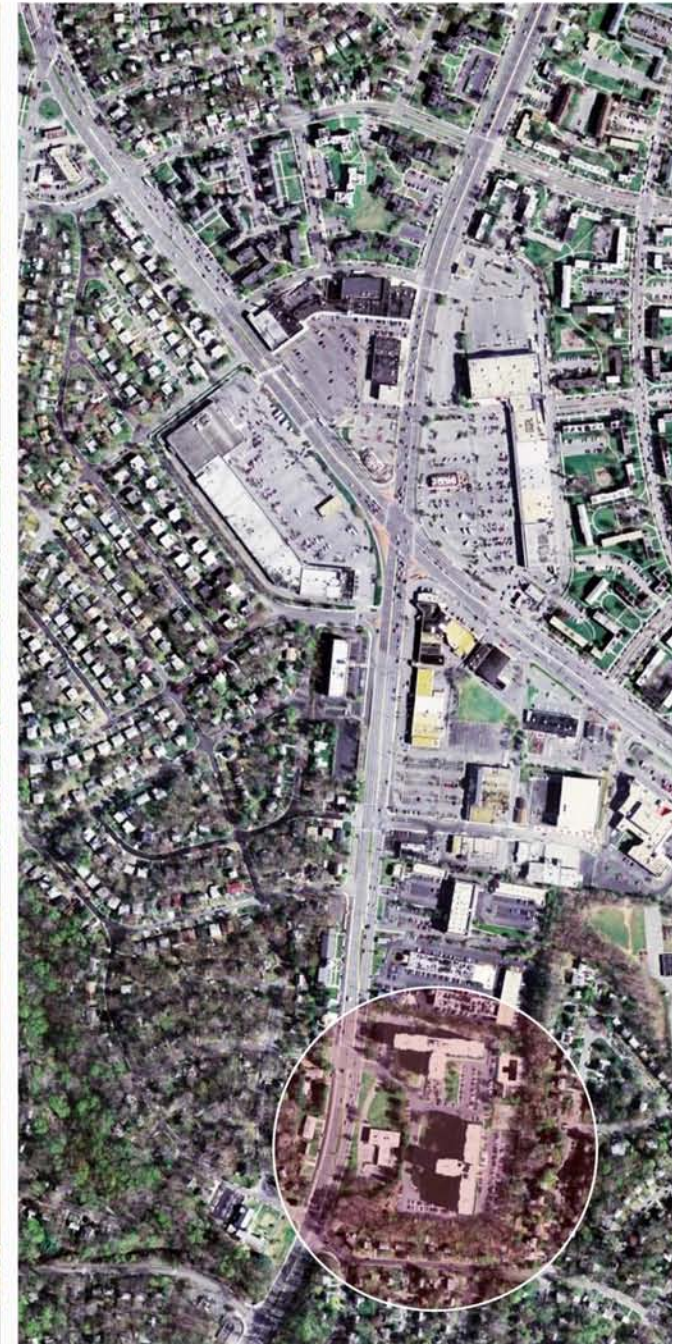
Existing - Site View



Development - Plan View



Development - Aerial View





Varied housing choices exist

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 Business District and this Plan's intent is to preserve this community while also improving walkability. Introducing Green Streets and improved pedestrian connections, sidewalks, trails, and bicycle facilities will improve mobility and encourage the use of alternative modes of transportation (i.e. walking, cycling, etc).

Diversity

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 linking with paths in Prince George's County.

- Single-Family Community
 - Retain and preserve the character of the existing single-family community by confirming the existing R-60 Zone.
 - Restore, maintain, and improve the infrastructure by providing sidewalks, curbs, lighting, landscaping, and other improvements as needed to complete the streets.
 - Provide technical assistance to homeowners.
- Kennewick – Mid Density Residential (transition into Hampshire Gardens)
 - Reconfirm the existing R-30 zoning.
 - Maintain the existing affordable housing that transitions into the single-family community.
- Sligo Creek Parkway
 - Rezone the WSSC properties from O-M to R-60.

Design

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

Connectivity

- Retrofit existing streets to include sidewalks, where appropriate.

Environment

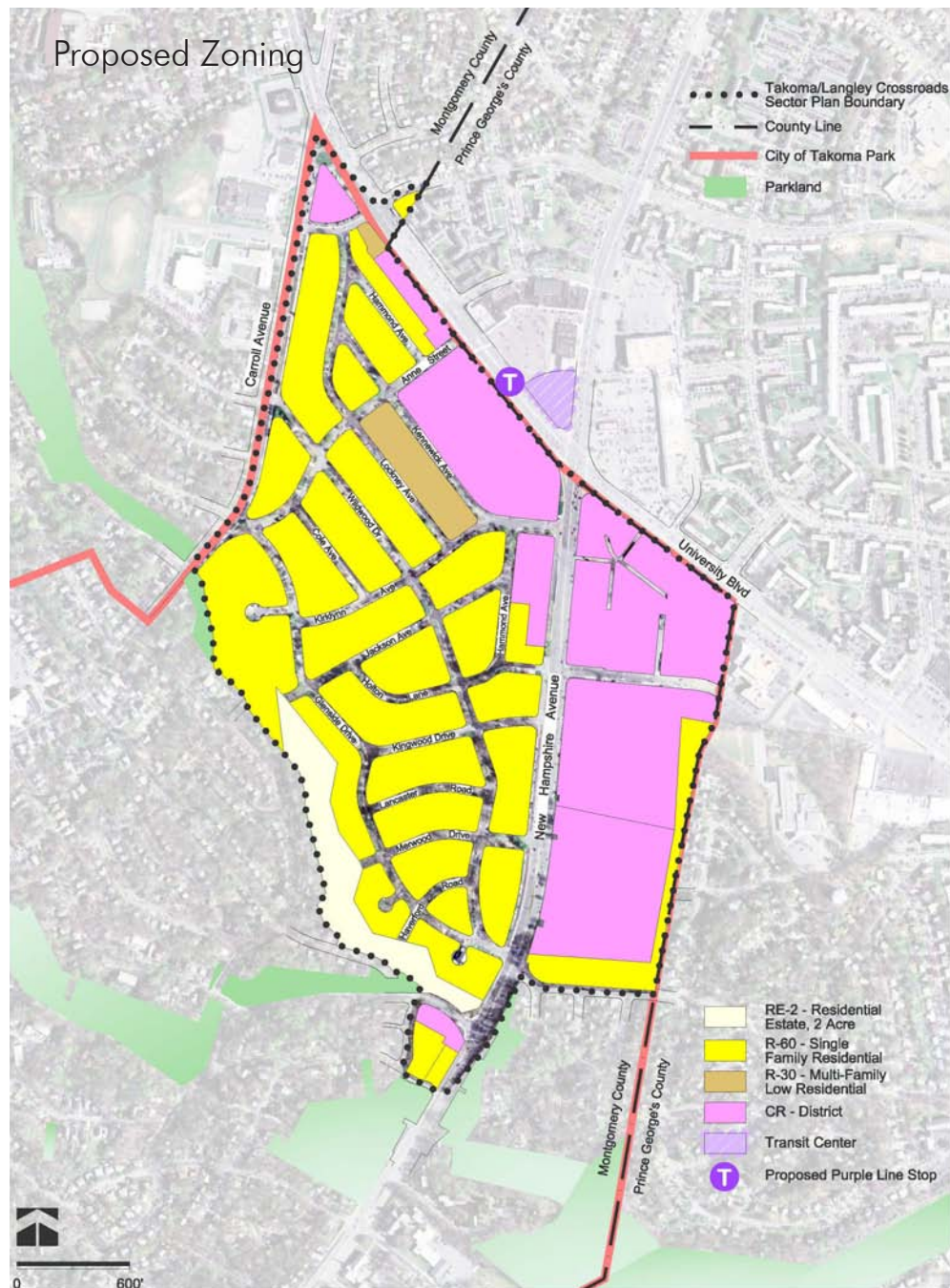
- Establish appropriate connections the Long Branch Stream Valley.
- Encourage and support Montgomery County plans to repair stream damage caused by erosion.
- Sign and mark local trails and bicycle paths, and provide connections to neighborhood parks.

Montgomery County

- Apply the proposed CR District Zoning through an SMA.
- Stage development with the construction of the Purple Line.
- Explore practical area wide travel demand management measures.
- Reduce parking requirements within one half mile of transit facilities.
- Increase homeownership opportunities.
 - Support the partnership between the Habitat for Humanity of Montgomery County (HIH-MC) and the County's Department of Housing and Community Affairs (DHCA) that purchases vacant foreclosed homes, rehabilitate them, and provides approved applicants with an affordable, zero interest, long-term mortgage. HIH-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 creation of a lease-purchase program using Low Income Housing Tax Credits. Partners could include local faith based institutions, Casa of Maryland, 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, life skills, job readiness skills, and academic instruction to assist young adults and Maryland Multicultural Youth Centers, which provide social services, counseling, and education.

Multi-jurisdictional

- Encourage the creation of a social service center to provide assistance to immigrants.
 - Create a center to provide social, educational, and naturalization services to area residents. This facility should be located near transit facilities and could be a partnership of local non-profits, faith based institutions, Casa of Maryland, and the Suburban Washington Resettlement Center.
- Encourage the creation of 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.
- Support the creation of a Bi-County Transportation Management District.
- Support Bi-County expansion of the International Corridor CDC's programs and services.
- Encourage creation of Bi-County Weed and Seed program.
- Explore creation of a Bi-County Parking Lot District.
 - A Takoma/Langley Crossroads parking district could complement reduced parking requirements if enacted together. In general, parking districts allow jurisdictions to manage parking supply and demand on a district-wide basis and typically provide public garages. The parking district would offer developers the benefit of potentially reduced parking costs when enacted in combination with payment in lieu of parking provision. Montgomery County currently has several parking districts in the County's urban nodes, including Silver Spring and Bethesda. The County's Department of Public Works and Transportation manages the Montgomery parking district program.



- The parking district would require the creation of an entity (potentially a multi-jurisdictional) charged with oversight of facility design, construction, operation, and maintenance. In addition to being charged with the construction and operation of pooled parking for the district, the entity may also manage other complementary programs, such as arrangements with car-sharing service providers (and spots designated for shared cars may be reserved in new parking facilities).

Zoning Recommendations

Implementing the Plan's vision is best accomplished with a mixed-use zone. The 2000 Takoma Park Master Plan recommended a commercial revitalization overlay zone that required site plan review. To simplify the development process, this Plan recommends using the Commercial Residential Zone, which includes a community amenity requirement, allows a broad range of uses similar to the CBD zones, and encourages smart growth principles. The CR District establishes zones based on a total allowed floor area ratio (FAR), maximum non-residential (C) FAR, maximum residential (R) FAR, and maximum building height (H).

The CR Zone promotes a mix of commercial and residential uses at varying densities to provide more sustainable development where people can live, work, and find services and amenities while minimizing automobile use. The use of this district is appropriate for any commercial area where development's impact on the environment can be reduced by placing housing closer to jobs and services.

The purposes of the proposed zone are to:

- Implement the goals and objectives of applicable master and sector plans;
- Provide opportunities for the redevelopment of strip malls and surface parking lots with a sustainable mix of uses;
- Reduce dependence on the automobile by providing a mix of uses, including a range of housing opportunities, mobility options, services, and amenities;
- Provide for a range of context-sensitive densities to achieve an appropriate balance of "jobs to housing";
- Provide certainty with regard to maximum density and building height in each zone but flexibility with regard to site design and the mix of uses; and
- Define the facilities and amenities required by private development to support the allowed optional method densities and heights.

The zone's optional methods of development provides for bundles of public amenities that can be provided to earn the maximum allowable density. Based on the proximity to transit, properties within the TLC area will have the benefit of extra density with additional bonuses available for preserving local businesses, providing a range of housing types and additional streetscape, and incorporating community facilities into mixed-use developments.

Moderately Priced Dwelling Units (MPDUs) are required in all residential development in Montgomery County with more than 20 units. In addition, because Takoma/Langley Crossroads is a Transit Station Development Area, workforce housing will also be required.

Public Use Space Requirements of the CR District

The CR Zone, like the TMX and CBD Zones, requires public use space for all development, calculated at 10 percent of the site. Public use spaces may be privately owned but must be accessible to the public. The public use space should be located on site. This Plan assumes that much of the open space system will be obtained through the public use space requirement. If all the commercial and high density residential properties (about 55 acres) were to redevelop under the CR Zone, the public use space requirement could yield approximately 5.5 acres.

Public Facilities and Amenities Requirements of the CR Zone

In addition to public use space, the CR Zone requires optional method projects to provide public facilities and amenities on-site, or contribute an equivalent to an off-site amenity project. In Takoma/Langley Crossroads, creating open space, providing active recreation space, and reconstructing the existing public streets to accommodate pedestrians and street trees are important public facilities and amenities that benefit the entire Plan area.

Amenity fund projects will include:

- Contribution to the acquisition and construction of the civic green.
- Construction of a daycare facility adjacent to the Transit Center.
- Facility plan funding of the design and construction of the civic green by the Department of Parks.
- Facility plan funding of the design and construction of the Recreation Center by the Department of Parks.
- Fund a satellite of the Suburban Washington Resettlement Center (New American Center) with community meeting facility within the Takoma/Langley Crossroads Center.
- Fund the development of a Food Science Incubator within the Crossroads Business District.
- Contribute to the funding of a buffered bike path along University Boulevard.

There may be other projects, 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 – Spring 2011
- Begin Final Design – Fall 2011
- Begin Construction– 2013

MTA 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.

In the Plan, rather than staging, more emphasis has been placed on reducing congestion, providing for through traffic flow and creating alternative modes of transportation.

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.
- Introduce new business streets and private roads.

The normal application of the APFO 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.

Capital Improvement Plan Projects

The infrastructure projects required to create TLC as a mixed-use community should be publicly funded through the CIP. There are other master planned public streets that should be built by private developers. These are identified as such.

Phase	Project Name	Category	Road#	Priority Level	Lead Agency	Coordinating Agency/Group	Cost Est.	Cost Share
	Civic Green	Civic Core			M-NCPPC		TBD	
	Takoma Park Recreation Center	Civic Core			M-NCPPC		TBD	
	Day Care Center	Civic Core				Private	TBD	
	New American Service Center	Civic Core				Private	TBD	
	Buffered Bike Path	Civic Core			M-NCPPC		TBD	
	Food Science Incubator	Civic Core			DED		TBD	

Roadway Facilities Table

Facility & Segment		Master Plan	Proposed	No of	Master Plan	Target	Cross
From	To	Road #	Minimum ROW (ft)	Lanes ¹	Bike #	Speed	Section
Anne Street							
Kennewick Ave	University Blvd	B-2	60	2	--	25	--
Carroll Avenue (MD 195)							
Glenside Dr	University Blvd	A-89	90	2	BL-10	30	--
Hammond Avenue							
Holton La	Kennewick Ave	B-4	60	2	--	25	--
Holton Lane							
Hammond Ave	New Hampshire Ave	B-5	60	2	--	25	--
New Hampshire Ave	Prince George's County Line	B-5	70	2	--	25	--
Kennewick Avenue							
Anne St	New Hampshire Ave	B-3	60	2	--	25	--
Merrimac Drive							
Carroll Ave	University Blvd	B-1	60	2	--	25	--
New Hampshire Avenue (MD 650)							
South Plan Boundary	University Blvd	M-12	150 ²	6-D	DB-7	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-6	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 purposes auxiliary to through travel.

² This assumes accommodating pedestrians within a 15-foot Public Improvement Easement (PIE) on either side of New Hampshire Avenue, outside of the recommended minimum right-of-way and assumes 6 through-lane, multi-way boulevard treatment for New Hampshire Avenue to the north of Merwood Drive.

³ This proposed minimum right of way does not include any additional right of way that may be required to accommodate the Purple Line.

Notes:

1. Refers to the planned through travel lanes, not including turning, parking, acceleration, or other auxiliary lanes.
2. Where the roadway is through Prince George's County, the Prince George's County Sector Plan recommended right-of-way must be provided.
3. The table above identifies target speeds for roadways classified in the master plan, following the guidance in the County Code and recently approved Executive Regulation 31-08.
4. The table designates roads that are part of the County Master Plan of Highways and uses the following classifications as contained in the County Road Code :
 - "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.
 - "P" designates Primary Residential roads, which are residential roads.

Bicycle Facilities Table

Route Number	Bikeway Name	Bikeway Type	Status/Condition	Description
DB-5	University Boulevard Carroll Ave to Prince George's County	Dual Bikeway	Proposed	Shared Use path and signed shared roadway
DB-7	New Hampshire Avenue South Plan boundary to University Boulevard	Dual Bikeway; Shared Use Path and Shared Roadway	Modified Proposal	Provides access to mostly local destination, connects to Sligo Creek Trail, to bikeway along Piney Branch Road and to a proposed shared use path in the District of Columbia; to be implemented as part of streetscape improvements by developers; gaps completed by county
BL-10	Carroll Avenue Glenside Dr to University Boulevard	Bike Lane	Modified Proposal	Major connections to downtown Takoma Park; Metropolitan Branch Trail and Sligo Creek Trail; Takoma Park Master Plan recommended a shared use path
SR-14	Sligo Creek Parkway Plan Boundary to New Hampshire Avenue	Signed Shared Roadway	Proposed	Portions of Sligo Creek already feature a shoulder on one side; at least 4' shoulders should be provided on both sides of entire length of road to improve safety for cyclists and motorists; implantation by M-NCPPC

- Community Outreach
- Demographics
 - Table of Demographic Information
- Bicycle Plan
- Trails Plan
- Transportation Technical Analysis
 - Intersection Analysis (Existing and Green Links Concept)
 - Table of Transportation Improvement Recommendations
 - Mode Share
 - Parking Demand
 - Travel Behavior Assumptions
- Roadway Classifications Table
- 2000 Master Plan Concepts Table
- Environmental Resources Analysis
 - Watersheds and Sub-Watershed Map
 - Stream Valleys and Storm Water Management
 - Enhancement and Mitigation Areas
- Community History
- Public Facilities Analysis
 - Existing Public Facilities (Fire, Police, Schools, Social Service)
 - School Capacity (existing sites) (map)
- Capital Improvement Projects Table
- Parks, Recreation, and Open Space
 - Existing Parks and Open Space Map
- Affordable Housing Analysis
 - Housing Distribution (map)
 - Subsidized Housing Table
 - Rent Control Policy
- Rent Control (Map)
 - Market Analysis Table and Chart
- Economic Development Incentives Toolkit/Table

ELECTED AND APPOINTED OFFICIALS

County Council

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

County Executive

Isiah Leggett

The Maryland-National Capital Park and Planning Commission

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

Commissioners

Montgomery County Planning Board
Royce Hanson, Chairman
John M. Robinson, Vice Chair
Joe Alfandre
Jean B. Cryor
Amy Presley

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

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.

Proposed Public Hearing Draft / June 2009

Takoma/Langley Crossroads

Sector Plan

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

MontgomeryPlanning.org