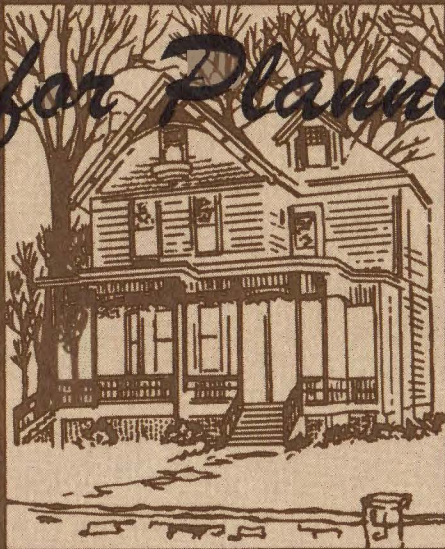


ZO
274
ma
(1963)
c. 2

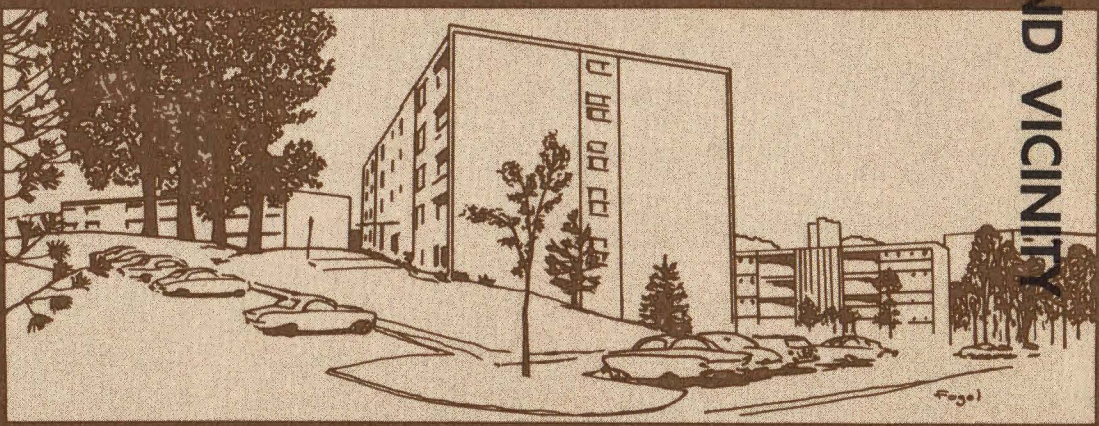
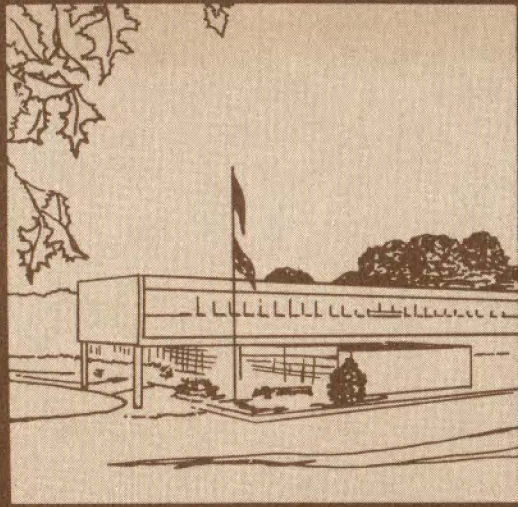
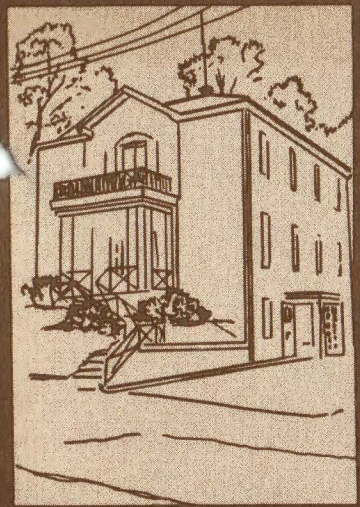
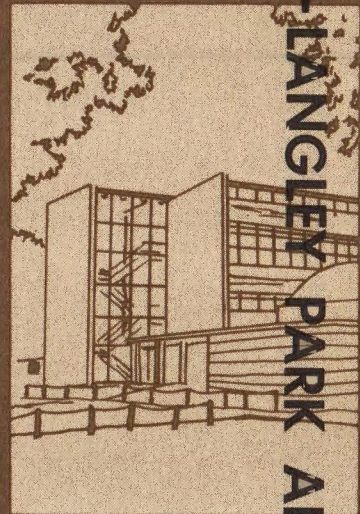
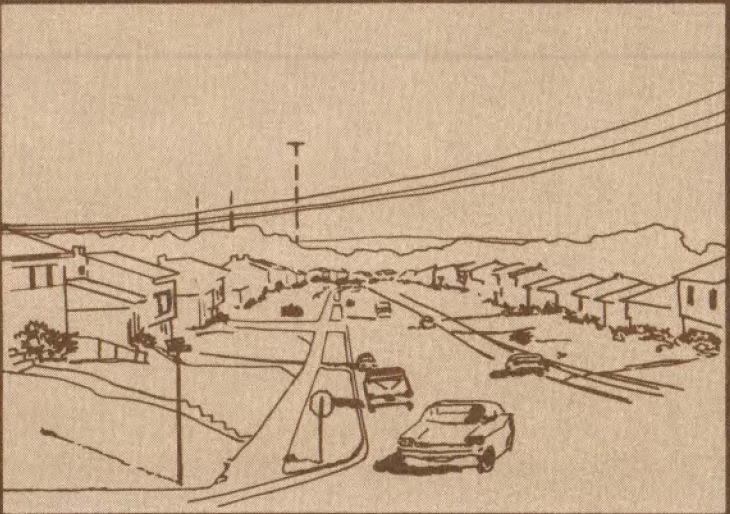
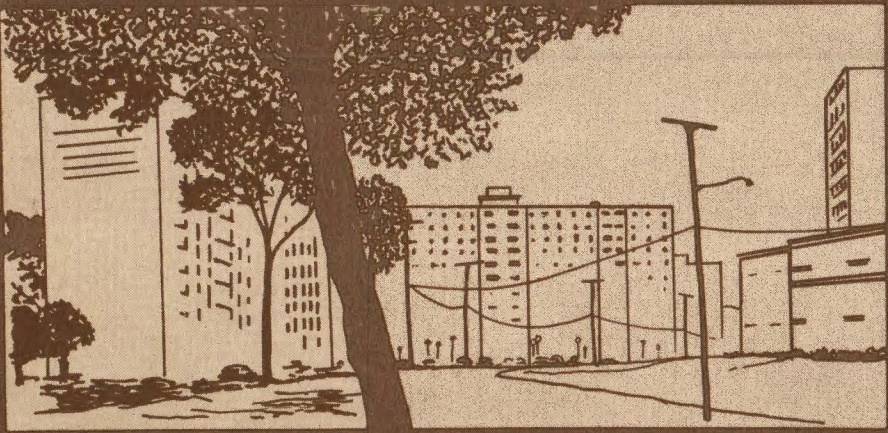
Master Plan for Planning Area Ten



THE MARYLAND—NATIONAL CAPITAL PARK AND PLANNING COMMISSION



TAKOMA PARK—LANGLEY PARK AND VICINITY



Fogel

T H E C O V E R

Reading Left to Right :

F R O N T

1. The Maryland-National Capital Park and Planning Commission, Silver Spring office.
2. Residence, Cedar Avenue.
3. Northwest Branch Park.
4. Apartments, Maple Avenue.
5. Ray Road, looking east.
6. Montgomery Junior College.
7. Takoma Park Municipal Building.
8. Rollingcrest Junior High School.
9. Americana Park Apartments.

B A C K

1. Washington Sanitarium and Hospital.
2. Residence, Takoma Avenue.
3. Playground, Sligo Creek Park.
4. The Maryland-National Capital Park and Planning Commission, Riverdale office.
5. Adelphi Mill.
6. Residence, Takoma Avenue.
7. Residence, Takoma Avenue.
8. Chillum Road, looking west.

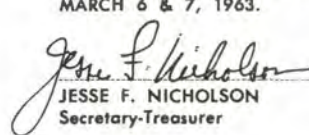
REF
MCPB
63/003

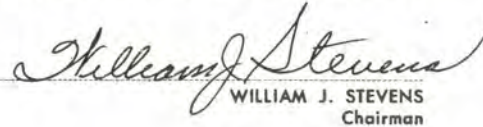
MASTER PLAN OF TAKOMA PARK - LANGLEY PARK PLANNING AREA

Montgomery and Prince George's Counties, Maryland

CERTIFICATE OF ADOPTION

THIS MASTER PLAN FOR TAKOMA PARK - LANGLEY PARK AND VICINITY, PLANNING AREA X, IS A PART OF THE GENERAL PLAN FOR PHYSICAL DEVELOPMENT OF THE MARYLAND - WASHINGTON REGIONAL DISTRICT IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES, ADOPTED PURSUANT TO THE PROVISIONS OF CHAPTER 780, LAWS OF MARYLAND, 1959, AS AMENDED, BY RESOLUTION OF SEPTEMBER 4, 1963 AFTER DULY ADVERTISED PUBLIC HEARINGS HELD ON MARCH 6 & 7, 1963.


JESSE F. NICHOLSON
Secretary-Treasurer


WILLIAM J. STEVENS
Chairman

October 1963

THE MARYLAND - NATIONAL CAPITAL PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland

4811 Riverdale Road
Riverdale, Maryland

Summary of Salient Features

- 1 A Zoning Plan to stabilize neighborhoods which are predominantly single-family residential in character and which may require protection from the encroachment of incompatible land uses.
- 2 A Zoning Plan which is adaptable to existing trends in areas undergoing transition from mixed residential to multi-family residential and one which establishes a firm policy for the orderly continuation of this trend.
- 3 A long-range solution to the improvement of Maryland State Route 410, as a major cross-county highway serving both Montgomery and Prince George's Counties.
- 4 A proposal to establish a new senior high school in the central Chillum area to provide relief for continued overcrowding at both High Point and Northwestern High Schools.
- 5 A transportation plan which includes, in addition to a new radial freeway to Baltimore (FAI-95), a rail rapid transit facility in the median strip with station locations at Chillum, Prince George's Plaza and Adelphi.
- 6 A population change from 84,000 in 1962, to 105,000 in 1980, and to 112,000 by 2000; and an increase in the percentage of apartments from 55% in 1962 to 60% by the Year 2000.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

COMMISSIONERS

William J. Stevens, Chairman
J. Newton Brewer, Jr., Vice-Chairman

Mrs. T. Paul Freeland
Donald E. Gingery
Louis A. Gravelle
Everett R. Jones

John B. Lauer
John L. Pyles
John A. Scheibel
Mrs. Russell Wiltbank

EXECUTIVE COMMITTEE

William J. Stevens, Chairman
J. Newton Brewer, Jr., Vice-Chairman
Jesse F. Nicholson, Executive Director (ex officio)

DEPARTMENT HEADS

John S. Hewins, Acting Director of Planning
John P. Hewitt, Director of Parks
B. Houston McCeney, General Counsel
Jesse F. Nicholson, Secretary-Treasurer
Joshua B. Zatman, Director of Public Relations

TABLE OF CONTENTS

INTRODUCTION	5	
Chapter I	7	
Chapter II	9	
Chapter III	15	
Chapter IV	21	
ILLUSTRATIONS		
Location Map	6	
Statistical Area Map	11	
Highway and Street Classifications Map	20	
TABLES		
Dwelling Unit and Population Summary	10	
Public Schools Serving Planning Area	12	
Highway and Street Classifications	24-25	
ZONING AND STREET AND HIGHWAY PLANS		
University Boulevard and Riggs Road	28-29	
New Hampshire Avenue and East-West Highway	30-31	
East-West Highway, Riggs and Ager Road	32-33	
New Hampshire Avenue and Eastern Avenue	34-35	
Eastern Avenue and Riggs Road	36-37	
Piney Branch Road and Flower Avenue	38-39	
		POCKET MAPS
		Land Use Plan
		Zoning Plan
		East-West Highway Plan

INTRODUCTION

Planning Area X, Takoma Park-Langley Park and Vicinity, is an area that exhibits marked contrasts in the philosophy of development. Here are evident the narrow tree-lined streets and structures of a Victorian era, and the treeless sterility of post World War II mass development; the large single-family home converted to multi-family use and contemporary high rise apartments; modern shopping centers and traces of the corner grocery.

Incorporated in 1890, Takoma Park developed originally around a commuter stop of the Baltimore and Ohio's Blair Station. For many years growth was restricted almost entirely to the municipality. As pressure for development was exerted from within the District of Columbia, the area adjacent to Takoma Park became populated in a process that has resulted in a present population of 84,000 in the Planning Area.

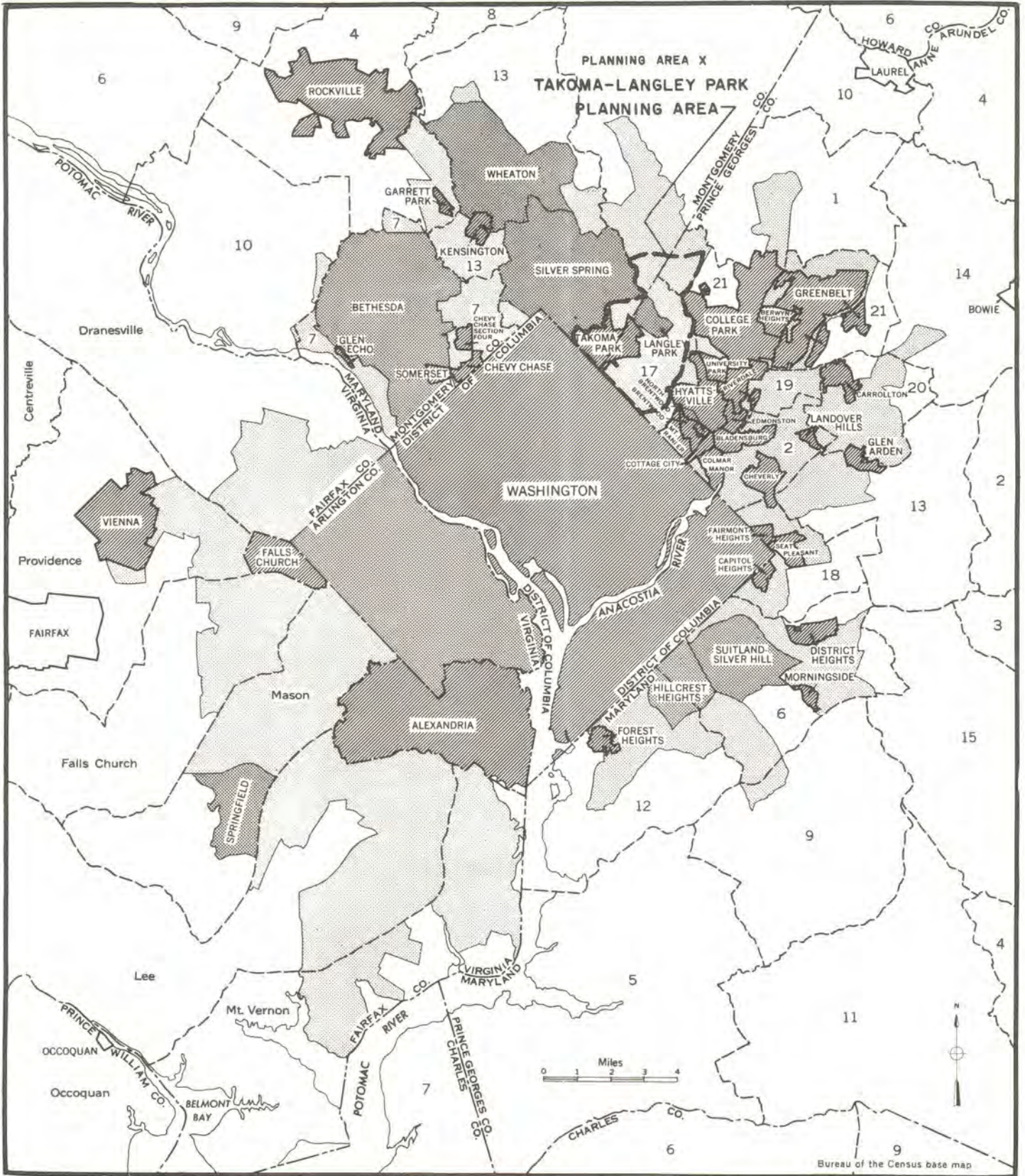
An important role in the growth of Takoma Park must be attributed to the Seventh Day Adventist Church and its associated Washington Missionary College and world-famous Washington Sanitarium.

Takoma Park has kept pace with the times. Responding to a continuing demand for increased public service, the city has

enlarged itself through annexation and has stabilized its tax base by encouraging a greater diversity of land use. This, too, brought problems. Many apartments were built in areas predominantly single-family, and, to complicate matters, many of the old and rambling and quite attractive single-family homes of the earlier era were converted into multi-family use. The result is that today the pattern of residential development within the city is mixed and varied.

Within this setting of the old and the new, there has emerged a complex suburban pattern. Except for the northeastern sector, the area is almost completely developed. The voids, or vacant pockets of land, still remaining in the built-up area are, however, rather critical in terms of their future land use. Since development has stabilized most of the planning area into a closely-knit residential community, it is the primary purpose of this plan to protect these existing residential areas and to determine the extent to which past changes in Takoma Park's complex land use picture should be allowed to continue. The objective of the plan is to propose land uses which are needed, in harmony with existing development, and capable of accepting an anticipated population of 112,000 persons by the year 2000.

WASHINGTON (D.C.-MD.-VA.) URBANIZED AREA



- Incorporated Places
- Unincorporated Urban Places
- Other Unincorporated Area
- State Line
- County Line
- Minor Civil Division Line

Bureau of the Census base map

CHAPTER I

GENERAL DESCRIPTION

Boundaries

Planning Area X comprises 9.5 square miles in both Montgomery and Prince George's Counties. It includes all of the incorporated City of Takoma Park. Its western boundary from the District of Columbia line follows the municipal boundary to Flower Avenue at Piney Branch Road. Thence, the P.A. follows Piney Branch Road to Northwest Branch, then north along the stream to the proposed location of the Capital Beltway. This Circumferential Freeway forms the northern boundary of the study area. On the east the proposed Interstate Route FAI-95 is the planning area boundary, with the exception of the small area bounded by I-95, Adelphi Road and University Boulevard. Again, this section was brought into the planning area because of its westward orientation. The District of Columbia line forms the southern boundary.

Topographic Characteristics

The topography of the area varies considerably from moderately rolling to flat terrain. The highest elevations, ranging up to 330 feet above sea level, are in the western and northern portions of the area. The lowest elevation is about 30 feet above sea level and is in the southeastern portion. Three major streams flow through the area, Northwest Branch, Long Branch and Sligo Creek; the largest being Northwest Branch. These streams are tributary to the larger Anacostia River system, are generally parallel to each other and are in deep, narrow valleys creating

much of the rugged terrain. There are high parallel ridges between these valleys. University Boulevard generally follows the ridge between Northwest Branch and Long Branch; Flower Avenue the ridge between Long Branch and Sligo Creek. These roads along the ridges have relatively flat grades. In sharp contrast, other highways, such as New Hampshire Avenue and Piney Branch Road, cross the ridges and valleys and therefore have somewhat steeper grades.

For the reader who is interested in geology, the fall line is located through the Prince George's County portion of the planning area approximately parallel to, and one mile east of, the Prince George's-Montgomery County line. The fall line is the boundary between the piedmont plateau on the west and the coastal plain on the east. The deep, narrow valleys of Northwest Branch and Sligo Creek terminate at the fall line, and here the stream valleys become very broad. Just east of Riggs Road, the Northwest Branch valley changes from a deep, narrow valley to a wide, relatively flat flood plain. The same sort of change can be observed in the Sligo Creek valley just upstream from East-West Highway. When considering stream valleys and their use as active park and recreation areas, this change in terrain characteristics becomes very important.

Population

In 1962 the population of the planning area was estimated to be approximately 84,000; for 1980, the estimate is 105,000, and for the Year 2000, 112,000 persons. An increasing percentage of the new population will reside in apartments.



CHAPTER II

EXISTING LAND USE

Residential

Mixtures of residential types of land use occur in two distinct forms. In the western portion of the P.A. (primarily Takoma Park) there has occurred over the years an intermixing of single-family; two and three-family, and apartment-type dwellings. Elsewhere, the residential types are mutually exclusive—that is to say, apartment development is fairly well concentrated in large blocks and not freely interspersed with single-family housing. Nevertheless, multi-family development is quite significant and represents more than half of the total dwelling units in the planning area. Of a total of 26,000 dwelling units in 1962, more than 14,000 are classified as apartments. Of the remainder, approximately 10,000 are single-family and 2,000 are two-family units.

Commercial

The existing commercial pattern is typical of the type of development that occurs when zoning is granted in absence of an overall plan. Commercial development is fairly well clustered at intersection locations, though some is scattered along major radial and cross-county highways. Langley Park is the dominant intersectional commercial center location, with others of significance at Riggs Road and University Boulevard, Flower Avenue and Piney Branch Road, and the Allen Center at New Hampshire Avenue and East-West Highway. Strip commercial use is found principally on Carroll Avenue in Takoma Park, New Hampshire Avenue, near the District line and along University Boulevard.

Although some commercial uses have attained their maximum physical expansion, many have vacant land adjacent to them.

This plan will help to stabilize these growing commercial areas, suggest logical boundaries for their maximum extent, and indicate how adjacent land uses can be buffered and thereby protected.

Parks and Recreation

The park system which the Commission has developed over the years is an excellent example of foresight in a rapidly growing area. Under the Capper-Cramton Stream Valley Park Act, passed by Congress in 1930, this Commission has acquired 630 acres of parkland in the stream valleys of Northwest Branch and its tributary, Sligo Creek. Long Branch, a smaller tributary of Sligo Creek, has also been preserved in its natural state as a park area. "Park taking lines" were usually established in such a manner as to prevent encroachment of development onto the side slopes of the flood plains of these streams. Within these parks, recreation centers and community buildings, such as Adelphi Mill, have been preserved to serve the public. In other areas new buildings have been erected.

Other smaller parks and recreation areas, some in conjunction with schools, exist throughout the built-up portion of the P.A. The largest and most notable of these is the Takoma Park Recreation Center, owned by this Commission. In addition, the City of Takoma Park owns and operates eight smaller parks within the municipality. Private community swim clubs are located in Oakview and Adelphi.

Public Schools

Thirty elementary and secondary public schools serve the

TABLE 1
PLANNING AREA X — DWELLING UNIT AND POPULATION SUMMARY
1962 AND ULTIMATE

County	Neighborhood	1962			Units Total	1962 Existing Pop.	Ultimate			Total	Ultimate Pop.
		Existing Dwelling Units					Ultimate Dwelling Units				
		SF	2F	Apts.			SF	2F	Apts.		
Montgomery	1	290	24	21	335	1,012	305	22	21	348	1,062
Montgomery	2	997	304	1,462	2,763	7,654	982	322	2,422	3,726	9,965
Montgomery	3	586	162	2,423	3,171	8,815	537	256	3,119	3,912	10,635
Montgomery	4	147	258	472	877	2,955	138	262	596	996	3,234
Montgomery portion	5	46	—	743	789	2,785	40	—	954	994	3,268
Montgomery	6	756	—	—	756	3,221	832	—	—	832	3,510
Total Montgomery County portion		2,822	748	5,121	8,691	26,442	2,834	862	7,112	10,808	31,674
Prince George's portion	5	—	—	135	135	409	—	—	135	135	409
Prince George's	7	794	54	48	896	3,046	922	52	277	1,251	4,139
Prince George's	8	922	32	953	1,907	5,588	1,017	12	1,445	2,474	7,236
Prince George's	9	656	68	1,481	2,205	7,607	783	70	2,786	3,639	11,602
Prince George's	10	582	62	194	838	3,050	666	98	306	1,070	3,823
Prince George's	11	73	34	983	1,090	4,055	88	34	1,770	1,292	4,607
Prince George's	12	1,222	400	610	2,232	8,415	1,280	400	980	2,660	9,622
Prince George's	13	1,165	86	513	1,764	5,645	1,209	90	1,717	3,016	9,247
Prince George's	14	680	296	3,086	4,062	11,820	840	296	3,336	4,472	13,106
Prince George's	15	567	—	1,269	1,836	5,875	671	—	2,484	3,255	9,949
Prince George's	16	381	—	—	381	1,497	1,341	—	—	1,341	5,241
Prince George's	17	158	96	—	254	904	433	129	—	562	2,105
Total Prince George's County portion		7,200	1,128	9,272	17,600	57,911	9,250	1,181	14,636	25,167	81,086
Entire Planning Area X		10,022	1,876	14,393	26,291	84,353	12,084	2,043	21,748	35,975	112,760

*statistical
area
identification
map*



planning area. Two public school systems are involved, one for each county. Eleven schools are in Montgomery and nineteen in

Prince George's County. The following table gives their location with respect to the planning area.

TABLE 2
PUBLIC SCHOOLS SERVING PLANNING AREA X

Type of School	School Location			
	Montgomery County		Prince George's County	
	Inside P.A.X. ⁴	Outside P.A.X.	Inside P.A.X.	Outside P.A.X.
Elementary	Brookview Broadacres ¹ New Hampshire Estates Rolling Terrace Takoma Park Silver Spring Intermediate	Hillandale East Silver Spring	Cherokee Lane ² Adelphi Langley Park ² McCormick ² Carole Highlands J. Enos Ray Ridgecrest Parkway Lewisdale Ager Road ³ Chillum ³	University Park
Junior High	Takoma Park ³	Eastern	Buck Lodge ³ Rolling Crest	Nicholas Orem
Senior High	(None)	Montgomery Blair	(None)	Northwestern High Point

¹ In addition to serving pupils from Montgomery County, Broadacres Elementary School serves pupils residing in the Prince George's portion of Northwest Park Apartments in Neighborhood 5.

² Langley Park and McCormick Elementary Schools are both located on the same site and together act as one six-grade school (Langley Park serves Grades 1 through 4; McCormick serves Grades 4 through 6).

³ School is located inside of Planning Area X, but part of the pupils enrolled come from outside of Planning Area X.

⁴ P.A.X.—Planning Area X.



MONTGOMERY JUNIOR COLLEGE

Other Facilities

The planning area is well served by cultural, religious and educational facilities. Montgomery Junior College is located in the extreme western corner of the planning area. It is operated by the county public school system.

Columbia Union College (formerly Washington Missionary College) and the Washington Sanitarium and Hospital are owned by the Seventh Day Adventist Church and are located at Flower and Carroll Avenues. This church also has a large site at Carroll Avenue and University Boulevard which, in addition to other

development, includes the Takoma Academy, a parochial high school. There are a number of other uses owned by the Adventists, including two elementary schools, churches and other facilities.

The Roman Catholic Church has extensive holdings at the following locations: between New Hampshire Avenue and Riggs Road, south of Metzert Road (including Regina High School); at the southern end of the planning area a large site including a college, an orphanage, home for the aged, and DeSales Hall; and several others throughout the study area.



CHAPTER III THE LAND USE PLAN (see pocket map)

The plan for future land use lays heavy emphasis on the role of Planning Area X as a dominant residential area. Already this general sector is one of the most densely populated areas in Prince George's County.

This planning area occupies a rather enviable location in the metropolitan complex. Geographically, it is situated in a position which enables it to provide both counties and the District of Columbia with a sizeable labor force, and is in turn serviced by such business concentrations as Silver Spring, Prince George's Plaza and the District's Metro-Center itself.

Under the radial corridor concepts of the General Plan it will form the "base" of a new heavily urbanized corridor oriented along Interstate 95 to Baltimore. Improved radial transportation routes in this northeasterly direction will enhance this planning area as a desirable place to live or work.

Since the residential pattern is reasonably stabilized, it becomes the job of the planner to show how to protect these existing communities. The trouble spots, when viewed with a future use of the land in mind, are land voids—those small, vacant enclaves bypassed in the surge of development.

Single-Family

In terms of acreage, the dominant pattern throughout the P.A. is one of single-family homes. There are 10,022 single-family dwellings in the P.A., ranging from the older on the west to newly-completed subdivisions on the northeast.

The extreme western portion of the P.A., south of East-West Highway and on both sides of Piney Branch Road, is recommended to be retained as a single-family area. Although there are a few scattered apartment dwellings (mostly converted single-

family homes) the dominant use is in single-family residential. This is a fine, stable area with large, well-kept homes and, despite its maturity, stands today as an attractive desirable area in which to live. There are quite a few undeveloped lots throughout the area and it is the strong proposal of this plan that these lots develop in a single-family use.

The area between Carroll Avenue, New Hampshire Avenue, East-West Highway and the District of Columbia line is also a single-family area, and except for fringe uses around its borders, exhibits a preponderance of single-family development. Continued conversions to multi-family use should be stopped, and the vacant areas should develop into single-family homes.

North of Northwest Branch lies most of the vacant land in the planning area. Delays in the installation of sanitary sewer facilities in both Northwest Branch and Paint Branch watersheds have accounted for the retardation of development in this area. Today, however, home construction is moving ahead rapidly. For this area, the plan recommends a decrease in dwelling unit density. Much of the earlier, scattered development took place on larger lots; therefore, a somewhat less dense single-family type of zoning (R-80 and R-R) is recommended here. This larger lot development, along both Adelphi and Riggs Roads, will encourage the development of new communities in keeping with the prestige already established in Adelphi.

Two-Family

Semi-detached and two-family detached dwellings play an important role in the housing types of P.A.X. There are 1,876 d.u.'s of this type, and only a modest "rounding out" increase is anticipated.

This type of land use is found mostly in Takoma Park, along Carroll and Flower Avenues. Although it is intermixed with other types of residential uses, the two-family use as shown on the plan, most nearly reflects existing development in these areas.

Most of the other areas in this type of use are already zoned and built as such and require no further adjustments on the plan.

Multi-Family

Within Planning Area X there is a higher percentage of multi-family development than in any other planning area of the Regional District. The plan endorses some continuation of this trend. The recommendations on the land use plan concerning future apartment areas are based on two principal considerations:

- (1) The extension and adjustment of boundaries of present multi-family development,
- (2) The development of uniform and compatible patterns of apartment construction in mixed use areas where apartments are the predominant use.

Almost without exception the area lying east of a convenient dividing line formed by Long Branch and New Hampshire Avenue, is proposed to be developed as outlined in the first consideration listed above.

Additional apartment development recommended in the Langley Park area, for example, will complete the logical transition of use between existing commercial and single-family areas. On the south side of University Boulevard, between New Hampshire Avenue and Riggs Road, pressures for commercial zoning of this vacant land have been constant. Rather than encourage additional strip commercial use along University Boulevard, which in effect would eventually link the Langley Center to Adelphi, a

distinct "break" in land use patterns is proposed. The terrain is well suited for apartments and the use itself is well insulated from adjacent single-family development. In addition to these factors, an increased population density at this location will be an economic asset both to the Langley Center now and to the Riggs Center as it develops.

Multi-family proposals south of the Co-op Center in the triangle formed by New Hampshire Avenue, East-West Highway and the power line, represent extension of existing land use and a recognition of the economic potential of existing vacant land fronting on New Hampshire Avenue. Here again, the lack of recognition of this high value land and its strategic location might have forced a merger of the two commercial areas along New Hampshire Avenue, one at Eastern Avenue and the other at East-West Highway. Multi-family use, therefore, is deemed an appropriate transition.

Between Kansas Avenue extension and New Hampshire Avenue additional apartment use is proposed. Existing land use in this area is unstable. Not only is there a junk yard and commercial activity here, but also some residential blight is apparent in a few substandard dwellings. The new Kansas Avenue, as an arterial road, will serve as an important addition to the circulation system in this area. In addition, this road forms a logical boundary between the proposed apartment area and single-family to the west. The granting of apartment zoning for this tract should provide a real incentive for rebuilding.

Apartment zoning on a large unused tract of land at the southeast quadrant of the Chillum-Riggs Road intersection, abutting Eastern Avenue, and flanked by a newly acquired park on the east, complements higher densities immediately across Eastern Avenue in the District of Columbia. The abandonment of existing streets in this tract will permit an internal circulation system oriented to Eastern Avenue.

Conversion Areas (Multi-Family)

West of New Hampshire Avenue and Long Branch the pattern of existing apartment development is strikingly different from that in the remainder of the P.A. Apart from some recent, modern apartment development, most of the existing multi-family use has occurred through the years as a process of conversion. Homes, which formerly were one-family residences, have been converted into three and four-family structures, some with and some without the benefit of zoning.

Based on the trend established by these conversions, large consolidated multi-family areas are proposed along Carroll, Maple and Flower Avenues. Small enclaves of high-quality, single-family development should remain and the plan so recommends their continuation. Where two-family use predominated over multi-family use, in a structure by structure basis, the two-family use is proposed. A revitalization of "downtown" Takoma Park along Carroll Avenue would be encouraged by this introduction of higher densities in close proximity to the business area.

Commercial Land Use

Most of the commercial complexes in the Takoma-Langley area have developed as the "shopping center" type. With the exception of Langley Park, commercial activity is the neighborhood class of center. At Langley Park, however, the center has assumed regional significance by the presence of a major department store. However, it is not truly regional since all four quadrants of the intersection have diversified and uncoordinated commercial development. Each quadrant has a fairly complete range of retail commercial uses, so complete that each section is almost a neighborhood center in itself; in fact stores of the same chain occur in opposite quadrants.

This existing condition has brought on many related prob-

lems. In addition to an extremely busy intersection, there is much vehicular movement from one quadrant to another, crossing at the median breaks where they are available, and in their absence, using other circuitous routes.

Fortunately the center is nearly fully developed. Within the west, north and east quadrants, the plan proposes no change. Extending south on the east side of New Hampshire Avenue, the plan does propose an extension to the commercial area. This new commercial area will be properly screened and buffered from adjacent single-family uses proposed to the south and west. The land use plan illustrates this intent.

Apartment zoning on the currently zoned commercial tract on the south side of University Boulevard, between the Langley Center and Riggs Road, will serve two purposes: (1) provide a relief from commercial strip zoning, and (2) provide a well-buffered population concentration that will enhance and stimulate existing commercial activity.

General commercial zoning (C-2) will permit a greater flexibility in the development of commercial services in the Langley and Riggs centers.

Commercial office zoning (C-O) has been expanded in several locations: (1) New Hampshire Avenue and Sligo Creek Parkway, (2) within the Flower Avenue center at Piney Branch Road, (3) the eastern terminus of Holton Lane (P-13) in the southeast quadrant of the Langley Center, and (4) on both sides of New Hampshire Avenue, south of Ray Road.

Schools

Montgomery Junior College occupies only one block in the westernmost corner of the planning area. There is a possibility that the campus will be expanded in the future, in spite of the second junior college under construction north of Rockville. Its down-county location makes it convenient for many—especially

part-time working students. A logical direction for expansion would be the block northeast of New York Avenue. This would make possible the closing of New York Avenue. Off-street parking is badly needed here.

Public senior high school students in the Prince George's portion of the Planning Area attend either High Point or Northwestern High Schools, neither of which are in the Planning Area. Despite the fact that both schools have increased their respective capacities by 600 students, an over capacity of some 400 students is evident in the 1963 enrollment.

	Northwestern	High Point
Enrollment	2,635	2,256
Capacity	2,350	2,125
Overcrowding	285	131

Enrollment projections indicate that the overcrowded conditions at these two schools are going to become even more severe in the coming years. The results of a study in March 1962* indicated that ". . . sufficient data have been collected to indicate that consideration should be given to acquiring a senior high school site to the west of the proposed Route I-95. One site that might be considered is the vacant land adjacent to Rollingcrest Junior High School."

The staff of the Board of Education has been considering other solutions for some time and they made their proposals in their recent publication, "The Current School Building Program, 1962." They have proposed the construction of a new 1,000-capacity senior high school in the Kenilworth Avenue area (East College Park) plus 600-capacity additions (now under construction) at both High Point and Northwestern.

The Plan indicates by symbol a senior high school adjacent to the Rollingcrest Junior High on Sargent Road. It is believed that this facility will be needed within five years.

* "A Study of Possible Solutions to the Present and Future Overcrowding of the Northwestern and High Point High Schools," dated March 1, 1962.

Parks

To supplement the stream valley park program, the plan proposes some protective measures to assure the retention of this valuable parkland.

As parkland is needed for the right-of-way of FAI-95, provision should be made to replace this land with new parkland at the expense of the Maryland State Roads Commission. This replacement parkland should be in the same general area and suitable for park development. The plan indicates some such areas:

1. The vacant land north and east of Lewisdale Elementary School should be acquired by the Maryland-National Capital Park and Planning Commission and added to the park system. (Indirectly relief would be provided in another area, as well. Lewisdale School, already overcrowded, would receive more enrollment if these vacant areas were developed into housing.)
2. In Neighborhood 17, the low-lying area between FAI-95 and Cool Spring Road as shown on the Land Use Plan map.
3. Stream valley land located along a tributary of Northwest Branch just west of Adelphi Elementary School should be added to the park system.
4. Vacant land in the triangle formed by the power line, FAI-95 and Northwest Branch. After the construction of Route 95, this land will be inaccessible except by crossing the power line right-of-way.

Constant vigilance is needed to protect one of our most beautiful and scenic areas, Sligo Creek Park. When the relief sewer is installed, great care should be exercised to make certain natural terrain is undisturbed. Even though Sligo Creek Parkway is designated a primary road on the plan, only a minimum amount of road improvement (especially widening and alignment) should



SLIGO CREEK PARK

be permitted. Adherence to strict engineering standards would cause undue damage to this most attractive park.

Local parks occur throughout the area. Many are owned by the City of Takoma Park and are heavily used. The rest of the local parks are owned and operated by the Maryland-National Capital Park and Planning Commission. As densities increase and population grows, greater demands occur for local recreation, both active and passive. In anticipation of this, at least two large, new local parks are indicated in the plan. They are:

1. The large vacant area east of the power line and extending along Takoma Park Branch north from Ray Road. It is proposed for use both by the single-family residents and by the apartment residents west of the power line.

2. A recently acquired vacant area just north of the proposed Cherokee Road Elementary School to serve that area east of Riggs Road.

Other Facilities

This plan also provides for a youth center to serve the Langley Park area, on the east side of New Hampshire Avenue, south of the commercial area.

Studies on Public Health facilities, now in process by this Commission, indicate the need for a Public Health Clinic in the Prince George's portion of the planning area. Since the study is not yet completed, possible sites have not been indicated on this plan.

CHAPTER IV THE TRANSPORTATION PLAN

In an area which is to be as highly urbanized as P.A.X., a complete network of roads of all classifications is required. Fortunately most of the road system is in place and minor improvements are needed. A few critical construction projects should be noted. They are:

1. The extension of the Woodbury Avenue-Takoma Avenue alignment southeasterly from Piney Branch Road to join Eastern Avenue at Laurel Avenue in Takoma Park. Adequate widening is impossible in a few places and in order to accommodate traffic, parking would have to be restricted. (A-8)
2. The through connection of Adelphi Road to provide for free-flowing traffic between University Boulevard and New Hampshire Avenue. (M-4)
3. The extension of Kansas Avenue from D. C. Line to New Hampshire Avenue (discussed later). (A-9)
4. East-West Highway between Maple and Carroll Avenues. (M-6)
5. The extension of Avenel Road to Mt. Pisgah Road. (P-8).
6. The extension of Muskogee Street to connect with Buck Lodge Road. (P-9 to P-10)
7. The extension of Holton Lane to a connection with 15th Avenue on University Blvd. (P-13)

Highway Plan

The existing and proposed streets and highways for the Takoma-Langley Park area have been placed in four classifications: freeways, major highways, arterial highways and primary streets. The table on page 24-25 shows the manner in which the

various highways and streets have been classified according to the standards of construction recommended by the Park and Planning Commission.

Freeways

All the freeways in the planning area have been proposed by the Commission's Master Plan of Highways or by the State Roads Commission. No additions to this pattern in the planning area are recommended except the possible addition of the north-central corridor through Silver Spring, which may be located through the western portion of this plan. However, since the planning of this freeway is not yet sufficiently advanced, the freeway is not shown on this master plan.

These freeways, which also serve in part as boundaries of the planning area, are the Capital Beltway and Federal Aid Interstate Route 95 (FAI-95). The section of the Capital Beltway which is shown on the plan is under construction by the State Roads Commission. The portion of FAI-95 shown on the plan forms the eastern boundary of the planning area. Construction of this freeway is not scheduled in the 5-Year Program of the State Roads Commission.

Major Highways

There are six highways in the planning area which are proposed for improvement as major highways. The most extensive major highway project in P.A.X. will be the improvement of East-West Highway (Rte. 410) from the western planning area boundary to New Hampshire Avenue. This highway (named Phila-

delphia Avenue and Ethan Allen Avenue) traverses both Montgomery and Prince George's Counties. It is a major highway characterized by insufficient width, by outmoded highway geometrics and out-of-date design standards; yet it is required to carry extremely high traffic volumes. Its limits are Wisconsin Avenue to the west and John Hanson Highway to the east.

The improvement of Philadelphia Avenue will involve the construction of 1.8 miles of two 36-foot lanes, with a 16-foot median strip within a 120-foot right-of-way. Improvement of alignment and grades, in addition to channelized intersections at major street crossings, is also indicated. No substantial improvement through widening is possible without the taking of homes along one side or the other. There are 118 residential structures, one commercial building and two gas stations falling within the "taking" area of the right-of-way. The proposed alignment was designed giving due attention to the condition and value of homes and present and future land use.

As designed, Philadelphia Avenue can be built in two stages (pocket map). The initial stage provides one 36-foot pavement and the ultimate stage adds an additional 36-foot section, plus the 16-foot median. In the initial stage, few homes are directly affected. In areas where widening will necessitate considerable damage, the existing narrow pavement will remain as part of the proposal. The taking of three homes in the initial stage occurs at Philadelphia and Carroll Avenues (at the firehouse), where a 400-foot radius is proposed to improve the alignment and intersection. This change is urgently needed to eliminate a congested and hazardous situation.

With the completion of the initial stage, the adjoining property owners within the taking areas will have a considerable interval of time to plan for the future. In addition, further uses of the adjacent property would follow a course pre-established by the anticipated ultimate stage of construction. Parcels of lots may be

assembled for apartment or commercial use. Houses can be moved intact to limits beyond the future right-of-way (or elsewhere), lot size permitting. Thinning out houses to lesser density can be accomplished. Parking lots or other public uses of the land can be planned.

Riggs Road is a major radial highway which is currently reconstructed as a dual highway from the District of Columbia boundary to University Boulevard. North of University Boulevard, the land use plan shows a proposal to extend Riggs Road on a new right-of-way to a wide alignment already dedicated and known as New Riggs Road. This new Riggs Road alignment extends northeasterly into a proposed interchange with FAI-95.

Piney Branch Road and Adelphi Road are two other major highways indicated on the Master Plan for needed improvement. For the latter, a new alignment is necessary to make the road continuous from Riggs Road northwesterly to New Hampshire Avenue.

Arterial Streets

The extension of Kansas Avenue from Eastern Avenue to New Hampshire Avenue is the only arterial street involving new construction.

All of the remaining arterial streets follow existing roadways. Widening of rights-of-way and roadway construction, however, along most of these arterial streets will be necessary.

Primary Streets

Twenty-seven streets have been designated as Primaries in the Plan (P-1 to P-27) and, with several exceptions, these streets follow existing rights-of-way.

New construction will be required by:

- P- 8—The extension of Avenel Road westward from the County line to Mt. Pisgah Road.
- P- 9—The extension of Muskogee Street, curving to an extension of Buck Lodge Road (P-10).
- P-10—The extension of Buck Lodge Road beyond Board of Education property to a connection with Muskogee Street (P-9).
- P-13—The extension of Holton Lane eastward to an intersection with University Boulevard opposite 15th Avenue (P-12).

The Rapid Transit Plan

As previously mentioned, P.A.X. forms the urbanized base of a "development corridor" radiating outward from the District of Columbia toward Baltimore. Interstate I-95 will be the backbone of this corridor.

Within the median strip of this freeway, a rail rapid transit system, connecting with a future downtown subway system, will serve suburban Maryland residents who will live in the corridor or adjacent to it.

Such a system will be constructed in stages. That is, those station stops closest to the District may temporarily be designated as turn-around terminals. Later, as the system penetrates deeper into the suburbs, these temporary terminals will revert to permanent station stops.

The land use plan recommends three rapid transit stations along FAI-95. These proposals are, for all practical purposes, identical with those of the National Capital Transportation Agency with regard to location. The three stations are located as follows:

1. An area bounded by I-95 on the west, Northwest Branch on the south and the west end of Hamilton Street on the east. This station and its related park-

ing facilities should be designed for both walk-in transit users and park-and-ride users. Direct ingress and egress to the station area from I-95 is proposed on the plan.

2. A station, west of Prince George's Plaza, approximately 2,500 feet north of the intersection of East-West Highway and I-95. This station should have facilities oriented primarily toward a walk-in population from the surrounding high-density apartment areas. Pedestrian access to the station would be provided from both sides of I-95 along Dean Drive.
3. A park-and-ride station near the intersection of existing Metzert Road and I-95. The abundance of vacant land here, predominantly in the ownership of the University of Maryland, provides ample space for the design of an adequate parking area. Ingress and egress to the parking area should be provided both from Metzert Road and Adelphi Road.

As the I-95 corridor develops in accordance with the General Plan, a transit station outside P.A.X. is proposed at the future East Fairland corridor city along I-95.

A feeder express bus network will be utilized to supplement rail facilities to transport transit riders who reside beyond normal walking distances from station locations.

Commuter Trains Along the B & O Railroad

The metropolitan line of the B & O Railroad passes across the extreme western end of the planning area. An improved transit stop is recommended in the immediate vicinity of the present Blair Station, which is located in the District of Columbia, outside the study area.

However, certain features of the plan are affected by this

TABLE 3
HIGHWAY AND STREET CLASSIFICATIONS

	NAME	LIMITS	MILES	R/W	RECOMMENDED PAVING WIDTH
FREEWAYS					
F-1	CAPITAL BELTWAY	NORTHWEST BRANCH TO I-95	2.50	300'	6 LANE DIVIDED
F-2	I-95	CAPITAL BELTWAY TO DIST. OF COL. (EASTERN AVE.)	5.50	300'	6 LANE DIVIDED
MAJOR HIGHWAYS					
M-1	ST. RTE. 320 PINEY BRANCH RD.	DIST. OF COL. LINE TO ST. RTE. 650 NEW HAMPSHIRE AVE.	2.75	VARIES 100' to 120'	4-6 LANE DIVIDED
M-2	ST. RTE. 650 NEW HAMPSHIRE AVE.	DIST. OF COL. LINE TO CAPITAL BELTWAY	4.00	120'	6 LANE DIVIDED
M-3	ST. RTE. 212 RIGGS RD.	DIST. OF COL. TO NORTHWEST BRANCH	2.75	120'	6 LANE DIVIDED
M-4	ADELPHI RD.	NEW HAMPSIRE AVE. TO UNIVERSITY BOULEVARD	2.00	120'	6 LANE DIVIDED
M-5	ST. RTE. 193 UNIVERSITY BLVD.	PINEY BRANCH RD. TO ADELPHI RD.	2.75	120'	6 LANE DIVIDED
M-6	ST. RTE. 410 PHILA. AVE., ETHAN ALLEN AVE. EAST-WEST HWY.	CHICAGO AVE. TO I-95	3.25	120'	6 LANE DIVIDED
M-7	AGER RD.	EAST-WEST HWY. TO QUEENS CHAPEL RD.	1.30	120'	6 LANE DIVIDED
SECONDARY HIGHWAYS (ARTERIAL)					
A-1	NEW RELOCATED METZEROTT RD.	ADELPHI RD. TO I-95	0.50	80'	44' MINIMUM
A-2	METZEROTT RD.	NEW HAMPSHIRE AVE. TO .07 MI. S. OF ADELPHI RD.	1.00	80'	44' MINIMUM
A-3	ST. RTE. 212 RIGGS RD.	NORTHWEST BRANCH TO CAPITAL BELTWAY	2.00	80'	44' MINIMUM
A-4	ST. RTE. 787 FLOWER AVE.	PINEY BRANCH RD. TO CARROLL AVE.	1.00	80'	44' MINIMUM
A-5	ST. RTE. 195 CARROLL AVE.	DIST. OF COL. LINE TO UNIVERSITY BOULEVARD	1.50	80'	44' MINIMUM
A-6	LAUREL AVE.	DIST. OF COL. LINE TO CARROLL AVE.	0.10	80'	44' MINIMUM
A-7	TAKOMA AVE.	DIST. OF COL. LINE TO BOSTON AVE.	0.50	70'	36' MINIMUM
A-8	WOODBURY DR. & TAKOMA AVE.	CHICAGO AVE. TO PINEY BRANCH RD.	1.00	80'	44' MINIMUM
A-9	KANSAS AVE. EXT.	DIST. OF COL. LINE TO NEW HAMPSHIRE AVE.	0.50	80'	44' MINIMUM
A-10	ST. RTE. 501 CHILLUM RD.	D.C. LINE TO I-95	2.00	80'	44' MINIMUM
A-11	ST. RTE. 211 SARGENT RD.	D.C. LINE TO RIGGS RD.	1.25	80'	44' MINIMUM
A-12	HAMILTON ST.	AGER RD. TO RAPID TRANSIT STA.	0.11	80'	44' MINIMUM

PRIMARY RESIDENTIAL STREETS

P-1	MERRIMAC DR.	UNIVERSITY BOULEVARD TO RIGGS RD.	1.00	70'	36' MINIMUM
P-2	SLIGO CREEK PARKWAY	PINEY BRANCH RD. TO NEW HAMPSHIRE AVE.		VARIES	24' PARK ROAD
P-3	MAPLE AVE.	ST. RTE. 410 PHILADELPHIA AVE. TO FLOWER AVE.	1.50	70'	36' MINIMUM
P-4	RAY ROAD	NEW HAMPSHIRE AVE. TO RIGGS RD.	0.75	70'	36' MINIMUM
P-5	OAKVIEW DR.	NEW HAMPSHIRE AVE. TO BROOKVIEW PLAYGROUND	0.66	70'	36' MINIMUM
P-6	BRADDOCK RD.	DILSTON RD. TO STATESIDE DR. EXT.	0.51	70'	36' MINIMUM
P-7	DILSTON RD.	BRADDOCK RD. TO OAKVIEW DR.	0.43	70'	36' MINIMUM
P-8		NEW HAMPSHIRE AVE. TO RIGGS RD.	0.79	70'	36' MINIMUM
P-9	MUSKOGEE ST. - LAGUNA RD.	RIGGS RD. TO BUCKLODGE RD.	0.75	70'	36' MINIMUM
P-10	BUCKLODGE RD.	RIGGS RD. TO LAGUNA RD.	0.63	70'	36' MINIMUM
P-11	TAHONA DR. - 12th AVE. - RUATAN ST.	NEW HAMPSHIRE AVE. TO MERRIMAC DR.	0.61	70'	36' MINIMUM
P-12	QUEBEC ST.	15th AVE. TO .02 MI. NORTH OF RUATAN ST.	0.57	70'	36' MINIMUM
P-13	15th AVE. - HOLTON LANE	.07 MILES N. OF 14th TO NEW HAMPSHIRE AVE. QUEBEC ST. TO MERRIMAC DR.	0.78	70'	36' MINIMUM
P-14	CARROLL AVE.	PINEY BRANCH RD. TO UNIVERSITY BLVD.	0.40	70'	36' MINIMUM
P-15	BARRON ST. - DORMER AVE.	PINEY BRANCH RD. TO GARLAND AVE.	0.24	70'	36' MINIMUM
P-16	GARLAND AVE.	PINEY BRANCH RD. TO CARROLL AVE.	0.94	70'	36' MINIMUM
P-17	FLOWER AVE.	CARROLL AVE. TO SLIGO CREEK PARKWAY	0.40	70'	36' MINIMUM
P-18	ERSKINE ST.	NEW HAMPSHIRE AVE. TO RIGGS RD.	0.61	70'	36' MINIMUM
P-19	15th AVE. - HANNON ST.	ERSKINE ST. TO .03 MI. EAST OF ELSON ST.	0.35	70'	36' MINIMUM
P-20	RIGGS RD.	NEW RIGGS RD. TO .05 MI. SOUTH OF JASMINE TERR.	0.48	70'	36' MINIMUM
P-21	23rd AVE.	UNIVERSITY BLVD. TO AGER RD.	1.24	70'	36' MINIMUM
P-22	BEECHWOOD RD.	RIGGS RD. TO 23rd AVE.	0.51	70'	36' MINIMUM
P-23	GUMWOOD DR.	I-95 TO .06 MI. SOUTH OF ROSEMARY LANE	0.28	70'	36' MINIMUM
P-24	LASALLE RD. - CARLSON CIRCLE	CHILLUM RD. TO EASTERN AVE.	0.55	70'	36' MINIMUM
P-25	RAY RD. - 16th AVE.	SARGENT RD. TO CHILLUM RD.	0.82	70'	36' MINIMUM
P-26	KNOLLBROOK DR. - TALBERT LA.	RAY RD. TO CHILLUM RD.	0.53	70'	36' MINIMUM
P-27	SHERIDAN ST.	NEW HAMPSHIRE AVE. TO KNOLLBROOK DR.	0.17	70'	36' MINIMUM

proposal. Roads leading to the parking facilities, which will be needed in conjunction with the station, require further study. Until the actual site for the station is selected, no detailed planning can be done. Some observations can be made, however. Five important roads serve the area: Piney Branch Road, Cedar Street, Carroll Avenue, Eastern Avenue and Laurel Avenue. Access to the station area from these roads suggests that the widening of Carroll Avenue, at least to arterial standards (80-

foot right-of-way) will be needed. The role of Cedar Street as an important link connecting Eastern Avenue with Piney Branch Road needs further analysis.

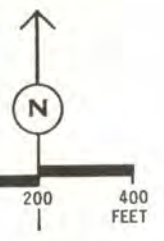
The Blair Station should provide an attraction for potential transit users residing in areas along Carroll and Eastern Avenues in P.A.X. where apartment zoning is recommended. Large numbers of persons, therefore, will be in close proximity to transit and to the commercial areas along Carroll Avenue.

(NOTE: The commercial and industrial zones shown on the following sectional maps are intended to accommodate all required off-street parking.)

SECTIONAL ZONING AND HIGHWAY MAPS

University Boulevard and Riggs Road	28-29
New Hampshire Avenue and East-West Highway	30-31
East-West Highway, Riggs and Ager Road	32-33
New Hampshire Avenue and Eastern Avenue	34-35
Eastern Avenue and Riggs Road	36-37
Piney Branch Road and Flower Avenue	38-39

zoning plan university boulevard and riggs road



LEGEND

PRINCE GEORGE'S CO

R-55 One-Family Detached Residential

R - 55

R-35 One-Family Semi-Detached and Two-Family Detached Residential



R-18 Multiple-Family Low Density Residential



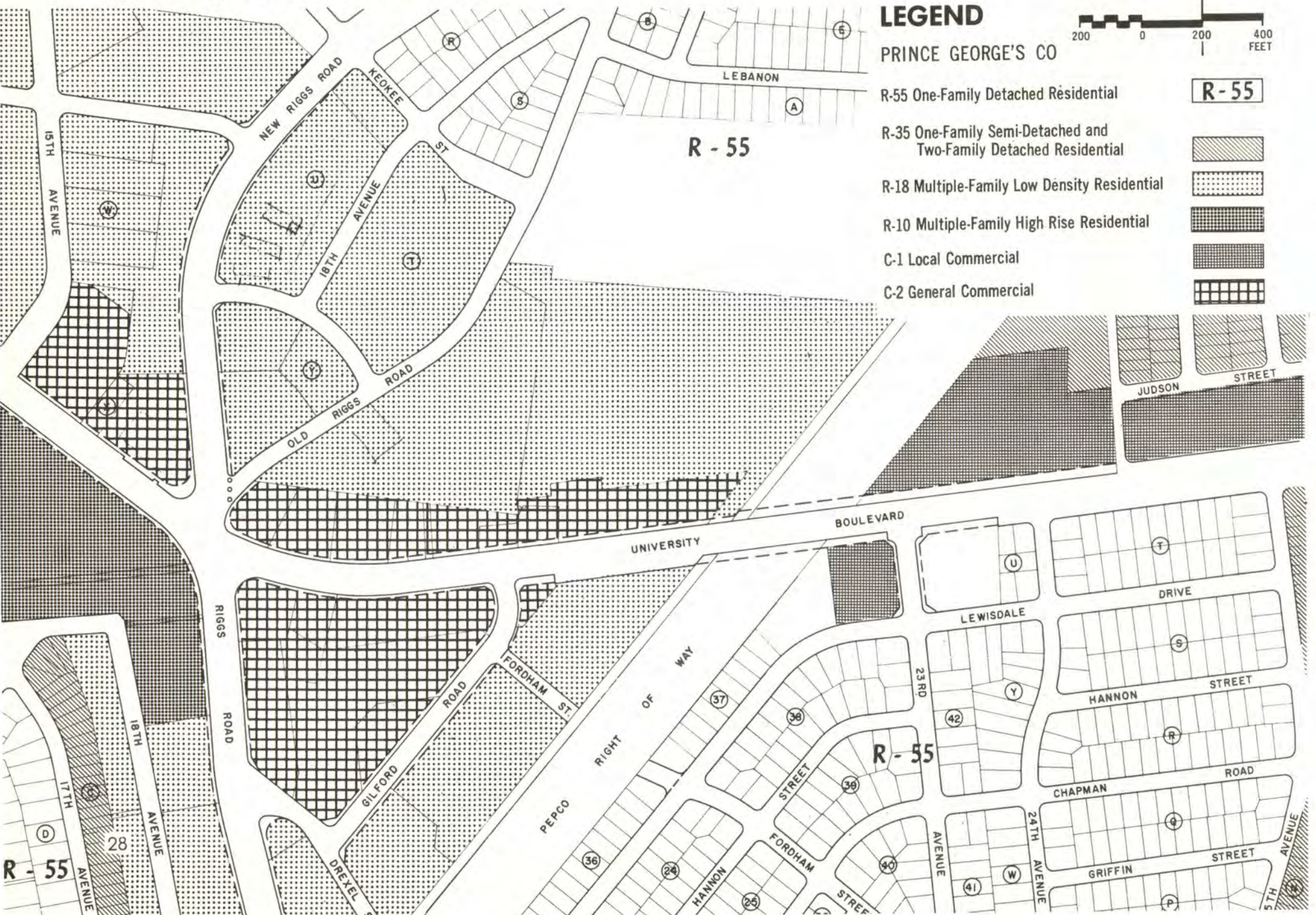
R-10 Multiple-Family High Rise Residential



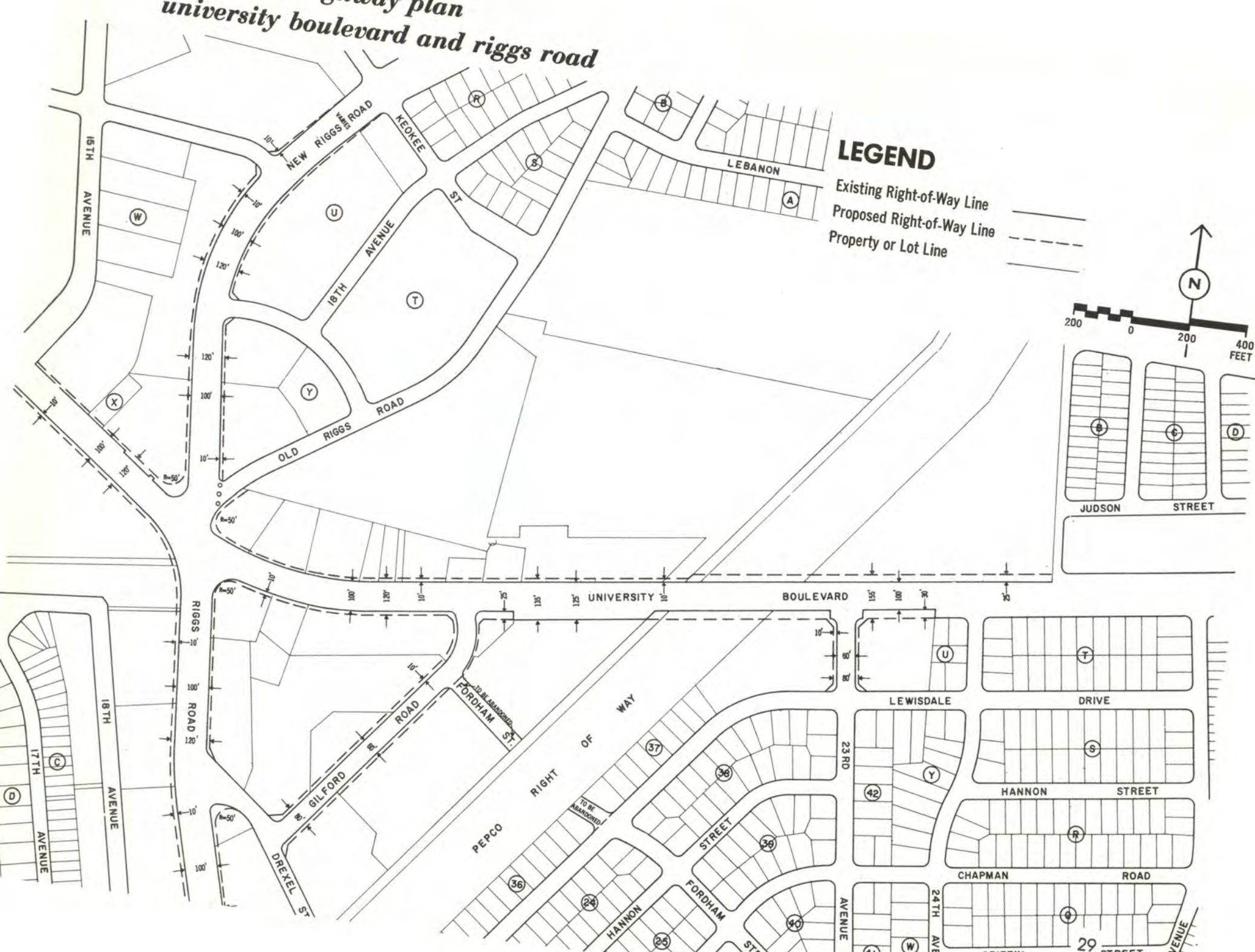
C-1 Local Commercial



C-2 General Commercial

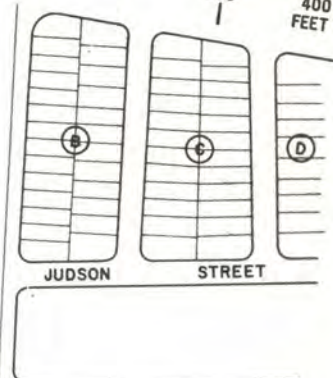
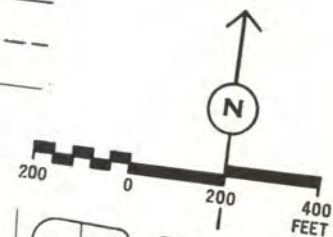


**Right-of-Way plan
university boulevard and riggs road**



LEGEND

- Existing Right-of-Way Line
- Proposed Right-of-Way Line
- Property or Lot Line



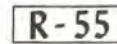
***zoning plan
new hampshire avenue and east-west highway***



LEGEND

PRINCE GEORGE'S CO

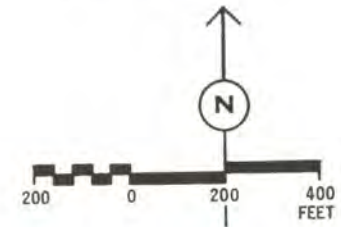
R-55 One-Family Detached Residential



R-18 Multiple-Family Low Density Residential



C-1 Local Commercial

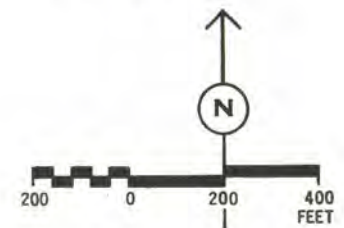


*street and highway plan
new hampshire avenue and east-west highway*

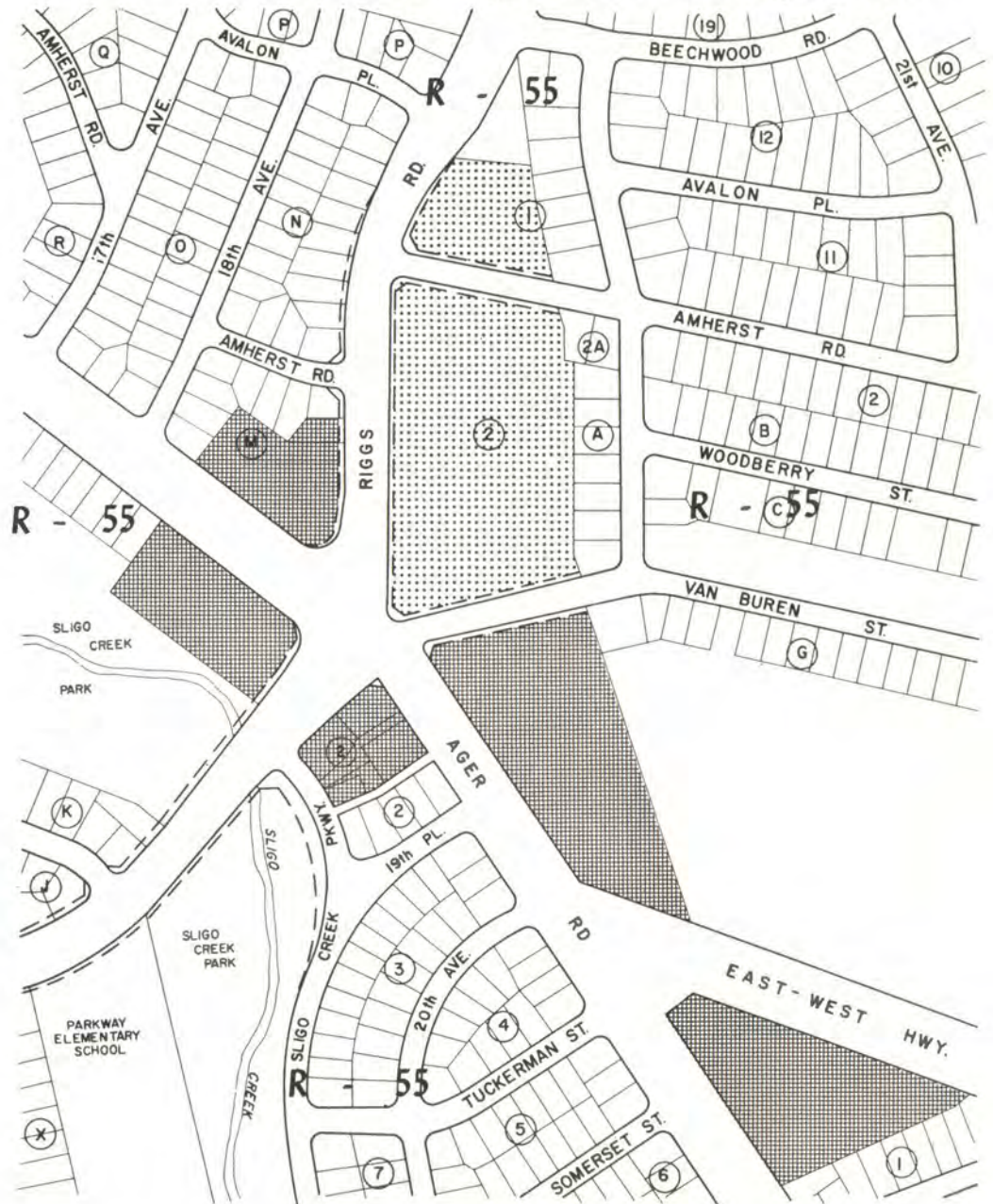
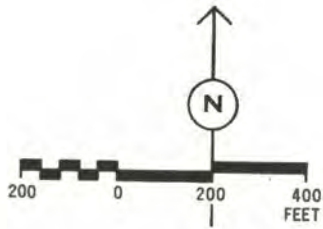


LEGEND

- Existing Right-of-Way Line
- Proposed Right-of-Way Line
- Property or Lot Line



***zoning plan
east-west highway, riggs road and ager road***



LEGEND

PRINCE GEORGE'S CO

R-55 One-Family Detached Residential

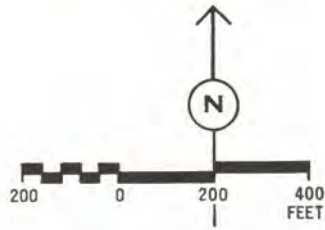
R-18 Multiple-Family Low Density Residential

C-1 Local Commercial

R-55



street and highway plan
east-west highway, riggs road and ager road

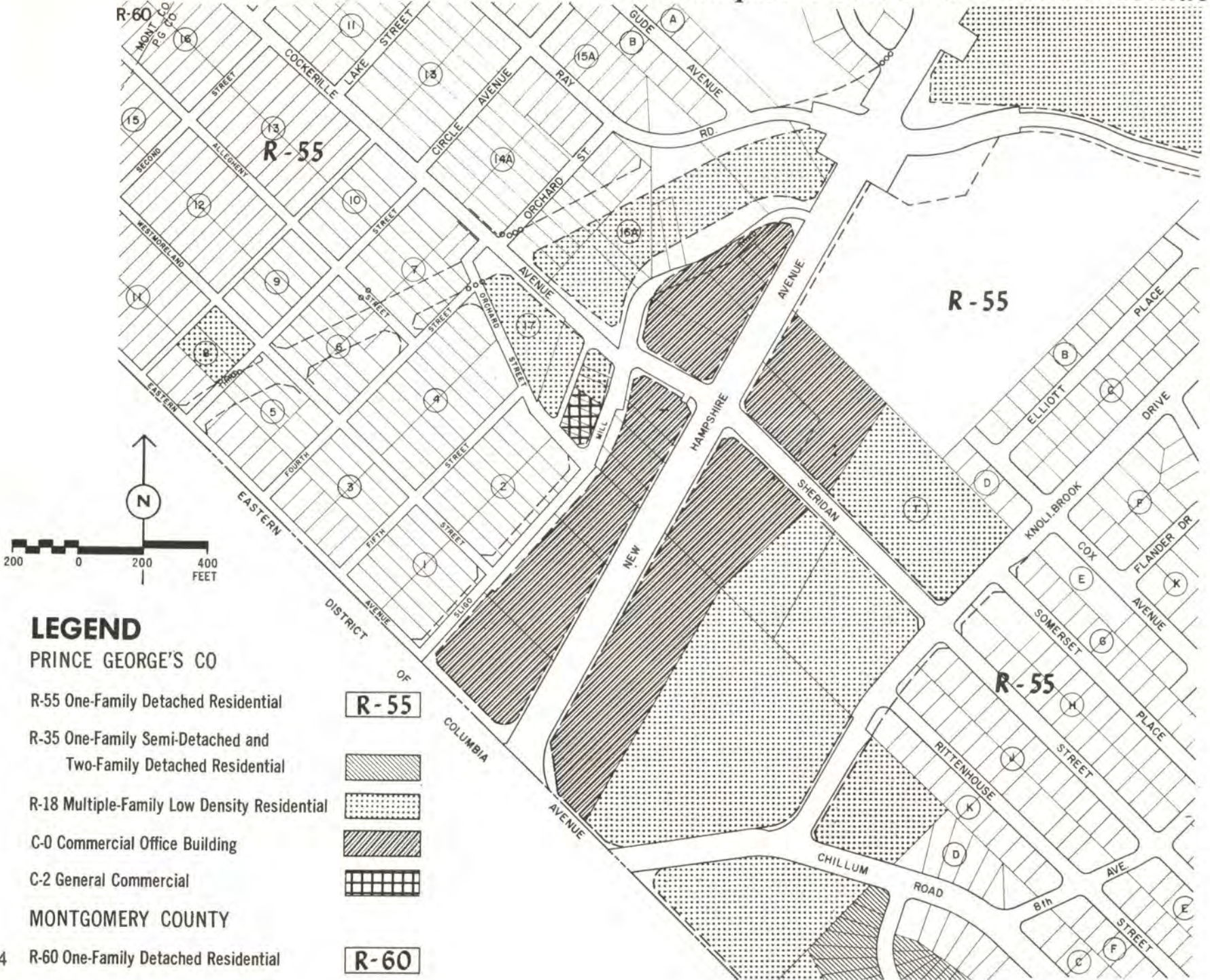


LEGEND

- Existing Right-of-Way Line
- Proposed Right-of-Way Line
- Property or Lot Line

zoning plan

new hampshire avenue and eastern avenue



LEGEND

PRINCE GEORGE'S CO

R-55 One-Family Detached Residential

R-35 One-Family Semi-Detached and
Two-Family Detached Residential

R-18 Multiple-Family Low Density Residential

C-0 Commercial Office Building

C-2 General Commercial

MONTGOMERY COUNTY

34 R-60 One-Family Detached Residential

R-55



R-60

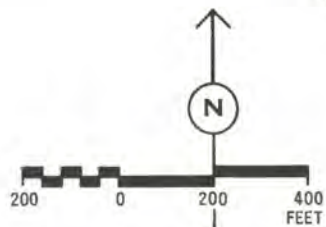
street and highway plan

new hampshire avenue and eastern avenue

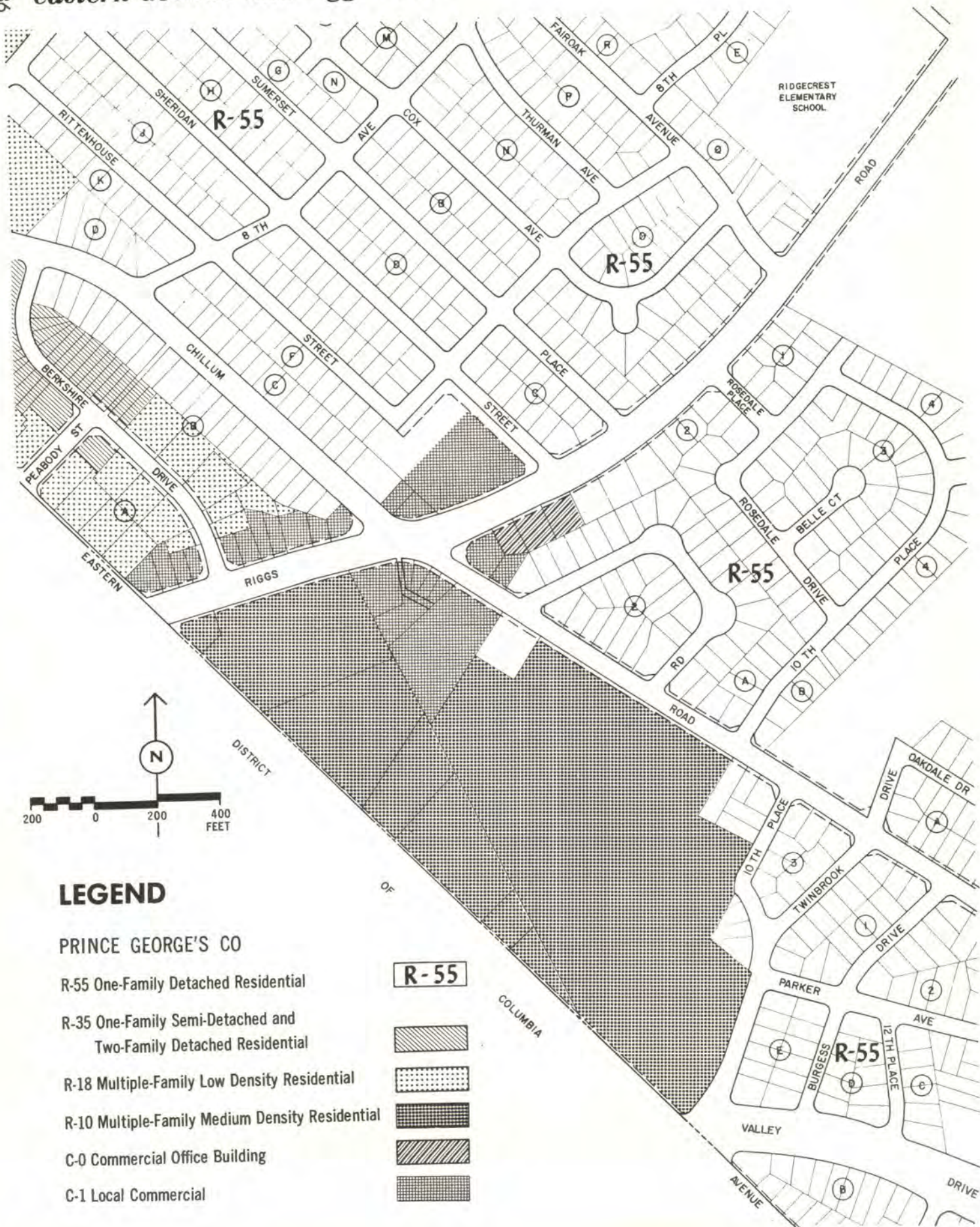


LEGEND

- Existing Right-of-Way Line
- Proposed Right-of-Way Line
- Property or Lot Line



36 zoning plan
 eastern avenue and riggs road

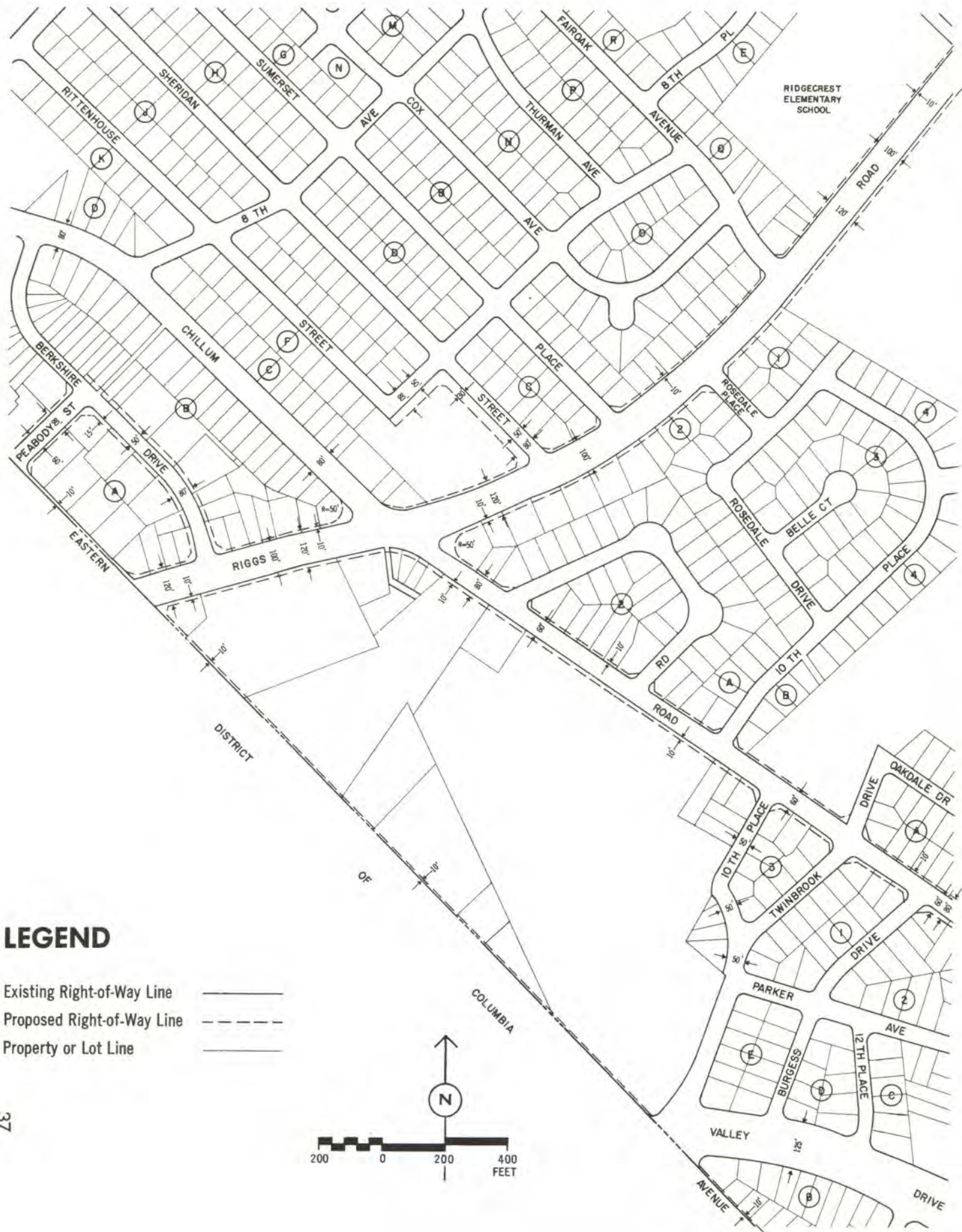


LEGEND

PRINCE GEORGE'S CO

- R-55 One-Family Detached Residential R-55
- R-35 One-Family Semi-Detached and Two-Family Detached Residential
- R-18 Multiple-Family Low Density Residential
- R-10 Multiple-Family Medium Density Residential
- C-0 Commercial Office Building
- C-1 Local Commercial

street and highway plan
eastern avenue and riggs road



LEGEND

- Existing Right-of-Way Line
- Proposed Right-of-Way Line
- Property or Lot Line

zoning plan

piney branch road and flower avenue

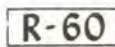
38



LEGEND

MONTGOMERY CO

R-60 One-Family Detached Residential



R-10 Multiple-Family High Density Residential



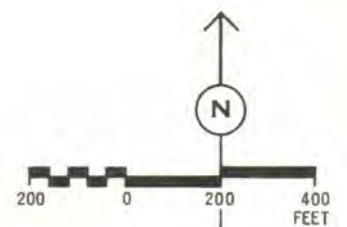
C-0 Commercial Office Building



C-1 Local Commercial



C-2 General Commercial

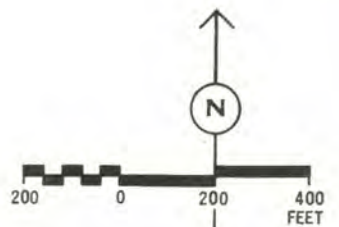


*street and highway plan
piney branch road and flower avenue*



LEGEND

- Existing Right-of-Way Line
- Proposed Right-of-Way Line
- Property or Lot Line



Notes

Pocket Maps



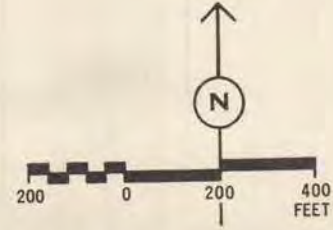
***Land Use and
Highway Plan***

Zoning Plan

East-West Highway Plan

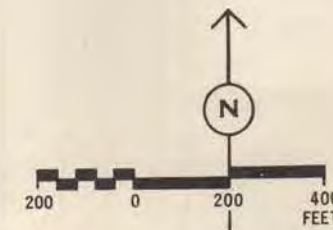
highway plan of philadelphia avenue from woodbury drive to new hampshire avenue—initial stage

Existing Right-of-Way Line
Proposed Right-of-Way Line
Property or Lot Line
Paving



highway plan of philadelphia avenue from woodbury drive to new hampshire avenue—final stage

Existing Right-of-Way Line
Proposed Right-of-Way Line
Property or Lot Line
Paving



ZONING PLAN—PLANNING AREA X

TAKOMA PARK—LANGLEY PARK AND VICINITY

SEPTEMBER 4, 1963

LEGEND

MONTGOMERY COUNTY

PRINCE GEORGE'S COUNTY

ONE-FAMILY DETACHED RESTRICTED RESIDENTIAL R-90	R-R RURAL RESIDENTIAL
ONE-FAMILY DETACHED RESIDENTIAL R-60	R-80 ONE-FAMILY DETACHED RESIDENTIAL
ONE-FAMILY SEMI-DETACHED & TWO-FAMILY DETACHED RESIDENTIAL R-40	R-55 ONE-FAMILY DETACHED RESIDENTIAL
MULTIPLE-FAMILY LOW DENSITY RESIDENTIAL R-30	R-35 ONE-FAMILY SEMI-DETACHED & TWO-FAMILY DETACHED RESIDENTIAL
MULTIPLE-FAMILY MEDIUM DENSITY RESIDENTIAL R-20	R-20 ONE-FAMILY TRIPLE ATTACHED RESIDENTIAL
MULTIPLE-FAMILY HIGH DENSITY RESIDENTIAL R-10	R-18 MULTIPLE-FAMILY LOW DENSITY RESIDENTIAL
COMMERCIAL OFFICE BUILDING C-0	R-10 MULTIPLE-FAMILY MEDIUM DENSITY RESIDENTIAL
LOCAL COMMERCIAL C-1	C-0 COMMERCIAL OFFICE BUILDING
GENERAL COMMERCIAL C-2	C-1 LOCAL COMMERCIAL
	C-2 GENERAL COMMERCIAL

NOTE: THE COMMERCIAL AND INDUSTRIAL ZONES SHOWN ON THIS PLAN ARE INTENDED TO ACCOMMODATE ALL REQUIRED OFF-STREET PARKING

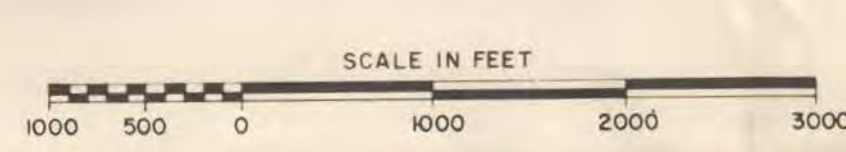
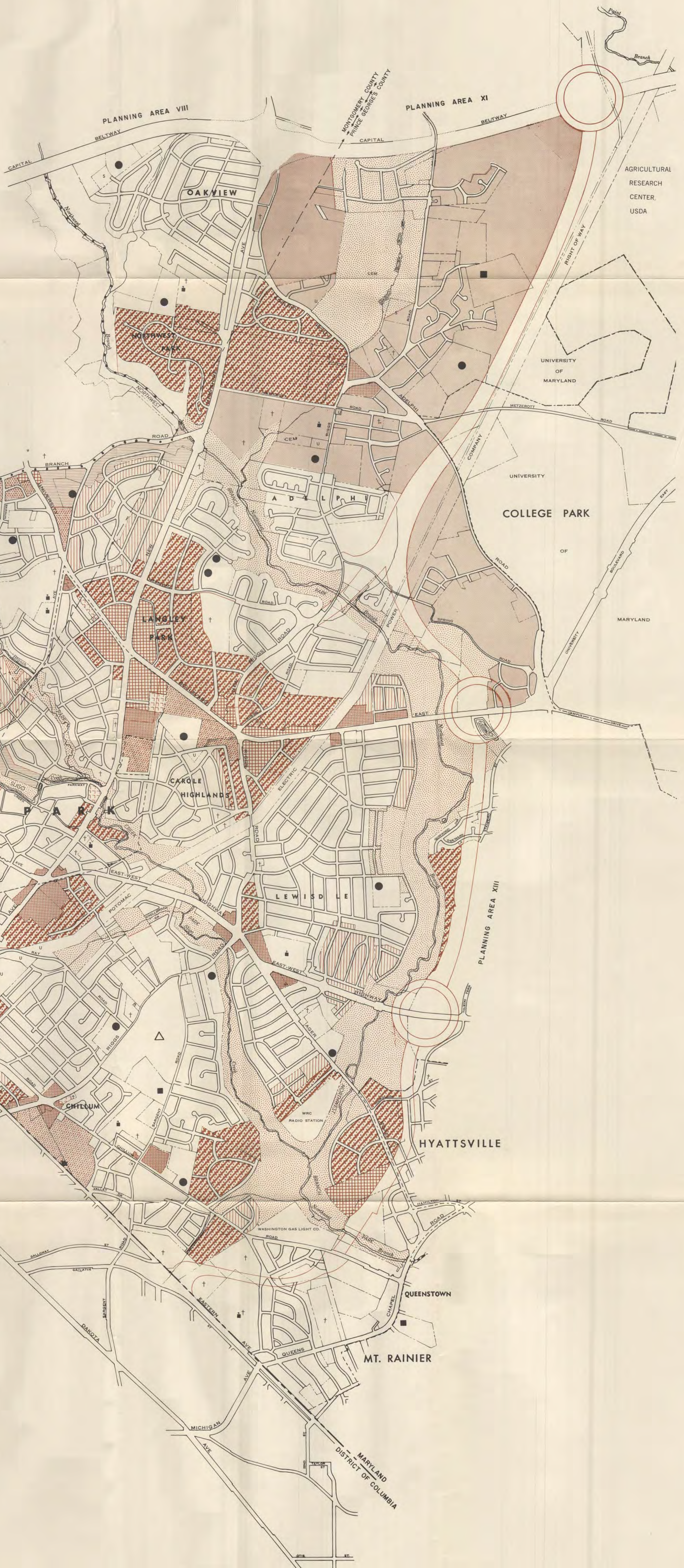
HIGHWAYS

EXISTING	PROPOSED
Freeway	Freeway
Major	Major
Arterial	Arterial
Primary	Primary

Ⓢ Highways following existing roadways, may need right-of-way widening and/or paving to meet minimum standards of this master plan.

- Existing Public Elementary School
- Existing Public Jr. High School
- ▲ Existing Public Sr. High School
- △ Proposed Public Sr. High School
- ✳ Existing Private School
- ✳ Existing Synagogue
- ✳ Existing Church or Church Owned Land
- CEM Existing Cemetery
- S Existing Swimming Club
- U Existing Utility
- F Existing Fire Station
- T Existing City of Takoma Park Land
- R Proposed Rapid Transit Station
- Proposed Rapid Transit Line

NOTE: THE HIGHWAY AND SCHOOL PROPOSALS CONTAINED ON THE LAND USE PLAN, WHICH IS NOT BEING REPRODUCED, HAVE BEEN INCORPORATED IN THE REPRODUCED ZONING PLAN FOR THE TAKOMA PARK-LANGLEY PARK AND VICINITY MASTER PLAN, ADOPTED BY THIS COMMISSION, 9/4/63.



CERTIFICATE OF ADOPTION

THIS MASTER PLAN FOR TAKOMA PARK, LANGLEY PARK AND VICINITY, PLANNING AREA X, IS A PART OF THE GENERAL PLAN FOR PHYSICAL DEVELOPMENT OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES, ADOPTED PURSUANT TO THE PROVISIONS OF CHAPTER 780, LAWS OF MARYLAND, 1959, AS AMENDED, BY RESOLUTION OF SEPTEMBER 4, 1963 AFTER DULY ADVERTISED PUBLIC HEARINGS HELD ON MARCH 6 & 7, 1963.

Jesse F. Nicholson Secretary-Treasurer
William J. Stevens Chairman

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

- | | |
|--|----------------------|
| SILVER SPRING | RIVERDALE |
| WILLIAM J. STEVENS, Chairman | JOHN B. LAUR |
| J. NEWTON BREWER, JR., Vice-Chairman | JOHN L. FILES |
| MRS. T. PAUL FREELAND | JOHN A. SCHEIBEL |
| DONALD E. GINGERY | MRS. RUSSELL WITBANK |
| LOUIS A. GRAVELLE | |
| EVERETT R. JONES | |
| JESSE F. NICHOLSON | |
| Executive Director and Secretary-Treasurer | |



THE MARYLAND—NATIONAL CAPITAL PARK AND PLANNING COMMISSION

