

Takoma Park Master Plan

Approved and Adopted

December 2000



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

Approved and Adopted

TAKOMA PARK MASTER PLAN

December 2000

Prepared by

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Montgomery County Department of Park and Planning
8787 Georgia Avenue
Silver Spring, Maryland 20910

ABSTRACT

TITLE: Approved and Adopted Takoma Park Master Plan

AUTHOR: The Maryland-National Capital Park and Planning Commission

SUBJECT: Comprehensive Master Plan Amendment to the 1982 *City of Takoma Park Master Plan*, the 1974 *Sector Plan for the Transit Impact Area in Takoma Park*, and the 1989 *Master Plan for Langley Park-College Park-Greenbelt*.

DATE: December 2000

PLANNING AGENCY: The Maryland-National Capital Park and Planning Commission
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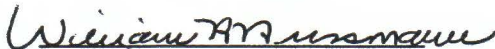
ABSTRACT: This document contains the text and supporting maps for the Public Hearing Draft of the Takoma Park Master Plan. This Master Plan is a comprehensive amendment to the 1982 *City of Takoma Park Master Plan*, the 1974 *Sector Plan for the Transit Impact Area in Takoma Park*, and the 1989 *Master Plan for Langley Park-College Park-Greenbelt*, as well as an amendment to *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District Within Montgomery and Prince George's Counties*, as amended, the *Master Plan of Highways Within Montgomery County, Maryland*, as amended, the *Master Plan of Bikeways*, as amended, and the *Master Plan for Historic Preservation*, as amended.


CERTIFICATE OF APPROVAL AND ADOPTION

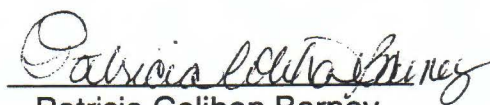
This comprehensive amendment to the Approved and Adopted 1982 *City of Takoma Park Master Plan*, the 1974 *Sector Plan for the Transit Impact Area in Takoma Park*, and the 1989 *Master Plan for Langley Park-College Park-Greenbelt*, was approbated by the Montgomery County Council, sitting as the District Council, pursuant to Resolution Number 14-729, dated December 12, 2000, as was adopted by The Maryland-National Capital Park and Planning Commission, pursuant to Resolution Number 01-01, dated January 17, 2001, after a duly advertised public hearing as required by Article 28 of the Annotated Code of Maryland.

This Amendment also amends *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties*, as amended; the *Master Plan of Highways Within Montgomery County, Maryland*, as amended, the *Master Plan of Bikeways*, as amended, the *Master Plan for Historic Preservation*, as amended, and the *Silver Spring Central Business District Sector Plan*, as amended.

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The Commission has three major functions:

- (1) The preparation, adoption, and, from time to time, amendment or extension of *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District Within Montgomery and Prince George's Counties*.
- (2) The acquisition, development, operation, and maintenance of a public park system.
- (3) In Prince George's County only, the operation of the entire County public recreation program.

The Commission operates in each County through a Planning Board appointed by and responsible to the County government. The Planning Boards are responsible for preparation of all local master plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks.

The Maryland-National Capital Park and Planning Commission encourages the involvement and participation of individuals with disabilities, and its facilities are accessible. For assistance with special needs (e.g., large print materials, listening devices, sign language interpretation, etc.), please contact the Community Relations Office, (301) 495-4600 or T.D. (301) 495-1331.

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NOTICE TO READERS

An area master plan, after approval by the County Council and adoption by The Maryland-National Capital Park and Planning Commission, constitutes an amendment to The General Plan (On Wedges and Corridors) for Montgomery County. As such, it provides a set of comprehensive recommendations and guidelines for the use of publicly and privately owned land within its planning area. Each area master plan reflects a vision of future development that responds to the unique character of the local community within the context of a County-wide perspective.

Area master plans are intended to provide a point of reference with regard to public policy. Together with relevant County-wide functional master plans (such as the *Master Plan of Highways Within Montgomery County, Maryland*; the *Master Plan for Historic Preservation*; and the *Master Plan for the Preservation of Agricultural and Rural Open Space*), they should be referred to by public officials and private individuals when decisions are made that affect the use of land within the plan boundaries. Local municipalities also adopt ordinances and approve plans that may provide guidance for public and private decisions.

Master plans generally look ahead about 20 years from the date of adoption, although they are intended to be updated and revised every 10 years. It is recognized that circumstances will change following adoption of a plan and that the specifics of a master plan may become less relevant over time. Generally, sketches or drawings in an adopted master plan are for illustrative purposes only and are intended to convey a general sense of desirable future character rather than a specific commitment to a particular detailed design.

It is also important to recognize that the land use and zoning recommendations in master plans do not specify all development possibilities. In order to understand the full range of development options, the reader should be aware of additional land uses and development potential available through permitted special exception uses; variances; transferrable development rights (TDRs); Moderately Priced Dwelling Units (MPDUs); land rezoning by local map amendment; public projects and the mandatory referral process; and municipal annexations. These terms are described in Appendix A and in the *Glossary of Planning Terms* published separately by the Montgomery County Department of Park and Planning.

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BACKGROUND SUPPLEMENTS (Available separately from the Information Section at The Maryland-National Capital Park and Planning Commission, 8787 Georgia Avenue, Silver Spring, Maryland)

- A. Glossary of Planning Terms, July 1994
- B. Proposed Urban Park and Open Space Concept for Silver Spring and Takoma Park, July 1997
- C. Commercial Economic Health Assessment, Takoma Park and East Silver Spring, May 1998
- D. Purpose and Outreach Strategy Report, Takoma Park Master Plan, July 1998
- E. County-wide Park Trails Plan, July 1998
- F. An Assessment of Housing and Resident Population in East Silver Spring and Takoma Park, February 1999
- G. Pedestrian Routes and Bikeways Supplement to East Silver Spring and Takoma Park Master Plans, Preliminary Study, 2001

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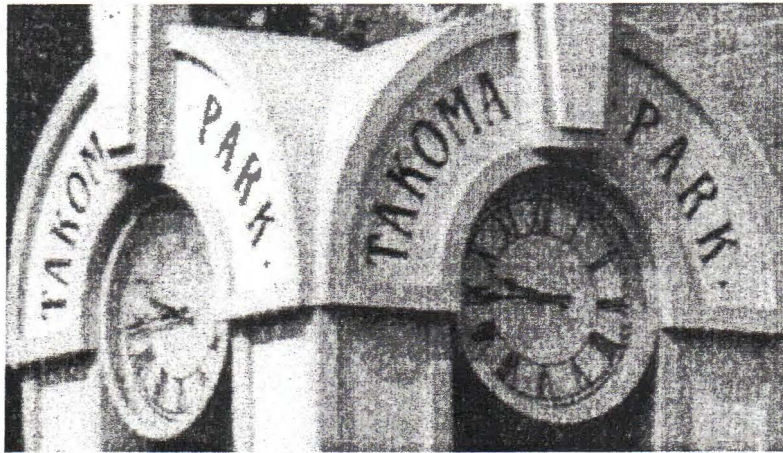
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SILVER SPRING CBD, TAKOMA PARK, EAST SILVER SPRING, NORTH AND WEST SILVER SPRING, FOUR CORNERS

Plan Highlights



SILVER SPRING CBD, TAKOMA PARK, EAST SILVER SPRING, NORTH AND WEST SILVER SPRING, FOUR CORNERS

OVERVIEW

This Plan envisions stable residential neighborhoods with linkages to public facilities and revitalized commercial centers.

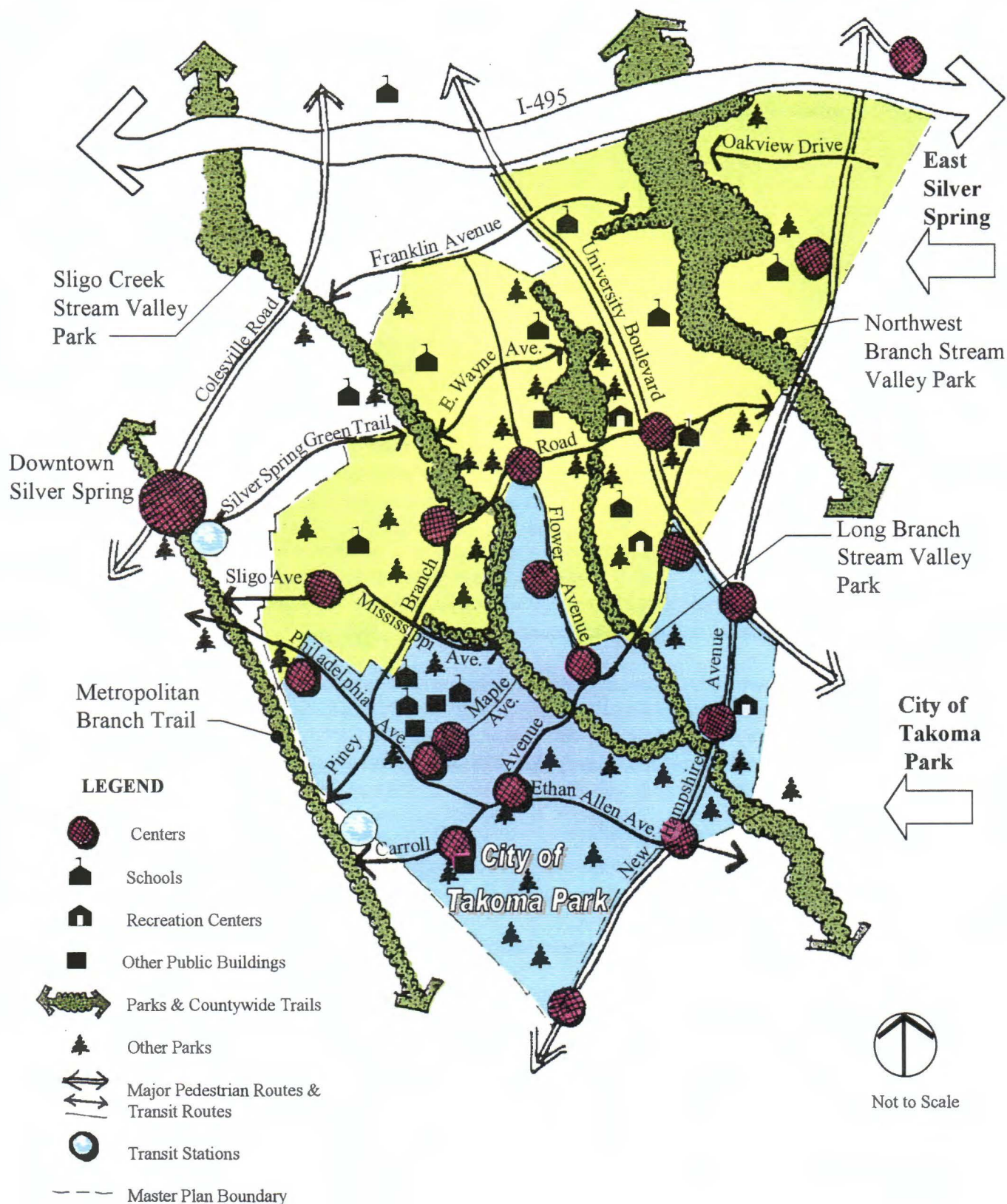
This Master Plan envisions Takoma Park as a vibrant mix of interesting neighborhoods, viable commercial centers, appropriate community facilities, and a circulation system that provides easy access to shops, services, parks, and transportation. Map 1 shows an Overall Concept plan for the Takoma Park Master Plan area, which recognizes the mainly residential nature of the area, as well as the commercial and institutional centers and many parks and other public facilities. Map 2 shows the Areas Recommended for Zoning Changes.

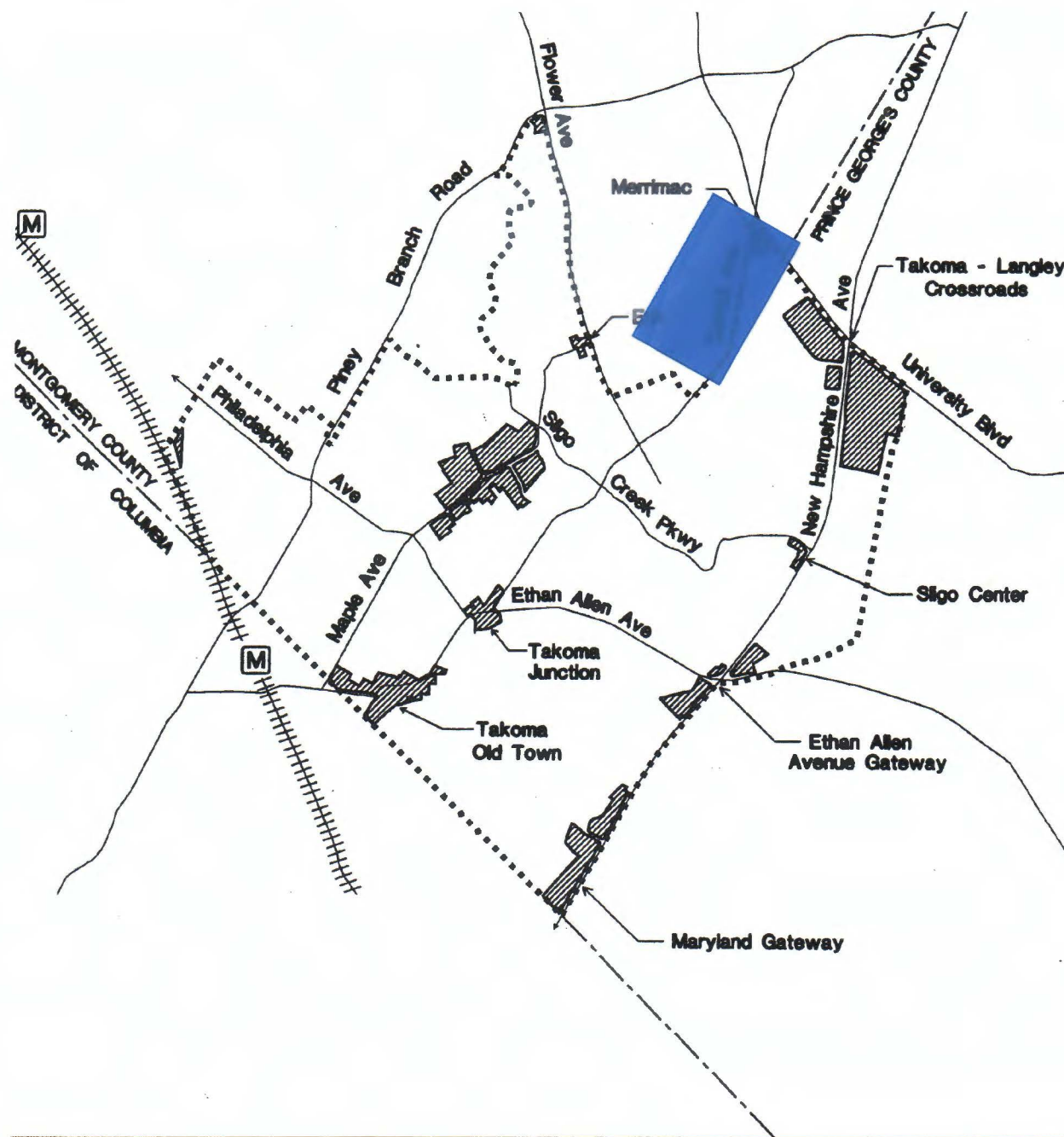
This Plan's recommendations are designed to sustain and enhance residential neighborhoods. While some areas are predominately single-family detached, other neighborhoods contain a mix of housing types. The Plan recommends amendments to the Zoning Ordinance that assure the stability of housing types within each neighborhood.

This Plan makes recommendations to sustain and revitalize viable commercial centers without negatively impacting the surrounding neighborhoods. Takoma Park's commercial areas are a mix of neighborhood and highway oriented shopping areas that provide goods and services to the residential areas. Some are active and fully occupied and others need to be improved to better serve the local market. Commercial centers in this planning area include Takoma Old Town and Takoma Junction, which serve as the town center and provide a strong identity for the City. Takoma/Langley Crossroads provides both neighborhood and regional services. Takoma Park is served by two colleges. The Silver Spring Central Business District, which is undergoing revitalization, also serves as a downtown for the residential neighborhoods of Silver Spring and Takoma Park.

This Plan recommends facilities to serve the community, as well as enhancements to park and environmental features. Takoma Park is served by stream valley parks, local parks, and open space areas. The Municipal Center and Takoma Park Library serve civic needs in the community and contribute to a strong sense of community identity. Wooded parkland and extensive areas of trees in neighborhoods make environmental protection an important part of this Master Plan. This Plan recommends potential reuses for the Takoma Academy site to help meet community recreation and other needs.

This Plan recommends a neighborhood-friendly circulation system that accommodates local and regional traffic, while providing pedestrian, bicycle, and auto access to transit, recreation, and retail shops. Takoma Park is served by several major and arterial highways, stream valley park trails, and bus and rail transit. Recommended improvements include improved pedestrian and bicycle linkages to surrounding neighborhoods and expanded transit service.





LEGEND

- County Line
- Master Plan Boundary

 Metro Station

 Areas Recommended For Zoning Changes (see text)

 Railroad

Not To Scale



COMMUNITY PRESERVATION, STABILITY, AND CHARACTER

Preserve existing residential character, encourage neighborhood reinvestment, and enhance the quality of life throughout Takoma Park.

Takoma Park has well-established residential neighborhoods with historic character and a wide variety of housing types. Map 6 (page 27) shows the Community Preservation, Stability and Character concept for Takoma Park. The intent of this Plan is to preserve the existing residential character and to reinforce the many desirable features of Takoma Park's neighborhoods. Coordination with Prince George's County and the District of Columbia is essential to maintaining that character. This Plan recommends amendments to the Montgomery County Zoning Ordinance that will continue the "hold harmless" policy that was implemented during the process of unifying portions of Prince George's County into Montgomery County to allow existing uses to continue.

Recommendations

- **Preserve the residential character of Takoma Park neighborhoods.**
- **Amend the Zoning Ordinance to allow low, medium, and high density apartment areas to continue or to be replaced at the current density.**
- **Amend the Zoning Ordinance to allow single-family detached units that have legally converted to two or three family units to continue.**
- **Limit concentration of Special Exception commercial uses along major highways and near commercial centers.**
- **Encourage maintenance and preservation of housing through code enforcement and other improvement programs.**
- **Form a task force to address the full range of issues and solutions affecting the large number of apartments in the Takoma Park and East Silver Spring area.**
- **Meet needs of area residents by providing facilities for social service organizations.**
- **Support continued protection of historic resources within the Takoma Park Historic District.**

COMMERCIAL AND INSTITUTIONAL CENTERS

Improve commercial centers to better serve the needs of local and area residents and people passing through the area.

Healthy centers are the heart of healthy communities. Takoma Park residents value local businesses in their community and much of their daily shopping can be done in the immediate neighborhood. Map 8 (page 39) shows the Commercial and Institutional Centers for Takoma Park. Recommendations to improve the overall economic health of commercial centers are an important focus of this Plan.

Recommendations

- **Revitalize the commercial centers of Takoma Park to ensure they are safe, community-serving, successful, convenient and attractive.**
- **Enhance the small town character of the area extending from Takoma Junction to Takoma Old Town to the Takoma Metro Station area by providing improved streetscaping. Remove the 1974 Sector Plan recommendation for more development on certain Old Town properties.**
- **Adopt a new Neighborhood Retail Overlay Zone to allow a few new neighborhood shops to serve the residents of the Maple Avenue apartment area.**
- **Apply a new Commercial Revitalization Overlay Zone for the centers throughout Takoma Park. The zone would provide for Site Plan Review and permit flexibility in parking standards.**
- **Support revitalization of commercial centers along University Boulevard by providing streetscaping that reflects the international character of many area businesses, in coordination with various business and community organizations.**
- **Support residential and commercial uses, as well as protection of open space on the large vacant property on Sligo Mill Road, near New Hampshire Avenue.**
- **Form task forces with the City of Takoma Park, Prince George's County, and the District of Columbia to coordinate commercial revitalization and other improvements.**
- **Support enhancement of Adventist services (hospital, college, and church) primarily on the existing campus along Flower Avenue.**

COMMUNITY FACILITIES, PARKS, AND ENVIRONMENTAL RESOURCES

Support the facilities and parks and protect the environmental resources that contribute to community identity and provide valuable services and programs.

Takoma Park neighborhoods have many community facilities, proximity to the Sligo Creek and Long Branch stream valley parks, as well as trees and woodlands throughout the area. Map 16 (page 69) shows the Community Facilities and Parks concept for the Takoma Park and East Silver Spring areas. The concept plan highlights improvements and additions to community facilities and parks.

Recommendations

- **Support public purchase of the Takoma Academy site if it becomes available. Use the site for ballfields and a variety of other public uses, as well as possible joint use with various Adventist facilities.**
- **Support provision of new public buildings at the Municipal Center, as well as streetscape improvements along Maple Avenue and a community park between Maple Avenue and Piney Branch Road.**
- **Support a balanced distribution of parks and other public facilities to all areas of Takoma Park. Provide for trail continuity throughout Long Branch Stream Valley Park.**
- **Recommend creation of a new neighborhood park in the Pinecrest/Circle Woods area.**
- **Renovate existing facilities and provide new facilities and recreational programs for a wide range of ages, backgrounds, and interests.**
- **Complete open space networks and support additions to City open space properties.**
- **Support an Urban Forestry Concept to encourage enhancement of environmental resources, such as woodlands and trees, and stewardship of stream valley parks.**
- **Recommend a variety of innovative techniques to protect and enhance streams.**

NEIGHBORHOOD-FRIENDLY CIRCULATION

Accommodate local and regional traffic, while providing safe, pleasant, and convenient pedestrian and bicycle access to places people want to go.

Takoma Park is a great place for those seeking a close-in residence or business site that is conveniently situated within the metropolitan region. Map 20 (page 83) shows the Neighborhood-Friendly Circulation system concept for the Takoma Park and East Silver Spring areas. The system relies on major routes for walking, biking, driving, or taking transit. This Plan supports completion of key connections and improvements to the comfort and attractiveness of each route.

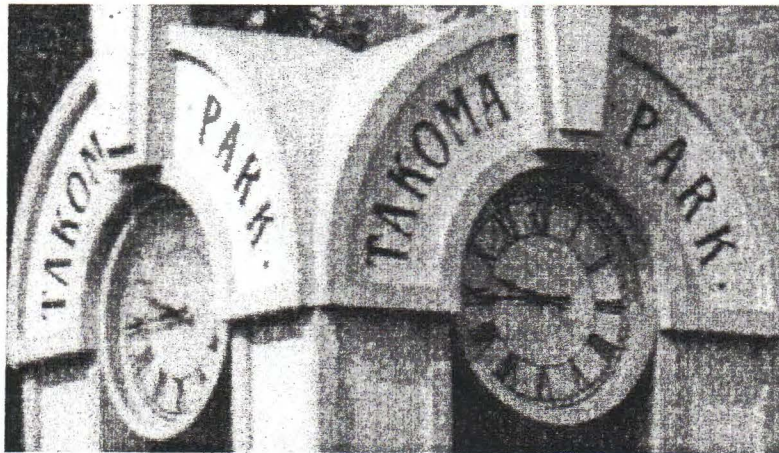
Recommendations

- **Support improvements to transit service and traffic circulation.**
- **Support a hierarchy of sidewalks, paths, and bikeways connecting to parks, schools, shops, and other public facilities.**

The Plan also recommends connections to the District of Columbia and Prince George's County. The County-wide trails and streetscape improvements along area roadways combine to create an inviting pedestrian system.

- **Enhance pedestrian and bicycle access to shops, transit, schools, and other community facilities by improving pedestrian safety and providing wide, tree-lined sidewalks throughout the area. Provide connections from neighborhoods to parks and trails.**
- **Support extension of the Metropolitan Branch Trail, thereby connecting Takoma Park to the Silver Spring CBD. Realign Fenton Street to accommodate expansion of Montgomery College and the Metropolitan Branch Trail.**
- **Support expansion of transit services, including a possible rail transit route and stops along University Boulevard.**

Plan Introduction



PLANNING CONTEXT

Montgomery County, Maryland, is one of the most prosperous jurisdictions in the country. The County offers an excellent public school system, extensive park resources, proximity to cultural amenities in Washington, D.C., and a wide variety of employment opportunities, including the federal government, high-tech and biotechnology firms, as well as major corporate, education, and research organizations.

Takoma Park is part of the County's "Urban Ring," which also includes the Silver Spring CBD and the central business districts (CBD) of Bethesda, Friendship Heights, and Wheaton. The Urban Ring, a concept first established in the 1964 *General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District Within Montgomery and Prince George's Counties* and reconfirmed in the 1993 General Plan Refinement, is the more intensively developed area of Montgomery County nearest Washington, D.C.

The General Plan is based on a "wedges and corridors" concept of regional land use development. Six corridors of urban development radiate like spokes of a wheel from the existing land use patterns in Washington, D.C. The corridors of development are separated by wedges of open space, farmland, and lower-density residential uses. This concept has shaped the County's land use pattern for more than three decades by channeling growth into development and transportation corridors, with the Urban Ring in lower Montgomery County as the most densely developed area.

The Urban Ring communities inside the Capital Beltway in Montgomery County have been designated as part of the State's Smart Growth initiative, a program that focuses development funds and incentives in appropriate growth areas and limits development in agricultural and other resource areas.

Smart Growth Program

What is Smart Growth?

Smart Growth is a State program that invests public funds in older urban areas, revitalizing and maintaining them as desirable places to live, work, and spend time. The State of Maryland is moving forward with short- and long-term solutions to improve specific locations and is developing a comprehensive approach to balancing the demands of growth, and traffic with quality of life.

Why use Smart Growth?

Using public funds to encourage private investment in urban areas preserves rural and suburban open space, and maximizes investments already made in urban infrastructure such as roads, transit and water and sewerage systems.

How can it work in Silver Spring/Takoma Park?

The Silver Spring/Takoma Park community-based planning area is ideally positioned to become a premier Smart Growth community by providing a mix of land uses—housing, retail, jobs, transit access, and civic opportunities—that will support, sustain, and enliven community life.

THE ROLE OF A MASTER PLAN

A master plan provides comprehensive recommendations and guidelines for the use of land within its boundaries. Each master plan reflects a vision of future development that responds to the unique character of the local community within the context of County-wide policies. It addresses physical planning issues, such as land use, zoning, transportation, parks, community facilities, and bikeway and pedestrian connections. Master plans are updated every 10-20 years, recognizing that circumstances change and that the specifics of a plan may become less relevant over time.

Master plans include text, design guidelines, graphics, and maps. Generally, graphics in an adopted master plan are for illustrative purposes and are intended to convey a general sense of desirable future character rather than a specific commitment to a particular detailed design.

A master plan is created over time with the input and participation of community members, residents and business people, and with discussion between City, County, and State agencies. Developing a plan is a process that educates, prompting thought and self-definition; it culminates in a commitment to the community's future. Once the plan is approved by the County Council and adopted by The Maryland-National Capital Park and Planning Commission (M-NCPPC), the rezoning process and special studies needed to implement the plan's recommendations are begun. Definitions of selected master plan terminology is found in Appendix C.

THE MASTER PLANNING PROCESS

RELATIONSHIP TO OTHER PLANS

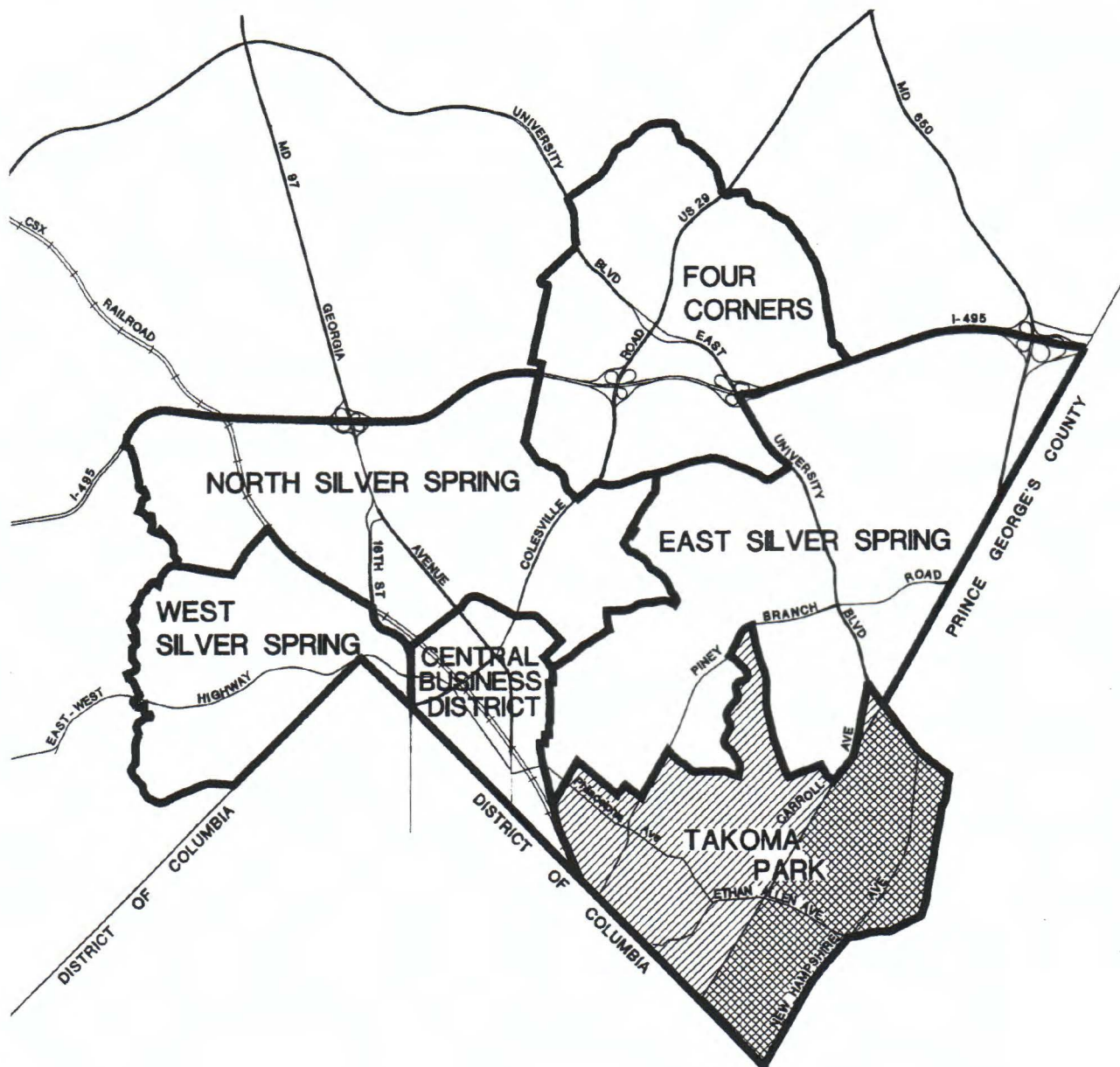
The Silver Spring/Takoma Park community-based planning area covers the portion of Montgomery County that is generally located between the Capital Beltway and the District of Columbia, east of Rock Creek Park and west of Prince George's County. It encompasses several community master plan areas: East Silver Spring, Four Corners, North Silver Spring, the Silver Spring Central Business District (CBD), Takoma Park, and West Silver Spring (see Map 3). All master plans in the Silver Spring/Takoma Park planning area are being updated, except Four Corners, which was adopted in late 1996. Keeping the master plan updates on parallel schedules allows planners to share information and make recommendations that are consistent among plans. It also enables County staff and community groups to focus their energies on the shared issues in this part of the County.




The City of Takoma Park is located in the southeastern corner of Montgomery County, adjacent to Prince George's County and the District of Columbia. The *Takoma Park Master Plan*, covering most of the City of Takoma Park, was adopted in May 1982. Because the City of Takoma Park was located in both Montgomery and Prince George's Counties, the Master Plan was prepared as a bi-County effort by staff of The Maryland-National Capital Park and Planning Commission. The *Sector Plan for the Takoma Park Transit Impact Area* was adopted in July 1974. The *Master Plan for Langley Park-College Park-Greenbelt* was adopted in 1989. Together, these Plans established a vision for Takoma Park that emphasized preservation of existing neighborhoods, upgrading of commercial areas, and adequacy of public facilities and transportation services. The Sector Plan also envisioned transit oriented redevelopment in the Takoma Old Town area.

In the 1990's, several events led to the annexation of additional area into the City of Takoma Park and the unification of all of the City within the bounds of Montgomery County, Maryland (see Map 3). Because of differences between the Zoning Ordinances of both counties, several amendments were adopted to the Montgomery County Zoning Ordinance to retain most of the existing property rights which owners of property formerly in Prince George's County had enjoyed. An expiration date was incorporated in some of these amendments so that the extension of existing property rights is due to expire on July 1, 2001. As a result, this Master Plan addresses how such properties should be viewed in the future.

Prior to initiation of the Takoma Park Master Plan, an agreement was reached between the City of Takoma Park and the Montgomery County Planning Board to guide the preparation of the Master Plan. The agreement outlined the means of coordination between the City of Takoma Park and Planning staff at M-NCPPC. At specific points in the process, the agreement identified opportunities for public involvement in preparing the Master Plan and points of interaction with the Takoma Park City Council. The process included briefings of the City Council and City Council testimony at the Planning Board public hearing.

The City of Takoma Park is a municipality, incorporated in 1890, with a council/city manager form of government. The City has full-service police and public works departments, and an independent public library. It also provides recreation, code enforcement, landlord-tenant, economic and community development, and neighborhood planning services. Although the building permits process is handled by Montgomery County, the City has stormwater review authority and requires permits for tree removal and curb cuts. M-NCPPC has planning and zoning authority, but the City also has adopted transportation, open space and neighborhood plans that are implemented by the City. City, County, and M-NCPPC staff perform complementary planning, development review, and environmental protection functions.



-  Master Plan Boundary
-  Takoma Park
-  Takoma Park Unification Area

Not To Scale



OUTREACH PROGRAM

The Takoma Park Master Plan was prepared under the streamlined process approved by the Montgomery County Planning Board and the County Council in September 1997 and described in *The Master Planning Process* report published by the Montgomery County Department of Park and Planning. As part of this process, a Master Plan Advisory Group (MPAG) was appointed by the Planning Board. The MPAG included residents as well as people with other interests in Takoma Park. A draft Purpose and Outreach Strategy Report was presented to the Planning Board in May 1998 and, after input from the MPAG and the community, was approved by the Board in July 1998. The Purpose and Outreach Strategy report identified those issues to be addressed in the Master Plan and described the strategy for obtaining public input during the process.

The MPAG members met with staff on a regular basis, discussing a broad range of issues during the development of the Master Plan. Community workshops and forums were also held to broaden public participation opportunities in the planning process.

A Draft Illustrative Concept Plan, a graphic illustration of major master plan themes, was developed with community and MPAG input and presented at a community workshop. The MPAG and staff then began to identify and evaluate master plan alternatives. During this process, a Technical Working Group (TWG) composed of staff from relevant City, County, and State agencies, as well as Park and Planning staff, provided valuable input on implementation issues associated with master plan alternatives and preliminary recommendations.

During the development of this Plan, several other initiatives provided valuable information about the Takoma Park communities. A telephone survey conducted in English and Spanish provided information about the concerns and opinions of Silver Spring and Takoma Park residents. An economic health assessment of the area's retail activities was prepared, as was an assessment of housing and the resident population. A transportation and circulation report was prepared to look comprehensively at the overall circulation system in the five Silver Spring/Takoma Park master plan areas. (See report in Appendix G.)

OVERARCHING ISSUES

Both the Takoma Park and the East Silver Spring Master Plans were updated at the same time so that issues that are common to both areas could be addressed collectively. Such issues include apartment zoning, commercial and institutional centers, community facilities, parks, traffic circulation, and pedestrian and bikeway connections.

Issues that are specific to Takoma Park are addressed in this Plan, thereby reflecting the unique aspects of the diverse Silver Spring/Takoma Park communities. Since this Plan addresses an area totally within the City of Takoma Park, there are issues of special interest to the municipality. Such issues include zoning related to the recent unification, commercial center coordination with adjacent jurisdictions, neighborhood park and community service needs, and neighborhood circulation needs.

NEXT STEPS

After data collection, community outreach, and MPAG meetings, recommendations that reflected a balanced response to the needs of the Takoma Park community were developed and presented in a Staff Draft Master Plan.

The Staff Draft was reviewed by the Planning Board and approved for release as a Public Hearing Draft, with any necessary modifications, for public comment at a public hearing. The Board held worksessions to review testimony and the Plan's recommendations. The Planning Board recommended the Planning Board Draft Master Plan to the County Council.

The County Council conducted a similar review process, including a public hearing and worksessions. The County Executive prepared a fiscal analysis of the Master Plan's recommendations. After close scrutiny and appropriate modifications, the Plan was approved by the County Council and adopted by the M-NCPPC. Once the Master Plan is adopted, a Sectional Map Amendment application will be prepared and filed to implement the zoning recommended by the Plan.

THE TAKOMA PARK MASTER PLAN PROCESS

Phase One

Undertake detailed data collection, technical analysis, map preparation, and community information gathering; undertake Silver Spring/Takoma Park telephone survey

Phase Two

Develop Purpose and Outreach Strategy Report and form Master Plan Advisory Groups (MPAGs)

Phase Three

Finalize Purpose and Outreach Strategy Report; form Technical Working Group(TWG)

Phase Four

Develop draft Illustrative Concept Plan; meet with MPAGs and TWG, hold community workshops; develop Master Plan recommendations

Phase Five

Prepare and finalize Staff Draft Master Plan; present to the Planning Board

Phase Six

Hold Planning Board Public Hearing and Worksessions; transmit Final Draft Master Plan and Framework for Action for the County Council and County Executive

Phase Seven

Receive County Executive comment and fiscal impact analysis on the Final Draft Master Plan and Framework for Action

Phase Eight

Hold County Council Public Hearing and Worksessions; approve Master Plan and Framework for Action

Phase Nine

Plan adopted by The Maryland-National Capital Park and Planning Commission

Phase Ten

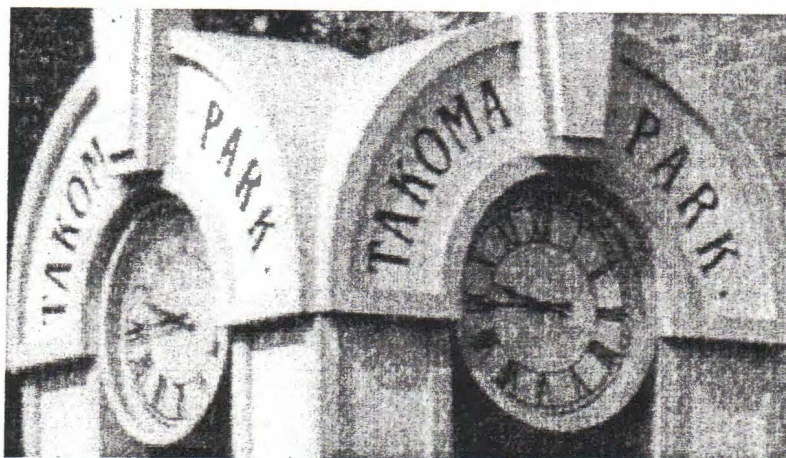
Plan implementation monitored through the Framework for Action and the Master Plan Status Report

Each phase of this process involved consultation with the City of Takoma Park, and several phases involved formal participation by the City.

A two-thirds majority vote of the Planning Board of Montgomery County is required to take any action relating to land use planning within the City of Takoma Park that is contrary to a resolution of the Mayor and City Council of Takoma Park.

SILVER SPRING CBD, TAKOMA PARK, EAST SILVER SPRING, NORTH AND WEST SILVER SPRING, FOUR CORNERS

Plan Recommendations



SILVER SPRING CBD, TAKOMA PARK, EAST SILVER SPRING, NORTH AND WEST SILVER SPRING, FOUR CORNERS

INTRODUCTION TO PLAN RECOMMENDATIONS

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

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

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

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

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

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

TAKOMA PARK LAND USE



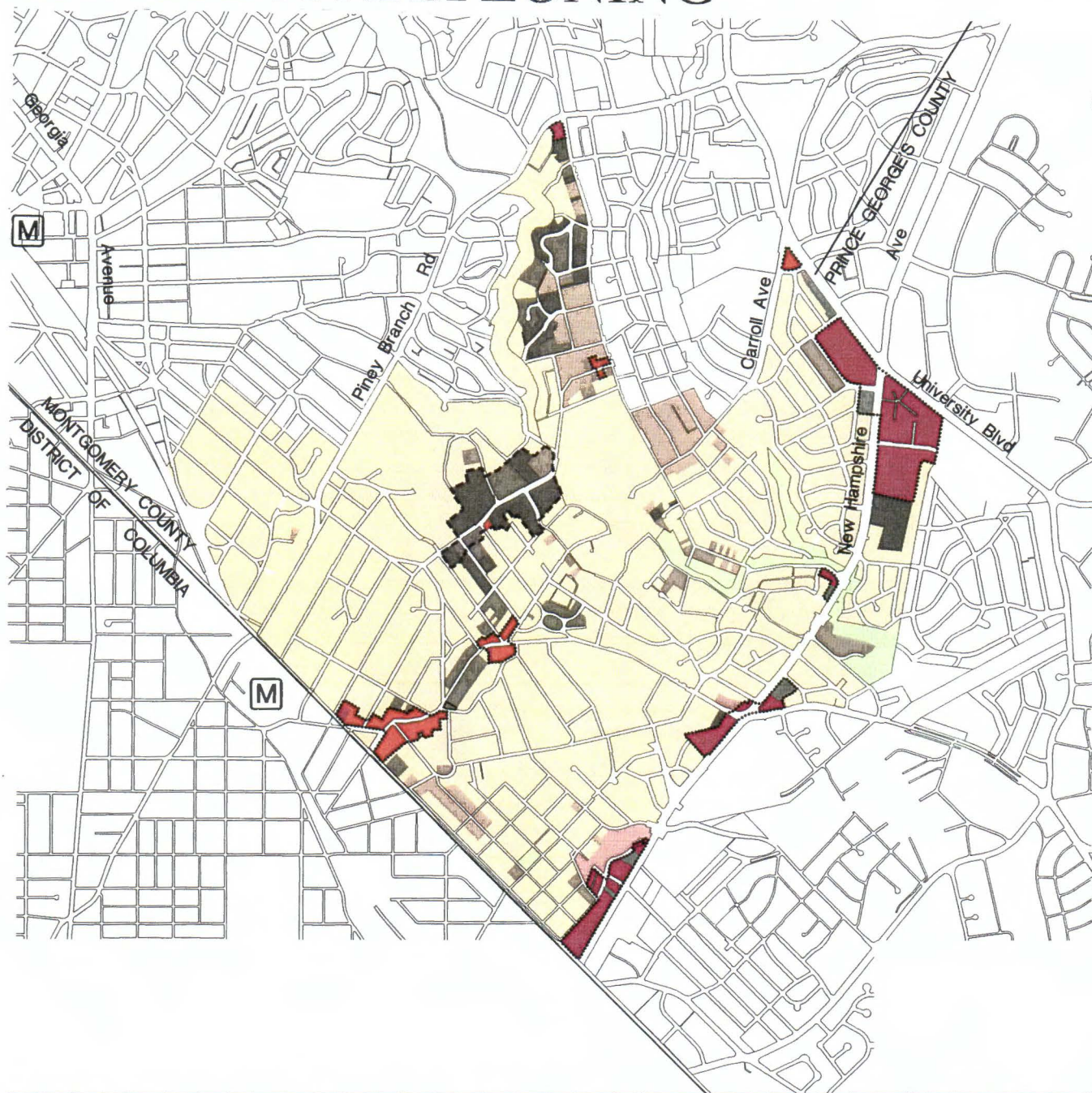
- | | |
|------------------------------------|----------------------------|
| Single Family Detached Residential | Cultural and Institutional |
| Townhouses | Unpaved Right of Way |
| Single Family Conversion | Parks |
| Garden Apartments | Vacant |
| Elevator Apartments | Parking |
| Retail | Motel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

See Detailed Maps in Appendix A



0 500 2000 Feet

TAKOMA PARK ZONING



- Neighborhood Retail Overlay Zone
- Commercial Revitalization Overlay Zone
- C-1 - Local Commercial
- C-2 - General Commercial
- R-10 - Multi-Family High Density Residential
- R-20 - Multi-Family Medium Density Residential
- R-30 - Multi-Family Low Density Residential
- R-40 - One Family Semi-Detached
- R-60 - Single Family Residential

- RE-2 - Residential Estate, 2 Acre
- RT-8 - Townhouses
- RT-12.5 - Townhouses
- O-M - Office Building Moderate
- M Metro Station

See Detailed Maps in Appendix B



0 500 2000 Feet

COMMUNITY PRESERVATION, STABILITY, AND CHARACTER

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

INTRODUCTION TO THE THEME

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

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

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

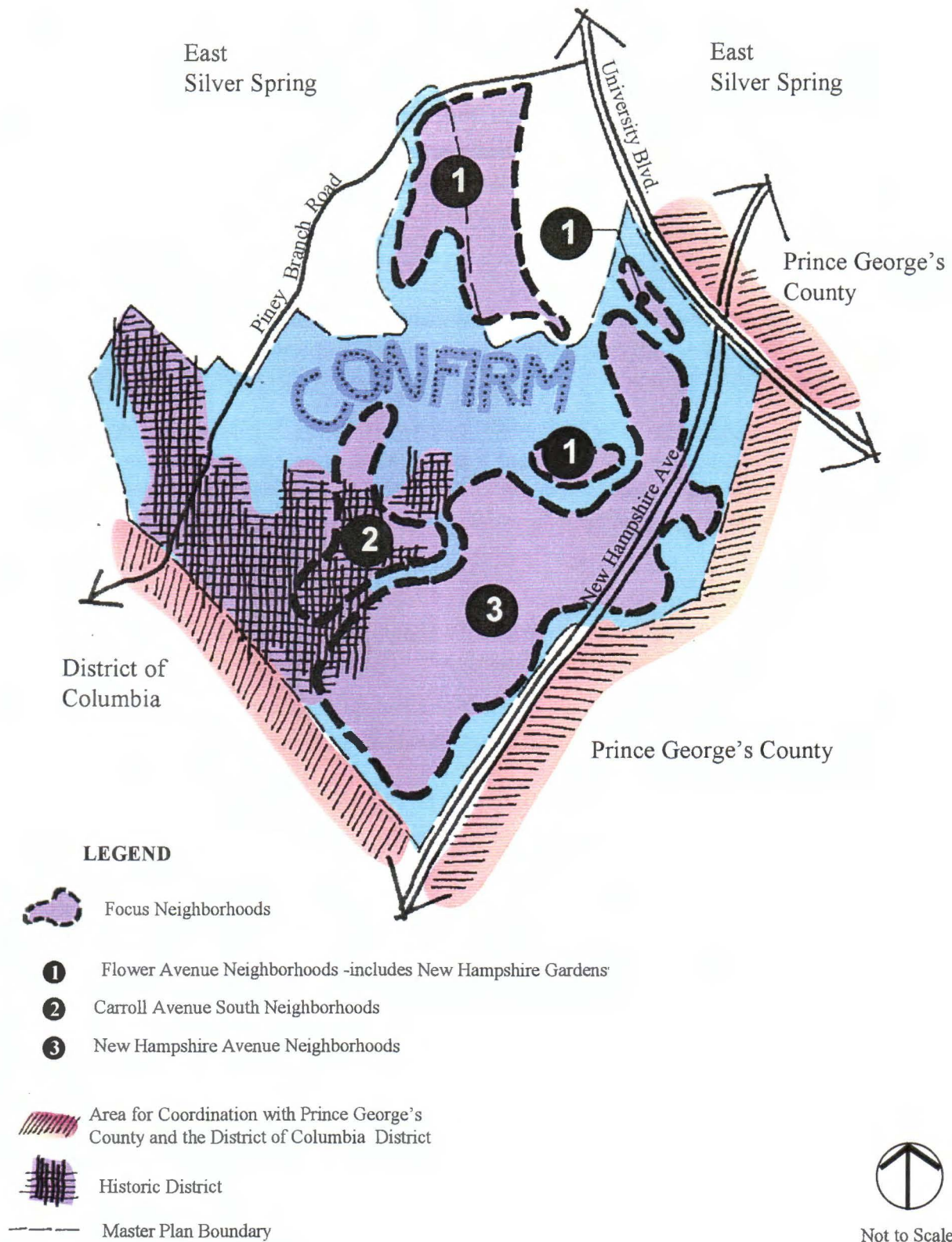
From the General Plan Refinement:

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

LAND USE AND NEIGHBORHOOD PRESERVATION

Land Use and Zoning

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



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

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

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

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

Recommendations

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

Revitalization and Diversity

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

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

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

Recommendations

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

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

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

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

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

Recommendations

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

Neighborhood Protection

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

Recommendations

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

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

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

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

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

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

Recommendation

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

FLOWER AVENUE NEIGHBORHOODS (IN TAKOMA PARK)

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

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

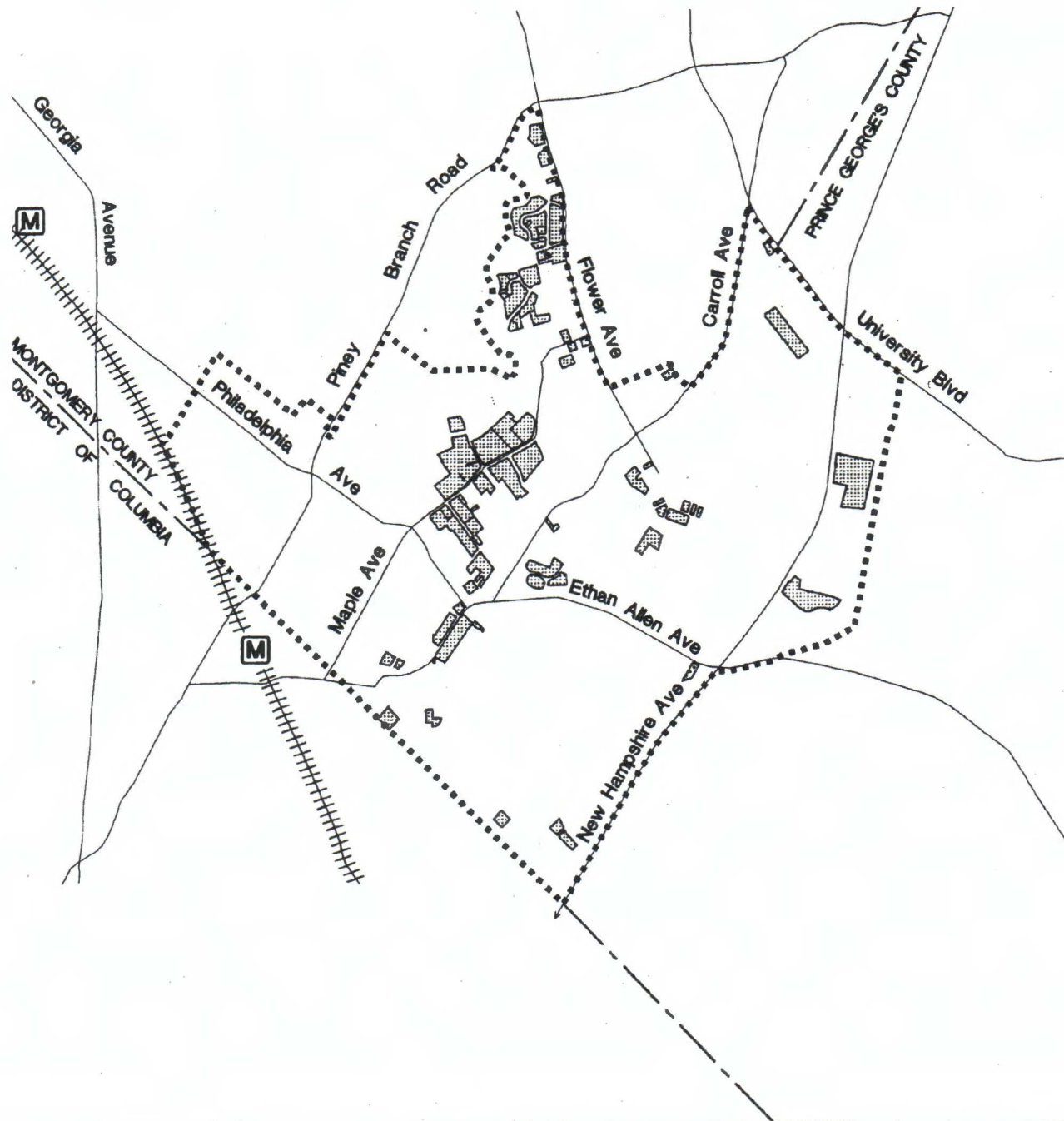
Several areas within these neighborhoods include a mix of low to medium density mixed housing types which do not presently conform to the development standards of the R-10, R-20, or R-30 Zones. These areas include about 100 lots and structures. Existing lot areas typically range from 2,000 to 5,000 square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

Recommendation



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

Location of Multi-Family Properties

Map 7



LEGEND

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

Not To Scale



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

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

- **The provisions of the text amendment should:**

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

CARROLL AVENUE SOUTH NEIGHBORHOODS

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

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

Recommendations

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

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

Recommendation

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

NEW HAMPSHIRE AVENUE NEIGHBORHOODS

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

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

Recommendations

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

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

Recommendations

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

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

HISTORIC RESOURCES

History of Takoma Park

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

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

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

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

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

Historic District

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

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

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

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

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

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

Recommendations

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

COMMERCIAL AND INSTITUTIONAL CENTERS

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

INTRODUCTION TO THE THEME

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

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

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

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

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

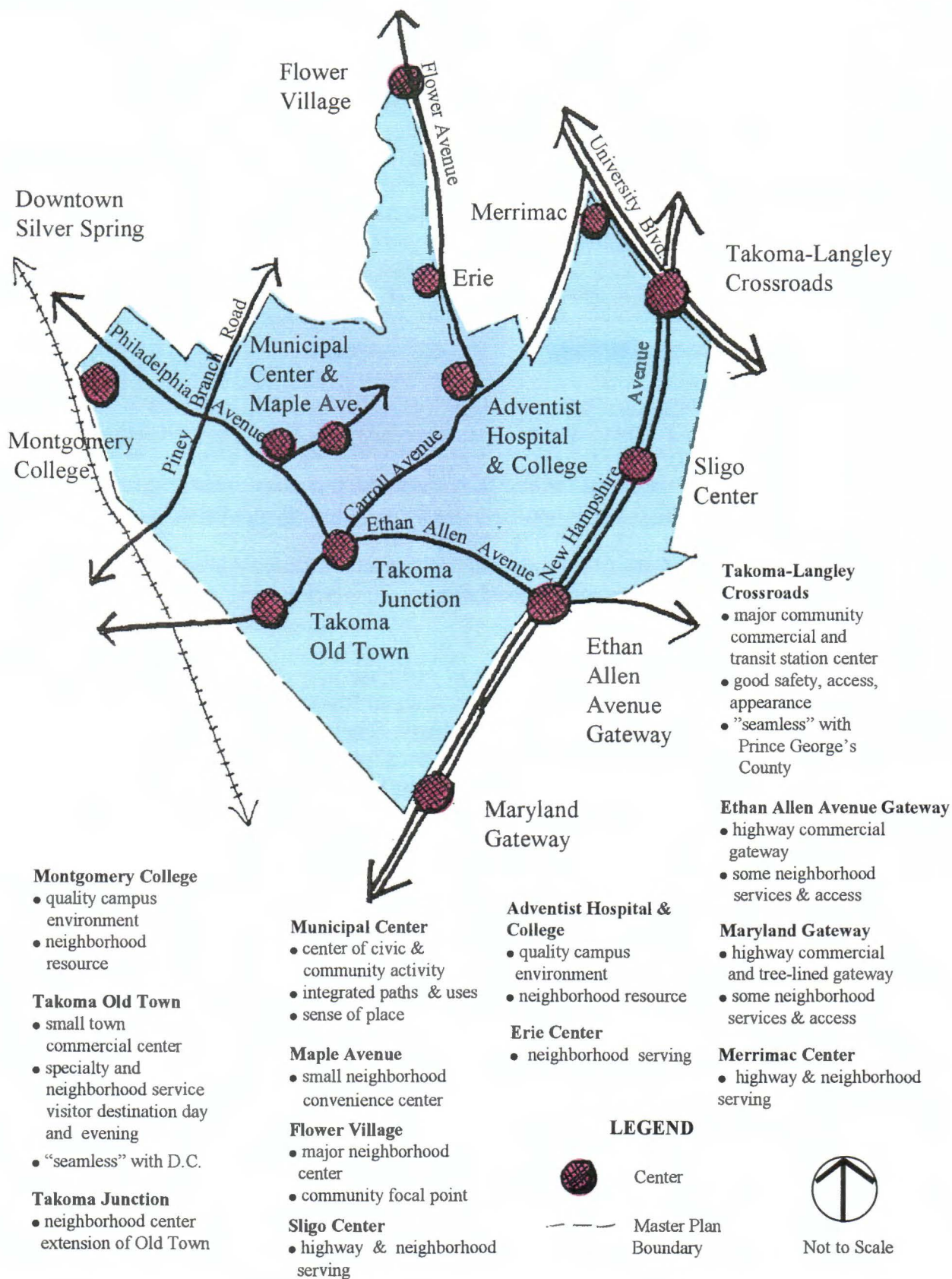
Attractive: well maintained, nice-looking buildings and facades, nice landscaping, and undergrounding of utilities.

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

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

Recommendations

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



COMMERCIAL REVITALIZATION

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

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

Recommendations

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

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

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

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

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

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

TAKOMA OLD TOWN

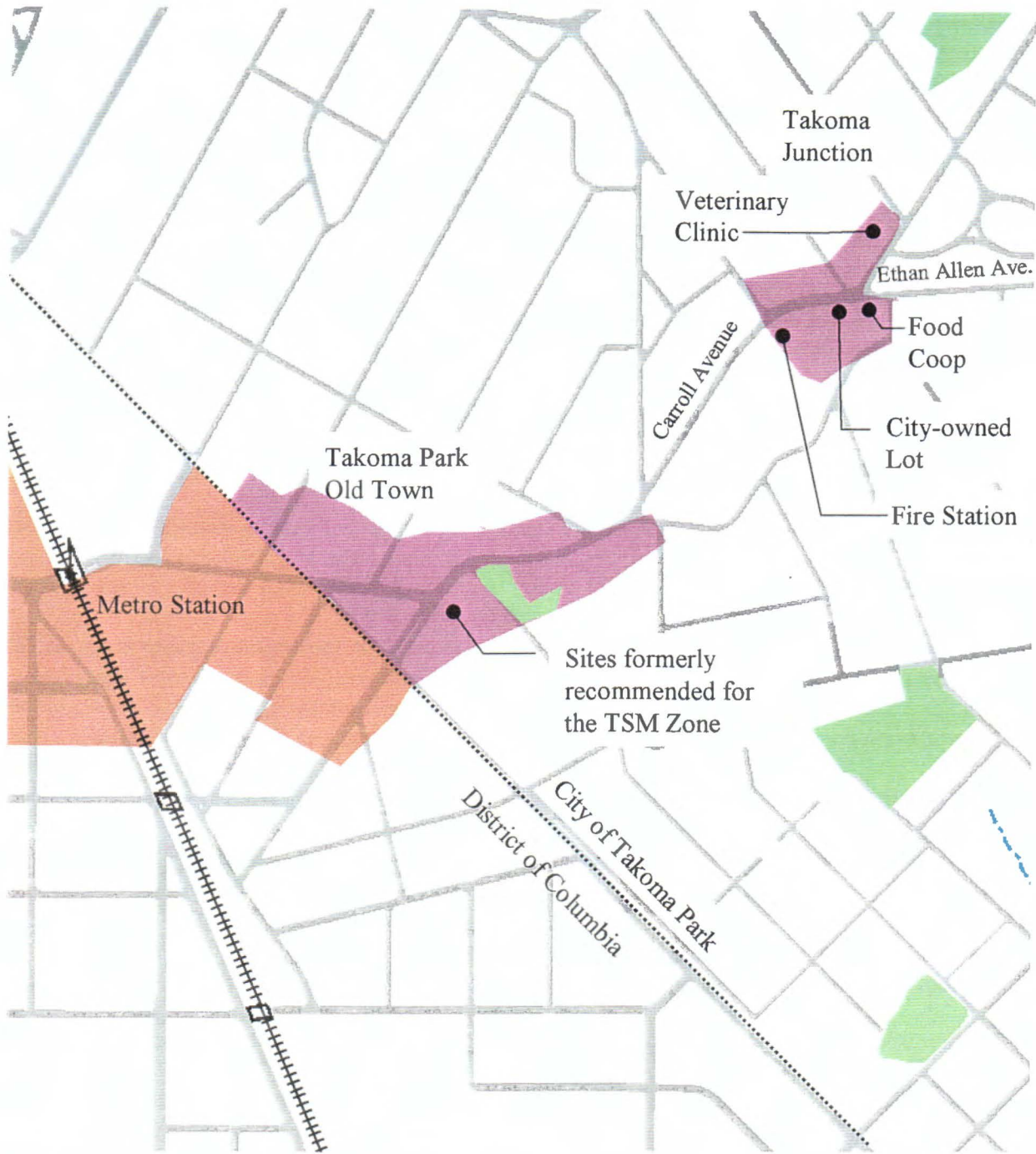
The vision for Takoma Old Town is of a village center with a traditional small town charm, providing unique stores and services to both nearby neighborhoods and regional visitors. The strengths of the area include the Takoma Metro station, neighborhoods within walking distance, an appealing character,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

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

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

Recommendations

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



LEGEND

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

1" = 600'
0' 600'



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

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

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

TAKOMA JUNCTION

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

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

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

Recommendations

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

MUNICIPAL CENTER/MAPLE AVENUE AREA

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

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

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

Map 10

- L, M & S

1" = 600'



0' 600'



Recommendations

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

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

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

Recommendations

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

FLOWER VILLAGE

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

Recommendations

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

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

ERIE AND MERRIMAC CENTERS

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

Recommendations

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



LEGEND

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

1" = 1000'

0' 1000'



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

TAKOMA/LANGLEY CROSSROADS

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

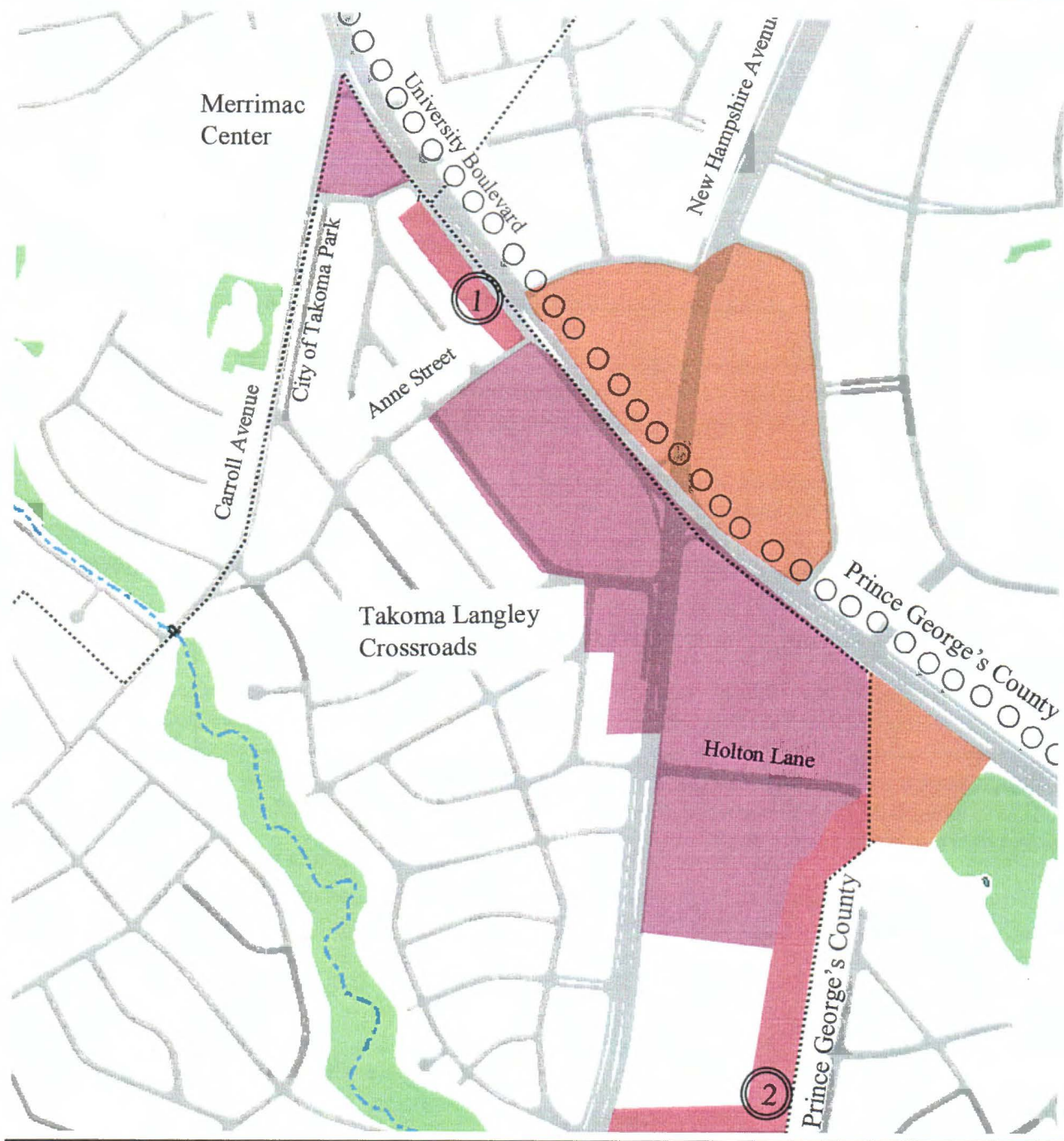
Takoma/Langley Crossroads is located south of University Boulevard at New Hampshire Avenue in the City of Takoma Park. The area is mostly zoned C-2, with some O-M zoning. There are also two apartment areas adjacent to the center west of New Hampshire Avenue. The centers on the north side of University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

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

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

Recommendations

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



LEGEND

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

1" = 600'



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

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

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

SLIGO CREEK PARKWAY AT NEW HAMPSHIRE AVENUE

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

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

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

Table 1

COMMERCIAL AREA LAND USE and ZONING RECOMMENDATIONS

SITES 1 & 2

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

Table 2

COMMERCIAL AREA LAND USE and ZONING RECOMMENDATIONS

SITES 3 & 4

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

Recommendations

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

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

ETHAN ALLEN AVENUE GATEWAY AT NEW HAMPSHIRE AVENUE

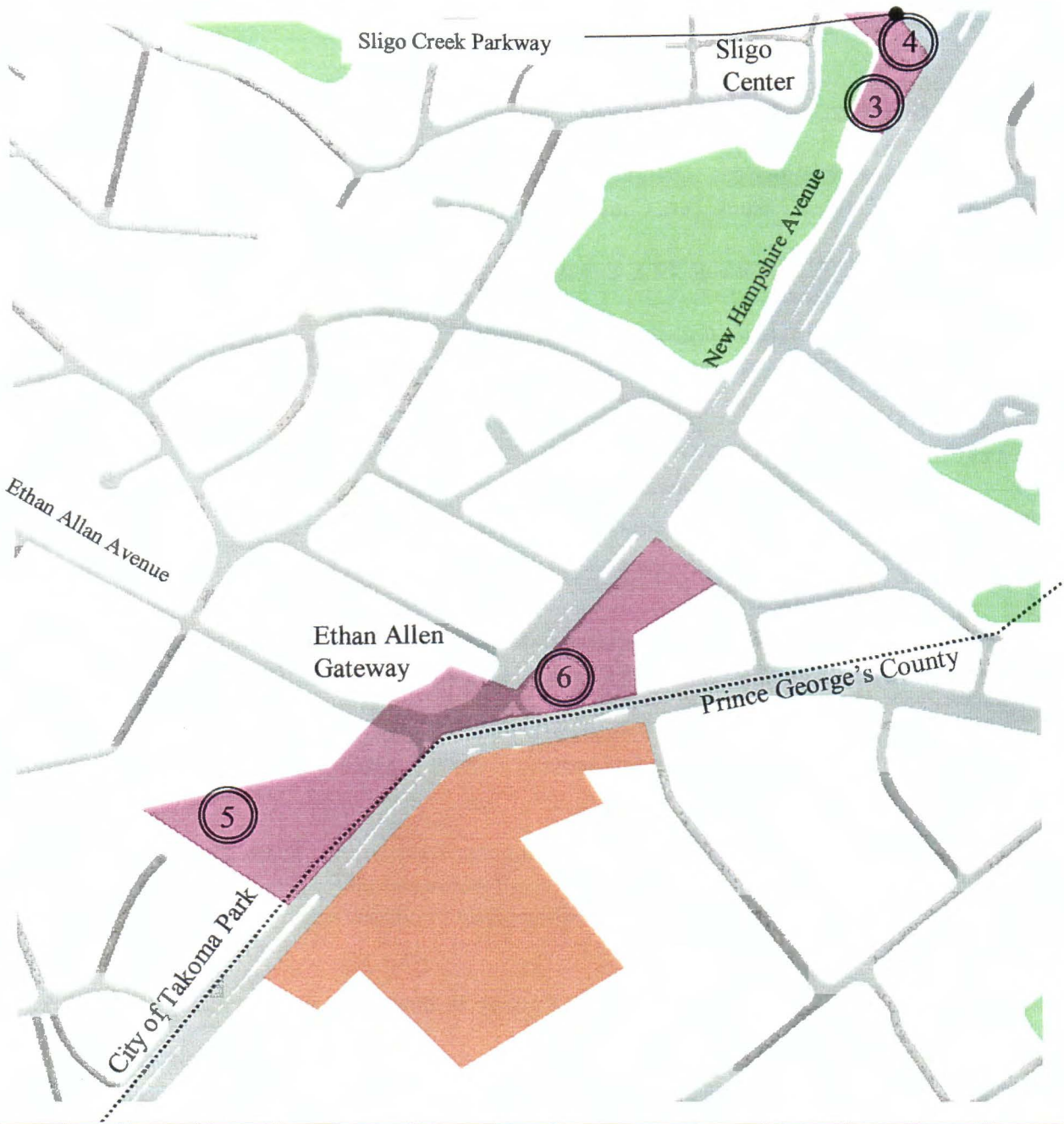
The vision for the Ethan Allen Avenue Gateway at New Hampshire Avenue is to provide highway commercial services and neighborhood retail service to area residents. The strengths of the area include good access to major roads, visibility to pass-by traffic, and generally sufficient parking. Map 13 shows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

Recommendations

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

Ethan Allen Avenue Gateway and Sligo Center

Map 13



LEGEND

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

1" = 400'

0' 400'



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

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

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

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

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

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

Recommendation

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

Table 3

COMMERCIAL AREA LAND USE and ZONING RECOMMENDATIONS

SITES 5 & 6

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

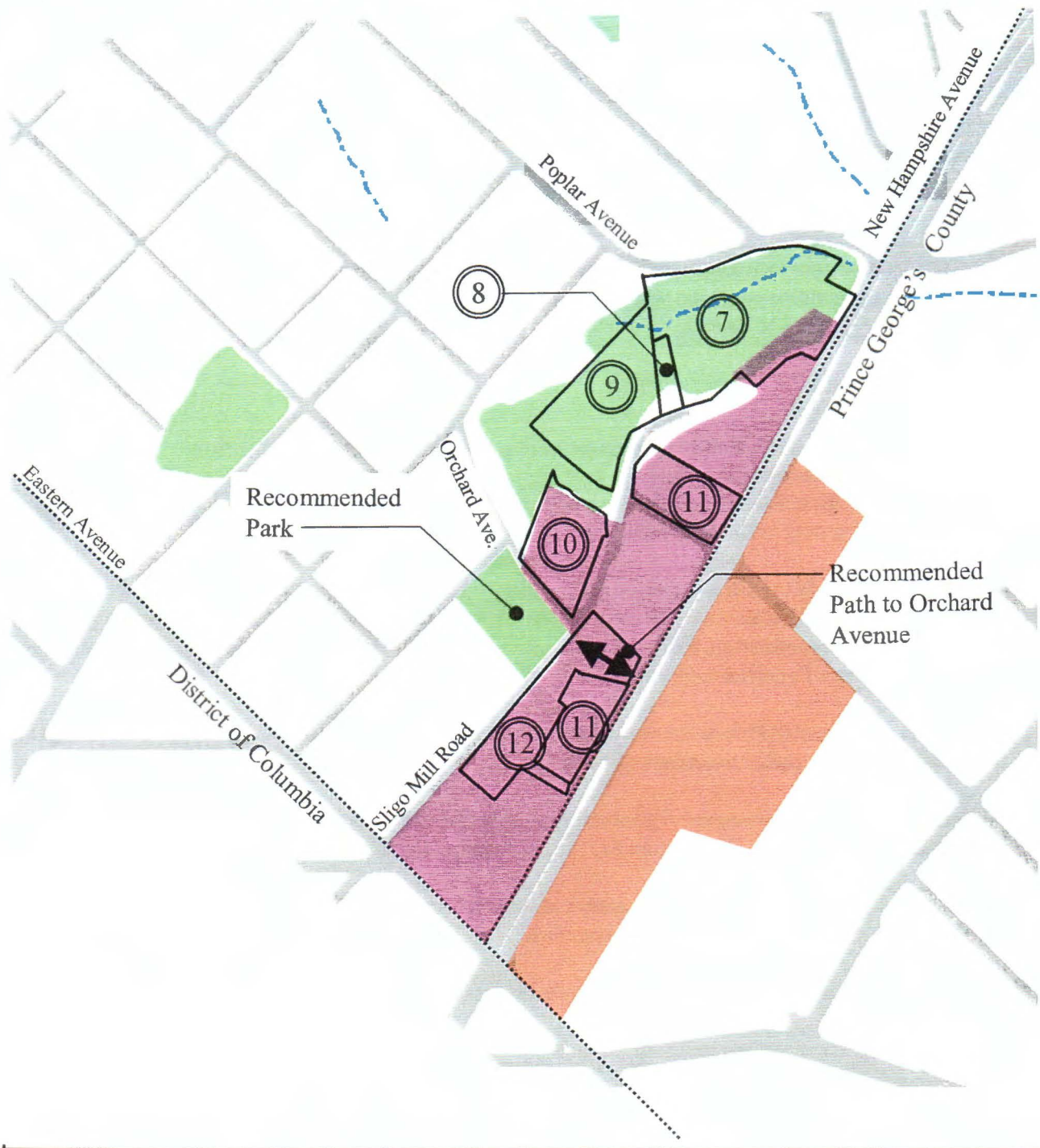
MARYLAND GATEWAY AT EASTERN AND NEW HAMPSHIRE AVENUES

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

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

Recommendations

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



LEGEND

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

1" = 400'
0' 400'



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

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

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

New commercial uses should be concentrated along New Hampshire Avenue.

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

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

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

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

Table 4

COMMERCIAL AREA LAND USE and ZONING RECOMMENDATIONS

SITES 7-12

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

Table 4 (Continued)

COMMERCIAL AREA LAND USE and ZONING RECOMMENDATIONS

SITES 7-12

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

WASHINGTON ADVENTIST HOSPITAL/ COLUMBIA UNION COLLEGE

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

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

Recommendations

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

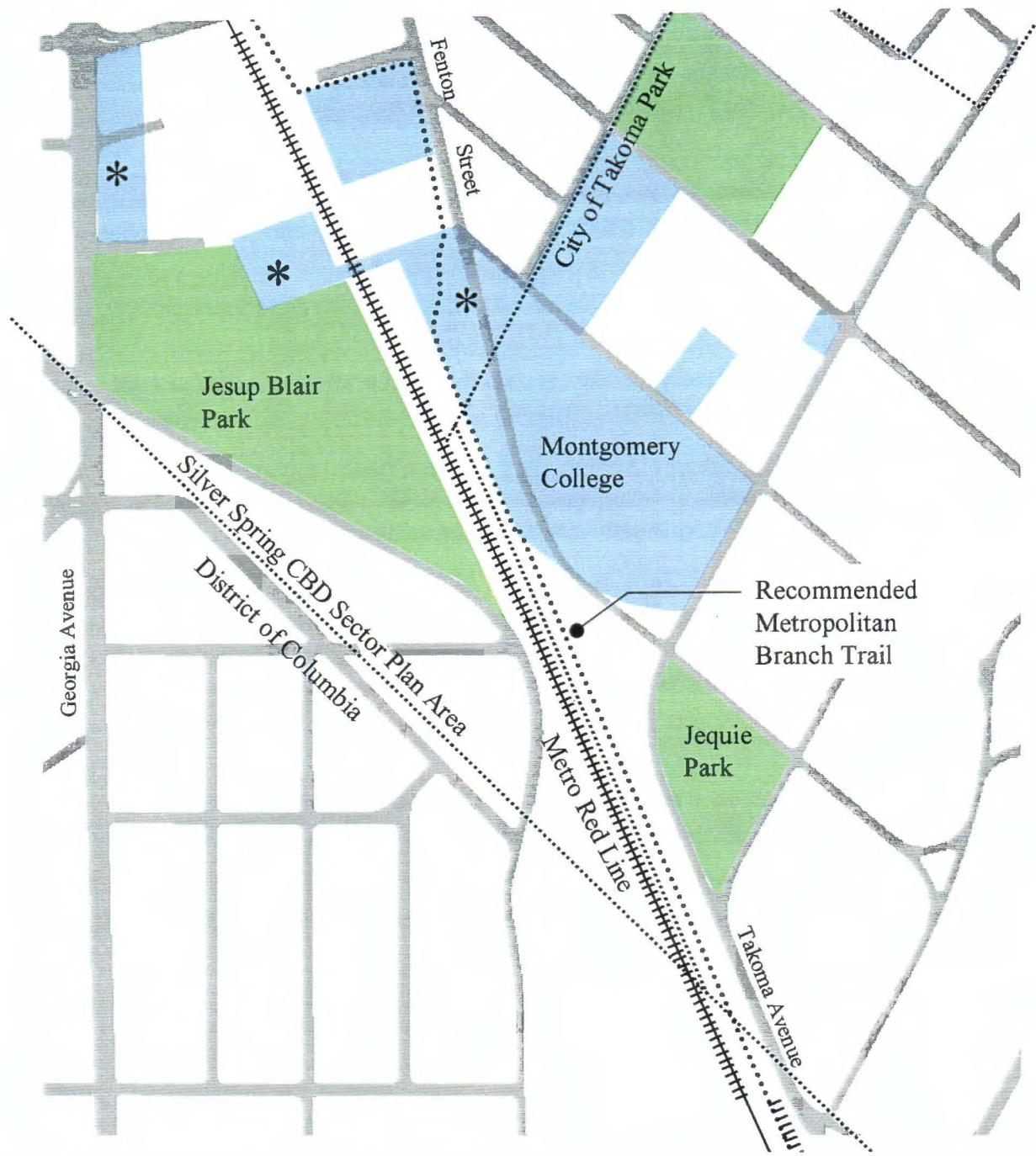
MONTGOMERY COLLEGE AT TAKOMA PARK

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

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

Recommendations

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



LEGEND

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

1" = 400'
0' 400'



COMMUNITY FACILITIES, PARKS, AND ENVIRONMENTAL RESOURCES

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

INTRODUCTION TO THE THEME

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

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

COMMUNITY FACILITIES

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

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

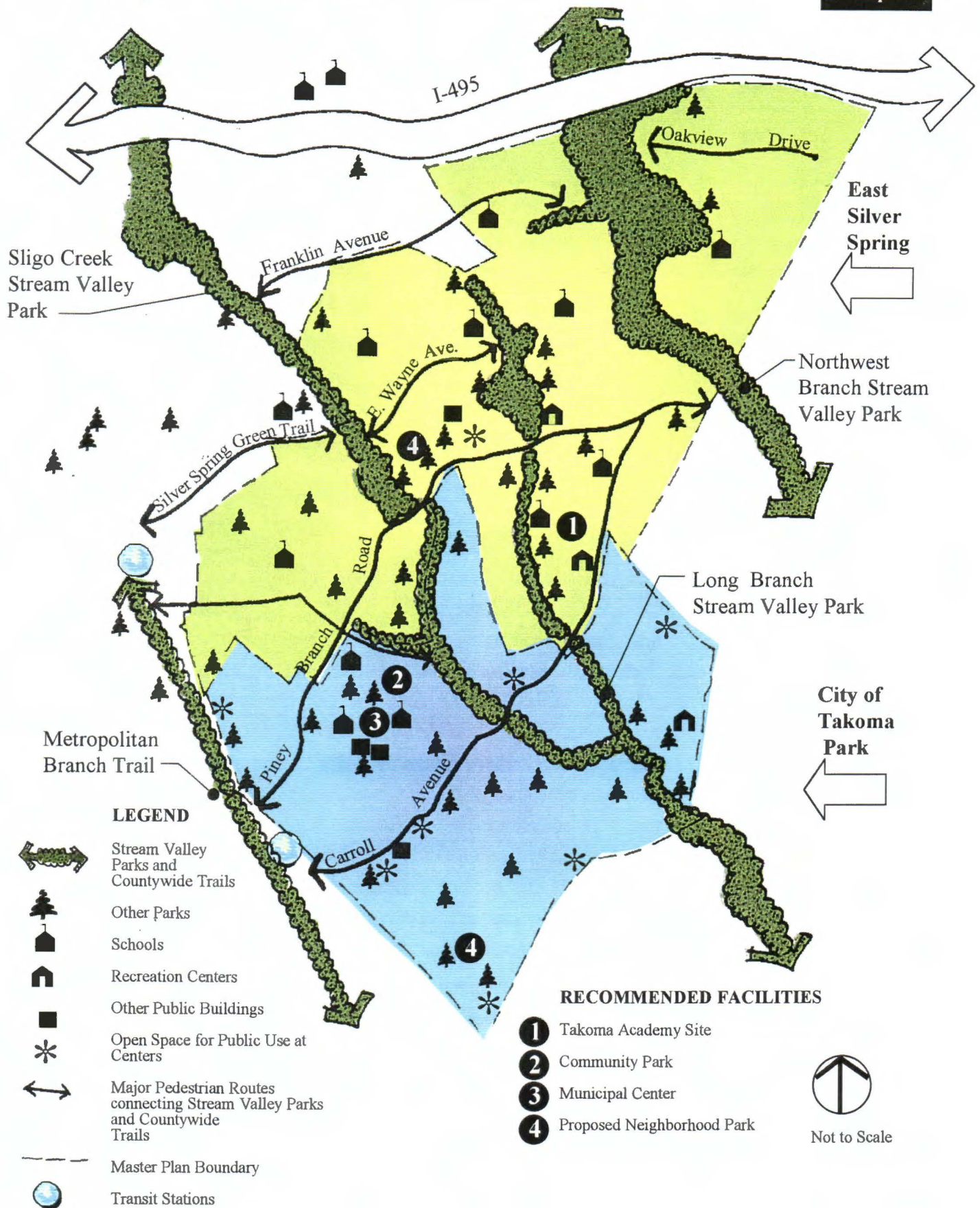
The need for more recreation facilities and sites for social service providers is discussed elsewhere in this Plan. Because the area is mostly developed, there are limited opportunities to provide additional facilities. However, the Takoma Academy and other nearby Adventist institutions may move, thus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

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

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

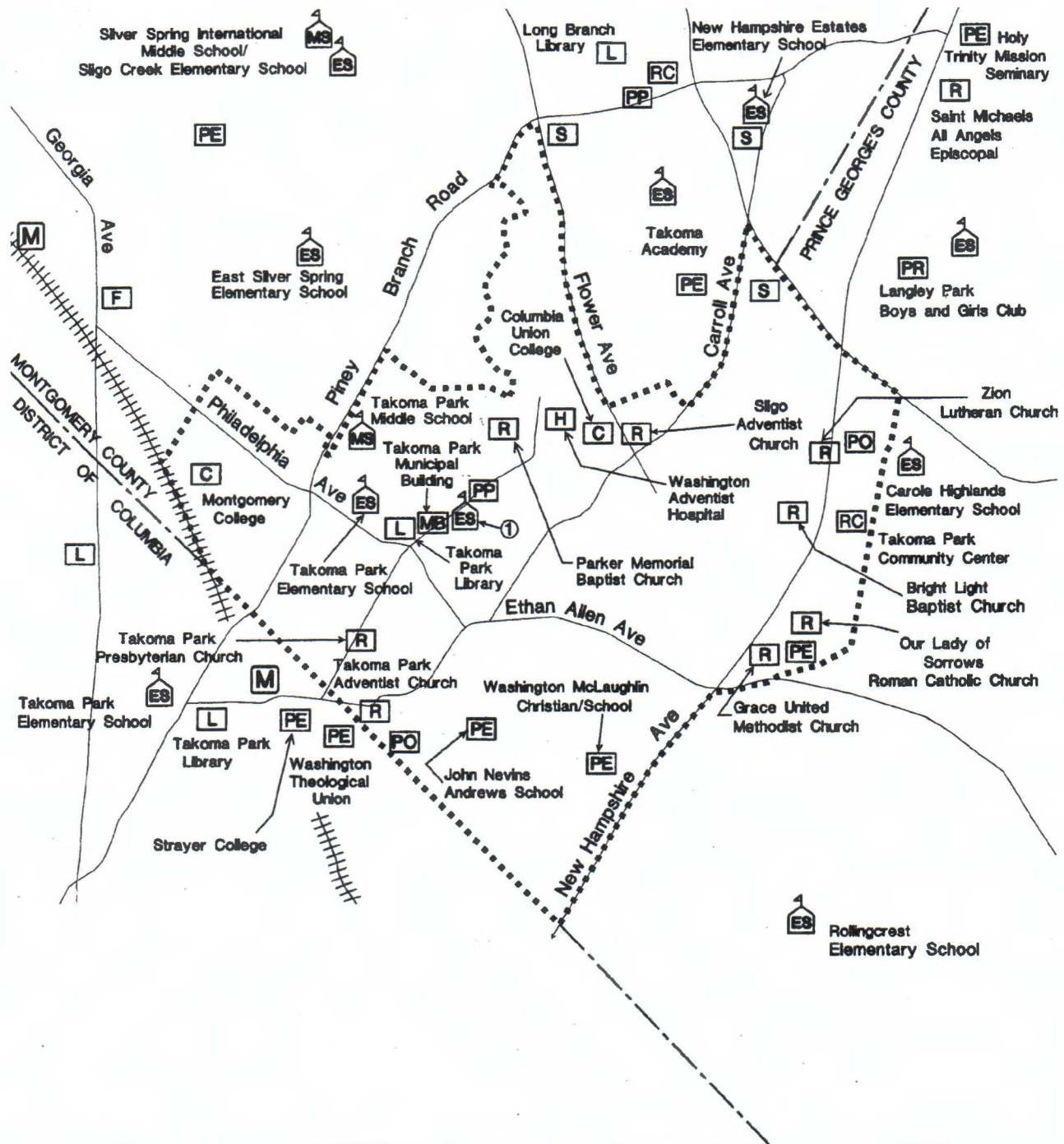
Community Facilities and Parks

Map 16



Existing Community Facilities

Map 17



LEGEND

- County Line
- Master Plan Boundary
- [PP] Public Pool
- [RC] Recreation Center
- [F] Fire & Rescue Station
- [ES] Elementary School
- [L] Library

- [PE] Private Educational
- [R] Religious Institution
- [M] Metro Station
- [PR] Private Recreation
- [H] Hospital
- [PO] Post Office
- [C] College

- [MS] Middle School
- [MB] Municipal Building
- [S] Social Service Organization
- ① Piney Branch Elementary School
- ++++ Railroad

Not To Scale



Recommendations

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

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

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

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

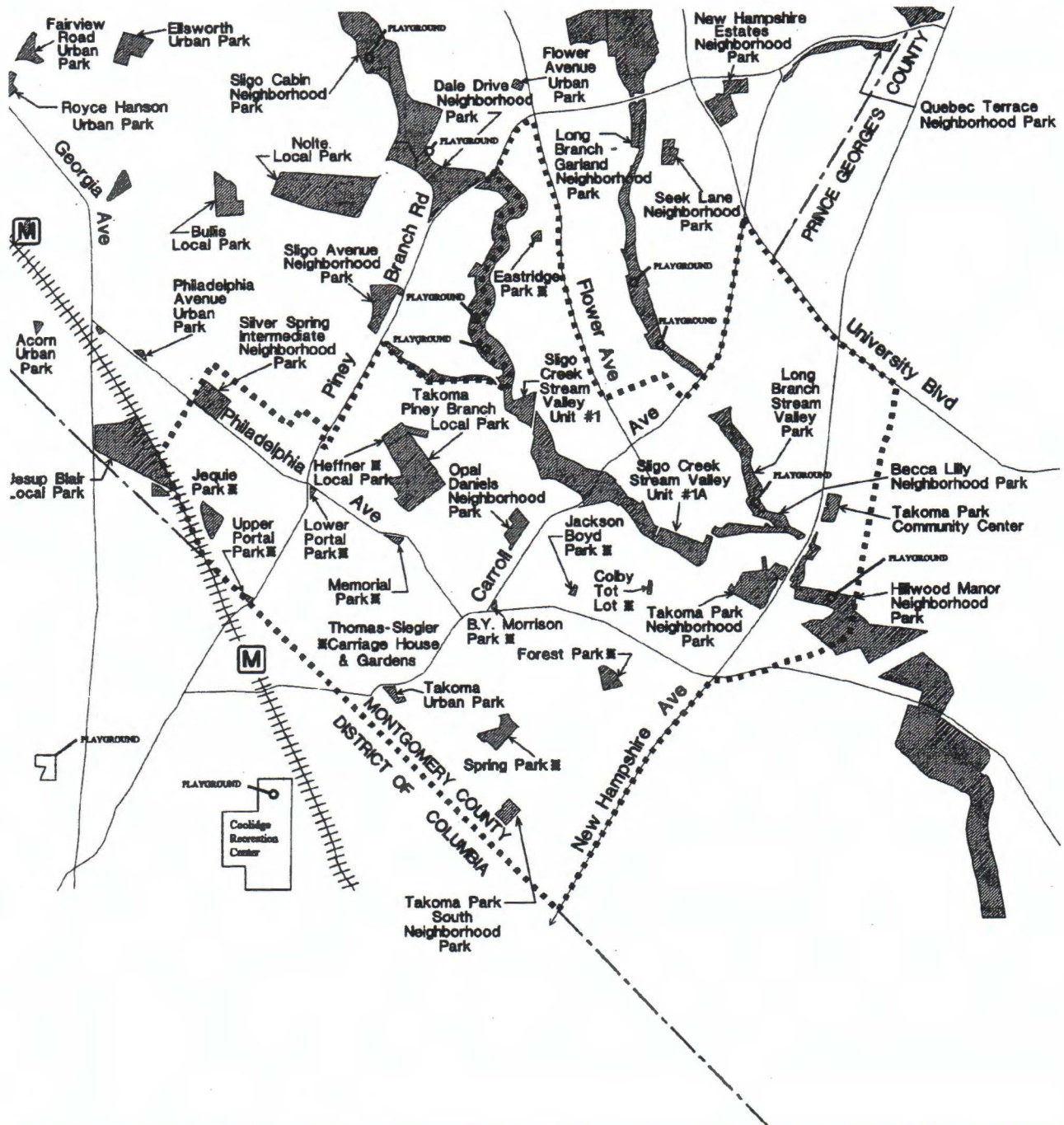
- **Provide community facilities at appropriate locations to meet the human service, recreational, security, educational, and other needs of the diverse community.** Organizations such as CASA of Maryland, the Spanish Catholic Center, and the Takoma/East Silver Spring (TESS) Center are important to the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

PARKS AND OPEN SPACE

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

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

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



LEGEND

- County Line
- Master Plan Boundary

+++++ Railroad



Parks



City Of Takoma Park's Parks



Metro Station

Not To Scale



Table 5
PARK ACREAGE

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

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

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

Stream Valley Parks

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

Recommendations

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

Existing Parks

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

Recommendations

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

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

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

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

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

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

Future Parks

Recommendations

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

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

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

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

City Parks

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

Recommendations

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

ENVIRONMENTAL RESOURCES

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

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

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

Air Quality

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

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

Recommendations

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

Noise

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

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

Recommendation

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

Community Water and Sewer

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

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

Trees and Forest Conservation

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

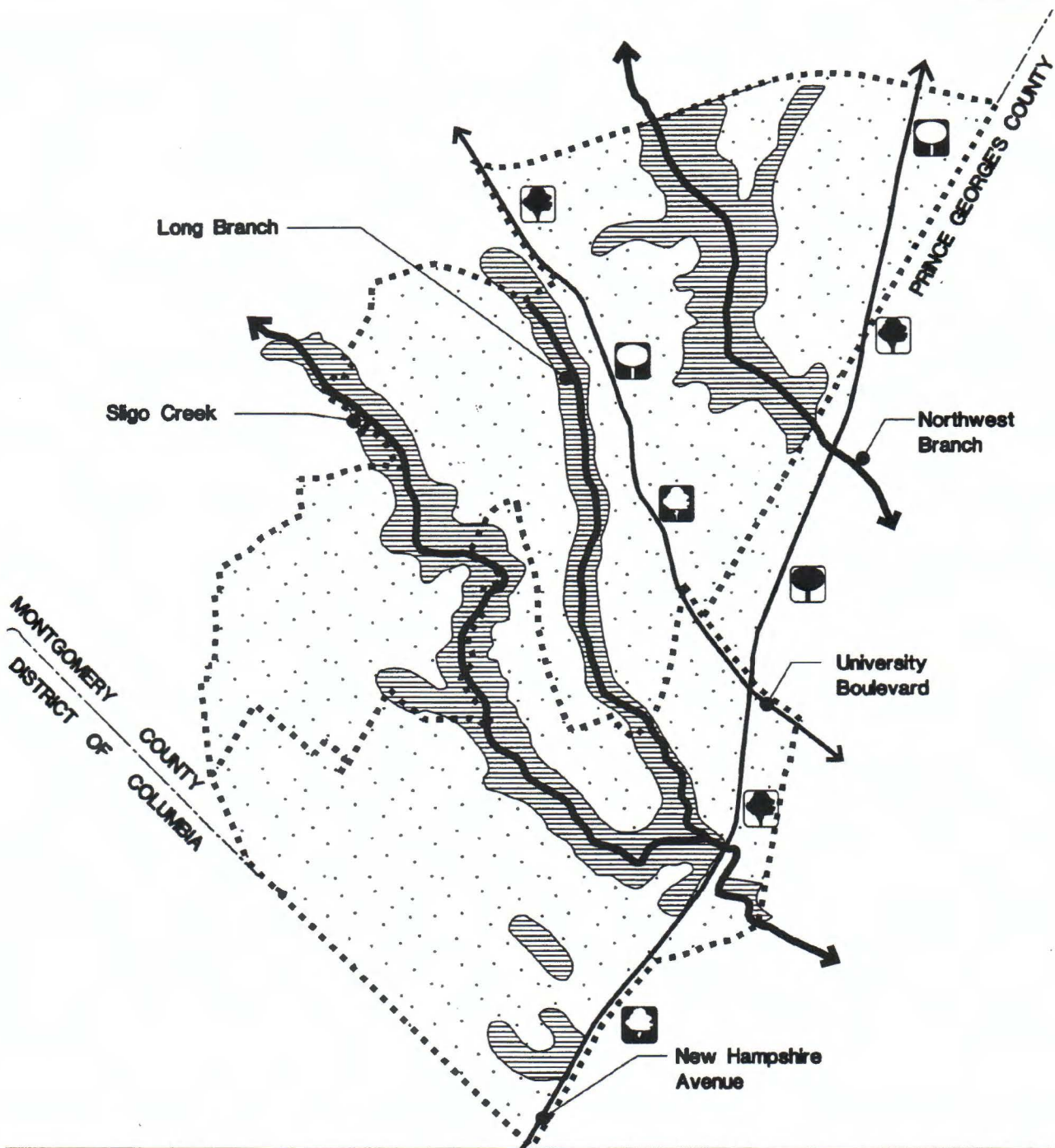
Two regulatory programs aid in the conservation and replanting of trees and forest within the Master Plan area. The City of Takoma Park Trees and Vegetation Ordinance is designed to protect existing trees, require replacement planting, and encourage the planting of new trees. The County Forest Conservation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

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




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

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

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



LEGEND

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

-  Streams
-  Roads



Not To Scale

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

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

Recommendations

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

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

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

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

Environmental Standards for Building Design

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

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

Recommendation

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

Water Quality/Stormwater Management

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

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

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

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

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

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

Recommendations

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

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

NEIGHBORHOOD-FRIENDLY CIRCULATION SYSTEMS

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

INTRODUCTION TO THE THEME

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

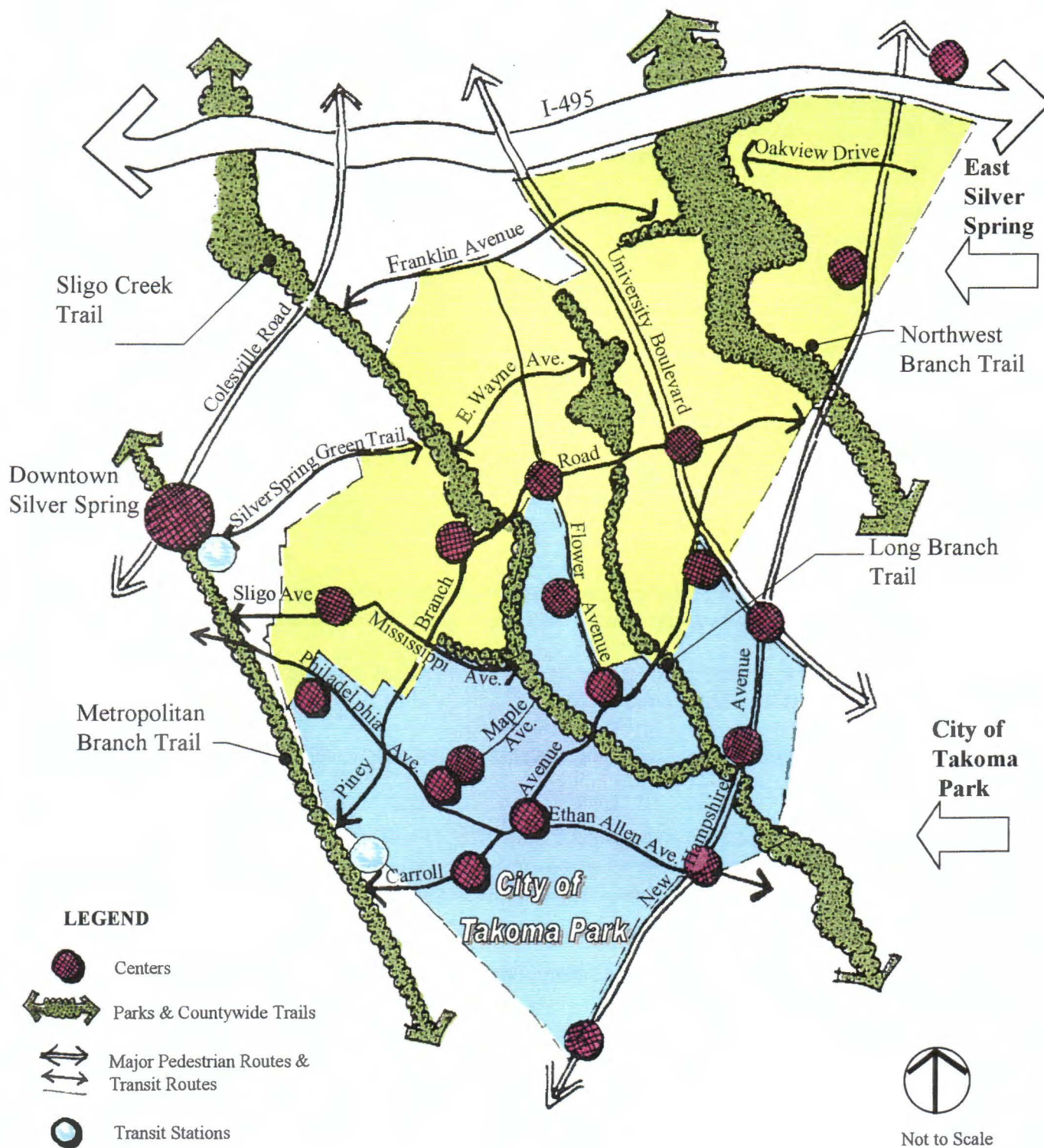
In order to accommodate both local and regional vehicular traffic, this Plan recommends a road system that balances land use and transportation needs. The Plan relies on the roadway classification system used by County and State highway officials to define roadway standards and the ultimate number of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

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

TRAFFIC CIRCULATION

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

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



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

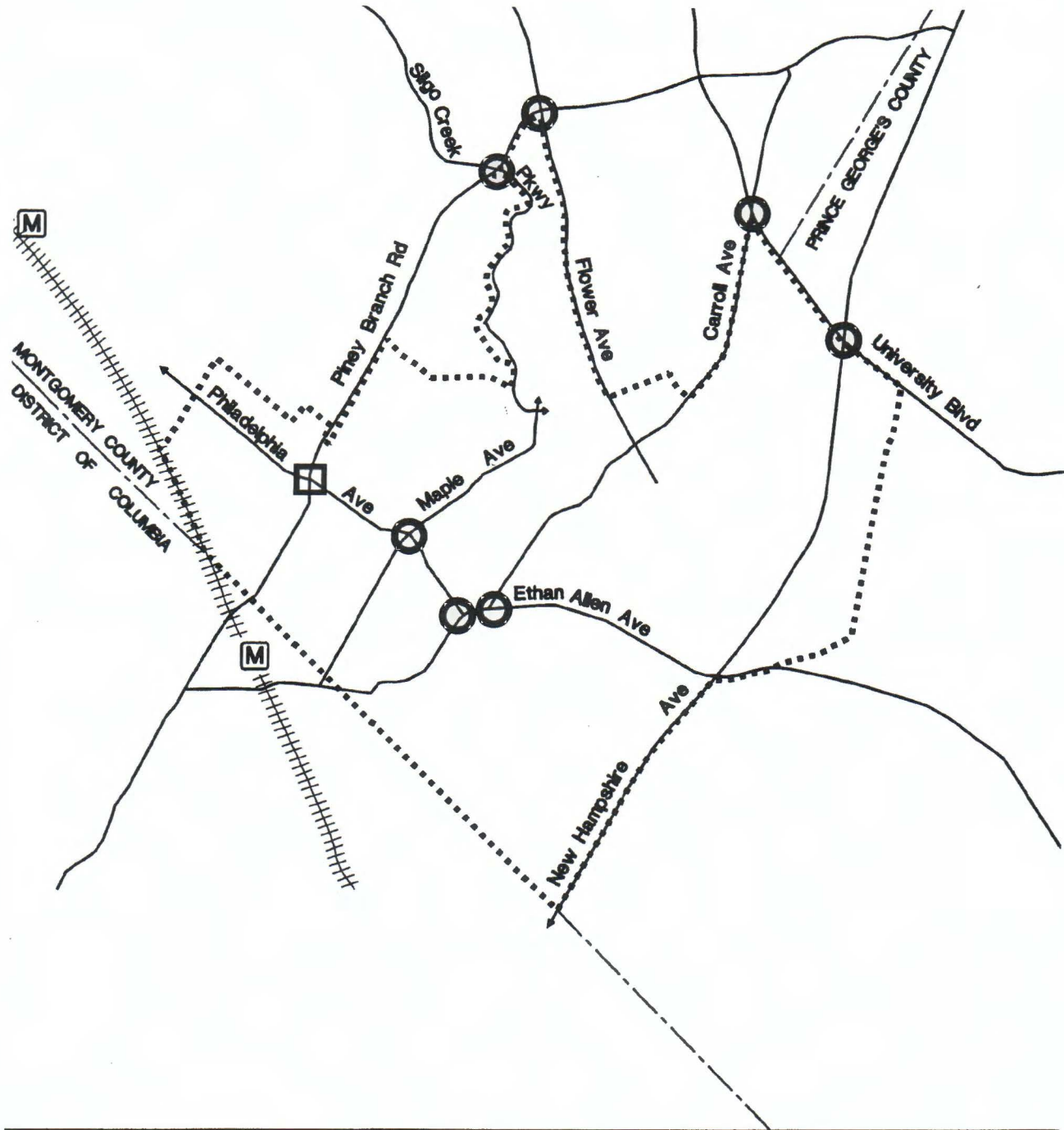
Map 21 shows Forecast Intersection Congestion, assuming that recommended improvements are in place. At some locations, intersection congestion will remain worse than the standard. In some instances, the Master Plan does not explicitly recommend roadway capacity improvements to achieve current Local Area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

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

Recommendations

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

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



LEGEND

- County Line
- Master Plan Boundary

- CLV < 1650 (Better Than Standard)
- CLV > 1650 (Worse Than Standard)
- [M] Metro Station

+++++ Railroad

Not To Scale



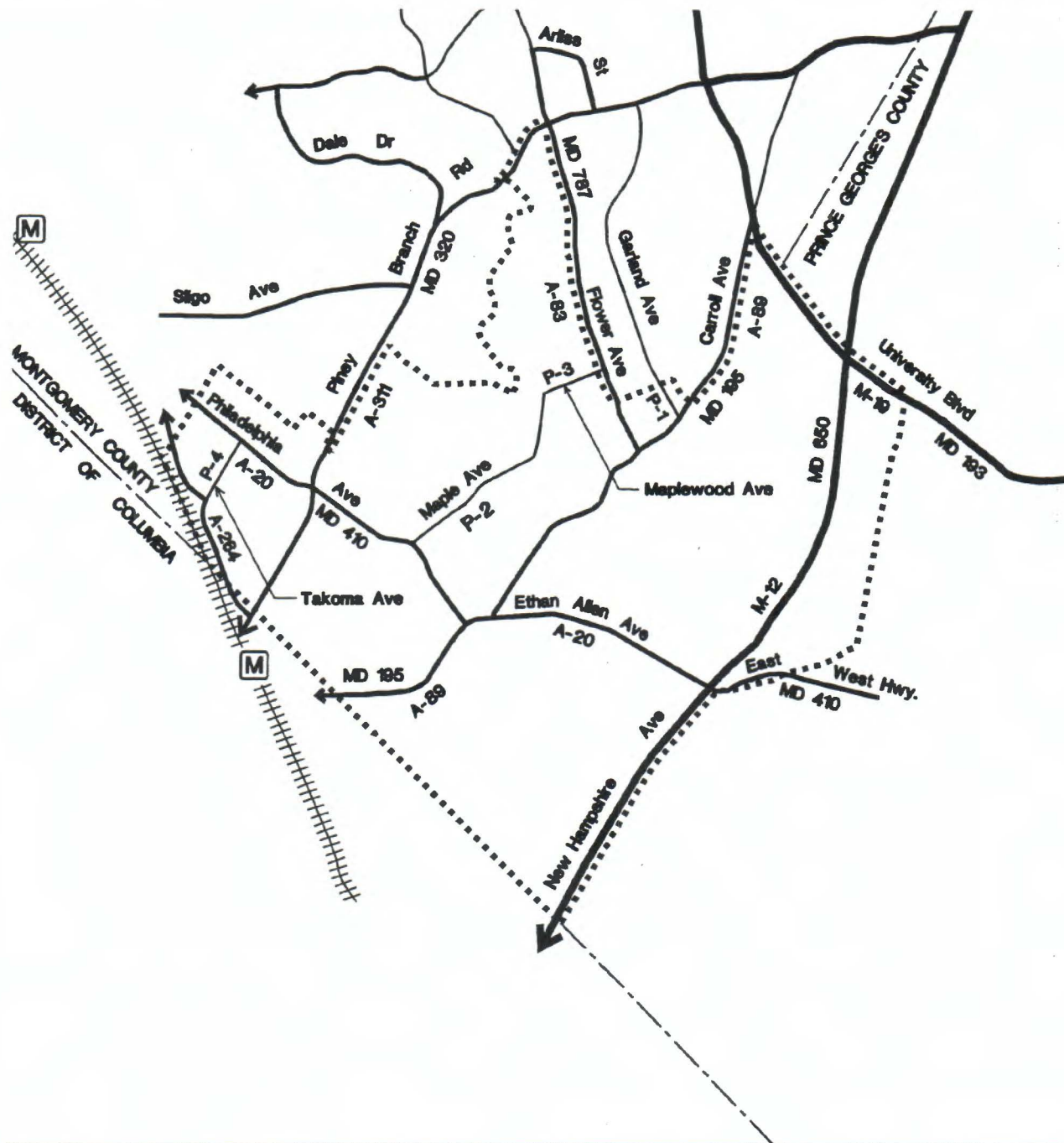
- **Streets which are within the public right-of-way but are not built (known as paper streets) should be retained in public ownership unless they are no longer needed for public auto, pedestrian, or bicycle access, or for other public use.**

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

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

Recommendations

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



LEGEND

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

+++++ Railroad

Not To Scale



Table 6

ROADWAY CLASSIFICATIONS

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

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

PEDESTRIAN SYSTEM

Master Plan Area Sidewalks and Trails

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

Recommendations

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

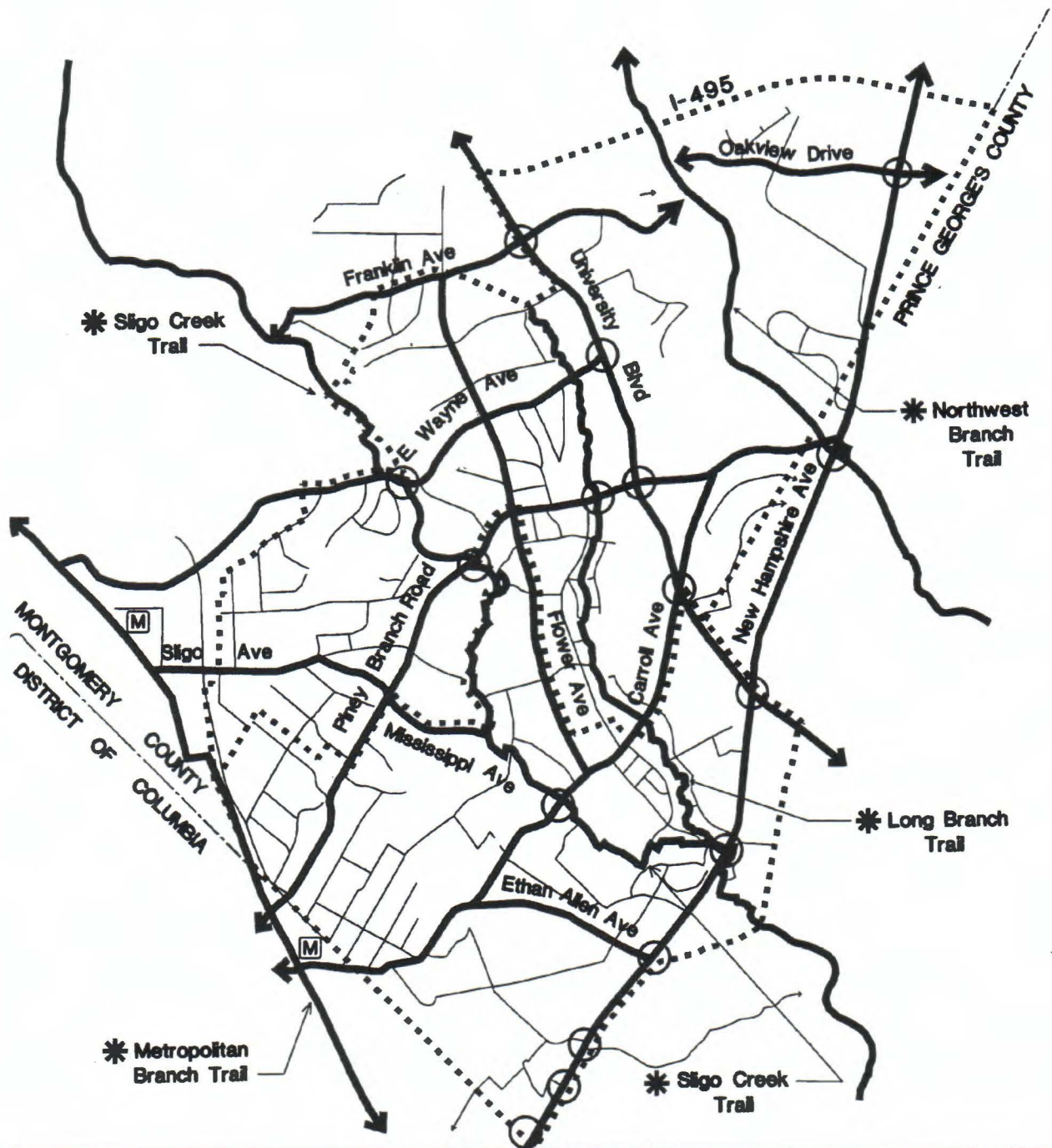
Good pedestrian walkways should be provided in all residential areas. The most important routes are identified by their main function and should be given priority. In many places where sidewalks currently exist, they are not adequate and should be improved.

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

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

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

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



LEGEND

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

* Countywide Trails

Not To Scale



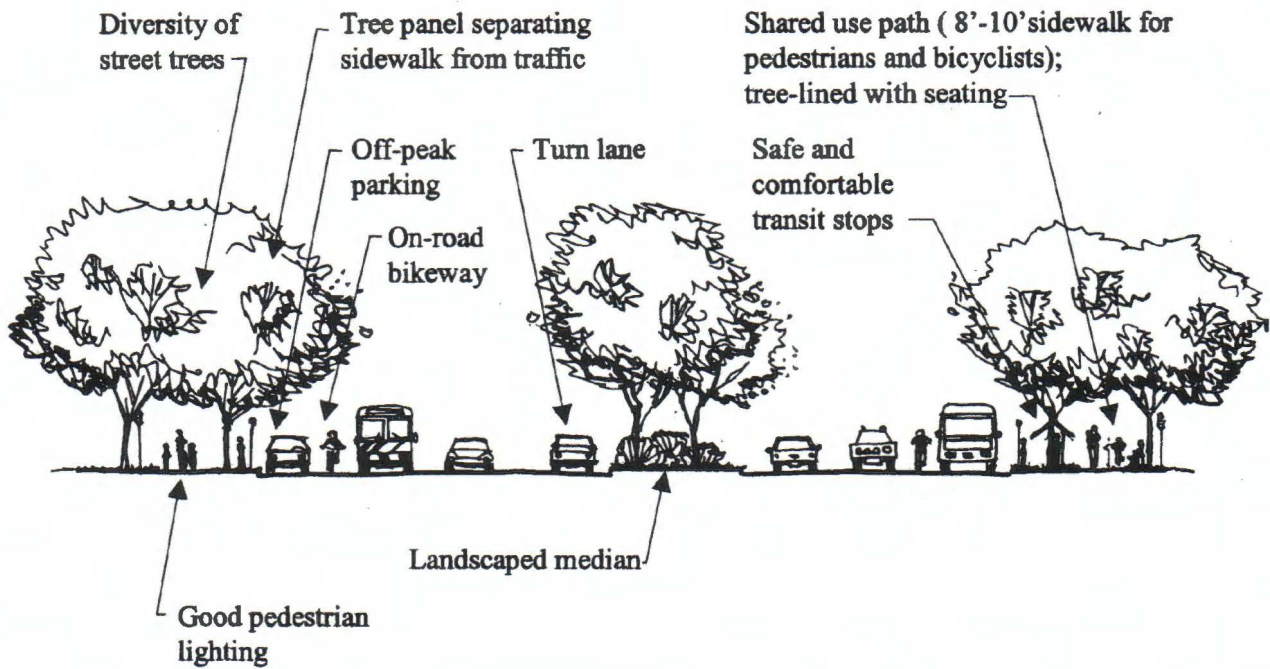
Streetscape Treatments

University Boulevard Recommendations

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

New Hampshire Avenue Recommendations

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



- **Prepare a concept study of improvements to the pedestrian environment and to the attractiveness of the area along New Hampshire Avenue.** A streetscape concept is shown in Figure 2. The study should address:

1. Addition of trees and landscaping to medians and to the edges of roads within rights-of-way.
2. Conformance to setback requirements for parking lots and buildings along the roadway to provide space for sidewalk easements behind tree panels where the right-of-way is not adequate.
3. Enhancement of selected locations to improve pedestrian comfort and safety and to improve character, such as bus stops and pedestrian crossings. Improvement should include crossings of New Hampshire Avenue at:

University Boulevard
 Holton Lane
 Sligo Creek Trail
 Larch Avenue
 Ethan Allen Avenue
 Poplar Avenue
 Sheridan Street
 Eastern Avenue

4. Provision of gateway enhancements at the Maryland Gateway at Eastern Avenue and at Ethan Allen Avenue.

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

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

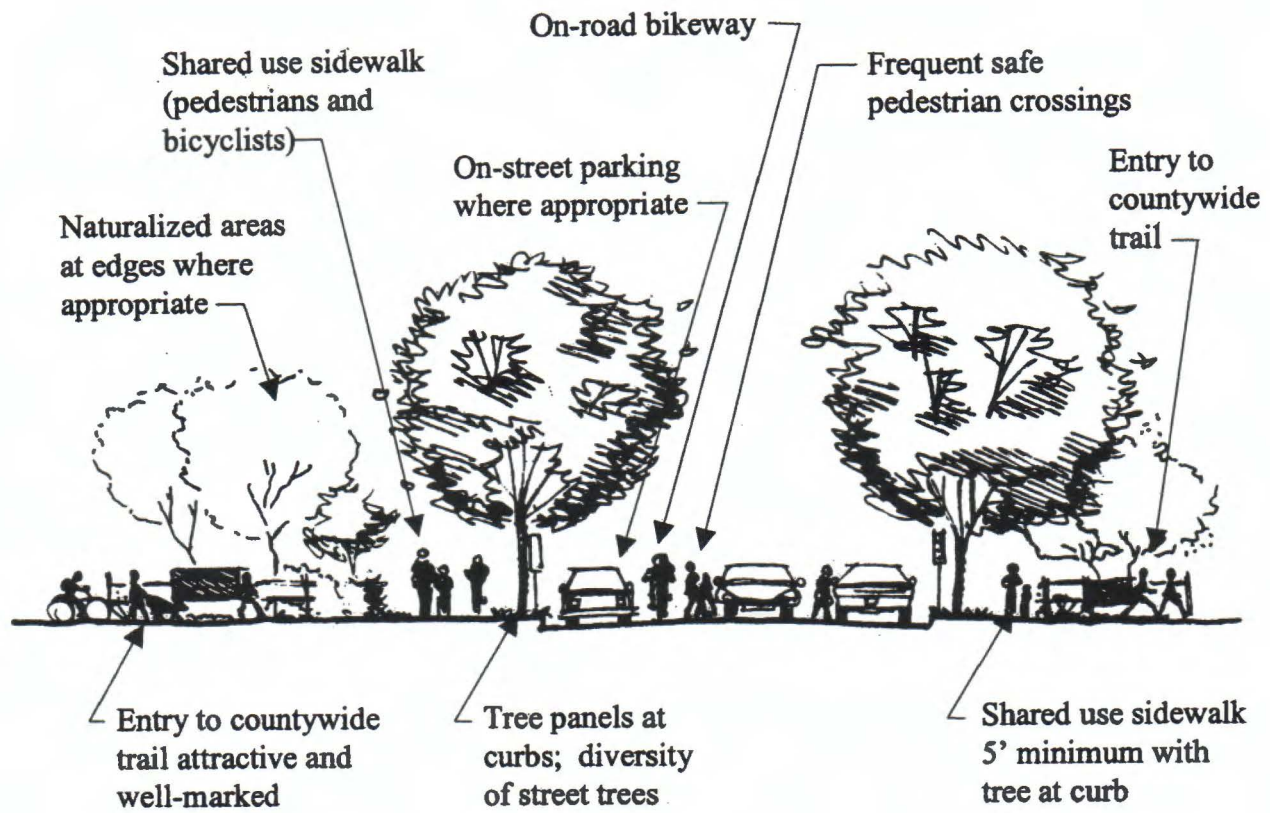
1. Provide sidewalks on both sides of the road with trees to shade both the sidewalks and the travel lane. The sidewalk should be set back from the curb to separate users from traffic. Future detailed design studies will determine the final design. Minimize impacts on front yards.

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

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

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

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



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

Flower Avenue Recommendations

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

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

Maple Avenue Recommendation

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



Mississippi Avenue Recommendations

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

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

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

BIKEWAY SYSTEM

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

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

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

Recommendations

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

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

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

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

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

³*1998 County-wide Park Trails Plan*

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

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

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

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

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

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

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

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

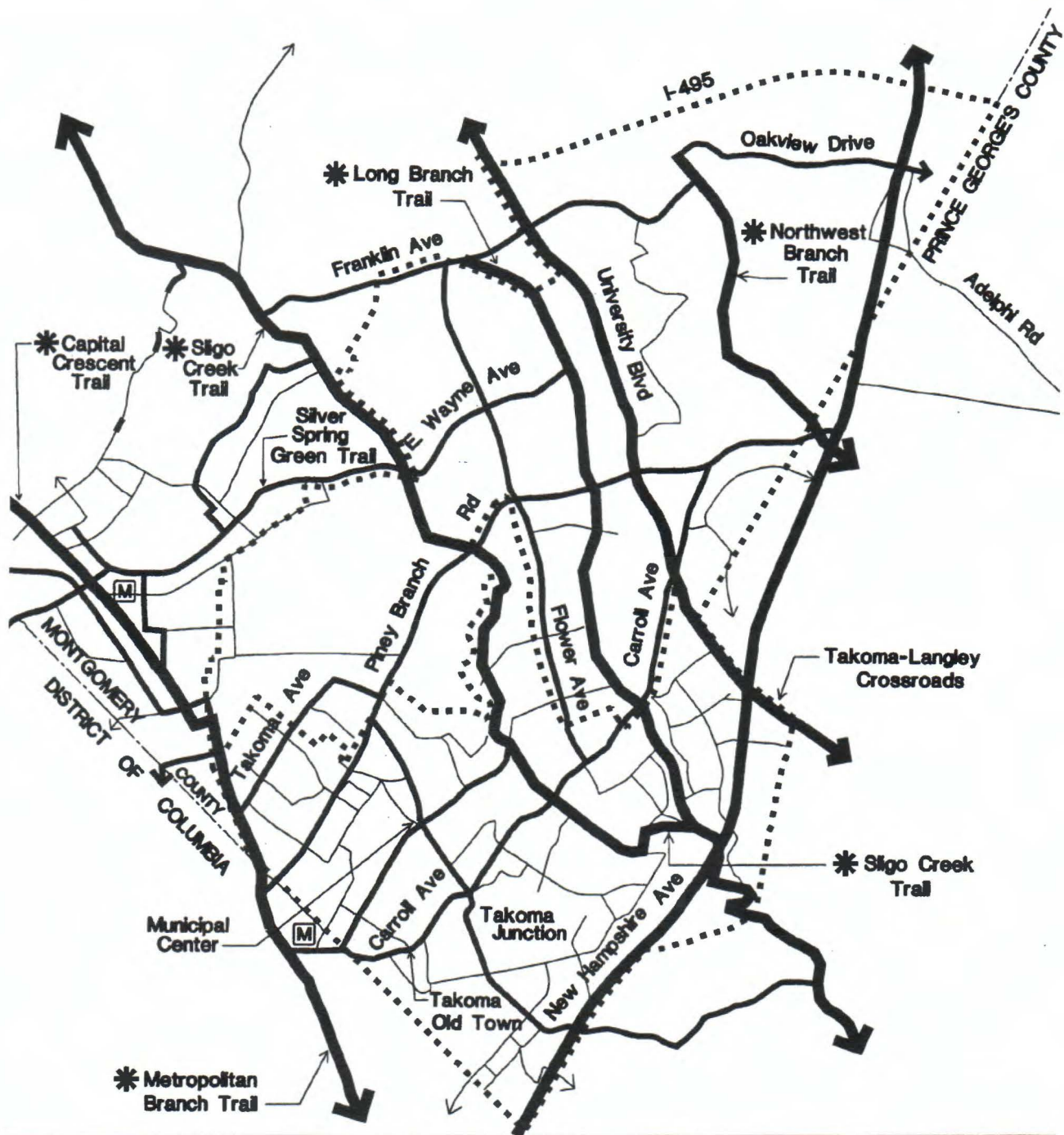
- **Accommodate bicyclists on public roads wherever possible.**

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

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

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

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



LEGEND

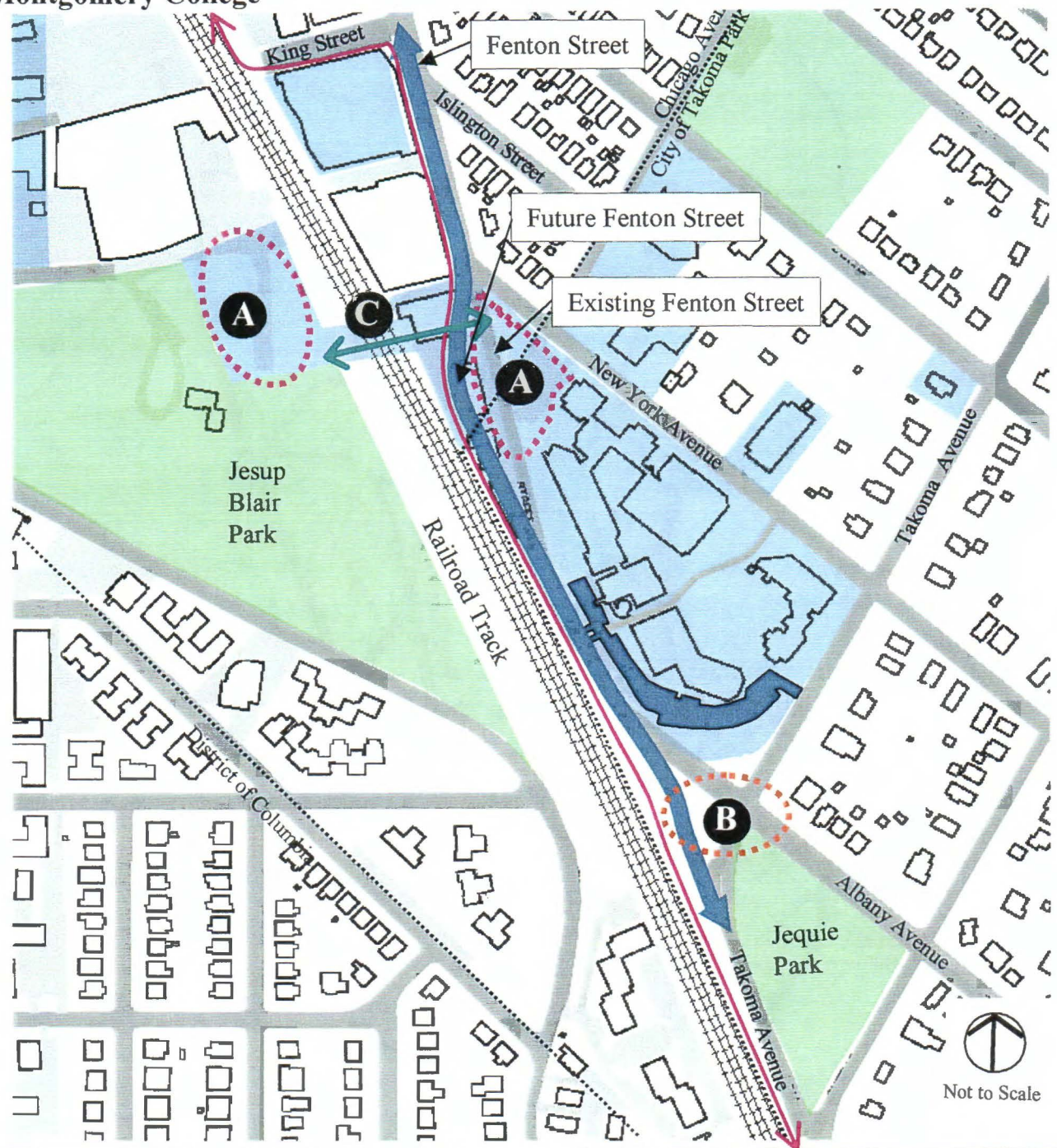
- County Line
- Master Plan Boundary
- Regional Bikeways & Bikeways Along Major Highways
- Main Connections Between the Major Regional Bikeways & Between Important Local Destinations
- Neighborhood Bikeways (See Supplement)

- [M] Metro Station
- * Countywide Trails



Fenton Street and Metropolitan Branch Trail Alignment at Montgomery College

Map 25



LEGEND

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

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

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

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

Recommendations

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

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

PUBLIC TRANSPORTATION

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

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

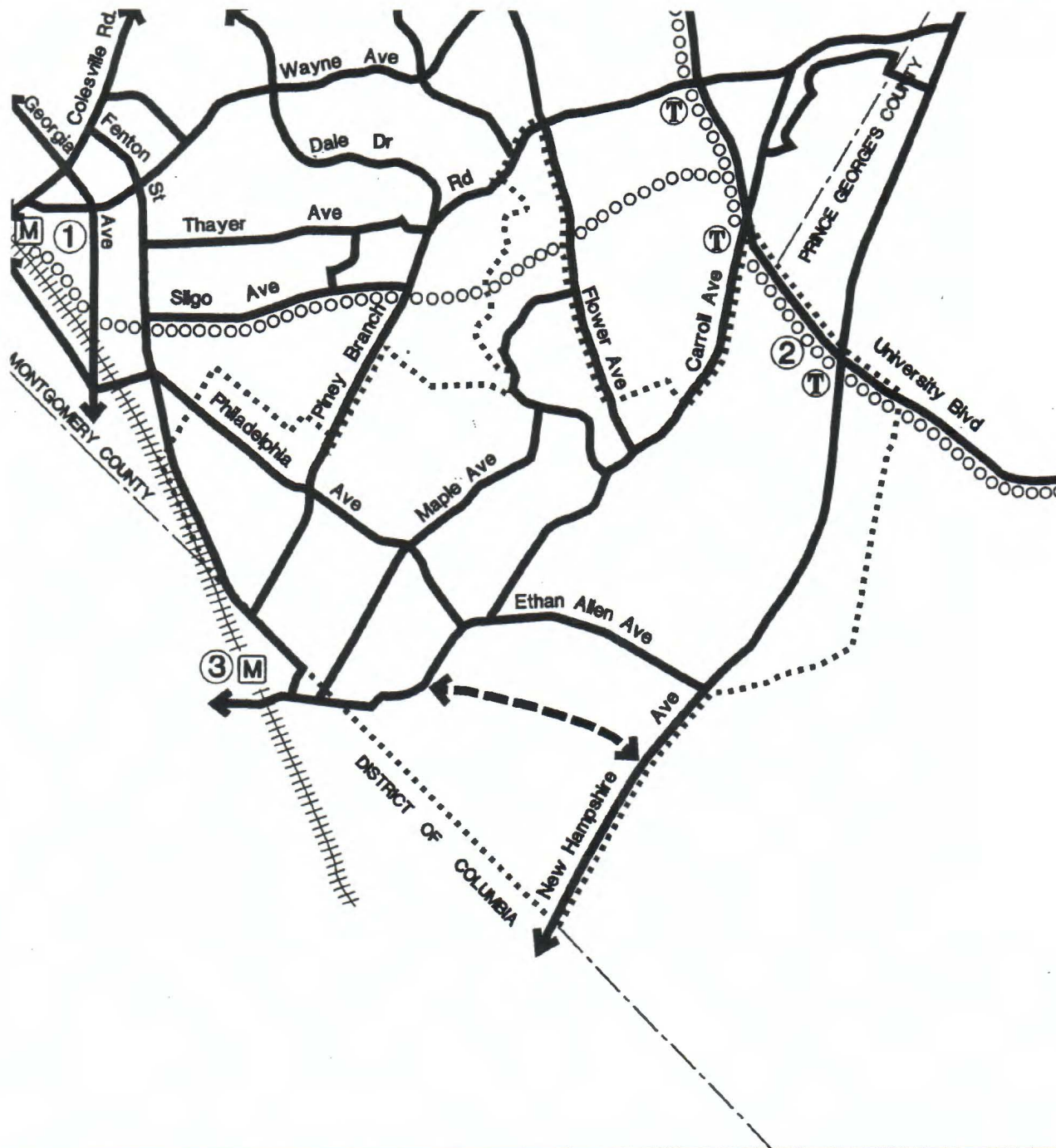
Significant transportation planning efforts focus on getting large numbers of employees to the Silver Spring and Takoma Metro stations, as well as to the Silver Spring CBD employment center. Plans for improving connections between various transit services and the use of Transportation Demand Management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

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

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

Recommendations

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



LEGEND

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

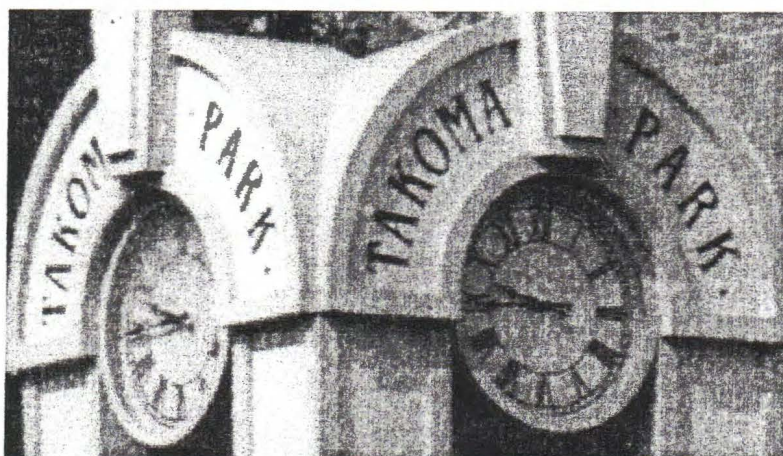
- +++++ Railroad
- Expand Bus Service
- ① Silver Spring Transit Center
- ② Takoma / Langley Crossroads Transit Center
- ③ Takoma Metro

Not To Scale



SILVER SPRING CBD, TAKOMA PARK, EAST SILVER SPRING, NORTH AND WEST SILVER SPRING, FOUR CORNERS

Plan Implementation



SILVER SPRING CBD, TAKOMA PARK, EAST SILVER SPRING, NORTH AND WEST SILVER SPRING, FOUR CORNERS

ZONING

A variety of parties must work together to implement the recommendations of this Plan. This section provides implementation strategies relating to zoning, interjurisdictional coordination, historic preservation, the County's Annual Growth Policy, and a framework for action.

Zoning is the process by which a locality divides itself into districts for the purpose of regulating the use of private property. All land in Montgomery County is zoned. Within each zone, the Zoning Ordinance permits certain uses by right and allows others conditionally through special exception. The County Council, acting as the District Council, makes final decisions on the application of both Euclidean and floating zones.

SECTIONAL MAP AMENDMENT

Zoning recommendations in this Plan will be implemented through the Sectional Map Amendment process following the adoption of this Plan. A Sectional Map Amendment is the comprehensive rezoning of a planning area, initiated by the Planning Board or County Council. In this case, it will include the entire City of Takoma Park and will be the first time that all of Takoma Park has been comprehensively rezoned in one county. A two-thirds majority vote of the County Council is required to change a zone classification for a property in any municipality that is contrary to the recommendation of the municipality.

ZONING ORDINANCE TEXT AMENDMENTS

Zoning Ordinance text amendments change the language pertaining to the uses and standards for development in the various zones. This Plan recommends zoning text amendments to several residential zones to address conformity issues that resulted from rezoning land that was in Prince George's County prior to the unification of Takoma Park in Montgomery County. This Plan also recommends text amendments to create two new overlay zones. An overlay zone imposes a set of requirements or restrictions in addition to those of the underlying zoning. Land is developed under the conditions and requirements of both zones. This Plan recommends a Commercial Revitalization Overlay Zone that will be applied to some of the commercially zoned land in Takoma Park and a Neighborhood Retail Overlay Zone for the Maple Avenue area.

INTERJURISDICTIONAL COORDINATION

The City of Takoma Park shares boundaries with both the District of Columbia and Prince George's County. Commercial areas, institutional areas, and residential neighborhoods in Takoma Park bisected by or close to jurisdictional boundaries--such as the Takoma Old Town/Metro area, the New Hampshire/Eastern Avenues area, the East-West Highway/New Hampshire Avenue area, Columbia Union College/Washington Adventist Hospital, and others-- will benefit from coordination to address common concerns. Among the areas of concern are revitalization strategies, marketing, landscaping, transportation improvements, long-range transit serviceability, public safety, and shared community facilities.

HISTORIC PRESERVATION

In Montgomery County, historic preservation activities are directed by the *Master Plan for Historic Preservation* and the Historic Preservation Ordinance, Chapter 24A, of the Montgomery County Code. Under Chapter 24A, the Historic Preservation Commission (HPC) is charged with evaluating properties that are listed in the *Locational Atlas and Index of Historic Sites* for designation in the *Master Plan*, while the Planning Board makes the final determination. All existing and potential sites within the City of Takoma Park now fall under this review and designation process. Once designated on the *Master Plan for Historic Preservation*, historic resources are subject to the protection of the Ordinance.

ANNUAL GROWTH POLICY

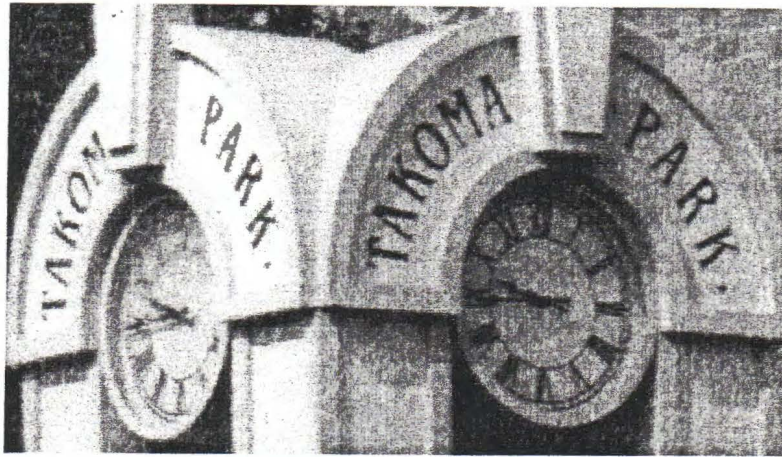
The Annual Growth Policy (AGP) is a resolution adopted annually by the County Council. It is intended to facilitate and coordinate government's role in limiting or encouraging growth and development in the County within the limits of master plan and zoning. Its overall purpose is to match the timing of private development with the availability of public services. The AGP must be consistent with the approved and adopted master plan. The AGP is one of the means that could be used to address issues referred to in the "Traffic Circulation" section of the Neighborhood-Friendly Circulation Chapter of the Plan.

FRAMEWORK FOR ACTION

Achieving the Takoma Park Master Plan recommendations will require the ongoing and coordinated efforts of a variety of participants. The Framework for Action summarizes the steps and projects that must be undertaken to implement the recommendations in this Plan. A range of projects may include concept studies of commercial centers and the Municipal Center, as well as community plans for local neighborhood pedestrian and on-road bicycle routes.

The Framework identifies the major organizations that will be responsible for implementing other actions and the anticipated time frames for implementation. There are usually five groups that play key roles in revitalization efforts such as those recommended by this Plan: land owners, developers, and investors; local business owners; residential communities; local, state, and federal governments; and non-governmental organizations. Implementing this Plan's recommendations will require involvement by both the public and the private sector. Non-government organizations, such as not-for-profit groups, reflect a community's desires and priorities and give it a unique character. These organizations can focus on specific needs quickly and efficiently by, for example, promoting local businesses, meeting human service needs, or other community-related programs.

Appendices

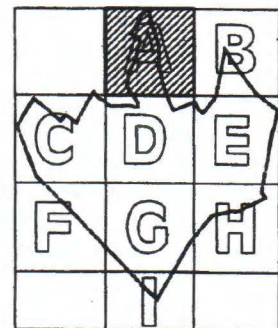
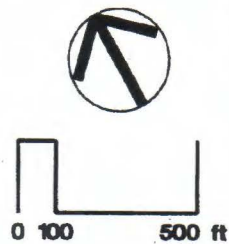


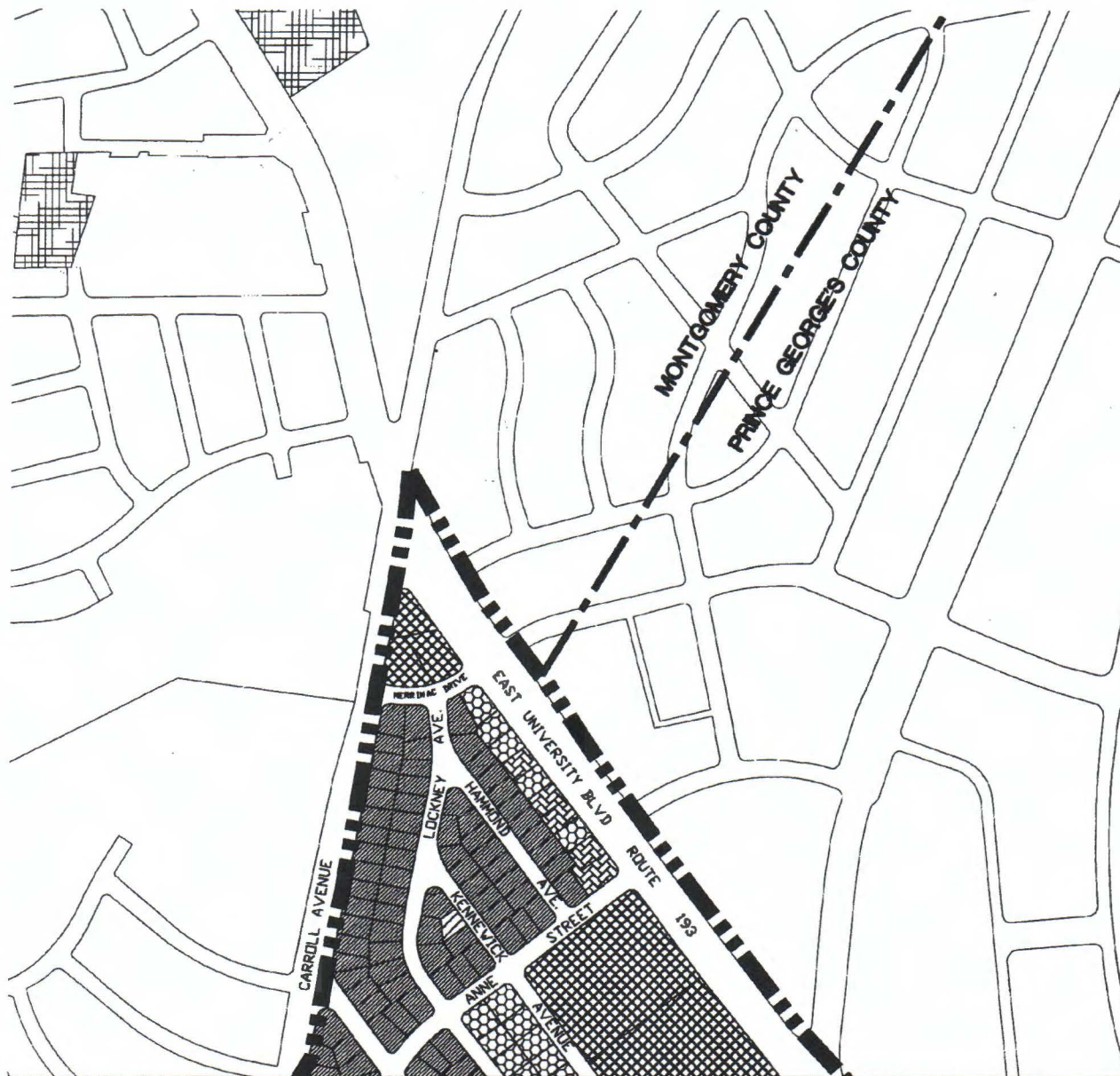
APPENDIX A: EXISTING LAND USE



LEGEND

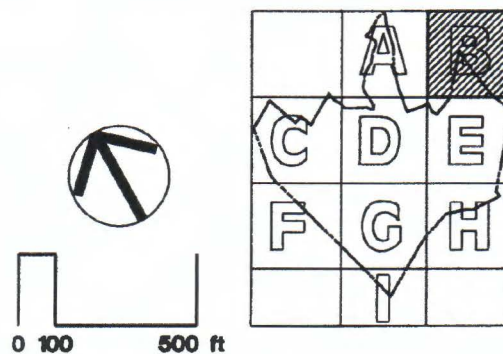
- Master Plan Boundary
- Single Family Detached Residential
- Single Family Conversion
- Garden Apartments
- Elevator Apartments
- ▨ Retail
- ▧ Parks
- ▤ Vacant

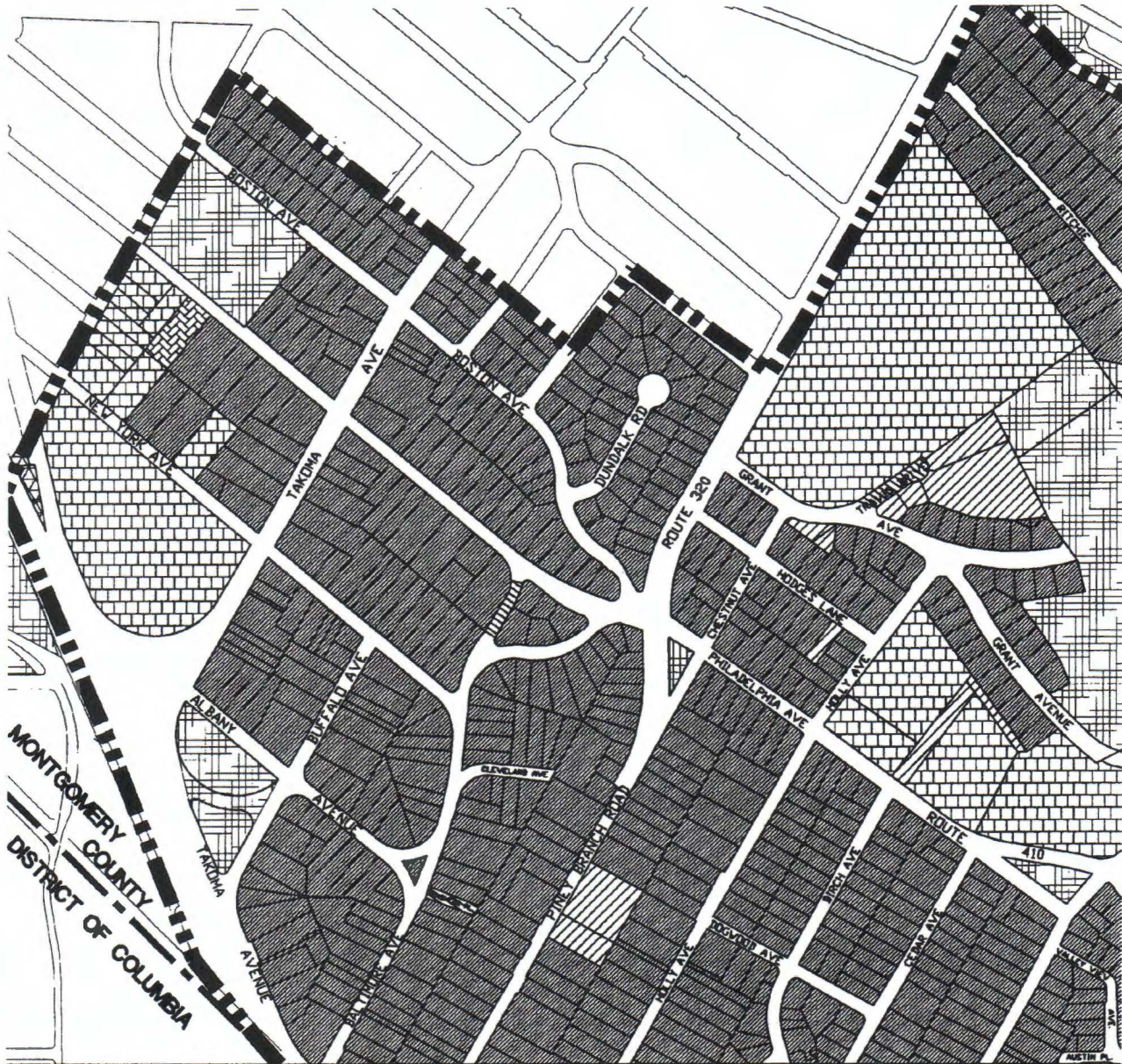




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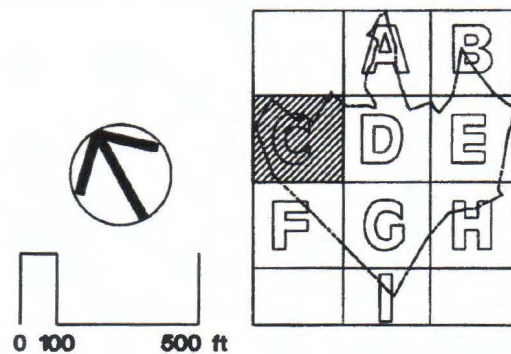
- County Line
- Master Plan Boundary
- Single Family Detached Residential
- Garden Apartments
- Retail
- Office
- Parks
- Vacant





LEGEND

- County Line
- Master Plan Boundary
- Single Family Detached Residential
- Office
- Cultural and Institutional
- Unpaved Right of Way
- Parks
- Vacant
- Light Industrial





LEGEND

Master Plan Boundary

Single Family Detached Residential

Single Family Conversion

Garden Apartments

Elevator Apartments

Retail

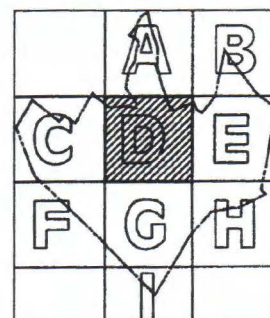
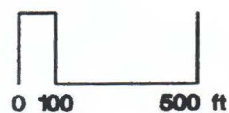
Office

Cultural and Institutional

Unpaved Right Of Way





Parks







Vacant

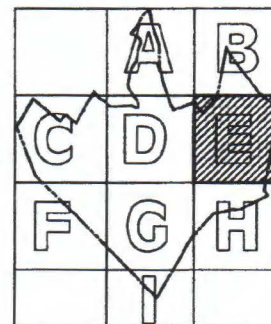


Map 31

LEGEND

- LEGEND**
- | | |
|---|------------------------------------|
|  | Master Plan Boundary |
|  | Single Family Detached Residential |
|  | Single Family Conversion |
|  | Garden Apartments |
|  | Elevator Apartments |
|  | Retail |
|  | Industrial and Warehouse |
|  | Cultural and Institutional |
|  | Unpaved Right of Way |

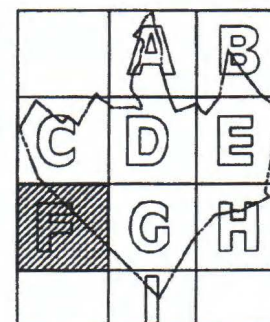
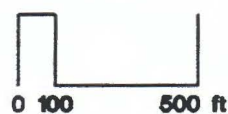
-  **Parks**  **Office**
-  **Vacant**
-  **Parking**
-  **Motel**
- 

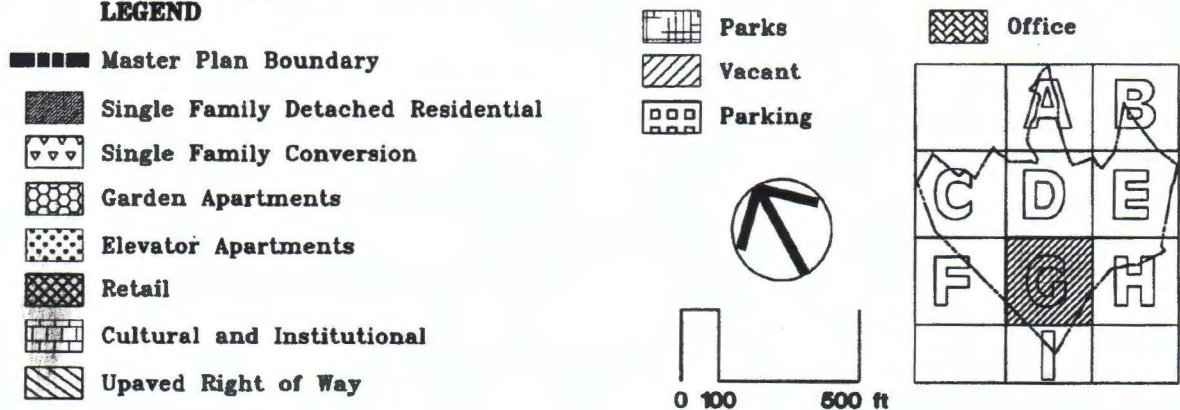


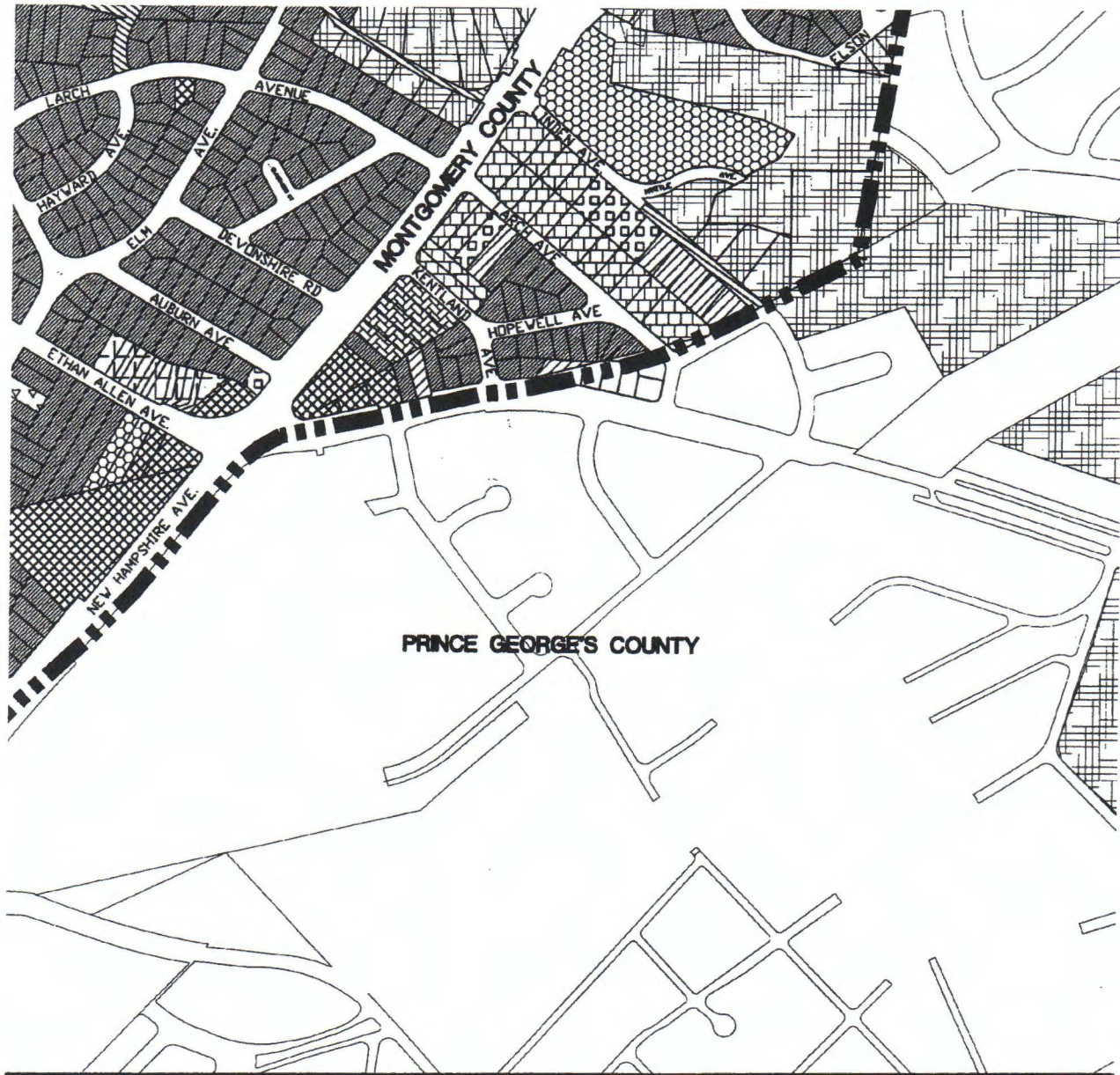
■■■■■ Master Plan Boundary

- | | |
|---|------------------------------------|
|  | Single Family Detached Residential |
|  | Single Family Conversion |
|  | Garden Apartments |
|  | Elevator Apartments |
|  | Retail |
|  | Cultural and Institutional |
|  | Office |

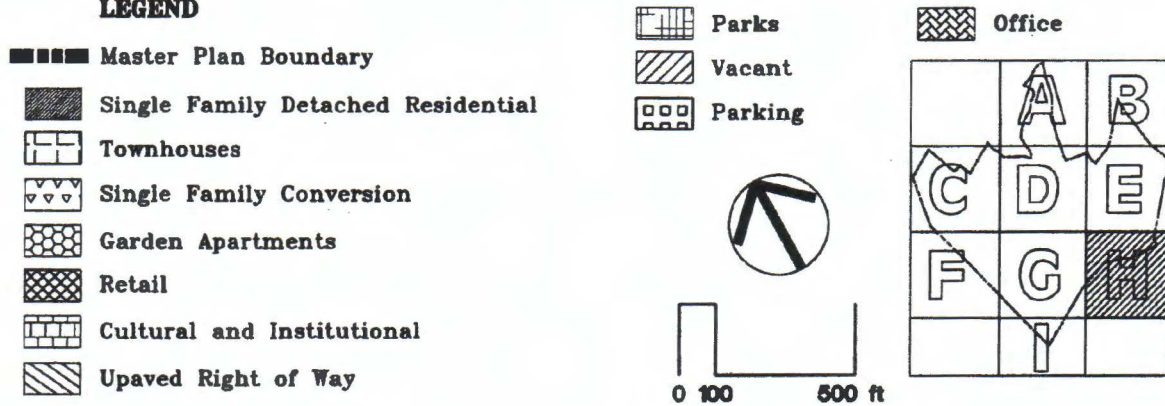
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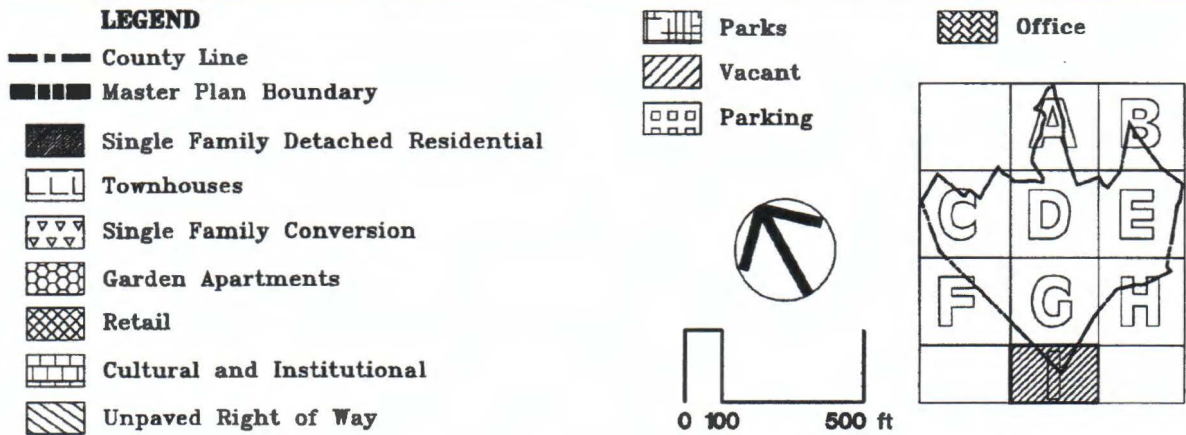
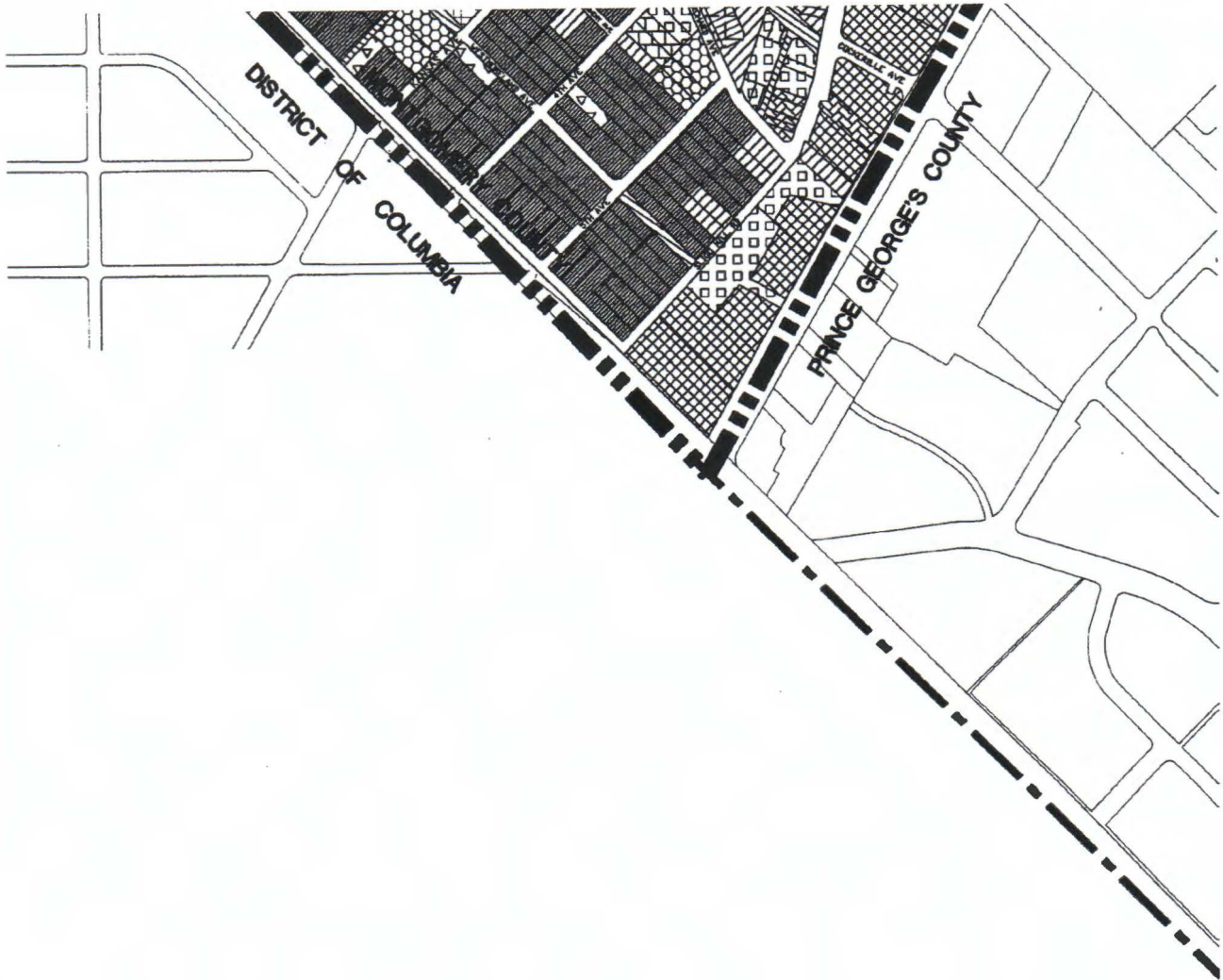


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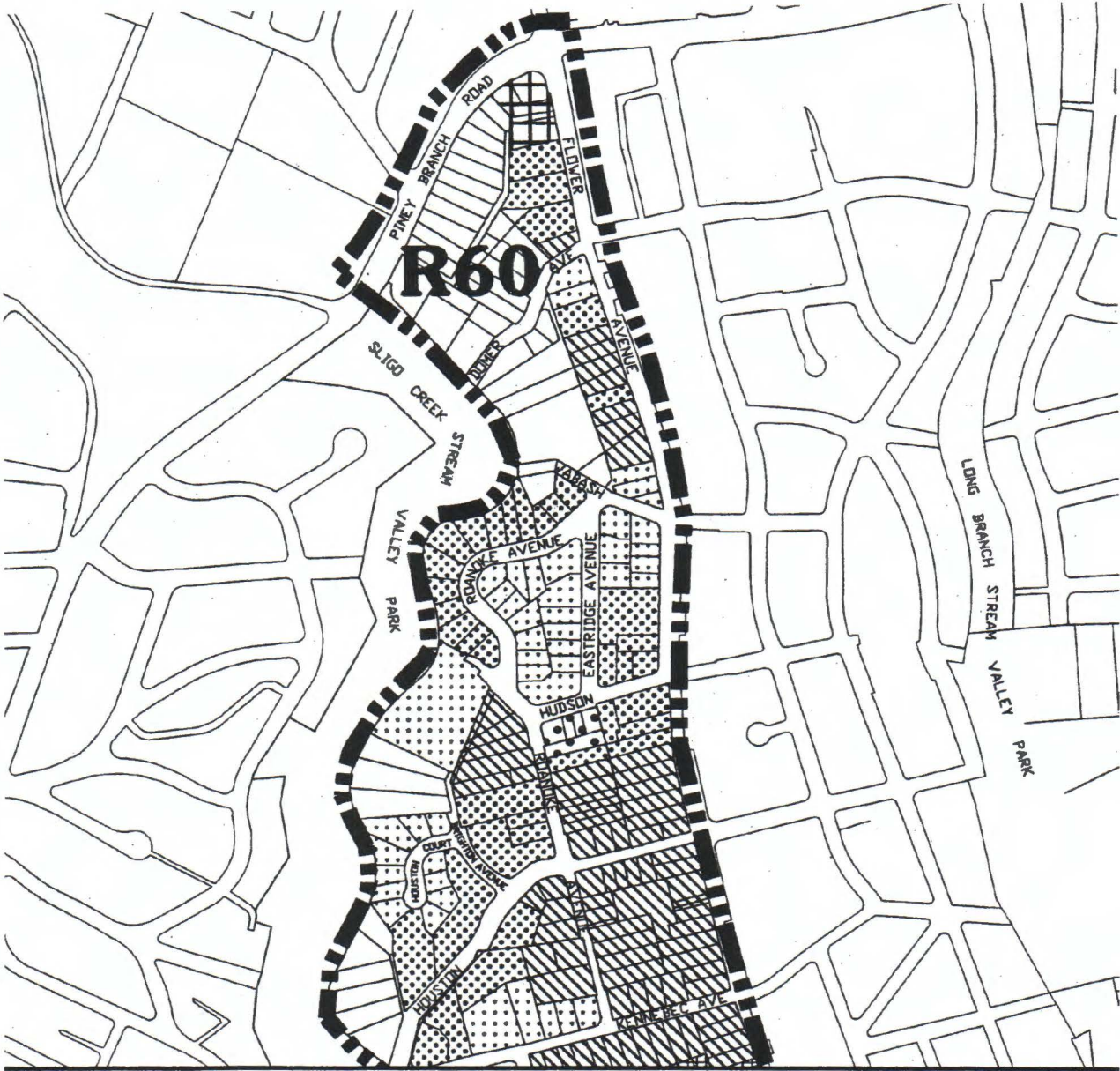


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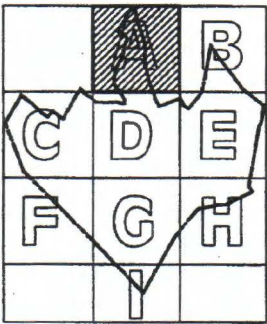
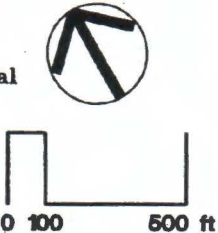


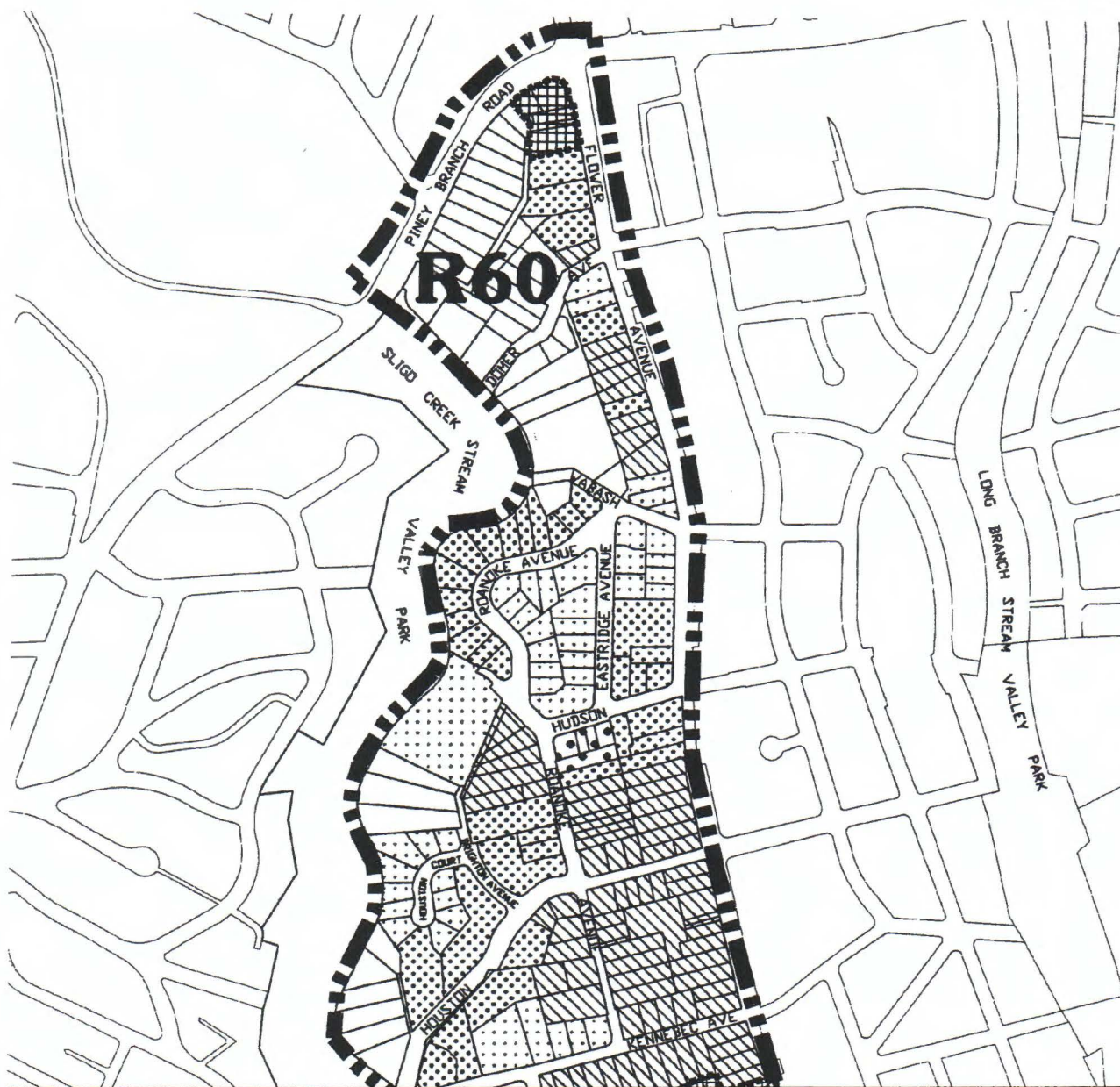
APPENDIX B: ZONING



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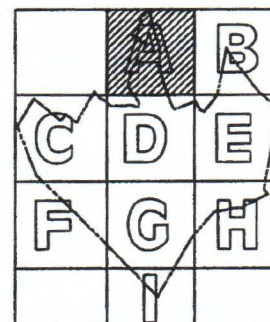
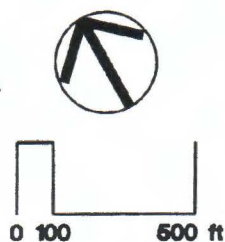
- Master Plan Boundary
- ▤ C-1 – Local Commercial
- ▦ C-2 – General Commercial
- ▧ R-10 – Multi-Family High Density Residential
- ▨ R-20 – Multi-Family Medium Density Residential
- ▩ R-30 – Multi-Family Low Density Residential
- R-40 – One Family Semi-Detached
- R-60 – Single Family Residential

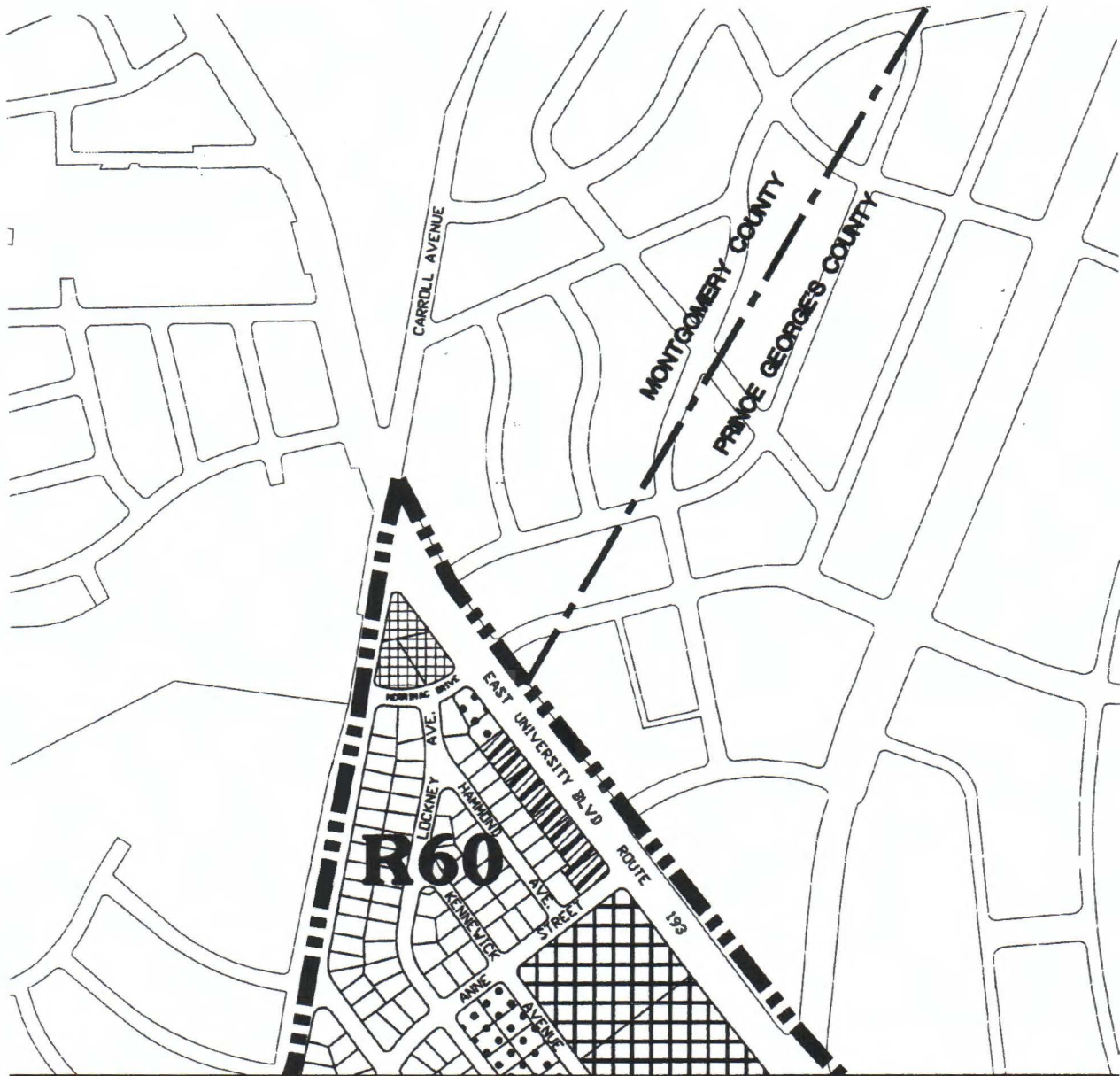




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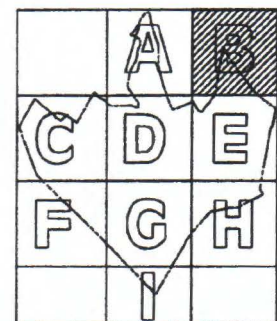
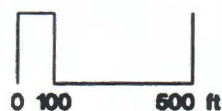
- Master Plan Boundary
 C-1 - Local Commercial
 C-2 - General Commercial
 R-10 - Multi-Family High Density Residential
 R-20 - Multi-Family Medium Density Residential
 R-30 - Multi-Family Low Density Residential
 R-40 - One Family Semi-Detached
 R-60 - Single Family Residential
- CROZ - Commercial Revitalization Overlay Zone

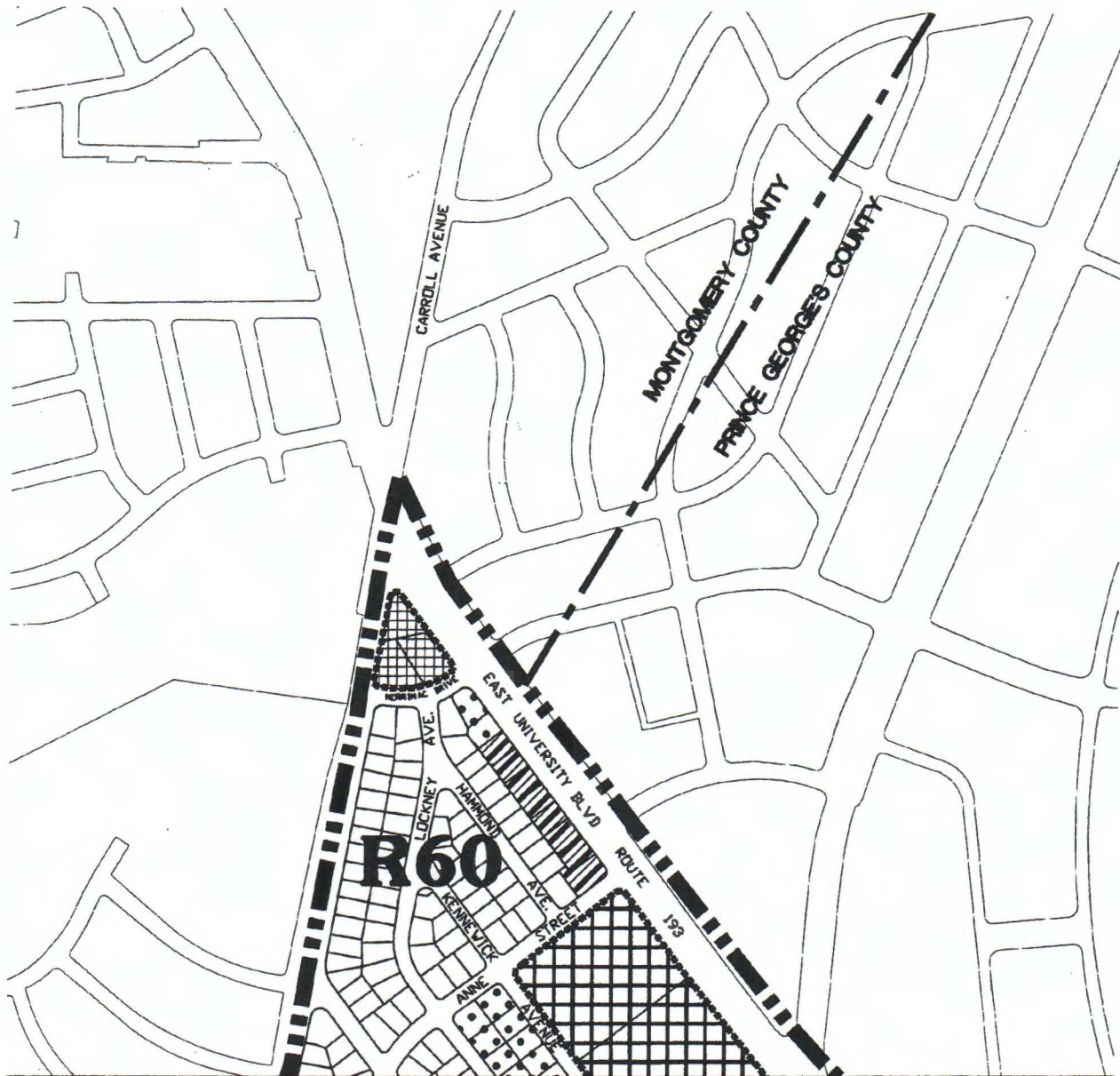




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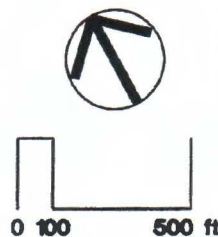
- County Line
- Master Plan Boundary
- C-1 - Local Commercial
- C-2 - General Commercial
- R-30 - Multi-Family Low Density Residential
- R-60 - Single Family Residential
- O-M - Office Building Moderate

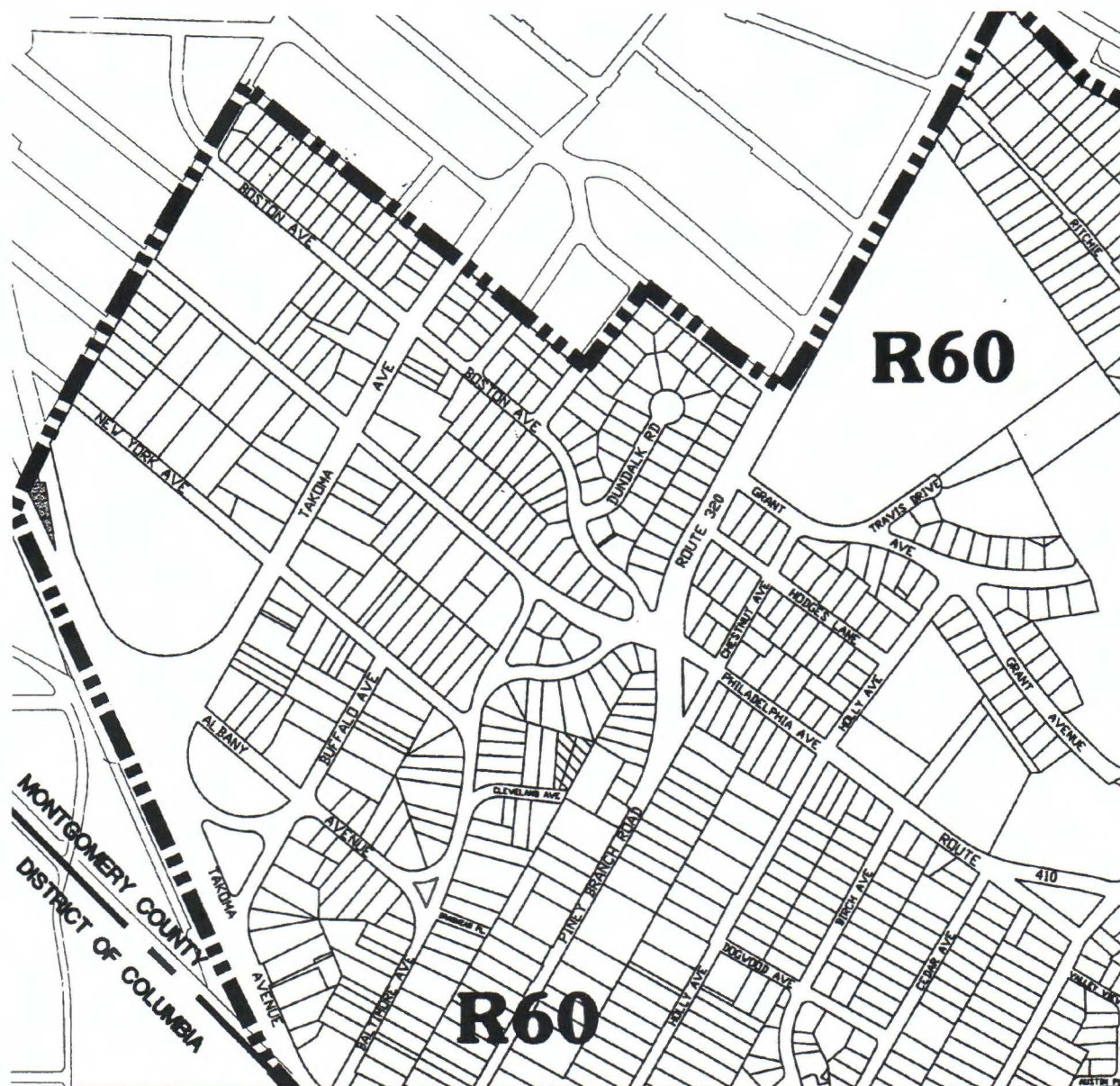







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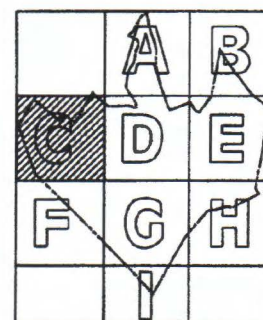
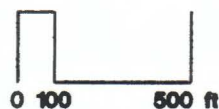
- County Line
- Master Plan Boundary
- C-1 - Local Commercial
- C-2 - General Commercial
- R-30 - Multi-Family Low Density Residential
- R-60 - Single Family Residential
- O-M - Office Building Moderate
- CROZ - Commercial Revitalization Overlay Zone

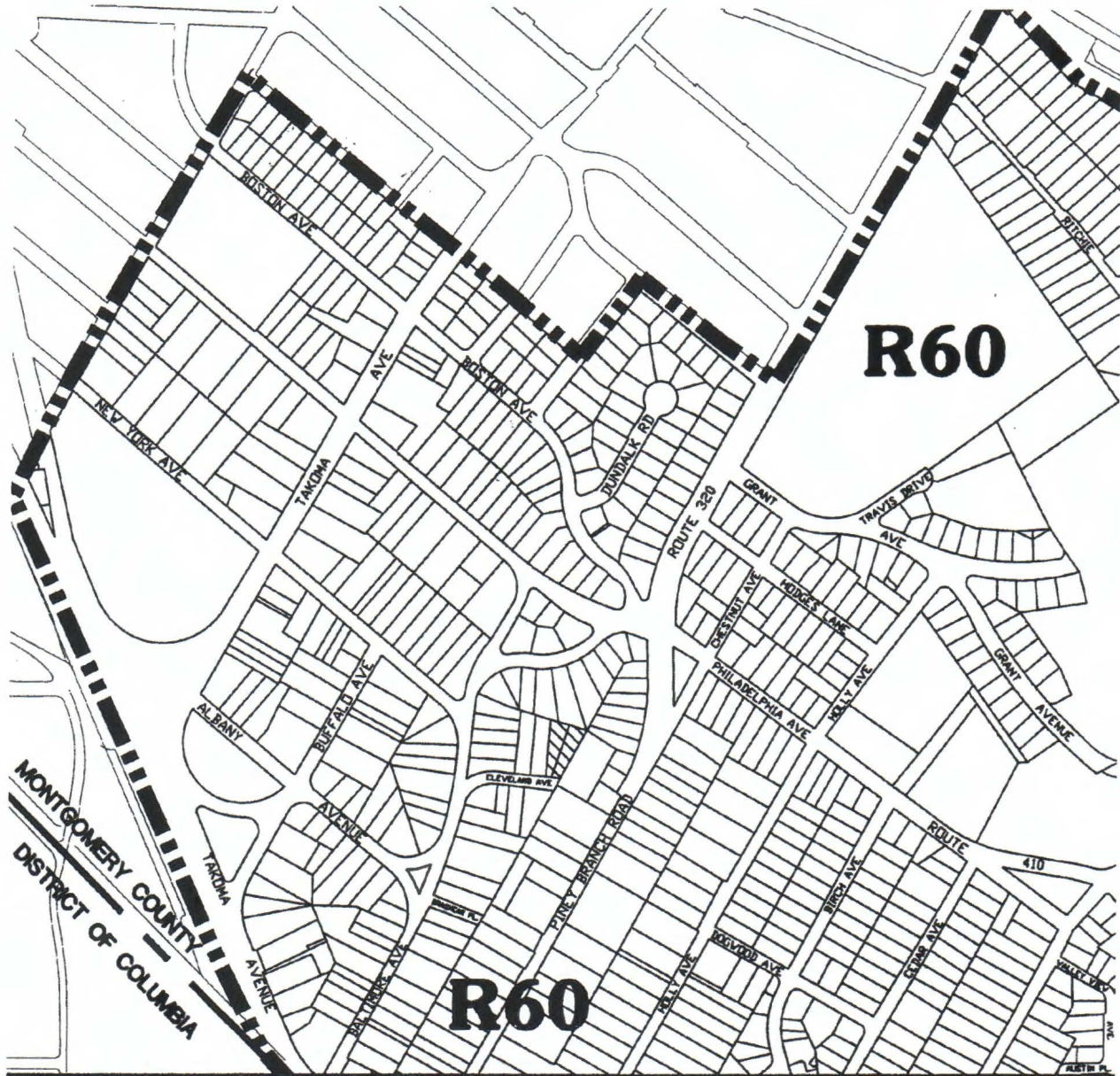






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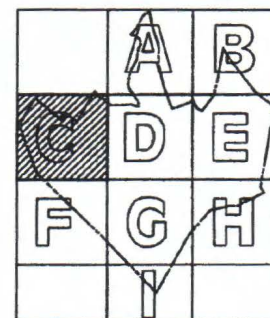
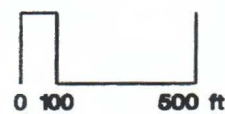
- County Line
- Master Plan Boundary
-  R-40 - One Family Semi-Detached
-  R-60 - Single Family Residential
-  I-1 - Light Industrial





LEGEND

- County Line
- Master Plan Boundary
-  R-40 - One Family Semi-Detached
-  R-60 - Single Family Residential





LEGEND

■■■■■ Master Plan Boundary

▤ C-1 – Local Commercial

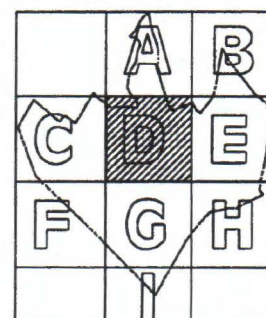
▥ R-10 – Multi-Family High Density Residential

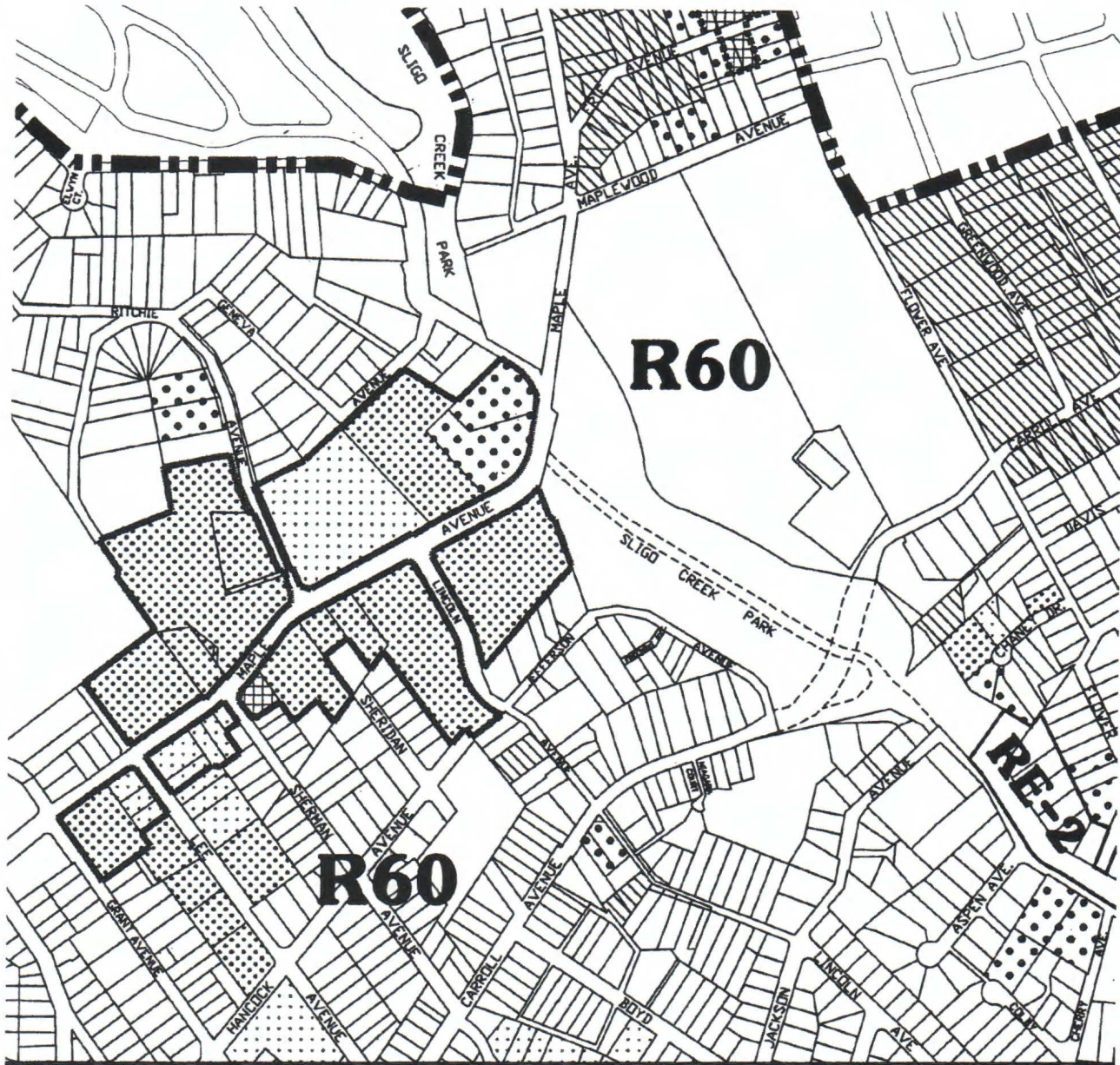
▦ R-20 – Multi-Family Medium Density Residential

▧ R-30 – Multi-Family Low Density Residential

▨ R-40 – One Family Semi-Detached

□ RE-2 , R-60 – Single Family Residential





LEGEND

Master Plan Boundary



C-1 – Local Commercial



R-10 – Multi-Family High Density Residential



R-20 – Multi-Family Medium Density Residential



R-30 – Multi-Family Low Density Residential



R-40 – One Family Semi-Detached



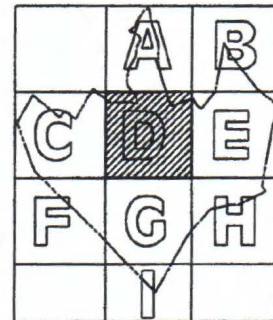
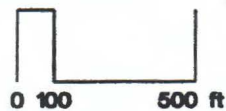
RE-2, R-60 – Single Family Residential

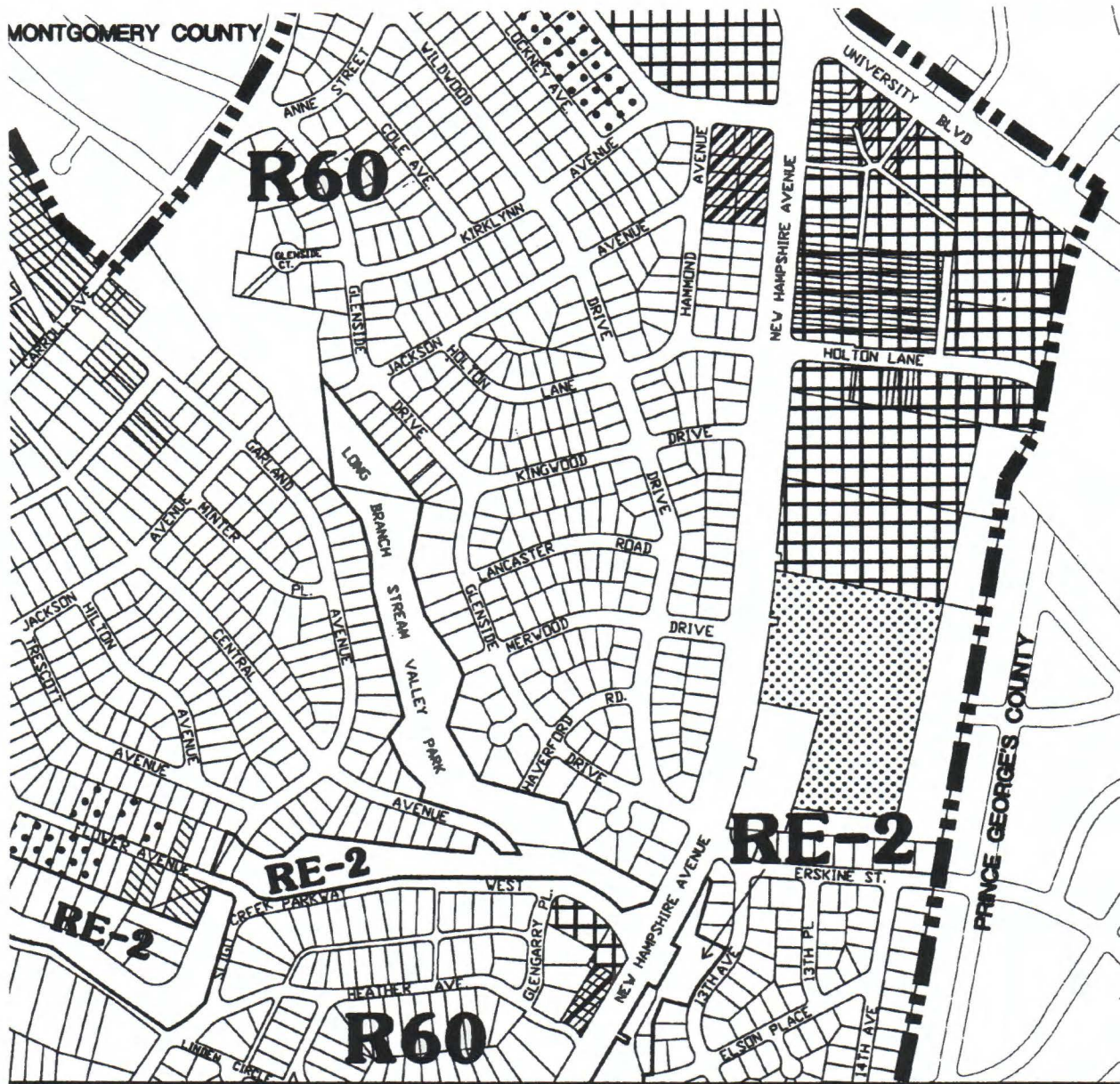


NROZ – Neighborhood Retail Overlay Zone



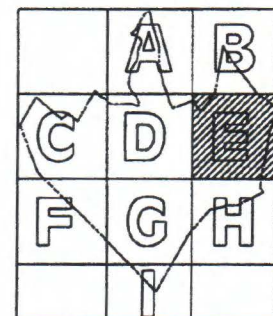
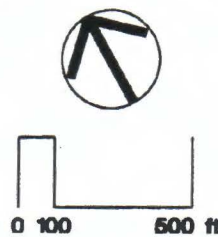
CROZ – Commercial Revitalization Overlay Zone

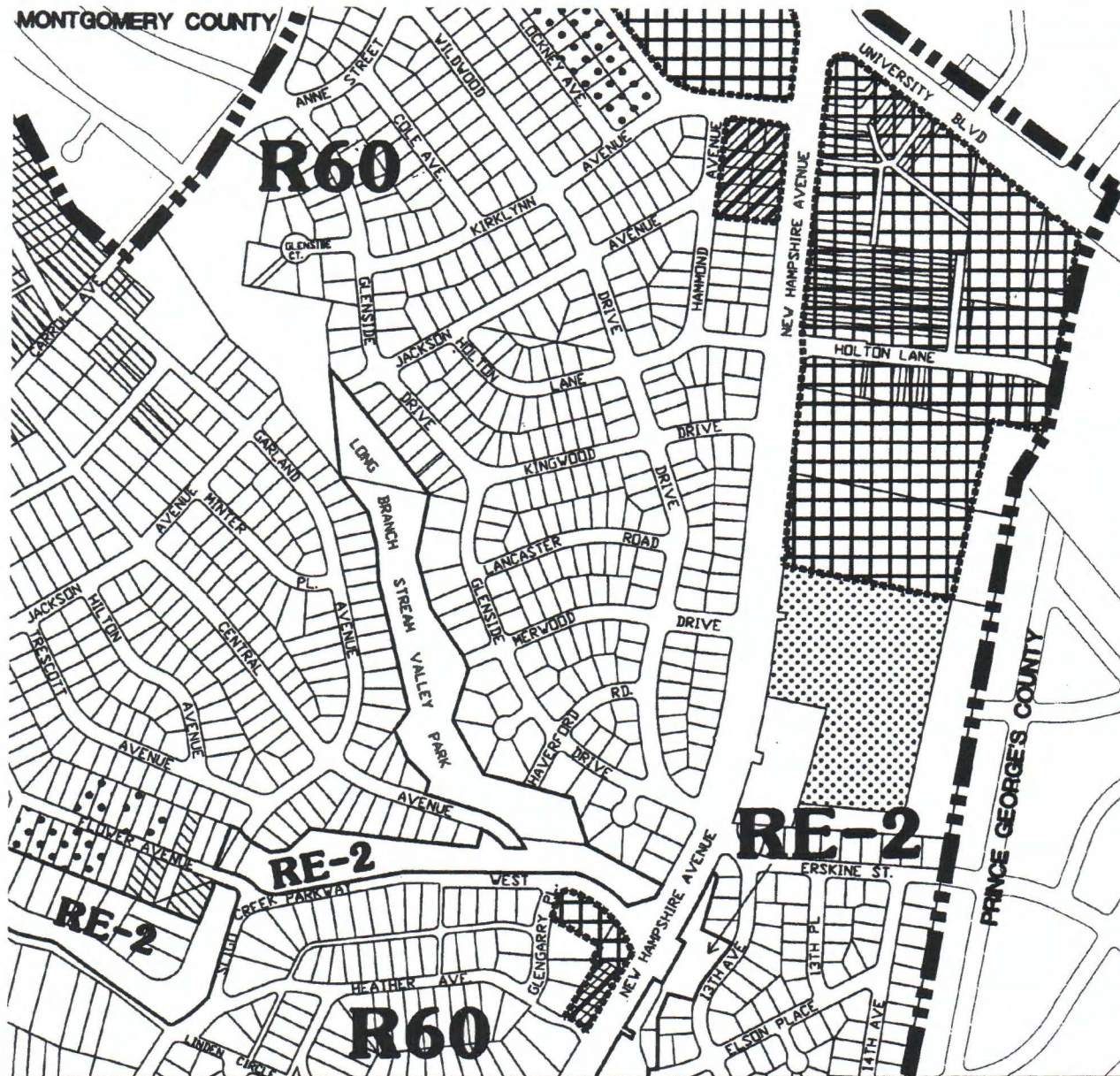




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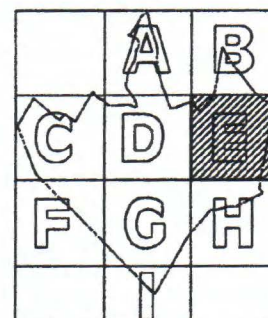
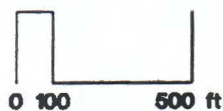
- Master Plan Boundary
- ▤ C-2 - General Commercial
- R-10 - Multi-Family High Density Residential
- R-30 - Multi-Family Low Density Residential
- ▨ R-40 - One Family Semi-Detached
- RE-2 , R-60 - Single Family Residential
- ▩ O-M - Office Building Moderate

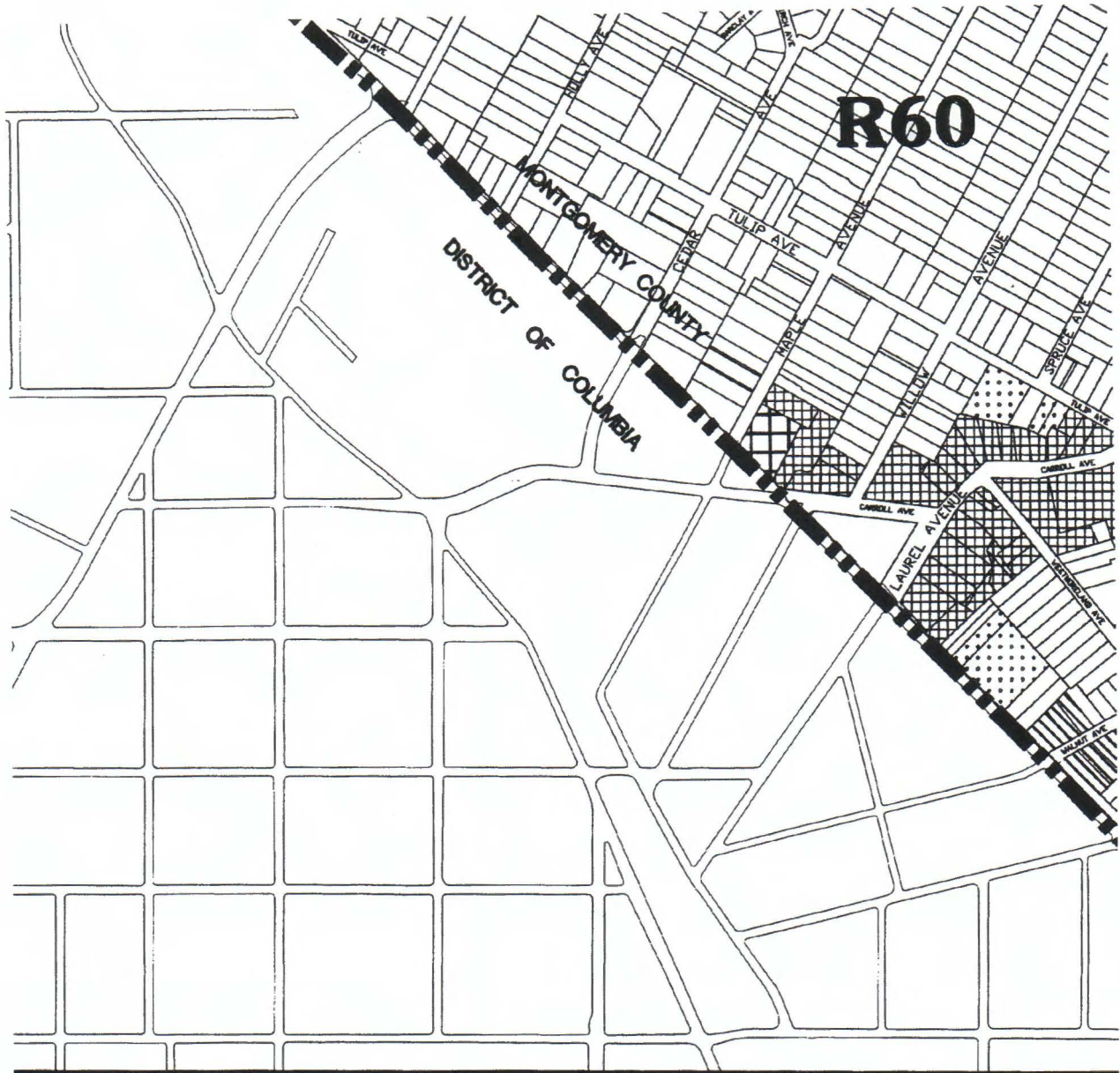




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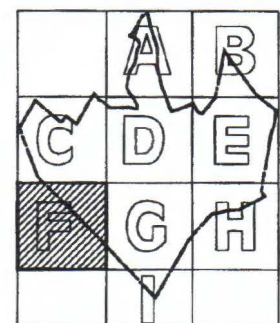
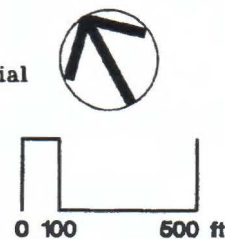
- Master Plan Boundary
- ▤ C-2 - General Commercial
- ▥ R-10 - Multi-Family High Density Residential
- ▦ R-30 - Multi-Family Low Density Residential
- ▧ R-40 - One Family Semi-Detached
- ▨ RE-2, R-60 - Single Family Residential
- ▩ O-M - Office Building Moderate
- CROZ - Commercial Revitalization Overlay Zone

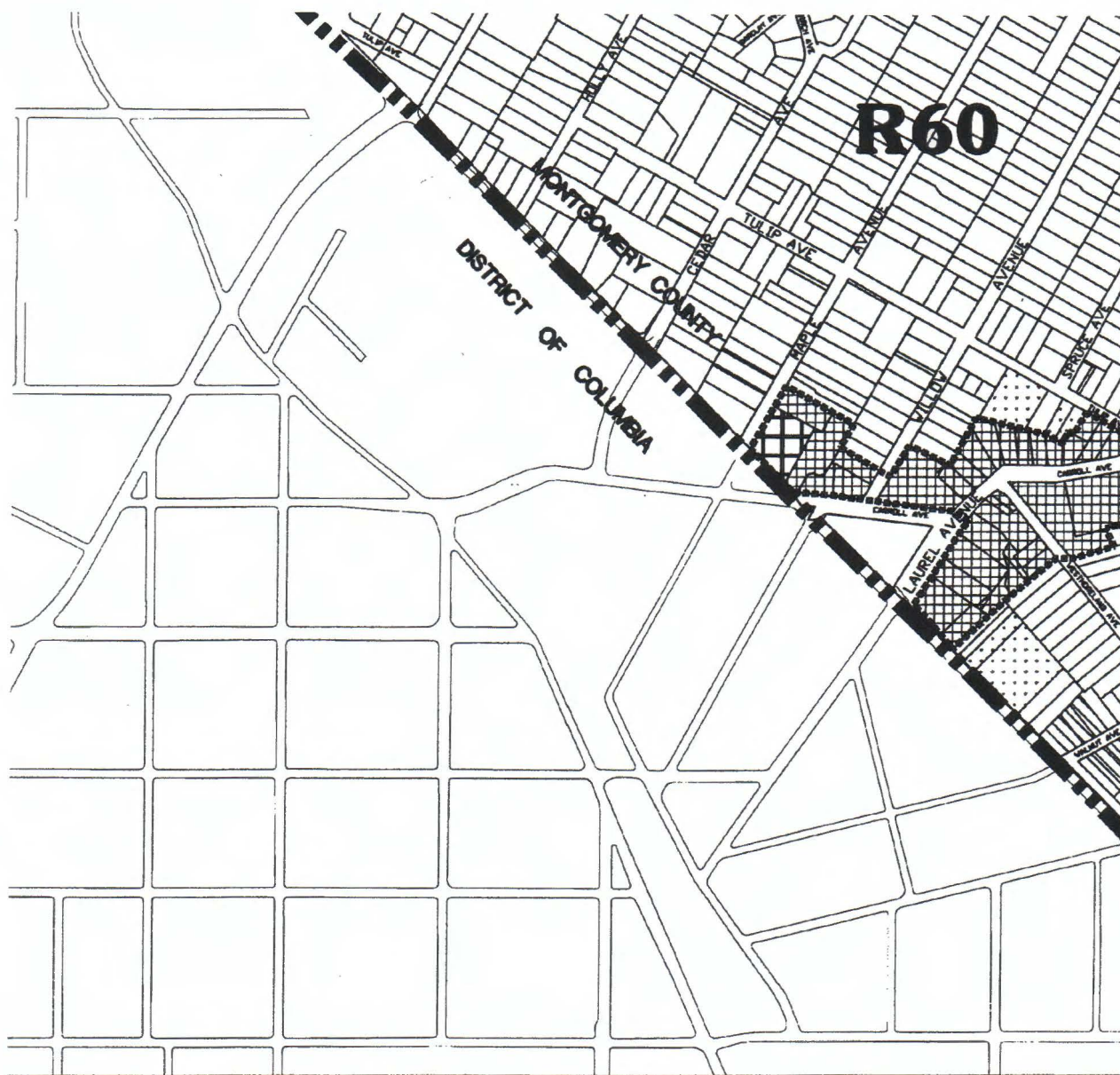




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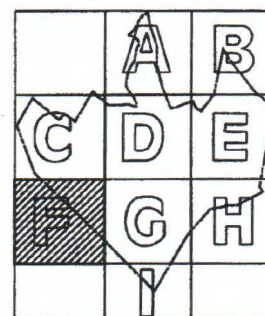
- Master Plan Boundary
- ▤ C-1 - Local Commercial
- ▥ C-2 - General Commercial
- ▦ R-20 - Multi-Family Medium Density Residential
- ▧ R-40 - One Family Semi-Detached
- R-60 - Single Family Residential





LEGEND

- Master Plan Boundary
-  C-1 - Local Commercial
-  C-2 - General Commercial
-  R-20 - Multi-Family Medium Density Residential
-  R-40 - One Family Semi-Detached
-  R-60 - Single Family Residential
-  CROZ - Commercial Revitalization Overlay Zone



**LEGEND**

■■■■ Master Plan Boundary



C-1 - Local Commercial



C-2 - General Commercial



R-20 - Multi-Family Medium Density Residential



R-30 - Multi-Family Low Density Residential



R-40 - One Family Semi-Detached



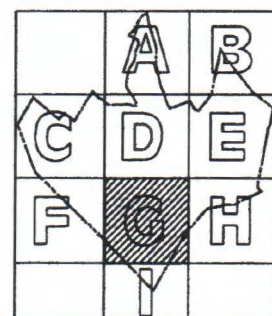
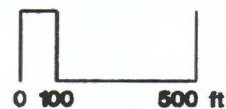
RE-2, R-60 - Single Family Residential



RT-8 - Townhouses



O-M - Office Building Moderate





LEGEND

Master Plan Boundary



CROZ – Commercial Revitalization Overlay Zone



C-1 – Local Commercial



C-2 – General Commercial



R-20 – Multi-Family Medium Density Residential



R-30 – Multi-Family Low Density Residential



R-40 – One Family Semi-Detached



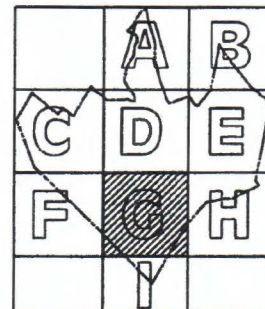
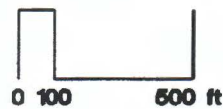
RE-2, R-60 – Single Family Residential

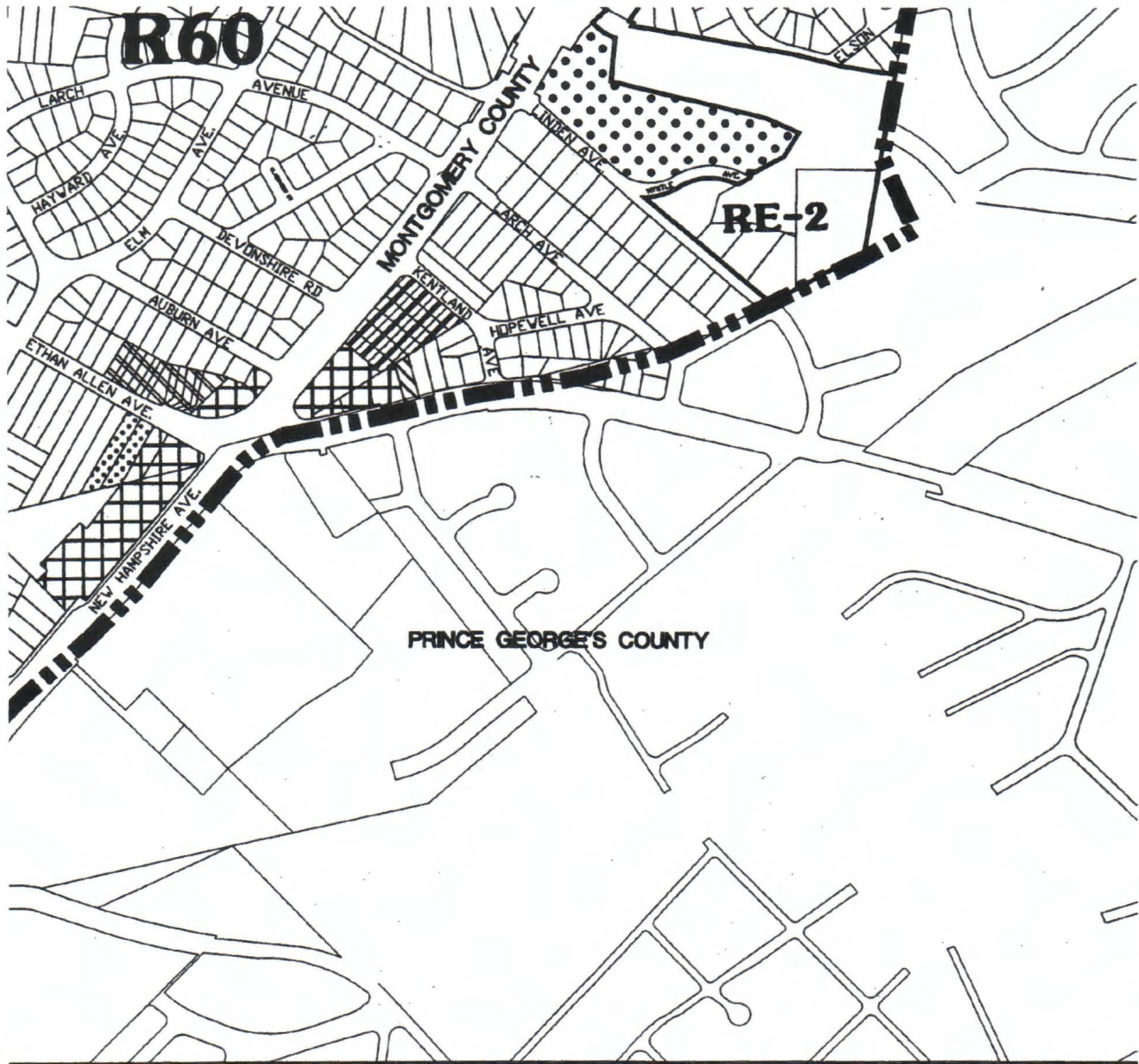


RT-8 – Townhouses



O-M – Office Building Moderate





LEGEND

■■■■ Master Plan Boundary

▤ C-2 - General Commercial

▤ R-10 - Multi-Family High Density Residential

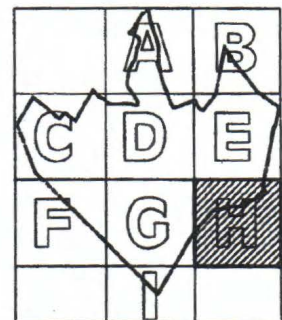
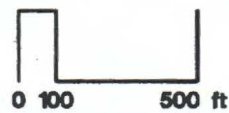
▤ R-30 - Multi-Family Low Density Residential

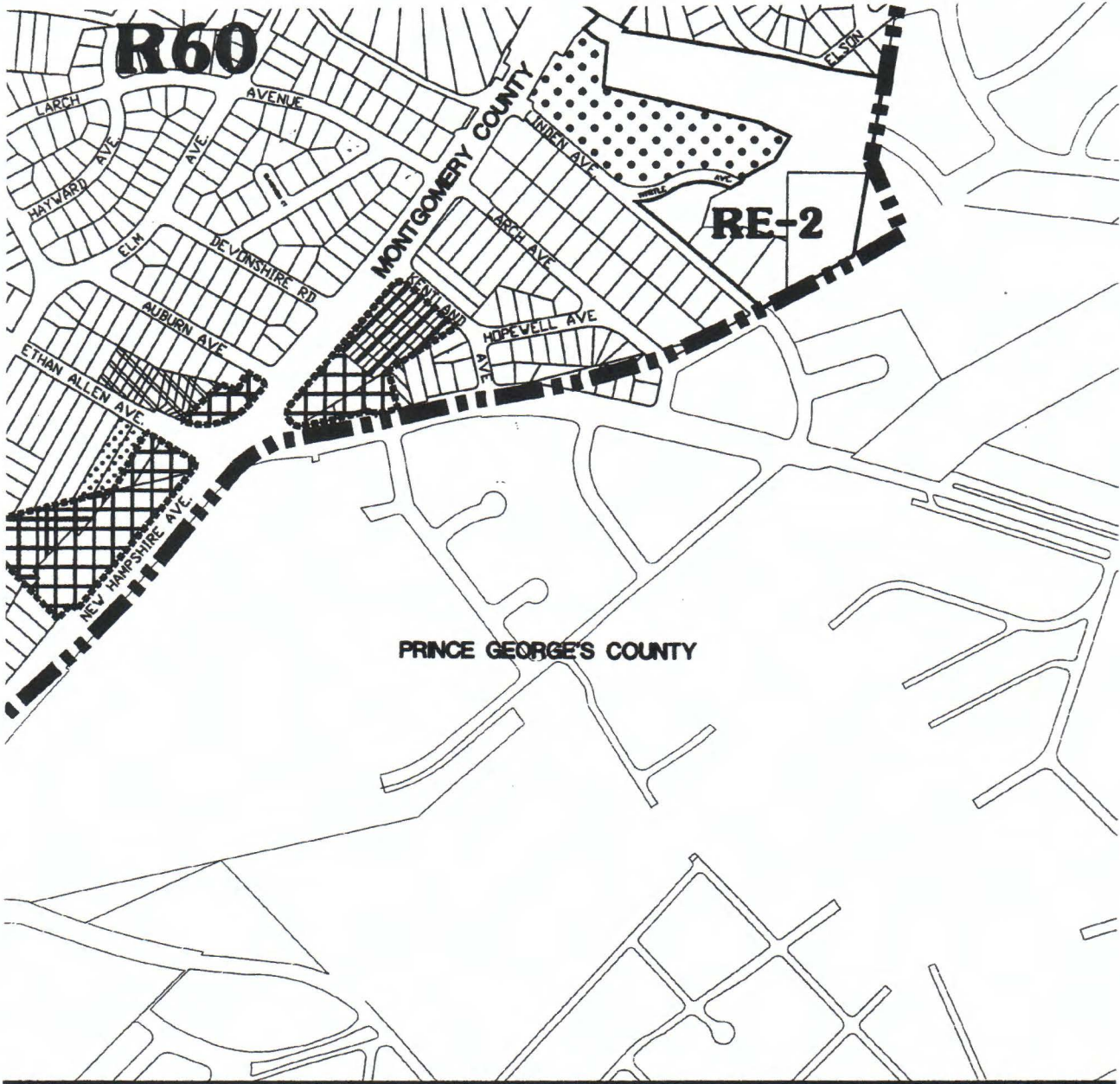
▤ R-40 - One Family Semi-Detached

▤ RE-2 , R-60 - Single Family Residential

▤ RT-12.5 - Townhouses


▤ O-M - Office Building Moderate










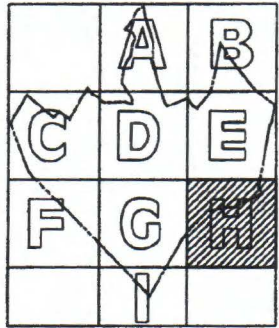
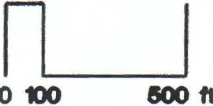


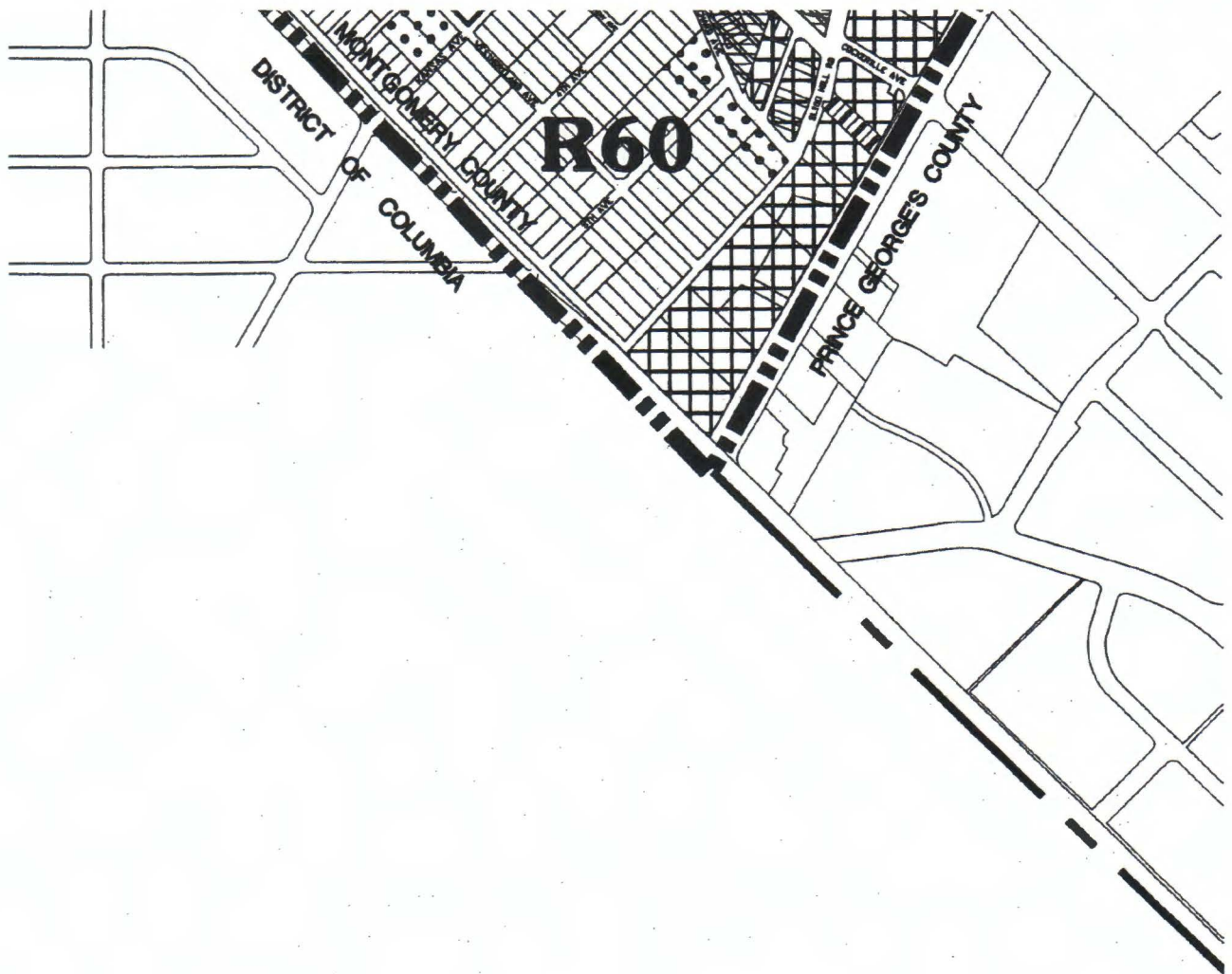
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 CROZ - Commercial Revitalization Overlay Zone

 Master Plan Boundary

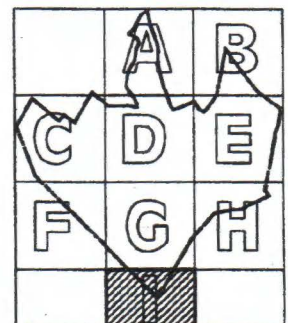
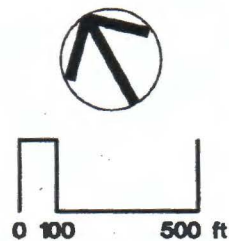
-  C-2 - General Commercial
-  R-10 - Multi-Family High Density Residential
-  R-30 - Multi-Family Low Density Residential
-  R-40 - One Family Semi-Detached
-  RE-2 , R-60 - Single Family Residential
-  RT-12.5 - Townhouses
-  O-M - Office Building Moderate

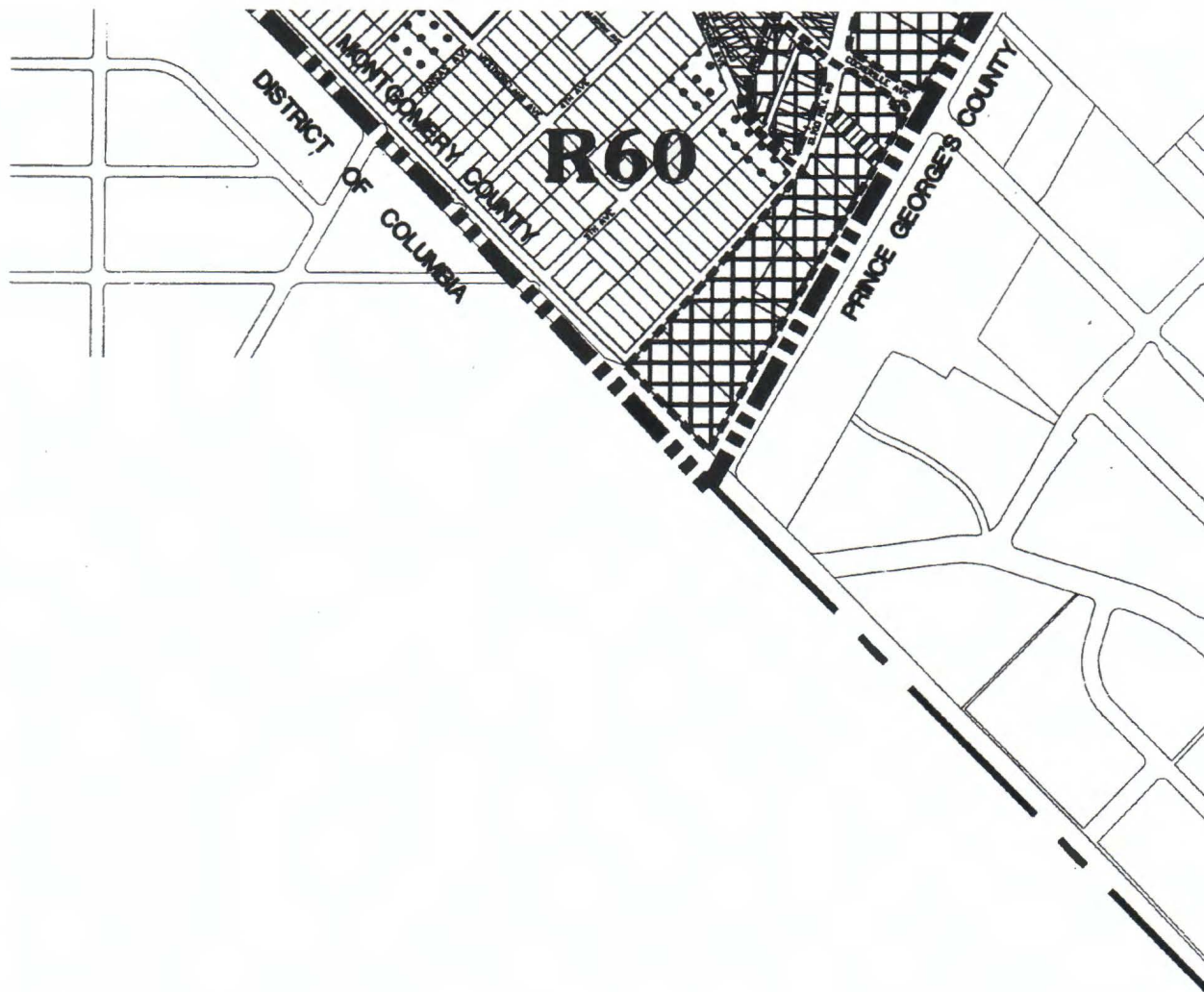




LEGEND

- County Line
- Master Plan Boundary
- C-2 - General Commercial
- R-30 - Multi-Family Low Density Residential
- RE-2 , R-60 - Single Family Residential
- RT-8 - Townhouses
- O-M - Office Building Moderate





LEGEND

--- County Line

Master Plan Boundary



C-2 - General Commercial



R-30 - Multi-Family Low Density Residential



RE-2, R-60 - Single Family Residential



RT-8 - Townhouses



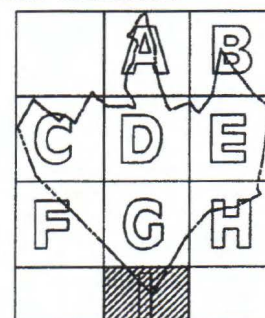
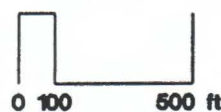
O-M - Office Building Moderate



CROZ - Commercial Revitalization Overlay Zone



RT-8 - Townhouses (Floating Zone)
or CT - Commercial Transition



APPENDIX C: SELECTED TERMINOLOGY

Annual Growth Policy (AGP): A policy resolution adopted annually by the County Council intended to facilitate and coordinate government's powers in limiting or encouraging growth and development in the County within master plan and zoning limits. It includes criteria and guidance for the administration of the Adequate Public Facilities Ordinance, and establishes development capacity Staging Ceilings for each policy area of the County. The overall purpose is to match the timing of private development with the availability of public services.

The AGP is prepared by the Planning Board based on data collected through administration of the Adequate Public Facilities Ordinance and through population and housing projections. It is prepared in close coordination with the Executive's Capital Improvements Program and is transmitted to the County Executive in Final Draft Form. The County Executive submits recommendations in writing to the County Council, and Council, after public hearings, must adopt the AGP resolution by June 30 of each fiscal year.

Critical Lane Volume (CLV): The sum of traffic volumes that cross at one point in an intersection. A technique used to determine the level of service of an intersection in a local area transportation review.

Framework for Action: A document that identifies specific short- and long-term actions necessary to implement a Master Plan's recommendations.

Level of Service (LOS): A traffic engineering term that describes relative operating conditions and congestion levels on a segment of roadway or at an intersection. There are six levels, ranging from free flowing conditions (level of service "A") to very heavy traffic, extremely unstable flows and long delays (level of service "F").

Master Plan Status Report: A document prepared every other year by planning staff for presentation to the Planning Board and the County Council. This report provides a brief overview of the positive steps that have been taken over the past year to implement master plan recommendations. It highlights those areas, where there has been a lack of progress or where significant community concerns still remain, and highlights those high-priority, short-term measures still needed.

Minor Master Plan Amendment: A process that allows for plans to be modified before a major master plan update is undertaken and also provides for occasional clarifications of previously adopted master plan recommendations. The County Council and the Planning Board have agreed on several broad parameters for this process including that: the minor master plan amendments should address only a limited number of issues, which serve to enhance the spirit and intent of the master plan; and the initiation of minor master plan amendments will be guided by trigger mechanisms in adopted master plans.

Moderately Priced Dwelling Units (MPDU): A dwelling unit which meets lower price levels specified under Chapter 25A of the Montgomery County Code. The levels are adjusted annually by the County Executive. For developments of 50 or more units, at least 12.5 percent of units must be MPDUs.

Municipal Annexations: Certain incorporated municipalities within Montgomery County (e.g., the City of Rockville and the City of Gaithersburg) have their own planning and zoning powers. On occasion, these municipalities may expand their borders through a process known as annexation which may be initiated by the land owners/residents or by the City. Annexations are bilateral agreements between municipalities and landowners that are regulated by State law. Subsequent changes in zoning are made by those municipalities, not by landowners or the County. According to state law, however, the Montgomery County Council must consent to any annexation where the land is placed by the Mayor and Council in a zone that allows a substantially different land use than that recommended by the current county master plan covering the property. As a matter of law, the issue of density or intensity of use may be considered in judging issues of consistency between the County's Master Plan and the City's proposed zoning. If the County Council

does not consent, the property owner may wait five years and then request a change in the zoning, which requires no County review.

Public Projects/Mandatory Referrals: Public agencies at the federal, state, or local levels may implement projects such as schools, libraries, parks, or roads which are considered to be in the public interest. As such, these projects are not subject to the rigid requirements of the Zoning Ordinance. Before being implemented, however, such projects must be reviewed by the Montgomery County Planning Board pursuant to Article 28, #7-112 of the Maryland Code. One of the major purposes of this review authority is to assure that public land acquisition and development are compatible with surrounding development, both existing and planned. Mandatory referral recommendations are not binding on the public agency but do provide an opportunity to encourage the agency to modify its proposals, where necessary, in order to improve their compatibility with the surrounding land uses.

Right-of-Way: A strip of land occupied or intended to be occupied by a road, crosswalk, railroad, electric transmission line, oil or gas pipeline, water main, sanitary or storm sewer main or for other special use. To be shown on a record plat as separate and distinct from the adjoining lots or parcels and not included within their dimensions. Rights-of-way maintained by a public agency shall be dedicated to public use on the plat.

Special Exceptions: Most zoning classifications include a set of "permitted uses" (by matter of right) and a set of "special exception" (or conditional) uses. The latter are uses that, because of the level or nature of the activity associated with them, must be carefully reviewed before being allowed to be developed on land in that zoning classification. In addition, they must satisfy additional standards beyond the basic standards of the zone. In residential areas, for example, special exception uses include, among others, child day-care facilities for more than eight children, medical clinics, and horticultural nurseries. Gas stations are almost always special exception uses in the commercial zones. Special exception uses and the standards for their review are located in Chapter 59-G of the Zoning Ordinance.

Transferrable Development Rights (TDRs): Local law permits development rights to be transferred from one parcel to another in order to achieve specified public policy objectives, such as the preservation of agricultural land and rural open space. In Montgomery County's Agricultural Reserve, property owners may develop one dwelling unit per 25 acres, or transfer their development rights to other designated properties, at a rate of one unit per five acres. If a property owner chooses to convey his development rights elsewhere, this conveyance is recorded in the County's land records to ensure that the property, known as a *sending area*, has been affected accordingly.

Those properties which are designated on a master plan and by zoning to receive transferred development rights are known as *receiving areas*. The addition of development rights permits a higher density of development than that permitted by the base density, but the density may not exceed that recommended in the master plan. Development rights are transferred by easement and the transfer is recorded in the County land records.

Variance: Relief granted by the Board of Appeals to a property owner from the requirements of the Zoning Ordinance regarding frontage, setbacks, and in certain circumstances, building height limits. The property owner must demonstrate that strict application of the zoning regulations would result in unusual practical difficulties or undue hardship because of exceptional conditions of shape, topography, or other situations peculiar to the property.

Zoning: The division of a locality into districts for the purpose of regulating the use of private land. All land in Montgomery County is zoned. Within each zone, the County Zoning Ordinance permits certain uses by right and allows others conditionally through special exception. The Ordinance also excludes certain uses from each zone. These zones are shown on an official atlas which is part of the Zoning Ordinance. Within each of these districts, the text of the Zoning Ordinance specifies the permitted uses, the bulk of buildings, the required yards, the necessary off-street parking, and other prerequisites to obtaining permission to develop. The County Council, acting as the District Council, makes final decisions on the application of both Euclidean and floating zones.

Maryland law permits the use of two types of zones, Euclidean and Floating zones. There are important distinctions between the two that affect the manner in which they can be employed.

- **Euclidean Zones:** A Euclidean zone contains fixed standards. Certain uses are permitted in these zones, but they are subject to fixed requirements such as lot size; front, side, and rear yard building setbacks; and maximum height. Application for a Euclidean zone may be made either by the property owner, contract purchaser, or the government, and thus it may be applied by local map amendment or sectional map amendment.
- **Local Map Amendment:** A change of zoning, normally sought by a property owner or other person having a proprietary interest. Applications for local map amendments may be filed anytime and are considered according to procedures specified in the Zoning Ordinance. A local map amendment can include more than one tract of land. Land can be combined for the purpose of rezoning. Local governments receive notice of zoning cases abutting their boundaries, but have no veto power. They provide advisory testimony as do other abutting property owners. Approval of a local map amendment normally requires the affirmative vote of a majority (five members) of the County Council. If the proposed rezoning is contrary to the zone recommended in a master plan, however, approval requires an affirmative vote of six Council members, unless the Planning Board has recommended in favor of that approval, in which case a five-vote majority of the Council is sufficient for approval.
- **Sectional Map Amendment:** A comprehensive rezoning, initiated by the Planning Board or County Council, covering a section of the County and usually including several tracts of land. It normally follows adoption of a master plan. The County Council must hold a public hearing on a proposed sectional map amendment. Since enactment of a sectional map amendment is considered a legislative action of the government and is intended as a comprehensive implementation of public policy, it does not require, as does a local map amendment, a finding of a change in the character of the neighborhood or a mistake in the original zoning.
- **Floating Zones:** A floating zone is more flexible and similar to special exceptions in that the County Council must find that the proposed zone is compatible with the surrounding area and meets the purposes of the zone. Findings of change or mistake, required for granting a Euclidean zone, are not required for a floating zone. Some floating zones require master plan recommendation and are interpreted individually at the time of application.

All floating zones require Planning Board approval of a site plan for development of the property prior to the issuance of a building permit.

APPENDIX D: HISTORIC RESOURCES DESIGNATION DISCUSSION

HISTORIC PRESERVATION DESIGNATION CRITERIA

The *Master Plan for Historic Preservation* and the *Historic Preservation Ordinance*, Chapter 24A of the Montgomery County Code, are designed to protect and preserve Montgomery County's historic and architectural heritage. When a historic resource is placed on the *Master Plan for Historic Preservation*, the adoption action officially designates the property as a historic site or historic district, and subjects it to the further procedural requirements of the Historic Preservation Ordinance.

Designation of historic sites and districts serves to highlight the values that are important in maintaining the individual character of the County and its communities. It is the intent of the County's preservation program to provide a rational system for evaluating, protecting and enhancing the County's historic and architectural heritage for the benefit of present and future generations of Montgomery County residents. The accompanying challenge is to weave protection of this heritage into the County's planning program to maximize community support for preservation and minimize infringement on private property rights.

The following criteria, as stated in Section 24A-3 of the *Historic Preservation Ordinance*, shall apply when historic resources are evaluated for designation in the *Master Plan for Historic Preservation*:

1. Historical and cultural significance: The historic resource:
 - a. has character, interest, or value as part of the development, heritage or cultural characteristics of the County, State, or Nation;
 - b. is the site of a significant historic event;
 - c. is identified with a person or a group of persons who influenced society;
 - d. exemplifies the cultural, economic, social, political, or historic heritage of the County and its communities; or
2. Architectural and design significance: The historic resource:
 - a. embodies the distinctive characteristics of a type, period, or method of construction;
 - b. represents the work of a master;
 - c. possesses high artistic values;
 - d. represents a significant and distinguishable entity whose components may lack individual distinction; or
 - e. represents an established and familiar visual feature of the neighborhood, community, or County due to its singular physical characteristic or landscape.

IMPLEMENTATION OF THE *MASTER PLAN* FOR HISTORIC PRESERVATION

Once designated on the *Master Plan for Historic Preservation*, historic resources are subject to the protection of the Ordinance. Any changes to the exterior of a resource or its environmental setting must be reviewed by the Historic Preservation Commission and a historic area work permit issued under the provisions of the County's Preservation Ordinance, Section 24A-6. In accordance with the *Master Plan for Historic Preservation* and unless otherwise specified in the amendment, the environmental setting for each site, as defined in Section 24A-2 of the Ordinance, is the entire parcel on which the resource is located as of the date it is designated on the *Master Plan*.

Designation of the entire parcel provides the County adequate review authority to preserve historic sites in the event of development. It also ensures that, from the beginning of the development process, important features of these sites are recognized and incorporated in the future development of designated properties. In the case of large acreage parcels, the amendment will provide general guidance for the refinement of the setting by indicating when the setting is subject to reduction in the event of development, by describing an appropriate area to preserve the integrity of the resource, and by identifying buildings and features associated with the site which should be protected as part of the setting. It is anticipated that for a majority of the sites designated, the appropriate point at which to refine the environmental setting will be when the property is subdivided.

Public improvements can profoundly affect the integrity of a historic area. Section 24A-6 of the Ordinance states that a Historic Area Work Permit for work on public or private property must be issued prior to altering a historic resource or its environmental setting. The design of public facilities in the vicinity of historic resources should be sensitive to and maintain the character of the area. Specific design considerations should be addressed in the Mandatory Referral review processes.

In addition to protecting designated resources from unsympathetic alteration and insensitive redevelopment, the County's Preservation Ordinance also empowers the County's Department of Environmental Protection and the Historic Preservation Commission to prevent the demolition of historic buildings through neglect.

The Montgomery County Council passed legislation in September 1984 to provide for a tax credit of 10 percent against County real property taxes to encourage the restoration and preservation of privately owned structures located in the County. The credit applies to all properties designated on the *Master Plan for Historic Preservation* (Chapter 52, Art. VI). Furthermore, the Historic Preservation Commission maintains up-to-date information on the status of preservation incentives including state (25 percent) and federal (20 percent) tax credits, tax benefits possible through the granting of easements on historic properties, outright grants and low-interest loan programs.

The City of Takoma Park has a Commercial District Façade Ordinance that applies to all commercial properties located within the Takoma Park Historic District. All proposals for changes and alterations to the exterior of properties must be reviewed by the City's Façade Advisory Board prior to going to the Historic Preservation Commission for final approval.

APPENDIX E: ENVIRONMENTAL DISCUSSION OF POLICIES AND REGULATIONS

AIR QUALITY

A multi-state strategy is the most cost-effective approach to reducing ground-level ozone and fine particulate matter pollution. Nevertheless, it is important for the State, Montgomery County and the City to do their part in supplementing that strategy by focusing on local initiatives that can reduce vehicle emissions. The State's Smart Growth initiatives designed to concentrate urban development, reduce suburban sprawl and improve mass transit may eventually contribute to an overall improvement in air quality. Current County programs that encourage ride-sharing and use of public transit directly reduce emissions that create pollution. In addition to State and County efforts, the City of Takoma Park conducts its own transportation planning and purchases alternatively-fueled vehicles.

TREES AND FOREST CONSERVATION

Two regulatory programs aid in the conservation and replanting of trees and forest within the Master Plan area. The City of Takoma Park Trees and Vegetation Ordinance is designed to protect existing tree stock, require replacement planting, and encourage the planting of new trees. The City tree ordinance also requires staff review and citizen input prior to activities that may damage trees or prior to removal of trees on private property. The ordinance also acts to increase public awareness of tree save issues, encouraging citizens to maintain trees properly.

The County Forest Conservation Act is designed to protect existing forest and requires the planting of new forest and trees when protection thresholds are not met. As development occurs in the urban environment of Takoma Park, some properties will be subject to forest conservation requirements. Creating a forest on-site is the preferred option for meeting planting requirements under the statute. However, in these highly developed areas very few on-site areas will be available for planting forests. Off-site reforestation within the Silver Spring/Takoma Park planning area is the next preferred option. If no planting locations for forest are available within the planning area, then tree cover, including neighborhood planting and street trees, can be utilized to meet the afforestation requirements.

To be prepared to take full advantage of developers' planting requirements, priority areas for additional street trees and landscaping should be identified in the entire planning area by M-NCPPC with the help of the County Department of Public Works and Transportation (DPWT), the City of Takoma Park Department of Public Works (DPW), and other appropriate agencies. The narrow rights-of-way, utility easements, and dense development pattern in Takoma Park often make it difficult to find space for new or replacement street trees. Innovative options for street trees, including planting outside road rights-of-way and relocation of utility lines, should be examined as part of this project.

ENVIRONMENTAL STANDARDS FOR BUILDING DESIGN

Several County and City programs encourage developers and property-owners to improve the energy efficiency of existing and new buildings. The County's Energy Wi\$e program is designed to educate businesses and the public about the pollution prevention benefits of increased energy efficiency. The County also encourages all new construction and building retrofits to follow the County's model energy efficient design standards.

The City of Takoma Park participates in several programs that encourage energy efficiency and environmental sustainability in design. The City takes part in the U.S. Environmental Protection Agency's (EPA) Energy Star Buildings program by installing energy-efficient lighting and other systems in City-owned buildings. The City is beginning to take part in the Rebuild America program. In addition, the City has approved a *Takoma Park Maryland Local Action Plan for Reducing Greenhouse Gas Emissions*. One of the main goals of the program is to encourage energy efficiency for new and existing buildings.

The City has adopted *Guidelines for Construction in Takoma Park: Creating a Sustainable Environment* as a guide for use in advising public and private developers on desirable building practices. These guidelines address early planning, access, design and placement of buildings, the grounds, building equipment and materials, and maintenance. The guidelines enhance indoor and outdoor environmental quality.

WATER QUALITY AND STORMWATER MANAGEMENT

Stormwater management regulations within the City limits are administered primarily by the City's Department of Public Works (DPW) with some properties under the jurisdiction of the County Department of Permitting Services (MCDPS) and the Maryland Department of the Environment (MDE). The City also has a stormwater management utility fee to fund maintenance and upgrades to the storm drain system, including potential stormwater management retrofits.

To address the difficulty of stormwater management in older suburban neighborhoods, the State and County are working to create new policies for the redevelopment of sites with high existing imperviousness. The goal is to protect water quality while not allowing stormwater management to become a barrier to redevelopment. This re-evaluation recognizes that stormwater management requirements should complement the State's Smart Growth program, should be flexible, and should reduce impervious surfaces, where possible. The City currently attempts to be flexible and innovative in the application of their stormwater management regulations and is open to incorporating new concepts into their regulations once the County and State have reached some conclusions on revisions to their policies.

In addition to policy reviews, the County is undertaking a Watershed Restoration Action Plan for Sligo Creek that will include an update of stream restoration work completed and planned to date, a trash reduction strategy, and options for interagency stream restoration and stormwater management projects in the Long Branch tributary. Watershed-based stormwater management, such as has been implemented in Sligo Creek, is practical and effective in urban areas, providing greater environmental protection than could be achieved through smaller isolated stormwater management facilities.

The County currently has two water pollution prevention programs. The Clean Water Partners Program encourages businesses to pledge to protect water quality through a variety of on-site procedures, including changes in the use of hazardous chemicals and conducting routine maintenance on water quality facilities. The County is also instituting a new program to educate businesses and the public about the impacts of automobile leakage on water quality.

APPENDIX F: BIKEWAY PLAN— DETAILED RECOMMENDATIONS

BIKEWAY TERMS WITH GUIDELINES

County-wide Trails - Designated in the County-wide Park Trails Plan and part of the Bikeway System Framework in this plan. Focusses on the recreational bicycling and hiking trails in the county parks and the non-park trail connectors between them.

Bikeway System Framework - Designated in the master plan—includes county-wide trails as well as routes along major highways and connectors between them and important local destinations. These are highest priority routes that are expected to be the most popular.

Neighborhood Bikeways - Designated in a supplement to the master plan where the most desirable local route can be identified, evaluated and recommended for improvements with the advice of each neighborhood. These are primarily on-road routes where decisions focus on route location, signage and whether to stripe bike lanes.

On-Road Bikeways can be striped bike lanes or shared travel lanes used by both motor vehicles and bicycles. The latter are referred to as “bike compatible lanes”.

Off-Road Bikeways can be shared-use paths, separated paths or shared-use sidewalks.

In the case of determining which type of off-road bikeway to use, consideration should be given to:

- the likelihood of pedestrian-bicycle conflicts
- impacts on established homes, yards and trees, due to space needs
- loss of space needed for bike compatible lanes on the road .

Shared-use paths(off-road bikeway) - These are typically 8-10 feet wide, two-way and used by both pedestrians and bicyclists. They can be 8'-10' sidewalks or asphalt paths. The stream valley park trails - which are designated as part of the county-wide trail system - are typically of this design. This term is defined in the 1999 AASHTO guidelines.

Paired or separated paths (off-road bikeway) - These require more space but allow pedestirans and cyclists to be on separate paths. This configuration is desirable on high use routes such as the Metropolitan Branch Trail and the Silver Spirng Green Trail. The recommended widths for such paths are generally 8-10 feet for bicyclists and a minimum of 5-6 feet for pedestrians.

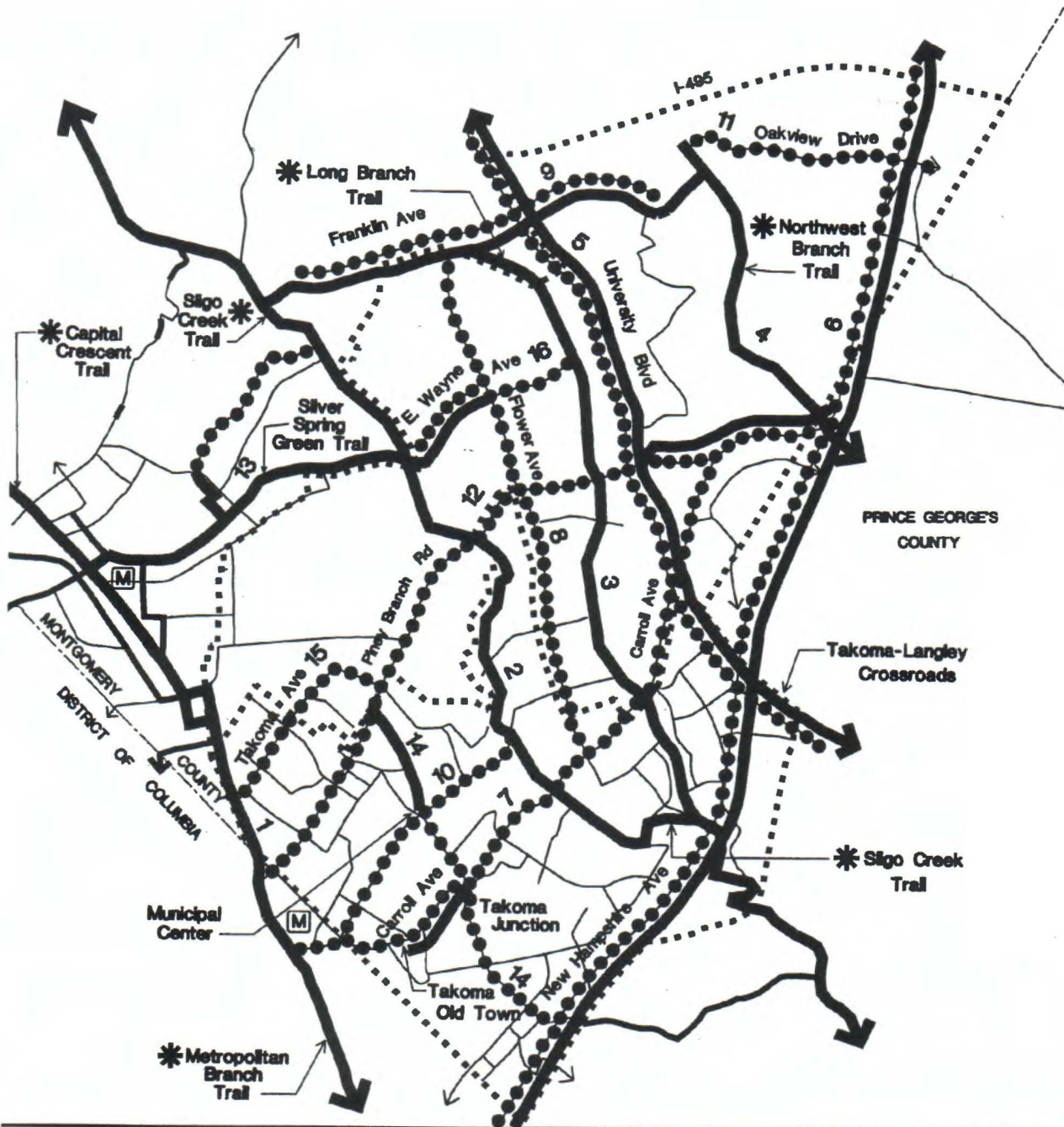
Shared-use sidewalks (off-road bikeway) - These occur on both sides of a road in combination with a parallel on-road bikeway. Bicyclists have the option of using the on-road bikeway or of sharing the sidewalk with pedestrians. More experienced bicyclists are expected to choose the on-road bikeway. Less experienced bicyclists - including children - can enjoy the greater safety of the sidewalks. Shared use sidewalks in some cases might be wider than the minimum standard if space allows. They should include a buffer next to the curb wherever possible, if not a tree panel.

1999 County-wide Parks Trails Plan - Focuses on recreational trail system for bicyclists and hikers. Updates the recreation portion of the 1978 Master Plan of Bikeways.

1978 Master Plan of Bikeways - Identifies a county-wide network of bikeways for both recreation and transportation cycling. Undergoing an update in 2000. Bikeway recommendations in individual master plans amend this Plan. County-wide Parks Trails Plan updated the recreation component of this Plan.

1999 American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities. Referred to as "AASHTO guidelines". National guide which will be evaluated and appropriate recommendations incorporated into the update of the *1978 Master Plan of Bikeways*.

Supplement - This refers to a supplement to the master plan which addresses *pedestrian routes and bikeways*. In addition to pedestrian routes, it addresses local, neighborhood bike routes within neighborhoods that are not part of the larger Bikeway System Framework established in the master plan. It is a planning document that is recommended for completion as part of implementation of this Plan. It is to guide future improvements in the neighborhood bikeway system. These neighborhood routes are primarily on-road and decisions focus on whether or not to stripe bike lanes or provide bikeway signs. These routes are to be determined with the advice of the residents of the neighborhoods. This document is available and titled "*Pedestrian Routes and Bikeways*," supplement to East Silver Spring and Takoma Park Master Plan, Preliminary Study, 2001.



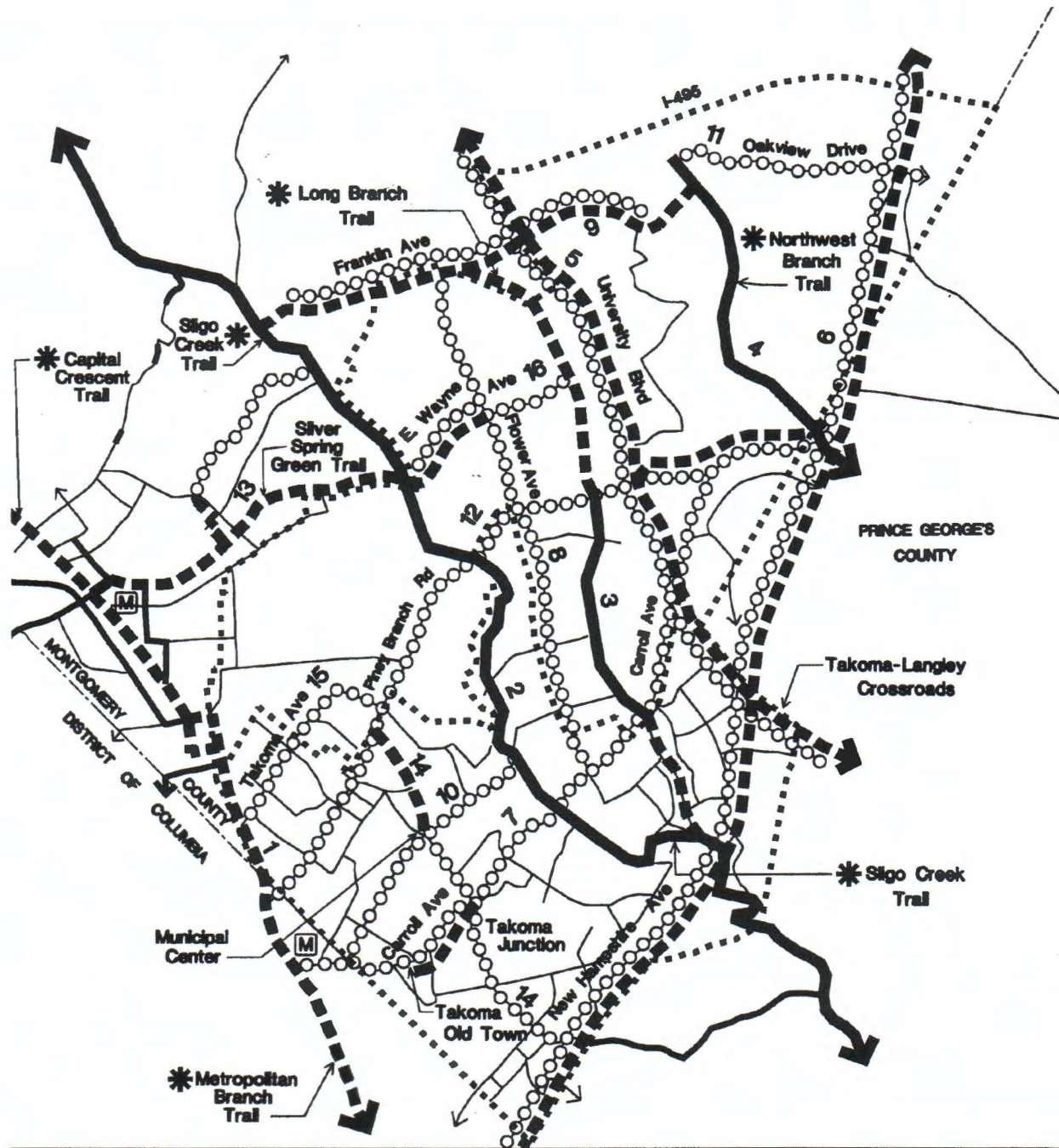
LEGEND

- County Line
- Master Plan Boundary
- Off-Road Bikeways
- On-Road Bikeways
- Neighborhood Bikeways -
(See Supplement; Primarily On-Road)

- 1 Route Numbers (See Table)
- * Countywide Trails
- [M] Metro Station

Not To Scale





LEGEND

Existing	Proposed		
		Off-Road Bikeways	
		On-Road Bikeways	
		County Line	
		Master Plan Boundary	
		Neighborhood Bikeways - (See Supplement; Primarily On-Road)	
		1	Route Numbers (See Table)
			Metro Station
			Countywide Trails

Not To Scale



Bikeway System Framework Routes, East Silver Spring and Takoma Park

Route	Name	Location	Type	Plan Area	Comments	Status
Regional Bikeways and Bikeways along Major Highways						
1	Metropolitan Branch Trail	Throughout Planning Area	off-road	ESS, TP	Separated path preferred for portions adjacent to rail. The trail in Takoma Park is along Fenton Street and Takoma Avenue.	P
2	Sligo Creek Trail	Throughout Planning Area	off-road	ESS, TP		E
3	Long Branch Trail	Franklin Avenue to Sligo Creek Trail	off-road	ESS, TP	Existing Piney Branch Road to Carroll Avenue - remainder proposed	E+P
4	Northwest Branch Trail	New Hampshire Avenue to Oakview Drive	off-road	ESS, TP		
5	University Boulevard	Prince George's County line to Capital Beltway	off-road	ESS, TP	Shared use path both sides with on-road bikeways	P
6	New Hampshire Avenue	District of Columbia line to Capital Beltway	off-road	ESS, TP	Shared use path both sides with on-road bikeways	P
Bikeways connecting to regional Bikeways and important local destinations						P
7	Carroll Avenue	District of Columbia line to Piney Branch Road	on-road*	ESS, TP	Consider 8' shared-use path between Takoma Junction and Takoma Old Town. Elsewhere provide shared use sidewalk on both sides.	P
8	Flower Avenue	Franklin Avenue to Carroll Avenue	on-road*	ESS, TP	Shared use sidewalk on both sides	P
9	Franklin Avenue	Sligo Creek Trail to Northwest Branch Trail	off-road	ESS	Shared use path on south side with on-road bikeways. If not feasible then shared use sidewalk on both sides. Shared use path within park.	P
10	Maple Avenue	District of Columbia line to Sligo Creek Trail	on-road*	TP	shared use sidewalk on both sides	P
11	Oakview Drive	Northwest Branch Trail to Prince George's County Line	on-road*	ESS	Shared use sidewalk on both sides Shared use path within park	P

Bikeway System Framework Routes, East Silver Spring and Takoma Park

Route	Name	Location	Type	Plan Area	Comments	Status
12	Piney Branch Road	District of Columbia line to University Boulevard.	on-road	ESS, TP	Shared use sidewalk on both sides	P
		University Boulevard to Northwest Branch Trail	off-road		Shared use path north side to connect to park entrance with shared use sidewalk on south side and on-road bikeways	
13	Silver Spring Green Trail	Silver Spring CBD to Sligo Creek Trail	off-road	ESS	Separated path preferred on north side with on-road bikeways	P
14	Piney/Maple Trail	Piney Branch Road to Maple Avenue'	off-road	TP	Shared use path	P
	Grant Avenue	Maple Avenue to Carroll Avenue	on-road		Shared use sidewalk on both sides	
	Poplar Avenue	Carroll Avenue to Ray Road Bikeway @ New Hampshire Avenue	on-road		Shared use sidewalk on both sides	
15	Takoma/Ritchie Avenue	Metropolitan Branch Trail to Piney Branch Road	on-road	ESS, TP	Shared use sidewalk on both sides	P
16	Wayne Avenue	Sligo Creek Trail to Flower Avenue	off-road	ESS	Shared use path on north side with shared use sidewalk on south side on-road bikeways.	P
		Flower Avenue to Long Branch Trail	on-road		Shared use sidewalk on both sides with on-road bikeways.	

Status

E = Existing

P = Proposed

Other Notes

County-wide route numbering system under review for update to Master Plan of Bikeways

Route numbering system shows location of trail on Bikeway system Maps A and B.

For descriptive purposes, "Location" may include portions outside relevant Plan Area
Recommendations only apply within relevant Plan Area

Plan Areas

ESS = East Silver Spring Planning Area

TP = Takoma Park Planning Area

*Due to constraints created by existing features, it may not be possible to meet AASHTO's bikeway guidelines along all bikeways.

Consider striped bike lanes for on-road bikeways

APPENDIX G: SILVER SPRING/ TAKOMA PARK TRANSPORTATION AND CIRCULATION REPORT

SILVER SPRING / TAKOMA PARK
TRANSPORTATION AND CIRCULATION REPORT

**Maryland - National Capital Park and Planning Commission,
Montgomery County Department of Park and Planning,
Transportation Planning**

AUGUST 6, 1999

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EXECUTIVE SUMMARY

The Silver Spring/Takoma Park Transportation and Circulation Report is a complementary document to the four master plans in the Silver Spring/Takoma Park Policy Area which are being updated during 1999:

- Silver Spring CBD Sector Plan
- North and West Silver Spring Master Plan
- East Silver Spring Master Plan
- Takoma Park Master Plan

The transportation system recommendations in all four plans have therefore been developed in a coordinated fashion using the information in this analysis. This report serves as an explanatory guide for the transportation recommendations contained in the plans.

The analysis for this report was conducted to coordinate transportation elements within each of the master plan documents. The Silver Spring CBD is in the process of redevelopment, and the Sector Plan envisions a substantial increase in economic growth. The number of jobs and households are expected to increase by 32% and 53%, respectively, by the year 2020. The redevelopment of the CBD will have an effect on transportation conditions and needs in the adjacent master plan areas.

The analysis used a combination of policy area transportation review methods and local area transportation review methods to evaluate areawide needs and localized intersection needs. The report evaluates current and projected conditions for all elements of the transportation system.

The planned transportation system is generally in balance with the proposed 2020 land use in the study area. The areawide level of service is satisfactory; planned and programmed improvements for the transit, bikeway, and pedestrian systems are sufficient; parking supplies will be adequate; and aggressive transportation demand management programs will continue.

At several intersections, however, the local area transportation review indicates that providing enough capacity to achieve the current standards for intersection congestion would require improvements which might not be fiscally sound nor desirable in terms of community impacts. At these intersections, the report identifies the level of improvements which would achieve the congestion standards and recommends that subsequent intersection improvements be evaluated on a case-specific basis using this report as a guide.

I. INTRODUCTION

This document presents the results of a transportation and circulation study conducted for the Silver Spring/Takoma Park and Silver Spring CBD Policy Areas. The study was prepared to support the coordinated master planning activities in five Master Plan areas within the Policy Areas.

The purpose of the transportation and circulation study is threefold. The first purpose is to document the existing transportation conditions in the study area. The second is to review planned or programmed transportation system improvements. The third is to assess additional long-range needs and develop recommendations to address those needs. In each case, the material presented in this study provides background material for the relevant master plans. It is intended, however, to serve as an explanatory guide to both regulatory and advisory transportation recommendations in the relevant master plans.

This section of the Silver Spring/Takoma Park Transportation and Circulation Report (SSTPTCR) describes the study background and the organization of the remainder of the document.

Study Context

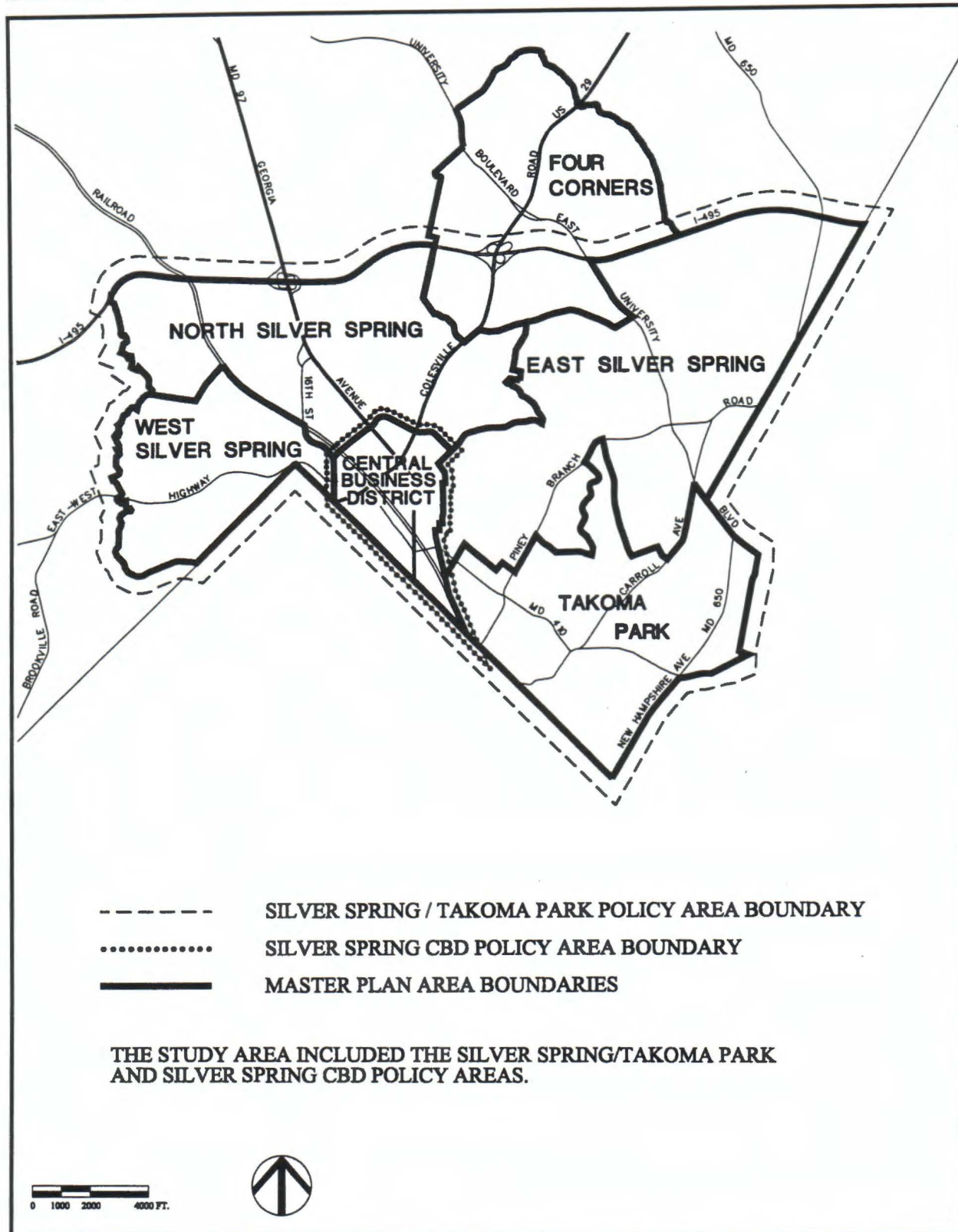
The Maryland-National Capital Park and Planning Commission (M-NCPPC) is currently preparing updates for four master plans in the Silver Spring/Takoma Park Policy Area:

- Silver Spring Central Business District Sector Plan, last updated in 1993
- North and West Silver Spring Master Plan, last updated in 1978
- East Silver Spring Master Plan, last updated in 1977
- City of Takoma Park Master Plan, last updated in 1982 (including the Sector Plan for the Transit Impact Area in Takoma Park, last updated in 1974; and affected portions of the Master Plan for Langley Park - College Park - Greenbelt in 1989)

The locations of these plan areas are shown in **Map 1**. The study area for this report is the Silver Spring/Takoma Park and Silver Spring CBD Policy Areas. The Silver Spring/Takoma Park Policy Area also includes a small portion of the Four Corners Planning Area. The Four Corners Master Plan was updated in 1996 and therefore is not explicitly addressed in this report.

This report is an update to the July 27, 1998 Silver Spring/Takoma Park Transportation and Circulation Report. The update was conducted for three reasons, each relating to intersection congestion. First, this report expands the discussion on the relationship between current intersection congestion standards and forecast intersection congestion levels. Second, the report reflects changes in master plan recommendations which have occurred during the past year. Finally, the report has revised the intersection congestion information to incorporate the updated lane-use factors approved by the Planning Board in April 1998.

STUDY AREA



Report Organization

The remainder of the report is organized functionally.

Sections II and III provide study background material. Section II provides an overview of the study area, and Section III describes the travel demand forecasting process and assumptions.

Sections IV through VII describe those existing and future elements of the transportation and circulation systems which are non-auto-oriented. The Silver Spring/Takoma Park Policy Area is one of the county's most urbanized locations. Therefore, both transit accessibility and transit utilization are relatively high compared to the remainder of the county. Planning for alternative travel modes is critical in the Silver Spring vicinity, both to provide needed access as well as to provide incentives for reducing reliance on single-occupancy vehicle (SOV) travel. Section IV describes travel demand management programs and services. Section V describes parking facilities and regulations. Parking is included in this report among the "non-auto-oriented" elements because the regulation of parking resources is viewed as a tool to manage travel demand. Section VI discusses transit services and Section VII describes the pedestrian and bicycle system.

Section VIII describes the street network. The emphasis of the circulation system plans contained in the draft master plans in the Silver Spring/Takoma Park policy area is on providing the auto user with alternative travel modes. The master plans generally discourage providing additional roadway capacity, since in most locations roadway widening would have undesirable community effects. The desire to accommodate redevelopment in the Silver Spring CBD while minimizing roadway system improvements results in a condition where consideration of adequate public facilities must be reviewed carefully. Numerical congestion standards exist for defining the adequacy of roadway facilities, but do not exist for transit, pedestrian, or bicycle facilities or services. Therefore, while the emphasis of the master plans is on transit, pedestrian, and bicycle circulation, this report is more heavily oriented toward roadway congestion.

Section IX summarizes the primary conclusions of the study.

II. STUDY AREA

The study area includes the Silver Spring/Takoma Park and Silver Spring CBD Policy Areas as shown in Map 1. The study area is located in the southeastern corner of Montgomery County. The southern and eastern boundaries of the study area are defined by the District of Columbia and Prince George's County, respectively. Rock Creek forms the study area's western boundary and the Capital Beltway (I-495) forms the northern boundary.

As of 1998, the study area contained 47,200 jobs and 32,400 households. Commercial development is concentrated in the Silver Spring CBD, which houses about three-fourths of the study area jobs, but only about one-sixth of the study area households.

The study area is served by a superior multimodal transportation system, resulting from the area's location within the Washington region and investments in regional and local transportation facilities. The study area lies at the northeast edge of the nation's capital city at the junction of regional radial and circumferential transportation routes.

The Silver Spring CBD was formed around the intersection of two radial commuter routes, Georgia Avenue and Colesville Road. The Metrorail Red Line includes Silver Spring and Takoma Park stations and the Silver Spring CBD is also served by a MARC commuter rail station. Other notable radial routes serving the study area include 16th Street, University Boulevard, and New Hampshire Avenue.

The Capital Beltway (I-495), the region's primary circumferential transportation facility, forms the northern boundary of the study area. The study area is also traversed by East-West Highway, a circumferential roadway connecting Silver Spring and Takoma Park to adjacent communities to the east and west.

The transportation system is constrained by both natural and manmade features. Several stream valleys flow across the study area, generally from northwest to southeast, including Rock Creek, Sligo Creek, Long Branch Creek, and Northwest Branch. These stream valleys and their linear parklands form the framework for the recreational trail system in the study area. Two manmade features, the CSX rail line and the Capital Beltway, also influence the transportation network. These linear features can serve as barriers to transportation network connectivity, forcing travel to occur at a limited number of crossing points.

III. FORECASTING PROCESS AND ASSUMPTIONS

The evaluation of transportation-related impacts of the proposed land use patterns in the study area included three levels of analysis. First, a regional travel demand model was used to evaluate areawide levels of service and forecast regional travel demand trends. Second, a local area model was used to assess localized travel demand changes generated by Silver Spring CBD redevelopment. Third, intersection analysis was performed to assess the localized impacts on intersection congestion and identify potential geometric and operational improvements. Each of these three steps are described in detail in the following paragraphs.

Regional Travel Demand Model

The first step in evaluating transportation related impacts of the proposed land use patterns in the CBD Plan utilizes Transportation Planning staff's TRAVEL/2 four-step subregional transportation planning model. This regional model includes Montgomery County as well as all other jurisdictions in the metropolitan Washington region. The regional model was used to evaluate areawide levels of service within the Silver Spring/Takoma Park and Silver Spring CBD Policy Areas and identify changes in travel trends within these policy areas. The boundary of the study area, also the boundary of the Silver Spring/Takoma Park and Silver Spring CBD Policy Areas, is shown in **Map 2**. This boundary was considered a subregional cordon line for the purposes of model analyses as described below.

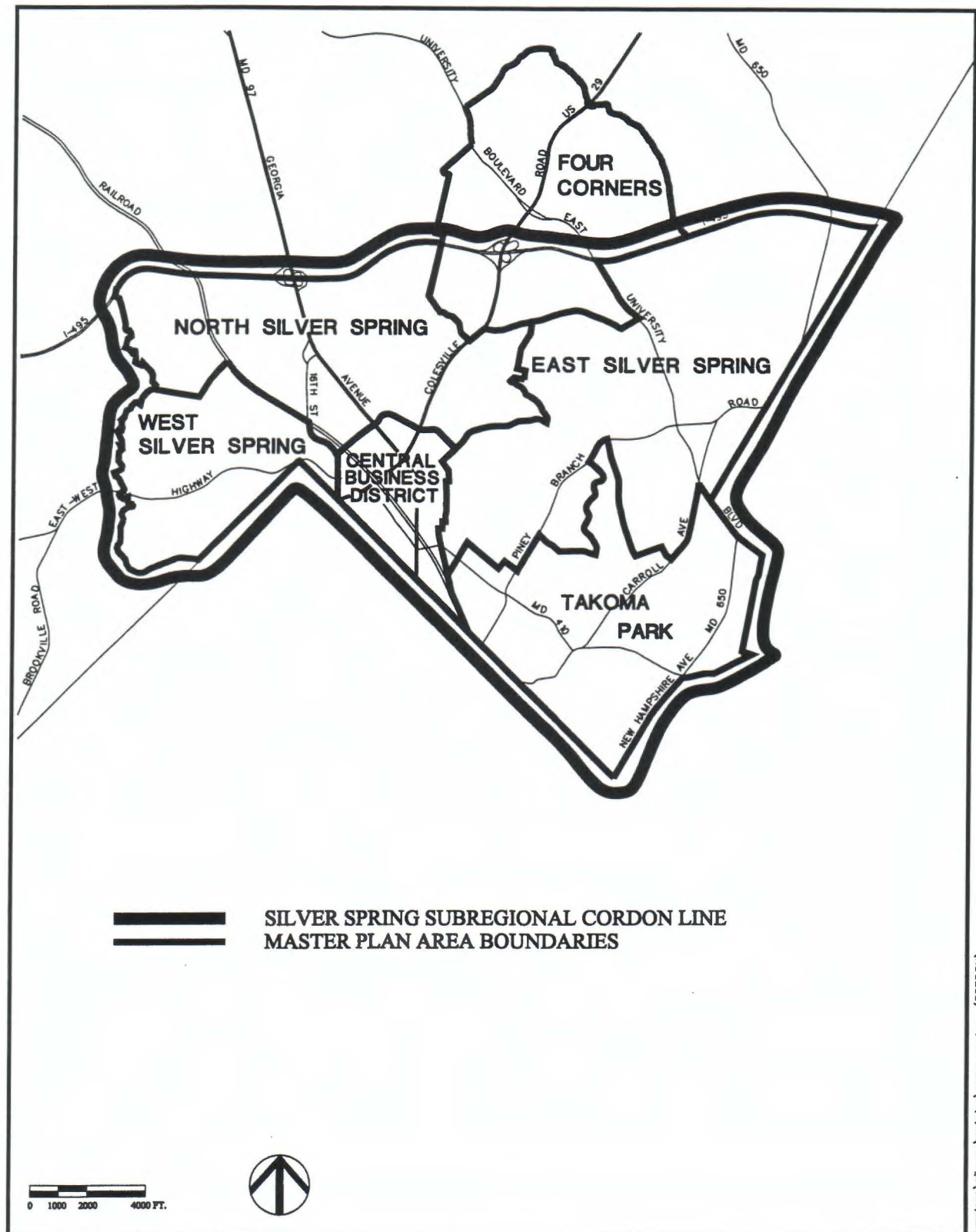
The TRAVEL/2 model forecasts travel demand during the PM peak hour. The subregional model, using EMME2 software, generates person trips (people in residences or in jobs), distributes these trips within and around the subregion, determines the mode used to make the trip (single-occupant vehicle (SOV), high-occupancy vehicles (HOV), transit vehicles (bus and rail), walk and bike) and then assigns these trips to the available transportation (highway and transit) network.

The model set used to evaluate this proposed land use within the CBD included the Metropolitan Washington Council of Governments (MWCOC) Round 5.4 Cooperative Forecasts. These demographic forecasts contain the land use activities (population and employment) for Montgomery County and the rest of the Washington region. These forecasts assume that the population of Montgomery County will grow from 750,000 in 1990 to over 1,000,000 by 2020, with a commensurate increase in the number of jobs. For the transportation network, the model includes all existing transportation facilities and those which have been identified with funding for construction or that are assumed by the MWCOC member jurisdictions and the state-level agencies in Maryland, Virginia and the District of Columbia to be funded for construction by the year 2020. For example this network includes the Georgetown Branch Light Rail Line, but does not include additional lanes on the Capital Beltway or the Intercounty Connector. It also assumes improved bus service with both reduced headways and additional routes.

The first purpose of the regional model is to determine the extent of traffic which will travel through the study area, reflecting changes in land use and travel demand associated with Round 5.4

Cooperative Forecast. These trips do not have origins or destinations within the study area but compete for the same capacity as those trips generated by the land uses of the proposed plan. The model also provides regional context for the evaluation of the proposed land use patterns and uses within the CBD. It also establishes the paths taken by trips traveling through the CBD and the immediate surrounding area.

SUBREGIONAL CORDON LINE



The regional model analysis indicated that the number of trips traveling through the study area would not change significantly, either by route or in total, through the year 2020. This is a result of two travel trends which generally offset each other. The first trend is an increase in areawide economic development, which would tend to increase through trips. The second trend is the forecast increase in Silver Spring CBD development, which, by generating new trips within a constrained roadway network would tend to divert through trips away from the CBD. In other words, if the Silver Spring CBD development increased while the rest of the region remained constant, the number of trips through the study area could be expected to decrease. Conversely, if no new development were to occur in the CBD, but the rest of the region continued to grow, some new through trips would be expected. The regional model indicates that the anticipated new development in Silver Spring is, in essence, keeping pace with the rest of the region, so that the number of through trips in the study area will essentially remain constant.

The second purpose of the regional travel demand model is the evaluation of areawide level of service. The model analysis demonstrated that the areawide level of service will remain acceptable. This analysis is similar to the Policy Area transportation review conducted as part of the Annual Growth Policy (AGP) test for the adequacy of transportation facilities. This test uses an "average congestion index" (ACI) to evaluate the average level of service across all transportation facilities in a policy area and compare that index to the AGP standard. With the proposed land use scenario for the CBD and the 2020 transportation network, the local road ACI standard and the calculated ACI were found to be the same.

Local Area Model

Within the subregional cordon line, a finer grain, more detailed analysis is conducted by a Local Area Model (LAM) which takes into account local land use (which disaggregates the population and employment forecast found in the TAZ into smaller zones), the intersection geometry and signal phasing, time of day turn prohibitions and lane use changes, the extent of through traffic, the logical paths taken by vehicle trips generated by the land use and the resulting level of service (LOS), based on critical lane volume (CLV). The trip generation rates used in the LAM are those which were used in the 1993 CBD Plan and reflect policies such as increased transit service, parking strategies, greater percentage of walk trips and other factors which occur in urbanized business districts. The LAM produces LOS information for both AM and PM peak hours.

The LAM analysis is based on the Local Area Transportation Review (LATR) procedures that evaluate roadway network impacts of individual development proposals. For the Silver Spring/Takoma Park Transportation and Circulation analysis, the typical LATR procedures were expanded to evaluate development throughout the study area. The assumed development characteristics for the study area are described in the following paragraphs.

Assumed Development Characteristics

The analysis of local area impacts assumed the following characteristics for development which would be expected to occur by the year 2020 as guided by the master planning process.

No change in the amount of peak period traffic generated by local land use was assumed in the North and West Silver Spring, the East Silver Spring, or the Takoma Park plan areas. This assumption reflects the master plan objectives for these areas that while redevelopment may be encouraged, it should be of a scope and nature consistent with the development it replaces. One exception to this general rule is at the Walter Reed Army Institute of Research (WRAIR), a 474,000 square foot building located on the Forest Glen Annex of the Walter Reed Army Medical Center in North Silver Spring. This development has been approved on the condition that the site generate no net increase in peak hour traffic volumes. No redevelopment of the National Park Seminary has been assumed.

The net increase in Silver Spring CBD development was assumed to include:

- 2.4 million square feet of office space
- 1.3 million square feet of retail space
- 1,800 dwelling units
- 600 hotel rooms

These figures reflect projected development over the next 20 years, not buildout of the full zoning envelope. This level of increased development would result in total CBD development levels similar to those endorsed by the 1993 Sector Plan, as shown in Table 1.

Table 1. Comparison of Projected CBD Development Levels

Land Use	Unit	1993 CBD Plan	1999 Study
Households	Dwellings	11,000	8,100
Office Employment	Jobs	33,000	35,600
Retail Employment	Jobs	7,000	6,400
Industrial Employment	Jobs	2,300	470
Other Employment	Jobs	1,400	3,260
Total Employment	Jobs	43,700	45,730

Note: As of 3/31/99, the CBD contained 34,665 jobs and 5,300 dwelling units. An additional 4,446 jobs and 983 housing units were in the pipeline.

Trip generation rates for development were assumed that were consistent with those described in the Local Area Transportation Review Guidelines, as shown in Table 2.

Table 2. Trip Generation Rates

Land Use	Unit	Peak Hour Trip Generation Rate			
		AM		PM	
		Inbound	Outbound	Inbound	Outbound
Office	1,000 square feet	1.44	0.21	0.21	1.19
Retail	1,000 square feet	0.27	0.23	1.00	1.00
Residential	Dwelling unit	0.09	0.26	0.28	0.12
Hotel	Room	0.12	0.08	0.11	0.09

Trip distribution was developed based on the regional model. The percentage of CBD trips entering and leaving via each of the cordon points is listed in **Table 3**. These values are similar to those used in the 1993 plan.

Table 3. Trip Distribution

Cordon Point	Percent Office/Retail	Percent Residential/Hotel
Georgia Avenue/16th Street (north)	35%	27%
Colesville Road (north)	25%	10%
Wayne/Sligo Avenues	12%	8%
Philadelphia Avenue	7%	11%
Georgia Avenue (south)	6%	15%
16 th Street (south)	8%	17%
East-West Highway	7%	12%

Travel Demand Management Trip Reduction

Prior analyses of Silver Spring CBD development plans have recognized the need to implement travel demand management (TDM) policies or services to reduce vehicle trips in the Georgia Avenue and Colesville Road corridors beyond the levels assumed in the CBD plan. The analyses presented in this report have included a reduction of 300 peak hour, peak direction vehicle trips on Georgia Avenue and a reduction of 200 peak hour, peak direction vehicle trips on Colesville

Road, consistent with assumptions made in prior planning efforts. This trip reduction is a corridor-specific assumption based on the fact that the high levels of congestion otherwise forecast cannot reasonably be assumed to occur. The peak hour trip reduction is assumed to reflect a combination of travel behavior changes in response to the high levels of congestion, including diversion of existing through traffic to other routes outside the study area, a modal shift toward ridesharing or transit use, or a temporal shift outside the peak hour.

IV. TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) strategies are intended to help reduce the percentage of peak hour (or peak period) travel by motorists driving alone. Localized strategies, such as ridesharing, reduced transportation costs (subsidies or reduced parking costs for carpools and vanpools), transit use subsidies, better transit accessibility (shelters, sidewalks, trails, bike racks at transit stations), and pedestrian-friendly design of buildings all contribute to meeting regional vehicle trip reduction goals.

Information provided in other sections of this memorandum indicates the extent of the available transportation system capacity. The Silver Spring/Takoma Park area is a major transportation hub of the regional network. Several key intersections, which control the capacity of the urban network, are congested and operate at unacceptable levels of service. There remains additional development which is approved, but not yet built, and this development, along with growth in regional population and employment will contribute to even greater travel demand on the major roadways and bus and rail transit routes. As noted earlier in this memorandum, the highway network is virtually completed and its intersections offer little opportunity for significant capacity expansion. Therefore, an important investment in strategies to reduce the amount of vehicular travel (especially vehicle trips during peak periods) appears to be the most viable means of coping with potentially greater levels of congestion while preserving communities and natural features.

This approach of vehicle trip reduction strategies is characterized as transportation demand management or TDM. The purpose of TDM is to optimize the use of an ever-constrained transportation network by implementing strategies such as ridesharing, parking supply controls (such as pricing and availability), pedestrian friendly design, transit accessibility and affordability, and other practices which reduce the demand for automobile use, particularly during peak travel periods.

TDM strategies work best in an environment of cooperation between public and private entities where other transportation options are available and land use patterns promote other means of mobility beyond automobiles. The transit opportunities within the Silver Spring CBD which receives service from more than 40 bus routes, along with Metrorail and MARC commuter rail, greatly improve the chances of success of TDM strategies. The ideal climate for TDM success is where many workers converge on a few sites. Therefore, large concentrations of major employers, or a very large single employment site, tend to exhibit higher levels of success than do areas with large numbers of firms employing few people. In the other master plan areas surrounding the CBD, transit coverage and accessibility, sidewalks, bikeways, grid street patterns and land use patterns all promote other means of mobility without the use of automobiles. However, TDM strategies which are based on residential concentrations are normally not very successful, except for improvements in transit accessibility and regional ride-share matching. In areas which are predominately residential, TDM strategies must be employed on a *regional* basis, which means involvement by Virginia and its jurisdictions, the District of Columbia (including the Federal government agencies) and neighboring Maryland counties and cities. Since parking supply and mobility issues vary around the region, the compelling reason to impose such restrictions upon residents and employers also vary, making it very difficult to achieve much success on a regionwide basis.

The Silver Spring Transportation Management District (TMD) is a county-administered organization that disseminates information on alternative commuting modes, maintains match lists for potential ridesharing participants, and monitors travel patterns within the CBD. The TMD uses both field data and employee surveys to monitor performance measures described in the Annual Growth Policy (AGP).

The primary measure of TDM activities in the Silver Spring CBD is the extent to which office workers in the CBD use means of travel other than driving an automobile to commute. Within the CBD, the TDM goal is to limit automobile use so that during peak periods no more than 54 percent of employees in the CBD drive to or from work. During the past four years, the observed percentage of workers who drive to and from work has ranged from 60 percent to 66 percent, without a discernible trend either toward or away from the TDM goal. This performance suggests that more aggressive programs and policies may be needed to achieve the TDM goals.

V. PARKING

Parking within the Central Business District (CBD) of Silver Spring is monitored by the Transportation Management District (TMD). The Annual Growth Policy (AGP) recommends constraints on the amount of parking and that parking prices reflect a constrained market (higher costs for parking). As of 1998, parking rates for public facilities are set at \$75 per month for single-occupant vehicles with a variable scale depending upon vehicle occupancy, down to \$30 monthly for three-or-four-occupant vehicles. This relates to a public subsidy of \$45 monthly for carpools. Privately operated parking garages and lots do not have a uniform pricing strategy.

In 1997 there were approximately 11,200 long term parking spaces available in public and private parking facilities within the CBD, a reduction of about 500 parking spaces since 1995. About two-thirds of these spaces are in public facilities, including 13 lots and eight garages. Approximately 6,700 long term parking spaces were observed to be used during midday in 1997, well below the AGP limit of 15,750. The AGP limit reflects a 90 percent cap on the total number of garage and surface lot spaces of approximately 17,500. This indicates that there is a substantial supply in available parking within the CBD, although much of this parking may not be convenient to activities within the CBD. In addition to the spaces noted in garages and surface parking lots, there are approximately 1,000 on-street spaces within the CBD. This indicates that there is sufficient parking capacity within the CBD to support development consistent with the plan. It also means that costs associated with providing parking usually borne by the site developer are not as significant since it is assumed that developers will provide some portion of required parking on-site.

The public parking lots and garages are organized into seven sectors shown on **Map 3**. Based on surveys conducted in April 1997, the most highly used sector for long term public spaces is Sector II (70 percent) which is north of Colesville Road and west of Georgia Avenue. None of the other sectors had a greater than 50% utilization rate. The overall utilization rate for the CBD was 40%.

Preliminary estimates for 1998 indicate that the supply of public parking in Sectors II and VII has been reduced by approximately 1,000 spaces since 1997 as part of redevelopment projects. Sector II parking will be further reduced if the Tastee Diner is relocated to Lot 72. Current parking in Sector IV will be reconstructed as part of the urban renewal project.

Private parking is more utilized than public parking, with an overall utilization rate of 76% in 1997. Private parking utilization is also more evenly distributed throughout the CBD, with the utilization rate in Sectors I through VII ranging from 66% to 86%.

In summary, the amount of long term parking is adequate to accommodate forecast needs. The difference between the current long term space utilization and the AGP cap is approximately 9,000 spaces. The amount of forecast CBD development includes an increase of approximately 11,100 jobs. Given the Sector Plan goal of a 54% auto-driver mode share for commuters to the CBD, only about 6,000 additional spaces will be needed.

Map of the Central Business District (CBD) in Harrisburg, Pennsylvania

Legend:

- Sector Number:** I, II, III, IV, V, VI, VII
- Public Parking Lot:** Represented by a grid pattern.
- Public Parking Garage:** Represented by a diagonal line pattern.
- Proposed Garage (all of URA's are proposed):** Represented by a solid black fill.
- CBD Area Boundary:** Represented by a solid line.
- Non-CBD Area Included in Plan:** Represented by a dashed line.

Map Features:

- Streets:** SECOND AVENUE, SPRING STREET, GEORGIA AVENUE, FENTON, CAMDEN, COLESVILLE, ELLSWORTH, PERSHING DR., WAYNE, BONIFANT, THAYER, SILVER SPRING, SLIGO AVE., PHILADELPHIA, B & O RAILROAD, GEORGIA AVE., BLAIR MILL ROAD, COLESVILLE ROAD, HIGHWAY, EAST WEST.
- Public Parking Lots:** LOT 7, LOT 72, LOT 38, LOT 29, LOT 3, LOT 20, LOT 15, LOT 18.
- Public Parking Garages:** GAR 1, GAR 2, GAR 3, GAR 4, GAR 5, GAR 6, GAR 7, GAR 8, GAR 9, GAR 10, GAR 11, GAR 12, GAR 13, GAR 14, GAR 15, GAR 16, GAR 17, GAR 18, GAR 19, GAR 20, GAR 21, GAR 22, GAR 23, GAR 24, GAR 25, GAR 26, GAR 27, GAR 28, GAR 29, GAR 30, GAR 31, GAR 32, GAR 33, GAR 34, GAR 35, GAR 36, GAR 37, GAR 38, GAR 39, GAR 40, GAR 41, GAR 42, GAR 43, GAR 44, GAR 45, GAR 46, GAR 47, GAR 48, GAR 49, GAR 50, GAR 51, GAR 52, GAR 53, GAR 54, GAR 55, GAR 56, GAR 57, GAR 58, GAR 59, GAR 60, GAR 61, GAR 62, GAR 63, GAR 64, GAR 65, GAR 66, GAR 67, GAR 68, GAR 69, GAR 70, GAR 71, GAR 72, GAR 73, GAR 74, GAR 75, GAR 76, GAR 77, GAR 78, GAR 79, GAR 80, GAR 81, GAR 82, GAR 83, GAR 84, GAR 85, GAR 86, GAR 87, GAR 88, GAR 89, GAR 90, GAR 91, GAR 92, GAR 93, GAR 94, GAR 95, GAR 96, GAR 97, GAR 98, GAR 99, GAR 100.
- Proposed Garages:** URA 1, URA 2, URA 3, URA 4, URA 5, URA 6, URA 7, URA 8, URA 9, URA 10, URA 11, URA 12, URA 13, URA 14, URA 15, URA 16, URA 17, URA 18, URA 19, URA 20, URA 21, URA 22, URA 23, URA 24, URA 25, URA 26, URA 27, URA 28, URA 29, URA 30, URA 31, URA 32, URA 33, URA 34, URA 35, URA 36, URA 37, URA 38, URA 39, URA 40, URA 41, URA 42, URA 43, URA 44, URA 45, URA 46, URA 47, URA 48, URA 49, URA 50, URA 51, URA 52, URA 53, URA 54, URA 55, URA 56, URA 57, URA 58, URA 59, URA 60, URA 61, URA 62, URA 63, URA 64, URA 65, URA 66, URA 67, URA 68, URA 69, URA 70, URA 71, URA 72, URA 73, URA 74, URA 75, URA 76, URA 77, URA 78, URA 79, URA 80, URA 81, URA 82, URA 83, URA 84, URA 85, URA 86, URA 87, URA 88, URA 89, URA 90, URA 91, URA 92, URA 93, URA 94, URA 95, URA 96, URA 97, URA 98, URA 99, URA 100.

Scale: 0 to 1500 feet.

North Arrow: Indicated by an arrow pointing upwards.

VI. TRANSIT SYSTEM

The county's Annual Growth Policy includes an assessment of the transit accessibility of each of the Policy Areas. This assessment is stated as a "regional transit accessibility," an index which measures how well the households in the policy area are connected by transit to the region's jobs and how well the households throughout the region are connected by transit to the jobs in the policy area. In this context, "transit" includes all non-auto modes of transportation, such as rail, bus, walking, and bicycling. The Silver Spring/Takoma Park and Silver Spring CBD Policy Areas are rated as having the county's best regional transit accessibility.

Existing transit service is very extensive in the Silver Spring/Takoma Park Policy Area and represents this area's close proximity to the District of Columbia and the other nearby densely populated urbanized centers located inside the Capital Beltway. Transit service in the study area includes MARC commuter rail (one station), Metrorail (two stations), and bus services (over 40 routes).

The study area is served by two Metrorail Red Line stations at Silver Spring and at Takoma Park. The latter station is located within the District of Columbia but is immediately adjacent to the City of Takoma Park. In addition to MARC commuter rail service, the Silver Spring Metrorail Station is served by 41 bus routes. The Takoma Park Metrorail Station is served by 14 bus routes operated by WMATA and Ride-On. There are additional bus routes which operate within the District of Columbia and connect with this station. The Forest Glen Metrorail Station, which is located immediately north of the Capital Beltway, also serves the Montgomery Hills neighborhood within the study area. The Capital Beltway forms a barrier to this station for residents and employees within North Silver Spring. Accessibility will be improved by a pedestrian bridge through the Capital Beltway/Georgia Avenue interchange which will allow pedestrians to walk along the western side of Georgia Avenue without crossing any of the interchange ramps at grade.

Generally, areas located within a quarter-mile of a bus stop are considered to be adequately served by bus transit. Based on the quarter-mile standard, transit coverage within the individual master plan areas of the study area appears to be adequate overall. There are very few areas located outside of this coverage zone. These areas can be generalized as located in the northern-most area of West Silver Spring around the U.S. Army Medical Center complex at Walter Reed, the southwestern area of West Silver Spring, the northeastern most area of North Silver Spring and areas immediately adjacent to the Northwest Branch in East Silver Spring. The quarter-mile coverage assumes transit patrons can use either sidewalks or low volume streets as a path to the closest bus stop.

By observation, there is more north-south bus route service than east-west service and very little service connecting Silver Spring with Prince George's County even though vehicular commuting patterns between the two areas are significant. The MTA, in conjunction with Transportation Planning staff and staff from the Counties, is evaluating east-west route improvements connecting both counties and major employment and population centers including Silver Spring.

State funding has been requested for several routes which connect Montgomery County destinations in the study area with locations within Prince George's County (Greenbelt, College Park,

Beltsville, Langley Park and New Carrollton). These routes are being evaluated for increases in service, new service starts and/or reduced headways. This service increase could reduce the disparities between north-south and east-west service and improve the connectivity between the two counties.

Transit services in the study area will be enhanced by the consolidation of local, regional, and intercity bus and rail services at the Silver Spring CBD Transit Center. The Transit Center, located at the existing Silver Spring Metrorail station, will be a downtown landmark, providing combined transit services that are directly linked to surrounding development.

The existing Silver Spring Metrorail station is the largest transit hub in Maryland serving over 57,000 bus and Metrorail boardings and alightings each weekday. Intercity bus and MARC commuter rail are located off-site and approximately one-half mile from this station.

The existing configuration of the station is constrained by land area and necessary operational space, which limits the ability to add future bus capacity (for more non-automobile accessibility) and to accommodate taxi and passenger drop-off (kiss and ride) accessibility. Further, the station in its current configuration cannot accommodate the proposed east-west transitway connection to Bethesda, known as the Georgetown Branch, or planned hiker-biker trails. For these reasons, a Transit Center design concept has been prepared which would improve accessibility, increase modal inter-connectivity, and support future travel demand.

Planners from MTA, WMATA, and the County estimate that the demand at the station will increase from a current 57,000 boardings/alightings per day to approximately 97,000 by 2020, based on demographic and travel demand forecasts. To support this substantial increase in travel demand, the following design features are planned for the Transit Center.

- Relocating the MARC rail station and the intercity bus terminal location to the Transit Center
- Increasing the total on-site bus bays (WMATA, Ride-On, and MTA)
- Increasing the number of taxi stalls
- Increasing the number of kiss-and-ride spaces
- Improving pedestrian circulation and accessibility (to meet ADA requirements)

The first phase, which relocates the MARC platform to the station, is funded and will be underway soon. The second phase is predicated on funding for final design, detailed engineering, land acquisition and construction.

VII. NON-MOTORIZED TRANSPORTATION

Non-motorized transportation accounts for approximately five percent of peak period commuter travel in the Silver Spring CBD and is an important means of travel for other trip purposes throughout the study area. Non-motorized transportation is divided into two types of facilities: bicycle facilities such as bikeways and trails, and pedestrian facilities including sidewalks and bridges.

Bicycle Facilities

The Silver Spring/Takoma Park Planning Area includes a network of existing and planned bikeway facilities, including off-road bike paths (formerly referred to as Class I), on-road shoulders (formerly referred to as Class II), on-road paths (formerly referred to as Class II and III) and park trails (both paved and natural surface). Former master plans as well as the 1978 *Master Plan of Bikeways* recommended a network of bikeway facilities along most of the area's major roadways and within the major parks. While most of these facilities have never been built or signed, they have continued to be identified on master plans. Table 4 shows the status of several major facilities within the study area.

Table 4. Status of Major Bikeway Facilities

Trail Route	Status of Completion
East West Highway	Completed
Second Avenue	Partially Completed
Rock Creek Park	Partially Completed
Sligo Creek	Partially Completed
Capital Crescent	Planned
Metropolitan Branch	Planned
Walter Reed Annex Facility	Planned
Silver Spring Green Trail	Planned
Sligo Avenue	Planned
Carroll Avenue	Planned
Fenton Street	Planned

The Silver Spring/Takoma Park Policy Area will be traversed by two new regional trail systems. These are the Capital Crescent and Metropolitan Branch Trails which will run north-south and meet at the Silver Spring Transit Center and the Sligo Creek Trail which follows Sligo Creek Parkway from north of the Planning Area into the District of Columbia. Currently, only segments of these trails have been completed. Completion of these trails is not fully funded within the FY 98-03 Capital Improvement Program.

In addition, the Capital Crescent/Metropolitan Branch Trail is one of seven corridors identified in the Staff Draft of the *Master Plan Update of Trails and Bikeways*. This draft update will revisit recommendations of the 1978 *Master Plan of Trails and Bikeways* and will analyze bikeway and trail needs at a "corridor-level." Corridor-level planning does not identify a specific route or alignment, but generally locates a desire line. The value of this information is that Silver Spring is a hub of this planning effort.

East-west bikeways are planned connecting the Rock Creek and Sligo Creek regional trails. The segment located within the CBD is known as the Silver Spring Green Trail. Funding is being sought for this segment of this connecting trail. Furthermore, there are two other "corridors" which intersect at the heart of the CBD, Georgia Avenue-Connecticut Avenue and Colesville Road - US 29 - Old Columbia Pike. The Draft *Master Plan of Trails and Bikeways* recommends bikeway facilities along these alignments connecting with the Capital Crescent/Metropolitan Branch Trail as well as other transportation systems.

Pedestrian Facilities

Sidewalks, along at least one side of a roadway, are provided virtually everywhere within the CBD. There are some exceptions along segments of Blair Mill Road and along the northwestern boundary in residential areas. In the residential areas surrounding the CBD, travel demand is low and the roadways are frequently retrofitted with speed reduction or "traffic calming" measures such as speed humps or frequently located stop signs. These strategies reduce the need for separate sidewalks.

While sidewalks are reasonably well provided for within the CBD and along major roadways within the adjoining master plan areas, pedestrian travel across major roadways is made difficult by the lack of medians or other refuge areas and high traffic volumes and speeds along those roadways. At intersections which are controlled by traffic signals, motorists are frequently permitted to make right turns on red or the pedestrian phase of the signal's cycle length is only long enough to permit safe crossing for those pedestrians waiting at the intersection prior to the beginning of that phase. Therefore, major roadways such as Georgia Avenue, Colesville Road, and East West Highway create barriers for pedestrian crossing.

In an effort to reduce the number of impediments which discourage pedestrians, the currently approved and adopted master plans have identified five pedestrian bridges to overcome railroad and highway barriers:

- The Montgomery College Bridge over the Metrorail/CSX tracks, which would replace the demolished Juniper Street Bridge
- Ripley Street Bridge over the Metrorail/CSX tracks
- Forest Glen/Montgomery Hills Bridge at the Capital Beltway, currently under design
- Sligo Creek Trail crossing of Colesville Road
- Georgia Avenue crossing at Columbia Boulevard/Seminary Road

VIII. STREET NETWORK

This section of the report describes the existing and forecast roadway network conditions. Existing daily traffic volumes are described, and the effect of Silver Spring CBD development on forecast peak hour volumes is summarized.

The focus of this section is on the extent of intersection congestion and the means for addressing the congestion. **Table 5** presents the existing intersection congestion levels, along with the forecast levels of congestion considering both a "No-Build" scenario for intersection improvements and an approach in which limited geometric improvements are implemented. **Tables 6A through 6D** describe those limited geometric improvements, generally considered consistent with the applicable master plans currently in the adoption process. **Tables 7A through 7D** describe the types of geometric improvements which would be required to attain current standards of adequacy. The final paragraphs in this section describe the policy implications of substandard intersection congestion.

Daily Traffic Volumes

Average daily traffic (ADT) information is gathered along roadways maintained by the State Highway Administration (SHA) on an annual basis. Although the Montgomery County Department of Public Works and Transportation (DPWT) collects ADT data as required for specific purposes, there is no longer a routine data collection effort along roadways maintained by the County. Therefore, the ADT counts shown below are expressed along state-maintained roadways only.

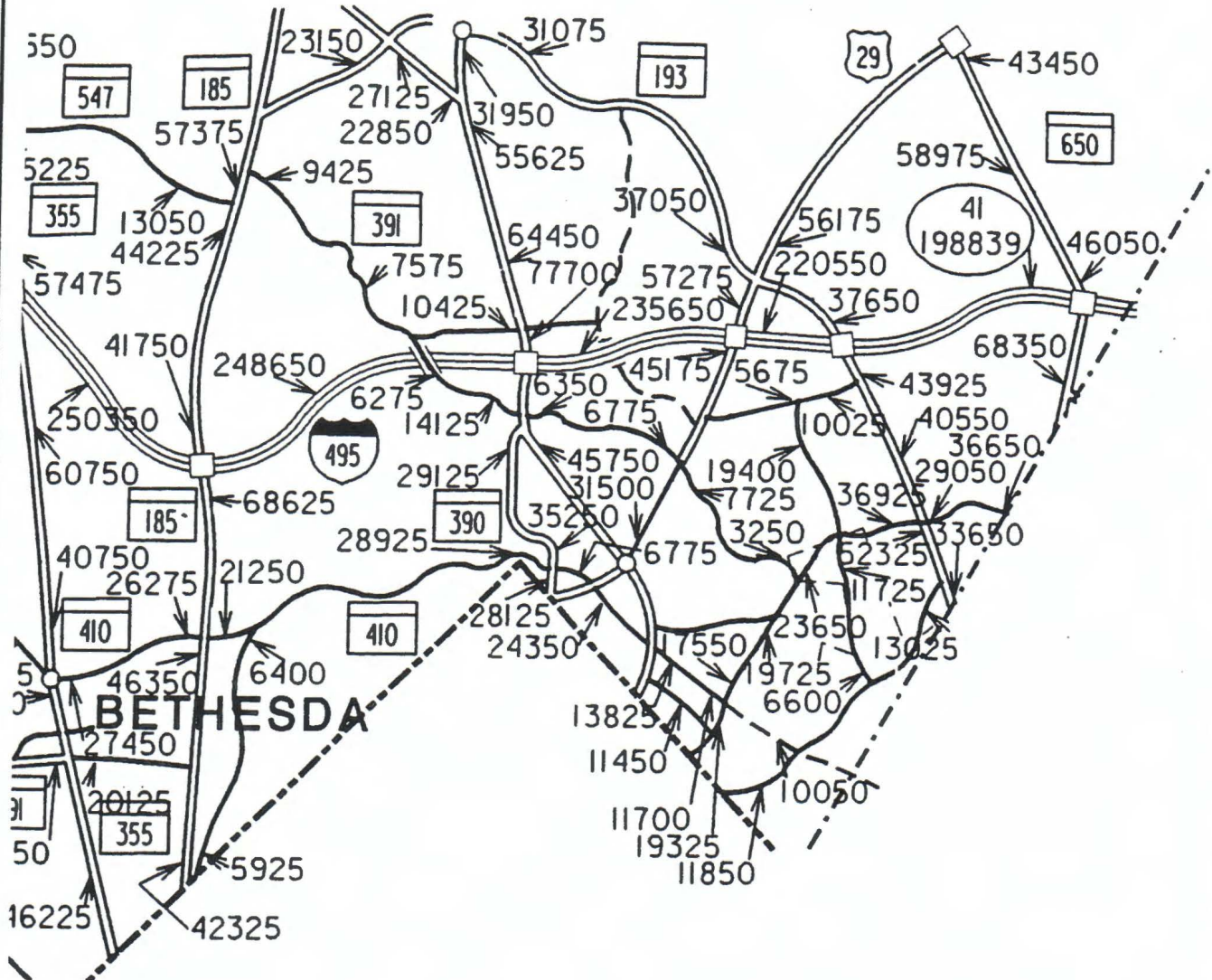
These numbers reflect a "point in time" and are not meant to be used for design purposes or to assess noise or air emissions impact. Their value is to provide a relative scale of travel demand (expressed in vehicles) along various segments of the highway network.

Map 4 shows the 1996 ADT counts collected by SHA for the study area. The Capital Beltway (I-495) is the most heavily used transportation facility in the policy area, carrying up to 250,000 vehicles per day along the northern boundary of the study area. Traffic volumes on other roadways in the study area tend to be highest in the vicinity of Capital Beltway interchanges. Georgia Avenue (MD 97) carries approximately 85,000 vehicles per day just south of the Capital Beltway, compared to about 46,000 vehicles per day at the northern edge of the Silver Spring CBD. Colesville Road (US 29) carries approximately 45,000 vehicles per day just south of the Capital Beltway, compared to about 31,000 vehicles per day at the northern edge of the Silver Spring CBD.

Peak Hour Traffic Volumes

The Annual Growth Policy (AGP) sets forth a series of performance objectives to measure the Silver Spring TMD's success in meeting its goals for the CBD. One of these goals addresses the maintenance of adequate traffic flow in the CBD by specifying a maximum level of local and through traffic exiting the CBD during the afternoon peak hour. The objective states that the outbound traffic must not exceed the practical cordon capacity of 18,000 vehicles.

Average Daily Traffic Volumes (1996)



Source: Maryland State Highway Administration



Not To Scale

Table 5: Intersection Critical Lane Volumes

Intersection	Existing		2020 No-Build		2020 With Recommended Improvements	
	AM	PM	AM	PM	AM	PM
Silver Spring CBD						
16th Street @ Eastern Avenue	1190	1515	1276	1616	1276	1616
16th Street @ East-West Highway	1605	2151	1700	2307	1663	1752
16th Street @ Spring Street	700	963	727	1003	727	1003
Cedar Street @ Wayne Avenue	678	603	924	872	924	872
Colesville Road @ 16th Street	865	1284	1119	1526	1057	1462
Colesville Road @ East-West Highway	1340	1539	1841	1954	1537	1647
Colesville Road @ Fenton Street	952	1101	1492	2028	1432	1737
Colesville Road @ Spring Street	1197	1239	1501	1563	1441	1596
Colesville Road @ Wayne Avenue	1026	959	1596	1353	1522	1246
Fenton Street @ Philadelphia Avenue	988	1131	1154	1434	1354	1434
Fenton Street @ Wayne Avenue	868	942	1217	1416	1160	1349
Georgia Avenue @ Colesville Road	1451	1526	2080	2195	1769	1874
Georgia Avenue @ Eastern Avenue	965	994	1015	1076	904	965
Georgia Avenue @ East-West Highway	1687	1466	1799	1556	1614	1595
Georgia Avenue @ Sligo Avenue	904	941	1070	1147	885	1036
Georgia Avenue @ Spring Street	1230	1314	1805	1841	1536	1603
Georgia Avenue @ Wayne Avenue	1404	1282	2298	1997	1810	1495
Second Avenue @ Cameron Street	311	424	351	459	351	746
Spring Street @ Cameron Street	700	837	700	837	700	1089
Spring Street @ Second Avenue	320	721	431	847	431	847

Table 5: Intersection Critical Lane Volumes (continued)						
Intersection	Existing		2020 No-Build		2020 With Recommended Improvements	
	AM	PM	AM	PM	AM	PM
North and West Silver Spring						
Colesville Road @ Dale Drive	1474	1637	1778	1961	1594	1707
Colesville Road @ Franklin Avenue	1278	1487	1629	1868	1555	1794
Colesville Road @ Sligo Creek Parkway	1648	1754	2014	2121	1927	1885
East-West Highway @ Grubb Road	1218	1241	1285	1356	1285	1356
East-West Highway @ Meadowbrook Lane	1209	877	1276	993	1276	993
Georgia Avenue @ 16th Street	1138	1447	1674	2005	1506	1946
Georgia Avenue @ Seminary Place	1436	1536	1871	1989	1781	1875
Georgia Avenue @ Seminary Road	1612	1588	2047	2041	1999	2044
Second Avenue @ 16th Street	815	724	873	761	873	761
Second Avenue @ Linden Lane	591	821	619	867	1101	1334

Table 5: Intersection Critical Lane Volumes (continued)						
Intersection	Existing		2020 No-Build		2020 With Recommended Improvements	
	AM	PM	AM	PM	AM	PM
East Silver Spring and Takoma Park						
Carroll Avenue @ Ethan Allen Avenue	1112	1109	1400	1292	1400	1292
Dale Drive @ Wayne Avenue	794	597	1658	1383	1526	1383
New Hampshire Avenue @ Adelphi Road	1860	2212	1984	2416	1401	1798
New Hampshire Avenue @ Northampton Drive	1126	1135	1279	1296	1279	1296
New Hampshire Avenue @ Oakview Drive	1563	2333	1684	2461	1541	1776
New Hampshire Avenue @ Piney Branch Road	980	1360	1038	1591	1038	1591
Philadelphia Avenue @ Carroll Avenue	1124	999	1229	1283	1229	1283
Philadelphia Avenue @ Maple Avenue	954	1479	1347	1946	1005	1266
Piney Branch Road @ Arliss Street	1151	1159	1419	1439	1419	1439
Piney Branch Road @ Barron Street	965	900	1233	1181	1233	1181
Piney Branch Road @ Carroll Avenue	805	950	995	1181	995	1181
Piney Branch Road @ Dale Drive	969	864	992	876	1525	1478
Piney Branch Road @ Flower Avenue	1281	1334	1502	1503	1502	1503
Piney Branch Road @ Greenwood Court	802	808	1070	1089	1070	1089
Piney Branch Road @ Philadelphia Avenue	1349	1622	1682	1952	1682	1952
Piney Branch Road @ Sligo Avenue	757	773	782	785	969	1151
Piney Branch Road @ Sligo Creek Parkway	1043	897	1066	908	1574	1406
University Boulevard @ Carroll Avenue	1025	1344	1060	1365	1060	1365
University Boulevard @ Franklin Avenue	1377	1254	1390	1310	1390	1310
University Boulevard @ New Hampshire Avenue	1512	1467	1547	1502	1547	1502
University Boulevard @ Piney Branch Road	1653	1991	1965	2330	1949	2120

Note: Intersection CLVs exceeding current congestion standard noted in bold text under "Recommended Improvements"

Table 6A. Recommended Improvements - Silver Spring CBD

Note: No improvements explicitly described in Silver Spring CBD Plan text.

Location	Recommended Improvements	Comments
Georgia Avenue/Spring Street	<ul style="list-style-type: none"> - Prohibit AM/PM peak period left turns from WB Spring Street - Remove E/W split phase 	
Georgia Avenue/Wayne Avenue	<ul style="list-style-type: none"> - Add second left turn lane to EB Wayne (L,L,T,R) - Add right turn lane to WB Wayne (L,T,T,R) - Add right turn lane to SB Georgia (L,T,T,T,R) 	
Colesville Road/East-West Highway	<ul style="list-style-type: none"> - Add right turn lane and convert leftmost thru lane on SB Colesville to left turn lane (L,L,T,T,R) 	
Colesville Road/Fenton Street	<ul style="list-style-type: none"> - Prohibit PM peak period left turns from both Fenton Street approaches 	
East-West Highway/16th Street	<ul style="list-style-type: none"> - Convert right turn lane to thru-right lane on EB East-West Highway (L,T,T,TR) - Convert left-thru lane to left turn lane on SB 16th Street (L,T,T,R) - Prohibit left turns from WB East-West Highway - Convert left turn lane to thru lane on WB East-West Highway - Remove NB/SB split phase 	As described in North/West Plan
Fenton Street/Philadelphia Avenue	<ul style="list-style-type: none"> - Consolidate thru lane and right turn lane to shared thru-right lane on SB Fenton (L,TR) 	To accommodate pocket park
Wayne Avenue/Fenton Street	<ul style="list-style-type: none"> - Add left turn lane to WB Wayne Avenue (L,T,TR) - Add right turn lane to NB Fenton Street (LT,T,R) 	In current CIP, but not required to meet congestion standards

Table 6B. Recommended Improvements - North and West Silver Spring

Location	Recommended Improvements	Comments
Georgia Avenue/16th Street	<ul style="list-style-type: none"> - Reconfigure, develop using gateway treatment, improve pedestrian access, and maintain traffic capacity 	
Georgia Avenue/Seminary Road/Columbia Boulevard	<ul style="list-style-type: none"> - Reconfigure per Plan text, with recommended lane uses: - NB Georgia (L,T,T,TR) - SB Georgia (LT,T,T,TR) - EB Seminary (LT,T,R) - WB Seminary (LT,T,R) - Prohibit AM peak period left turns from both Georgia Avenue approaches - Prohibit PM peak period left turns from SB Georgia Avenue and from EB Seminary Road 	
Georgia Avenue/Seminary Place	Reconfigure per Plan text, including removal of alley	
Second Avenue/Linden Lane	Reconfigure per Plan text, all approaches two lanes (L,TR)	
Second Avenue/Seminary Road/Seminary Place	Reconfigure as "T" intersection per Plan text with recommended lane uses: <ul style="list-style-type: none"> - NB Second Avenue (L,R) - EB Seminary Road (T,R) - WB Seminary Place (L,T) 	
Colesville Road/Dale Drive	<ul style="list-style-type: none"> - Add right turn lane to WB Dale Drive (L,TR,R) 	Additional improvements in current CIP cited by TMD annual report
Colesville Road/Sligo Creek Parkway	<ul style="list-style-type: none"> - Add thru turn lane to WB Sligo Creek Parkway (L,T,TR) 	

Table 6C. Recommended Improvements - East Silver Spring

Location	Recommended Improvements	Comments
Piney Branch Road/Sligo Avenue	- Current configuration or reconstruct Piney Branch Road as three-lane section with exclusive turn lanes at intersection (L,T,R)	
Piney Branch Road/Dale Drive	- Current configuration or reconstruct Piney Branch Road as three-lane section with exclusive turn lanes at intersection (L,T,R)	
Piney Branch Road/Sligo Creek Parkway	- Current configuration or reconstruct Piney Branch Road as three-lane section with exclusive turn lanes at intersection (L,T,R)	Intersection also in Takoma Park
Wayne Avenue/Dale Drive	- Restripe both Wayne Avenue approaches to remove thru traffic from left turn lane (L,TR) as part of reconstruction associated with Wayne Avenue Green Trail. Add right turn lane to westbound Wayne Avenue (L,T,R).	
University Boulevard/Piney Branch Road	- Add right turn lane to EB Piney Branch Road (L,T,T,R) - Add right turn lane to WB Piney Branch Road (L,T,T,R)	
New Hampshire Avenue/Adelphi Road/Dilston Road	- Add thru lane to NB New Hampshire Avenue (L,T,T,T,TR) - Add second left turn lane to SB New Hampshire Avenue (L,L,T,T,TR)	
New Hampshire Avenue/Oakview Drive	- Add thru lane to NB New Hampshire Avenue (L,T,T,T,TR) - Add left turn lane to EB Oakview Drive (L,TR) - Add left turn lane to WB Oakview Drive (L,T,R)	

Table 6D. Recommended Improvements - Takoma Park

Location	Recommended Improvements	Comments
Piney Branch Road/Sligo Creek Parkway	- Current configuration or reconstruct Piney Branch Road as three-lane section with exclusive turn lanes at intersection (L,T,R)	Intersection also in East Silver Spring
Philadelphia Avenue/Maple Avenue	- Add left turn lane to EB Philadelphia (L,TR) - Remove E/W split phase	

Table 7A. Potential Additional Improvements - Silver Spring CBD

Location	Improvements	Forecast Critical Lane Volume (AM/PM)
Georgia Avenue/Colesville Road	Consistent with Master Plan - Divert some WB left turns from Colesville onto Georgia via Fenton Street and Burlington Avenue	(1769/1874)
	Not Currently Recommended - Add second left turn lane to WB Colesville Road (L,L,T,TR in PM)	(1769/1764)
Georgia Avenue/Wayne Avenue	Consistent with Master Plan - Add second left turn lane to EB Wayne (L,L,T,R) - Add right turn lane to WB Wayne (L,T,T,R) - Add right turn lane to SB Georgia (L,T,T,T,R)	(1810/1495)
	Not Currently Recommended - Add second right turn lane to SB Georgia (L,T,T,T,R,R)	(1609/1495)

Table 7B. Potential Additional Improvements - North and West Silver Spring

Location	Improvements	Forecast Critical Lane Volume (AM/PM)
Georgia Avenue/16th Street	Specifically Described in Master Plan - Reconfigure, develop using gateway treatment, improve pedestrian access, and maintain traffic capacity	(1506/1946)
	Not Currently Recommended - Add fourth thru lane to NB Georgia (T,T,T,T)	(1455/1578)
Georgia Avenue/Seminary Road/Columbia Boulevard	Specifically Described in Master Plan - Reconfigure per Plan text, with recommended lane uses: - NB Georgia (L,T,T,TR) - SB Georgia (LT,T,T,TR) - EB Seminary (LT,T,R) - WB Seminary (LT,T,R) - Prohibit AM peak period left turns from both Georgia Avenue approaches - Prohibit PM peak period left turns from SB Georgia Avenue and from EB Seminary Road	(1999/2044)
	Not Currently Recommended In lieu of Master Plan recommendations: - Add second reversible lane to Georgia Avenue for eight-lane cross-section (T,T,T,T,TR in peak direction; T,T,TR in off-peak direction) - Add EB RT lane to Seminary Road (L,T,TR), add WB LT lane to Columbia Boulevard (L,T,T,R), and remove EB/WB split phase	(1718/1701) (1648/1587)
	Specifically Described in Master Plan Reconfigure per Plan text, including removal of alley	(1781/1875)

Location	Improvements	Forecast Critical Lane Volume (AM/PM)
	Not Currently Recommended In lieu of Master Plan recommendations: - Add second reversible lane to Georgia Avenue for eight-lane cross-section	(1462/1546)
Colesville Road/Dale Drive	Specifically Described in Master Plan - Add right turn lane to WB Dale Drive (L,TR,R)	(1594/1707)
	Consistent With Master Plan - Add left turn lane to EB Dale Drive (L,L,TR)	(1584/1623)
Colesville Road/Sligo Creek Parkway	Specifically Described in Master Plan - Add thru turn lane to westbound Sligo Creek Parkway (L,T,TR)	(1927/1885)
	Not Currently Recommended In lieu of Master Plan recommendation: - Extend Colesville Road reversible lane through intersection (L,T,T,T,TR in peak direction; L,T,TR in off-peak direction)	(1625/1567)
Colesville Road/Franklin Avenue	Master Plan No recommended improvements	(1555/1794)
	Not Currently Recommended - Extend Colesville Road reversible lane through intersection (L,T,T,T,TR in peak direction; L,T,TR in off-peak direction)	(1295/1491)

Table 7C. Potential Additional Improvements - East Silver Spring

Location	Improvements	Forecast Critical Lane Volume (AM/PM)
University Boulevard/Piney Branch Road	Specifically Described in Master Plan - Add right turn lane to EB Piney Branch Road (L,T,T,R) - Add right turn lane to WB Piney Branch Road (L,T,T,R)	(1949/2120)
	Not Currently Recommended In lieu of Master Plan recommendations: - Add thru lane and right turn lane to EB Piney Branch Road (L,T,T,T,R) - Add thru lane to WB Piney Branch Road (L,T,T,TR) - Add left turn lane to NB University Boulevard (L,L,T,T,TR) These improvements are not currently recommended based on impacts to adjacent land uses. Should redevelopment occur during the Plan timeframe, these improvements should be reconsidered.	(1454/1538)
New Hampshire Avenue/Adelphi Road/Dilston Road	Specifically Described in Master Plan - Add thru lane to NB New Hampshire Avenue (L,T,T,T,TR) - Add second left turn lane to SB New Hampshire Avenue (L,L,T,T,TR)	(1401/1737)
	Consistent With Master Plan - Master Plan recommendation plus - Add left turn lane to WB Adelphi Road (L,T,R,R)	(1369/1651)
New Hampshire Avenue/Oakview Drive	Specifically Described in Master Plan - Add thru lane to NB New Hampshire Avenue (L,T,T,T,TR) - Add left turn lane to EB Oakview Drive (L,TR) - Add left turn lane to WB Oakview Drive (L,T,R)	(1541/1776)
	Consistent with Master Plan - Master Plan recommendation plus - Add second left turn lane to SB New Hampshire Avenue (L,L,T,T,TR)	(1541/1508)

Table 7D. Potential Additional Improvements - Takoma Park

Location	Improvements	Forecast Critical Lane Volume (AM/PM)
Philadelphia Avenue/Piney Branch Road	Master Plan No recommended improvements	(1682/1952)
	Not Currently Recommended - Add thru lane to NB and SB Piney Branch Road (L,T,TR)	(1363/1526)

Currently, 12,400 vehicles exit the CBD during a typical afternoon peak period. Redevelopment in the CBD is expected to increase the number of vehicles leaving the CBD during the peak hour by about 4,450 vehicles, for a forecast total of 16,850 peak hour vehicles by the year 2020. The forecast afternoon peak hour volumes crossing the cordon line are shown on **Map 5**.

Surveys performed for the 1993 plan indicated that about two-thirds of the cordon line traffic was generated by CBD activity. The regional travel demand model forecasts conducted for the current analysis indicated that the number of through trips would not change significantly by the year 2020, assuming CBD development occurs as planned. The percentage of through traffic, therefore, may be expected to drop slightly, from about one-third of the current cordon volume to about one-fourth of the cordon volume in the year 2020.

Neighborhood Protection

The Silver Spring/Takoma Park Policy Area is traversed by several major highways, including Georgia Avenue, Colesville Road, University Boulevard, East West Highway and New Hampshire Avenue. Because significant delay exists at many major intersections along these roads, motorists have a proclivity to seek other routes, especially during peak periods. The study area roadway network includes many interconnecting residential streets whose purpose is to provide neighborhood access. An increase in the use of these local streets by non-local traffic during peak demand period and speeding during non-peak periods have become important issues for these neighborhoods.

Through the Traffic Management Program, strategies have been implemented to discourage non-local traffic from using local residential streets. Such strategies include "soft changes" such as all-way stop-sign control, directional prohibition (one way streets), time-of-day turn prohibitions (limiting turns at intersections in peak periods), and "hard changes" such as speed humps, diverters, and collars. This program is being implemented on a county-wide basis. The City of Takoma Park which maintains most of its non-arterial roadway network has pursued a very aggressive program to reduce non-local travel demand with the City. As a result of the program non-local traffic is being discouraged from using local, residential streets and travel volumes are being reduced. Successful application of neighborhood protection strategies has forced more vehicles onto the arterial and major highway network. This rerouting of traffic has lead to greater travel demand along these roadways and more opportunities for congestion at major intersections along Georgia Avenue, Colesville Road, University Boulevard and New Hampshire Avenue.

Intersection Congestion

The level of congestion at intersections in Montgomery County is most commonly assessed using the Critical Lane Volume (CLV) method. The CLV summarizes peak hour travel conditions accounting for the number of thru and turning vehicles, the number of thru and turning lanes, and the intersection signal phasing. The Annual Growth Policy establishes acceptable levels of congestion for Policy Areas throughout the County. In the Silver Spring CBD, a CLV of 1,800 or less is considered acceptable. In the remainder of the Silver Spring/Takoma Park Policy Area, a CLV of 1,650 is considered acceptable.

Forecast Silver Spring CBD Cordon Line Volumes

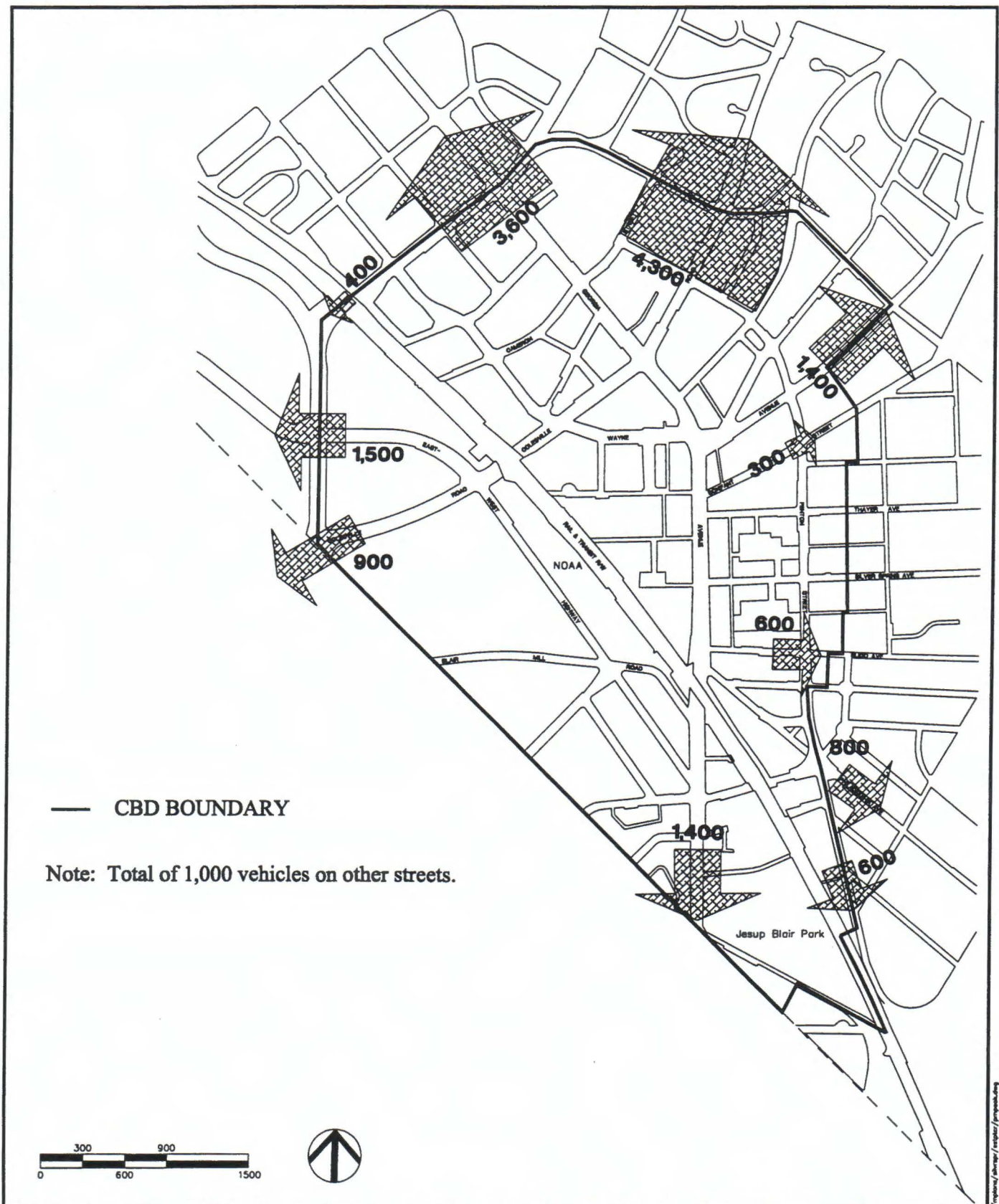


Table 5 presents existing and future CLV values for the intersections evaluated in this analysis. The leftmost columns show the existing CLV for the morning and evening peak hours, respectively. The middle columns show the forecast 2020 CLV for the morning and evening peak hours, assuming no changes ("No-Build") to intersection geometry or signal phasing. The rightmost columns show the forecast 2020 CLV for the morning and evening peak hours assuming recommended intersection improvements. For the purposes of this study, the term "recommended" includes those improvements specified in the relevant draft sector plan or master plan, if such detail is included in the draft plan. For other locations, the "recommended" improvement is one considered by staff to be consistent with the intent of the plans. Additional detail concerning already planned intersection improvements, recommended intersection improvements, and additional potential intersection improvements is provided in the following paragraphs.

Maps 6 through 9 present the forecast intersection congestion information graphically for the four master plans respectively. Study intersections which are forecast to operate within the applicable congestion standard with recommended improvements in place are shown with a circle. Study intersections which are forecast to operate at substandard levels of congestion, even with recommended improvements, are shown with a rectangle.

Currently Planned Roadway System Improvements

Previous sector plans, master plans, and development proposals within the study area have identified transportation improvements to enhance safety and support existing and future development. The study area has a well-established transportation network which serves mature land use patterns. Significant changes to the network are usually neither cost-effective nor desirable in terms of their community impacts. Most proposed improvements, therefore, are fairly modest in scope.

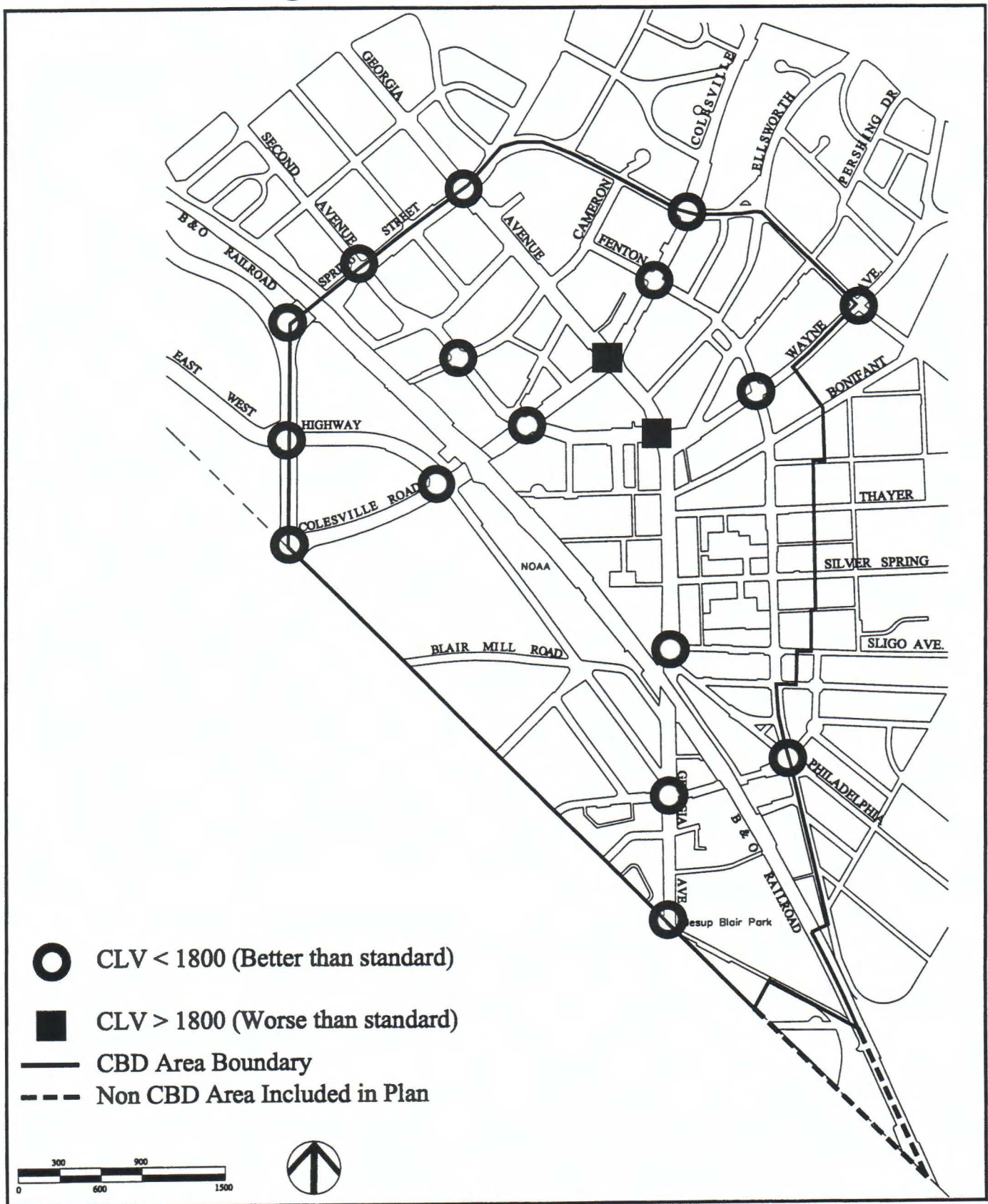
The following paragraphs summarize the study area improvements which are either in the county's Approved FY 99-04 Capital Improvements Program (CIP) or under current study by the Maryland Department of Transportation.

Silver Spring Traffic Improvements

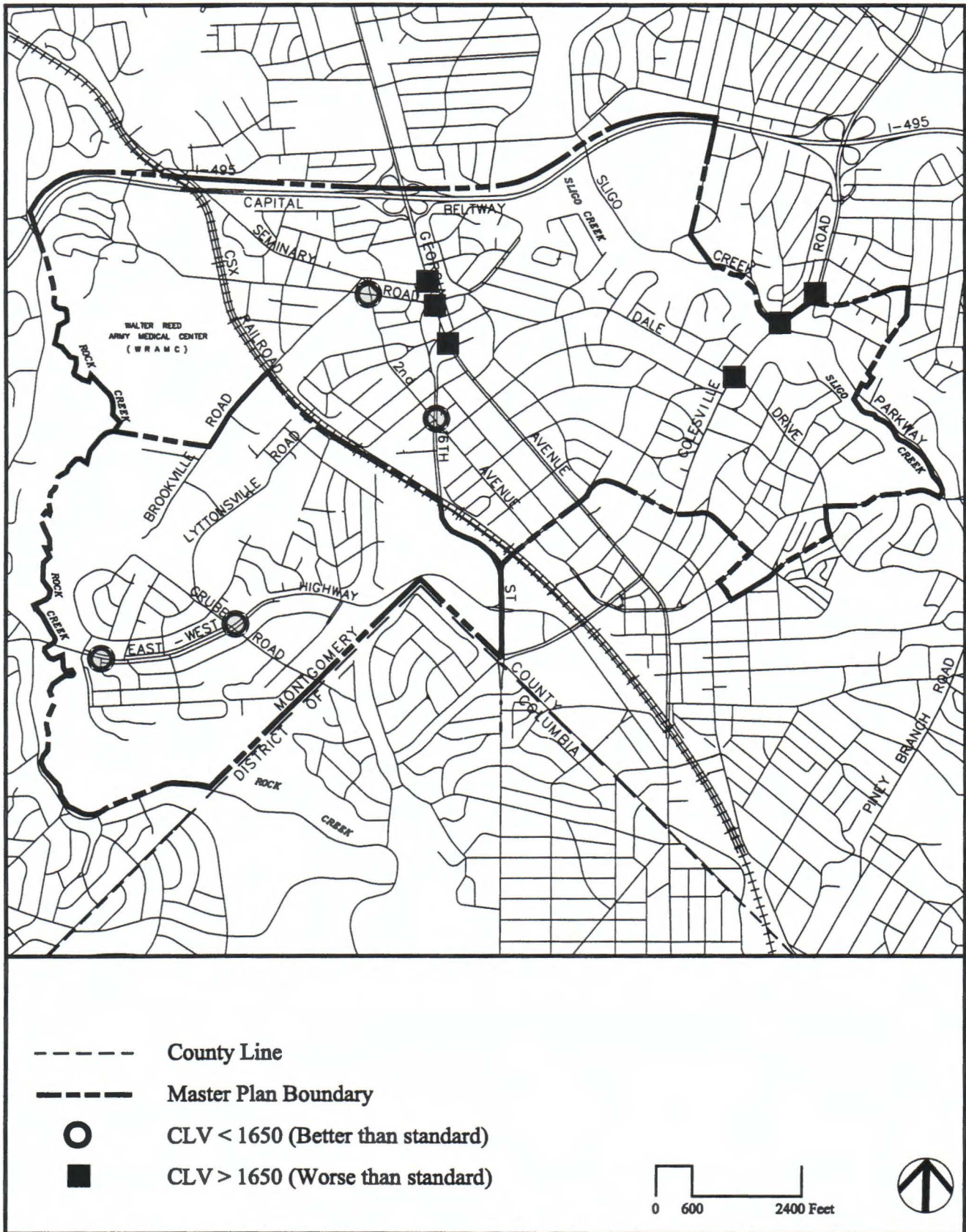
The CIP includes a project for Silver Spring Traffic Improvements to implement geometric changes at six intersections in the study area. Improvements at one of these intersections, Colesville Road and Spring Street, have been implemented. The remaining improvements are listed below, with the estimated fiscal year of construction and the conceptual design details summarized from the Silver Spring Transportation Management District FY 97 Annual Report.

- Colesville Road and Dale Drive (FY 00) - add left turn lane to eastbound Dale Drive, add right turn lane to westbound Dale Drive, and prohibit peak period turns from Colesville Road
- East-West Highway and 16th Street (FY 00) - add eastbound through lane to East-West Highway, add southbound left turn lane to 16th Street, and prohibit left turns from westbound East-West Highway
- Georgia Avenue and 16th Street (FY 01) - reconfigure, add through lane to northbound Georgia Avenue, and add through lane to northbound 16th Street

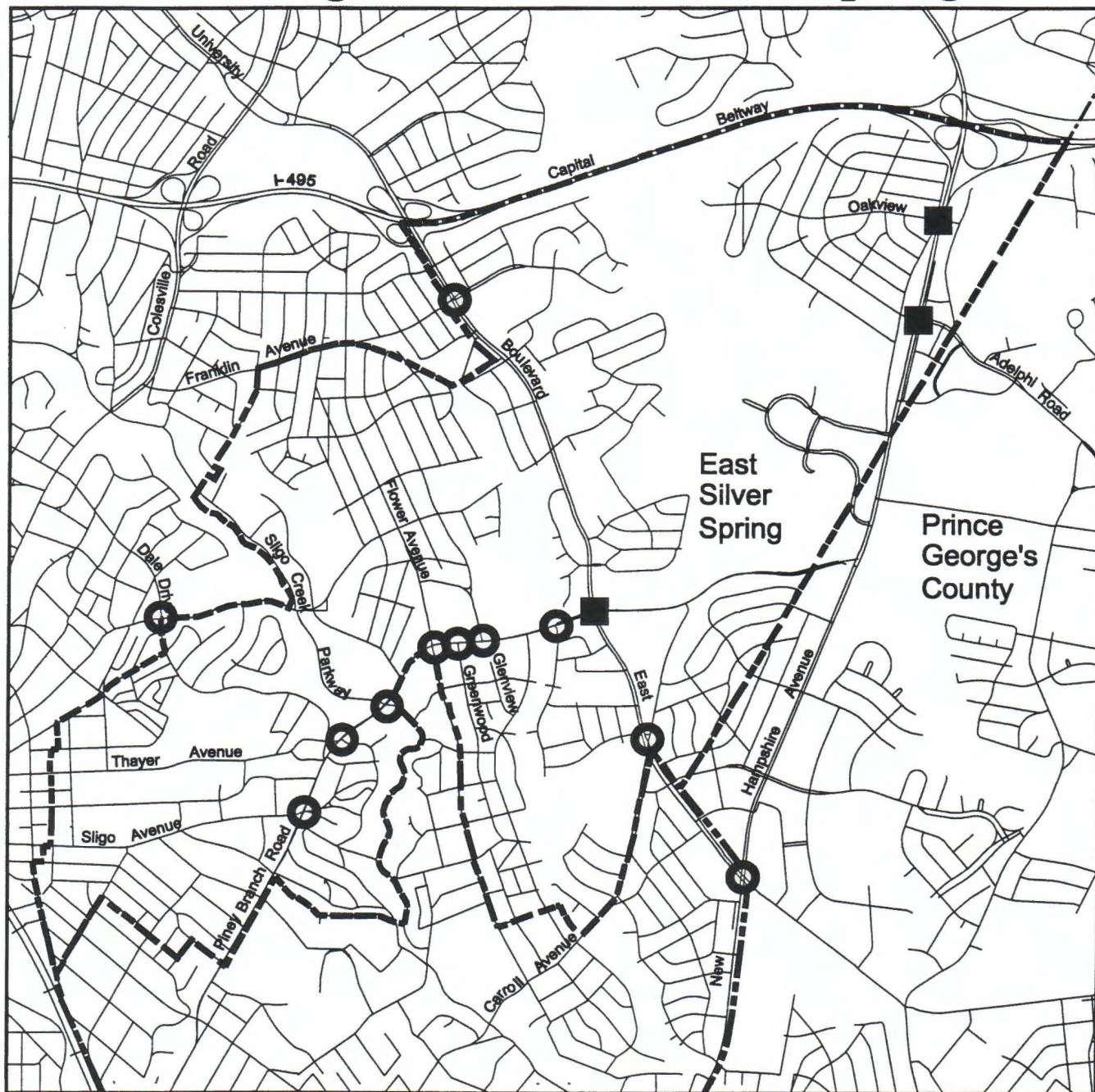
Forecast Congestion - Silver Spring CBD



Forecast Congestion - North and West Silver Spring



Forecast Congestion - East Silver Spring



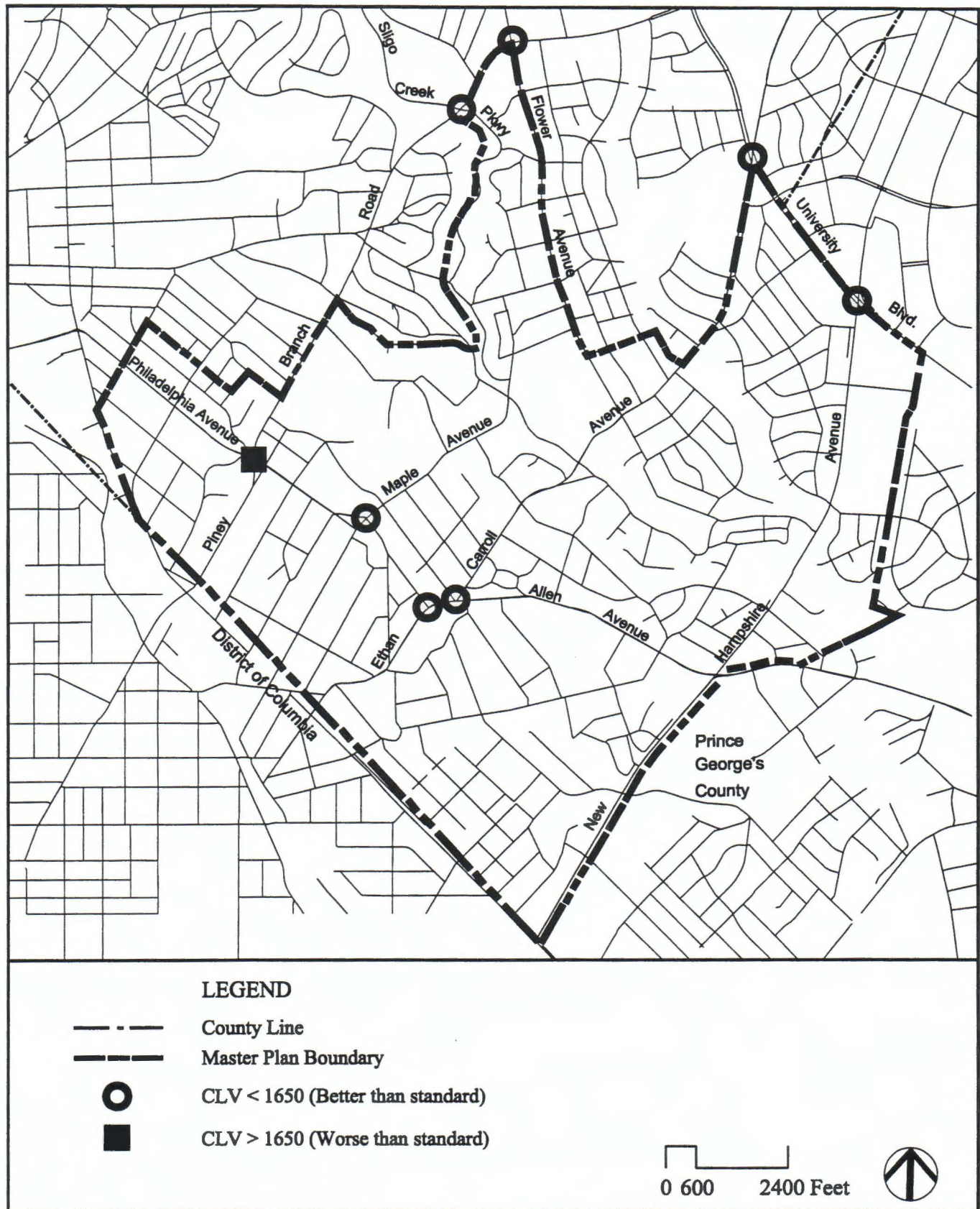
LEGEND

- County Line
- Master Plan Boundary
- CLV < 1650 (Better than standard)
- CLV > 1650 (worse than standard)

0 600 2400 Feet



Forecast Congestion - Takoma Park



- Piney Branch Road and University Boulevard (FY 01) - provide right turn lanes for southbound University Boulevard, eastbound Piney Branch Road, and westbound Piney Branch Road
- Wayne Avenue and Fenton Street (FY 01) - add left turn lane to westbound Wayne Avenue and add right turn lane to northbound Fenton Street.

These improvements are currently conceptual in nature and subject to revision during the detailed design phase. At some locations, such as East-West Highway/16th Street and Colesville Road/Dale Drive, the improvements are slightly different than the recommendations in the master plans. In such cases, the detailed design phase should consider both alternatives.

Long-Range Planning Studies

The Maryland Department of Transportation (MDOT) is conducting a long-range study of the transportation and environmental impacts associated with improvements to the Capital Beltway (I-495) within Prince George's and Montgomery Counties. Improvements being considered include a rail option either located above-grade or subterranean. The state is also considering implementing high-occupancy vehicle (HOV) lanes along the Capital Beltway.

The Capital Beltway carries over 200,000 vehicles per day in the vicinity of the study area and travel demand forecasts of over 300,000 vehicles per day by the year 2020 have been forecast. The Capital Beltway is the single-most used transportation facility in Montgomery County and the interchanges themselves make the connecting roadways very heavily used. Significant capacity improvements on the Capital Beltway were not incorporated in this analysis, but could lead to greater travel demand along Georgia Avenue, Colesville Road, University Boulevard, and New Hampshire Avenue in the study area.

Recommended Intersection Improvements

Tables 6A through 6D identify intersection improvements which are either explicitly described in the relevant draft sector plan or master plan text or, at other locations, are considered by staff to be consistent with the intent of the plan. The tabulation of improvements is organized as follows:

- Table 6A contains Silver Spring CBD improvements
- Table 6B contains North and West Silver Spring improvements
- Table 6C contains East Silver Spring improvements
- Table 6D contains Takoma Park improvements

The CLV with these improvements in place is shown in the rightmost columns of **Table 5**.

Other Evaluated Intersection Improvements

At twelve locations, the recommended intersection improvements do not provide sufficient capacity to attain the current congestion standard (1,800 CLV in the Silver Spring CBD and 1,650 CLV elsewhere in the study area). These substandard locations are identified in Table 5 by bold text

in the rightmost columns. **Tables 7A through 7D** demonstrate the level of intersection improvements which could achieve the current applicable congestion standard. The tabulation of other evaluated intersection improvements is organized as follows:

- Table 7A contains Silver Spring CBD improvements
- Table 7B contains North and West Silver Spring improvements
- Table 7C contains East Silver Spring improvements
- Table 7D contains Takoma Park improvements

For each intersection, the recommended improvements from **Table 6A through 6D** are listed first with corresponding CLV value from Table 5. Below that, additional improvements are listed which would achieve the intersection congestion standard.

Three types of header captions are used to define the information in Tables 7A through 7D:

- **Specifically Described in Master Plan** - the draft master plan has language which specifies recommended intersection improvements at a level of detail to include turn lanes and signal phasing
- **Consistent With Master Plan** - the draft master plan does not specify particular intersection improvements, but staff considers the level of improvement consistent with the master plan
- **Not Currently Recommended** - the additional improvements required to achieve the congestion standard are not considered by staff to be consistent with the draft master plan. The improvements are not currently recommended.

Policy Implications

Transportation Planning staff's initial findings and analysis concludes that the land use scenario is generally balanced except in those locations noted. Generally, these locations where the level of service standard cannot be achieved are the result of the mixture of CBD Plan-generated and other, regional traffic. Some level of this congestion may be reasonable to expect in a long-term time frame such as 2020. The assumptions including land use and travel demand will require re-evaluation as the CBD Plan develops and the land use patterns in the region change. It will also serve to divert some of the traffic which is reflected in the CLV forecasts away from the busier locations and toward alternative routes or modes.

The local area model (LAM) used for the intersection analysis is not a dynamic modeling process but more a static evaluation. The LAM does not automatically divert traffic to another path or a different hour, or a different mode as typically happens when motorists have such options available to them. Nor does the LAM consider a motorist's decision to forgo the trip entirely. However, changes in travel behavior do occur as a result of substantial congestion. For instance, an evaluation of travel patterns at the National Institutes of Health campus have noted that the percentage of workers who travel during the peak hour has changed from 45 percent to 39 percent in recent years. Based on an employment total of 45,000 CBD workers and a 54% auto-driver mode share, a 6-percentage-point reduction in peak hour trips equals a reduction of about 1,460 vehicles.

Even with the locations which are forecast to be congested, the analysis indicates that the cordon line traffic volume total will not exceed the 18,000 total established in the 1993 CBD Plan. The current cordon line total, measured at the points indicated is approximately 12,400 today.

For these reasons, the Transportation Planning staff believes that the level of geometric improvements identified in the 1993 CBD Plan is still valid and that a monitoring program for intersections along major routes serving the CBD should be considered by the County and/or the State. It is more likely that increased travel demand congestion along major regional facilities such as the Capital Beltway, Georgia Avenue, Colesville Road, University Boulevard, and New Hampshire Avenue will lead to a lengthier peak period rather than a more congested peak hour.

As a result of greater amounts of development and urbanization within the study area, traffic will seek other routes, modes or times of travel. As the area's portal intersections (along Georgia Avenue, Colesville Road, University Boulevard, and East-West Highway) become more congested, the actual number of vehicle trips observed in the peak hour will not continue to increase. A monitoring program along these routes is essential to making the most efficient use of the road system and is an important strategy to implement. Through the advent of intelligent transportation systems (ITS) and the County's Advanced Transportation Management System (ATMS), these areas can be electronically monitored and information provided to travelers to assist them in making route, mode and time choices. Thus there is reason to assume that the levels of congestion shown in this circulation study will not be as dire as calculated.

As noted, the four plan areas currently being evaluated have two separate standards (1800 in the CBD and 1650 in the other areas). While the basis for the variation in CLV standard is rational considering the extent of transit service and accessibility to transit within the CBD, the sheer extent of vehicle trip generation which results from the CBD land uses will substantially impact travel demand outside the CBD in the other four plan areas. In virtually all locations, with identified geometric, lane use and signal phasing improvements, the intersections will operate at or better than their current level of service. This is based on the full development of the land use scenario for the CBD. Therefore, with the improvements, the intersections can operate better in the future which includes traffic generated by the CBD and development located throughout the region.

In some specific instances such as the Sligo Creek Parkway and Franklin Avenue intersections along Colesville Road, additional improvements to support the mainline or through traffic volume can be identified. However, such improvements (e.g., the continuation of the reversible lane concept on Colesville Road) have very undesirable neighborhood impacts which may overshadow the transportation benefit which would be provided by the additional capacity.

It is not necessary for all intersections within the planning area to be in balance by having CLV values less than the adopted AGP standard (1800 or 1650) for the overall network to be considered balanced. However, it is important to demonstrate that the street network has available capacity to support the recommended land use activity. The policy area network has been evaluated using the average congestion index (ACI) method. With the proposed land use scenario for the CBD and the 2020 transportation network, the ACI standard and the calculated ACI were found to be the same. So, on an areawide basis, the land use and transportation system are in balance.

As a further safeguard, the development activity assumed in the analysis will be evaluated in far greater detail at the time individual projects are submitted for subdivision (preliminary plan). At that time, the traffic impact generated by individual projects will be evaluated against existing and pipeline (from approved but not yet constructed projects) traffic using the Local Area Transportation Review (LATR) guidelines. This process provides the best opportunity to evaluate intersections, using more well defined traffic assumptions.

Finally, the land use and network assumptions in each of these master plans in the Silver Spring/Takoma Park Policy Area should be revisited prior to 2020. The purpose of this analysis is to provide guidance to decision makers and the general public about the relationship between local land use decisions and operations at local and regional intersections. This circulation study should be used as a guide in future capital improvement decisions in the Silver Spring/Takoma Park and Silver Spring CBD Policy Areas.

IX. CONCLUSIONS

The Silver Spring/Takoma Park Transportation and Circulation analysis reaffirmed many of the findings of prior studies, including the transportation analyses conducted for the 1993 Silver Spring CBD Sector Plan and those conducted for subsequent CBD development plans. These findings are presented below, organized in terms of development patterns, existing and forecast travel patterns, and recommendations for current master plans and future implementation plans.

The findings support the conclusion that the Silver Spring/Takoma Park Policy Area generally has a balance between land use and transportation, both for existing conditions and for proposed Silver Spring CBD redevelopment. The only element of the transportation system which merits further monitoring is the intersection congestion levels on major highways connecting study area activity centers to the Capital Beltway.

Development Patterns

1. By the year 2020, Silver Spring CBD development is expected to consist of a net increase of approximately 11,100 jobs and 2,800 households. These forecasts reflect a 32% increase in the number of jobs and 53% increase in the number of households.
2. The levels of forecast development in the CBD are similar to those in the approved and adopted 1993 Silver Spring CBD Sector Plan. The current development scenario includes approximately 2,000 more jobs but 3,000 fewer households than evaluated in the 1993 plan.
3. The amount of development in the non-CBD portions of the study area is expected to remain essentially constant for the foreseeable future.

Travel Patterns

1. The Silver Spring/Takoma Park Policy Area has better transit accessibility than any other policy area in the County.
2. As of 1998, about 60% of employees in the Silver Spring CBD drove an auto to work. The Sector Plan goal is 54%.
3. As of 1997, about 6,700 of the 11,200 long term parking spaces were being used. Sufficient capacity exists to accommodate forecast development within the AGP parking constraint of 15,750 vehicles.
4. Currently about 12,400 vehicles pass through the CBD cordon in an outbound direction during the evening peak hour. These vehicles include both trips which begin in the CBD and those which pass through the CBD. By the year 2020, the cordon line volume is expected to increase to 16,850 vehicles, less than the practical cordon capacity of 18,000 vehicles described in the AGP.

5. Currently about one-third of the traffic traveling outbound through the CBD cordon during the evening peak hour is through traffic, and two-thirds is generated by CBD activity. By the year 2020, the absolute volume of through traffic is expected to remain relatively constant, and so the percentage of through traffic will be slightly reduced.
6. With a few exceptions, the study area transportation network will be able to accommodate forecast travel demand within the current AGP standards. From a policy area review perspective, the planned roadway network is sufficient to accommodate forecast growth. From a local area review perspective, twelve intersections are forecast to experience substandard congestion for which there does not appear to be a fiscally-sound, community-compatible geometric solution. These intersections are generally located on high-volume roadways which link the study area's activity centers to the Capital Beltway.

Recommendations

1. Increased transit use, continued application of progressive parking charges, and other strategies to reduce reliance upon single-occupant vehicle trips are very important to support the implementation of the land use scenario evaluated in this analysis.
2. Greater reliance on walking and bicycling as means for home-to-work travel should be encouraged. Therefore, continued development of trail, sidewalk, and bikeway connections is emphasized in the study area master plans.
3. Neighborhood protection programs should be maintained to minimize the potential for non-local traffic diversion from the congested arterial roadway network.
4. Intersection improvements should be evaluated on a case-by-case basis. This report identifies both recommended improvements and potential additional improvements, some of which are not currently recommended. The report therefore serves as a guide to the range of improvements considered feasible at this time. The detailed nature of these recommendations should not imply that the improvements suggested are the only feasible solutions. Should other potential improvements be proposed, each improvement should be considered on its own merits, balancing fiscal and community costs associated with the provision of additional capacity against the adverse effects of failing to provide adequate facilities.

APPENDIX H: COUNTY COUNCIL RESOLUTION APPROVAL



Resolution No.: 14-729

Introduced: December 12, 2000

Adopted: December 12, 2000

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT
WITHIN MONTGOMERY COUNTY, MARYLAND

By: District Council

Subject: Approval of Planning Board (Final) Draft Takoma Park Master Plan

1. On March 24, 2000, the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board (Final) Draft Takoma Park Master Plan.
2. The Planning Board (Final) Draft Takoma Park Master Plan amends the approved and adopted 1982 City of Takoma Park Master Plan, the 1974 Sector Plan for the Transit Impact Area in Takoma Park, and the 1989 Master Plan for Langley Park-College Park-Greenbelt, as well as an amendment to The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District within Montgomery and Prince George's Counties, as amended, the Master Plan of Highways within Montgomery County, Maryland, as amended, the Master Plan of Bikeways, as amended, and the Master Plan for Historic Preservation, as amended.
3. On July 11, 2000, the County Council held a public hearing regarding the Planning Board (Final) Draft Takoma Park Master Plan. The Master Plan was referred to the Planning, Housing, and Economic Development Committee for review and recommendation.
4. On, September 27, 2000, the County Executive transmitted to the County a fiscal analysis of capital projects for the Final Draft Takoma Park Master Plan.
5. On September 14, October 2, October 10 and October 23, 2000, the Planning, Housing, and Economic Development Committee held worksessions to review the issues raised in connection with the Planning Board (Final) Draft Takoma Park Master Plan.

6. On November 14 and December 12, 2000, the County Council reviewed the Planning Board (Final) Draft Takoma Park Master Plan and the recommendations of the Planning, Housing, and Economic Development Committee.

Action

The County Council for Montgomery County, Maryland sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following resolution:

The Planning Board (Final) Draft Takoma Park Master Plan, dated March 2000 is approved with revisions. Council revisions to the Planning Board (Final) Draft Takoma Park Master Plan are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring.

Page 3: Amend the third paragraph to read:

This Plan makes recommendations to sustain and revitalize viable commercial centers without negatively impacting the surrounding neighborhoods. Takoma Park's commercial areas are a mix of neighborhood and highway oriented shopping areas that provide goods and services to the residential areas. Some are active and fully occupied and others need to be improved to better serve the local market. Commercial centers in this planning area include Takoma Old Town and Takoma Junction, which serve as the town center and provide a strong identity for the City. Takoma/Langley Crossroads provides both neighborhood and regional services. Takoma Park is served by two colleges. The Silver Spring Central Business District, which is undergoing revitalization, also serves as a downtown for the residential neighborhoods of Silver Spring and Takoma Park.

Page 5: Insert the following as the sixth bullet under "Recommendations" to read:

- Form a task force to address the full range of issues and solutions affecting the large number of apartments in the Takoma Park and East Silver Spring area.

Page 6: Make the following revision to the third bulleted statement:

[Prepare] Adopt a new Neighborhood Retail Overlay Zone to allow a few new neighborhood shops to serve the residents of the Maple Avenue apartment area.

Page 6: Make the following revision to the first sentence in the fourth bulleted statement:

Apply a new Commercial Revitalization Overlay Zone for the centers [along New Hampshire Avenue] throughout Takoma Park.

Page 6: Make the following revision to the sixth bulleted statement:

- Support residential and commercial uses, [and] as well as protection of open space on the large vacant property on Sligo Mill Road near New Hampshire Avenue.

Page 13: Amend third paragraph under "Smart Growth Programs" to read:

The Silver Spring/Takoma Park community-based planning area is ideally positioned to become a premier Smart Growth community by providing a mix of land uses – housing, retail, jobs, transit access and civic[.]opportunities – that will support, sustain, and enliven community life.

Page 15: Amend last sentence on page to read:

City, County, and M-NCPPC staff perform complementary planning, [and] development review, and environmental protection functions.

Page 19: Insert the following as the last sentence on page:

A two-thirds majority vote of the County Council is required to change a zone classification for a property in any municipality that is contrary to the recommendation of the municipality.

Page 23: Amend last sentence in the third paragraph to read:

Other special features of Takoma Park include two colleges,[a pervasive] an extensive, mature urban forest, a variety of interesting housing types, and a diversity of the area population.

Page 26: Amend last sentence of the second paragraph to read:

The principal approach followed in the Sectional Map Amendment and the Zoning Ordinance text amendment following the Takoma Park unification was that existing uses in the Unification Area would retain similar uses, densities, and development rights as they had with Prince George's County zoning [.] until 2001 or a new policy was established.

Page 26: Insert as last paragraph on page:

The potential for continued deterioration exists. To address the problem, the master plan supports establishment of a task force representing all disciplines and interest groups to examine the full range of issues and solutions affecting the aging housing stock in the East Silver Spring and Takoma Park area. Measures a task force could undertake include development of strategies conducive to revitalization, such as tax incentives, government grants, tenant ownership groups, private/public partnerships, neighborhood improvement

programs, and assembly and redevelopment efforts. Outside organizations, such as the Urban Land Institute, that are experienced in working with distressed communities may be able to provide valuable assistance in addressing the problem. Successful revitalization will require a concentrated effort on the part of County Government. An on-site County revitalization office should be considered to provide a presence in the area and to encourage renewed investment in maintaining and upgrading the area's aging apartment stock.

Page 54: Insert the following after the fifth bullet:

- **Form a task force to address the full range of issues and solutions affecting the large number of apartments in the Takoma Park and East Silver Spring area. The task force could develop strategies conducive to remodeling and rehabilitation of the area's aging apartments. Establishment of an on-site redevelopment office should be considered.**

Page 56: Revise third bullet under "Recommendations" to read:

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

Page 59: Amend items three and four under second bullet to read:

3. Provide that multi-family uses in the R-60 Zone would be free to remodel, as a multi-family unit or rebuild as a single-family structure, and would be permitted to rebuild as a multi-family structure in the case of fire, flood, or natural disaster, provided [there would be more units than] that the use cannot be expanded beyond what was in existence when the event occurred.
4. Provide that one-family lots recorded by plat prior to 1949 or by deed prior to 1982, in Prince George's County, are buildable lots under the Montgomery County Zoning Ordinance.

Page 66: Amend text under first and second bullets to read:

- **Achieve the purpose of the new Community Revitalization Overlay Zone by:**
 1. Providing for flexibility of certain development standards which may [would] allow for more commercial development and better design than would otherwise be achieved. For example, allow unneeded portions of a parking area [that is not needed] to be converted to open space.
 2. Providing for [design review either through] Site Plan Review[,], of development over 1,000 square feet. Building permit [or administrative] review is provided for minor changes. Either type of review should determine whether [ensure that] proposed

development is consistent with the Master Plan and with relevant County and City Ordinances and guidelines.

3. Limiting building heights to 30 feet. However, allow the Planning Board to permit a height of up to 42 feet for commercial development or up to 50 feet to accommodate residential development, if found to be compatible with the neighborhood and consistent with the intent of this Master Plan.

4. [3.] Allowing or limiting [Permitting or disallowing] uses, [as specified in this plan, consistent with] to achieve the plan's vision for [each] the commercial areas[. Otherwise the land uses of the underlying C-1, C-2 and O-M base zones apply]:

• [Permit or disallow uses as specified for each the centers.]

[1.] a. In the C-1 Zone, [where specified,] additional [permitted] uses allowed by right should include: automobile parking lot[s], bowling alley, delicatessen, [feed and grain storage and sales,] clinic[s], private educational institution[s], express or mailing office[s], indoor theater, publicly supported fire station[s], veterinary hospital[s], public international organization, general office[s], [and] library [ies] and museum[s], pet shop, retail trades, and tourist home. [Private clubs and service organizations,] A nursing home should be allowed as a special exception[s].

b. In the C-1, C-2, and O-M Zones, dwellings should be allowed by right. The ground entry floor for a project that includes residential uses should be devoted to commercial use unless this requirement is waived by the Planning Board.

[2.] c. In the C-1 and C-2 Zone, [where specified,] uses that should be [are not permitted] allowed only if they do not adjoin or confront a residential zone, include: indoor automobile sales; automobile filling station[s]; automobile fluid maintenance station[s]; automobile, light truck and light trailer rental[s]; automobile repair and services, automobile storage lot[s]; outdoor automobile, truck and trailer rental[s]; [and,] car wash[es]; and, funeral parlor with a crematorium. These uses [such uses] may not be compatible with residential uses. [should not be added to the areas identified in this Plan since adding these uses does not support the vision or contribute to the character for each center. The] However, the Master Plan recognizes the value of automobile serving uses to residents and to highway travelers. Consequently, this Plan does not seek to eliminate existing automobile serving uses or make them non-conforming.

[3.] d. Where a veterinary hospital is proposed, the facility [shall] should not

produce noise or other adverse effects on the surrounding areas and [shall] should meet the following provisions:

- i. [There shall be no] No runs, exercise yards, or other facilities for the keeping of animals should be in any exterior space.
- ii. All areas for the keeping of animals [shall] should be soundproofed.

Page 66: Change the third bullet to read:

- **Use the building permit review [Establish a new Administrative Review]" process, as part of the Commercial Revitalization Overlay Zone, for minor site changes [on commercial properties] that do not warrant full Site Plan Review by the Planning.** The review process [sh] would be performed at the staff level and require less time than a full Site Plan Review by the Planning Board.

Review of the site design [of] for all changes [to commercial sites] is appropriate to determine compliance with master plan recommendations and the provisions of the overlay zone. The building permit review will consider [ensure] good pedestrian and vehicular circulation, adequate open space, [general consistency with this plan's objective] and will support [to approve] parking waivers by the County where appropriate. Requiring full Site Plan Review for all changes on all sites, could discourage property owners from making smaller improvements. This would be inconsistent with the intent to foster revitalization. Therefore, building permit review [a form of Administrative Review] for minor changes is appropriate. For properties within the City of Takoma Park, a Memorandum of Understanding should stipulate the respective roles of M-NCPPC and the City and the County in this process.

Page 67: Amend second bullet to read:

- **Encourage flexibility concerning the waiver of parking standards in commercial areas, subject to current waiver procedures.** This Plan supports reductions in parking if the applicant demonstrates that less parking is needed, that overflow parking will not be a problem in nearby residential or commercial areas, and that high levels of pedestrian or transit access are expected. Property owners are encouraged to provide bike storage facilities and other alternatives to parking. Additional parking can be provided by allowing commercial parking lots on C-1 zoned properties. [where identified for specific commercial use.]

Page 67: Amend second bullet under "Recommendations" to read:

- **Apply the proposed Commercial Revitalization Overlay Zone to the area. The overlay zone would provide for Site Plan review of future development. Waivers of parking requirements may be approved where overflow parking will not be a**

problem in residential areas. Considerations for approval of waivers should include provision of adequate transit service and of improvements to circulation and appearance of commercial centers. Within the Takoma Old Town area [the following specific guidelines apply:] consider reduction of building setbacks at the time of Site Plan Review, to provide for consistency with an existing building line of street-oriented retail.

Page 69: Delete the following:

- [1. Do not allow those new automobile sales and service businesses in the C-1 or C-2 zones that are listed in the Commercial Revitalization section of this Chapter.
2. Allow those additional permitted uses in the C-1 zone that are listed in the Commercial Revitalization section of this Chapter on.
3. Consider reduction of building setbacks at the time of Site Plan Review, to provide for consistency with an existing building line of street-oriented retail.]

Page 69: Revise second sentence under first bullet to read:

Do not retain the 1974 Sector Plan recommendations to apply the Transit Section [Medium Density], Mixed (TSM) Zone to major properties in the center of Takoma Old Town.

Page 69: Amend first sentence in the paragraph under the first bullet to read:

The TSM Zone in the 1974 Sector Plan allow[s]ed higher density, transit-oriented commercial and residential zoning for a part of Old Town.

Page 70: Revise third bullet as follows:

Apply the proposed Commercial Revitalization Overlay Zone to the area. An overlay zone would provide for Site Plan Review of future development. Waivers of parking requirements may be approved where overflow parking will not be a problem in nearby residential areas. Considerations for approval of waivers should include provision of adequate transit service and of improvements and appearance of commercial centers. Within the Takoma Junction area consider reduction of building setbacks at the time of Site Plan Review, to provide for consistency with an existing building line of street-oriented retail. [the following specific guidelines apply:]

- [1. Do not approve those new automobile sales and service businesses in the C-1 or C-2 Zones that are listed in the Commercial Revitalization section of this Chapter.
- [2. Allow those additional permitted uses in the C-1 Zone that are listed in the Commercial Revitalization section of this Chapter on page.]

- [3. Consider reduction of building setbacks at the time of Site Plan Review, to provide for consistency with an existing building line of street-oriented retail.]
- [4. Limit building height on C-2 zoned property to 30 feet to ensure compatibility with nearby houses, allow a height of 42 feet or 3 stories where compatibility is achieved through good design.]

Page 70: Amend last sentence on page to read:

Recent discussions have included the possibility of building a city [recreation] community center somewhere in the area.

Page 72: Amend second bullet under second "Recommendations" to read:

Support new, small-scale, neighborhood-oriented shops and services, providing up to a maximum of 10,000 square feet in one or more new [centers] locations along Maple Avenue. A new commercial center may be either free-standing or [part of] included in an existing apartment building. [In either location, new centers should be visible from] Any new commercial uses must have direct access to the street, but should not be auto-oriented. Flexibility concerning waivers of parking standards is encouraged.

Page 73: Amend second bullet under "Recommendations" to read:

[Confirm] Recommend the [C-2] C-1 Zone as an appropriate base zone for [the desired use this area] the southwest quadrant of Flower Avenue at Piney Branch Road.

Page 75: Delete the following:

- [1. Do not allow those new automobile sales and service businesses in the C-1 or C-2 zones that are listed in the Commercial Revitalization section of this Chapter.
- 2. Allow those additional permitted uses in the C-1 zone that are listed in the Commercial Revitalization section of this Chapter.
- 3. Consider reduction of building setbacks at the time of Site Plan Review, to provide for consistency with an existing building line of street-oriented retail.]

Page 75: Amend last sentence in second bullet to read:

[Within the Erie and Merrimack Centers the following specific guidelines apply:] Consider reduction of building setbacks at the time of Site Plan Review, to provide for consistency with an existing building line of street-oriented retail.

Page 78: Table 1, Site #1, amend the text under "Recommended Zoning" to read:

Confirm O-M; properties [with permission to] may revert to residential[.] use.

Page 79: Table 2, Site #3, amend the text under "Recommended Zoning" to read:

Confirm O-M zoning and [Site Plan Review.] apply the Commercial Revitalization Overlay Zone.

Page 79: Table 2, Site #4, delete the following text under "Recommended Land Use and Guidelines":

[3. Do not approve those new automobile sales and service businesses in the C-2 Zone that are listed in the Commercial Revitalization section of this Chapter.]

Page 79: Table 2, Site #4, amend text under "Recommended Zoning" to read:

[Retain] Confirm C-2 Zone [.] and apply the Commercial Revitalization Overlay Zone.

Page 82: Amend last sentence in fourth paragraph to read:

The 940 east West Highway Dairy Queen was "grandfathered" as a [non-] conforming use in the Unification Area zoning text amendments.

Page 83: Table 3, Site #5, delete the following from "Recommended Land Use and Guidelines":

[C. Limit building height to 30 feet to ensure compatibility with nearby homes, allow a height of 42 feet or 3 stories where compatibility is achieved through good design.]

[D. Do not approve those new automobile sales and service businesses in the C-2 Zone that are listed in the Commercial Revitalization section of this Chapter.]

Page 83: Table 3, Site #5, change E. through H. to C. through F.

Page 83: Table 3, Site #5 amend item one under "Recommended Zoning" to read:

1. Apply C-2 Zone on the whole property [(as a base zone)] and apply the new Commercial Revitalization Overlay Zone. Only rezone the R-60 portion to the C-2, if the [c] Commercial Revitalization Overlay Zone is applied.

Page 83: Table 3, Site #6, amend item one under "Recommended Zoning" to read:

1. Confirm C-2 Zone on the whole property [(as a base zone)] and apply the Commercial Revitalization Overlay Zone.

Page 86: Amend text beginning with second full paragraph to read:

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

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

New commercial uses should be concentrated along New Hampshire Avenue.[.]

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

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

Page 87: Table 4, Site #7, amend text under "Recommended Land Use and Guidelines" to read:

1. Provide street-oriented commercial use within 150' of New Hampshire Ave. The uses should promote commercial activity and appearance[., but not look like a warehouse use.]
2. Allow [single-family] residential townhouse units along Silgo Mill Road.

Page 87: Table 1, Site #7, amend text under "Recommended Zoning" to read:

1. Rezone area to 150' from New Hampshire Ave. and 150' from the Takoma Branch stream from Rt-8 to C-2[.] and apply the Commercial Revitalization Overlay Zone.
2. Confirm the RT-8 Zone on the rest of site.[from RT-8 to R-60.]

Page 87: Table 4, Site #8, amend text under "Site Location and ID#" to read:

Williams [Green] site, 6502 Sligo Mill Road, 0.3 acre.

Page 87: Table 4, Site #8, amend text under "Recommended Zoning" to read:

1. [Rezone site from RT-8 to R-60.] Confirm RT-8 Zone.

Page 87: Table 4, Site #9, amend second sentence under "Current Land Use and Approved Development" to read:

Description, same as #7, except the [back up to] single family houses on Fourth Ave, back up to woods.

Page 87: Table 4, Site #9, add the following to item two below Recommended Land Use and Guidelines heading:

2. Support City purchase of property as open space[.], in accordance with the Takoma Park Open Space Plan.

Page 87: Table 4, Site #9, amend item one under "Recommended Zoning" to read:

1. [Retain] Confirm RT-8 Zone.

Page 87: Table 4, Site #10, under "Recommended Land Use and Guidelines" delete #3:

- [3. Limit building height to 30 feet to ensure compatibility with nearby homes; allow a height of 42 feet or 3 stories where compatibility is achieved through good design.]

Page 88: Table 4, Site #11, insert text as item one under "Recommended Zoning":

1. Confirm C-2 Zone, with the Commercial Revitalization Overlay Zone.

Page 88: Table 4, Site #12, amend text under "Site Location and ID#" to read:

Sites east of Sligo Mill Road at Orchard [St.] Ave. (Three properties [from 6360 to 6460] located between 6350 and 6460 New Hampshire Ave.)

Page 88: Table 4, Site #12, delete item two under "Recommended Land Use and Guidelines":

- [2. Do not approve those new automobile sales and service businesses in the C-2 Zone that are listed in the Commercial Revitalization section of this Chapter.]

Page 88: Table 4, Site #12, delete item #3.A. and change 3. to 2.:

[A. Limit building height to 30 feet to ensure compatibility with nearby homes; allow a height of 42 feet or 3 stories where compatibility is achieved through good design.]

Page 88: Table 4, Site #12, amend text under "Recommended Zoning" to read:

[Retain] Confirm C-2 [and O-M] Zone[s.] , with the Commercial Revitalization Overlay Zone.

Page 93: Amend second sentence in second paragraph under Community Facilities heading to read:

The City has considered construction of a new community [recreation] center at a central location in the City.

Page 99: Insert the following as last bullet under "Existing Parks", "Recommendations:"

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

Page 100: Amend second bullet to read:

- Consider converting closed schools and other public facility sites as they become available to parks as a means to meet active recreation needs identified in the PROS Plan.

Page 100: Insert the following as last sentence of text under "City Parks":

The Plan was amended in 1999 to incorporate open space recommendations for newly annexed areas.

Page 100: Amend second bullet under "Recommendations" to read:

Consider acquisition of [Acquire] the WSSC property at Cockerille and Circle Avenues as an addition to the City open space system.

Page 100: Insert the following as second bullet under "Recommendations":

- Support City purchase of the Sligo Mill Townes property as Open Space.

Page 102: Amend first sentence under the "Trees and Forest Conservation" to read:

Trees and forest play an important role in urban communities such as Takoma park, providing shade, urban heat reduction, aesthetic beauty, wildlife habitat, improved air quality, recreation benefits, and the potential for reduced energy costs for homeowners.

Page 107: Amend first italicized sentence to read:

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

Page 109: Amend item one under "Recommendations" to read:

1. Along Piney Branch Road at Sligo Creek Parkway, [maintain the current four-lane configuration or] reconstruct Piney Branch Road as a three-lane section with exclusive turn lanes at the intersection.

Page 111: Amend third bullet under "Recommendations" to read:

Approve minimum rights-of-way and [A] apply the following guidelines for primary and arterial roads.

Page 111: Insert the following as third bullet under "Recommendations":

- The right-of-way on University Boulevard should remain at 120', except that where any existing right-of-way is greater than 120', the existing right-of-way should be maintained. However, future studies could result in the need for increased right-of-way requirements along University Boulevard for sidewalks and streetscape improvements, but not to exceed 150 feet.

Page 113: Replace Table 6, "Roadway Classification" with the following revised table.

Table 6
ROADWAY CLASSIFICATION

Master Plan Roadway Designation	Name	Limit	Minimum Right-of-Way	Recommended Number of Lanes
M-12	New Hampshire Avenue (MD 650)	University Boulevard to [Prince George's County] <u>District of Columbia Line</u>	150'	<u>6</u> [6-8] divided
M-19	University Boulevard (MD 193)	Carroll Avenue to Prince George's County line	[150'] <u>120'</u>	6 divided
A-20	Philadelphia Avenue (MD 410)	[Fenton Street] <u>Chicago Avenue</u> to Carroll Avenue	50'	2
A-20	Ethan Allen Avenue (MD 410)	Carroll Avenue to Prince George's County line	50'	2
A-83	Flower Avenue (MD 787)	Piney Branch Road to Carroll Avenue	55'	2
A-89	Carroll Avenue (MD 195)	<u>University Boulevard to Glenside Drive</u>	<u>90'</u>	<u>2</u>
		[Garland Avenue] <u>Glenside Drive</u> to Ethan Allen Avenue	50'	2
		Ethan Allen Avenue to Tulip <u>Avenue</u>	55'	2
		Tulip <u>Avenue</u> to Laurel Avenue	70'	<u>2</u>
		Laurel Avenue to <u>District of Columbia line</u>	[80'] <u>170'</u>	2
A-264	Fenton Street	[Philadelphia] <u>Chicago Avenue</u> to Takoma Avenue	80'*	<u>2</u>
	Takoma Avenue	Fenton Street to District of Columbia line	80'*	2
A-311	Piney Branch Road (MD 320)	Philadelphia Avenue to District of Columbia line	[80'] <u>170'</u>	2
		Mississippi Avenue to [District of Columbia] <u>Philadelphia Avenue</u> [line]	<u>80'</u>	<u>2</u>
		Sligo Creek Parkway to Flower Avenue	80'*	4
P-1	Garland avenue	East Silver Spring boundary to Carroll Avenue	60'	2
P-2	Maple Avenue	Piney Branch Avenue to Maplewood Avenue	60'	2
P-3	Maplewood Avenue	Maple Avenue to Flower Avenue	60'	2

Master Plan Roadway Designation	Name	Limit	Minimum Right-of-Way	Recommended Number of Lanes
P-4	Takoma Avenue	Philadelphia Avenue to Fenton Street	60'	2

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

Page 116: Under "University Boulevard Recommendations" amend second bullet to read:

- [Acquire right-of-way to the full 150-foot standard to provide adequate space for landscaping and purchase the land or acquire it through dedication at redevelopment. (Assumes the Department of Public Works and Transportation Design Standard number MC-218.0.) Purchase the land or acquire it through dedication-at-redevelopment.] The right-of-way on University Boulevard should remain at 120 feet, except that where any existing right-of-way is greater than 120 feet the existing right-of-way should be maintained. However, future studies could result in the need for increased right-of-way requirements along University Boulevard for sidewalks and streetscape improvements, but not to exceed 150 feet.

Page 120: Insert the following to the third sentence of the fourth bullet under "Flower Avenue Recommendations":

The first phases may include neck downs, (curb extensions at intersections), additional crosswalks and additional paths connecting bus stops with crosswalks.

Page 122: Amend first bullet under "Recommendations" to read:

- Place a high priority on the completion of the countywide trail system.³ This includes closing the [Currently there is a] gap in the Long Branch Trail between Carroll Avenue and the Sligo Creek Trail. [None of the Metropolitan Branch Trail has been built in this area.]

Page 122: Amend second bullet under "Recommendations" heading:

Build the Metropolitan Branch Trail, also part of the countywide trail system, as a direct and continuous trail for pedestrians and bicyclists parallel to the Metro Red Line.

Page 127: Amend first sentence of second paragraph under "Public Transportation" to read:

Use of transit services is particularly popular in Takoma Park [or East Silver Spring].

Page 127: Amend second sentence of fourth paragraph under "Public Transportation" to read:

A new Takoma/Langley Crossroads Transit Center [bus layover center] is planned for property near the grocery store on University Boulevard and Anne Street.

Page 142: Insert following paragraph after the fifth paragraph under "Implementation of the Master Plan for Historic Preservation":

The City of Takoma Park has a Commercial District Façade Ordinance that applies to all commercial properties located within the Takoma Park Historic District. All proposals for

changes and alterations to the exterior of properties must be reviewed by the City's Façade Advisory Board prior to going to the Historic Preservation Commission for final approval.

Page 144: Amend fourth sentence of first paragraph to read:

In addition, the City has approved a Takoma Park Maryland Local Action Plan for Reducing Greenhouse Gas Emissions [is developing its own Climate Change Action Plan to address all aspects of climate change and carbon dioxide reduction efforts].

Page 144: Amend first sentence of second paragraph to read:

The City has adopted Guidelines for Construction in Takoma Park: Creating a Sustainable Environment.

General

All figures and tables included in the Plan are to be revised where appropriate to reflect District Council changes to the Planning Board (Final) Draft Takoma Park Master Plan. Maps should be revised where necessary to conform with Council actions. The text is to be revised as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the District Council. All identifying references pertain to the Planning Board (Final) Draft Takoma Park Master Plan.

This is a correct copy of Council action.


Mary A. Edgar, CMC
Clerk of the Council

APPENDIX I: M-NCPPC RESOLUTION TO ADOPT MASTER PLAN

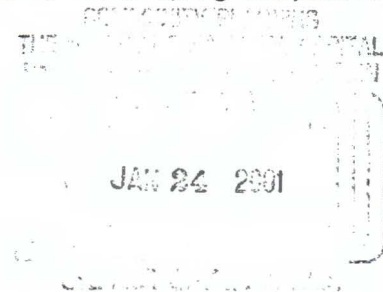


THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

8787 Georgia Avenue • Silver Spring Maryland 20910-3760

MCPB No. 01-00

M-NCPPC No. 01-01



RESOLUTION

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of Article 28 of the Annotated Code of Maryland, is authorized and empowered, from time to time, to make and adopt, amend, extend and add to *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District Within Montgomery and Prince George's Counties*; and

WHEREAS, the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission, pursuant to said law, held a duly advertised public hearing on September 23, 1999, on the Public Hearing Draft Takoma Park Master Plan, being also an amendment to the 1982 *City of Takoma Park Master Plan*, the 1974 *Sector Plan for the Transit Impact Area in Takoma Park*, and the 1989 *Master Plan for Langley Park-College Park-Greenbelt*; *The Master Plan of Bikeways*, 1978, as amended; *The Master Plan of Historic Preservation*, 1979, as amended; *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District within Montgomery and Prince George's Counties*, 1964, as amended; and *The Master Plan of Highways within Montgomery County*, as amended; and

WHEREAS, the Montgomery County Planning Board, after said public hearing and due deliberation and consideration, on March 23, 2000, approved the Planning Board Draft Takoma Park Master Plan, recommended that it be approved by the District Council, and forwarded it to the County Executive for recommendations and analysis; and

WHEREAS, the Montgomery County Executive reviewed and made recommendations on the Planning Board Draft Takoma Park Master Plan and forwarded those recommendations with a fiscal analysis to the District Council on September 27, 2000; and

WHEREAS, the Montgomery County Council, sitting as the District Council for the portion of the Maryland-Washington Regional District lying within Montgomery County, held a public hearing on July 11, 2000, wherein testimony was received concerning the Planning Board Draft Takoma Park Master Plan; and

WHEREAS, the District Council, on December 12, 2000, approved the Planning Board Draft Takoma Park Master Plan subject to modifications and revisions set forth in Resolution No. 14-729.

NOW, THEREFORE, BE IT RESOLVED, that the Montgomery County Planning Board and The Maryland-National Capital Park and Planning Commission do hereby adopt said Takoma Park Master Plan, together with the General Plan for the Physical Development of the Maryland-Washington Regional District as amended; and as approved by the District Council in the attached Resolution No. 14-729; and

BE IT FURTHER RESOLVED, that copies of said Amendment should be certified by The Maryland-National Capital Park and Planning Commission and filed with the Clerk of the Circuit Court of each of Montgomery and Prince George's counties, as required by law.

* * * * *

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning board of the Maryland-National Capital Park and Planning Commission on motion of Commissioner Holmes, seconded by Commissioner Bryant, with Commissioners Bryant, Holmes, Hussmann, Perdue, and Wellington voting in favor of the motion, at its regular meeting held on Thursday, January 11, 2001, in Silver Spring, Maryland.


Trudye Morgan Johnson
Executive Director

* * * * *

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Maryland-National Capital Park and Planning Commission on motion of Commissioner Perdue, seconded by Commissioner Eley, with Commissioners Brown, Bryant, Eley, Hewlett, Holmes, Hussmann, Lowe, Perdue and Wellington voting in favor of the motion at its regular meeting held on January 17, 2001 in Riverdale, Maryland.


Trudye Morgan Johnson
Executive Director

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* Resigned

... and special thanks to all Park and Planning Department staff who contributed to this Plan.
The contributions by staff of various Montgomery County agencies
and by the City of Takoma Park are also appreciated.

Takoma Park Master Plan

Approved and Adopted

Maryland-National Capital Park and Planning Commission
Montgomery County Department of Park and Planning
8787 Georgia Avenue
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TAKOMA PARK A&A MP