

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

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

Source of Copies

The Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue, Silver Spring, Maryland 20910-3760

Online at: www.MontgomeryPlanning.org/community/takoma_langley_crossroads/

Master and sector plans convey land use policy for defined geographic areas and should be interpreted together with relevant Countywide functional plans and County laws and regulations. Plan recommendations provide comprehensive guidelines for the use of public and private land and should be referred to by public officials and private individuals when making land use decisions. Public and private land use decisions that promote plan goals are essential to fulfilling a plan's vision.

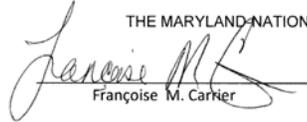
Master and sector plans look ahead 20 years from the date of adoption, although they are intended to be revised every 10 to 15 years. Moreover, circumstances when a plan is adopted will change and the specifics of a plan may become less relevant over time. Plans do not specify all development possibilities and generally, their sketches are for illustrative purposes only, intended to convey a sense of desirable future character rather than a recommendation for a particular design.

CERTIFICATION OF APPROVAL AND ADOPTION

TAKOMA LANGLEY CROSSROADS SECTOR PLAN

This comprehensive amendment to the Approved and Adopted *Takoma Park Master Plan, December 2000*; the Approved and Adopted *East Silver Spring Master Plan, December 2000*; the *General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties*, as amended; the *Master Plan of Highways within Montgomery County*, as amended and the *Countywide Bikeways Functional Master Plan*, as amended, has been approved by the Montgomery County Council, sitting as the District Council, by Resolution No. 17-402 on April 24, 2012 and has been adopted by the Maryland-National Capital Park and Planning Commission by Resolution No. 12-09 on June 25, 2012 after a duly advertised public hearing as required by Land Use Article, Division II of the Annotated Code of Maryland.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION



Françoise M. Carrier

Chairman



Elizabeth M. Hewlett

Vice-Chair



Joseph Zimmerman

Secretary – Treasurer



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB NO. 12-60
M-NCPPC NO. 12-09

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 the procedures set forth in the Montgomery County Code, Chapter 33A, held a duly advertised public hearing on Thursday, July 23, 2009, on the Public Hearing Draft *Takoma/Langley Crossroads Sector Plan*, being also 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; *Takoma Park Master Plan*; *East Silver Spring Master Plan*, as amended; *the Master Plan of Highways*, as amended and *the Countywide Bikeways Functional Master Plan*, as amended; and

WHEREAS, the Montgomery County Planning Board, after said public hearing and due deliberation and consideration, on June 3, 2010, approved the Planning Board Draft *Takoma/Langley Crossroads Sector Plan*, recommended that it be approved by the District Council, and on September 10, 2010, forwarded it the County Executive for recommendations and analysis; and

WHEREAS, the Montgomery County Executive reviewed and made recommendations on the Planning Board Draft *Takoma/Langley Crossroads Sector Plan* and forwarded those recommendations and analysis to the District Council on November 10, 2010, 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 February 1, 2011, and May 24, 2011; wherein testimony was received concerning the Planning Board Draft *Takoma/Langley Crossroads Sector Plan*; and

WHEREAS, the District Council, on April 24, 2012, approved the Planning Board Draft *Takoma/Langley Crossroads Sector Plan* subject to the modifications and revisions set for the in Resolution NO. 17-402

NOW THEREFORE BE IT RESOLVED, that the Montgomery County Planning Board and the Maryland-National Capital Park and Planning Commission do hereby adopt the said *Takoma/Langley Crossroads Sector Plan*, together with 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; *Takoma Park Master Plan*; *East Silver Spring Master Plan*, as amended; *the Master Plan of Highways*, as amended and *the Countywide Bikeways Functional Master Plan*, as amended, and as approved by the District Council in the attached Resolution Number 17-402, and

BE IF FURTHER RESOLVED, that copies of said Amendment must 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.

CERTIFICATION

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 Vice Chair Wells-Harley, seconded by Commissioner Anderson, with Chair Carrier, Vice Chair Wells-Harley, and Commissioners Anderson and Dreyfuss voting in favor of the motion, and with Commissioner Presley absent, at its regular meeting held on Thursday, May 24, 2012, in Silver Spring, Maryland.


Françoise M. Carrier, Chair
Montgomery County Planning Board

This is to certify that the foregoing is a true and correct copy of Resolution No. 12-09 adopted by the Maryland-National Capital Park and Planning Commission on motion of Commissioner Wells-Harley, seconded by Commissioner Presley, with Commissioners Carrier, Hewlett, Anderson, Bailey, Shoaff and Squire, voting in favor of the motion, and Commissioners Dreyfuss and Washington absent during the vote, at its meeting held on Wednesday, June 25, 2012, in Riverdale, Maryland.


Patricia Colihan Barney
Executive Director



Approved and Adopted
Takoma/Langlely Crossroads
Sector Plan

Prepared by the Montgomery County Planning Department
May 2010

Approved by the Montgomery County Council
May 2012

Adopted by the Maryland-National Capital Park and Planning Commission
June 2012

MontgomeryPlanning.org

Goals	11
Recommendations	12
Planning Framework	13
Today's TLC	15
Existing Conditions	
Challenges	
Opportunities	
Tomorrow's TLC	17
Vision	
Area Wide Recommendations	19
Quality of Life	
Diversity	
Design	
Connectivity	
Environment	
District Recommendations	57
The Crossroads District	
New Hampshire Avenue Corridor	
New Hampshire Gardens	
Implementation	69
Zoning	
Montgomery County	
Multi-jurisdictional	
Capital Improvement Program (CIP) Projects	
Appendix	73

Maps

1	Regional Location	13
2	Sector Plan Boundary	13
3	Study Area Boundary	14
4	Green Network and Community Facilities	29
5	Roadway Classifications	35
6	Proposed Bikeways Network	44
7	Tree Canopy	47
8	Watersheds	48
9	Environmental Buffers	49
10	Existing and Proposed Parks	52
11	Proposed Trails Network	54
12	Existing Land Use	55
13	Proposed Land Use	55
14	Existing Zoning	56
15	Proposed Zoning	56
16	Neighborhood Districts	57

Illustrations

1	Purple Line Alignment	17
2	TLC Transit Center	18
3	Mixed-Use Development	18
4	Holton Lane, Before	23
5	Holton Lane, After	23

Tables

1	Sector Plan Area Development Capacity	18
2	Existing Takoma/Langley Crossroads Zoning	24
3	Proposed Zoning	26
4	Road Classifications	40
5	Bikeways Network	45
6	Capital Improvements Program Projects	72

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



Diversity

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

Design

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

Connectivity

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

Environment

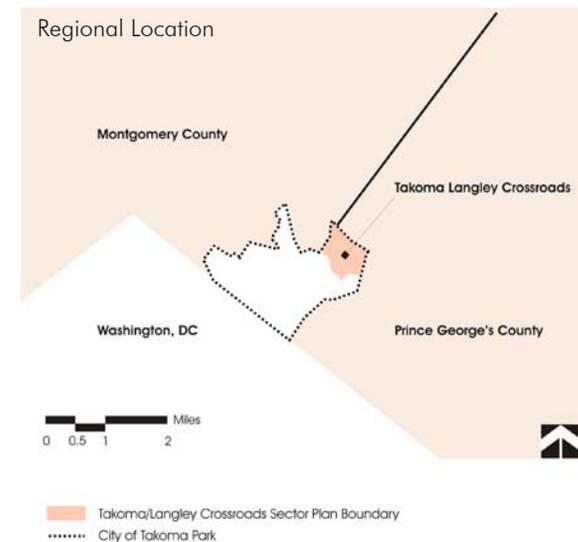
- Strengthen environmental systems and enhance green space by increasing tree canopy, reducing runoff from impervious surfaces, and increasing pedestrian links to parks, open space, and community facilities.
- Encourage LEED (Leadership in Energy and Environmental Design) standards, sustainable design,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

International Corridor

University Boulevard between Piney Branch Road and West Park Drive is considered Maryland's International Corridor. It encompasses the City of Takoma Park, Prince George's County, and Montgomery County. The businesses and the neighborhoods surrounding the corridor are home to entrepreneurs and residents from around the world, including Asia, South and Central America, West Africa, and the Caribbean.



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



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

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

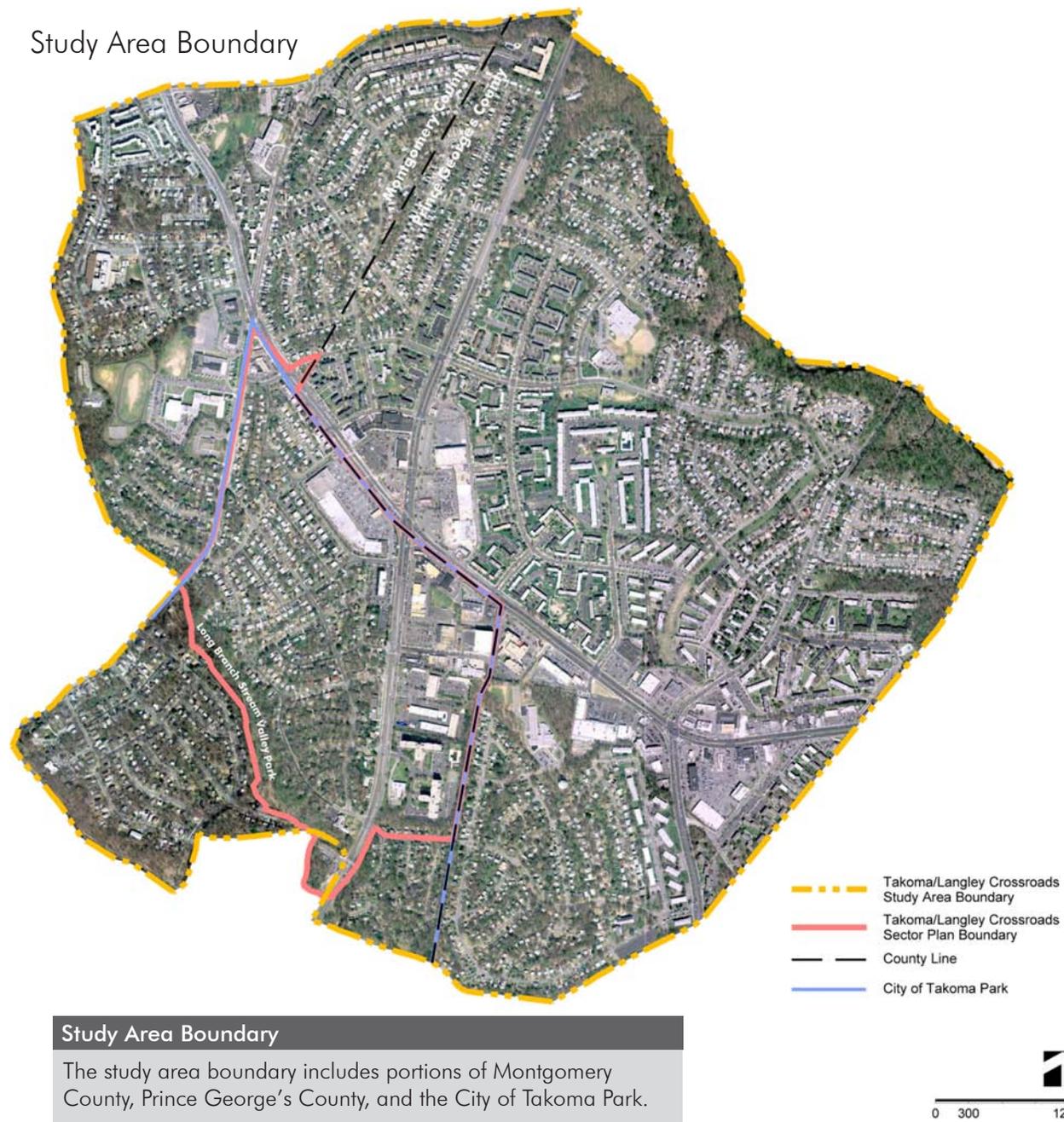
TLC’s ethnic diversity is reflected in local retail and neighborhood services.

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

Interagency Coordination

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

Study Area Boundary



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

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

Existing Conditions

Gateway Community

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



Challenges



- Disconnected neighborhoods and poor connections between various land uses
- New Hampshire Avenue and University Boulevard are State roads with high traffic volumes and have environments that are unfriendly to pedestrians
- Poor street grid and lack of connections inhibit alternative routes for local trips
- Potential impact of the proposed Purple Line and Transit Center on affordability, mobility, and environment
- Large surface parking lots lack pedestrian connections and create impervious surfaces
- Limiting gentrification and preserving the community's identity and affordability
- Achieving a safe and secure community
- Inadequate community facilities, active recreation space, and gathering places
- Insufficient open space within the Plan area and poor links to the existing green network
- Lack of a formal identity
- Significant redevelopment of the Crossroads District is unlikely to occur until financing is secured for the construction of planned transit facilities
- Major improvements to rights-of-way (University Boulevard and New Hampshire Avenue) are not likely to occur until significant redevelopment of the major shopping centers

Opportunities



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

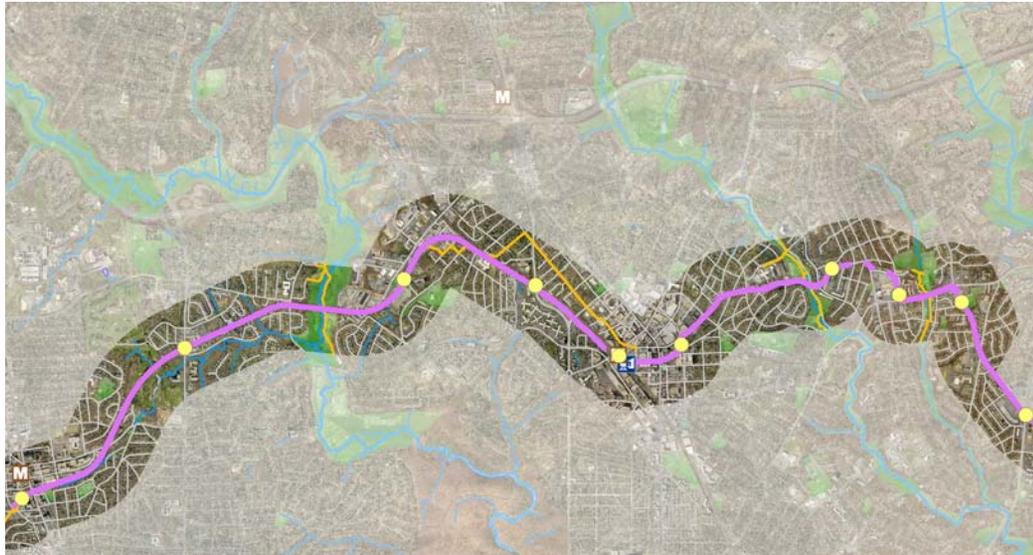
Vision

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

Proposed Purple Line

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

Illustration 1 - Purple Line Alignment

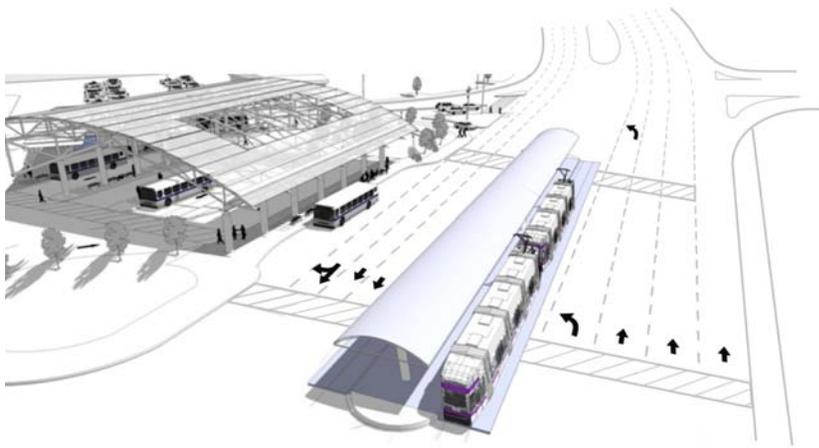


The proposed Purple Line is a 16-mile transitway that will link stations of different Metrorail lines and provide better east-west connections for a number of regional centers inside the Capital Beltway. It will connect the Bethesda, Silver Spring, College Park, and New Carrollton Metrorail stations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

Station development should include:

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

Illustration 2 - TLC Transit Center



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

Illustration 3 - Mixed-Use Development



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

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

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

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

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

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

Table 1: Sector Plan Area Development Capacity

	Current Actual	Current Master Plan Capacity	Proposed Capacity
Commercial (square feet)	482,150	504,650	1,449,967
Dwelling Units	877	2,715	3,623

Quality of Life

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

Economic Development

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

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

Recommendations

- Support enhanced partnerships with local community-based organizations to redevelop and revitalize Takoma/Langley Crossroads.
- Retain local and neighborhood serving retail through the use of zoning incentives, marketing, and technical assistance.
- Create partnerships with local financial institutions to finance redevelopment through the Community Reinvestment Act and other programs.
- Recruit community development financial institutions to work with local residents and entrepreneurs to fund revitalization projects.
- Expand vocational training programs within the TLC area and encourage the creation of programs for small business and entrepreneur assistance.
- Support the expansion of existing specialty textiles and import business niches and encourage development of compatible retail and neighborhood services.
- Allow for interim development that does not compromise the Sector Plan's ultimate objectives and recommendations if it provides for growth opportunities for existing businesses/uses.



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



Health and Wellness

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

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



Recommendations

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

- Encourage healthy lifestyle options.
- Use community gardens as a means to provide fresh produce, physical activity, visual relief, and stress reduction, among other benefits. The establishment of these sites should be encouraged, along with other strategies to create a greener community such as increased tree canopy and green roofs in areas with higher residential density by:
 - encouraging community gardens on existing parks, public easements, rights-of-way, and schoolyards
 - encouraging all new building construction to incorporate green roofs and/or conversions of existing roof space to green roofs, to maximize opportunities for gardening.
- Support community clinics, the expansion of local healthcare and childcare facilities with direct access to transit.
- Support the development of a neighborhood service center to provide social, educational, and naturalization services to this community largely populated by new Americans and low to moderate income residents.
- Improve pedestrian mobility and access to shopping areas, transit, recreation, and community facilities by implementing the Green Streets concept, which could provide improved pedestrian paths, and bicycling and trail amenities.
- Support the Safe Routes to School program to encourage walking and cycling to school.



Public Safety

The area's dense population and multiple jurisdictions create issues for providing fire, rescue, and emergency, medical and law enforcement services. The Sector Plan supports the continuation of multi-jurisdictional public safety efforts to provide these services.

Recommendations

- Support expanding youth serving and gang prevention programs within the Plan area.
- Encourage the application of Crime Prevention through Environmental Design principles in public and private projects.

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



Housing

The location of housing—its proximity to jobs, childcare, retail and services, and whether or not these are accessible by car, transit, or walking—has a significant impact on cost of living and quality of life. Mixed-use, sustainable development with a variety of housing types should be compatible with existing housing stock. Retaining the affordability of this community and encouraging diverse housing is a key component of this Plan, which strives for no net loss of affordable housing. All mixed-use developments will be required to include moderately priced dwelling units (MPDUs). As proposed, new mixed-use development should yield an additional 1,902 dwelling units of which at least 12.5 percent will be MPDUs according to current law (Chapter 25A).

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

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

Recommendations

- Increase housing opportunities close to public transit, commercial and retail uses, employment, and neighborhood services.
- Support lifecycle housing by providing a range of housing types for diverse incomes.
- Support the retention of the existing affordable housing stock.
- Support residents in affordable or subsidized housing by providing a range of on-site services, facilities, and programs.
- Preserve and create affordable housing through public/private partnerships.
- Provide a range of unit sizes within each housing type including larger, family-sized units.
- Provide lower density housing opportunities, such as townhouses and garden apartments as a compatible transition to the New Hampshire Gardens communities.
- Provide resources and technical assistance to homeowners.





Illustration 4 - Holton Lane, Before

Holton Lane is a short, although important, commercial lane in the middle of the Crossroads community. It provides for small-scale neighborhood retail and service uses.



Illustration 5 - Holton Lane, After

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

DIVERSITY

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

Land Use

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

Recommendations

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

Table 2: Existing Takoma/Langley Crossroads Zoning

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

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

Within the Takoma/Langley Crossroads Plan area, density will range from 1.5 FAR to 3.0 FAR. Maximum heights in the Sector Plan will range from 130 feet to 40 feet. The proposed density pattern places the highest densities within one-quarter mile of the Purple Line station. Lower densities and building heights are recommended nearest the existing single-family community in an effort to provide appropriate transitions.

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

The CRT Zones have four components:

- CRT – total maximum density
- C – maximum nonresidential density
- R – maximum residential density

These zones allow for standard method development with a maximum FAR of 1.0. An optional method of development encourages the use of a variety of incentive-based density increases up to the maximum allowed by the zone. H – maximum height.

The Plan recommends the highest density of 3.0 FAR only at specific locations adjacent to the proposed Transit Center and Purple Line Station. The CRT Zones are designed to:

- implement the goals and objectives of applicable sector and master plans
- target opportunities for the redevelopment of commercial strips and surface parking lots with a mix of uses
- reduce auto dependence by encouraging development that integrates a combination of housing types, mobility options, services, and amenities
- encourage an appropriate balance of employment and housing opportunities and compatible relationships with adjoining neighborhoods
- provide certainty with regard to maximum density and building height in each zone, while allowing flexibility in site design and mix of uses
- define the facilities and amenities required by private development to support the allowed optional method densities and heights in the CRT Zones.

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

Recommendations

- Require community amenities and facilities for Takoma Langley Crossroads:
 - a neighborhood service center with community meeting facilities within the Takoma/Langley Crossroads Center
 - a daycare facility adjacent to the Transit Center
 - a civic green
 - a new recreation center
 - funding of a buffered cycle track along University Boulevard.
- The CRT Zone specifically allows for the phasing of public benefits. The Planning Board should consider options for phasing public benefits and/or amenities commensurate with the size and scale of development so the cost of providing public benefits doesn't make interim development financially infeasible

Table 3: Proposed Zoning

Map ID#	Property Address	Current Zone	Proposed Zone	Rationale
Crossroads District				
1	925 University Blvd East	C-1 CROZ	CRT 1.5, C 1.0, R 0.5, H 60	Located in the Plan area's primary destination and de facto downtown, these 3 properties are under common ownership. Preserving retail and neighborhood services in this location area is desirable; proposed zones allow for introduction of some residential uses while leaving nonresidential uses in place. The Plan envisions this location as a gateway (with improved streetscaping and public art) and the proposed CRT Zones encourages those amenities under the CRT Optional Method Density Incentive.
1A	01066984*	C-1 CROZ	CRT 1.5, C 1.0, R 0.5, H 60	
2	949 University Blvd East	C-2 CROZ	CRT 1.5, C 1.0, R 0.5, H 60	
3	1007 University Blvd East	C-2 CROZ	CRT 2.0, C 2.0, R 2.0, H 50	Located in the Plan area's primary destination and de facto downtown, these 4 properties currently provide neighborhood service/commercial uses and are near a planned transit facility. The Plan recommends these adjacent properties for mixed-use development, but their small size requires maximum flexibility. If assembled with adjacent properties (1007-1021) under a single zone, a larger scaled mixed-use development is possible, which could provide housing while retaining existing neighborhood services.
4	1009 University Blvd East	C-2 CROZ	CRT 2.0, C 2.0, R 2.0, H 50	
5	1011 University Blvd East	C-2 CROZ	CRT 2.0, C 2.0, R 2.0, H 50	
6	1013 University Blvd East	C-2 CROZ	CRT 2.0, C 2.0, R 2.0, H 50	
7	1015 University Blvd East	C-2 CROZ	CRT 2.0, C 2.0, R 2.0, H 50	
8	1017 University Blvd East	C-2 CROZ	CRT 2.0, C 2.0, R 2.0, H 50	Located in the Plan area's primary destination and de facto downtown, these 3 properties currently provide neighborhood service/commercial uses and are near a planned transit facility. The Plan recommends that this and adjacent properties are suitable for mixed-use development, but their small size requires maximum flexibility. If assembled with adjacent properties (1007-1021) under a single zone, a larger scaled mixed-use development is possible, which could provide housing while retaining existing neighborhood services.
9	1019 University Blvd East	C-2 CROZ	CRT 2.0, C 2.0, R 2.0, H 50	
10	1021 University Blvd East	C-2 CROZ	CRT 2.0, C 2.0, R 2.0, H 50	Located in the Plan area's primary destination and de facto downtown, these 3 properties currently provide neighborhood service/commercial uses and are near a planned transit facility. The Plan recommends these adjacent properties for mixed-use development, but their small size requires maximum flexibility. If assembled with adjacent properties (1007-1021) under a single zone, a larger scaled mixed-use development is possible, which could provide housing while retaining existing neighborhood services.
11	1101 University Blvd East	C-2 CROZ	CRT 3.0, C 1.0, R 2.0, H 100	
12	1167 University Blvd East	C-2 CROZ	CRT 3.0, C 1.0, R 2.0, H 100	
13	7676 New Hampshire Ave	O-M	CRT 2.5, C 2.5, R 2.5, H 60	Located in the Plan's primary destination and de facto downtown, these 2 properties are currently under common ownership and provide office and neighborhood serving retail. The Plan seeks to retain the existing office use at this location, while encouraging the introduction of residential development. The location of the properties near the planned transit facility and their current size and scope (large surface parking lot) provide opportunities for mixed-use development and a variety of public benefits and amenities, including much needed pedestrian and vehicular links.
14	03170930*	C-2 CROZ	CRT 2.5, C 2.5, R 2.5, H 60	

* Tax record number

Map ID#	Property Address	Current Zone	Proposed Zone	Rationale
15	7689 New Hampshire Ave	C-2 CROZ	CRT 2.5, C 2.0, R 1.5, H 100	<p>Located in the Plan's primary destination and de facto downtown, these 13 properties are under common ownership and represent one of the larger opportunities for reinvestment. They currently provide neighborhood services and local retail, which the Plan seeks to retain.</p> <p>The proposed CRT Zone allows for additional density with an emphasis on residential development. The properties' location adjacent to planned transit facilities and their current size/scope (large surface lots) provide opportunities for mixed-use development and a variety of public benefits and amenities, including open space, pedestrian links, new business streets, and other amenities, if developed under the CRT Optional Method Density Incentive.</p> <p>Properties 25 and 26 along Holton Lane properties are recommended for lower building heights, as they are located on an adjacent right-of-way and provide for an appropriate transition.</p>
16	7663 New Hampshire Ave	C-2 CROZ	CRT 2.5, C 2.0, R 1.5, H 100	
17	1328 University Blvd East	C-2 CROZ	CRT 2.5, C 2.0, R 1.5, H 100	
18	7637 New Hampshire Ave	C-2 CROZ	CRT 2.5, C 2.0, R 1.5, H 100	
19	03167021*	C-2 CROZ	CRT 2.5, C 2.0, R 1.5, H 100	
20	7633 New Hampshire Ave	C-2 CROZ	CRT 2.5, C 2.0, R 1.5, H 100	
21	03166972*	C-2 CROZ	CRT 2.5, C 2.0, R 1.5, H 100	
22	03322017*	C-2 CROZ	CRT 2.5, C 2.0, R 1.5, H 100	
23	03322028*	C-2 CROZ	CRT 2.5, C 2.0, R 1.5, H 100	
24	7551 New Hampshire Ave	C-2 CROZ	CRT 2.5, C 2.0, R 1.5, H 100	
24a	7551 N. Holton Ln (outlot)	C-2 CROZ	CRT 2.5, C 2.0, R 1.5, H 100	
25	1323 Holton Ln	C-2 CROZ	CRT 2.0, C 2.0, R 2.0, H 70	
26	1335 Holton Ln	C-2 CROZ	CRT 2.0, C 2.0, R 2.0, H 70	
27	1335 University Blvd East	C-2 CROZ	CRT 2.5, C 2.5, R 1.5, H 80	<p>Located in the Plan's primary destination and de facto downtown, these 2 properties are near the planned transit facility and front onto University Boulevard (a highway). They currently provide neighborhood service and local retail, and their size could support additional density if developed under the CRT Zones.</p> <p>The Plan seeks to retain the existing commercial uses while encouraging mixed-use development that could provide public benefits and amenities, which along with adjacent development, could provide comprehensive improvements to the public realm.</p>
28	1355 University Blvd East	C-2 CROZ	CRT 2.5, C 2.5, R 1.5, H 80	
29	1350 Holton Ln		CRT 2.5, C 2.5, R 1.5, H 80	<p>Located in the Plan's primary destination and de facto downtown, these 7 properties currently provide commercial uses and are adjacent to larger properties recommended for mixed-use development. Additionally, they front onto Holton Lane, which is being proposed as a "main street" for the Plan area. If redeveloped comprehensively with other Holton Lane properties (1350-1369), the properties could become part of a much larger development.</p> <p>The Plan proposes higher commercial uses to provide for the retention of existing businesses. For the smaller properties in this group, the Plan proposes a single zone with maximum flexibility to accommodate possible assemblage and allow for innovative development.</p>
30	1352 Holton Ln		CRT 2.5, C 2.5 R 1.5, H 80	
31	1353 Holton Ln		CRT 2.0, C 2.0, R 2.0, H 70	
32	1355 Holton Ln		CRT 2.0, C 2.0, R 2.0, H 70	
33	1359 Holton Ln		CRT 2.0, C 2.0, R 2.0, H 70	
34	1361 Holton Ln		CRT 2.0, C 2.0, R 2.0, H 70	
35	1369 Holton Ln		CRT 2.0, C 2.0, R 2.0, H 70	

* Tax record number

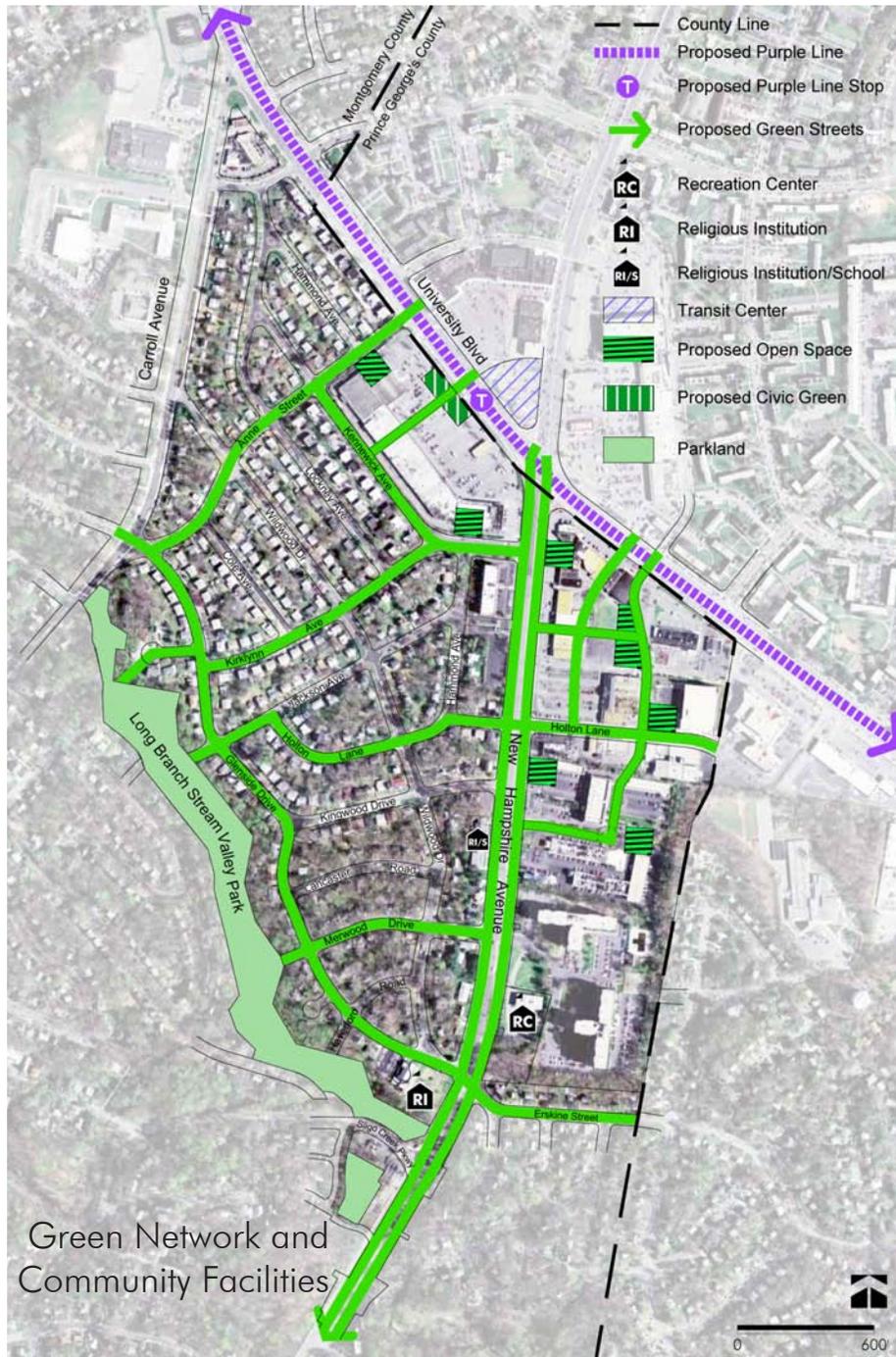
Map ID#	Property Address	Current Zone	Proposed Zone	Rationale
New Hampshire Corridor				
36	7505 (7525) New Hampshire Ave	C-2 CROZ R-60	West Side – CRT 2.0, C 1.5, R 1.5, H 80 East Side – CRT 2.0, C 1.0, R 1.5, H 60	This property is located along New Hampshire Avenue; a major highway recommended for a boulevard treatment. It currently accommodates a mix of neighborhood service and local retail, which the Plan seeks to retain. It is of a size that could support additional density and is located in a multi-purpose district that provides for a range of neighborhood uses. The Plan recommends split zoning this property to accommodate the development potential of the site and the desires of the adjacent and confronting single-family community. The proposed CRT Zones will allow increased density while also providing public benefits and amenities (if developed under the CRT Optional Method Density Incentive) and appropriate transitions. The zone provides flexibility while also showing a preference for higher percentages of residential development at this location.
37	7411 New Hampshire Ave	C-2 CROZ R-60	CRT 1.5, C 1.0, R 1.5, H 60 R-60	This property is located along New Hampshire Avenue, a major highway recommended for a boulevard treatment in the Plan. It currently provides for a mix of neighborhood service and local retail uses, which the Plan seeks to retain. Its size could support additional density and it is located in a multi-purpose district that provides for a range of neighborhood uses. The proposed CRT Zones will provide for increased density while also providing public benefits and amenities if developed under the CRT Optional Method Density Incentive and appropriate transitions. The R-60 zoning is carried forward to retain the existing forested buffer.
38	C000906*	R-10 R-60	CRT 2.0, C 0.5, R 1.5, H 130 R-60	These 2 properties, under common ownership, are located along New Hampshire Avenue, a major highway recommended for a boulevard treatment in the Plan. They are located in a multi-purpose district that provides for a range of neighborhood uses. They currently provide multifamily dwelling units; the development's large surface lots could support additional residential and commercial development. The sites could also provide for a variety of public benefits and amenities if rezoned to the CRT Zones. The Plan seeks to retain the existing residential use while allowing for small scale neighborhood service and local retail. The R-60 zoning is carried forward to retain the existing forested buffer.
39	C000879*	R-10 R-60	CRT 2.0, C 0.5, R 1.5, H 130	
40	7315 New Hampshire Ave	R-60	CRT 2.0, C 2.0, R 2.0, H 60 R-60	This property is located along New Hampshire Avenue, a major highway recommended for a boulevard treatment. It is located in the New Hampshire Corridor District of the Plan, a multi-purpose district that provides for a range of neighborhood uses, including a neighborhood recreation center. The Plan seeks to retain the recreation function as a component of a larger mixed-use development. By providing a CRT Zone that has maximum flexibility, the Plan hopes to incentivize the development of a larger, improved community facility at this location.
New Hampshire Gardens				
41	1107 Sligo Creek Pkwy	C-2 CROZ	CRT 2.0, C 1.0, R 2.0, H 40	These 2 properties are part of a small node of commercially zoned properties located in the Plan's single-family residential area. They currently provide neighborhood service uses, which the Plan seeks to retain. Their proximity to New Hampshire Avenue (a major highway), other commercial properties, and multifamily dwellings make them appropriate for small scale mixed-use development. The Plan encourages a greater residential mix in this location as it is not near the planned transit facilities.
42	7216 New Hampshire Ave	C-2 CROZ	CRT 2.0, C 1.0, R 2.0, H 40	
43	03160747*	C-2 CROZ	CRT 1.5, C 1.5, R 1.5, H 40	These 5 properties are vacant land under the common ownership of WSSC. The agency seeks to sell them at some point in the future. The recommended CRT Zone provides for flexibility in the development of an appropriately scaled mixed-use development along New Hampshire Avenue.
44	03160758*	C-2 CROZ	CRT 1.5, C 1.5, R 1.5, H 40	
45	03160760*	C-2 CROZ	CRT 1.5, C 1.5, R 1.5, H 40	
46	03160771*	C-2 CROZ	CRT 1.5, C 1.5, R 1.5, H 40	
47	U248127*	C-2	CRT 1.5, C 1.5, R 1.5, H 40	

* Tax record number

DESIGN

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

- Upgrade and build sidewalks and bike paths in each district to encourage walking and biking as a viable means of transportation.
 - Sidewalks and landscape/tree strips in the Plan area will be designed in accordance with locally adopted streetscape standards and have a cumulative width of 15 feet, with shade trees every 20 to 25 feet. Along New Hampshire and University Boulevard, the sidewalks and landscaped areas will be located within a Public Improvement Easement (PIE). These elements should be designed in accordance with any approved streetscape standards. For additional information on University Boulevard, please refer to the Prince George's County approved and adopted *Takoma/Langley Crossroads Sector Plan* (November 2009).
 - Design New Hampshire Avenue as a multi-way boulevard that accommodates on-street bike lanes within the proposed service lanes. These service lanes, with parallel parking, will have far slower travel speeds than the heavy travel lanes in the middle of the boulevard.



Green Network and Community Facilities



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

Pedestrian-Friendly Design

- Create a green network of roadways, streets, pedestrian connections, and sidewalks that will link all three districts.
 - Improve the existing road network and construct additional pedestrian-friendly streets in the Crossroads and New Hampshire Avenue Corridor. Divide the large existing super blocks of 1,000 feet or more into more pedestrian-friendly blocks between 250 and 500 feet long.
 - Provide a street grid that allows automobile traffic to move more efficiently with more route choices.
- Connect the three districts to adjacent neighborhoods in Prince George's County through coordination of future roads, bike paths, and pedestrian routes.
 - Construct new private roads around the Purple Line station and Transit Center on University Boulevard that provide pedestrian links between the future civic green, transit service, and area retail.
 - Provide improved pedestrian crosswalks and median refuges for University Boulevard and New Hampshire Avenue.
 - A shared use pathway along University Boulevard will be constructed as part of the construction of the Purple Line. Upon completion of University Boulevard's streetscape construction, the shared use pathway will become a cycle track. For additional information, please refer to the Prince George's County Takoma/Langley Crossroads Sector Plan (November 2009).
 - Locate parking on the street, in interior mid-block structures, or in structures lined with street activating uses. Surface parking, where necessary, should be located behind or on the side of development.



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

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

Transitions

- Ensure gradual transitions in height and density between the three different districts.
 - Transition densities in the Crossroads District from the highest densities closest to New Hampshire Avenue and University Boulevard to lower densities adjacent to New Hampshire Gardens.
- Expand the open space system to provide for a series of Green Streets (as previously noted, the City of Takoma Park has ownership of its streets) that will connect the stream valley parks and other open space to the built environment. Designated throughout the Sector Plan area, these streets will use planted sidewalk panels, environmentally sensitive design elements, traffic calming, and other unique features to make them more attractive and environmentally friendly to pedestrians and cyclists.
- Design buildings to enhance the pedestrian experience, community identity, and the viability of the commercial district. This should be achieved using the following strategies.
 - Articulate long building facades to read as multiple buildings through massing, materials, and detailing of architectural elements.
 - Emphasize institutional and corner buildings with a unique and high quality design treatment.
 - Concentrate design complexity on the ground floor using higher quality materials and extra detailing for the entrance, windows, sign band, and other features.
 - Highlight main entrances with a combination of features such as lighting, awnings, recessed doorways, address numbers, plantings, windows (transom and sidelights), and other architectural details.
 - Illuminate entrances with direct shielded light.
 - Maximize the transparency of ground level buildings.
 - As appropriate, use materials that are recycled, eco-friendly, and that provide an aesthetic value exceeding the quality of the surrounding housing and commercial building stock.
 - On any building that fronts residentially zoned land, the preference is for windows that are vertical in character.
 - On a building facing onto two commercial streets, orient the building entrance to the corner.
- Ensure gradual transitions in massing, height, uses, and density between the three different districts. This should be achieved using the following strategies.
 - Transition uses so the most intense uses face University Boulevard, New Hampshire Avenue, private streets, and Holton Lane east, and so that uses confronting or adjoining the New Hampshire Gardens community or other residentially zoned land are residential or office.
 - Site buildings that front residentially-zoned land with front yard setbacks mimicking setbacks found across the street.
 - Screen parking structures that front single-family or multifamily residences with greenery or architectural designs, as appropriate, to blend with adjoining residential communities.
 - Commercial properties confronting or adjacent to residentially zoned properties will be limited to a maximum height of 40 feet for the first 25 feet of depth.
- Property owners will not be expected to relocate existing buildings to conform to the Sector Plan for limited interim development.

Green Hierarchy

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

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



Placemaking

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

Recommendations

- Incorporate the International Corridor theme into the redevelopment strategy to strengthen and reflect this community’s cultural identity.
- In the Crossroads District, locate activating uses at street level and along priority retail streets.
- Create defined street corridors by placing buildings along both sides of the street with a setback to form a uniform street frontage.
- Prepare design guidelines that illustrate, in detail, the Plan’s urban design recommendations, including:
 - green design, sustainability, and Smart Growth
 - international theme
 - CPTED principles.
- Upon approval and adoption of the Sector Plan, coordinate with the City of Takoma Park and Prince George’s County to prepare and adopt distinctive streetscape standards. They should visually unite Takoma/Langley Crossroads while enhancing the quality of pedestrian, bicycle, and transit user experiences. At a minimum, provide streets, avenues, and boulevards with streetscaping located between the build-to-line and curb.

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

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



CONNECTIVITY

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

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

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

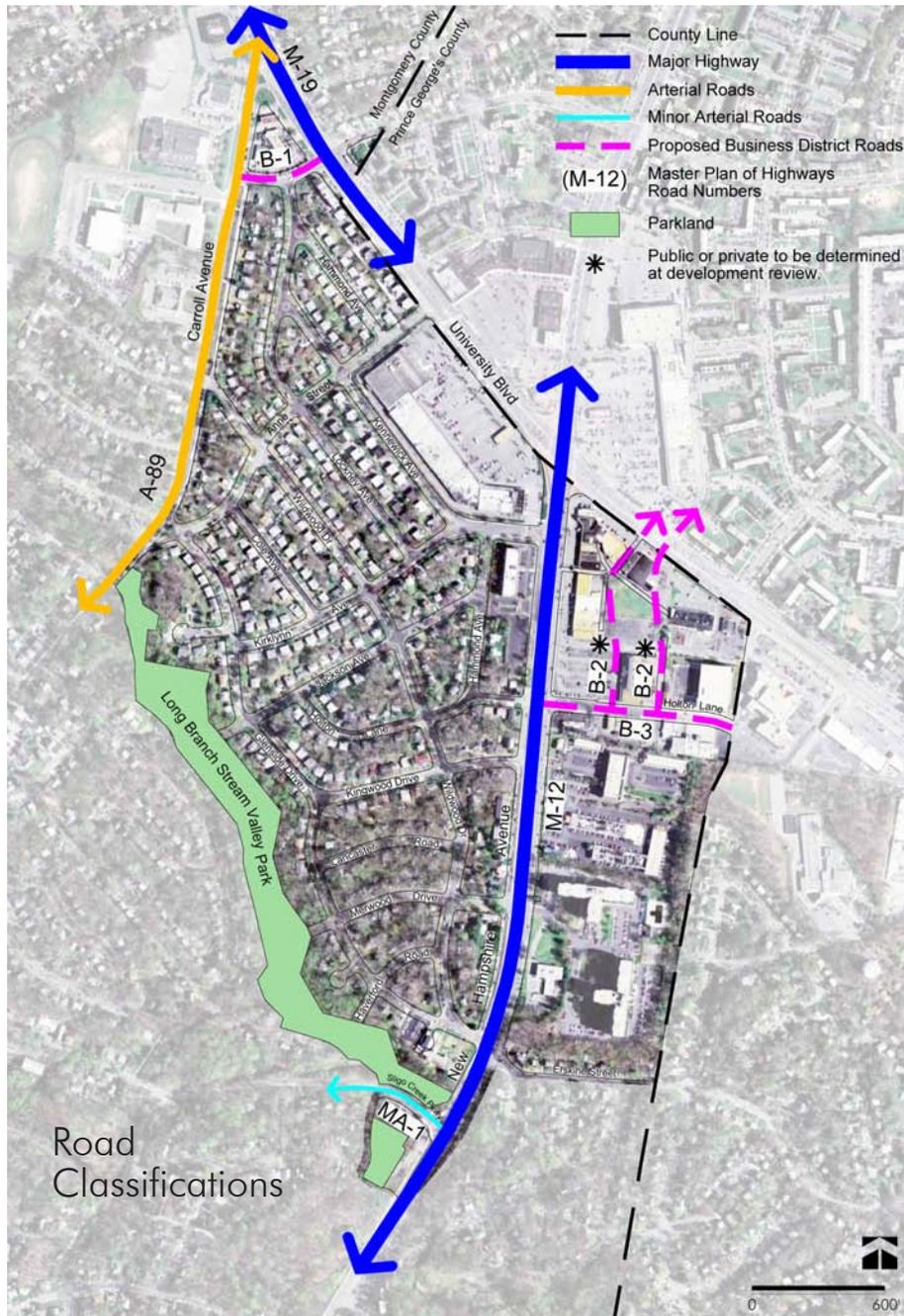
Road Network

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

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

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





In this regard, the plans support the following:

- Future feasibility of realigning Lebanon Street in Prince George’s County and Anne Street in Montgomery County will only be evaluated in conjunction with future redevelopment of the block bounded by Lebanon Street, New Hampshire Avenue, and University Boulevard and after final design of the Takoma/Langley Crossroads Transit Center.
- The future new street (B-2) in Montgomery County connects Holton Lane (B-3) to University Boulevard at a location where both a break in the median and a signalized intersection can be designed. A private street will run parallel to (B-2). The specific locations of this private street and B-2 will be determined at the time that the southeast quadrant of the Crossroads is developed.
- A future local street in Prince George’s County is an extension of Holton Lane (B-3) in Montgomery County that is built to the Prince George’s County line and will be extended to University Boulevard (MD 193), opposite of 15th Avenue, as a two-lane roadway with sidewalks within a 40-foot right-of-way.
- Relocate all left turns from the intersection of University Boulevard (MD 193) and New Hampshire Avenue (MD 650).

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

The Plan’s mobility goals are:

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

Recommendations

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

New Hampshire Avenue



Existing Conditions

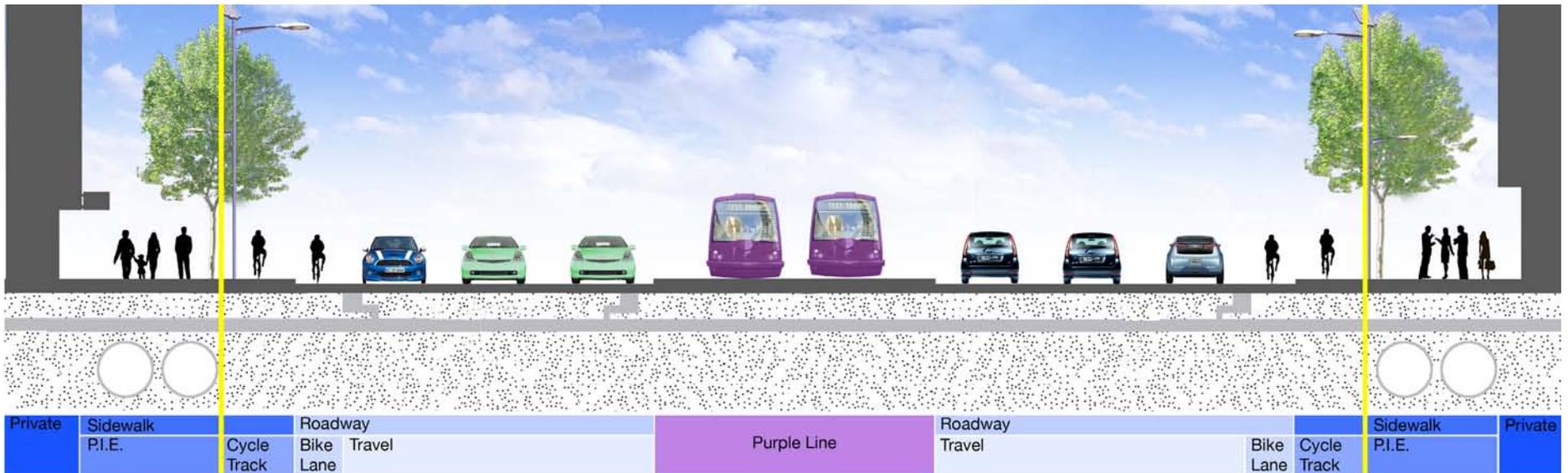
Right-of-way: 150 feet (per 2000 Takoma Park Master Plan)
 Lanes: Three travel lanes with concrete or grass median
 Pedestrian Access: Five-foot sidewalks adjacent to travel lanes; widely-spaced crosswalks
 Streetscape: Concrete sidewalks, some pedestrian lighting, sparse seating

Plan Recommendations

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

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

University Boulevard



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

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

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

Existing Conditions

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

Plan Recommendations

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

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

Proposed Business Streets

Existing Conditions

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

Plan Recommendations

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



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

Table 4: Road Classifications

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

¹ The recommended number of lanes refers to the number of planned through travel lanes for each segment, not including lanes for turning, parking, acceleration, deceleration, or other auxiliary to travel uses.

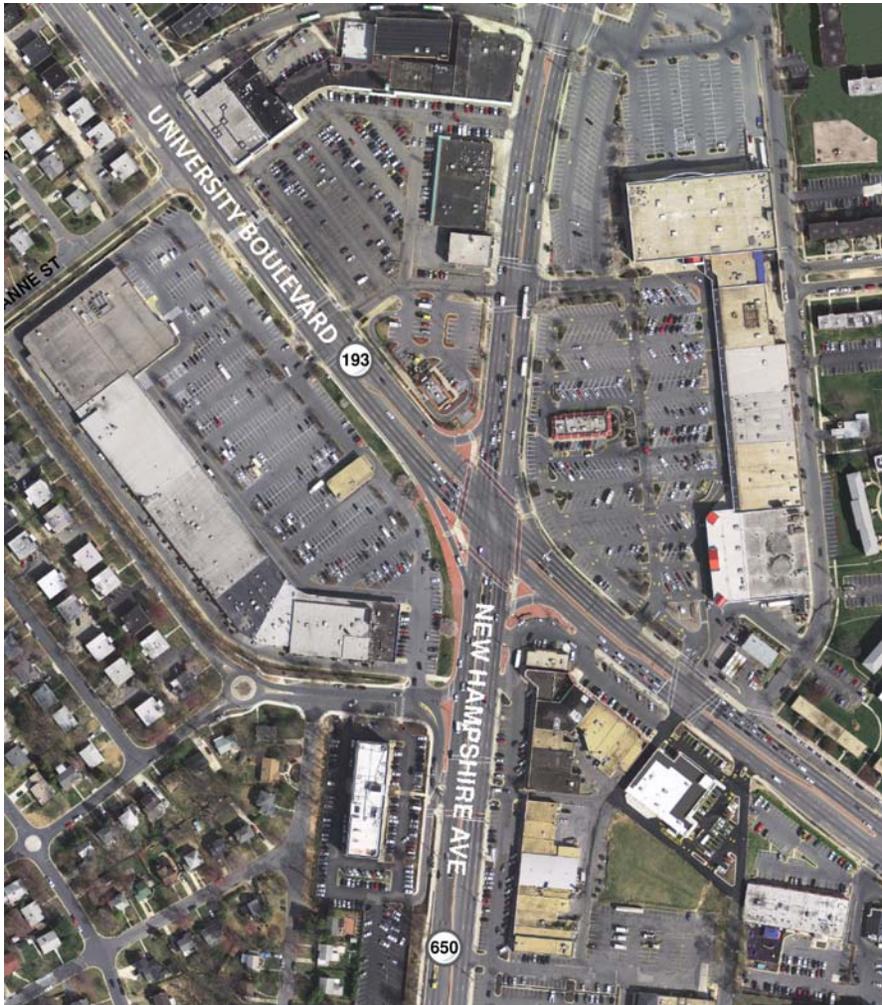
² This assumes accommodating pedestrians with a 15-foot public improvement easement (PIE) on both sides of New Hampshire Avenue outside of the recommended minimum right-of-way, and assumes six-lane, multi-way boulevard treatment for New Hampshire Avenue from Kennewick Avenue to the Plan boundary.

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

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

Notes:

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



Intersections

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

Recommendations

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

Public Transit

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

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

The Purple Line will:

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

Recommendations

- Construct the Transit Center in the northwest corner of New Hampshire Avenue and University Boulevard.
- Construct the Purple Line within the median of University Boulevard with station platforms adjacent to the Transit Center.
- Study the feasibility of a circulator bus system serving New Hampshire Avenue.
- Study the feasibility of a Purple Line spur that will connect the Transit Center with the White Oak Transit Center serving the FDA headquarters site via New Hampshire Avenue.



Pedestrian Links and Bikeways

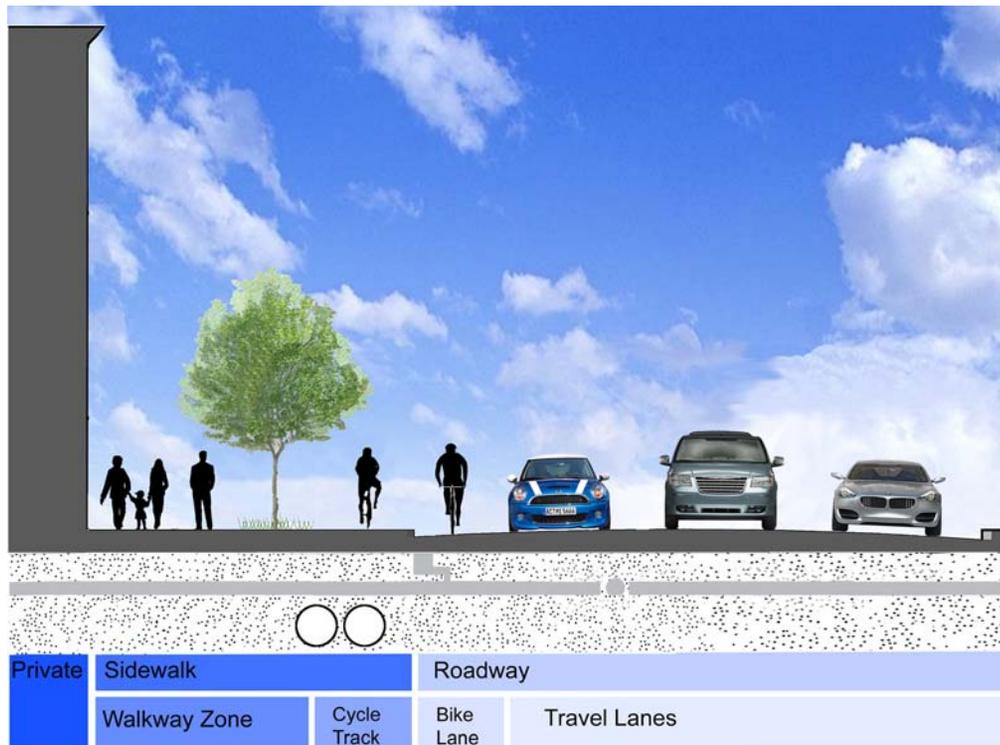
Pedestrian safety has been a major concern in the Takoma/Langley Crossroads area for a long time. This problem will require on-going attention and resources now and in the future.

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

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



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



Cycle Track Section for University Boulevard

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

Recommendations

- Designate the Plan area, in coordination with the Maryland State Highway Administration, Prince George's County, and the City of Takoma Park as a Bicycle Pedestrian Priority Area subsequent to the completion of the Purple Line, Purple Line Station, and Takoma/Langley Crossroads Transit Center.
- Maximize pedestrian and bicycle accessibility to the Purple Line station and Transit Center.
- Provide for bike lanes and a directional cycle track along University Boulevard.
- Provide for bike lanes and a directional cycle track along New Hampshire Avenue between University Boulevard and Kennewick Avenue, and bike lanes only between Kennewick Avenue and the Plan's southern boundary.
- Provide full pedestrian and bicycle accommodation along new and reconstructed roadways and at intersections.
- Retrofit existing streets to include sidewalks, where feasible.
- Provide well-lit, ADA accessible crossings and reduce distances at all intersections.
- Promote Green Street connections.

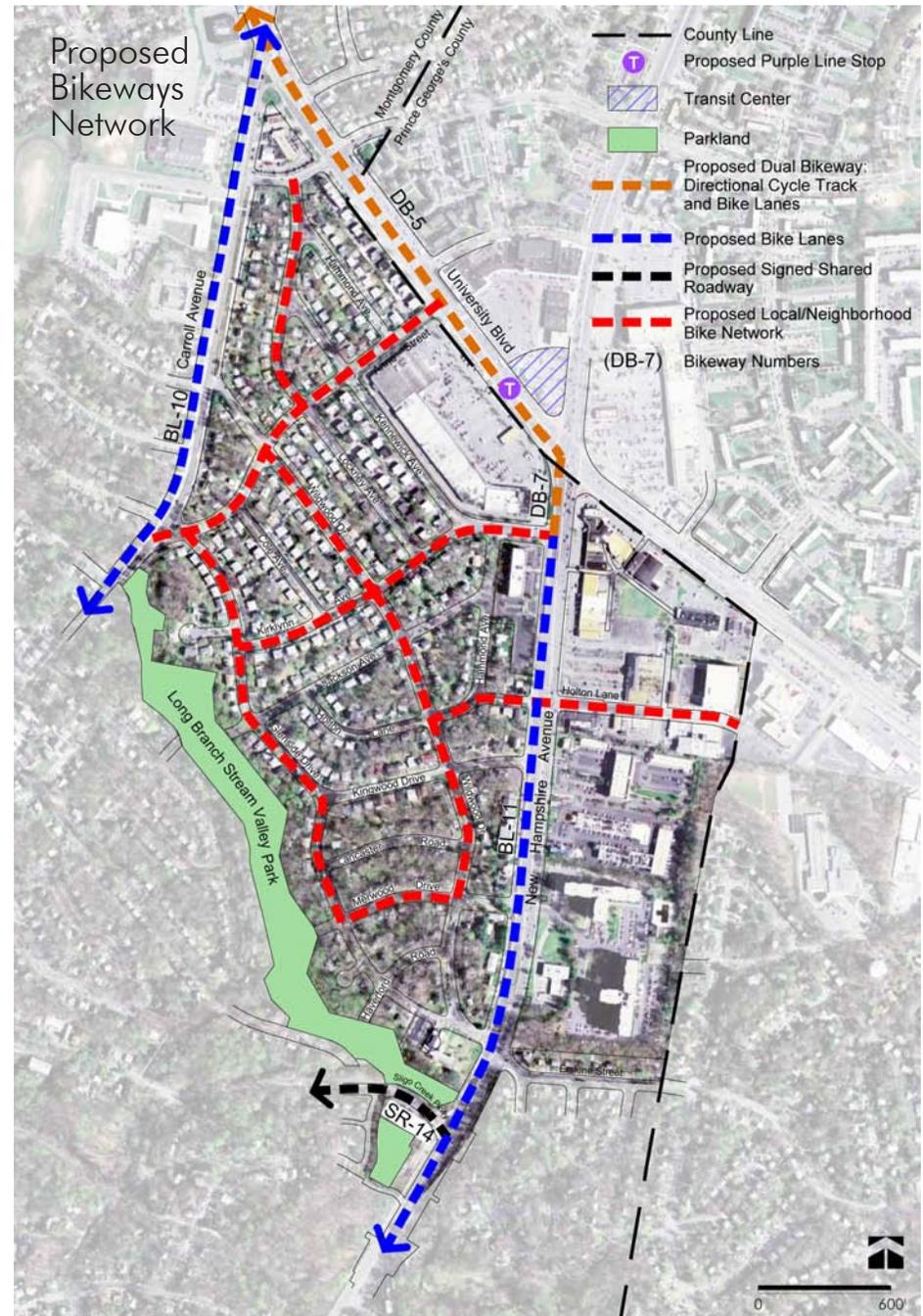


Table 5: Bikeways Network

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

ENVIRONMENT

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

Tree Canopy Cover

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

The urban forestry strategy should include:

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



Stream Water Quality

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

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



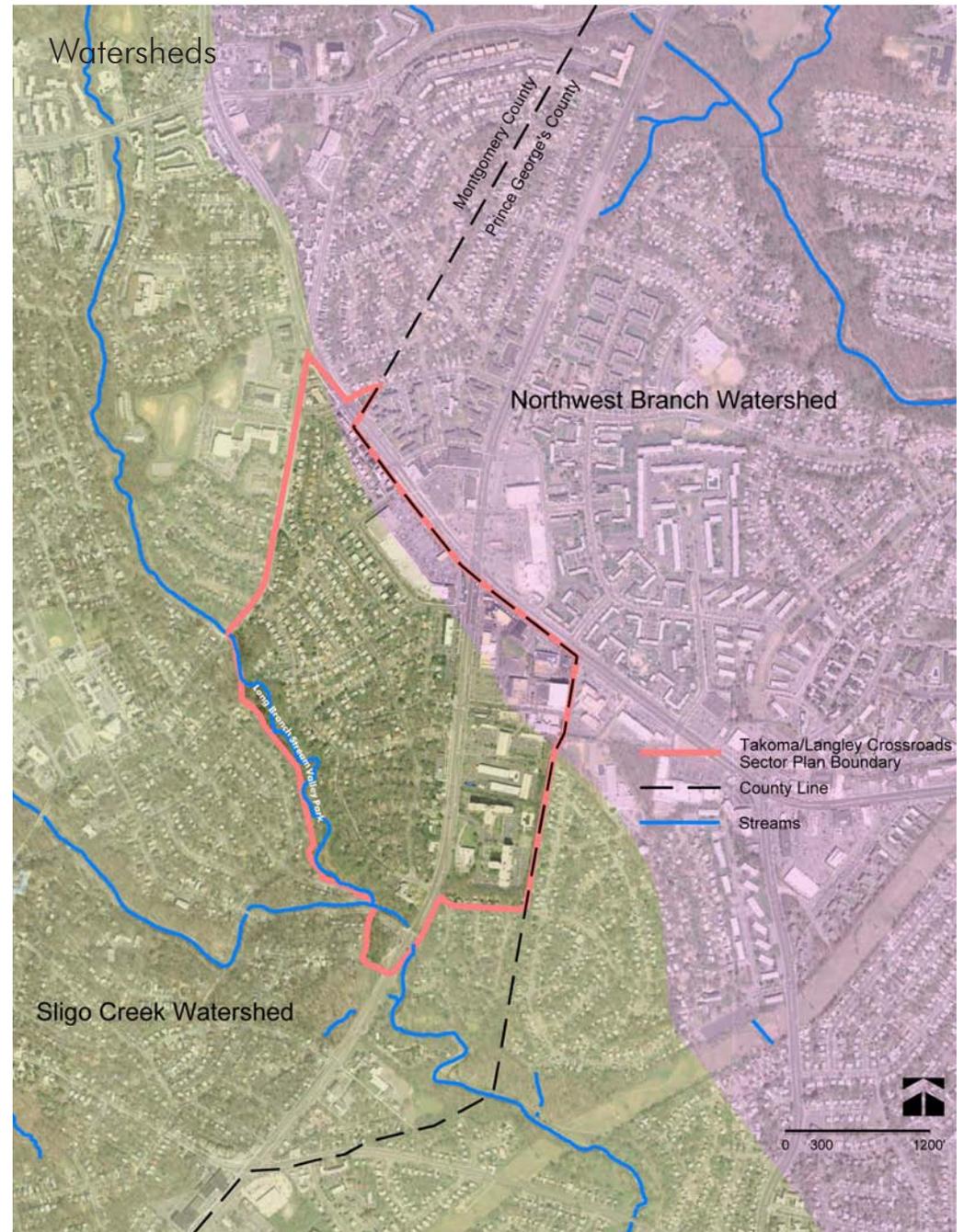
Watersheds

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

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

The Sector Plan strategies to reduce imperviousness and stormwater runoff include:

- minimizing it through the development process by encouraging structured and shared parking
- encouraging use of porous surfaces and pavers, rainwater reuse, and other water runoff recharge ideas, such as stormwater planters, where appropriate.
- incorporating vegetated roofs, walls, gardens, and planters into all new building designs to maximize on-site stormwater retention
- adding stormwater management along New Hampshire Avenue and University Boulevard wherever possible by:
 - coordinating stormwater management designs with Maryland State Highway Administration, Prince George's County, and the City of Takoma Park
 - incorporating stormwater infiltration and on-site retention into medians and new green open spaces.





Natural Areas

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

Recommendations

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



Carbon Dioxide and other Greenhouse Gases

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

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

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

Recommendations

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

Parks

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

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

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



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

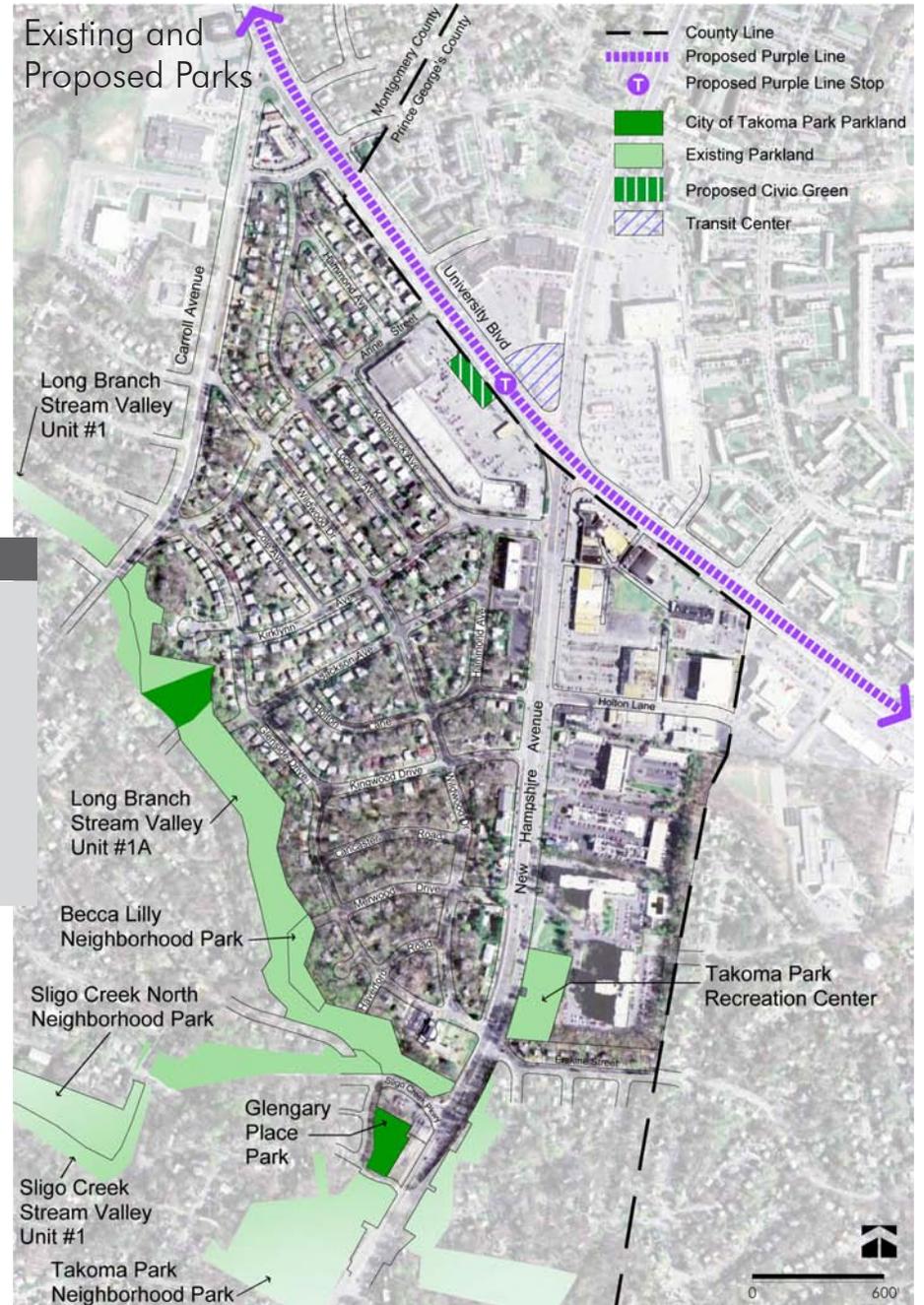
The City of Takoma Park owns .93 acres purchased in 1997 within the Long Branch Stream Valley Unit 1A. The Becca Lilly Neighborhood Park within the Long Branch Stream Valley Park provides a small, hard surface trail and a playground. As typical with the older parks, the playground is located within the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

Existing Parks

- Long Branch Stream Valley Unit 1A south of Carroll Avenue (10.4 acres), which includes Becca Lilly Neighborhood Park
- Takoma Park Recreation Center on New Hampshire Avenue (1.8 acres)
- Glengary Place Park – City of Takoma Park (.85 acres)
- Small portion of the Sligo Creek Stream Valley Unit 1 (approximately one acre).
- Portion of Sligo Creek Stream Valley Unit 1A

Recommendations

- A civic green should be located along University Boulevard near the proposed Transit Center. The configuration of the civic green should achieve a sense of place and act as a gathering area and focal point for activities, seasonal festivals, and farmers markets. The civic green must be one large- or two medium-sized adjacent spaces, with a total size of approximately one-half to one acre.



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

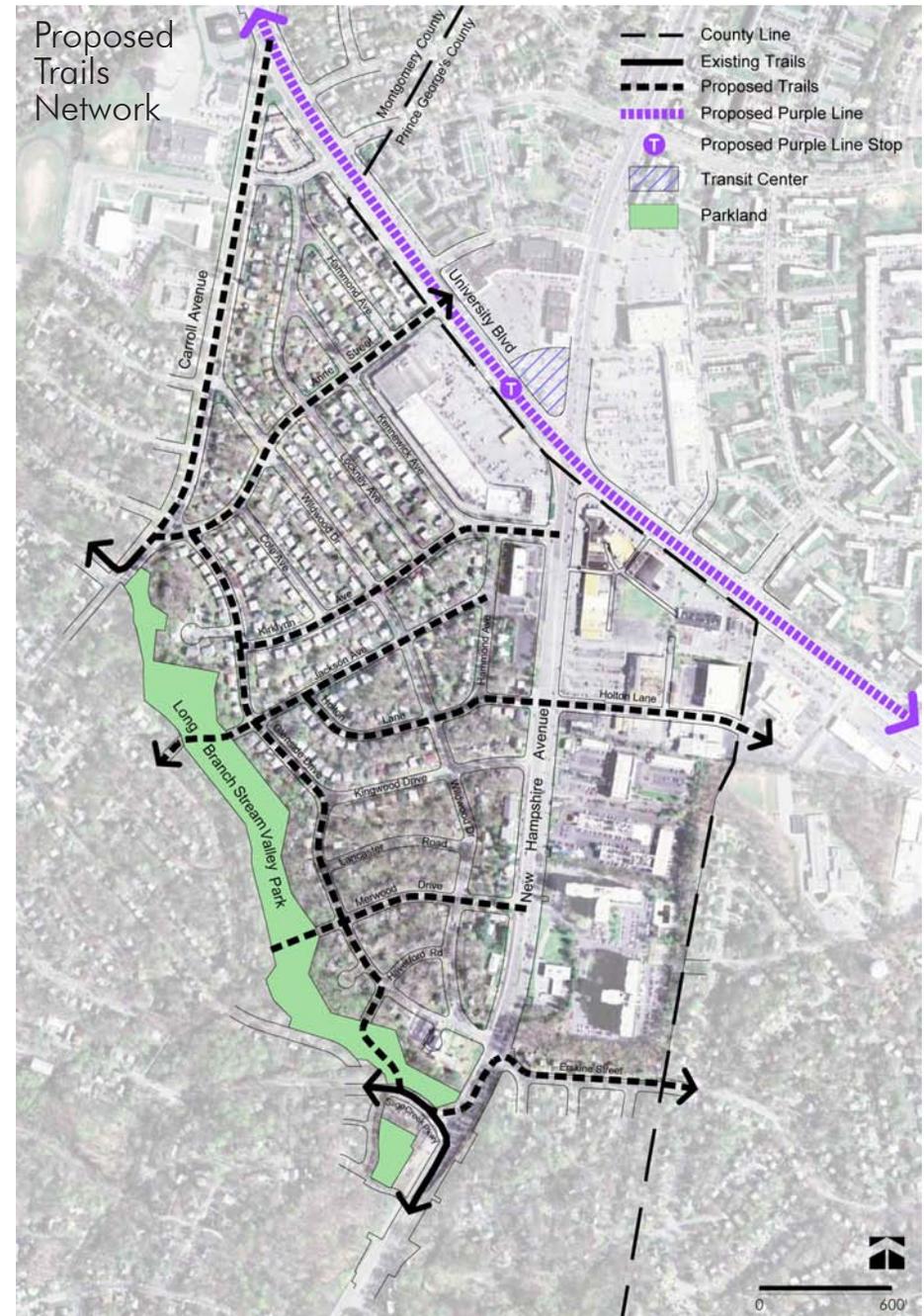
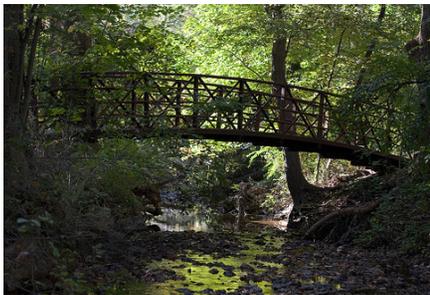


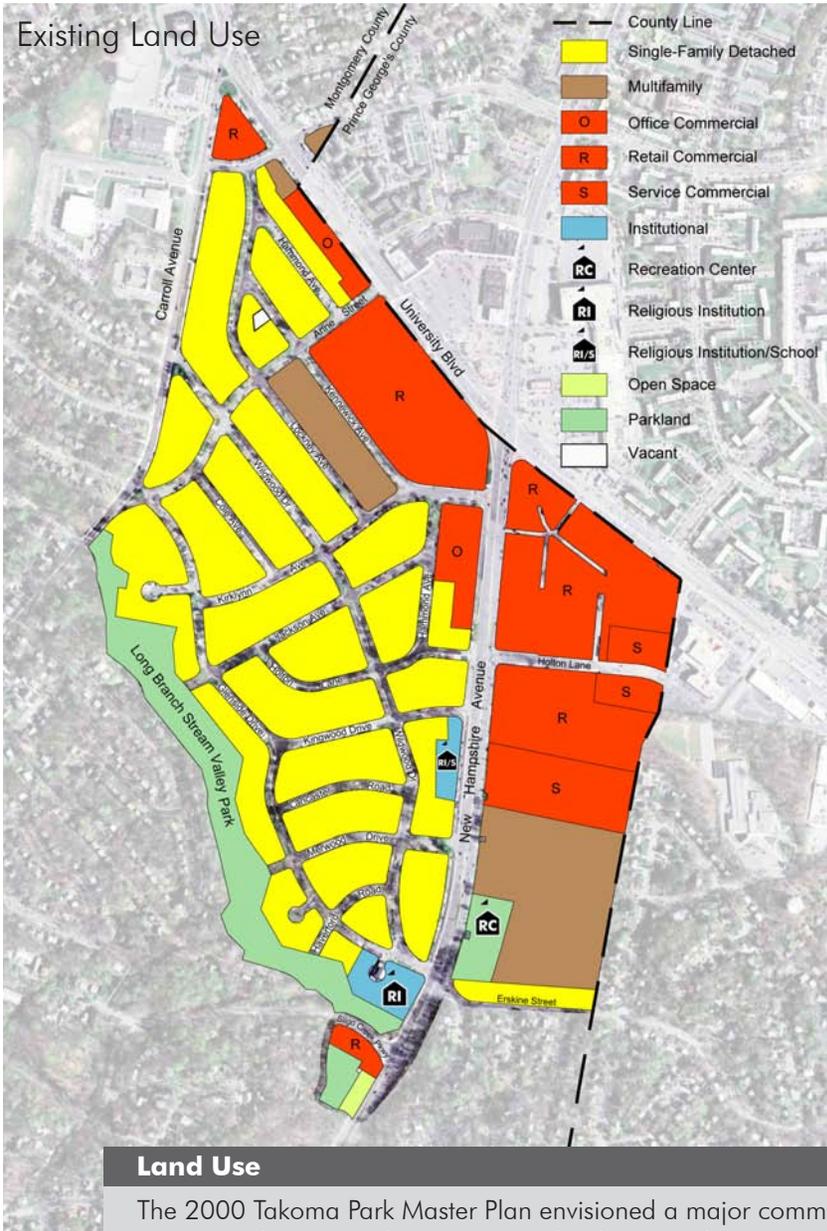
Trails

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

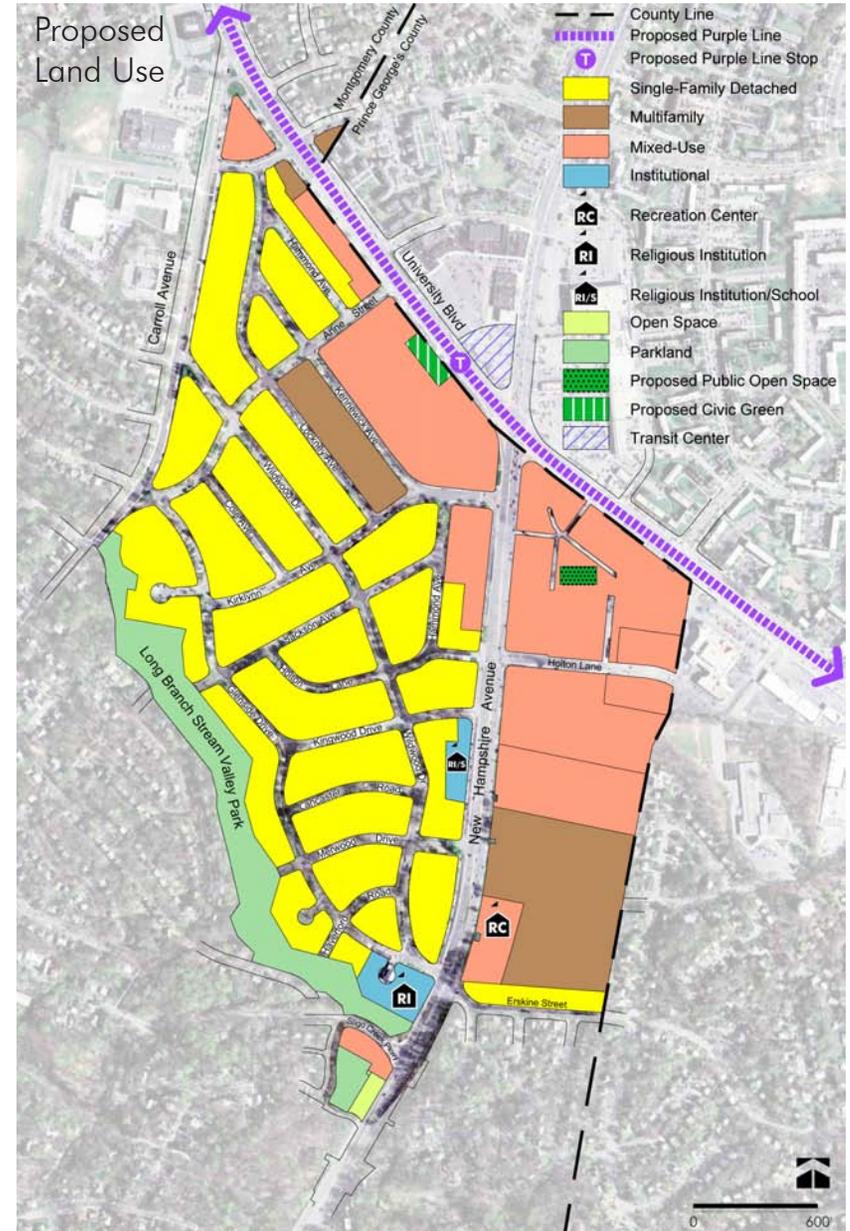
Recommendations

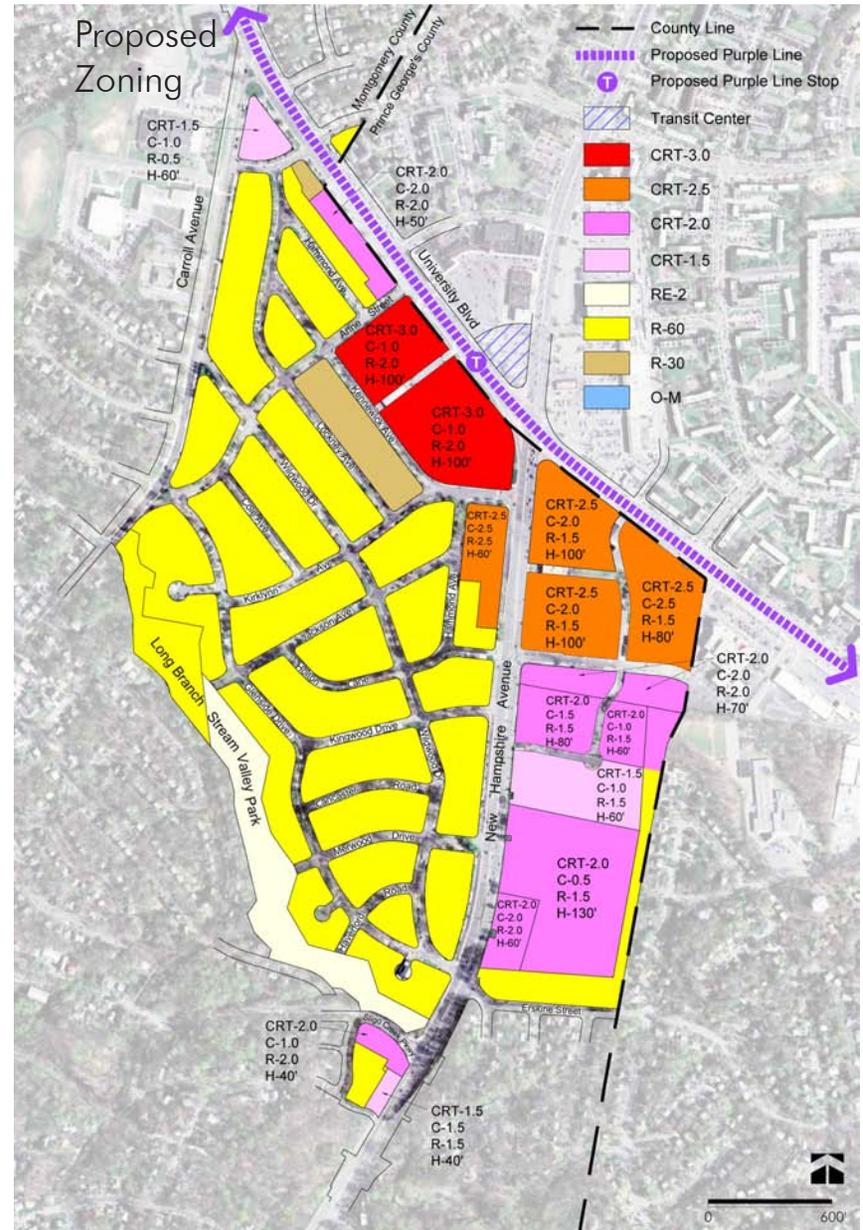
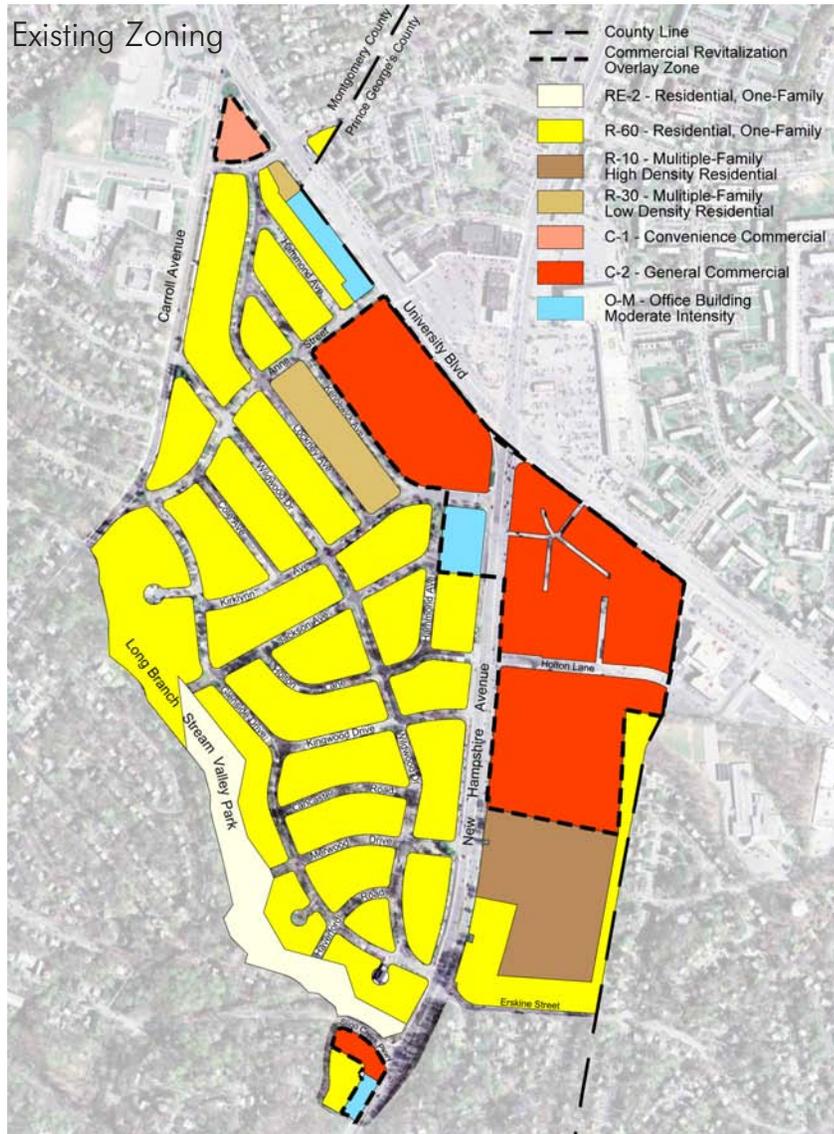
- Do not pursue a north-south hard surface trail along Long Branch Stream Valley Unit 1A south of Carroll Avenue. Glenside Avenue is a proposed Green Street, featuring sidewalks and street trees. It is also a proposed bikeway (signed shared roadway). The sidewalk and bikeway will serve as a pleasant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





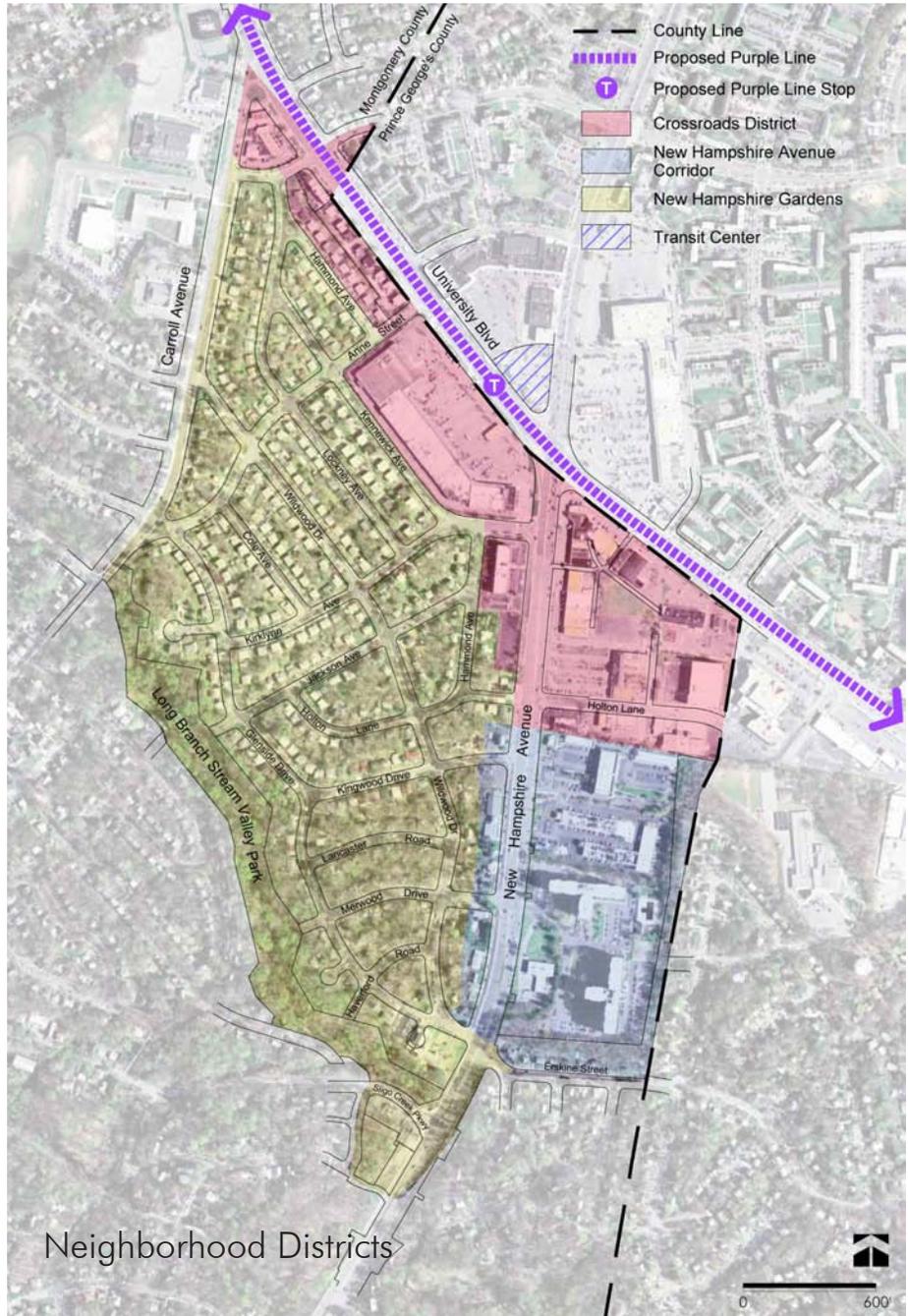
Land Use
 The 2000 Takoma Park Master Plan envisioned a major community commercial center and transit terminal with an emphasis on redeveloping the shopping centers and improving transit access.





Zoning

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



Neighborhood Districts

Neighborhood Districts

The Plan defines three districts:

The Crossroads District

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

New Hampshire Avenue Corridor

- is the Plan area’s primary arterial with more than 40,000 cars per day and a range of land uses.

New Hampshire Gardens

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

The Crossroads District

This central business district is the primary destination within the Plan area due to its strong regional reputation as a unique concentration of internationally diverse shops, restaurants, institutions, and other multicultural services. The Crossroads District has the largest number of storefronts within the Plan area and with more than 90,000 vehicles per day, the area's highest traffic volume. The future Purple Line station and Transit Center will further enliven this district.

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

Diversity

- 949 University Boulevard East (CRT 1.5, C 1.0, R 0.5, H 60)
 - Redevelop this site as a mixed-use gateway project
 - Provide public art and attractive streetscaping
- 1007 -1021 University Boulevard East
 - Retain affordable housing at 1001-1005 University Boulevard
- Establish an economic development program boundary and encourage the following programs:
 - encourage compatible retail use and ethnic business clustering
 - expand the Takoma/Langley Crossroads Community Development Association (CDA) service area to include the entire Crossroads District
 - renew and expand the focus area of the Long Branch-Takoma Park Enterprise Zone
 - establish an Urban Main Street Program as a satellite of the Historic Takoma Park Main Street Program
 - establish design standards for the Crossroads Business District
 - recommend a parking lot district and shared parking as part of travel demand management.
- 1335 University Boulevard (CRT 2.5, C 2.5, R 1.5, H 80)
 - Preserve a minimum of 30 percent of existing local retail on site
 - Use environmental site design and best practices to handle stormwater management
 - Provide a series of interconnected public open spaces including green pedestrian links to New Hampshire Avenue and at least two privately owned and maintained quarter-acre pocket parks
- 1355 University Boulevard (CRT 2.5, C 2.5, R 1.5, H 70)
 - Use environmental site design and best practices to handle stormwater management
 - Provide a series of interconnected public open spaces including green pedestrian links to New Hampshire Avenue and at least two privately owned and maintained quarter-acre pocket parks
- 1352 Holton Lane (CRT 2.0, C 2.0, R 2.0, H 70)
 - Provide a series of interconnected public open spaces including green pedestrian links to New Hampshire Avenue and at least two privately owned and maintained quarter-acre pocket parks
 - Use environmental site design and best practices to handle stormwater management



Support and provide technical assistance to area businesses by:

- renewing and expanding the focus area of the Long Branch-Takoma Park Enterprise Zone
- encouraging compatible retail use and ethnic business clustering
- establishing design standards for the Crossroads District
- continuing to support businesses and community entities that promote, market, and revitalize the Crossroads District.

Design

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

Connectivity

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

Environment

- Implement practices that reduce stormwater runoff, such as permeable pavers and stormwater planters.
- Include green roofs on new mixed-use development to maximize energy conservation and provide additional opportunities for passive recreation.
- Explore opportunities to retrofit existing development with alternative energy generators, where feasible.
- Provide a civic green adjacent to the proposed Purple Line station and the Transit Center.
- Increase tree canopy to at least 25 percent and maximize its use on surface parking lots and for transition between commercial and residential areas.
- Reduce runoff from impervious surfaces.
- Buildings should be situated to minimize energy consumption by using daylighting, natural ventilation, light shelves, and awnings where possible.
- Green walls and green roofs should be used where appropriate to maximize energy conservation.

1101 University Boulevard East

Approximate Size: 10 acres

Recommendations

- Units for seniors and special populations should be included in any proposed residential development.
- Provide a series of interconnected public open spaces including an approximately one-half to one acre civic green, green pedestrian links, and at least two privately owned and maintained quarter-acre pocket parks.
- Reclassify Anne Street, Hammond Avenue, Kennewick Avenue, and Holton Lane with 70-foot rights-of-way.
- Recommend a private street connecting Kennewick Avenue to University Boulevard.
- Implement the Green Streets concept and pedestrian orientation.
- Provide for a privately owned, operated, and maintained daycare facility with direct access to transit.
- Use environmental site design and best practices to handle stormwater management and to improve water and air quality by establishing a minimum of 25 percent tree canopy on site and by maximizing tree cover on surface parking lots and for transitions between commercial and residential areas.

Public Benefits and Amenities

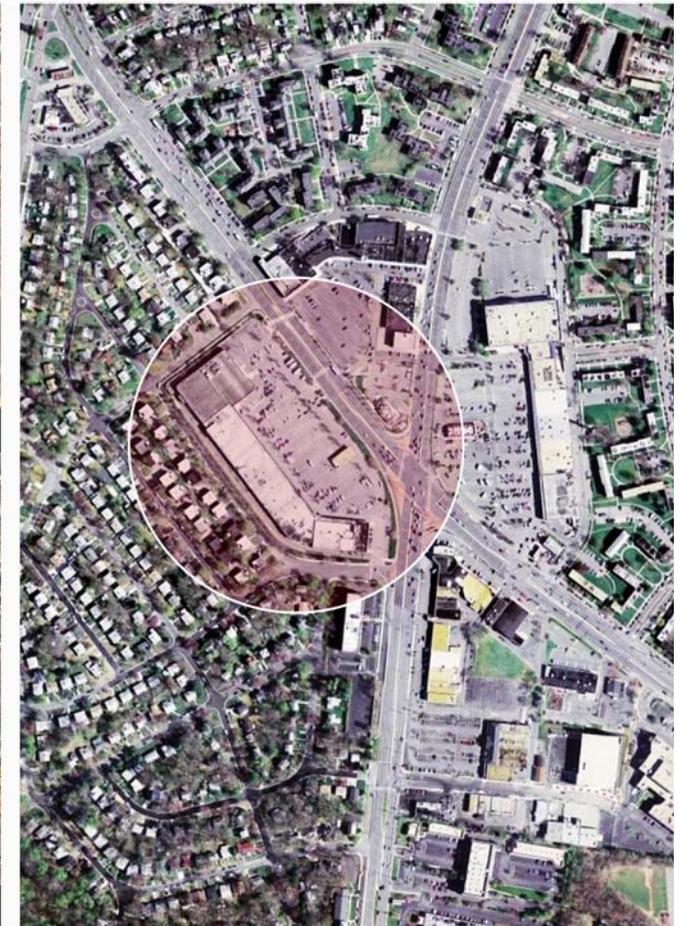
- Establish portions of University Boulevard and New Hampshire Avenue as Priority Retail Streets with streets frontages that have retail, restaurants, shops, and services on the first floor continuously along the street front.



Existing Site



Suggested Development



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

Approximate Size: 10 acres

Recommendations

- Units for seniors and special populations should be included in any proposed residential development.
- Provide a series of interconnected public open spaces including a one-half to one acre privately owned
- and maintained neighborhood common, green pedestrian links, and at least two quarter-acre pocket parks.
- Show two north-south streets in the southeast quadrant connecting Holton Lane and University Boulevard, one east of the property located at 1329 University Boulevard East and one west of it. One of the roads, which will be a public business street, B-2 will connect with a traffic signal located on University Boulevard in order to provide a full intersection. The other will become a private street with a smaller cross section. The final decision as to which is a public street and which will become a private street will be determined upon the completion of the Purple Line and the subsequent redevelopment of the property. Additionally, allow for another private street connecting B-2 and the aforementioned private street to New Hampshire Avenue.
- Implement Green Streets concept.
- Use environmental site design and best practices to handle storm water management and to improve water and air quality by:
 - establishing a minimum of 25 percent tree canopy on-site and by maximizing tree cover on surface parking lots and for transitions between commercial and residential areas
- Maximize solar orientation of any proposed development for increased passive energy benefit including solar retrofits of existing buildings, where feasible.

Public Benefits and Amenities

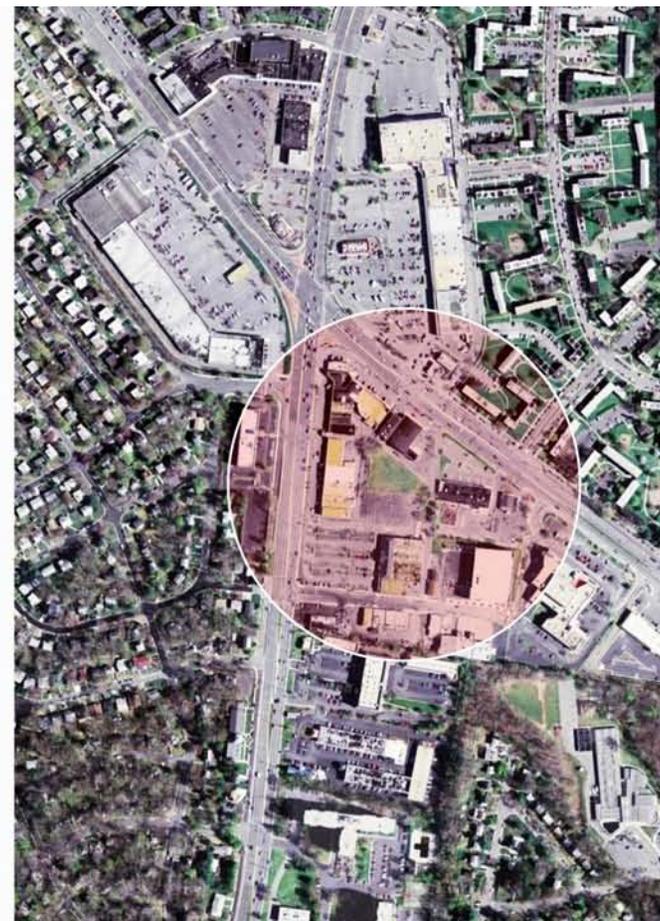
- Establish New Hampshire Avenue and Holton Lane as Priority Retail Streets.



Existing Site



Suggested Development



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

Approximate Size: 1.9 acres

Recommendations

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

Public Benefits and Amenities

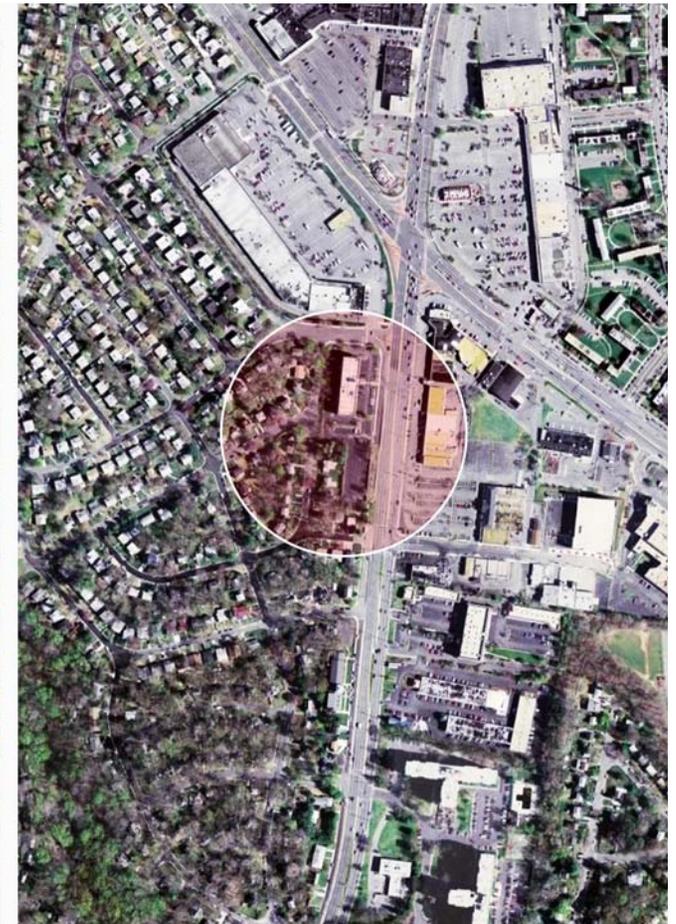
- Incorporate public art into streetscape improvements.
- Provide pedestrian paths to improve access to transit.



Existing Site



Suggested Development



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



New Hampshire Avenue Corridor

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

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

Diversity

New Hampshire Avenue: East Side

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

New Hampshire Avenue: West Side

- Maintain R-60 zoning, residential frontage, and institutional uses.

Design

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

Connectivity

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

Environment

- Preserve the existing forested buffer along the eastern edge of property located along New Hampshire Avenue.
- Create a series of interconnected, privately maintained open spaces.
- Increase tree canopy to at least 25 percent and maximize its use on surface parking lots and for transitions between commercial and residential areas.

Approximate Size: 5 acres

Recommendations

- Implement the Green Streets concept on new private roads connecting to Holton Lane and New Hampshire Avenue.
- Provide a series of interconnected public open spaces including green pedestrian links to
- New Hampshire Avenue and at least two privately owned and maintained quarter-acre pocket parks.
- Maintain the existing environmental buffer at the property's eastern edge along the County line.
- Establish a minimum of 25 percent tree canopy for on-site open space and maximize tree cover on surface parking lots and for transitions between commercial and residential areas.
- Use environmental site design and best practices to handle stormwater management and to improve water and air quality by establishing a minimum of 25 percent tree canopy on-site and by maximizing tree cover on surface parking lots and for transitions between commercial and residential areas.

Public Benefits and Amenities

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



Existing Site



Suggested Development



	Existing	Proposed
Land Use	Retail Commercial	Mixed Use
Zoning	C-2 Gen. Commercial (CROZ)	West Side – CRT 2.0, C 1.5, R 1.5, H 80 East Side – CRT 2.0 , C 1.0, R 1.5, H 60
Building Height	15 to 20 feet	Maximum 60 feet with appropriate transition to existing community (see design guidelines)
Parking	Surface lots	Structured and on-street parking

Approximate Size: 4.9 acres

Recommendations

- Implement the Green Streets concept on new private roads connecting to Holton Lane and New Hampshire Avenue.
- Provide a series of interconnected public open spaces including green pedestrian links to
- New Hampshire Avenue and at least two privately owned and maintained quarter-acre pocket parks.
- Use environmental site design and best practices to handle stormwater management and to improve water and air quality by establishing a minimum of 25 percent tree canopy on-site and by maximizing tree cover on surface parking lots and for transitions between commercial and residential areas.
- Preserve the existing forested buffer along the eastern edge of property.

Public Benefits and Amenities

- Encourage the maximum of percentage of MPDUs, using MPDU density incentives in proposed mixed-use development.
- Encourage shared parking.
- Include public art in proposed pocket parks and streetscape.



Existing Site



Suggested Development



	Existing	Proposed
Land Use	Service Commercial - 212,707 building sf	Mixed Use
Zoning	C-2 General Commercial with Commercial Revitalization Overlay Zone (CROZ) and R-60	CRT 1.5, C 1.0, R 0.5, H 60
Building Height	40 feet	Maximum 60 feet with appropriate transition to existing community (see design guidelines)
Parking	Surface lot	Structured and surface

7333 New Hampshire Avenue

Approximate Size: 5.6 acres

Recommendations

- Provide a series of interconnected public open spaces including green pedestrian links to New
- Hampshire Avenue and at least two privately owned and maintained quarter-acre pocket parks.
- Preserve the urban forest adjacent to existing Takoma Park Recreation Center and the existing forested buffer along the eastern edge of the property.
- Use environmental site design and best practices to handle stormwater management and to improve water and air quality by establishing a minimum of 25 percent tree canopy on-site and by maximizing tree cover on surface parking lots and for transitions between commercial and residential areas.

Public Benefits and Amenities

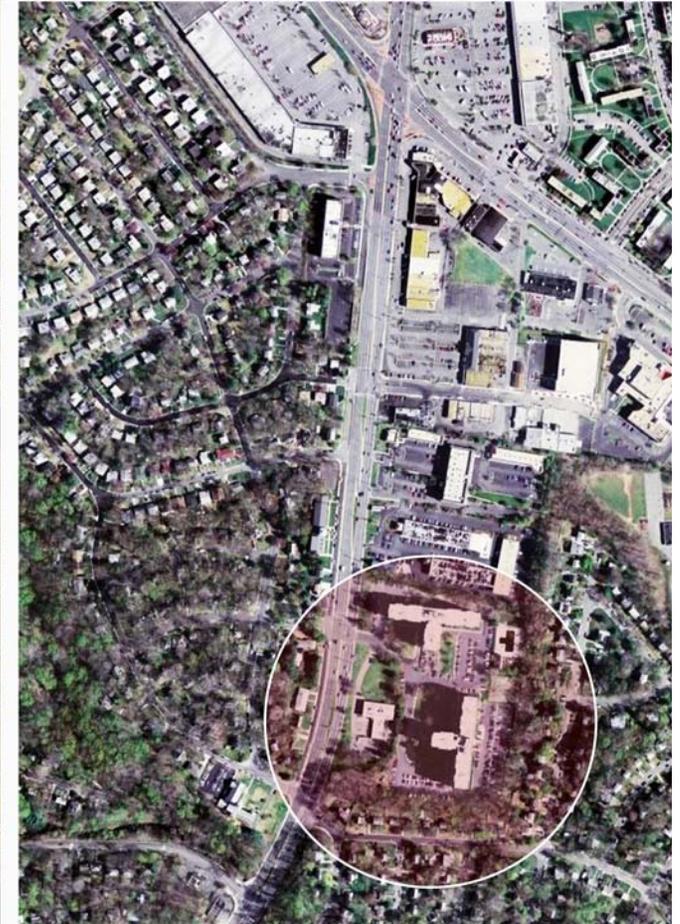
- Encourage provision of on-site space for neighborhood services and small scale retail
- Incorporate public art into any streetscape and proposed pocket parks.



Existing Site



Suggested Development



	Existing	Proposed
Land Use	Multifamily - 242,629 building sf	Mixed Use
Zoning	R-10 Multifamily High Density Residential, R-60 Single-Family Residential	CRT 2.0 FAR - C .5, R 1.5, H 130
Building Height	130 feet	Maximum 130 feet
Parking	Surface lot	Structured and surface

7315 New Hampshire Avenue

Approximate Size: 1.8 acres

Recommendations

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

Public Benefits

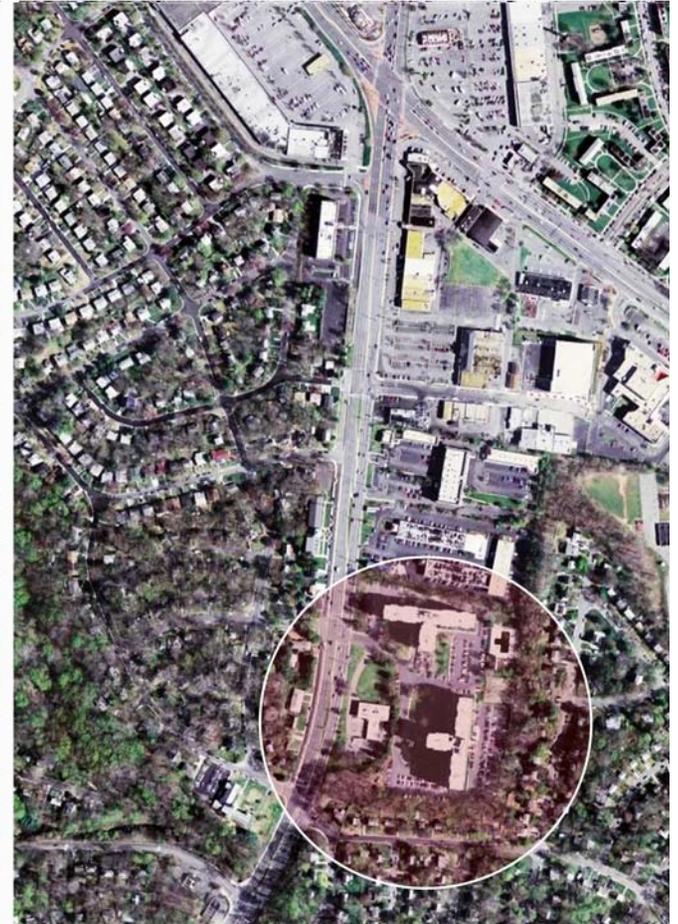
- Encourage provision of on-site space for neighborhood services and small scale retail.



Existing Site



Suggested Development



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



New Hampshire Gardens

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

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

Diversity

- Single-Family Community
 - Retain and preserve the character of the existing single-family community by confirming the existing R-60 Zone.
 - Provide technical assistance to homeowners.
- Kennewick – Mid-Density Residential (transition into Hampshire Gardens)
 - Reconfirm the R-30 zoning.
- Rezone the vacant properties owned by WSSC located along New Hampshire Avenue from O-M to the following – CRT 1.5, C 1.5, R 1.5, H 40.

Design

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

Connectivity

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

Environment

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

Zoning

Commercial Residential Zone (CR Zones)

Implementing the Plan's vision is best accomplished with a mixed-use zone (see Map 10, Page X). The 2000 Takoma Park Master Plan led to the implementation of a commercial revitalization overlay zone that required site plan review.

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

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

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

Public Use Space Requirements of the CR Zones

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

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

- Saul Center (approximately 10 acres) would yield approximately one-half to one acre, which is recommended for a civic green.
- Walgreens (approximately 10 acres) would yield approximately one-half to one acre, which is recommended for a privately owned and maintained neighborhood common.

Public Facilities and Amenities Requirements of the CR Zones

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

The following projects are recommended for Takoma/Langley Crossroads:

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

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

Development Staging

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

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

This will be accomplished by incorporating the following recommendations:

- prohibition of left turns at the intersection of New Hampshire Avenue and University Boulevard
- plan for new business streets and private roads.

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

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

Montgomery County

- Approve and adopt the Sector Plan.
- Approve the sectional map amendment.
- Designate the Sector Plan area as a Transit Station Development Area.
- Establish practical area-wide travel demand management measures.
- The Department of Housing and Community Affairs (DHCA) should work with the City of Takoma Park to facilitate the supply and availability of affordable housing (both rental and for sale).
- Support small business retention and development programs that provide redevelopment, financing, and grants for local businesses.
- Request the renewal and expansion of the Enterprise Zone to include all CRT zoned commercial properties.

Multi-jurisdictional

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

Capital Improvements Program (CIP) Projects

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

Table 6: Capital Improvements Program Projects

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

Appendix 1 Background

- Community Outreach
- Community History

Appendix 2 Quality of Life

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

Appendix 3 Diversity

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

Appendix 4 Design

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

Appendix 5 Environment

- Environmental Resources

Appendix 6 Connectivity

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

Resolution No.: 17-402
Introduced: April 24, 2012
Adopted: April 24, 2012

**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 Draft Takoma/Langley Crossroads Sector Plan

1. On September 10, 2010, the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board Draft Takoma/Langley Crossroads Sector Plan.
2. The Planning Board Draft Takoma/Langley Crossroads Sector Plan amends the Approved and Adopted Takoma Park Master Plan, December 2000; the Approved and Adopted East Silver Spring Master Plan, December 2000; the General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties, as amended; the Master Plan of Highways within Montgomery County, as amended; and the Master Plan of Bikeways, as amended.
3. On November 10, 2010, the County Executive transmitted to the County Council his fiscal analysis of the Takoma/Langley Crossroads Sector Plan.
4. On February 1 and May 24, 2011, the County Council held a public hearing regarding the Planning Board Draft Takoma/Langley Crossroads Sector Plan. The Sector Plan was referred to the Planning, Housing, and Economic Development Committee for review and recommendation.
5. On June 20, June 27, and July 21, 2011, the Planning, Housing, and Economic Development Committee held worksessions to review the issues raised in connection with the Planning Board Draft Takoma/Langley Crossroads Sector Plan. The Committee delayed presenting its recommendations to the County Council until the Planning Board completed the Takoma Langley Crossroads Design Guidelines.
6. On March 27, 2012, the County Council reviewed the Planning Board Draft Takoma/Langley Crossroads Sector Plan and the recommendations of the Planning, Housing, and Economic Development Committee.

Page 2

Resolution No.: 17-402

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 Draft Takoma/Langley Crossroads Sector Plan, dated May 2010, is approved with revisions. County Council revisions to the Planning Board Draft Takoma/Langley Crossroads Sector Plan are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring.

All page references are to the May 2010 Planning Board Draft Takoma/Langley Crossroads Sector Plan.

Page 7: Insert an eighth bullet as follows:

- Provide safe and improved connectivity for pedestrians and cyclists.

Page 8: Amend the first two bullets under the "Diversity" heading as follows:

- Preserve and improve the community's affordable housing and commercial options and its diversity by providing density incentives for mixed-use developments that [include workforce housing] maximize affordable housing and [retain existing] provide opportunities for the retention of neighborhood retail and neighborhood services.
- Retain and improve the existing stock of affordable housing [units] with the goal of [to ensure] no net loss of affordable housing as a result of redevelopment with the TLC Sector Plan area.

Page 8: Amend text in sidebar as follows:

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

Page 8: Add a bullet under the "Connectivity" heading as follows:

- Recognize the importance of University Boulevard and New Hampshire Avenue as long distance, high volume, major highways serving the regional movement of people, goods, and services.

Page 12: Amend the second bullet under "Challenges" as follows:

- New Hampshire Avenue and University Boulevard are State roads with high traffic volumes [that are unsafe for pedestrians and result in a high number of pedestrian fatalities and traffic incidents] and have environments that are unfriendly to pedestrians.

Page 12: Amend the sixth bullet under “Challenges” as follows:

- [Avoiding] Limiting gentrification and preserving the community’s identity and affordability.

Page 12: Insert the following as the eleventh through thirteenth bullets under “Challenges” as follows:

- Significant redevelopment of the Crossroads District is unlikely to occur until financing is secured for construction of planned transit facilities.
- Major improvements to rights-of-way (University Boulevard and New Hampshire Avenue) are not likely to occur until significant redevelopment of the major shopping centers.
- Past emphasis on vehicular mobility shaped the development of the existing traffic network.

Page 14: Remove Table 1 and replace with the following:

Table 1: Sector Plan Area Development

	Current Actual	Current Master Plan Capacity	Proposed Sector Plan Capacity
Commercial (sq. ft.)	482,150	504,650	1,449,967
Dwelling Units (#)	877	2,715	3,623

Page 15: Amend the first bullet under “Recommendations” as follows:

- Support enhanced partnerships with local community-based organizations [such as the Takoma/Langley Community Development Authority, CASA de Maryland, and Maryland’s International Corridor Community Development Corporation] to redevelop and revitalize the Takoma/Langley Crossroads.

Page 15: Insert the following as the seventh bullet under “Recommendations” as follows:

- Allow for interim development that does not compromise the Sector Plan’s ultimate objectives and recommendations [particularly] if it provides for growth opportunities for existing businesses / uses.

Page 16: Amend the third bullet as follows:

- Support efforts for a bi-County public market building that will provide [opportunity] opportunities for local vendors, including those providing healthy food choices, and also act as a regional draw.

Page 16: Make the last two bullets on the page sub-bullets of the previous bullet as follows:

- Provide safe, convenient access to healthy foods for all residents.
 - Use existing economic development incentives and create new incentives to retain stores that sell fresh, healthy foods.
 - Identify an appropriate regular location for the TLC farmers’ market and drop-off sites for community-supported agriculture shares that support Agricultural Reserve efforts to protect local farmland by developing diverse markets for local produce.

Page 17: Amend the first bullet and remove sub-bullets as follows:

- Encourage healthy lifestyle options [, including]
 - [considering limits on the number or concentration of formula or franchise restaurants]
 - [considering identifying fast food restaurants, liquor, and convenience stores as conditional uses only.]

Page 17: Amend the second bullet and its first sub-bullet as follows:

- [Green the community by providing opportunities for] Community gardens[,] provide a means of obtaining fresh produce, physical activity, visual relief, and stress reduction, among other benefits. The establishment of these sites should be encouraged, along with other strategies, to create a greener community such as increased tree canopy[,] and green roofs [and urban farms] in areas with higher residential [density] densities by:
 - [identifying and inventory potential] encouraging community gardens [and urban farm sites] on existing parks, public easements, rights-of-way[s], and schoolyards

Page 17: Amend the third bullet as follows:

- Support community clinics, the expansion of local healthcare [facilities] and [daycare] childcare facilities with direct access to transit.

Page 17: Delete the sixth bullet as follows:

- [Support the prioritization of Green Build and Smart Growth projects through the use of the existing fast track permitting.]

Page 17: Revise the first header as follows:

Public Safety

Page 17: Amend the first paragraph under “Safety” as follows:

The area’s dense population and multiple jurisdictions create issues for providing fire, [safety] rescue, [and other] emergency medical, and law enforcement services. [To create a sense of order, additional emphasis on the security of the community and its residents is required. Thus police officers must engage in neighborhood based crime prevention and community policing activities using education, neighborhood watches, and relationship building.] The Sector Plan supports continuation of multi-jurisdictional public safety efforts to provide these services.

Page 17: Remove the first through fourth sub-bullets under “Recommendations” as follows:

- [Support multi-jurisdictional community policing efforts.]
- [Engage the community in crime prevention efforts by establishing a multi-lingual citizen’s police academy.]
- [Support the continuation of regular multi-jurisdictional bilingual beat and anti-crime meetings with residents and civic groups.]
- [Consider a web based (police monitored) digital surveillance system in major commercial districts (i.e., Crossroads Districts and New Hampshire Corridor).]

Page 17: Make the following revision to the fifth bullet under “Recommendations” as follows:

- Support expanding [the Maryland Multicultural Youth Center and other] youth serving and gang prevention programs within the Plan area.

Page 18: Amend the first paragraph under “Housing” as follows:

The location of housing—its proximity to jobs, childcare, [stores] retail, and services, and whether or not these are accessible by car, transit, or walking—has a significant impact on the cost of living and quality of life. Mixed-use, sustainable development with a variety of housing types should be compatible with existing housing stock. Retaining the affordability of this community and encouraging diverse housing is a key component of this Plan, which strives for no net loss of affordable housing. All mixed-use developments will be required to include moderately priced dwelling units (MPDUs) [and workforce housing]. As proposed, new mixed-use development should yield an additional [2,345] 1,902 dwelling units, of which at least 12.5 percent will be MPDUs, according to current law (Chapter 25A). [In addition to MPDUs, new residential development in a Metro Station Policy Area must include workforce housing units (Chapter 25B).]

Page 18: Amend the first bullet under “Recommendations” as follows:

- [Develop workforce housing within the Crossroads District and i] Increase housing opportunities close to public transit, commercial and retail uses, employment, and [community] neighborhood services.

Page 18: Amend the third bullet under “Recommendations” as follows:

- Support the retention of the existing affordable housing [units] stock.

Page 18: Amend the eighth bullet and delete sub-bullets as follows:

- Provide resources and technical assistance to homeowners[, including:].
 - [homeownership training]
 - [financial incentives]
 - [foreclosure prevention]
 - [specialized loan program targeting repair and rehabilitation]
 - [increased code enforcement within existing residential community.]

Page 19: Revise the first photo description as follows:

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

Pages 20 to 23: Move maps to the section of the Plan that presents specific land use and zoning recommendations by District.

Page 20: Amend the sidebar for “Diversity” as follows:

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

Page 21: Revise the land use map to show mixed-use development on the WSSC property.

Page 22: Amend the “Zoning” sidebar as follows:

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

Page 22: Revise the last paragraph as follows:

Within the Takoma/Langley Crossroads planning area, density will range from 1.5 FAR to 3.0 FAR. Maximum heights in the Sector Plan will range from [100 feet in the Crossroads District] 130 feet to [45] 40 feet [near the New Hampshire Gardens District]. The proposed density pattern places the highest densities within ¼ mile of the Purple Line station. Lower densities and building heights are recommended nearest the existing single-family community in an effort to provide appropriate transitions.

Page 23: Revise the zoning map to reflect Council changes to zoning recommendations.

Page 23: Revise the first through fourth paragraphs as follows:

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

The CRT Zones have four components:

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

These [CR] Zones allow for standard method development with a maximum FAR of [0.5] 1.0. An optional method of development encourages the use of a variety of incentive-based density increases up to the maximum allowed by the zone.

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

- implement the goals and objectives of applicable master and sector plans
- target opportunities for the redevelopment of commercial strips and surface parking lots with a mix of uses
- reduce auto dependence by encouraging development that integrates a combination of housing types, mobility options, services, and amenities
- encourage an appropriate balance of employment and housing opportunities and compatible relationships with adjoining neighborhoods
- provide certainty with regard to maximum density and building height in each zone, while allowing flexibility in site design and mix of uses
- define the facilities and amenities required by private development to support the allowed optional method densities and heights in the CRT Zones

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

Page 23: Delete the last bullet under “Recommendations” as follows:

- [Allow maximum densities of 3.0 FAR and 100-foot building heights at specific locations adjacent to the proposed Transit Center and Purple Line station.]

Page 23: Insert the following zoning table – zoning recommendations and rationale for “all” properties in the Sector Plan:

Map ID #	Property Address	Current Zone	Planning Board Draft Proposed Zone	Rationale
1	949 University Boulevard, East	C-1 CROZ	CRT 1.5, C 1.0, R .05, H 60	Located in the Crossroads District (primary destination and de facto downtown) of the Plan area, these three (3) properties are under common ownership. Preserving retail and neighborhood services in this location area is desirable; proposed zones allow for introduction of some residential uses while leaving non-residential uses in place.
1B		C-1 CROZ	CRT 1.5, C 1.0, R .05, H 60	The Sector Plan envisions this location as a gateway (with improved streetscaping and public art) into the Plan area, and the proposed CRT zones encourages those amenities under the CRT - Optional Method Density Incentive.
2	902 Merrimac Avenue	C-2 CROZ	CRT 1.5, C 1.0, R 0.5, H 60	
3	1007 University Boulevard, East	C-2 CROZ	CRT 2.0, C 2.0, R 2.0, H 50	Located in the Crossroads District (primary destination and de facto downtown), this property is currently providing a neighborhood service/commercial use and is located in close proximity to a planned transit facility. The Plan believes that this and adjacent properties are suitable for mixed-use development, but their small size required maximum flexibility in the zone. If assembled with adjacent properties (1007-1021) under a single zone, a larger scaled mixed-use development is possible that could provide for housing while retaining existing neighborhood services.
4	1009 University Boulevard, East	C-2 CROZ	CRT 2.0, C 2.0, R 2.0, H 50	Located in the Crossroads District (primary destination and de facto downtown), this property is currently providing a neighborhood service/commercial use and is located in close proximity to a planned transit facility. The Plan believes that this and adjacent properties are suitable for mixed-use development, but their small size required maximum flexibility in the zone. If assembled with adjacent properties (1007-1021) under a single zone, a larger scaled mixed-use development is possible that could provide for housing while retaining existing neighborhood services.

Map ID #	Property Address	Current Zone	Planning Board Draft Proposed Zone	Rationale
5	1011 University Boulevard, East	C-2 CROZ	CRT 2.0, C 2.0, R 2.0, H 50	Located in the Crossroads District (primary destination and de facto downtown), this property is currently providing a neighborhood service/commercial use and is located in close proximity to a planned transit facility. The Plan believes that this and adjacent properties are suitable for mixed-use development, but their small size required maximum flexibility in the zone. If assembled with adjacent properties (1007-1021) under a single zone, a larger scaled mixed-use development is possible that could provide for housing while retaining existing neighborhood services.
6	1013 University Boulevard, East	C-2 CROZ	CRT 2.0, C 2.0, R 2.0, H 50	Located in the Crossroads District (primary destination and de facto downtown), this property is currently providing a neighborhood service/commercial use and is located in close proximity to a planned transit facility. The Plan believes that this and adjacent properties are suitable for mixed-use development, but their small size required maximum flexibility in the zone. If assembled with adjacent properties (1007-1021) under a single zone, a larger scaled mixed-use development is possible that could provide for housing while retaining existing neighborhood services.
7	1015 University Boulevard, East	C-2 CROZ	CRT 2.0, C 2.0, R 2.0, H 50	Located in the Crossroads District (primary destination and de facto downtown), this property is currently providing a neighborhood service/commercial use and is located in close proximity to a planned transit facility. The Plan believes that this and adjacent properties are suitable for mixed-use development, but their small size required maximum flexibility in the zone. If assembled with adjacent properties (1007-1021) under a single zone, a larger scaled mixed-use development is possible that could provide for housing while retaining existing neighborhood services.
8	1017 University Boulevard, East	C-2 CROZ	CRT 2.0, C 2.0, R 2.0, H 50	Located in the Crossroads District (primary destination and de facto downtown), this property is currently providing a neighborhood service/commercial use and is located in close proximity to a planned transit facility. The Plan believes that this and adjacent

Map ID #	Property Address	Current Zone	Planning Board Draft Proposed Zone	Rationale
				properties are suitable for mixed-use development, but their small size required maximum flexibility in the zone. If assembled with adjacent properties (1007-1021) under a single zone, a larger scaled mixed-use development is possible that could provide for housing while retaining existing neighborhood services.
9	1019 University Boulevard, East	C-2 CROZ	CRT 2.0, C 2.0, R 2.0, H 50	Located in the Crossroads District (primary destination and de facto downtown), this property is currently providing a neighborhood service/commercial use and is located in close proximity to a planned transit facility. The Plan believes that this and adjacent properties are suitable for mixed-use development, but their small size required maximum flexibility in the zone. If assembled with adjacent properties (1007-1021) under a single zone, a larger scaled mixed-use development is possible that could provide for housing while retaining existing neighborhood services.
10	1021 University Boulevard, East	C-2 CROZ	CRT 2.0, C 2.0, R 2.0, H 50	Located in the Crossroads District (primary destination and de facto downtown), this property is currently providing a neighborhood service/commercial use and is located in close proximity to a planned transit facility. The Plan believes that this and adjacent properties are suitable for mixed-use development, but their small size required maximum flexibility in the zone. If assembled with adjacent properties (1007-1021) under a single zone, a larger scaled mixed-use development is possible that could provide for housing while retaining existing neighborhood services.
11	1101 University Boulevard, East	C-2 CROZ	CRT 3.0, C 1.0, R 2.0, H 100	Located in the Crossroads District (primary destination and de facto downtown), these two (2) properties are under common ownership and represent one of the larger opportunities for reinvestment in the plan area. They currently provide for neighborhood services and local retail, which the Sector Plan seeks to retain.
12	1167 University Boulevard, East	C-2 CROZ	CRT 3.0, C 1.0, R 2.0, H 100	The proposed zone would allow for additional density along with residential development at this location to take advantage of its close proximity to the planned

Map ID #	Property Address	Current Zone	Planning Board Draft Proposed Zone	Rationale
				transit facilities. This site could also provide much-needed public benefits and amenities (i.e., open space, streetscaping and pedestrian links) if developed under the CRT – Optional Method Density Incentive.
13	7676 New Hampshire Avenue	O-M	CRT 2.5, C 2.5, R 2.5, H 60	Located in the Crossroads District (primary destination and de facto downtown), these two (2) properties are currently under common ownership and provide for office and neighborhood serving retail. The Plan seeks to retain the existing office use at this location, while encouraging the introduction of residential development.
14	New Hampshire Avenue	C-2 CROZ	CRT 2.5, C 2.5, R 2.5, H 60	The location of the properties (close proximity to the planned transit facility) and its current size/scope (large surface lot) provides an opportunity for mixed-use development and a variety of public benefits and amenities, including much needed pedestrian and vehicular linkages.
15	7689 New Hampshire Avenue	C-2 CROZ	CRT 2.5, C 2.0, R 1.5, H 100	Located in the Crossroads District (primary destination and de facto downtown), these thirteen (13) properties are under common ownership and represent one of the larger opportunities for reinvestment in the plan area. They currently provide for neighborhood services and local retail, which the Sector Plan seeks to retain.
16	7663 New Hampshire Avenue	C-2 CROZ	CRT 2.5, C 2.0, R 1.5, H 100	The proposed CRT zone would allow for additional density along with an emphasis on residential development at this location. The location of the properties (adjacent to planned transit facilities) and its current size/scope (large surface lots) provides an opportunity for mixed-use development and a variety of public benefits and amenities, including open space, pedestrian linkages, new business streets, and other amenities, if developed under the CRT – Optional Method.
17	1328 University Boulevard, East	C-2 CROZ	CRT 2.5, C 2.0, R 1.5, H 100	
18	7637 New Hampshire Avenue	C-2 CROZ	CRT 2.5, C 2.0, R 1.5, H 100	
19	New Hampshire Avenue	C-2 CROZ	CRT 2.5, C 2.0, R 1.5, H 100	Properties 25 and 26 (Holton Lane properties) have different CRT zones, as they are located on an adjacent

<u>Map ID #</u>	<u>Property Address</u>	<u>Current Zone</u>	<u>Planning Board Draft Proposed Zone</u>	<u>Rationale</u>
20	7633 New Hampshire Avenue	C-2 CROZ	CRT 2.5, C 2.0, R 1.5, H 100	right of way and provide for an appropriate transition.
21	New Hampshire Avenue	C-2 CROZ	CRT 2.5, C 2.0, R 1.5, H 100	
22	New Hampshire Avenue	C-2 CROZ	CRT 2.5, C 2.0, R 1.5, H 100	
23	New Hampshire Avenue	C-2 CROZ	CRT 2.5, C 2.0, R 1.5, H 100	
24	7551 New Hampshire Avenue	C-2 CROZ	CRT 2.5, C 2.0, R 1.5, H 100	
24a	Holton Lane (outlot)	C-2 CROZ	CRT 2.5, C 2.0, R 1.5, H 100	
25	1323 Holton Lane	C-2 CROZ	CRT 2.0, C 2.0, R 2.0, H 70	
26	1335 Holton Lane	C-2 CROZ	CRT 2.0, C 2.0, R 2.0, H 70	
27	1335 University Boulevard, East	C-2 CROZ	CRT 2.5, C 2.5, R 1.5, H 80	<p>Located in the Crossroads District (primary destination and de facto downtown), this property is in close proximity to the planned transit facility and fronts onto University Boulevard (a highway). It currently provides for neighborhood service and local retail and its size could support additional density if developed under the CRT Zones.</p> <p>The Plan seeks to retain the existing commercial uses while encouraging mixed-use development at this location; development that could provide for public</p>

<u>Map ID #</u>	<u>Property Address</u>	<u>Current Zone</u>	<u>Planning Board Draft Proposed Zone</u>	<u>Rationale</u>
				benefits and amenities which along with adjacent development could provide for comprehensive improvements to the public realm.
28	1355 University Boulevard, East	C-2 CROZ	CRT 2.5, C 2.5, R 1.5, H 80	<p>Located in the Crossroads District (primary destination and de facto downtown), this property is in close proximity to the planned transit facility and fronts onto University Boulevard (a highway). It currently provides for neighborhood service and local retail, and its size could support additional density if developed under the CRT Zones.</p> <p>The Plan seeks to retain the existing commercial uses while encouraging mixed-use development at this location; development that could provide for public benefits and amenities which along with adjacent development could provide for comprehensive improvements to the public realm.</p>
29	1350 Holton Lane	C-2 CROZ	CRT 2.5, C 2.5, R 1.5, H 80	<p>Located in the Crossroads District (primary destination and de facto downtown), this property is currently providing for a commercial use and is adjacent to larger properties that are recommended for mixed-use development. Additionally, it fronts onto Holton Lane, which is being proposed as a "main street" for the Plan area. If redeveloped comprehensively with other Holton Lane properties (1350- 1369), the properties could become part of a much larger development.</p> <p>The Plan proposes higher commercial uses in order to provide for the retention of existing businesses.</p>
30	1352 Holton Lane	C-2 CROZ	CRT 2.5, C 2.5 R 1.5, H 80	<p>Located in the Crossroads District (primary destination and de facto downtown), this property is currently providing for a commercial use and is adjacent to larger properties that are recommended for mixed-use development. Additionally, it fronts onto Holton Lane, which is being proposed as a "main street" for the Plan area. If redeveloped comprehensively with other Holton Lane properties (1350- 1369), the properties could become part of a much larger development. The Plan proposes higher commercial uses in order to</p>

Map ID #	Property Address	Current Zone	Planning Board Draft Proposed Zone	Rationale
				provide for the retention of existing businesses.
31	1353 Holton Lane	C-2 CROZ	CRT 2.0, C 2.0, R 2.0, H 70	<p>Located in the Crossroads District (primary destination and de facto downtown), this property is currently providing for a commercial use and is adjacent to larger properties that are recommended for mixed-use development. Additionally, it fronts onto Holton Lane, which is being proposed as a "main street" for the Plan area. If redeveloped comprehensively with other Holton Lane properties (1350- 1369), the properties could become part of a much larger development.</p> <p>As this is one of the smaller properties in the Plan area, a single zone with maximum flexibility is recommended to accommodate possible assemblage and allow for innovative development.</p>
32	1355 Holton Lane	C-2 CROZ	CRT 2.0, C 2.0, R 2.0, H 70	<p>Located in the Crossroads District (primary destination and de facto downtown), property is currently providing for a commercial use and is adjacent to larger properties that are recommended for mixed-use development. Additionally, it fronts onto Holton Lane, which is being proposed as a "main street" for the Plan area. If redeveloped comprehensively with other Holton Lane properties (1350- 1369), the properties could become part of a much larger development.</p> <p>As this is one of the smaller properties in the Plan area, a single zone with maximum flexibility is recommended to accommodate possible assemblage and allow for innovative development.</p>
33	1359 Holton Lane	C-2 CROZ	CRT 2.0, C 2.0, R 2.0, H 70	<p>Located in the Crossroads District (primary destination and de facto downtown), this property is currently providing for a commercial use and is adjacent to larger properties that are recommended for mixed-use development. Additionally, it fronts onto Holton Lane, which is being proposed as a "main street" for the Plan area. If redeveloped comprehensively with other Holton Lane properties (1350- 1369), the properties could become part of a much larger development.</p>

Map ID #	Property Address	Current Zone	Planning Board Draft Proposed Zone	Rationale
				As this is one of the smaller properties in the Plan area, a single zone with maximum flexibility is recommended to accommodate possible assemblage and allow for innovative development.
34	1361 Holton Lane	C-2 CROZ	CRT 2.0, C 2.0, R 2.0, H 70	<p>Located in the Crossroads District (primary destination and de facto downtown), this property is currently providing for a commercial use and is adjacent to larger properties that are recommended for mixed-use development. Additionally, it fronts onto Holton Lane, which is being proposed as a "main street" for the Plan area. If redeveloped comprehensively with other Holton Lane properties (1350- 1369), the properties could become part of a much larger development.</p> <p>As this is one of the smaller properties in the Plan area, a single zone with maximum flexibility is recommended to accommodate possible assemblage and allow for innovative development.</p>
35	1369 Holton Lane	C-2 CROZ	CRT 2.0, C 2.0, R 2.0, H 70	<p>Located in the Crossroads District (primary destination and de facto downtown), this property is currently providing for a commercial use and is adjacent to larger properties that are recommended for mixed-use development. Additionally, it fronts onto Holton Lane, which is being proposed as a "main street" for the Plan area. If redeveloped comprehensively with other Holton Lane properties (1350- 1369), the properties could become part of a much larger development.</p> <p>As this is one of the smaller properties in the Plan area, a single zone with maximum flexibility is recommended to accommodate possible assemblage and allow for innovative development.</p>
36	7505 (7525) New Hampshire Avenue	C-2 CROZ R-60	West Side – CRT 2.0, C 1.5, R 1.5, H 80 East Side – CRT 2.0, C	<p>Property is located along New Hampshire Avenue; a major highway recommended for a boulevard treatment in the Plan. It currently provides for a mix of neighborhood service and local retail, which the Plan seeks to retain. It is of a size that could support additional density and is located in the New Hampshire Corridor District of the Plan, a multi-purpose district</p>

<u>Map ID #</u>	<u>Property Address</u>	<u>Current Zone</u>	<u>Planning Board Draft Proposed Zone</u>	<u>Rationale</u>
			1.0, R 1.5, H 60	that provides for a range of neighborhood uses. The Plan recommends split zoning on this property in order to accommodate the development potential of the site and the desires of the adjacent and confronting single family community. The proposed CRT Zones will provide for increased density while also providing public benefits and amenities (if developed under the CRT - Optional Method Density Incentive) and appropriate transitions. The zone provides for flexibility while also showing a preference for the higher percentages of residential development at this location.
<u>37</u>	7411 New Hampshire Avenue	C-2 CROZ R-60	CRT 1.5, C 1.0, R 1.5, H 60 R-60	Property is located along New Hampshire Avenue, a major highway recommended for a boulevard treatment in the Plan. It currently provides for a mix of neighborhood service and local retail, which the Plan seeks to retain. It is of a size that could support additional density and is located in the New Hampshire Corridor District of the Plan, a multi-purpose district that provides for a range of neighborhood uses. The proposed CRT Zones will provide for increased density while also providing public benefits and amenities (if developed under the CRT - Optional Method Density Incentive) and appropriate transitions. The R-60 zoning is carried forward to retain the existing forested buffer.
<u>38</u>	7401 New Hampshire Avenue	R-10 R-60	CRT 2.0, C 0.5, R 1.5, H 130 R-60	These two (2) properties (under common ownership) are located along New Hampshire Avenue, a major highway recommended for a boulevard treatment in the Plan. They are located in the New Hampshire Corridor District of the Plan, a multi-purpose district that provides for a range of neighborhood uses.
<u>39</u>	7333 New Hampshire Avenue	R-10 R-60	CRT 2.0, C 0.5, R 1.5, H 130	Currently providing for multi-family dwelling units, the development's large surface lots could support additional residential and commercial development. The site could also provide for a variety of public benefits and amenities if rezoned to the CRT Zones. The Plan seeks to retain the existing residential use

<u>Map ID #</u>	<u>Property Address</u>	<u>Current Zone</u>	<u>Planning Board Draft Proposed Zone</u>	<u>Rationale</u>
				while allowing for small scale neighborhood service and local retail. The R-60 zoning is carried forward to retain the existing forested buffer.
<u>40</u>	7315 New Hampshire Avenue	R-60	CRT 2.0, C 2.0, R 2.0, H 60 R-60	This property is located along New Hampshire Avenue, a major highway recommended for a boulevard treatment. It is located in the New Hampshire Corridor District of the Plan, a multi-purpose district that provides for a range of neighborhood uses. It currently provides for a neighborhood service (recreation center). The Plan seeks to retain the recreation function as a component of a larger mixed-use development. By providing for a CRT zone that has maximum flexibility, the Plan hopes to incentivize the development of a larger, improved community facility at this location.
<u>41</u>	1107 Sligo Creek Parkway	C-2 CROZ	CRT 2.0, C 1.0, R 2.0, H 40	This property is currently providing for a neighborhood service use which the Plan seeks to retain. It is part of a small node of commercially zoned properties located in the New Hampshire Gardens District (single family residential area) of the Plan. Its proximity to New Hampshire Avenue (a major highway), other commercial properties, and multi-family dwellings makes it appropriate for small scale mixed-use development. The Plan encourages a greater residential mix in this location as it is not in close proximity to the planned transit facilities.
<u>42</u>	7216 New Hampshire Avenue	C-2 CROZ	CRT 2.0, C 1.0, R 2.0, H 40	This property is currently providing for a neighborhood service use which the Plan seeks to retain. It is part of a small node of commercially zoned properties located in the New Hampshire Gardens District (single family residential area) of the Plan. Its proximity to New Hampshire Avenue (a major highway), other commercial properties, and multi-family dwellings makes it appropriate for small scale mixed-use development. The Plan encourages a greater residential mix in this location as it is not in close proximity to the planned transit facilities.

<u>Map ID #</u>	<u>Property Address</u>	<u>Current Zone</u>	<u>Planning Board Draft Proposed Zone</u>	<u>Rationale</u>
<u>43</u>	<u>New Hampshire Avenue</u>	<u>C-2</u> <u>CROZ</u>	<u>CRT 1.5, C 1.5, R 1.5, H 40</u>	<u>These five (5) properties are vacant land under the common ownership of WSSC. The agency seeks to sell these properties at some point in the future. The recommended single CRT zone provides for flexibility in the development of an appropriately scaled mixed-use development along New Hampshire Avenue.</u>
<u>44</u>	<u>New Hampshire Avenue</u>	<u>C-2</u> <u>CROZ</u>	<u>CRT 1.5, C 1.5, R 1.5, H 40</u>	
<u>45</u>	<u>New Hampshire Avenue</u>	<u>C-2</u> <u>CROZ</u>	<u>CRT 1.5, C 1.5, R 1.5, H 40</u>	
<u>46</u>	<u>New Hampshire Avenue</u>	<u>C-2</u> <u>CROZ</u>	<u>CRT 1.5, C 1.5, R 1.5, H 40</u>	
<u>47</u>	<u>New Hampshire Avenue</u>	<u>C-2</u>	<u>CRT 1.5, C 1.5, R 1.5, H 40</u>	

Page 23: Insert bullet as follows:

- The CRT zone specifically allows for the phasing of public benefits, and the Planning Board should consider options for phasing public benefits and/or amenities commensurate with the size and scale of development so as not to have the cost of providing public benefits make interim development financially infeasible.

Page 24: Replace the first sub-bullet as follows:

- [Sidewalks in the Crossroads and New Hampshire Corridor Districts will be 15 feet wide with shade trees 20-25 feet on center.]
- Sidewalks and landscape/tree strips in the Sector Plan area will be designed in accordance with locally adopted streetscape standards and have a cumulative width of 15 feet, with shade trees every 20-25 feet. Along New Hampshire Avenue and University Boulevard, the sidewalks and landscaped areas will be located within a Public Improvement Easement (P.I.E.). These elements should be designed in accordance with any approved streetscape standards. For additional information on University Boulevard, please refer to the Approved and Adopted Prince George's County Takoma/Langley Crossroads Sector Plan, November 2009.

Page 25: Add Header to page as follows:

Pedestrian-Friendly Design

Page 25: Amend the first bullet and its sub-bullet as follows:

- Create a green network of roadways, streets, [mid-block] pedestrian connections, and sidewalks that will link all three districts.
 - Improve the existing road network and construct additional pedestrian-friendly streets in [each district] the Crossroads and New Hampshire Avenue Corridor. Divide the large existing super blocks of 1000 feet or more into more pedestrian-friendly blocks [of 300 – 400] between 250-500 feet in length [, making pedestrian travel a more practical as well as pleasant experience].

Page 25: Add the following sub-bullet to the second bullet:

- A shared-use pathway along University Boulevard will be constructed as part of the construction of the Purple Line. Upon completion of University Boulevard's streetscape construction, the shared-use pathway will become a cycle-track. For additional information on University Boulevard, please refer to the Approved and Adopted Prince George's County Takoma /Langley Crossroads Sector Plan, November 2009.

Page 25: Amend the third bullet as follows:

- Locate parking on the streets, in interior mid-block structures[,] or in structures lined with street activating uses. Surface parking, where necessary, should be located behind or [to] on the side of development.

Page 25: Add Header above the fourth bullet as follows:

Transitions

Page 25: Amend the sub-bullet for the fourth bullet as follows:

- Transition densities in the Crossroads District, from the highest densities closest to New Hampshire Avenue and University Boulevard[,], to lower densities adjacent to New Hampshire Gardens [and the single family densities in Prince George's County to the East].

Page 25: Amend the fifth bullet as follows:

- Expand the open space system to [include] provide for a series of Green Streets (as previously noted, the City of Takoma Park has ownership of its streets) that will connect the stream valley parks and other open space [with] to the built environment. Designated throughout the Sector Plan [area], these streets will use planted sidewalk

panels, environmentally sensitive design elements, traffic calming, and other unique features to make them more attractive and environmentally friendly to pedestrians and cyclists [in areas that have dense residential uses].

Page 25: Add sixth through eighth bullets as follows:

- Design buildings to enhance the pedestrian experience, community identity, and the viability of the commercial district. This should be achieved using the following strategies:
 - Articulate long building facades to read as multiple buildings through massing, materials, and detailing of architectural elements.
 - Emphasize institutional and corner buildings with a unique and high quality design treatment.
 - Concentrate design complexity on the ground floor using higher quality materials and extra detailing for the entrance, windows, sign band, and other features.
 - Highlight main entrances with a combination of features such as lighting, awnings, recessed doorways, address number, plantings, windows (transom and sidelights), and other architectural details.
 - Illuminate entrances with direct shielded light.
 - Maximize the transparency of ground level buildings.
 - As appropriate, use materials that are recycled, eco-friendly, and that provide an aesthetic value exceeding the quality of the surrounding housing and commercial building stock.
 - On any building confronting residentially zoned land, the preference is for windows that are vertical in character.
 - On a building facing onto two commercial streets, orient the building entrance to the corner.
- Ensure gradual transitions in massing, height, uses and density between the three different districts. This should be achieved using the following strategies:
 - Transition uses so the most intense uses face University Boulevard, New Hampshire Avenue, private streets, and Holton Lane east, and so that uses confronting or adjoining the New Hampshire Gardens community or other residentially zoned land are residential or office.
 - Site buildings confronting residentially zoned land with front yard setbacks that mimic setbacks found across the street.
 - Screen parking structures confronting single-family and multi-family residences with greenery or architectural designs, as appropriate, to blend with adjoining residential communities.
 - [For the first 25 feet (depth) of a building confronting or adjoining residentially zoned land, its height cannot exceed more than 10 feet above the average height of surrounding properties.] Commercial properties confronting or adjacent to residentially zoned properties will be limited to a maximum height of 40 feet for the first 25 feet of depth.

- Property owners will not be expected to relocate existing buildings to conform to the Sector Plan for limited interim development.

Page 26: Amend the first bullet as follows:

- Develop a hierarchy of public and private open spaces throughout the three districts that incorporates the following [spaces in descending order of scale]:

Page 26: Amend the first sentence of the second sub-bullet as follows and move the sub-bullet to the bottom of the sub-bullet list:

- Private Recreation Space: Residential development should include common indoor spaces as well as common outdoor recreational facilities with green elements.

Page 26: Amend the first sentence in the third sub-bullet as follows:

- Central Civic Green: Create an approximately one-half to one acre civic green in the Crossroads District that will act as a major outdoor public gathering space for residents and visitors.

Page 26: Amend the fourth and fifth sub-bullets as follows:

- Neighborhood Common: Create a privately owned and maintained one-half to one acre open space with [grass] lawn and trees. It will be located in a larger mixed-use development[,] and will serve as an outdoor living room with incorporated public art and street furniture for the residents and visitors to the development. [Additional spaces could be located on top of parking structures.]
- Small [Pocket Parks] Urban Plazas: Create privately provided and maintained smaller parks or plazas, typically one-quarter acre or less, that will [be the] act as gathering places [or outdoor living rooms] for residents and workers in surrounding buildings. [In addition to] These spaces should have shade trees, [shrubs and] ground cover[s], and other landscaping [they will tend toward more] along with programmed designs [that might include] such as special paving, seat walls, [fountains, etc.] water features, and [A]rtwork that could commemorate[s] the local culture [will also be included in these spaces]. Additional opportunities for these spaces could include rooftops of buildings and parking structures.

Page 27: Add a fifth bullet as follows:

- Upon approval and adoption of the Sector Plan, coordinate with the city of Takoma Park and Prince George's County to prepare and adopt distinctive streetscape standards that visually unite Takoma/Langley Crossroads while enhancing the quality of pedestrian, bicycle, and transit user experience; at a minimum, provide streets, avenues, and boulevards with a streetscape located between the build-to-line or back edge of the sidewalk and curb.

Page 28: Move the section titled “Interagency Coordination” to the section titled “Study Area Boundaries” on page 10.

Page 28: Revise the second paragraph under “Road Network” as follows:

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

Page 29: Revise the second, third, and fourth bullets as follows:

- The future new street (B-2) in Montgomery County [meets existing Edwards Street in Prince George’s County] connects Holton Lane (B-3) to University Boulevard at a location where both a break in the median and a signalized intersection can be designed. A private street will run parallel to B-2. The specific locations of this private street and B-2 will be determined at the time that the southeast quadrant of the Crossroads is redeveloped.
- A future local street in Prince George’s County is an extension of Holton Lane (B-3) in Montgomery County that is built to the Prince George’s County line and will be extended to University Boulevard (MD 193), opposite of 15th [Street] Avenue, as a two-lane roadway with sidewalks within a 40-foot right-of-way.

Page 29: Delete the fourth bullet and replace with the following:

- [The feasibility of a future extension of 14th Street from University Boulevard (MD 193) to Holton Lane in either Montgomery County or Prince George’s County, in lieu of the proposed turn-around recommendation, may be considered as an alternative form of connectivity at the time of future development.]
- Relocate all left turns from the intersection of University Boulevard (MD 193) and New Hampshire Avenue (MD 650).

Page 30: Revise the first bullet as follows:

- [A new, two-lane business street located within the southeast quadrant of the Crossroads, connecting Holton Lane to University Boulevard at Edwards Place, with

a minimum 70-foot right of way.] Two north-south streets in the southeast quadrants connecting Holton Lane and University Boulevard, one business district street, and one private street.

Page 34: Revise Table 3 as follows:

- Revise the table so that the Target Speed for each road is 25 mph.
- Delete from the table Anne Street, Hammond Avenue, and Kennewick Avenue.
- Delete from the table the segment of Holton Lane from Hammond Avenue to New Hampshire Avenue.
- Add footnote #4 to Merriman Drive
- Correct the second Master Plan Bike # for New Hampshire Avenue to BL-11
- Add footnote #4 to New Road

Page 35: Delete the fourth bullet under “Recommendations” as follows:

- [Prohibit right turns on red at all intersections to improve safety for pedestrian and cyclists.]

Page 36: Delete the third bullet under “Recommendations” as follows:

- [Participate with Prince George’s County in developing and implementing a Bi-County Transportation Management District to encourage alternative modes of travel.]

Page 38: Revise the first bullet under “Recommendations” as follows:

- Designate the Plan area, in coordination with the Maryland State Highway Administration (SHA), Prince George’s County, and the City of Takoma Park as a Bicycle/Pedestrian Priority Area [to facilitate the allocation of funds for bicycle and pedestrian improvements] subsequent to the completion of the Purple Line, Purple Line Station, and Takoma/Langley Crossroads Transit Center.

Page 38: Revise the third bullet under “Recommendations” as follows:

- Provide for [signed-shared bikeway] bike lanes and a directional cycle track along University Boulevard.

Page 38: Revise the fourth bullet under “Recommendations” as follows:

- Provide for [signed-shared bikeway] bike lanes and a directional cycle track along New Hampshire Avenue between University Boulevard and Kennewick Avenue and bike lanes only between Kennewick Avenue and the Plan’s southern boundary.

Page 40: Amend the first paragraph under “Tree Canopy Cover” as follows”:

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

Page 40: Amend the second and third bullets under the second paragraph as follows:

- using native trees, where appropriate, for their hardiness and as a source of habitat and food for wildlife
- interconnected tree pits, [structural soil,] silva cells, and other urban methods to enhance viability

Page 42: Amend the third paragraph as follows:

The Sector Plan strategies to reduce imperviousness and storm water runoff include:

Page 42: Amend the second bullet under the third paragraph as follows:

- encouraging use of porous surfaces and pavers, rainwater [re-use] reuse, and other water runoff recharge ideas, such as stormwater planters, where appropriate

Page 42: Amend the first sub-bullet under the fourth bullet as follows:

- coordinating stormwater management designs with Maryland State Highway Administration (SHA), Prince George’s County, and the City of Takoma Park

Page 44: Amend the sixth bullet as follows:

- Encourage the use of [Require buildings to produce] on-site energy by alternative energy producing methods such as solar energy cells, wind power generators, or geothermal systems.

Page 46: Add a fifth bullet to the “Existing Parks” sidebar as follows:

- Portion of Sligo Creek Stream Valley Unit 1A

Page 46: Amend the first bullet under “Recommendations” as follows:

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

and the Public Arts Steering Committee on the programming and marketing of the civic green.]

Page 47: Amend the first bullet as follows:

- [The Design guidelines will address standards for landscaping to achieve shade and relief from the paved environment and include environmental sustainability measures,] The Civic Green must be one large- or two medium-sized adjacent spaces, with a total size of approximately one-half to one acre.

Page 49: Delete the last sentence from the second bullet in the “Neighborhood Districts” sidebar as follows:

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

Page 50: Delete the third bullet and all of its sub-bullets as follows:

- [Establish an economic development program boundary and encourage the following programs:
 - encourage compatible retail use and ethnic business clustering
 - expand the Takoma/Langley Crossroads Community Development Association (CDA) service area to include the entire Crossroads District
 - renew and expand the focus area of the Long Branch-Takoma Park Enterprise Zone
 - establish an Urban Main Street Program as a satellite of the Historic Takoma Park Main Street Program
 - establish design standards for the Crossroads Business District
 - recommend a parking lot district and shared parking as a part of the travel demand management.]

Page 50: Delete the first sub-bullet under the fourth bullet and replace as follows:

- [Preserve a minimum of 30 percent of existing local retail on site] Encourage provision of on-site space for small, neighborhood-oriented businesses.

Page 51: Delete the second, third, and sixth bullets under the first paragraph as follows:

- [expanding the Takoma/Langley Crossroads Community Development Authority service area to include all businesses within the entire Crossroads District]
- [supporting the creation of an Urban Main Street Program as a component of a comprehensive community development program]
- [including a parking lot district and shared parking as a part of any travel demand management strategy]

Page 51: Add a bullet to the first paragraph as follows:

- continuing to support businesses and community entities that promote, market, and revitalize the Crossroads District

Page 51: Add the following bullets under “Environment” as follows:

- Implement practices that reduce stormwater runoff, such as permeable pavers and stormwater planters.
- Include green roofs on new mixed-use development to maximize energy conservation and provide additional opportunities for passive recreation.
- Explore opportunities to retrofit existing development with alternative energy generators, where feasible.

Page 52: Amend the second bullet under “Recommendations” as follows:

- Provide a series of interconnected public open spaces, including an approximately one-half to one acre [publicly owned and maintained] civic green, green pedestrian links, and at least two privately owned and maintained quarter-acre pocket parks,

Page 52: Under “Recommendations”, delete the second, third, and fourth sub-bullets as follows:

- [installing permeable pavers and stormwater planters to reduce stormwater run-off]
- [including green roofs on all new mixed-use development to maximize energy conservation and provide additional opportunities for passive recreation]
- [retrofitting any existing development with alternative energy generators]

Page 52: Delete the eighth bullet under “Recommendations” as follows:

- [Require LEED Gold certification on any proposed development.]

Page 52: Delete the first and third bullets under “Public Benefits and Amenities” as follows:

- [Provide exceptional design and incorporate public art into the civic green and any streetscape improvements.]
- [Implement a Transportation Demand Management program]

Page 53: Amend the third bullet under “Recommendations” as follows:

- [Build a new business street connecting Holton Lane to University Boulevard and a new] Show two north-south streets in the southeast quadrant connecting Holton Lane and University Boulevard, one east of the property located at 1329 E. University Boulevard, and one west of it. One of the roads, which will be public business street B-2, will connect with a traffic signal located on University Boulevard in order to provide a full intersection. The other will become a private street with a smaller cross-section. The final decision as to which is the public street and which will

become a private street will be determined upon the completion of the Purple Line and the subsequent redevelopment of the property. Additionally, allow for another private street connecting [it] B-2 and the aforementioned private street to New Hampshire Avenue.

Page 53: Delete the third and fourth sub-bullets under the fifth bullet as follows:

- [including green roofs on all new mixed use development to maximize energy conservation and provide additional opportunities for passive recreation]
- [retrofitting any existing development with alternative energy generators.]

Page 53: Delete the sixth bullet under “Recommendations” as follows:

- [Require LEED Gold certification on any proposed development.]

Page 53: Delete the first, second, and third bullet under “Public Benefits and Amenities” as follows:

- [Preserve at least 30 percent of existing local retail currently on the site]
- [Incorporate public art and a water feature into the neighborhood common and all streetscape improvements]
- [Implement a Transportation Demand Management program]

Page 53: Change sub-bullet under the third bullet under “Public Benefits and Amenities” to a bullet and amend as follows:

- Establish [portions of] New Hampshire Avenue and Holton Lane as Priority Retail Streets [with streets frontages that have retail, restaurants, shops and services on the first floor continuously along the street front].

Page 54: Amend the first bullet under Recommendations as follows:

- [Provide] Encourage opportunities for [workforce housing] utilizing the maximum percentage of MPDU’s under the MPDU density incentive program.

Page 54: Under “Recommendations”, delete the second, third and fourth sub-bullets under the fourth bullet as follows:

- [installing permeable pavers and stormwater planters to reduce stormwater run-off]
- [including green roofs on all new mixed use development to maximize energy conservation and provide additional opportunities for passive recreation]
- [retrofitting any existing development with alternative energy generators]

Page 54: Delete the fifth bullet under “Recommendations” as follows:

- [Require LEED Gold certification on any proposed development.]

Page 54: Add “R-60” to the Existing Zoning box in the Table.

Page 55: Amend the second bullet under “Diversity – New Hampshire Avenue: East Side” as follows:

- Provide additional MPDUs [and workforce housing] where appropriate

Page 55: Delete the first bullet and amend the second bullet under “Diversity – New Hampshire Avenue: West Side” as follows:

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

Page 55: Amend the first bullet under “Environment” as follows:

- Preserve the existing [50-foot environmental] forested buffer along the eastern edge of property [lines of Takoma/Langley Crossroads Center, Hampshire Langley Shopping Center, Choice Hotels, and Takoma Overlook sites] located along New Hampshire Avenue.

Page 56: Delete the first bullet under “Recommendations” as follows:

- [Include workforce housing in any proposed development]

Page 56: Amend the fourth bullet under “Recommendations” as follows:

- Maintain the existing [50-foot] environmental buffer at the property’s eastern edge along the County line.

Page 56: under “Recommendations”, delete the second, third and fourth sub-bullets under the sixth bullet as follows:

- [installing permeable pavers and stormwater planters to reduce stormwater runoff]
- [including green roofs on all new mixed-use development]
- [retrofitting any existing development with alternative energy generators.]

Page 56: Delete the seventh bullet under “Recommendations” as follows:

- [Require LEED Gold certification on any proposed development.]

Page 56: Delete the first and fourth bullets under “Public Benefits and Amenities” as follows:

- [Preserve existing retail, including Caribbean Market II, which is a regional destination]
- [Implement a Transportation Demand Management program.]

Page 56: Amend the Table as follows:

	Existing	Proposed
Land Use	Retail Commercial [– 221, 937 building sf]	Mixed Use
Zoning	C-2 [Gen.] <u>General Commercial with Commercial Revitalization Overlay Zone (CROZ) and R-60</u>	[CR 2.0 FAR – C.5, R 1.5, H 60] <u>West Side – CRT 2.0 FAR, C 1.5, R 1.5, H 80</u> <u>East Side – CRT 2.0 FAR, C 1.0, R 1.5, H 60</u>
Building Height	15 to 20 feet	[Max.] Maximum 80 feet with appropriate transitions (see design guidelines) to existing community
Parking	Surface lots	Structured and on-street parking

Page 57: Delete the second, third, and fourth sub-bullets of the third bullet under “Recommendations” as follows:

- [installing permeable pavers and stormwater planters to reduce stormwater runoff]
- [including green roofs on all new mixed use development]
- [retrofitting any existing development with alternative energy generators.]

Page 57: Amend the fourth bullet under “Recommendations” as follows:

- [Maintain] Preserve the existing [50-foot] forested buffer along the eastern edge of property [at the County Line].

Page 57: Delete the fifth bullet under “Recommendations” as follows:

- [Require LEED Gold certification on any proposed development.]

Page 57: Delete the first and fifth bullets under “Public Benefits and Amenities” as follows:

- [Maintain existing retail and service including hotels and motels]
- [Implement a Transportation Demand Management program.]

Page 57: Revise the second bullet under Public “Benefits and Amenities” as follows:

- Encourage [Include affordable housing (including workforce housing)] the maximum percentage of MPDUs, utilizing MPDU density incentives, in proposed mixed-use development.

Page 57: Amend Existing Zoning in Table as follows:

C-2 General Commercial with Commercial Revitalization Overlay Zone (CROZ) and R-60

Page 58: Delete the first bullet under “Recommendations” as follows:

- [Retain existing high density development.]

Page 58: Amend the third bullet under “Recommendations” as follows:

- Preserve the urban forest adjacent to existing Takoma Park Recreation Center and the existing [50 foot environmental] forested buffer along the eastern edge of the property [and the County line].

Page 58: under “Recommendations”, delete the second, third and fourth sub-bullets under the fourth bullet as follows:

- [installing permeable pavers and stormwater planters to reduce stormwater run-off]
- [including green roofs on all appropriate mixed use development]
- [retrofitting any existing development with alternative energy generators.]

Page 58: Amend the first bullet under “Public benefits and Amenities” as follows:

- [Introduce] Encourage provision of on-site space for neighborhood services and small scale retail [on site].

Page 58: Amend Existing and Proposed Building Height in Table as follows:

- [110] 130 feet
- [Max. 110] Maximum 130 feet [height with appropriate transitions (see design guidelines) to existing community]

Page 59: Amend the third bullet as follows:

- Preserve the urban forest [adjacent] to the south of the existing Takoma Park Recreation Center.

Page 59: Amend “Public Benefits” Header as follows:

Public Benefits and Amenities

Page 59: Amend the first bullet under Public Benefits as follows:

- [Introduce] Encourage provision of on-site space for neighborhood services and small scale retail [on the site].

Page 60: Delete the second sub-bullet under “Diversity - Kennewick-Mid Density Residential” as follows:

- [Maintain the existing affordable housing that transitions into the single-family community.]

Page 60: Add a bullet under “Diversity” as follows:

- Rezone the vacant properties owned by WSSC located along New Hampshire Avenue from O-M to the following – CRT 1.5, C 1.5, R 1.5, H40.

Page 61: Amend the header underneath “Zoning” as follows:

Commercial/Residential Town Zone (CRT Zones)

Page 61: Amend the text for the Commercial/Residential Zones (CR Zones) as follows:

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

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

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

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

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

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

Page 62: Amend first and second bullets as follows:

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

Page 62: Delete the section titled "Development Staging" as follows:

- [Within the Plan area, the Purple Line will act as the catalyst for reinvestment. Its schedule follows.]
 - [Locally Preferred Alignment Selection – Spring 2009]
 - [Final Environment Impact Statement Completed – Winter 2012]
 - [Begin Final Design – Spring 2012]
 - [Final Design Completed – 2012]
 - [Begin Construction – 2013]

Page 63: Delete the first bullet regarding a transportation management district.

Page 63: Revise the second bullet as follows:

- [Study the] [p]rohibition of left turns [within the Crossroads District] at the intersection of New Hampshire Avenue and University Boulevard.

Page 63: Revise the first bullet under "Montgomery County" as follows:

- Approve and [adoption] adopt the Sector Plan

Page 63: Delete the fourth bullet under "Montgomery County" as follows:

- [Establish the Sector Plan area as a State of Maryland Bicycle Pedestrian Priority Area, which facilitates the allocation of funds for bicycle and pedestrian improvements along State Roads.]

Page 63: Revise the sixth bullet under "Montgomery County" and delete all of its sub-bullets as follows:

- [Increase homeownership opportunities] The Department of Housing and Community Affairs (DHCA) should work with the City of Takoma Park to facilitate the supply and availability of affordable housing (both rental and for sale).
 - [Support the partnership between the Habitat for Humanity of Montgomery County (HH-MC) and the County's Department of Housing and Community Affairs (DHCA) that purchased vacant foreclosed properties, rehabilitates them, and provides approved applicants with an affordable zero interest, long term mortgage. HH-MC and DHCA should work with the City of Takoma Park and local non-profits to identify homes for purchase and potential buyers within the Plan area.]
 - [Support the acquisition, development and rehabilitation of housing using a variety of methods including the creation of a lease purchase program funded by low-income housing tax credits. Partners could include local institutions, Montgomery Housing Partnership and DHCA. This is also an opportunity to partner with local youth organizations including Youth Build, a paid training and educational program that combines construction training with life and job readiness skills to assist young adults.]

Page 64: Delete the third and fifth bullets under "Multi-jurisdictional" as follows:

- [Create a bi-County Transportation Management District.]
- [Create a bi-County Weed and Seed program.]

Page 64: Delete the sixth bullet under "Multi-jurisdictional" and replace as follows:

- [Create a bi-County Parking Lot District that could complement reduced parking requirements if enacted together] Support reduced parking requirements and incentives for shared parking.

Page 65: Amend Table 5 as follows:

- Add M-NCPPC as the Coordinating Agency/Group for the Takoma Park Recreation Center.
- Revise the table so that SHA is the Lead Agency and M-NCPPC is the Coordinating Agency for the Cycle Track.
- Revise the table so that Montgomery County and Prince George's County are the Coordinating Agency/Group for the Purple Line.

- Delete the column titled "Cost Est."

Page 67: Update acknowledgements as appropriate.

General

All illustrations and tables included in the Plan are to be revised to reflect District Council changes to the May 2010 Planning Board Draft Plan. All maps should be updated to reflect all current and proposed roadway configurations and networks. The text and graphics are to be revised as necessary to achieve and improve clarity and consistency, to incorporate appropriate references to graphics, update factual information, and to convey the actions of the District Council. Graphics and tables should be revised to be consistent with the text.

This is a correct copy of Council action.



Linda M. Lauer, Clerk of the Council

Elected and Appointed Officials

County Council

Nancy Floreen, President
 Valerie Ervin, Vice-President
 Phil Andrews
 Roger Berliner
 Marc Elrich
 George L. Leventhal
 Nancy Navarro
 Craig Rice
 Hans Riemer

County Executive

Isiah Leggett

The Maryland-National Capital Park and Planning Commission

Elizabeth Hewlett, Chairman
 Françoise M. Carrier, Vice Chairman

Commissioners

Montgomery County Planning Board

Françoise M. Carrier, Chairman
 Marye Wells-Harley, Vice Chair
 Casey Anderson
 Amy Presley
 Norman Dreyfuss

Prince George’s County Planning Board

Elizabeth Hewlett, Chairman
 Dorothy F. Bailey, Vice-Chair
 John P. Shoaff
 John Squire
 A. Shuanise Washington

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

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

THE PLAN PROCESS

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

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

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

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

Approved and Adopted / June 2012

Takoma/Langlely Crossroads

Sector Plan

Montgomery County Planning Department

 The Maryland-National Capital Park and Planning Commission

MontgomeryPlanning.org



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