

Takoma/Langlely Crossroads

sector plan



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

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

Source of Copies

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

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

The Maryland-National Capital Park and Planning Commission

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

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

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

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



Public Hearing Draft / June 2009

Takoma/Langlely Crossroads

Sector Plan

Prepared by the Montgomery County Planning Department
8787 Georgia Avenue
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- Provide for transit-oriented development consistent with Montgomery County's General Plan.
- Ensure that the study area's unique environmental features are protected and that all new development incorporates improvements to reduce the impact of development on the environment.
- Create an effective and efficient multimodal transportation system that accommodates development near the proposed Purple Line and Transit Center and provides for regional mobility.
- Provide needed community facilities and ensure access to those facilities.
- Achieve quality development that creates a sense of place in the Takoma/Langley Crossroads (TLC) area.
- Create and improve park properties within the Plan area.
- Facilitate relationship building among existing community-based organizations and work with County agencies to address social priorities and concerns.



Diversity

- Preserve and improve the community's affordable housing and commercial options and its diversity by supporting density bonuses for mixed-use developments that include workforce housing and retain existing neighborhood retail and neighborhood services.
- Retain the diversity of local business and enhance the capacity of the neighborhood economy by encouraging ethnic business clustering, supporting compatible retail uses, expanding economic development program areas, and fostering relationships with agencies that provide support services for business retention and attraction.

Design

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

Connectivity

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

Environment

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

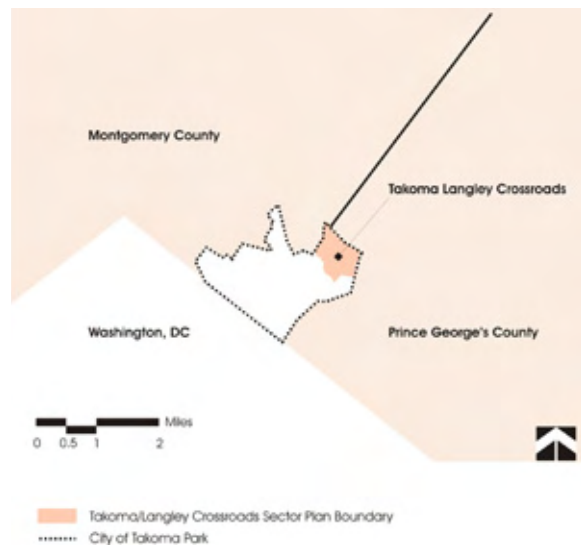
International Corridor

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

Sector Plan Boundary



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



Sector Plan Boundary
 The Takoma/Langley Crossroads Sector Plan boundary is Carroll Avenue and Merrimac Drive to the north, University Boulevard to the east, Long Branch Creek to the west and Erskine Street to the south.

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

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

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

Study Area Boundary



Study Area Boundary

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

Widely recognized as a local and regional destination featuring ethnic restaurants, shops, and other unique retail services, the area retains its physical suburban framework. Although many residents and visitors 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.

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

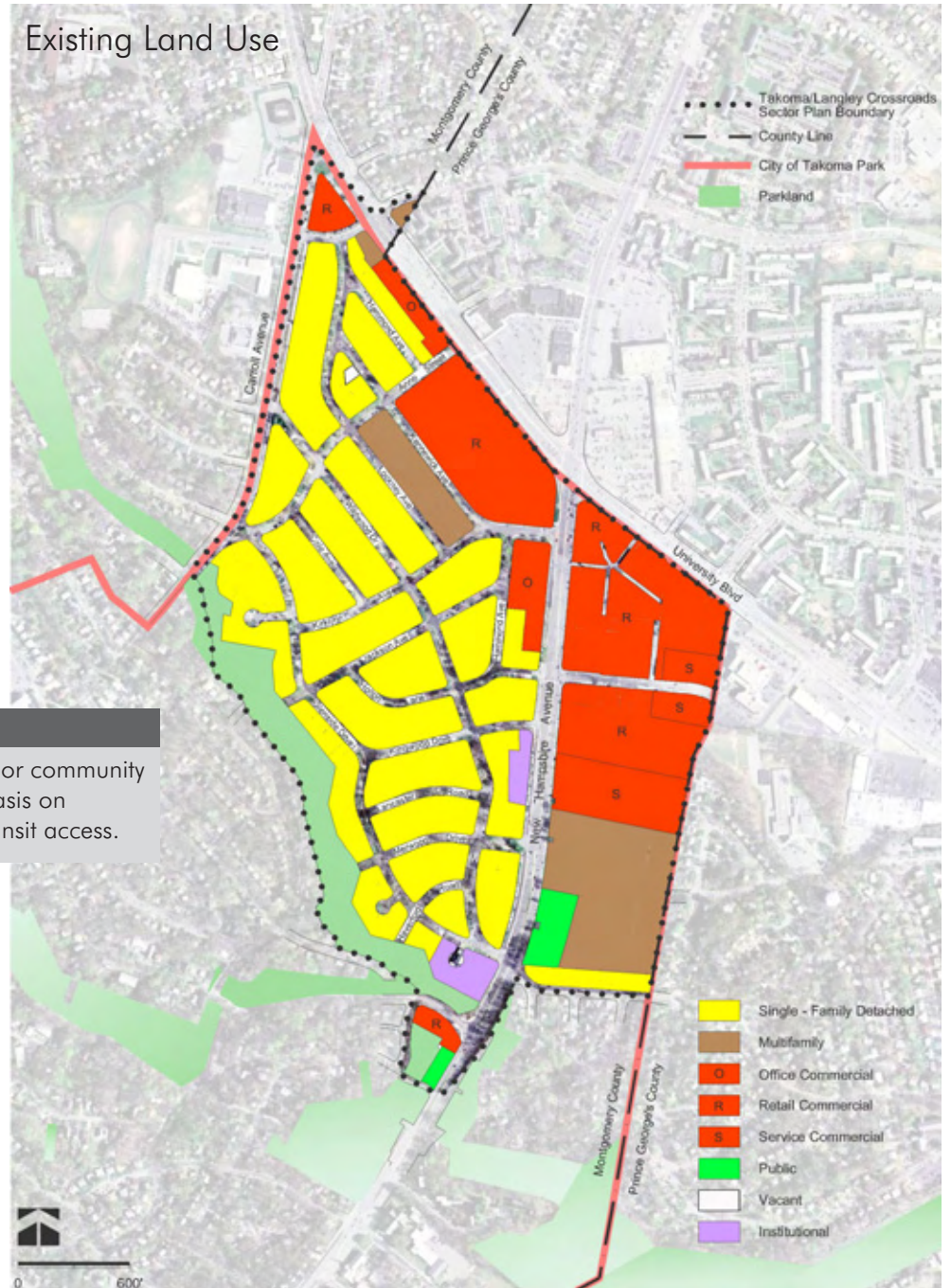
Existing Conditions

Gateway Community

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



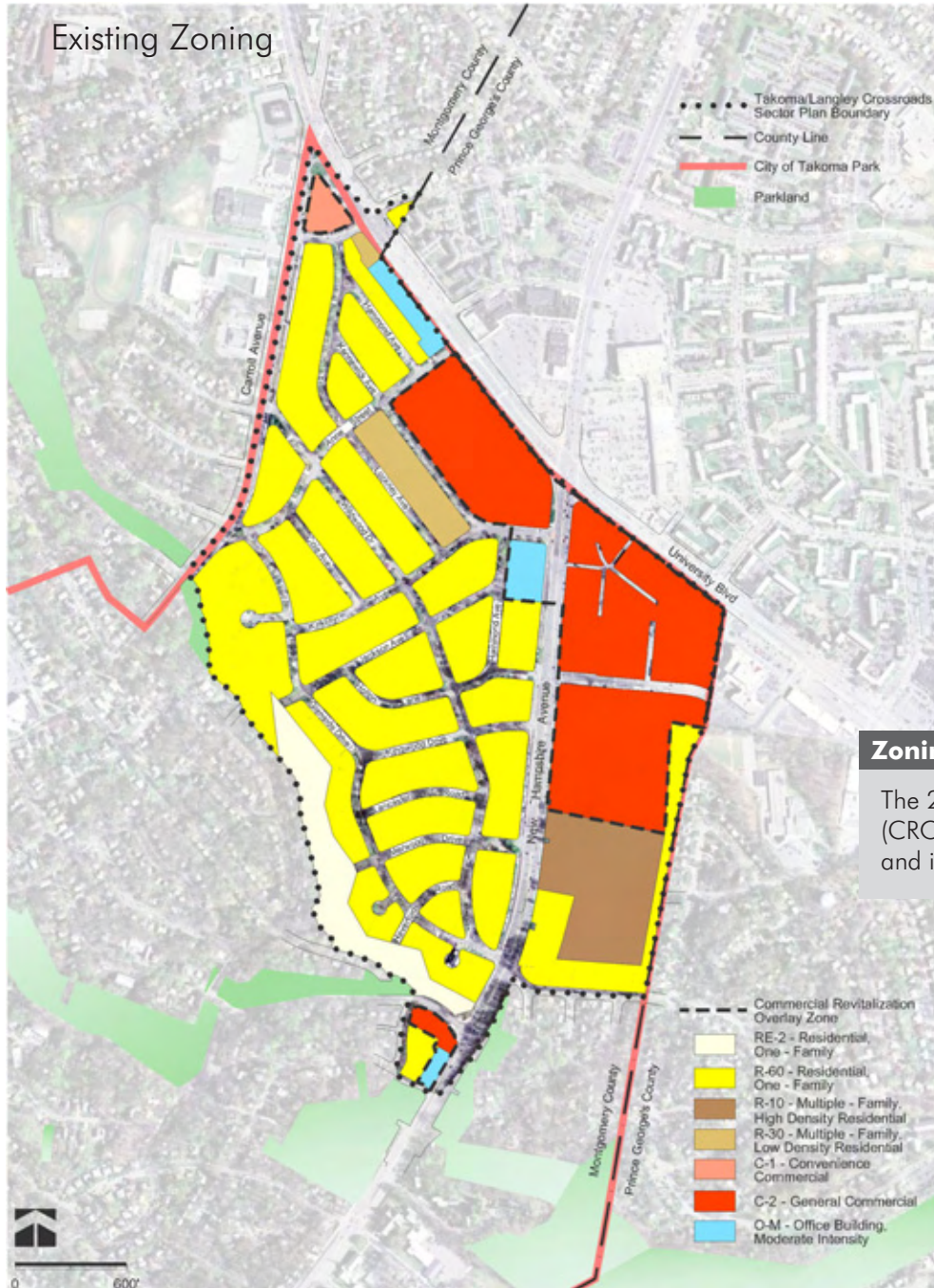
Existing Land Use



Land Use

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

Existing Zoning



Existing Takoma/Langley Crossroads Zoning

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

Zoning

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

Challenges



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

Opportunities



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

- reputation as a culturally diverse "international" destination
- potential for high density, mixed-use development near transit
- healthy commercial and residential real estate markets
- large multi-block sites along New Hampshire Avenue and University Boulevard
- historically, strong demand for and high occupancy within commercial properties
- growing regional population that will create a demand for new housing and retail
- densely populated residential areas to support nearby commercial uses and demand additional facilities and services
- ethnic specialty retail that creates a regional destination.

Vision

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

Proposed Purple Line

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



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

Station development should include:

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

TLC Transit Center



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

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 more developers for a variety of projects.

The introduction of transit has been found to have a positive impact on the reinvestment opportunities of communities. The Takoma/Langley Crossroads area can capture a larger share of the growth that will occur in surrounding Montgomery County, Prince George’s County, and the City of Takoma Park. 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 shares of the surrounding TLC market area and the household, job, and retail spending growth that the Takoma/Langley Crossroads Study Area may attract whether or not transit is added.

Development Capacity

	Existing Study Area	Proposed Without Purple Line	Proposed With Purple Line
Office (s.f)	167,000	70,000	340,000
Retail (s.f.)	850,000	230,000	460,000
Dwelling Units (d.u.s.)	5,600	1,400	2,800

Quality of Life

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

Economic Development

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

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

Recommendations

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



- Identify and support economic opportunities that stimulate pedestrian activity and encourage lively street frontages.
- Recommend the development of the Crossroads District as a 24 hour community of diverse, pedestrian-oriented mixed uses.
- The 2000 Takoma Park Master Plan recommends upgrading the area’s commercial centers to enhance and serve the needs of residents and visitors, including :
 - supporting a range of commercial services
 - supporting the ongoing efforts of the City of Takoma Park and the Montgomery County Department of Housing and Community Affairs (DHCA) to the address revitalization needs
 - forming task forces with Prince George’s County and the District of Columbia to cooperatively address the revitalization needs of the area
 - supporting local community organizations’ efforts to revitalize commercial areas along University Boulevard, New Hampshire Avenue, and Piney Branch Road
 - supporting the coordinated marketing of businesses along University Boulevard as the International Corridor.



Health and Wellness

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

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



Recommendations

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

- Encourage healthy lifestyle options, including:
 - Considering limits on the number or concentration of formula or franchise restaurants
 - Continuing to restrict approvals of new liquor stores or other retailers that sell beer and wine for off-site consumption.
 - Considering identifying fast food restaurants, liquor, and convenience stores as conditional uses only.
- Provide ample opportunities for community gardens and urban farms.
 - Identify and inventory potential community garden and urban farm sites on existing parks, public easements and right-of-ways, and schoolyards, and prioritize their use as community gardens.
 - Encourage or require all new building construction to incorporate green roofs and encourage conversions of existing roof space to green roofs, to maximize opportunities for gardening.
- Support community clinics and expanded local healthcare facilities.
- Improve pedestrian mobility and access to shopping areas, transit, recreation, and community facilities by implementing the Green Streets concept.
- Develop adequate bicycling and trail amenities with connections to employment and retail centers, community facilities, and open space.
- Prioritize Green Build and Smart Growth projects through fast track permitting.
- Support Safe Routes to School program to encourage walking and biking to school.

Safety

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

Recommendations

- Support multi-jurisdictional community policing efforts.
- Engage the community in crime prevention efforts by establishing bilingual citizen's police academy.
- Continue regular multi-jurisdictional bilingual beat and anti-crime meetings with residents and civic groups.
- Consider a web based (police monitored) digital surveillance system along University Boulevard and New Hampshire Avenue.
- Support expanding the Maryland Multicultural Youth Center and other youth serving and gang prevention programs.
- Encourage the application of Crime Prevention Through Environmental Design (CPTED) principles in public and private projects.



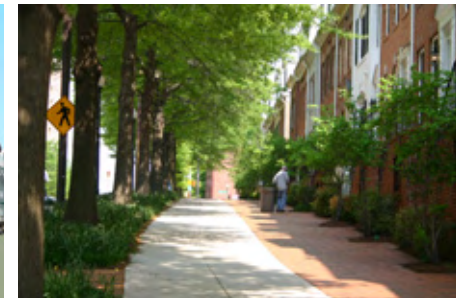
Housing

The location of housing—its proximity to jobs, childcare, stores, and services, and whether or not these are accessible by car, transit, or walking—has a significant impact on cost of living and quality of life. Mixed-use, sustainable development with a variety of housing types should be compatible with existing housing stock. Retaining the affordability of this community and encouraging diverse housing is a key component of this Plan. All mixed-use developments will be required to include moderately priced dwelling units (MPDUs) and workforce housing. As proposed, mixed-use development will create an additional 2,345 dwelling units.

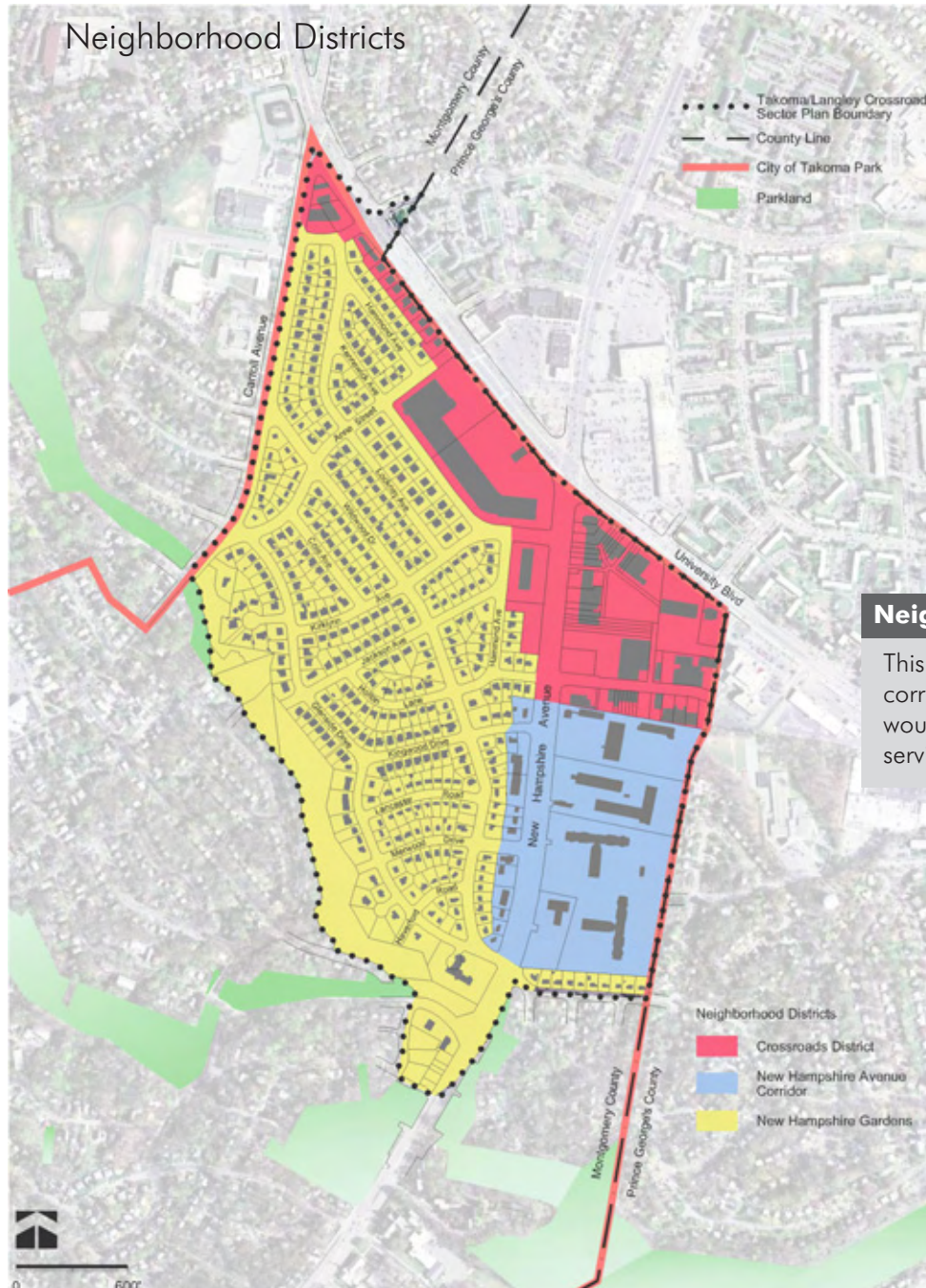
Within the Plan area, the current jobs-housing ratio is .96 jobs per dwelling unit, which the Plan hopes to increase by providing better access to major employment centers via the Purple Line and also by encouraging mixed-use development that will enable people to live and work within the Plan area.

Recommendations

- Develop workforce housing within the Crossroads District and increase housing opportunities close to public transit, commercial uses, employment, and community services.
- Support lifecycle housing by providing a range of housing types for diverse incomes.
- Support residents in affordable or subsidized housing by providing a range of on site services and programs.
- Preserve and create affordable housing through public/private partnerships.
- Provide resources and technical assistance to homeowners, including:
 - homeownership training
 - financial incentives
 - foreclosure prevention
 - specialized loan program targeting repair and rehabilitation
 - increased code enforcement within the New Hampshire Gardens neighborhood.



Neighborhood Districts



DIVERSITY

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

Neighborhood Districts

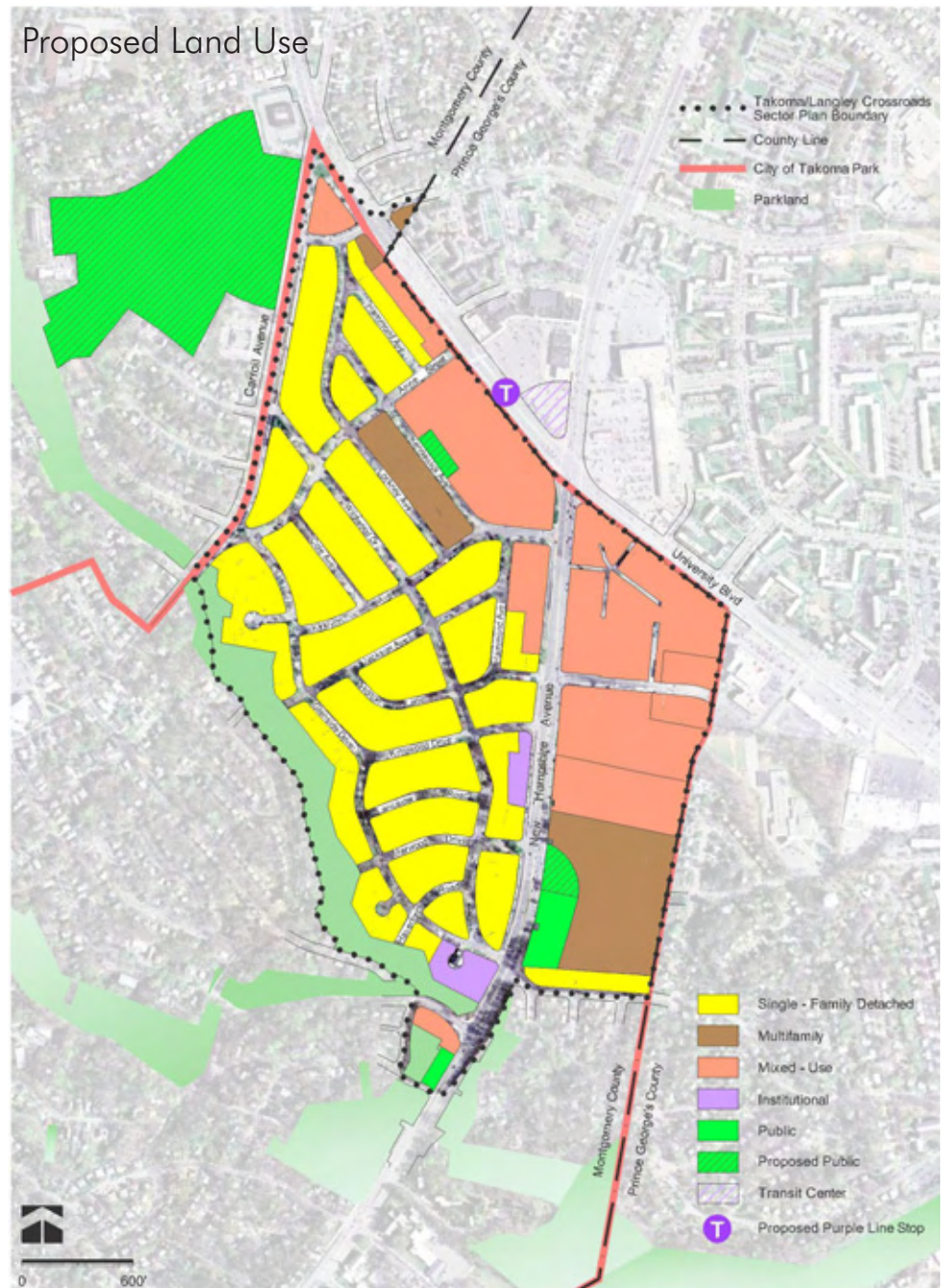
This Plan envisions a pedestrian friendly mixed use district, a defined commercial corridor, and a stable single-family community with appropriate transitions that would accommodate the multi-ethnic, small-scale specialty retail and neighborhood service that currently exists.

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

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

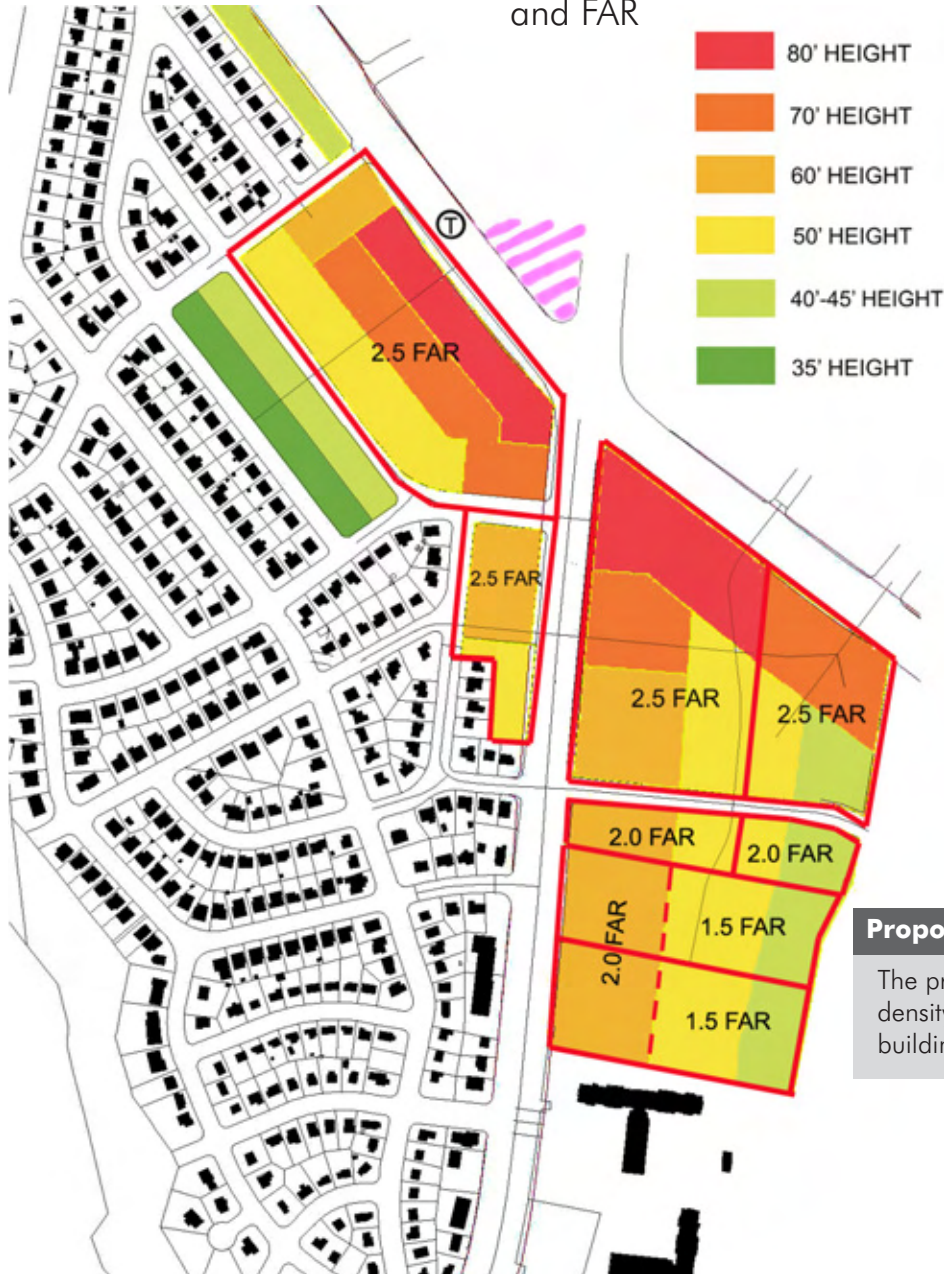
Recommendations

- Preserve the character of the existing single-family community by confirming the existing R60 Zone and enforcing property maintenance and building codes.
- Define three distinct neighborhood districts:
 - The Crossroads District
 - New Hampshire Avenue Corridor
 - New Hampshire Gardens
- Establish appropriate transitions where necessary to limit impact on adjoining districts.
- Balance mixed-use development through the application of the CR Zones.
- Retain street fronting neighborhood services and local retail.
- Consolidate service and loading entrances at the rear or side of development.
- Increase the number of community gathering places and incorporate public art that celebrate the diversity of TLC community and Maryland's International Corridor.
- Redevelop large commercial sites and parking lots as pedestrian oriented environments with walkable blocks, attractive public spaces, pedestrian paths, street level retail, and attractive stormwater management treatments.
- Improve New Hampshire Avenue with landscaped median, wide sidewalks, and street treatment.
- Use design standards and traffic calming to establish a quality pedestrian environment.





Proposed Building Heights and FAR



Density, Building Height, and Zoning

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

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

Recommendations

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

Proposed Building Heights and FAR

The proposed building heights illustrate the Plan's intent to provide transitions to lower density areas. Some adjustments may be necessary but the overall effect represents the buildings within each area.

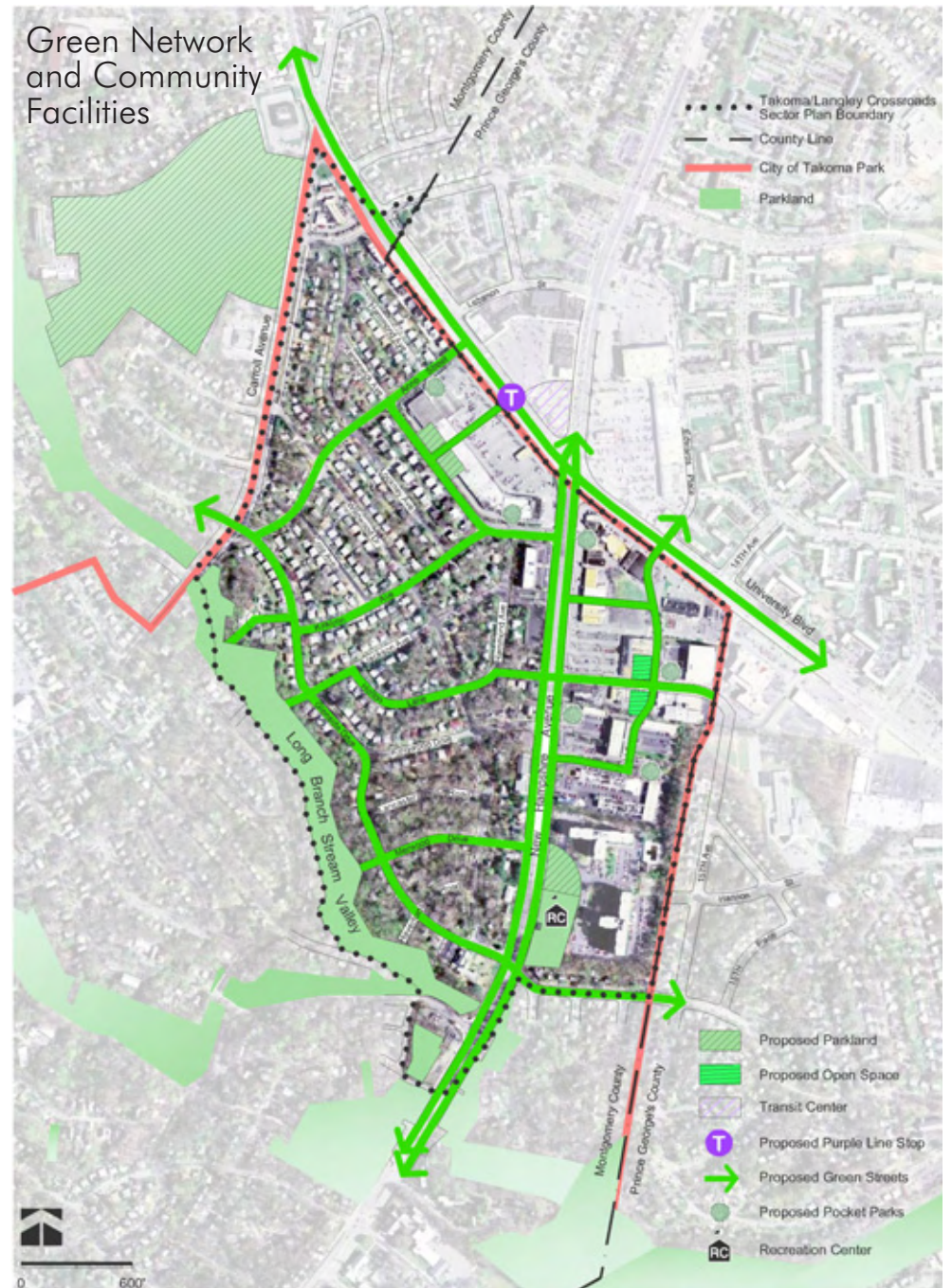
DESIGN

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

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



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



- Create a network of roadways, streets, mid-block pedestrian connections, and sidewalks that will link all three districts.
 - Improve the existing network and construct additional streets in each district. Divide the large existing super blocks of 1000 feet or more into more humane blocks of 300-400 feet, making pedestrian travel a more practical as well as pleasant experience.
 - Provide a street grid that allows automobile traffic to move more efficiently with more travel choices.
- Connect the three districts to adjacent neighborhoods in Prince George’s County through coordination of future roads, bike paths, and pedestrian routes.
 - Construct new private roads around the Transit Center and Purple Line station on University Boulevard that will be pedestrian links between the future civic green, transit service, and area retail.
 - Provide improved pedestrian crosswalks and median refuges for University Boulevard and New Hampshire Avenue.
- Locate parking on the street, in mid-block structures, or in structures lined with street activating uses. Surface parking, where necessary, should be located behind or to the side of development.
- Ensure gradual transitions in height and density between the three different districts.
 - Transition densities in the Crossroads District from the highest densities closest to New Hampshire Avenue and University Boulevard, to lower densities adjacent to New Hampshire Gardens and the single-family densities in Prince George’s County to the east.
- Expand the open space system to include Green Streets that connect the stream valley parks with the built environment. Green Streets within the TLC Plan area may include long planting panels with shade trees and hardy shrubs, grasses, and perennials. Bio-swales that capture and re-charge storm water into the groundwater will be incorporated into these green panels. These streets will have ample accommodations for pedestrians as well as for bikers. There will also be sidewalks on both sides of the street, signed trails and on street parking, where appropriate.



The Green Streets concept includes:

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

- Develop a hierarchy of green open spaces throughout the three districts that incorporates the following spaces in descending order of scale.

- Stream Valley Parks: Long Branch Stream Valley Park and Sligo Creek Park on the southern border of the Plan and the Northwest Branch located on the northern edge of the Prince George's County side of the Plan.
- Active Recreation Spaces: Takoma Academy in the northwest quadrant (outside the Plan boundary) and Takoma Park Recreation Center in the southeast quadrant.
- Green Open Spaces: Create a one half to one-acre civic greens or plaza in the Crossroads District that will act as public gathering area 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 Commons: Privately owned and maintained open space that will range in size from one half to one-acre. 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 Pocket Parks: Smaller parks or plazas, typically a one quarter-acre or less that will be the gathering places or outdoor living rooms for residents and workers in surrounding buildings. In addition to shade trees, shrubs and ground covers, they will tend toward more programmed designs that might include special paving, seat walls, fountains, etc. Artwork that commemorates the local culture will also be included in these spaces.

Green Hierarchy



PlaceMaking

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

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

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

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



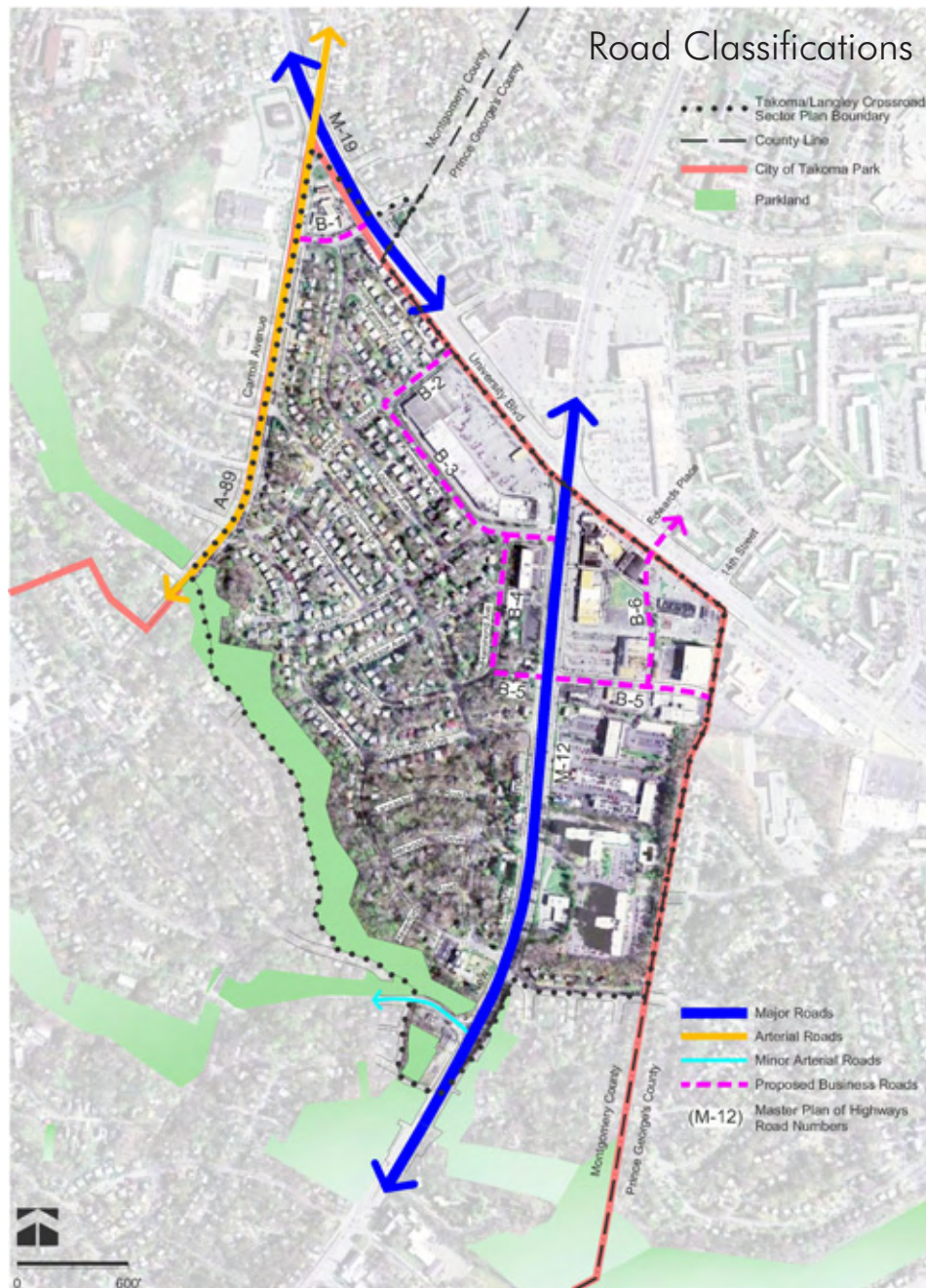
CONNECTIVITY

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

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

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





Road Network

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

The Plan's mobility goals are:

- improving destination-point connectivity, accessibility, and safety for all users and travel modes
- accommodating the proposed Purple Line transitway
- accommodating the possible left-turn prohibition at University Boulevard and New Hampshire Avenue
- incorporating a directional buffered bike-lane along University Boulevard
- incorporating a multi-way boulevard treatment for New Hampshire Avenue
- respecting existing residential neighborhoods.

Recommendations

- A new, two-lane business street located within the southeast quadrant of the Crossroads, connecting Holton Lane to University Boulevard at Edwards Place, with a minimum right-of-way width of 70 feet.
- Business street designation and a minimum right-of-way width of 70 feet for streets within the southwest quadrant of the Crossroads including portions of Anne Street, Hammond Avenue, Holton Lane, Kennewick Avenue, and Merrimac Drive.
- Consideration of appropriate traffic calming and traffic control measures for streets between New Hampshire Gardens single family residential area and proposed Crossroads Business District.
- A minimum right-of-way width of 70 feet for Holton Lane between New Hampshire Avenue and Montgomery/Prince George's County line.
- A minimum right-of-way width of 120 feet for University Boulevard.
- A minimum right-of-way width of 150 feet for New Hampshire Avenue.
- A multi-way boulevard treatment for New Hampshire Avenue between Merwood Drive and University Boulevard.
- A minimum right-of-way width of 90 feet for Carroll Avenue (MD 195).
- Additional private streets to further enhance connectivity where appropriate and feasible.

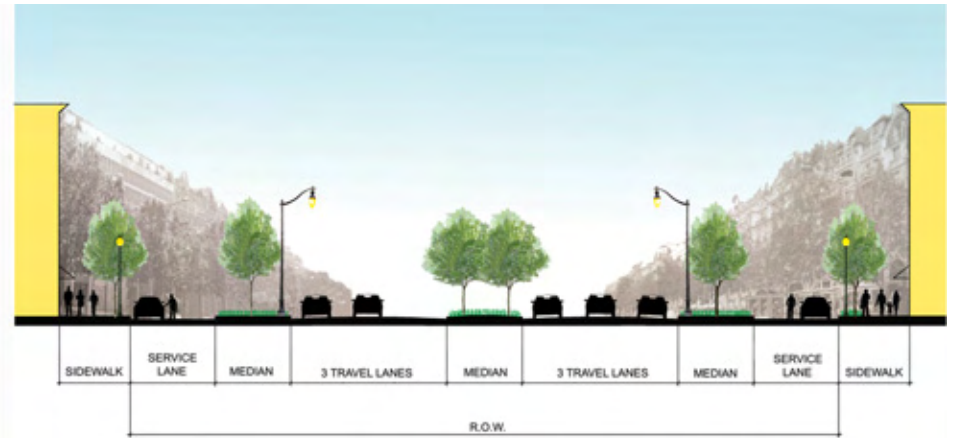
New Hampshire Avenue as Multi-way Boulevard

Existing Conditions

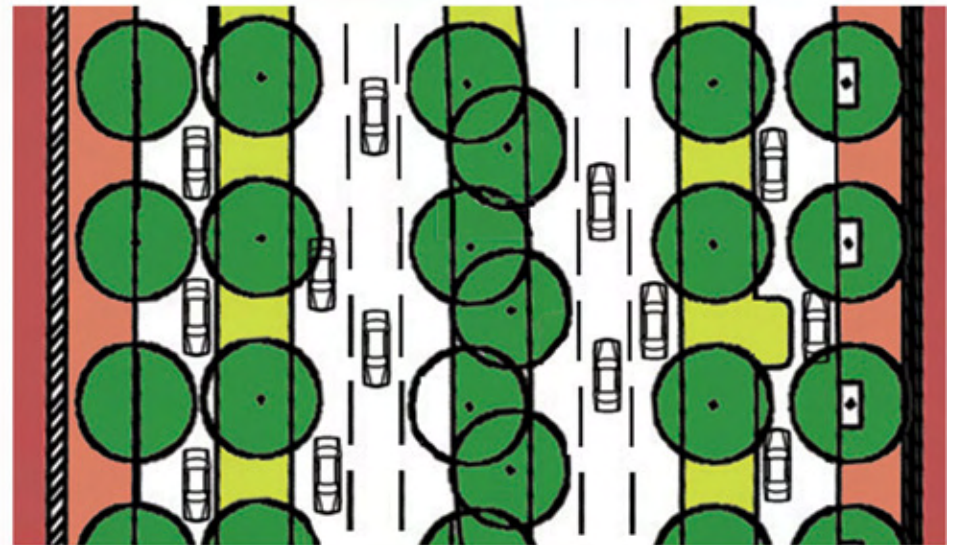
Right-of-way:	150 feet (per 2000 Takoma Park Master Plan)
Lanes:	Three travel lanes with concrete or grass median
Pedestrian Access:	Sidewalks adjacent to travel lanes; widely-spaced crosswalks
Streetscape:	Concrete sidewalks, some pedestrian lighting, sparse seating

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 to accommodate on-street parking and local travel
Pedestrian Access:	15-foot sidewalks buffered by parallel parking, three green medians for pedestrian refuge at crosswalks, new cross streets to create more frequent crosswalks
Streetscape:	Shade tree planting along sidewalks and in medians, with distinctive pedestrian lights, ample seating, and special paving



New Hampshire Avenue as Multi-way Boulevard



New Hampshire Avenue - Plan

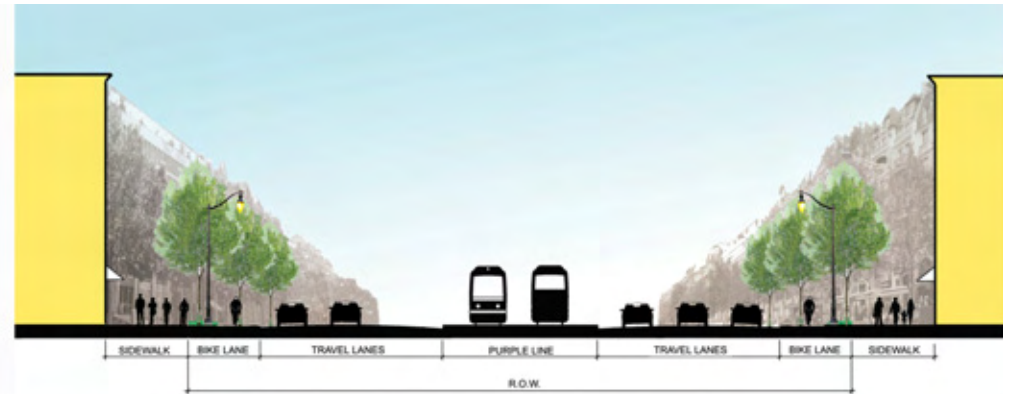
University Boulevard

Existing Conditions

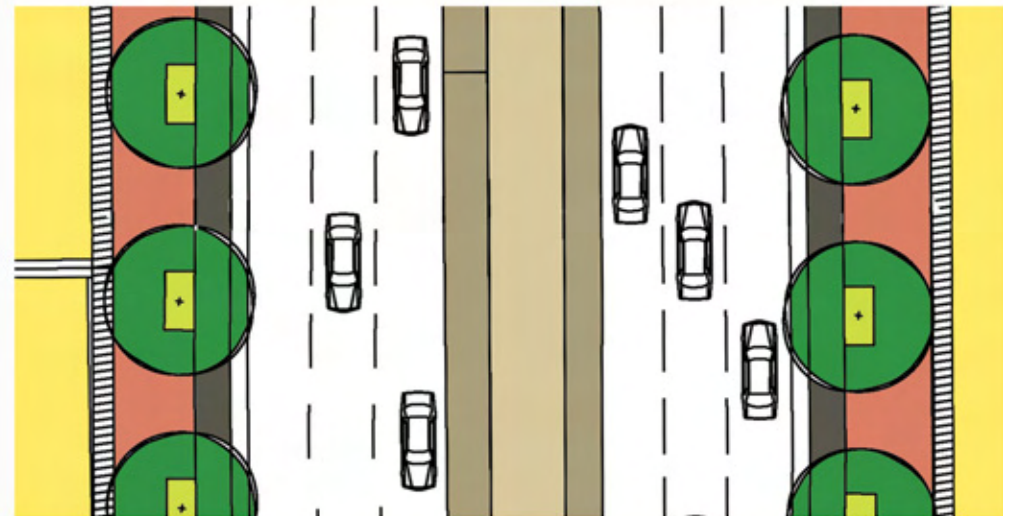
Right-of-way:	120 feet
Lanes:	Three travel lanes with concrete or grass median
Pedestrian Access:	Sidewalks adjacent to travel lanes; widely-spaced crosswalks
Streetscape:	Concrete sidewalks, some pedestrian lighting, sparse seating

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 Access:	Dedicated, off-road bikeway with a two-foot buffer next to the outside travel lane, with a 15-foot dedicated public improvement easement on private property for sidewalk and street trees
Streetscape:	Shade tree planting along sidewalks and in medians, with distinctive pedestrian lights, ample seating, and special paving



University Boulevard - Running Line Section



University Boulevard - Plan

Proposed Business Streets

Existing Conditions

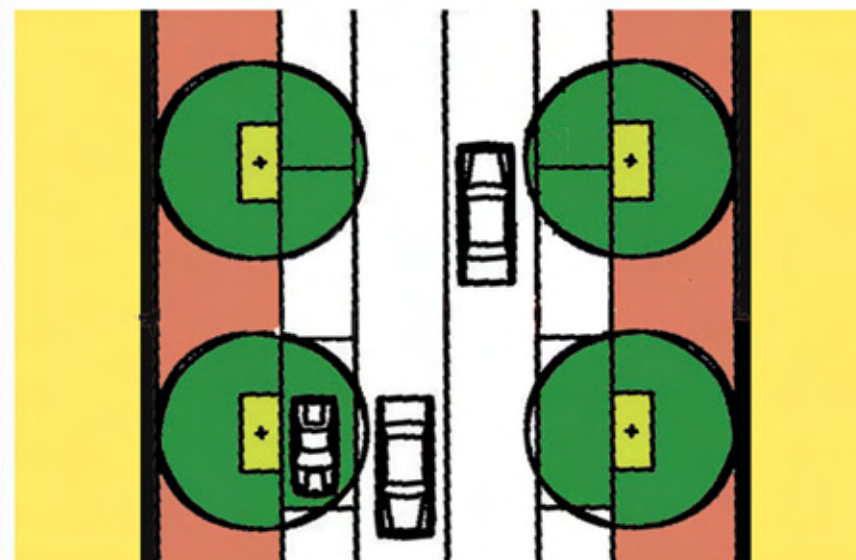
- Right-of-way: 58 feet at Holden Lane, 50 feet at Kennewick Street
Lanes: Two travel lanes and occasional parallel parking lanes
Pedestrian Access: On Holton Lane, sidewalks adjacent to the street. No sidewalks along most of Kennewick.
Streetscape: Concrete sidewalks, some pedestrian lighting, sparse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

Plan Recommendations

- Right-of-way: 70 feet
Lanes: Two 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.



70' BUSINESS STREET





Intersections

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

Recommendations

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

Public Transit

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

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

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

Recommendations

- Construct the Transit Center in the northwest corner of New Hampshire Avenue and University Boulevard.
- Select the Medium Investment Light Rail mode for the Purple Line.
- Construct the Purple Line within the median of University Boulevard with station platforms adjacent to the Transit Center.
- Study feasibility of a circulator bus system serving the entire Takoma/Langley Crossroads area.
- Study feasibility of a Purple Line spur that will connect the Transit Center with the White Oak Transit Center serving FDA Headquarters site via New Hampshire Avenue.



Pedestrian Links and Bikeways

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

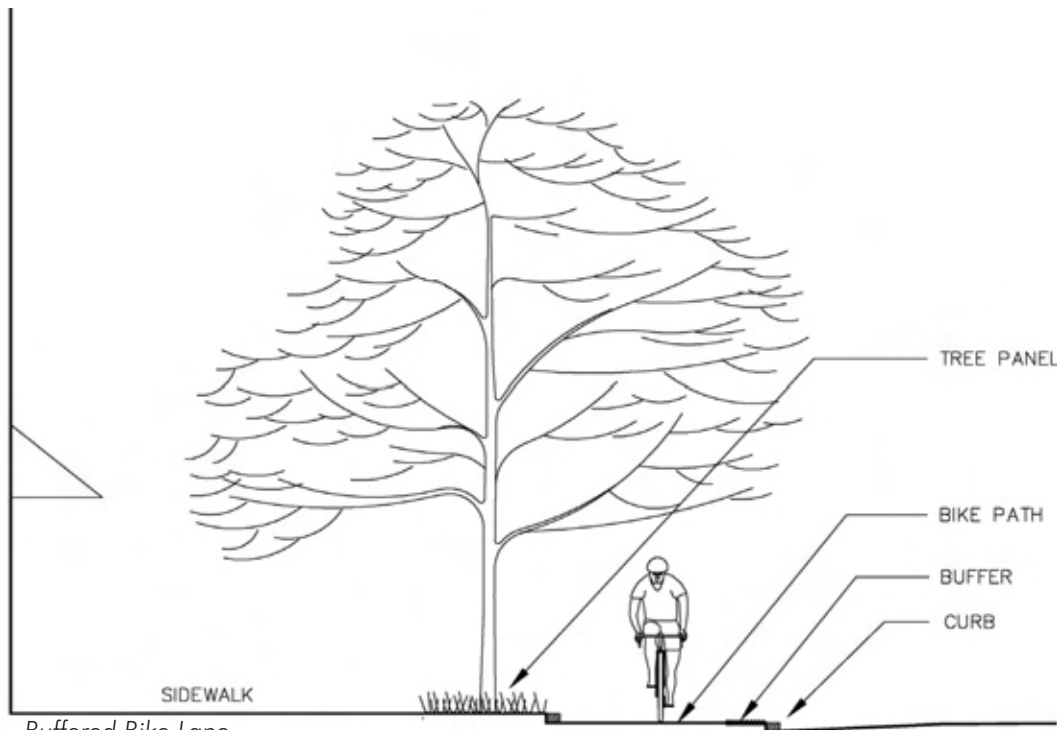
Several pedestrian safety enhancement improvements have been either constructed by the Maryland State Highway Administration or are underway, including a median fence along sections of New Hampshire Avenue and University Boulevard to dissuade pedestrians from crossing the street at mid-block. New crosswalks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

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

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



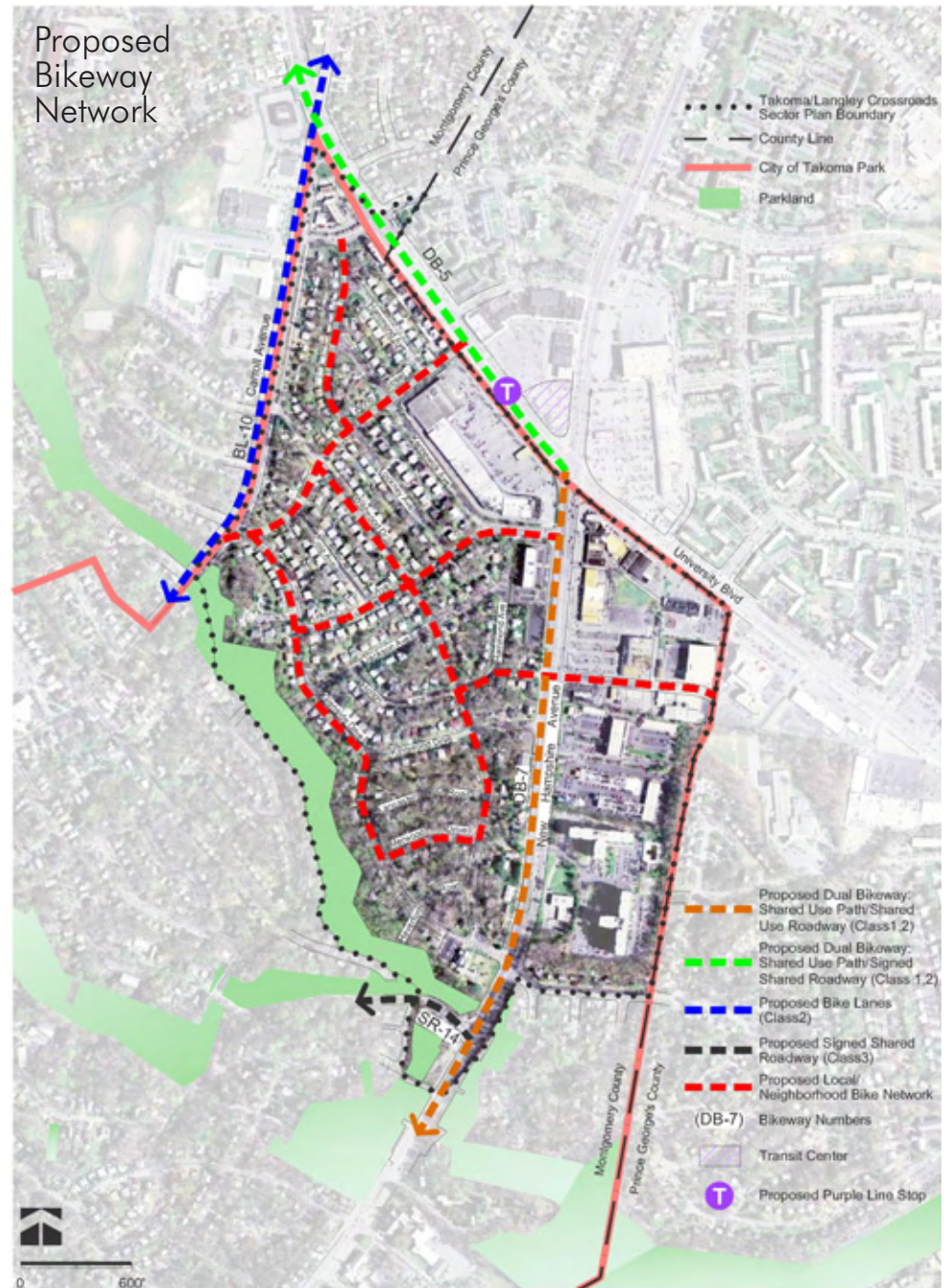
Buffered bike lane.



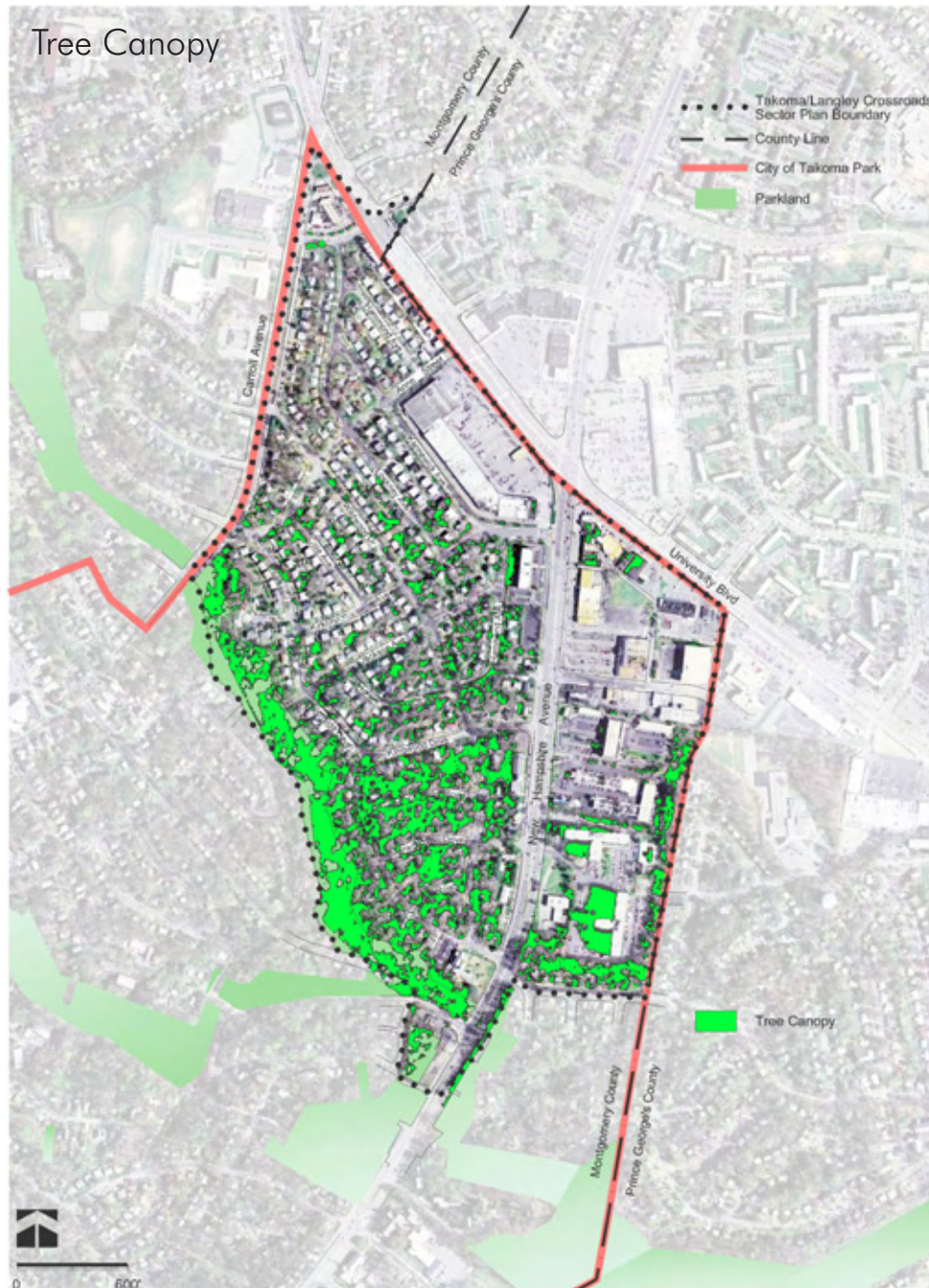
Buffered Bike Lane

Recommendations

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



Tree Canopy



ENVIRONMENT

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

Tree Canopy Cover

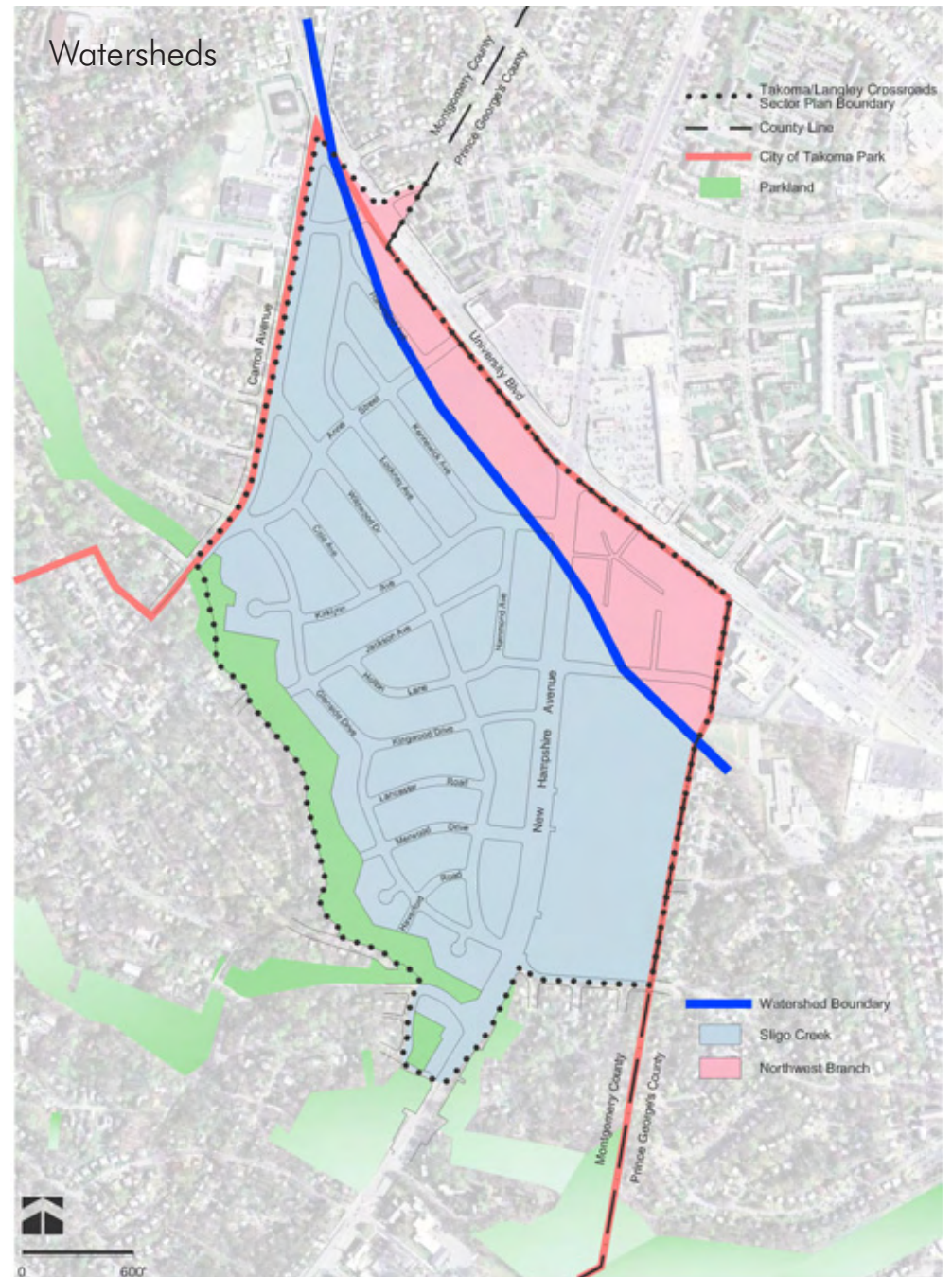
Tree canopy cover absorbs air pollutants, moderates stormwater runoff, improves water quality, and creates shade to reduce energy needs and ambient summertime temperatures. Studies indicate that approximately 15 percent of the Montgomery County portion of the Plan area is shaded by tree canopy. Ideally,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



Stream Water Quality

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

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



Impervious Surfaces



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

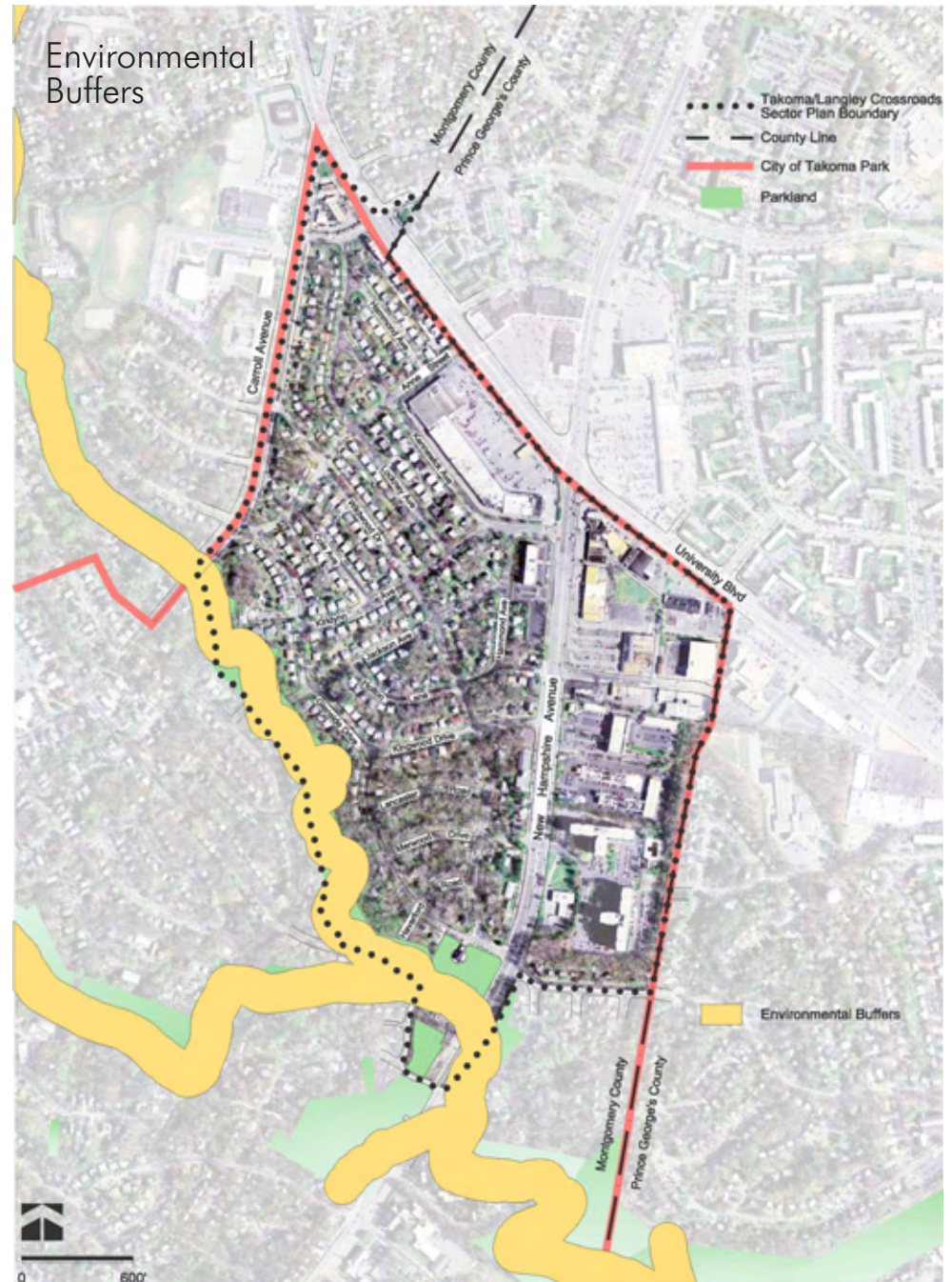
Studies show that stream water quality starts to decrease when watershed imperviousness exceeds 10 percent of the watershed. When impervious surface exceeds 25 percent, water quality in the receiving stream is usually poor. Approximately 48 percent of the land within the Montgomery County portion of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

Natural Areas

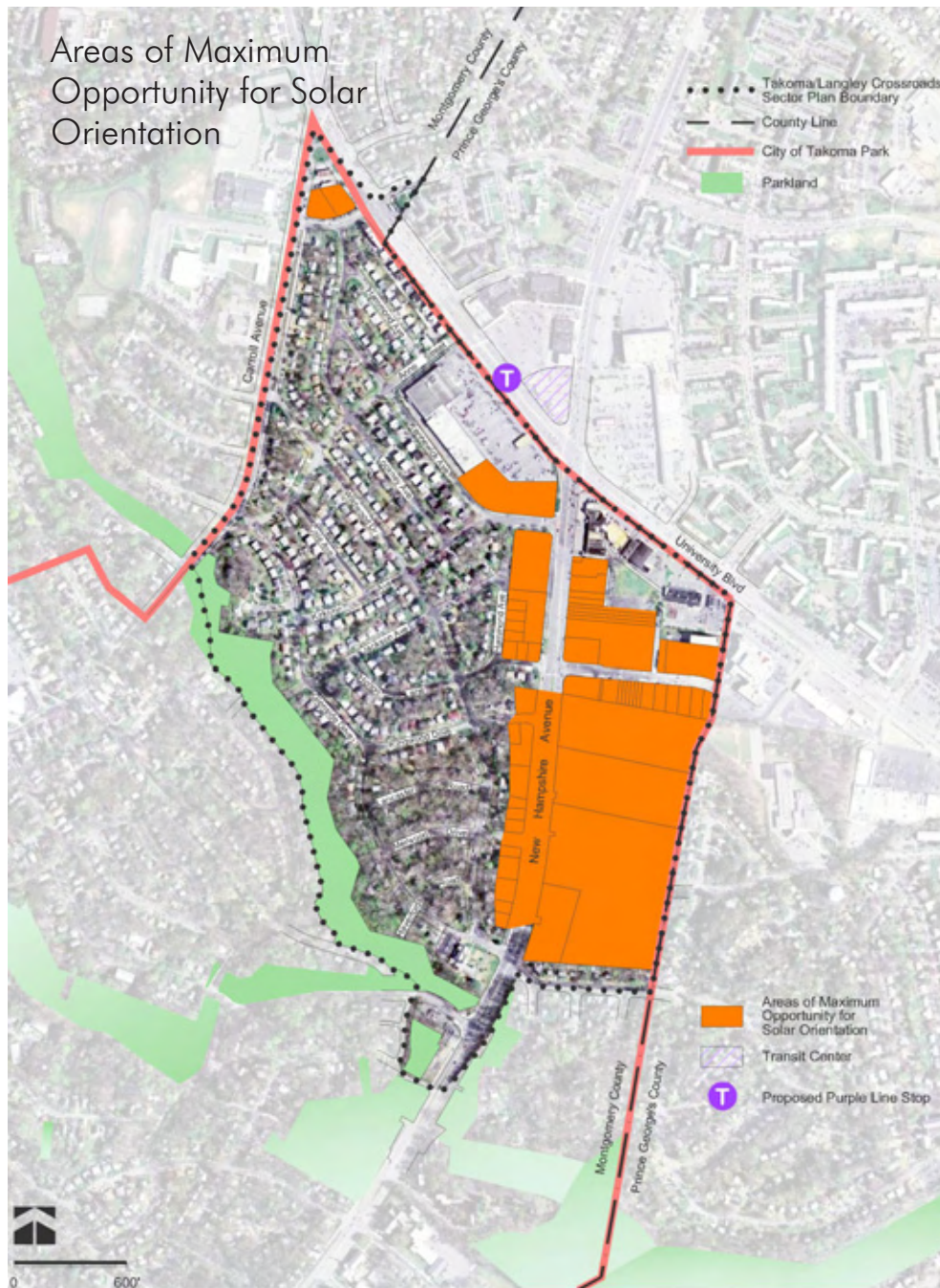
Long Branch Stream Valley Park, along the southwestern edge of the Plan area, is the only natural area in this part of Takoma Park. Even though water quality is poor and the stream has been harmed by erosion, the stream's environmental buffers have preserved mature forest along the stream. These buffers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

Recommendations

- Reduce impervious surfaces by requiring porous pavers to the greatest practical extent.
- Incorporate vegetated roofs, walls, gardens, and planters into all new building designs to maximize onsite stormwater retention.
- Require all new building construction to incorporate green roofs.
- Increase tree canopy by planting new trees along streets and within existing neighborhoods.
- Add stormwater management along New Hampshire Avenue and University Boulevard wherever possible by:
 - coordinating stormwater management designs with Prince George's County and the City of Takoma Park
 - incorporating stormwater infiltration and on site retention into new green open spaces.
 - encouraging and supporting Montgomery County plans to repair stream bank damage caused by erosion



Areas of Maximum Opportunity for Solar Orientation



Carbon Dioxide and other Greenhouse Gases

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

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

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

Recommendations

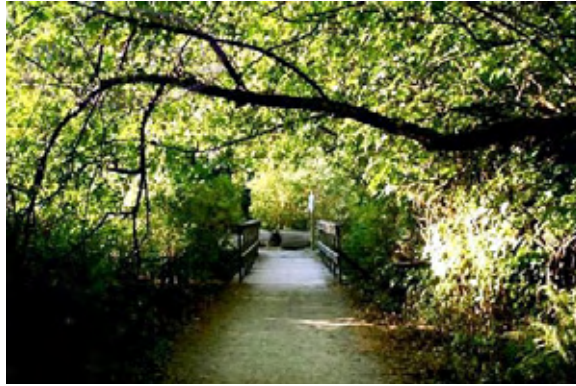
- Design and build new buildings to use less energy by using more efficient lights, heating, and air conditioning.
- Require buildings to produce on site energy by using solar energy cells, wind power generators, or geothermal systems.
- Construct buildings that maximize solar orientation to promote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

Parks

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

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

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



Existing Parks



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

Existing Parks

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

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

Recommendations

- Provide an urban park in the area of highest density near the Transit Center that will be the community's central public place.
- Replace the Takoma Park Recreation Center. The biggest obstacle to replacement is the convoluted ownership, programming, and maintenance responsibilities among three entities. To achieve a new building, the following sequence of events is recommended.
 - Acquire entrance to the Recreation Center. The acquisition of this land will legally secure an entrance to the park property.
 - Execute a land exchange between the City of Takoma Park and the Maryland-National Capital Park and Planning Commission to better align management priorities and long term facility needs. A land exchange is consistent with the Commission practice of land exchanges to further public goals. The City would deed to M-NCPPC the Long Branch Parcel 259 and

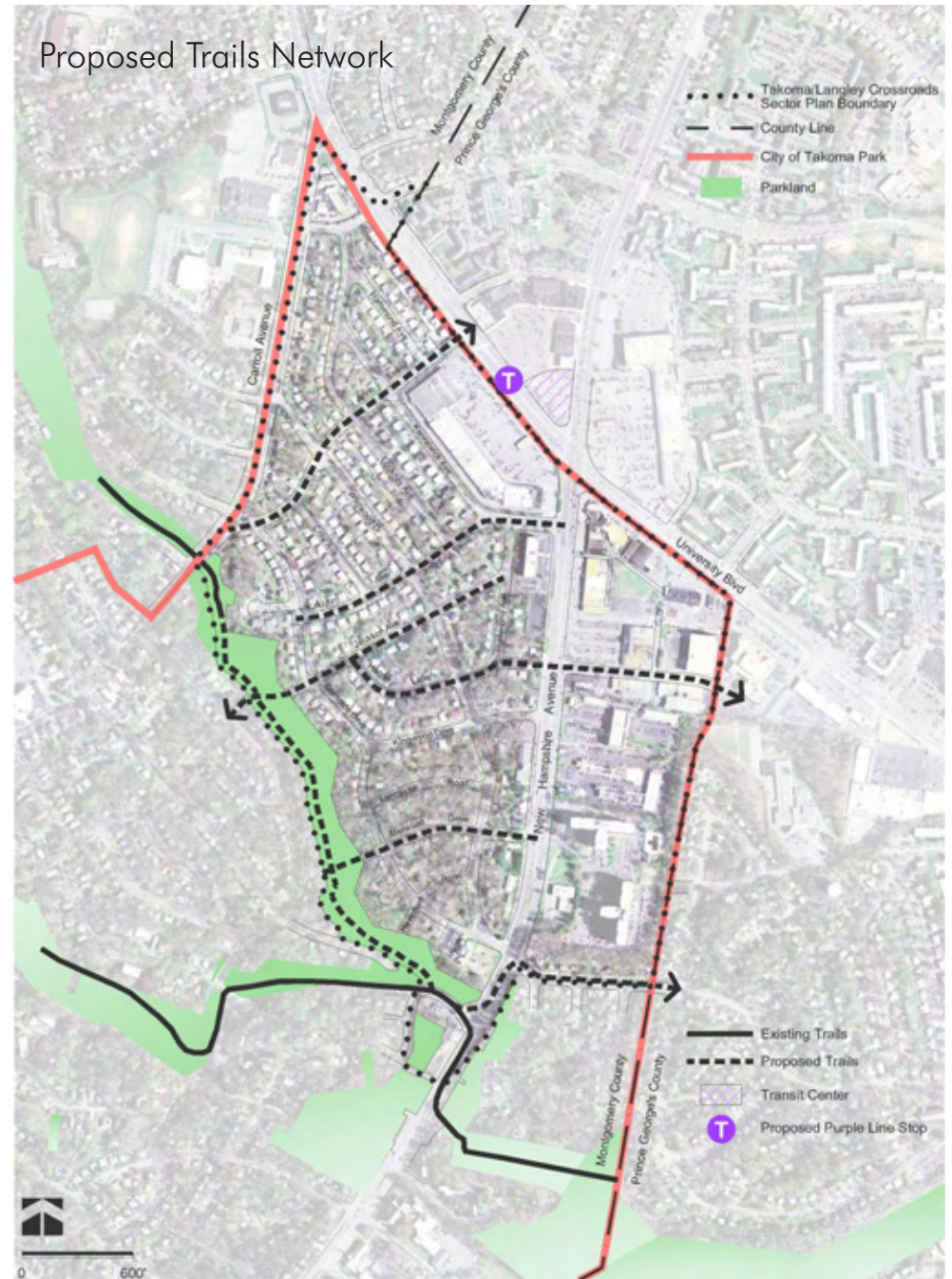
M-NCPPC would deed the Takoma Park Recreation Center Parcel N621 to the City of Takoma Park. The transfer deed for the Recreation Center property will contain a reversion clause stating that if the property no longer functions for recreation purposes, it will return to M-NCPPC, if requested. The transfer will take place after the Planning Board has approved the redevelopment of Parcel N621 with a project including a replacement recreation center.

- After land exchange between M-NCPPC and the City of Takoma Park and rezoning of the Recreation Center property, the City of Takoma Park and any selected partner will be obligated by the exchange agreement to build a new recreation center with additional mixed-use development that should include senior housing, affordable housing, or local retail.
- As recommended in the 2000 East Silver Spring Master Plan, purchase if available, the Takoma Academy High School site for M-NCPPC park use to meet active recreation facility needs identified in the 2005 LPPRP.
- Purchase parcels adjacent to existing parks, as they become available, to help meet recreation needs and to expand existing green space. Acquire properties to enhance public use of the Long Branch Stream Valley Park and acquire a portion of the Agro property P172, south of Carroll Avenue and west of the Long Branch Stream to complete Long Branch SVU 1A.

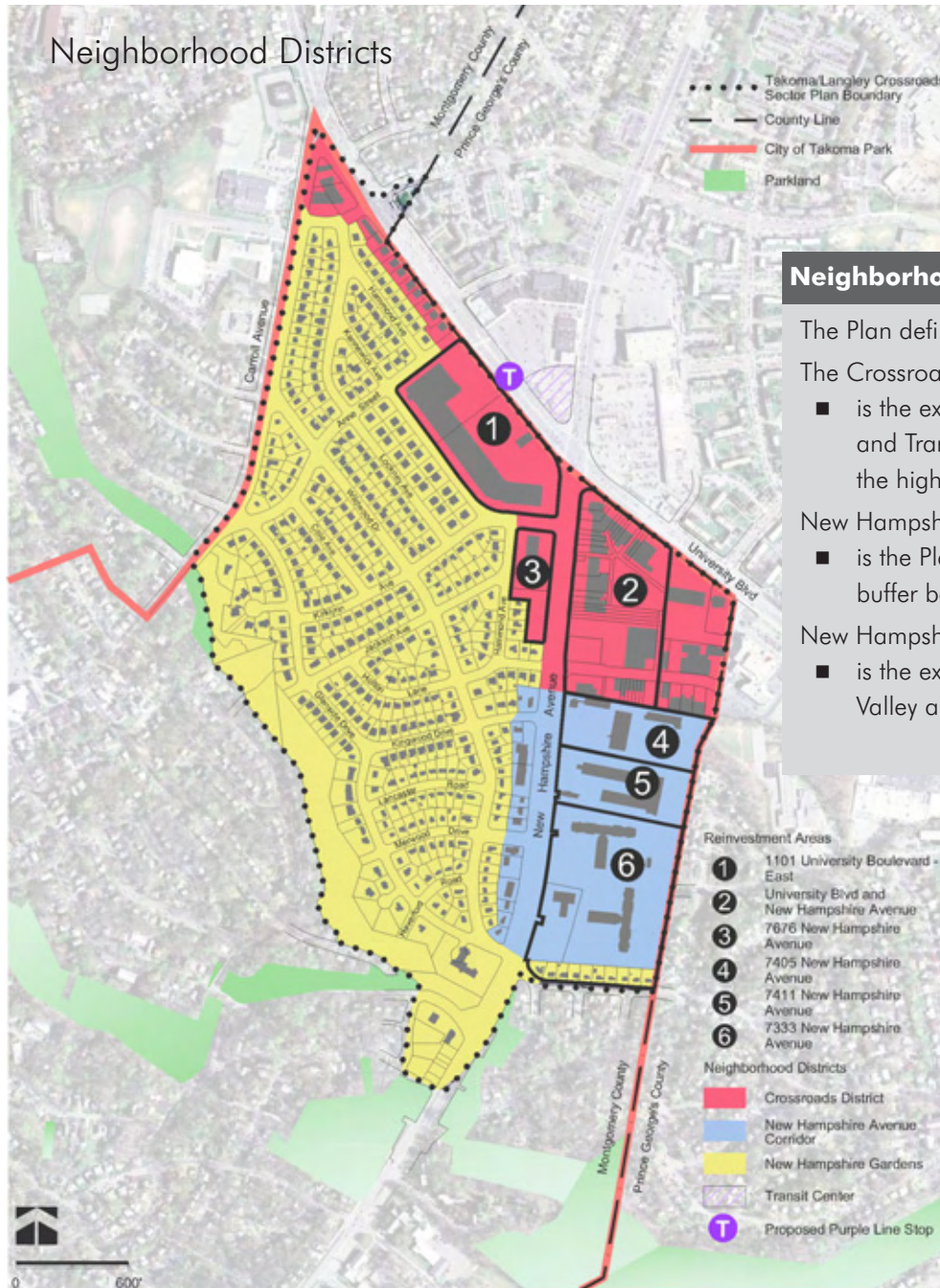
The Plan area includes the existing Sligo Creek Trail (to Wheaton) and the Northwest Branch Trail (south to the Anacostia Tributary Trail System). These are designated as off-road bike routes on the *Maryland Bicycle Map*. The *Countywide Park Trails Plan* designates them as hard-surface park trails.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

Recommendations

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



Neighborhood Districts



Neighborhood District

The Plan defines three districts:

The Crossroads District

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

New Hampshire Avenue Corridor

- is the Plan area's primary arterial and has a range of land uses. It is a transitional buffer between New Hampshire Gardens and the Crossroads District.

New Hampshire Gardens

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



The Crossroads District

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

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

Diversity

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

Design

- Concentrate development and highest densities adjacent to the proposed Transit Center and Purple Line Station.
- 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 lanes, a wide planted median, and wide sidewalks.
- Provide appropriate transitions to adjacent districts.
- Brand the area as a central business district with public art and architecturally significant buildings.

Connectivity

- Provide pedestrian connections to the proposed Purple Line station and Transit Center.
- Provide a buffered bike lane along University Boulevard.
- Establish an improved local circulation system of new business streets and private roads.

Environment

- Provide a civic green adjacent to the proposed Purple Line station and the Transit Center.
- Create a series of interconnected green streets.
- Increase tree canopy to between 15 and 25 percent.
- Reduce impervious surfaces.

1101 University Boulevard East

Existing Approximate Size: 10 acres (134,425 bldg. s.f.)

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

Recommendations

Diversity

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

Design

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

Connectivity

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

Environment

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



Existing - Site View



Development - Aerial View



Development - Plan View



University Boulevard and New Hampshire Avenue

Existing Approximate Size: 10 acres (141,929 bldg. s.f.)

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

Recommendations

Diversity

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

Design

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

Connectivity

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

Environment

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



Existing - Site View



Development - Aerial View



Development - Plan View



7676 New Hampshire Avenue

Existing Approximate Size: 1.4 acres (50,256 bldg. s.f.)

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

Recommendations

Diversity

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

Design

- Incorporate public art into streetscape improvements.

Connectivity

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

Environment

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



Existing - Site View



Development - Aerial View



Development - Plan View





New Hampshire Avenue Corridor

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

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

Diversity

New Hampshire Avenue: East Side

- Recommend the redevelopment and rezoning of commercial and high density residential properties to mixed use.
- Provide additional MPDUs and workforce housing where appropriate.
- Construct 40-foot liner buildings along New Hampshire Avenue.

New Hampshire Avenue: West Side

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

Design

- Recommend the construction of 15-foot sidewalks with shade trees along New Hampshire Avenue.
- Incorporate public art, street furniture, and open space into the streetscape along New Hampshire Avenue.

Connectivity

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

Environment

- Replace the existing Takoma Park Recreation Center with an improved facility.
- Preserve the existing 50-foot transitional buffer along eastern edge of property lines of Takoma/Langley Crossroads Center, Hampshire Langley Shopping Center, Choice Hotels, and Takoma Overlook sites.
- Create a series of interconnected, privately maintained open spaces.

7525 New Hampshire Avenue

Existing Approximate Size: 5 acres (221,937 bldg. s.f.)

	Existing	Proposed
Land Use	Retail Commercial	Mixed Use
Zoning	C-2 Gen. Commercial (CROZ)	CR Zones (1.5 and 2.0 FAR)
Bldg. Height	15 to 20 feet (single story)	Max. 60 ft (five stories)
Parking	Surface lots	Structured and on-street parking

Recommendations

Diversity

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

Design

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

Connectivity

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

Environment

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



Existing - Site View



Development - Aerial View



Development - Plan View



7411 New Hampshire Avenue

Existing Approximate Size: 4.9 acres (212,707 bldg. s.f.)

	Existing	Proposed
Land Use	Service Commercial	Mixed Use
Zoning	C-2 Gen. Commercial (CROZ)	CR Zones (1.5 and 2.0 FAR)
Bldg. Height	40 feet (three stories)	Max. 60 feet (five stories)
Parking	Surface lot	Structured and on street parking

Recommendations

Diversity

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

Design

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

Connectivity

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

Environment

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



Existing - Site View



Development - Aerial View



Development - Plan View



7333 New Hampshire Avenue

Existing Approximate Size: 5.6 acres (242,629 bldg. s.f.)

	Existing	Proposed
Land Use	Multifamily	Mixed Use
Zoning	R-10 Multifamily High Density Residential	CR Zones (1.5 FAR)
Bldg. Height	n/a (surface parking lots)	Max. 40 feet (three stories)
Parking	Surface lot	Structured and surface parking

Recommendations

Diversity

- Introduce 40-foot high mixed-use liner buildings along New Hampshire Avenue.
- Retain existing high density development
- Replace the Takoma Park Recreation Center with an expanded and updated facility.
- Introduce neighborhood service and small scale retail on site.
- Designate space for urban agriculture or community gardening site.

Design

- Include public art in the proposed park.

Connectivity

- Provide pedestrian paths to New Hampshire Avenue.

Environment

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



Existing - Site View



Development - Aerial View



Development - Plan View





New Hampshire Gardens

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

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

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 existing R-30 zoning.
 - Maintain the existing affordable housing that transitions into the single-family community.
- Sligo Creek Parkway
 - Rezone the WSSC properties from O-M to R-60.

Design

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

Connectivity

- Retrofit existing streets to include sidewalks and Green Streets where appropriate.
- Restore, maintain, and improve the infrastructure by providing sidewalks, curbs, lighting, landscaping, and other improvements as needed to complete the streets.

Environment

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



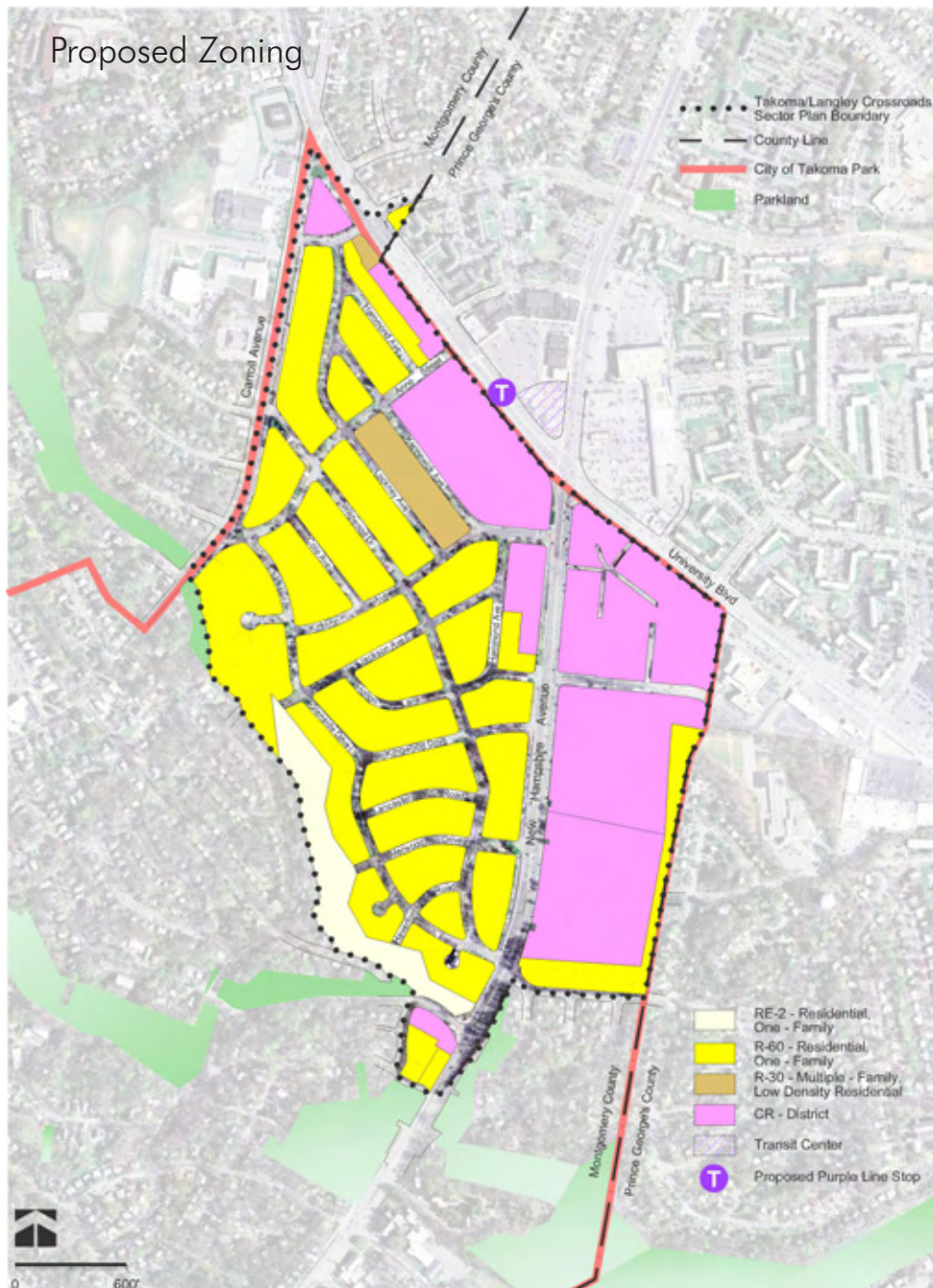
Varied housing choices exist

Montgomery County

- Apply the proposed CR District Zoning through an SMA.
- Designate the Plan area as a Transit Station Development Area.
- Explore practical area wide travel demand management measures.
- Reduce parking requirements within one half mile of transit facilities.
- Increase home ownership opportunities:
 - Support the partnership between the Habitat for Humanity of Montgomery County (HFH-MC) and the County’s Department of Housing and Community Affairs (DHCA) that purchases vacant foreclosed homes, rehabilitates them, and provides approved applicants with an affordable, zero interest, long-term mortgage. HFH-MC and DHCA should work with the City of Takoma Park and local non-profits to identify homes for purchase and potential buyers within the Plan area.
 - Support the creation of a lease-purchase program using Low Income Housing Tax Credits. Partners could include local institutions, Montgomery Housing Partnership, Housing Opportunities Commission, and DHCA. This is also an opportunity to partner with local youth organizations such as Youth Build, a paid training and educational program that provides construction training. These organizations also provide life skills, job readiness skills, and academic instruction to assist young adults.

Multi-jurisdictional

- Encourage the creation of a social service center to provide assistance to immigrants.
 - Create a center to provide social, educational, and naturalization services to area residents. This facility should be located near transit facilities and could be a partnership of local non-profits, faith based institutions, and State and local agencies.
- Encourage the creation of a multi-jurisdictional incentives, affordability, and marketing workgroup.
 - Public and private stakeholders would be responsible for reviewing and implementing incentives to facilitate redevelopment within the Plan area.
- Support the creation of a Bi-County Transportation Management District.
- Support Bi-County expansion of the International Corridor CDC’s programs and services.
- Encourage creation of Bi-County Weed and Seed program.
- Explore creation of a Bi-County Parking Lot District.
 - A Takoma/Langley Crossroads parking district could complement reduced parking requirements if enacted together. In general, parking districts allow jurisdictions to manage parking supply and demand on a district-wide basis and typically provide public garages. The parking district would offer developers the benefit of potentially reduced parking costs when enacted in combination with payment in lieu of parking provision. Montgomery County currently has several parking districts in the County’s urban nodes, including Silver Spring and Bethesda.



Zoning Recommendations

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

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

The purposes of the proposed Zones are to:

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

The Zone's optional methods of development provide for public amenities that can be provided to earn the maximum allowable density. Based on the proximity to transit, properties within the TLC area will have the benefit of extra density with additional bonuses available for preserving local businesses, providing a range of housing types and additional streetscape, and incorporating community facilities into mixed-use developments. These qualifying benefits, facilities, and amenities are detailed in the site specific reinvestment sections.

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

Public Use Space Requirements of the CR Zones

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

Public Facilities and Amenities Requirements of the CR Zones

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

Amenity fund projects will include:

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

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

Development Staging

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

- Locally Preferred Alignment Selection – Spring 2009
- Final Environmental Impact Statement Completed – Spring 2011
- Begin Final Design – Fall 2011
- Begin Construction – 2013

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

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

This will be accomplished by incorporating the following recommendations:

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

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

Capital Improvement Plan Projects

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

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
Day Care Center	Civic Core		Private	TBD
New American Service Center	Civic Core		Private	TBD
Buffered Bike Lane	Civic Core	M-NCPPC		TBD
Food Science Incubator	Civic Core	DED		TBD

Roadway Classification

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

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

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

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

Notes:

- Refers to the planned through travel lanes, not including turning, parking, acceleration, or other auxiliary lanes.
- Where the roadway is through Prince George's County, the Prince George's County Sector Plan recommended right-of-way must be provided.
- The table above identifies target speeds for roadways classified in the master plan, following the guidance in the County Code and recently approved Executive Regulation 31-08.
- The table designates roads that are part of the County Master Plan of Highways and uses the following classifications as contained in the County Road Code :
 - "M" designates a Major Highway, a road providing less speed and mobility than freeways, but more access via at-grade intersections. Driveway access is acceptable in urban and dense suburban settings.
 - "A" designates an Arterial Road, connecting major highways and providing more access points than a major highway while moving traffic at lower speeds.
 - "MA" is a new category, Minor Arterial, a road functioning as an arterial, but with adjacent land uses that make traffic calming appropriate.
 - "B" designates Business District roads.
 - "P" designates Primary Residential roads, which are residential roads.

Bikeways Network

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

Appendix 1 Background

- Community Outreach
- Community History

Appendix 2 Quality of Life

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

Appendix 3 Diversity

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

Appendix 4 Design

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

Appendix 5 Environment

- Environmental Resources

Appendix 6 Connectivity

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

ELECTED AND APPOINTED OFFICIALS

County Council

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

County Executive

Isiah Leggett

The Maryland-National Capital Park and Planning Commission

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

Commissioners

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

Prince George's County Planning Board
Samuel J. Parker, Jr., Chairman
Sylvester J. Vaughns, Vice Chair
Sarah A. Cavitt
Jesse Clark
Colonel John H. Squire

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

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

THE PLAN PROCESS

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

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

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

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

Public Hearing Draft / June 2009

Takoma/Langley Crossroads

Sector Plan

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

MontgomeryPlanning.org



6090000845



Appendix
Takoma/Langley Crossroads Sector Plan

Prepared by the Montgomery County Planning Department
8787 Georgia Avenue
Silver Spring, MD 20910-3760

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Appendix 1 Background

This planning effort was formally initiated in January 2008 as a joint master plan between Montgomery County and Prince George's County with the participation of the City of Takoma Park. The major goals of this effort were to provide for transit-oriented development (TOD) around planned transit facilities, enhance the community character and improve the quality of life in the Takoma/Langley Crossroads. The collective vision was to use the proposed transit center on the north side of MD 193 and the proposed Purple Line as catalysts to develop a transit-oriented, pedestrian-friendly community that will meet the needs of the existing and future residents.

This project was a complicated effort from the start, given the policies and procedures in the three jurisdictions. Budget constraints in Montgomery County and resulting schedule changes caused a separation of the Montgomery County and Prince George's County plans in November 2008. However, each County remained committed to the creation of plans with shared elements (i.e. Transportation, Land Use and Density).

Community Outreach

As part of the Bi-County project team's preplanning activities, community outreach for the Takoma/Langley Crossroads (TLC) Sector Plan actually began in July 2007 with the initiation of stakeholder meetings. A pedestrian safety and mobility study funded by COG was also prepared. Various traditional and non-traditional mechanisms were utilized to publicize the upcoming sector plan effort including the creation of a Community Leadership Team (CLT) to assist in outreach and educate area residents about the TLC sector planning effort. This non-traditional approach was designed to reach out to all elements of the community, including those who have not actively participated in the past and prepare them for community leader roles and commit them to acting as liaisons for the TLC Sector Plan. The CLT was designed to bridge the gap between the planning team and the community-at-large. Charged with soliciting input from community members and identifying issues of importance for the staff and consultants, the CLT members were responsible for leading their own community outreach program with the bi-County staff serving as a resource.

Traditional community outreach methods such as flyers, posters, websites, door to door recruiting, open houses, worksessions, and outdoor meetings proved more successful. The Bi-County Team held a total of four open house meetings, three outdoor meetings and two worksessions, all of which took place within the Takoma/Langley Crossroads Sector Plan area. These meetings were more successful as they allowed opportunities to address the issues and concerns of area stakeholders. Due to the diverse nature of this community, translation services and bilingual documents were provided at all public meetings. This will continue as a part of the outreach process.

The TLC Sector Plan seeks to address the following quality of life, connectivity, diversity, design, and environment issues that were identified by the community as well as the more specific issues identified in the January 2008 Outreach Strategy Report for the TLC Sector Plan:

- preservation of existing affordable housing
- desire for a safe and secure community
- pedestrian fatalities caused by heavily traveled roads with inadequate pedestrian networks and inadequate trails and bikeways
- inadequate community services, recreational facilities and gathering places
- insufficient open space and poor green networks
- concerns about the community's continuing affordability (commercial and residential) as a result of the development of the proposed Purple Line and Transit Center
- lack of community awareness, identity, and sense of place
- impact of the proposed Transit Center and Purple Line along University Boulevard
- poor image of commercial areas along University Boulevard and New Hampshire Avenue.

Community History

The area known as Takoma/Langley Crossroads is located along the border of Montgomery and Prince George's Counties. A group of community business leaders gave Takoma/Langley Crossroads its name during the 1980s. The name refers not only to geographic characteristics of the intersection between two corridors, University Boulevard and New Hampshire Avenue, but also was an attempt to bring together the communities of Langley Park in Prince George's County and Takoma Park in Montgomery County. This was especially significant because until 1997, the City of Takoma Park straddled the two counties.

The Takoma/Langley Crossroads area has developed into a densely populated place with a mixture of single-family residences, multifamily units, offices, and retail spaces. The community's demographics have changed dramatically over time. Moreover, for a period of almost thirty years, the region has served as a destination for immigrants from Central America, South America, the Caribbean, Asia, and Africa. Given the community's diverse racial and ethnic makeup and the eclectic collection of businesses, which cater to the neighborhood's multicultural residents, Takoma/Langley Crossroads has become known as the heart of Maryland's International Corridor.

Takoma Park: Community Development

Benjamin Franklin Gilbert purchased the approximately 10 acres that become known as Takoma Park in 1883. Those 10 acres contained land in Washington, D.C. and Maryland including both Montgomery and Prince George's Counties. He developed the wooded and hilly land to offer Washington residents a respite from the urban environment. With proximity to the railroad and several major roadways, Takoma Park was an attractive locale for individuals who wanted to live outside the metropolitan area but commute into the city for work. Also, at a time when many urban residents had environmental concerns related to city living, Gilbert promoted Takoma Park's healthful characteristics by advertising its fresh water springs and clean air.

During the next half century, the land developed steadily along the borders of the Montgomery County and Washington, D.C. with primarily single-family houses. The residents who occupied these homes were white professionals and their families. There was also a small enclave of African-American residents who were located somewhat separately from the rest of the community near Colby and Cherry Avenues. After WWII, the community experienced rapid growth, with the construction of single-family homes filling in the remaining vacant areas of Takoma Park and also the development of new multifamily apartment buildings near the University Boulevard. Some older homes were subdivided to serve as housing for the new population.

African-American students received their education in a two-room schoolhouse called the Colored Takoma Park Elementary School on Geneva Avenue. In 1955, following the Supreme Court's *Brown v. the Board of Education* ruling, Takoma Park integrated its elementary schools. Further desegregation in the following decades increased the community's African-American population and opened the way for other racial and ethnic groups to migrate into the area. Presently, Takoma Park is home to a mixture of residents from various backgrounds.

For over one hundred years, Takoma Park was a city split between the jurisdictions of Montgomery County and Prince George's County. As the population grew, this division complicated governing and policing. Takoma Park citizens refused to allow these jurisdictional obstacles to overtake their community. The residents, working alongside neighboring communities, successfully fought against a plan to raze the area to accommodate a new highway. Their victory created the strong spirit of activism that still exists in Takoma Park today. In 1995, residents voted in a city-wide referendum in favor of unification. The Maryland legislature granted the Takoma Park petition for unification, which became official in 1997. The city is now a destination for individuals who are attracted to the cultural and political diversity of its government and citizens.

Past and Future Challenges in the Takoma/Langley Crossroads Area

The Takoma/Langley Crossroads area suffered through a period of decline in the latter half of the 20th century when many urban centers and first-tier suburbs across the country struggled through economic and social depression. The community grappled with blighted residential and commercial areas, as well as with the crime related to the illegal drug trade in the 1980s. Residents in some apartment complexes were subjected to open air drug markets and other criminal activity. The longtime residents and the new immigrant communities were both victims of crime.

Some homeowners organized to address neighborhood concerns about rising crime. The elementary school implemented bus service for children who lived in walking distance to school, as a method to ensure their safety. The police department also increased their presence to target crime. Apartment complexes initiated safety measures to discourage drug activity such as installing new lighting, security doors, and ensuring general upkeep of their properties.

During the late 1990s, police in Prince George's County conducted multiple raids in various communities, including Takoma/Langley in an effort to shut down drug activity in the County. Through these combined efforts the community fought back against the criminal elements that threatened their neighborhood, however public safety remains a concern for some in Takoma/Langley Crossroads area.

Because of the Takoma/Langley Crossroads area's uniqueness as a multi-ethnic enclave, a major commercial center, and crucial transportation corridor, both Prince George's and Montgomery Counties have been challenged in best serving the needs of the community's established and new residents. Each group has its own set of concerns including the need for social services, congestion, housing, and public safety that affect the entire Takoma/Langley Crossroads community. The County governments, community organizations, and residents are working together to address these issues and improve up the community's existing assets.



Appendix 2 Quality of Life

Market Analysis

The following market analysis and the data it draws on cover the Sector Plan Study Area, which includes Montgomery and Prince George’s County and the City of Takoma Park.

Staff from Montgomery and Prince George’s Counties and the City of Takoma Park worked with consultants PB PlaceMaking (PB) and Basile Baumann Prost Cole & Associates (BBPCA). Funded by Prince George’s County, these consultants provided recommendations for alternative concepts, land use, density, community outreach, and urban design. Montgomery County provided staff, translation services, and transportation analysis. The results of the transportation analysis completed by Montgomery County served as the basis for the market analysis and feasibility study conducted by BBPCA.

Two analyses—market viability and financial viability—were performed to determine the redevelopment potential in the Takoma/Langley Crossroads Sector Plan area.

Their study determined that in addition to the existing 167,000 square feet of office space, 850,000 square feet of retail space, and 5,600 dwelling units, the Sector Plan market area could support an additional:

- 340,000 square feet of office space with transit, and 70,000 without
- 460,000 square feet of retail space with transit, and 230,000 without
- 2,800 residential units with transit, and 1,400 without

Due to overcrowding and the demand for additional affordable housing within the community, the study estimated that an additional 2,000 residential units could be supported but would require financial subsidy.

While this additional density was allocated proportionally across the entire Plan area, it was concentrated in the areas nearest the proposed Transit Center and Purple Line stations to further the Plan’s TOD goals.

Although the construction of the Purple Line serves as the primary catalyst, the market study determined that a minimum 2.0 FAR would be required to encourage redevelopment.



MEMORANDUM

July 30, 2008

To: David Holden, PB Placemaking

From: Kate Shifflet, BEPC

Re: **Takoma Langley Crossroads**
Refined Market & Financial Evaluations (DRAFT)

1.0 Overview

Basile Baumann Prost Cole & Associates was tasked with performing two key types of analyses related to redevelopment potential in the Takoma Langley Crossroads sector plan area: 1) market viability; and 2) financial viability.

This includes an evaluation of the market potential for residential, office, and retail development that could occur in the Takoma Langley Crossroads study area based on current trends as well as the enhanced market potential associated with transit.

The evaluation also includes analysis of pro forma financial feasibility to test the likelihood that various FAR and density levels might catalyze redevelopment (e.g. demolition and rebuilding).

2.0 Market Viability of Redevelopment

To provide a market-based check on designs for the Takoma Langley Crossroads Sector Plan Study Area, BBPC identified potential redevelopment opportunities under two scenarios:

1. If transit is not added in the Study Area
2. If transit is added

2.1 Economic Impacts of Transit Centers

The introduction of transit - whether heavy rail, light rail, bus rapid, etc. - has generally been found to have a positive impact on the economic viability of communities. To identify the potential redevelopment opportunities associated with the addition of transit in the Takoma Langley Crossroads, BBPC performed a nationwide review of the quantitative and qualitative impacts of transit centers on nearby properties.

This review included assessment of numerous studies that have identified impacts associated with heavy rail, light rail, and bus rapid transit. The review also included evaluation of qualitative, anecdotal evidence provided to BBPC by the nation's foremost experts on transit as part of a survey conducted in 2007.

Most of the quantitative evidence regarding the economic impacts of transit is focused on the impacts of heavy rail and light rail, for which there are several long-standing systems from which to assess long-term impacts. Quantitative evidence regarding the impacts of bus rapid transit is less well-documented.

Key findings from BBPC's review of the quantitative and qualitative impacts of transit centers on nearby properties include:

- **Enhanced retail expenditures and sales** - transit riders spend an estimated \$0.03 to \$1.30 per rider on retail goods and services at businesses close to transit. Sales volumes increased as much as 33 percent in communities analyzed.
- **Increased lease rates** - several studies documented enhanced lease rates post-implementation of transit improvements, likely resulting from enhanced retail expenditures and property values. Increases in studies consulted were upwards of 65 percent.
- **Property values** - values of properties near transit tended to be 2 to 25 percent higher than values of similar properties not adjacent to transit.

- **Occupancy rates** - studies indicated that occupancy rates were 4 percent higher in properties served by transit compared to properties not served by transit.
- **Image/visibility** - transit enhancement was associated with improvements to commercial image, transforming once declining urban and suburban areas to more vibrant commercial centers.
- **New development** - survey respondents estimated that transit often redistributes regional growth that would have occurred elsewhere towards areas adjacent to transit. Respondents estimated station areas (e.g. those areas within walking distance of transit) could capture a large share of regional growth (with the midpoint of responses at 40 percent). These respondents indicated that it was not necessarily transit per se that was responsible for the redistribution of growth, but land use policies supportive of higher densities and intensities near transit (as well as policies discouraging growth in other areas of the region not served by transit).

Based on this literature, BBPC estimates that the Takoma Langley Crossroads area has a strong opportunity to capture a larger share of the growth that occurs in surrounding Prince George's and Montgomery Counties. We estimate the area could increase its share of the counties households and firms to a modest 1 to 3 percent; however, this increase is predicated on changes in land use policies to support higher densities and intensities in this area. Further, we believe sales volumes can increase more rapidly to meet the increased demand for services provided by new households and firms as well as by new transit riders. We have not differentiated between various modes of transit and the impacts they may have on redevelopment opportunities, since we believe land use policies will have a more significant impact on redevelopment potential than transit mode.

2.2 Current Market Conditions and Future Trends

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 in terms of office, retail, and residential space
- Projected market area growth of households, jobs, and retail spending
- Trends in the attractiveness premium households, firms, and shoppers place on transit-based communities

These conditions and trends were used to identify reasonable potential future shares of surrounding market area household, job, and retail spending growth that the Takoma-Langley Crossroads Study Area may attract - both if transit is added, and if it is not.

2.3 Preliminary Estimates

Our preliminary estimates, covered in detail in the table on the next page, suggest that the Study Area could by 2028 add:

- 340,000 square feet of office space with transit, and 70,000 without
- 460,000 square feet of retail space with transit, and 230,000 without
- 2,800 residential units with transit, and 1,400 without

These development opportunities would be in addition to the existing 167,000 square feet of office space, 850,000 square feet of retail space, and 5,600 dwelling units.

The 2,800 residential units that could be added with transit do not include the pent-up demand for affordable housing presented by existing residents living in overcrowded dwellings. We estimate that, if given the chance to rent affordable units, these residents would demand an additional 2,000 units (effectively bringing the current mix of units closer to code).

Exhibit 2.1: Estimated & Projected Development - Takoma Langley Crossroads, 2008 to 2028
Existing, Net New, and Total Future Potential

Existing Development						
Office (SF)	167,000					
Retail (SF)	850,000					
Residential (DU)*	5,600					
	5 Years (2008 to 2013)		10 Years (2008 to 2018)		20 Years (2008 to 2028)	
	Without Transit	With Transit	Without Transit	With Transit	Without Transit	With Transit
Market Absorption (Net New Space)						
Office (SF)	20,000	30,000	100,000	70,000	340,000	
Retail (SF)	50,000	110,000	160,000	230,000	460,000	
Residential (DU)	300	700	1,000	1,400	2,800	
Total Potential Future (Net + Existing)						
Office (SF)	187,000	197,000	267,000	237,000	507,000	
Retail (SF)	900,000	960,000	1,010,000	1,080,000	1,310,000	
Residential (DU)	5,900	6,300	6,600	7,000	8,400	

Source: BBPC, 2008

More detailed explanations of market opportunities by use are provided below.

2.4 Office

Currently, the Study Area features an estimated 167,000 square feet of office space and 1,000 jobs, roughly 2 percent of office space and office-based jobs in Montgomery & Prince George's Counties (identified as the market areas within which the study area is most likely to compete for new and expanding firms). The two counties are projected to experience healthy office-based employment growth over the next few decades.

**Exhibit 2.2: Projected Job Growth
Montgomery & Prince George's Counties
(2008 to 2028)**

	Net New Jobs
5 Years (2008 to 2013)	26,000
10 Years (2008 to 2018)	53,000
20 Years (2008 to 2028)	113,000

1/ Assumes 1.2 percent annual increase in office-based employment, based on office-based job growth through 2014 identified by the Maryland Department of Labor

Our top assumptions include:

- Without the introduction of transit, it is fair to assume current conditions will continue, and the Study Area will maintain its fair share of office space and office-based employment growth at 2 percent
- Most of the firms likely to grow or locate in this area are professional service firms catering to the local population (e.g. lawyers, doctors, medical practitioners and others focusing on the nice market of recent immigrants)
- The Purple Line, by introducing a major amenity and expanding access to the regional labor pool, could catalyze a different sort of office growth in the Study Area and attract larger, regionally-oriented firms
- Also, since the Purple Line could stimulate higher-density residential and retail development (thereby attracting more residents and retail firms), transit could contribute to accelerated growth of firms that serve local

residents and retail businesses (e.g. professional service firms and local financial institutions)

Exhibit 2.3: Takoma Langley Crossroads Potential Office Growth (2008 to 2028)
Based on Various Capture Rates of Two County Job Growth

	Job Capture Rate		Net New Jobs		Net New Office Space (1/)	
	Without Transit	With Transit	Without Transit	With Transit	Without Transit	With Transit
5 Years (2008 to 2013)	0.2%	-	50	-	20,000	-
10 Years (2008 to 2018)	0.2%	0.6%	110	320	30,000	100,000
20 Years (2008 to 2028)	0.2%	1.0%	230	1130	70,000	340,000

1/ Assumes 300 square feet per employee

Net new office space by 2018 (roughly timing of the introduction of the new line) could result in one to two pioneering projects in the realm of 50,000 to 100,000 square feet (to accommodate several medium sized employers). Such development could serve as a catalyst for future expansion in a relatively untested market (as far as attracting regional office employers), and should focus on build to suit opportunities to minimize risk.

2.5 Residential

There are currently an estimated 5,400 households in the study area (according to Census-based estimates). BBPC estimates that the effective number of households (that is, the number of households that would be present if overcrowding was not an issue) would be closer to 7,400 (about 1.4 times higher than the current estimate, based on research provided by The Community Foundation for the National Capital Region). BBPC used the effective number of households rather than Census-based as a benchmark with which to project future demand. Effectively, the study area's households represent 1.1% of the households in Montgomery and Prince George's Counties

Exhibit 2.4: Projected Household Growth Montgomery & Prince George's Counties (2008 to 2028)

	Net New HH
5 Years (2008 to 2013)	29,000
10 Years (2008 to 2018)	60,000
20 Years (2008 to 2028)	125,000

1/ Assumes 0.9 percent annual increase in households, based on household growth through 2014 identified by ESRI (a census-based demographic estimation and projection service)

In identifying residential opportunities, we assume that:

- Without transit, it is safe to assume the Study Area will maintain its fair share of households at 1.1 percent (taking overcrowding into account)
- The capture of future household growth in the two counties could increase with transit, since many singles, young couples, students, and older couples would likely appreciate the chance to live in walking distance of a transit hub
- This accelerated household growth could support several large housing developments in ten years and twenty years (with demand ramping up over the second ten year period - from 2018 to 2028), eventually resulting in the net addition of 2,800 (on top of the existing 5,400 - for a total of 8,200 dwellings)

Exhibit 2.5: Takoma Langley Crossroads Potential Housing Growth (2008 to 2028)
Based on Various Capture Rates of Two County Household Growth

	Household Capture Rate		Net New HH		Net New Dwelling Units (1/)	
	Without Transit	With Transit	Without Transit	With Transit	Without Transit	With Transit
5 Years (2008 to 2013)	1.1%	-	300	-	300	-
10 Years (2008 to 2018)	1.1%	1.7%	700	1,000	700	1,300
20 Years (2008 to 2028)	1.1%	2.2%	1,400	2,800	1,400	2,800

1/ Assumes 300 square feet per employee

We recommend that a small proportion of these units - one to two dozen - should be offered as live-work housing to cater to a specialized niche of micro-business owners/entrepreneurs likely to want to live in the Study Area where they operate their business.

The pent-up demand for housing provided by overcrowded housing units presents additional support for new housing, in that these residents would likely choose less crowded quarters if given an affordable alternative. We estimate such pent-up demand would support another 2,000 units, which would likely have to be subsidized given these residents' limited financial capacity. On top of the 8,200 market-rate dwellings (existing and future), this 2,000 would bring the total dwelling count in the Study Area to 10,200.

2.6 Retail

Currently, the Study Area's retail businesses capture an estimated 17 percent of all retail sales made in the International Corridor trade area (defined as all the land within an easy 5-minute drive of the Crossroads, which includes the residences of most of the businesses' most frequent customers).

**Exhibit 2.6: Projected Retail Spending Growth
International Corridor Trade Area (1)
(2008 to 2028)**

	Net New Retail Spending (2)
5 Years (2008 to 2013)	\$1,067 M
10 Years (2008 to 2018)	\$1,145 M
20 Years (2008 to 2028)	\$1,318 M

1/ Trade area is defined as the 5-minute driveshed surrounding the Crossroads
2/ Assumes 1.4 percent annual increase in retail spending, in line with projected growth in households and household incomes in the trade area

We assume that:

- The Study Area is likely to maintain its current share of future Trade Area retail expenditures (e.g. demand) if transit is not added
- However, with the introduction of the Purple Line and the potential addition of many more households and firms (and associated retail spending), Study Area businesses could increase their capture of Trade Area retail spending (slowly over the first ten years, and more dramatically once the Purple Line is introduced and a critical mass of customers are added).

Exhibit 2.7: Takoma Langley Crossroads Potential Retail Growth (2008 to 2028)

Based on Various Capture Rates of Trade Area Retail Spending Growth

	Retail Spending Capture Rate		Net New Sales		Net New Retail Square Feet (1)	
	Without Transit	With Transit	Without Transit	With Transit	Without Transit	With Transit
	5 Years (2008 to 2013)	17%	-	\$12 M	-	50,000
10 Years (2008 to 2018)	17%	26%	\$26 M	\$38 M	110,000	160,000
20 Years (2008 to 2028)	17%	34%	\$55 M	\$110 M	230,000	460,000

1/ Assumes \$240 sales productivity per square foot, in line with standards identified in ULI's Dollars & Cents of Shopping Centers

3.0 Financial Viability of Redevelopment

While market conditions will dictate when and to what degree the Takoma Langley Crossroads can expand its office, residential, and retail base, financial conditions will impact whether or not individual property owners and developers will choose to (re)develop properties.

To test the financial viability of redevelopment in the Takoma Langley Crossroads, BBPC performed an analysis of the financial returns possible from the redevelopment of *three demonstration sites* at various floor area ratios (FARs). Two different scenarios were identified for each demonstrated site: 1) the current property owner maintains ownership and redevelops the site; and 2) the current property owner sells the property to another developer, who then redevelops the site. FARs tested ranged from 1.0 to 4.0.

Scenarios	
Scenario 1	Property Owner Develops
Scenario 2	Property Owner Sells

3.1 Key Assumptions

For all three demonstration sites, BBPC used the following assumptions to determine the internal rate of return (IRR) for both scenarios:

New Development Rent Assumptions		
Use	Cost PSF	Type
Residential	\$18.00	
Office	\$32.14	NNN
Retail	\$32.14	NNN

Parking Assumption	
Retail	1 space : 200 SF
Office	1 space : 250 SF
Residential	2 spaces : 1 unit

Existing Rent		
Use	Cost PSF	Type
Residential	\$15.60	
Office	\$25.00	NNN
Retail	\$25.00	NNN

Financing Assumptions	
Construction Rate	8.00%
LTV	70%
Loan Fee	2.00%
Permanent Rate	7.00%
Term (Years)	30
Cap Rate Sale	9.00%

In general, developers seek a leveraged internal rate of return (IRR) roughly 12 to 15 percentage points higher than the return available from safe investments such as Treasury Bills. With current ten-year treasury bills providing 5 percent returns, BBPC has assumed that a leveraged IRR of 17 to 20 percent will be required at minimum in order for developers to pursue redevelopment.

3.2 Demonstration Site #1: Commercial Node at University Boulevard & New Hampshire Avenue

The table below illustrates the intended program mix based off of various FAR levels ranging from 1.0 - 4.0 and a fixed land size of 545,807 SF. The proposed redevelopment program mix is to include 35% retail, 5% office and 60% residential.

Use	Program Mix					Mix
	SF					
Retail	191,032	286,549	382,065	573,097	764,130	35%
Office	27,290	40,936	54,581	81,871	109,161	5%
Residential	327,484	491,226	654,968	982,453	1,309,937	60%
Building SF	545,807	818,711	1,091,614	1,637,421	2,183,228	100%
Land SF	545,807	545,807	545,807	545,807	545,807	
FAR	1.00	1.50	2.00	3.00	4.00	

Based off of the above program mix and fixed land size, the following tables illustrates leveraged IRRs possible under varying FARs given current and projected future market conditions as well as required parking requirements based on Prince George's County Ordinance. Returns are significantly lower for developers than property owners who choose to redevelop because of the high cost of land acquisition (estimated based on the current income generated by properties).

FAR	IRR		Parking Requirement	
	Scenario 1	Scenario 2	FAR	Spaces
1.0	22.62%	9.42%	1.0	1,719
1.5	25.09%	13.48%	1.5	2,579
2.0	26.48%	16.18%	2.0	3,439
3.0	28.02%	19.66%	3.0	5,158
4.0	28.84%	21.83%	4.0	6,877

From this analysis, it appears that Scenario 1 (in which current owners take on redevelopment) would result in acceptable return levels at every FAR. However, if these owners chose to sell their properties, lower IRRs would result, and a minimum FAR of 2.0 would be required to achieve the target 17 percent IRR.

3.3 Demonstration Site #2: Commercial Node at Riggs Road

The table below illustrates the intended program mix based off of various FAR levels ranging from 1.0 - 4.0 and a fixed land size of 300,564 SF. The proposed redevelopment program mix is to include 35% retail, 5% office and 60% residential.

Use	Program Mix					Mix
	SF					
Retail	105,197	157,796	210,395	315,592	420,790	35%
Office	15,028	22,542	30,056	45,085	60,113	5%
Residential	180,338	270,508	360,677	541,015	721,354	60%
Building SF	300,564	450,846	601,128	901,692	1,202,256	100%
Land SF	300,564	300,564	300,564	300,564	300,564	
FAR	1.00	1.50	2.00	3.00	4.00	

Based off of the above program mix and fixed land size, the following tables illustrates leveraged IRRs possible under varying FARs given current and projected future market conditions as well as required parking requirements based on Prince George's County Ordinance.

FAR	IRR		Parking Requirement	
	Scenario 1	Scenario 2	FAR	Spaces
1.0	21.18%	9.56%	1.0	947
1.5	23.92%	13.60%	1.5	1,420
2.0	25.53%	16.31%	2.0	1,894
3.0	27.31%	19.77%	3.0	2,840
4.0	28.28%	21.93%	4.0	3,787

From this analysis, it appears that Scenario 1 (in which current owners take on redevelopment) would result in acceptable return levels at every FAR. However, if these owners chose to sell their properties, lower IRRs would result, and a minimum FAR of 3.0 would be required to achieve the target 17 percent IRR.

3.4 Demonstration Site #3: Residential/Multi-Family Node Near Historic Mansion

The table below illustrates the intended program mix based off of various FAR levels ranging from 1.0 - 4.0 and a fixed land size of 1,065,042 SF. The proposed redevelopment program mix is to include 10% retail and 90% residential.

Use	Program Mix					Mix
	SF					
Retail	106,504	159,756	213,008	319,513	426,017	10%
Office	0	0	0	0	0	0%
Residential	958,538	1,437,807	1,917,076	2,875,613	3,834,151	90%
Building SF	1,065,042	1,597,563	2,130,084	3,195,126	4,260,168	100%
Land SF	1,065,042	1,065,042	1,065,042	1,065,042	1,065,042	
FAR	1.00	1.50	2.00	3.00	4.00	

Based off of the above program mix and fixed land size, the following tables illustrates leveraged IRRs possible under varying FARs given current and projected future market conditions as well as required parking requirements based on Prince George's County Ordinance.

FAR	IRR	
	Scenario 1	Scenario 2
1.0	17.14%	7.22%
1.5	18.87%	10.82%
2.0	19.84%	12.90%
3.0	20.88%	15.46%
4.0	21.44%	16.99%

Parking Requirement	
FAR	Spaces
1.0	2,450
1.5	3,674
2.0	4,899
3.0	7,349
4.0	9,798

From this analysis, it appears that Scenario 1 (in which current owners take on redevelopment) would result in acceptable return levels at every FAR. However, if these owners chose to sell their properties, lower IRRs would result, and a minimum FAR of 4.0 would be required to achieve the target 17 percent IRR.

4.0 Summary Conclusions

According to BBPC's preliminary assessment, the following may be concluded:

- Property owners would incur acceptable rate of returns if they choose to remain owners and redevelop at all FAR levels ranging from 1.0 - 4.0.
- If property owners decide to sell, developers would require a FAR ranging from 2.0 - 4.0 in order to incur an acceptable rate of return (contingent upon location and program mix).
- Returns to property owners are higher than returns to developers because of the estimated high cost of land acquisition in the Takoma Langley Crossroads. The high acquisition costs are attributable to the economic health of existing commercial and multi-family properties, which exhibit very high occupancy levels and strong rental rates.
- There is no guarantee that existing property owners will redevelop, and if FAR levels are set below 2.0, developers may require financial incentives to pursue redevelopment.
- Since land acquisition costs are high, assistance with land assembly could prove a strong incentive for redevelopment.
- Structured parking adds significant costs to redevelopment, and is assumed to be provided by the property owner or developer at each FAR level. Incentives to reduce the cost of structured parking could enhance the financial viability of redevelopment at lower FAR levels.

The following table provides a detailed explanation of site specific market opportunities by land use (office, residential, and retail). It provides a methodology for estimating the total amount of development that may be built in the TLC Sector Plan Study Area under a set of assumptions, including land use laws and policies (e.g., zoning), traffic standards, and environmental constraints in both Montgomery and Prince George's Counties. Additionally, the table illustrates how the TLC Sector Plan allocated the roughly 35 percent of the total proposed density apportioned to the Montgomery County Sector Plan area. The 35 percent is based on the percentages of the Study Area located within Montgomery County and the City of Takoma Park.

Takoma/Langley Crossroads Yield Analysis by Traffic Area Zone*

Residential Uses (units)									
Non Residential Uses (square feet)									
	TAZ		Multifamily	Single Family Detached		Office	Retail	Hotel	Institutional
Prince George's									
	667		967			179,767	179,767		
	668		413						
	669		2,861	27		109,159	559,711		54,000
	670		835	23		35,088	92,325		
	691		818	142			164,265		
	693		822			35,676	138,553		
		Subtotal	6,716	192		359,690	1,134,621		54,000
Montgomery County									
	32301		123	209					
	32302		25				20,092		
	32303		191			28,717	43,075		
	32304		505			164,984	164,984		
	32305		141	35			43,288		
	32306		134	92			29,011		
	32500		712	10			100,950	80,000	
	32501		468			90,365	99,039		
			46				18,785		
		Subtotal	2,345	346		284,066	519,224	80,000	
		Total	9,061	538		643,756	1,653,845	80,000	54,000
							2,431,601		

* See Appendix 6 Connectivity, Figure 1

Economic Development Incentive Toolkit

Revitalization and Small Business Programs

- Division of Business Empowerment provides business development services to small and minority owned businesses based in the County.
- Small Business Revolving Loan Fund provides loans to acquire fixed assets, contract financing, expansion capital, and/or to finance the acquisition or construction of real estate (gross revenues of less than \$5,000,000 annually and have less than 75 employees. The average size of the Program assistance is \$5,000-\$100,000, with maximum terms up to five years and collateral is required).
- Economic Development Fund offers assistance to private employers in targeted industries to either retain jobs already in the County or attract new jobs to the County.
- Technology Growth Fund provides gap financing for emerging technology-based companies with innovative products or services.
- Microenterprise Fund is scheduled to begin in 2008 in partnership with the State to provide loans to small and minority firms with annual revenues of \$250,000 or less and five or fewer employees. Loans are given at a maximum \$15,000 with terms of three years or less.
- Mentorship Program was piloted in 1991, and originally designed to provide outreach to start-up companies owned by minorities, females, and disabled persons. DED expanded the program's scope in 1993 to include existing businesses.
- Local Business Reserve Program allows local small businesses to bid for select Montgomery County contracts.

Tax Credits

- Takoma Park/Long Branch Enterprise Zone Tax Credits available to businesses choosing to locate in these areas. The special tax credit incentives are designed to spur redevelopment in State-defined Enterprise Zones. The Real Estate Property Tax Credit in Downtown Silver Spring is a ten-year property tax credit on newly constructed or renovated facilities. The Employment Tax Credits for creating new full-time jobs in Silver Spring, Wheaton, and Long Branch is a \$1,000 income tax credit per newly created job. In addition, businesses hiring economically disadvantaged employees to fill newly created positions in the Enterprise Zone are eligible for a \$6,000 income tax credit per new job over a three-year period.
- Green Tape Zone facilitates issuance of building permits for commercial construction in the Enterprise Zone involving new construction additions, structural alterations, or changes in use.
- Focus Area Tax Credits are available to businesses locating in a focus area within Takoma Park/Long Branch enterprise zones.
- New Jobs Tax Credit are real and personal property tax credits for businesses occupying at least 5,000 square feet and having at least 25 individuals in new permanent full-time positions, within a 24-month period in new or expanded premises.

Schools and Public Facilities

Public Facilities

An essential element in creating a successful mixed-used development as livable place is a complete framework of public facilities and amenities. Public parks, schools, community centers, police and fire services, and emergency services are fundamental to support the creation of a mixed-use district.

This Plan proposes new public amenities and facilities, including new parks and open spaces, an urban library, bicycle paths, and public use spaces that support the district's growth. These new facilities will contribute to a livable and walkable environment that is a desirable place to live, work, and play for existing and future residents and employees.

The Takoma Park Neighborhood Park and Takoma Park Recreation Center are existing public facilities within the Plan area. Takoma Academy and the Langley Park Recreation Center are some of the public and community facilities near the Plan area.

Objectives

- Encourage a diversity of public facilities in the district, including recreation and activity centers, child daycare centers, religious institutions and emergency services.
- Integrate public facilities into mixed-use buildings throughout the district.
- Provide new services that support elderly care and child care services.
- Use the optional method provisions for the inclusion of public facilities and amenities in the Plan area redevelopment projects.

Public Schools

There are no schools located within the Plan area. Area children are a part of the Downcounty Consortium (DCC) which consists of five high schools—Montgomery Blair, Albert Einstein, John F. Kennedy, Northwood, and Wheaton—and students rank their preference among the five schools. DCC high schools have focused their efforts on building smaller learning communities within the high schools that serve a very diverse student population residing in the Wheaton/Silver Spring area. Unique ninth grade programs are designed to meet the academic needs of entering freshman while, simultaneously, connecting these students with the adults in their school. Following the ninth grade program, students in the DCC move into another form of a smaller learning community. Students choose from among a series of themed academies that focus on the application of school-based learning to higher education and the workforce.

Sligo Creek Elementary School - #517
 500 Schuyler Road Silver Spring, MD 20910

Capital Project: An FY08 appropriation was approved for planning to begin the architectural design for additions at East Silver Spring and Takoma Park elementary schools. The additions are scheduled to be completed by August 2010. These projects will enable Sligo Creek Elementary School to be relieved of space deficits. For these additions to be completed on schedule, County and State funding must be provided at the levels recommended in the CIP.

Non-Capital Action: A roundtable discussion group was convened in winter 2006 to explore options to relieve overutilization at Sligo Creek and Takoma Park elementary schools. Representatives from East Silver Spring, Piney Branch, Sligo Creek, and Takoma Park elementary schools participated in the roundtable discussion group. As a result of the group's work, the Board of Education adopted a plan on March 27, 2006, to reorganize East Silver Spring Elementary School from grades pre-K-2 to grades pre-K-5. The reorganization for East Silver Spring Elementary School will begin in August 2009 with grade 3. The Board of Education's plan also includes an addition to Takoma Park Elementary School to relieve overutilization at the school and to provide capacity to accommodate students from Sligo Creek Elementary School.

A boundary study was recommended to relieve overutilization at Sligo Creek Elementary School and is scheduled for completion in November 2009.

School Programs:

- Focused Academic Support (Local Funds)
- Total French Immersion
- Asperger's Program
- Elementary Home School Model

Class Size/Staff Ratio:

- Student Instructional/Staff Ration = 10.6
- Average Class Size
- Kindergarten = 16.3
- Grades 1 to 3 = 21.1
- Grades 4 to 5 = 18.8

Facility Information

Original Construction Date	Year Renovated/Modernized	Site Size	Gym	Joint Occupancy	Relocatable Classrooms
1934	1999	15.6 acres	Y	1	5

Capacity/Enrollment Projections

Current Capacity	Future Capacity	2009-10	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015
532	532	624	628	630	648	645	640

Silver Spring International Middle School - #647
 313 Wayne Avenue Silver Spring, MD 20910

Non-Capital Action: A boundary study is recommended to relieve overutilization at Sligo Creek Elementary School. Representatives from East Silver Spring, Piney Branch, Sligo Creek, and Takoma Park elementary schools will participate in the boundary advisory committee. Because East Silver Spring, Piney Branch, and Takoma Park elementary schools articulate to Takoma Park Middle School and Sligo Creek Elementary School articulates to Silver Spring International Middle School, the scope of the boundary study will include representatives from Silver Spring International and Takoma Park middle schools. The boundary study will take place in spring 2009 for Board of Education action in November 2009.

School Programs:

- Partial French Immersion/Spanish Immersion
- Linkages to Learning
- Learning and Academic Disabilities
- Middle Years Programme

Class Size/Staff Ratio:

- Student Instructional/Staff Ratio = 9.5
- Average Class Size (English) = 24.9
- Average Class Size (Other) = 24.6

Facility Information

Original Construction Date	Year Renovated/Modernized	Site Size	Gym	Relocatable Classrooms
1934	1999	10.6 acres	0	0

Capacity/Enrollment Projections

Current Capacity	Future Capacity	2009-10	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015
1029	1029	713	718	738	757	821	858

Montgomery Blair High School - #757

51 University Boulevard, East Silver Spring, MD 20901

School Programs

- Multidisciplinary Educational Training and Support (METs)
- Communication Arts
- Mathematics/Science/Computer Science Magnet Program
- Learning and Academic Disabilities
- International Studies Academy
- Entrepreneurship Academy
- Human Services Professions Academy
- Media Literacy Academy
- Science, Math and Technology Academy

Class Size/Staff Ratio

- Student Instructional/Staff Ratio = 12.4
- Average Class Size (English) = 23.4
- Average Class Size (Other) = 25.1

Facility Information

Original Construction Date	Year Renovated/Modernized	Site Size	Joint Occupancy	Relocatable Classrooms
1998	n/a	30.2 acres	0	0

Capacity/Enrollment Projections

Current Capacity	Future Capacity	2009-10	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015
2875	2875	2642	2520	2409	2272	2265	2327

Library Facilities

The Plan area is currently served by the Long Branch Library. This library is within two miles of the Plan area. It was built in 1964 and has a public service square footage of 22,063. A 20,000 square foot addition to the Hyattsville Library is planned in the FY 2009-2014 CIP. Project design has not yet begun but it is estimated that the project will be complete by June 2013.

Name	Address	Size
Long Branch Library	8800 Garland Avenue Silver Spring, MD 20901	Three-acre facility, 41,701 square feet facility with a book capacity for 200,000 volumes of materials.

Based upon recommended library standards, a branch library should be able to support a population of 40,000 users per branch. The study area has an estimated population of 29,000.

Community and Recreation Centers

The Department of Recreation has determined that a new or renovated community center is needed for the Plan area. The 2000 Plan recommended renovating the existing community recreation center at 7315 New Hampshire Avenue. This center is located on a 1.8-acre park and will be constructed during future phases of the development.

Recommendations

- Support the construction/renovation of the existing Takoma Park Recreation Center, including structured or below-grade parking and potential public-private joint venture.
- Maintain the Takoma Park Neighborhood Park (6.4 acres) as undeveloped open space.

Fire, Rescue, and Emergency Medical Services

The Montgomery County Fire and Rescue Service (MCFRS) provides fire protection and emergency medical services for the County. The services are provided by a combination of paid County personnel and volunteer members of the various independent, non-profit volunteer fire and rescue corporations throughout the County.

In 2004, the County Council passed legislation to reorganize the Fire and Rescue Service by placing all personnel, career and volunteer, under the command of a single fire chief. However, actual services are delivered from the 19 local fire and rescue companies. The County uses an incident command system to coordinate the efforts of paid and volunteer personnel at the scenes of emergencies.

MCFRS has determined that existing fire, rescue, and emergency medical services (EMS) at existing stations provide sufficient service to the Plan area, which is serviced by Takoma Park Station 2 First Battalion.

Existing and future residential and employment growth in the Plan area and in surrounding areas will increase the need for additional services, particularly emergency medical services. Station 2 is being rebuilt and expanded to accommodate new services and additional vehicles. It was necessary to expand the undersized and deteriorating facility to accommodate a prototype Class II (15,000 square foot) fire station. Existing fire suppression and rescue resources are expected to remain adequate over the life of the Plan. The need for additional EMS resources, including basic life support and/or advanced life support units, is probable.

Recommendation

- Support the expansion of fire, rescue, and emergency medical services at stations that surround Plan area.

Senior and Child Day Care Services

The Plan area is home to CentroNia daycare facilities. The demographic profile of this community indicates that approximately 9.1 percent of the population is less than five years old. Further, school age children are approximately 14.4 percent, which is less than the County wide population of 19 percent.

No existing building in the Plan area is dedicated to senior services. The demographic profile reveals that approximately five percent of the area's population is aged 65 and older, which is substantially lower than the County's overall population of approximately 11 percent.

As the district grows, it is envisioned that the demand for child care facilities and elderly services will increase. The flexibility of the CR Zone allows child day care facilities and elderly services as permitted uses.

Recommendation

- Support child day care facilities and elderly services within mixed-use developments at and near the proposed Purple Line and Transit Center.

Postal Service

A United States postal facility is located on Holton Lane.

Recommendation

- Relocate existing post office within mixed-use development at or near the proposed Purple Line Station and Transit Center.

Public Safety

The Plan area is within the Ward 6 of the City of Takoma Park's Police Department and the Montgomery County Department of Police District. There are six police districts and a special operations unit in the County.

Recommendations

- Expand the community policing program within Plan area.
- Recruit a diverse multi-lingual workforce.
- Support digital technology including web-based, police monitored digital surveillance.

Farmers' Market

Montgomery County's Agricultural Services Division operates several farmers' markets throughout the County including downtown Silver Spring and Takoma Park. These markets are operated from May through October. There is a farmers' market within Plan area but it lacks a permanent location.

A new public or public-private joint venture for operating a for-profit or non-profit farmers market in the Plan area would contribute to the district's transformation. The Plan recommends relocating the market from Holton Lane to a site in the area of highest density adjacent to the proposed Purple Line and Transit Center.

Recommendation

- Support a permanent location for the TLC farmers' market within the Plan area's Crossroads District.

Appendix 3 Diversity

Takoma/Langley Crossroads Study Area Demographics

The Takoma/Langley Crossroads (TLC) Study Area as defined for compiling demographic characteristics is a broader locale than the proposed sector plan and SMA (see map). The study area lies northeast of the City of Takoma Park and spans small portions of Montgomery and Prince George's Counties with 70 percent of the TLC population living in Prince George's. Six U.S. Census tracts define the area from which demographic characteristics detailed in the 2000 U.S. Census are drawn.

Summary Findings

- Takoma Park is home to a disproportionately large share of the County's low and moderate income residents.
- The discrepancy between the 2004 incomes of households in single-family structures (\$86,250 median income) and households in multifamily structures (\$33,545 median income) is large.
- The percent of Takoma Park renters who pay more than 30 percent of their income for housing is high (42.7 percent), but this is not much different than from the County as a whole (40.7 percent). Cost burdens for renters appear to be higher in Wards 4 and 6.
- Most 2007 Takoma Park home buyers and refinancers are paying more than 30 percent of their income for housing.
- The average market rents in Takoma Park are far lower than average rents in Montgomery County, and even lower than rents in Wheaton and Silver Spring.
- Takoma Park renters are more likely to stay in their apartments than renters in other parts of the County, which contributes to neighborhood stability.

Population

In 2000, approximately 29,000 people lived in this area. Between 1990 and 2000, the population gained approximately 3,350 people, a 13 percent increase across the decade.

The Takoma/Langley Crossroads area may be characterized as a growing, vibrant community of primarily young families with children, especially toddlers (41 percent) and a significant portion of unrelated individuals sharing housing (13 percent). This area has strong minority and immigrant communities where over half of the population is Hispanic, three out of five residents are foreign born, and one third arrived in the United States during the 1990s. About 80 percent of the area's foreign-born population was born in Latin America.

Half of the residents speak Spanish and approximately 11,800 people, 45 percent of the area's population, rate their English speaking skills as less than "very well." With such a large immigrant community it is not unusual to see a striking divergence in educational attainment. Among adults age 25 years and over, only 56 percent are high school graduates or higher compared to 90 percent of Montgomery County residents and 85 percent of Prince George's population. Moreover, 26 percent of these adults have less than a 9th grade education.

Just over 14,000 residents or two-thirds of the working age population are in the labor force. The typical occupations of the residents differ from what characterizes the two counties. The range of occupations in the area is almost evenly split among service, management and professional, and construction sectors as contrasted with the concentration of the two counties' workforce in managerial/professional occupations.

With 26 percent of the area's employed residents holding service jobs and another 21 percent in construction (both sectors well above the County levels), only 22 percent are employed in management or professional occupations compared to 57 percent in Montgomery County and 39 percent in Prince George's. The commuting patterns in the TLC area also differ from the habits found at the County level. Less than half of employed TLC residents drive alone to work compared to County rates in the high sixties. One quarter of workers carpool and about 20 percent take public transportation.

Housing

The 2000 U.S. Census reported 9,150 housing units in the TLC area of which 64 percent are multifamily units. One-third of the units are in buildings with 10 or more units and 24 percent are in structures with five to nine units. About 27 percent (2,463 units) are single-family detached. Over half of the housing is post-World War II vintage and very few structures were built after 1990. While most households rent (68 percent), the population is not as transient as might be expected; almost half of the population lived in the same residence five years prior to the 2000 U.S. Census.

Rent is cheaper in the study area with 70 percent of renter households paying less than \$750 per month compared to only one quarter of Montgomery County renters and half of the renters in Prince George's County. The majority of homeowners, 63 percent, are paying a less than \$1,500 monthly mortgage compared to one third of homeowners in Montgomery County and half in Prince George's. While most households in Takoma/Langley Crossroads have relatively low housing costs regardless of tenure, more than one quarter of the households are exceeding the affordable housing benchmark by spending more than 35 percent of their household income on housing costs.

Affordable Housing Applications



Income

The median income in the study area, whether measured by overall household, tenure, or race/ethnicity, is generally half of Montgomery's and three-quarters of Prince George's estimates. The Crossroad's median 1999 household income of just under \$41,000 contrasts with Montgomery County's median, \$71,551, (which ranks in the top 10 counties in the nation) and Prince George's median, \$55,256, (one of the nation's highest median income of a majority minority county).

The prevalence of relatively low rent apartments in the area provides a more affordable housing option for those with limited incomes. The area's lower income reflects the hurdles confronting the area's high percentage of immigrants with insufficient English language speaking skills and limited educational attainment and subsequently, a workforce predominately in lower paying service and construction sectors. The poverty rates for individuals (13.9 percent) and families (9.7 percent) in the area are at least double the rates found in the counties. About 4,100 people and 631 families in the area lived below poverty level in 1999.

Takoma/Langley Crossroads 2000 Demographic Profile

The Takoma/Langley Crossroads area lies northeast of the City of Takoma Park and spans small portions of Montgomery and Prince George's Counties with 70 percent of the TLC population living in Prince George's County. Six U.S. Census tracts define the area for which demographic characteristics detailed in the 2000 U.S. Census are drawn. The TLC enclave, an area very different from the broad-brush demographic profiles of the two Counties, is an immigrant gateway. Fueled by the arrival of new immigrants during the 1990s, the population increased by 13 percent, reaching approximately 29,000 people in 2000 while the stagnant housing stock absorbed the growth. The TLC area may be characterized as a growing, vibrant community with primarily young families with children, especially toddlers, and a significant portion of unrelated individuals sharing housing. This area has strong minority and immigrant communities where over half of the population is Hispanic, three out of five residents are foreign born, and one third arrived in the United States during the 1990s. The TLC area's median income, whether measured by overall household, tenure, or race/ethnicity, is generally half of Montgomery County's and three-quarters of Prince George's estimates. The area's lower income is associated with a substantial portion of residents having limited educational attainment and English proficiency and subsequently, a workforce predominately in lower paying service and construction sectors.

Population & Housing Totals	Takoma/ Langley Crossroads	% change	Montgomery County	Prince George's County	
2000 total population	29,085	13.0%	873,341	801,515	
1990 total population	25,740		757,027	729,268	<i>During the 1990s, 3,345 additional people and less than 80 new housing units drove TLC's average household size up from 2.96 to 3.28 in 2000.</i>
2000 total housing units	9,151	0.9%	334,632	302,378	
1990 total housing units	9,073		295,723	270,090	<i>TLC's population increased 13% falling into the mid-range of the growth rates experienced by the Counties.</i>
Average household size	3.28		2.66	2.74	
Race & Hispanic Origin*	TLC	%	M.C.	P.G.	
Total population	29,085	100.0%	873,341	801,515	
Not Hispanic or Latino:	14,059	48.3%	88.5%	92.9%	<i>TLC is a majority Hispanic/Latino area differing from the multi-diversity characterizing Montgomery County and the black majority defining Prince George's County.</i>
White	2,929	10.1%	59.5%	24.3%	
Black or African American	8,529	29.3%	14.8%	62.2%	
Asian & Pacific Islander	1,627	5.6%	11.3%	3.9%	
Other	974	3.3%	2.9%	2.5%	
Hispanic or Latino:	15,026	51.7%	11.5%	7.1%	
White	7,492	25.8%	5.3%	2.7%	
<i>*A person of Hispanic/Latino origin may be of any race.</i>					
Place of Birth & Citizenship	TLC	%	M.C.	P.G.	
Total population	29,085	100.0%	873,341	100.0%	
Native born:	12,239	42.1%	73.3%	86.2%	<i>With a majority foreign-born population (58%) as well as a high concentration of recent immigrants, the TLC area has a significant number of people who are not U.S. citizens and many of whom are long term residents who remain non-citizens.</i>
Born in state of residence	4,990	17.2%	22.5%	23.1%	
Born in other state in the U.S.	6,994	24.0%	49.4%	61.8%	
Native; born outside the U.S.	255	0.9%	1.4%	1.2%	
Foreign born:	16,846	57.9%	26.7%	13.8%	
Naturalized U.S. citizen	3,834	13.2%	11.5%	5.3%	
Not a U.S. citizen	13,012	44.7%	15.2%	8.4%	

Takoma/Langley Crossroads 2000 Demographic Profile

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Born in state of residence	4,990	17.2%	22.5%	23.1%	
Born in other state in the U.S.	6,994	24.0%	49.4%	61.8%	
Native; born outside the U.S.	255	0.9%	1.4%	1.2%	
Foreign born:	16,846	57.9%	26.7%	13.8%	
Naturalized U.S. citizen	3,834	13.2%	11.5%	5.3%	
Not a U.S. citizen	13,012	44.7%	15.2%	8.4%	
Age	TLC	%	M.C.	P.G.	
Total population	29,085	100.0%	873,341	801,515	
< 5	2,648	9.1%	3.5%	3.7%	<i>The majority of residents, 62%, are young adults under 35 and children in contrast to both Counties where typically people are age 35 years and older.</i>
5 to 17	5,279	18.2%	9.5%	10.0%	
18 to 34	10,222	35.1%	21.4%	28.1%	
35 to 64	9,467	32.5%	42.0%	39.4%	
65+	1,469	5.1%	11.2%	7.7%	<i>Only a low percentage of TLC residents (5%) are elderly.</i>
Median Age	28.0		36.8	33.3	

Takoma/Langley Crossroads 2000 Demographic Profile

Educational Attainment	TLC	%	M.C.	P.G.	
<i>Population, age 25+</i>	17,069	100.0%	594,034	503,698	
Less than 9th grade	4,389	25.7%	4.4%	4.7%	<i>Among TLC's adults age 25+, only 56% have at least a high school education compared to a minimum of 85% in both Counties.</i>
9th to 12th grade, no diploma	3,046	17.8%	5.3%	10.4%	
High school graduate	3,587	21.0%	14.5%	27.3%	
Some college, no degree	2,267	13.3%	16.7%	25.0%	
Associate's degree	530	3.1%	4.6%	5.5%	<i>About one quarter of those age 25+ have less than a 9th grade education far higher than the 5% found in both Counties.</i>
Bachelor's degree	1,840	10.8%	27.1%	16.9%	
Graduate degree	1,410	8.3%	27.5%	10.2%	
Employment	TLC	%	M.C.	P.G.	
<i>Employed civilian population, age 16+</i>	13,340	100.0%	458,824	399,355	<i>Two thirds of the working age population are in the labor force.</i>
Management & professional	2,987	22.4%	56.6%	38.9%	<i>Range of occupations in TLC is almost evenly split among service, management & professional, construction, and sales sectors contrasted to each county's concentration of the workforce in management/professional and sales.</i>
Service	3,430	25.7%	11.5%	14.8%	
Sales and office	2,629	19.7%	22.0%	29.0%	
Farming, fishing, & forestry	30	0.2%	0.1%	0.1%	
Construction, extraction, & maintenance	2,838	21.3%	5.2%	8.2%	
Production, transportation, & material moving	1,426	10.7%	4.6%	9.0%	
Unemployed	986	4.5%	2.2%	4.1%	
Household Type	TLC	%	M.C.	P.G.	
<i>Total households</i>	8,844	100.0%	324,565	286,610	
<i>Family households:</i>	6,350	71.8%	69.1%	69.1%	<i>While families are most common in all areas, the mix of family type differs. TLC has a lower percentage of married-couples, higher percentage of single householder with no spouse, and a higher incidence of extended families.</i>
With own children under 18 years	3,643	41.2%	35.0%	35.3%	
Married-couple family	3,715	42.0%	55.2%	44.0%	
With own children under 18 years	2,240	25.3%	27.7%	21.4%	
Single householder, no spouse present	2,635	29.8%	13.9%	25.1%	<i>Almost half of the households have at least one child, while elderly living alone or with family are found in only 13% of the homes.</i>
With own children under 18 years	1,403	15.9%	7.3%	13.9%	
<i>Nonfamily households:</i>	2,494	28.2%	30.9%	30.9%	
Householder living alone	1,611	18.2%	24.4%	24.1%	
Householder 65 years and over	349	3.9%	7.7%	4.9%	

Takoma/Langley Crossroads 2000 Demographic Profile

Income	TLC	%	M.C.	P.G.	
<i>Total households</i>	8,844	100.0%	324,940	286,650	
Less than \$15,000	976	11.0%	6.2%	8.0%	<i>The median income in TLC, whether measured by overall households, tenure, or race/ethnicity, is generally half of the estimates for Montgomery and three-quarters of Prince George's Counties.</i>
\$15,000 to 24,999	1,260	14.3%	5.6%	8.1%	
\$25,000 to \$34,999	1,476	16.7%	7.5%	11.2%	
\$35,000 to \$49,999	1,850	20.9%	12.7%	16.9%	
\$50,000 to \$74,999	1,735	19.6%	20.3%	23.5%	<i>TLC's lower income is associated with limited adult educational attainment of a significant portion of residents and subsequently a work force predominately in lower paying service and construction jobs.</i>
\$75,000 to \$99,999	877	9.9%	15.3%	15.3%	
\$100,000 to \$149,999	534	6.0%	17.4%	12.7%	
\$150,000 to \$199,999	80	0.9%	7.4%	3.0%	
\$200,000 or more	56	0.6%	7.6%	1.3%	
<i>1999 Median Household Income</i>	\$40,731		\$71,551	\$55,256	<i>A high percentage of TLC residents, 14%, live in poverty which is double and triple the rates found at the County level.</i>
<i>Persons living below poverty level</i>	4,134	13.9%	5.4%	7.7%	
Number of Units in Structure	TLC	%	M.C.	P.G.	
<i>Total housing units</i>	9,151	100.0%	334,632	302,378	
1, detached	2,463	26.9%	51.2%	50.2%	<i>With only 27% of the housing stock being detached single-family dwellings, this is almost half the rate found at the County level.</i>
1, attached	668	7.3%	17.9%	15.0%	
2 to 4	865	9.5%	1.9%	2.8%	<i>The most common type of multi-family structure has 5 to 9 units- this is not a housing option typically found in the counties.</i>
5 to 9	2,155	23.5%	5.4%	9.2%	
10 to 19	1,618	17.7%	8.9%	14.3%	
20 or more	1,382	15.1%	14.5%	8.0%	
Mobile home	0	0.0%	0.2%	0.5%	
Tenure	TLC	%	M.C.	P.G.	
<i>Total households</i>	8,844	100.0%	324,565	286,610	<i>Majority of households (68%) are renter occupied.</i>
Owner occupied	2,843	32.1%	68.7%	61.8%	<i>Only one-third of area's housing is owner-occupied, which is almost half the typical ownership rate found in the Counties.</i>
Renter occupied	6,001	67.9%	31.3%	38.2%	
Year Householder Moved into Unit	TLC	%	M.C.	P.G.	
<i>Total households</i>	8,844	100.0%	324,565	286,610	
1999 to march 2000	2,015	22.8%	18.9%	20.2%	<i>Majority of households were relatively new to TLC with 59% of the households having moved into the unit within 5 years of the 2000 U.S. Census.</i>
1995 to 1998	3,223	36.4%	29.3%	29.8%	
1990 to 1994	1,424	16.1%	17.3%	17.3%	
1980 to 1989	1,125	12.7%	18.5%	15.9%	
1970 to 1979	518	5.9%	8.4%	9.5%	
1969 or earlier	539	6.1%	7.5%	7.3%	

Affordable Housing Programs-Community Toolkit

Montgomery County

- Density Bonus: Workforce Housing and Moderately Priced Dwelling Unit (MPDU) requirement

Housing Opportunities Commission

- Housing Initiative Fund: flexible loans and grants to help create and preserve affordable housing for Montgomery County's families, singles, seniors and people with special needs
- Closing Cost Assistance Loan
- First Trust Mortgage Purchase Program: below market mortgage financing to the general public
- American Dream Down Payment Initiative Program (ADDI): assists low and moderate income first time homebuyers with purchasing a home

City of Takoma Park

Programs to Promote Homeownership

- Tenant Opportunity to Purchase Law: gives tenants the right to match a third party contract if a rental property is being sold
- Tenant Capacity Building Program: community organizers who help organize tenants and tenant associations to purchase their rental property or to assign their rights to a non-profit developer
- Revolving Loan Fund: is available to tenant associations who are purchasing their rental properties and have pre-development costs. Loan is paid back to the City at the time of closing
- First Time Home Buyer Classes: in English and Spanish
- Foreclosure Prevention Classes and Counseling
- Financial Literacy Classes

Programs to Help Maintain Affordable Rental Housing

- Rent Stabilization Law: regulates the annual rent increases (100 percent of the consumer price index) available to multifamily rentals and individually owned condominium units (see page 33)
- Rental Housing Licensing and Inspection Program: annual inspections conducted by the Montgomery County Code Enforcement Division
- Landlord Certification Classes: any landlord owning rental property in Takoma Park must take this class every three years to maintain his/her license to rent
- Partnerships with Housing Agencies and Organizations: maintain and foster partnerships with State, County, and non-profit housing entities so that properties being sold can be purchased by those having an interest in maintaining affordable rental units in the City
- PILOTS: Payment in Lieu of Tax agreements to encourage housing non-profit organizations to purchase and renovate older rental properties to be maintained as affordable rental units
- Home Improvement Programs: City promotion of County single-family and multifamily rehabilitation loan programs

Programs to Assist Tenants

- Landlord-Tenant Relations Law: Takoma Park has its own law and offers mediation services and an administrative hearing process (Commission on Landlord-Tenant Affairs) when landlord-tenant complaints need adjudication
- Housing Code Enforcement Complaint Program: tenants having complaints of repairs in their rental units may contact County inspectors to verify a problem. Violation notices are sent to landlords and enforcement actions may follow
- Emergency Assistance Program: City maintains a contract with a local non-profit organization that administers and distributes donated funds from community residents to those in financial distress

City of Takoma Park Rent Stabilization Policy

Chapter 6.20 RENT STABILIZATION*

6.20.010 Application of rent stabilization--Scope, rent increases, notification requirements, annual reporting.

6.20.020 Buildings exempted from rent stabilization without application for exemption.

6.20.030 Rental facilities granted partial exemption from rent stabilization without application for exemption.

6.20.040 Rental facilities and rental units exempt from rent stabilization pursuant to an application for a grant of exemption.

6.20.050 Establishment of base rent for certain units.

6.20.060 Annual rent increases.

6.20.070 Banking of authorized annual rent increases.

6.20.080 Annual reporting requirements.

6.20.090 Rent increases pursuant to a fair return petition.

- Prior history: Prior code §§ 6-500--6-505 as amended by Ords. 2700, 2716, 2732, 1985-49, 1986-43, 1986-44, 1987-27A, 1987-33, 1987-45, 1988-9, 1989-51, 1990-40, 1992-2, 1992-9, 1992-26, 1995-43, 1997-9, 1999-38, 1999-40, 2003-7, 2006-31 and 2007-28.

6.20.010 Application of rent stabilization--Scope, rent increases, notification requirements, annual reporting.

A. Application of Rent Stabilization. The provisions of this chapter shall apply to all residential rental units except as provided in Sections 6.20.020 through 6.20.040.

B. Rents—Rent Increases, Frequency and Notification Requirements.

1. Rent Increases. Rent increases shall be limited to the rent increase amounts authorized by this chapter for regulated rental units.

2. Frequency of Rent Increases. Rents for any individual rental unit may not be increased more often than permitted by this chapter.

3. Notice of Rent Increases. Notification of any rent increase authorized by this chapter shall be provided in writing to the tenant at least 2 months prior to the date the rent increase is to take effect.

C. Reporting of Rents. Landlords must file an annual rent report with the Department on a form prescribed by the Department in accordance with Section 6.20.080. (Ord. 2007-40 § 1 (part), 2007)

6.20.020 Buildings exempted from rent stabilization without application for exemption.

A. Scope of Exemptions. The provisions of this chapter shall not be applicable to the following:

1. Any unit in a licensed facility, the primary purpose of which is the diagnosis, cure, mitigation and treatment of illnesses;
2. Any unit in a facility owned or leased by an organization exempt from federal income taxes pursuant to Section 501(c)(3) of the Internal Revenue Code, the primary purpose of which is to provide temporary sanctuary or shelter for qualified clients, provided that the organization has notified the clients residing in the facility of the temporary nature of their housing at the inception of their residence;
3. Any owner-occupied group house;
4. Religious facilities such as churches, synagogues, parsonages, rectories, convents and parish homes;
5. Transient facilities such as hotels, motels, tourist homes, and bed and breakfast facilities; and
6. School dormitories.

(Ord. 2007-40 § 1 (part), 2007)

6.20.030 Rental facilities granted partial exemption from rent stabilization without application for exemption.

A. Scope of Exemptions. The provisions of this chapter shall not be applicable to the following rental facilities except as provided in subsections (B) and (C) of this section:

1. Any building on a lot that contains only one dwelling unit; and
2. Any accessory apartment for which the Montgomery County Planning Board has granted a special exception.

B. Frequency of Rent Increases. The rents for rental facilities and rental units described in subsection (A) of this section may be increased only once within a 12-month period.

C. Notification Requirements. Notification of any rent increase for rental units described in subsection (A) of this section shall be provided in writing to the tenant at least 2 months prior to the date the rent increase is to take effect. (Ord. 2007-40 § 1 (part), 2007)

6.20.040 Rental facilities and rental units exempt from rent stabilization pursuant to an application for a grant of exemption.

A. Grant of Exemption. The Department shall, upon application of the owner, grant an exemption from this chapter for the following rental units and rental facilities:

1. Rental units leased to tenants assisted under Federal Tenant Based Assistance Programs under 42 U.S.C. Sections 1437f and 11403 et seq. or similar federally funded rent subsidy program. However, this exemption shall apply only for so long as the rent demanded does not exceed the authorized Payment Standard, which, for purposes of this subsection, is the maximum monthly rental assistance potentially available to an assisted household before deducting the household share of income paid for rent and utilities as established by the Montgomery County Housing Opportunities Commission or successor agency.

2. Any rental facility that is subject to a regulatory agreement with a governmental agency that controls the rent levels of one or more rental units so that they are available only to low and moderate income tenants.

3. Newly Constructed Rental Units. For a period of 5 years after the issuance of a rental license, any newly constructed rental units first offered for rent after July 1, 2006.

a. Newly constructed rental unit shall mean any rental unit constructed that results in a net gain in the number of rental units at a property over the number of rental units at the property as of July 1, 2006, plus any rental units already added to the property, provided that the size of an existing rental unit or the indoor common areas of the rental facility is not reduced. The reconfiguration, renovation, change in description, or change in identification of a rental unit shall not result in a newly constructed rental unit.

b. Replacement rental units not exempt.

i. The maximum allowable rents applicable to pre-existing rental units shall be applicable to rental units that replace those units.

ii. A rental unit is a replacement rental unit unless the unit is a newly constructed rental unit as defined in subsection (A)(3)(a) of this section.

iii. If a replacement rental unit is smaller than the unit it replaces, the maximum allowable rent for the replacement unit shall be reduced by a percentage equal to the reduction in size of the unit.

4. All rental units in a building with 2 dwelling units in which the owner occupies one or more of the units as his or her principal residence, provided that the owner occupancy by the current owner or successive owners has been continuous and bona fide for a period of at least 24 months at the time a petition for an exemption is filed.

B. Termination of Exemption.

1. Exemptions granted pursuant to subsections (A)(1) and (A)(4) of this section shall expire after one year or when the conditions entitling the facility to an exemption cease to exist, whichever shall first occur. The exemptions are renewable annually upon re-application. Upon the termination of an exemption, the rental unit shall be subject to all of the provisions of this chapter.

2. Exemptions granted pursuant to subsection (A)(2) of this section shall expire upon the termination of the agreement with the governmental agency entitling the rental facility to the exemption.

C. Rents upon Termination of Exemption.

1. For rental facilities and rental units receiving an exemption pursuant to subsections (A)(1) and (A)(2) of this section, upon the termination of the exemption, the base rent for the units and the reference point from which the rent ceiling shall be adjusted in accordance with this chapter shall be the allowable rent for each unit at the time the exemption commenced plus the annual rent stabilization allowance for each year that the unit was exempt.

2. For rental facilities and rental units receiving an exemption pursuant to subsections (A)(3) and (A)(4) of this section, upon the termination of the exemption, the base rent for the units and the reference point from which the rent ceiling shall be adjusted in accordance with this chapter shall be the rent for each unit set forth in the most recent annual rent report preceding the expiration of the exemption. For any units not rented when the exemption period terminates, the base rent shall be the rent charged when the unit is first rented to a tenant. If the actual rent paid by a tenant differs from the rent stated in the report or the lease, then the actual rent shall be the base rent.

D. Frequency of Rent Increases. The rents of occupied rental units exempt from rent stabilization under this section may be increased once within any 12-month period.

E. Notice of Rent Increases. For rental units receiving an exemption pursuant to subsections (A)(2), (A)(3) and (A)(4) of this section, a landlord shall

not increase or attempt to increase the rent for any rental unit without having first given the tenant living therein at least 2 months' written notice of the increase.

F. Annual Rent Reports. Landlords must file annual rent reports for all rental units that are exempt from rent control under this section. (Ord. 2007-40 § 1 (part), 2007)

6.20.050 Establishment of base rent for certain units.

A. Reset of Base Rent for Owner-Occupied Condominiums. When the owner or successive owners of a condominium unit occupies the unit for at least 24 consecutive months as his or her principal residence, then the owner may charge market rent for the unit when the owner next rents the unit to a tenant. The rent the owner charges the tenant shall establish the base rent for the unit until the owner again occupies the unit for at least 24 consecutive months. If the actual rent paid by the tenant differs from the rent stated in the lease, then the actual rent paid by the tenant shall be the base rent.

B. Rents Following Sale of a Condominium Unit. The owner of a condominium unit that purchases a condominium unit in a bona fide arms length transaction may charge market rent for the unit when the owner first rents the unit to a tenant after purchasing the unit. The rent the owner charges the tenant shall establish the base rent for the unit until the owner occupies the unit for at least 24 consecutive months. If the actual rent paid by the tenant differs from the rent stated in the lease, then the actual rent paid by the tenant shall be the base rent.

C. Establishment of Base Rent for Rental Units Not Subject to Rent Stabilization on July 1, 2007. For rental units that were not subject to rent stabilization on July 1, 2007, that become subject to rent stabilization pursuant to Ordinance No. 2007-40, the base rent shall be the rent charged for the unit when the unit is first rented to a tenant after July 1, 2007. If the actual rent paid by the tenant differs from the rent stated in the lease, then the actual rent paid by the tenant shall be the base rent. (Ord. 2007-40 § 1 (part), 2007)

6.20.060 Annual rent increases.

A. Annual Rent Stabilization Allowance.

1. The Department shall calculate an annual rent stabilization allowance and provide notice of the allowance to all landlords. The rent stabilization allowance shall equal the percentage increase in the Consumer Price Index-All Urban Consumers all items, Washington-Baltimore (Series ID: CUURA311SAO) from March in the preceding year to March in the current year. The CPI shall be the CPI published as of March in each year.

2. At any point during any 12-month period, commencing on July 1st of each year, the rent of a unit may be increased over the rent charged as of June 30th by the annual rent stabilization allowance.

3. Annual rent stabilization allowances that a landlord does not assess to the current tenant may be set aside and implemented in accordance with Section 6.20.070 when the unit becomes vacant.

B. Frequency of Rent Increases for Occupied Rental Units.

1. Only one rent increase pursuant to subsection (A)(1) of this section shall be permitted within a 12-month period.

2. During the pendency of a fair return petition to increase rents above the rent stabilization allowance, rent increases up to the rent stabilization allowance may be taken in accordance with subsection (B)(1) of this section. If an additional rent increase pursuant to a petition is subsequently approved by the Commission, the rent increase may be taken pursuant to the terms and the conditions of the Commission's administrative decision and final order.

C. Frequency of Rent Increases for Vacant Rental Units. The rent for vacant rental units may be increased by the annual rent stabilization allowance prior to the leasing of the rental unit in accordance with subsection (A) of this section.

D. Notice of Annual Rent Increases.

1. A landlord shall not increase or attempt to increase the rent for any occupied rental unit without having first given the tenant living therein at least 2 months' written notice of the increase.

2. Notice of a rent increase shall be in the form and manner prescribed by Department regulations. (Ord. 2007-40 § 1 (part), 2007)

6.20.070 Banking of authorized annual rent increases.

A. Banking of Unused Rent Stabilization Allowances Authorized After 1992. Notwithstanding the provisions of Section 6.20.060, a landlord may increase the rent for a vacant rental unit by the actual dollar amount of any annual rent stabilization allowances which were not charged to the tenant vacating the rental unit (hereinafter "unused rent stabilization increases"). Such increase may be taken if the rental unit became vacant as a result of a voluntary termination of the tenancy by the tenant or a termination of the tenancy by the landlord for cause. This rent increase may be in addition to any rent stabilization allowance increase that the landlord may impose on or after 12 months from the date of the last rent stabilization allowance increase for that rental unit.

B. Banking of Unused Rent Stabilization Allowances Authorized Prior to 1992.

1. Before a landlord may increase the rent for a vacant rental unit by the amount of any unused rent stabilization increases for any year or years prior to February 1, 1992, the landlord must submit verifiable documentation to the Department showing that the unused rent stabilization increases were not previously charged to the rental unit. Examples of verifiable documentation are rent ledgers, copies of leases, and rent reports.

2. The Department must approve such documentation in writing before the landlord may increase the rent for a vacant rental unit by the amount of any unused rent stabilization increases for any year or years prior to February 1, 1992. The required documentation must be submitted 60 days in advance of the date of the proposed rent increase and must include the name and contact information of the tenant vacating the affected unit. (Ord. 2007-40 § 1 (part), 2007)

6.20.080 Annual reporting requirements.

A. Reporting Requirements. On or before September 30th of each year, each landlord shall complete and submit to the Department a rent report for the 12-month period ending on the preceding June 30th on a form provided by and in the manner prescribed by Department regulations.

B. Penalty for Failure to Comply with Reporting Requirements. Failure to file a complete or accurate rent report by September 30th of each year

shall constitute a violation of this chapter unless an extension of time for good cause is granted by the Department. (Ord. 2007-40 § 1 (part), 2007)

6.20.090 Rent increases pursuant to a fair return petition.

A. Fair Return Rent Increase. Landlords have a right to petition for a rent increase in order to obtain a fair return. A fair return rent increase is intended to protect tenants from unwarranted rent increases, while allowing rent levels which provide landlords with a fair return.

B. Standards for Rent Increases Pursuant to a Fair Return Petition.

1. Fair Return. Fair return is defined as base year net operating income adjusted by 70% of the percentage increase in the Consumer Price Index (CPI) from the base year until 2007, and 100% of the percentage increase in the CPI since 2007.

2. Base Year. The landlord may select any of the following as the base year when petitioning for a fair return rent increase:

- a. 1979, unless the property contains 4 or fewer dwelling units;
- b. 1987, if the property contains 4 or fewer rental units;
- c. 1990;
- d. 2000.

3. Current Year. The current year shall either be the calendar year or the fiscal year (July 1st to June 30th) immediately preceding the date that the application is filed.

4. Current Year CPI. If the current year is a calendar year, the current year CPI shall be the annual CPI for that year. If the current year is a fiscal year, the current year CPI shall be the CPI for December within the 12-month period including the fiscal year.

5. Net Operating Income. Net operating income equals gross income minus operating expenses.

6. Base Year Net Operating Income. The base year net operating income may be calculated, at the landlord's option, to equal 40% of the gross income of the rental facility in 1990.

7. Gross Income. Gross income is the annual scheduled rental income for the property based on the rents and fees (other than fees that are reimbursed by the tenants) the landlord was permitted to charge at the time of the application.

8. Operating Expenses. Operating expenses means all reasonable operating and maintenance expenses.

- a. Operating expenses shall include, but not be limited to, the following:
 - i. Utilities paid by the landlord, unless these costs are passed through to the tenants;
 - ii. Administrative expenses, such as advertising, legal fees, accounting fees, etc.;

- iii. Management fees, whether performed by the landlord or a property management firm;
It shall be presumed that management fees increased by the percentage increase in the CPI between the base year and the current year, unless the level of management services either increased or decreased during this period. Management fees shall not exceed 6% of gross income unless the landlord demonstrates by a preponderance of the evidence that a higher percentage is reasonable.
 - iv. Payroll
 - v. Amortized cost of capital improvements; An interest allowance shall be allowed on the cost of amortized capital expenses; the allowance shall be equal to the interest the landlord would have incurred had the landlord financed the capital improvement with a loan for the amortization period of the improvement, making uniform monthly payments, at an interest rate equal to the Federal Reserve Board bank prime loan rate as of the date of the initial submission of the petition plus 2% per annum.
 - vi. Maintenance related material and labor costs, including self-labor costs computed in accordance with the regulations adopted pursuant to this section;
 - vii. Property taxes;
 - viii. Licenses, government fees and other assessments; and
 - ix. Insurance costs.
- b. Reasonable operating and maintenance expenses do not include the following:
- i. Expenses for which the landlord has been or will be reimbursed by any security deposit, insurance settlement, judgment for damages, agreed-upon payments or any other method;
 - ii. Payments made for mortgage expenses, either principal or interest;
 - iii. Judicial and administrative fines and penalties;
 - iv. Damages paid to tenants as ordered by COLTA or the courts;
 - v. Depreciation;
 - vi. Late fees or service penalties imposed by utility companies, lenders or other entities providing goods or services to the landlord or the rental facility;
 - vii. Membership fees in organizations established to influence legislation and regulations;
 - viii. Contributions to lobbying efforts;
 - ix. Contributions for legal fees in the prosecution of class-action cases;
 - x. Political contributions for candidates for office;
 - xi. Any expense for which the tenant has lawfully paid directly or indirectly;
 - xii. Attorney's fees charged for services connected with counseling or litigation related to actions brought by the City under City regulations or this title, as amended. This provision shall apply unless the landlord has prevailed in such an action brought by the City;
 - xiii. Additional, expenses incurred as a result of unreasonably deferred maintenance; and
 - xiv. Any expense incurred in conjunction with the purchase, sale, or financing of the rental facility, including, but not limited to, loan fees, payments to real estate agents or brokers, appraisals, legal fees, accounting fees, etc.
- c. When an expense amount for a particular year is not a reasonable projection of ongoing or future expenditures for that item, said expense shall be averaged with other expense levels for other years or amortized or adjusted by the CPI or may otherwise be adjusted, in order to establish an expense amount for that item which most reasonably serves the objectives of obtaining a reasonable comparison of base year and current year expenses.

C. Rent Increase Petition Based on Fair Return Standard.

1. Form of Petition. Whenever a landlord proposes a rent increase of more than the amount permitted by Section 6.20.060 of this chapter, the landlord shall file a petition with the Commission on a form provided by the Department.

2. Required Submission of Income and Expense Information. The landlord shall be required to submit income and expense information for the 2 years prior to the current year with the petition.

3. Petition Restrictions. Petitions filed pursuant to this section must address an entire rental facility. The landlord filing a petition must own the rental facility for the entire current year.

4. Adjustments to Petition--Base Year Net Operating Income.

a. Adjustment of Base Year Net Operating Income by Commission. It may be determined that the base year net operating income yielded other than a fair return, in which case the base year net operating income may be adjusted. In order to adjust the base year net operating income, the Commission must make at least one of the following findings:

1. Base year net operating income was abnormally low due to one of the following factors:

(A) The landlord made substantial capital improvements which were not reflected in the base year rents and the landlord did not obtain a rent adjustment for these capital improvements;

(B) Substantial repairs were made due to exceptional circumstances; or

(C) Other expenses were unreasonably high, notwithstanding prudent business practice.

ii. Base year rents did not reflect market transaction(s), due to one or more of the following types of circumstances:

(A) There was a special relationship between the landlord and tenant resulting in abnormally low rent charges (such as a family relationship);

(B) The rents had not been increased for 5 years preceding the base year;

(C) The tenant lawfully assumed maintenance responsibilities in exchange for low rent increases or no rent increases; or

(D) Other special circumstances which establish that the rent was not set as the result of an arms-length transaction.

b. Establishment of a New Base Year Net Operating Income--Prior Year Petitions. The net operating income, income, and expenses, determined to be fair and reasonable pursuant to a prior petition for a fair return rent increase, shall constitute the base year income, expenses, and net operating income in the new petition.

5. Consideration of Fair Return Petition by Commission.

a. Issuance of a Decision by the Commission. The Commission shall, in good faith, endeavor to issue its preliminary administrative decision ruling on the request within 90 days of the review or hearing on the petition. Upon its determination of the rent increase to be granted to the landlord, the Commission shall issue a decision in accordance with Section 6.24.120 of this chapter and furnish a copy of the decision to the landlord.

b. Rejection of Petition.

i. The Commission shall not consider the landlord's fair return petition:

- (A) Until the properly completed petition form, including required supporting documentation, has been submitted to the Commission;
 - (B) When the landlord has not properly registered the rental property with the City and/or when the landlord has outstanding fees or fines with the Department;
 - (C) When the landlord has not filed required rent reports for the 3 years prior to the filing date of the petition, provided that the Commission may, at its discretion, waive the above requirement for good cause shown; or
 - (D) When the landlord has failed to comply with a final order of the Commission concerning any rental unit owned by the landlord in the City.
- However, the failure to comply with an order of the Commission shall not constitute a basis to decline to consider the landlord's request if the order has been appealed to the Circuit Court and no decision has been rendered on appeal.
- ii. If the Commission declines to consider the landlord's request, it shall provide a written explanation for its action.

6. Ceiling on Fair Return Adjustments.

- a. Fair Return Rent Increases on Occupied Rental Units. Fair return rent increases shall not exceed 15% in any 12-month period. If the Commission awards a fair return rent increase greater than 15%, then the landlord may impose the remainder of the increase in subsequent years in increments not to exceed 15%.
- b. Fair Return Rent Increases on Vacant Rental Units. If the Commission determines that a rental unit requiring an increase of more than 15% is vacant or if the unit becomes vacant before the required rent increase has been taken in full, the Commission shall allow the required increase for that unit to be taken in one year or upon the vacancy of that unit, provided the unit became vacant as a result of a voluntary termination by the tenant or a termination of the tenancy by the landlord for cause.

7. Notification Requirements.

- a. Notice of Petition for a Rent Increase. The landlord shall provide written notification to each tenant affected by a proposed rent increase within one week after the filing date of the petition. Such notification shall include a copy of the petition form and a listing of all requested rent increases.
- b. Notice of a Rent Increase Granted Pursuant to a Rent Increase Petition. The landlord shall provide written notice to each affected tenant of the rent increase which has been authorized by the Commission, no less than 2 months prior to the date the proposed increase is to take effect. Said increase shall be contingent on the decision of the Commission becoming final in accordance with Sections 6.24.120 and 6.24.130 of this chapter.

8. Rollbacks--Bad Faith Fair Return Petitions.

- a. Authority to Require Rollback. If, upon consideration of a fair return petition, the Commission finds that the adjusted base year net operating income included in the petition is less than the landlord's actual petition year net operating income and the fair return petition was filed in bad faith, the Commission may require the landlord to roll back the rents charged on the rental units covered by the petition to result in a net operating income equal to the adjusted base year net operating income.
- b. Purpose of Rollbacks. The purpose of the rollback provision in this subsection is to ensure that fair return petitions are filed in good faith, that the landlord reviews the records of the rental property for which rent increases are sought to ensure that a rent increase is justified under this section and to balance both the tenant and the landlord interests in each petition to increase rents above the rent stabilization allowance.
- c. Definition of Bad Faith.

i. Bad faith can be found, but is not limited to, instances in which the landlord:

- (A) Listed expenses for repairs or services never performed;
- (B) Materially misrepresented expenses claimed;
- (C) Knowingly filed a false rent report, in whole or in part; or
- (D) Acted in some manner which is a clear abuse of the petition process.

ii. The following shall not constitute bad faith under this provision:

- (A) Miscalculations and simple mathematical errors; or
- (B) Claims for expenses or other items which are not specifically addressed in this section and which the Commission disallowed, but which could plausibly have fallen within this section.

d. Determination of Bad Faith by Commission. The Commission shall verify the information upon which it makes its findings of bad faith and shall issue a decision clearly stating the basis for its finding. The landlords shall be required to notify all tenants affected by the rent rollback, and, if the landlord was permitted to increase rents by the rent stabilization allowance pending a decision on the fair return petition, all rent increases so collected shall be refunded to the affected tenants within 30 days. If the landlord fails to roll back the rents or fails to refund the rent increases collected, the affected tenants may begin paying the rolled-back rent or may deduct any rent refunds or rollbacks owed the tenants in accordance with subsection (C)(8)(a) of this section.

9. Scope of Commission Authority in Setting Rents. Notwithstanding any other provision of this chapter or regulations instituted pursuant to this chapter, the Commission shall be authorized to take into account any factors which it is required to consider by law and grant whatever rent increase is constitutionally required in order to yield a fair return.

10. Burden of Proof. The landlord shall have the burden of proof in demonstrating that a rent increase should be authorized pursuant to this section. (Ord. 2007-40 § 1 (part), 2007)

Appendix 4 Design

Parks, Open Space, and Trail Connections

Introduction

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

Master 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 County's 2005 Land Preservation, Parks and Recreation Plan (LPPRP), which guides the County wide pattern of parkland and recreation needs. The TLC Plan's park and trail related recommendations will update the 2005 LPPRP.

As areas urbanize, the roles and functions of public and private open space being planned, designed, and maintained 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.

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

Existing Park Inventory and Facilities

Park Name	Acreage	Facilities	Owner
Long Branch Stream Valley Unit 1A	10.4118	Hard Surface Trail	M-NCPPC
Becca Lilly (Part of Long Branch)	.982	1 Playground	M-NCPPC
Takoma Park Recreation Center	1.8557	1 Recreation Building	M-NCPPC
Portion of Sligo Creek Stream Valley Unit 1A	1	Hard Surface Trail	M-NCPPC
Glengary Place Park	.85		Takoma Park

The City of Takoma Park owns 10.4118 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 developed in the early years, the playground is located within the stream valley buffer and suffers from periodic flooding. The playground was replaced in 2001.

The old equipment was retained on-site at the community's request but will be removed should the pieces suffer irreparable damage.

Park Planning Issues

The Plan should address the following park planning issues.

- The Plan area lacks a central open space to promote sense of place and community identity.
- The Takoma Park Recreation Center is owned by the Montgomery County Parks Department, is provided with a programming operating subsidy by the Montgomery County Recreation Department, and is operated by the City of Takoma Park. This convoluted arrangement is not ideal for planning, budgeting, maintenance, or operations for current services or long range building maintenance.
- The 2005 LPPRP documents facility needs to the year 2020. The biggest future facility need in the Silver Spring/Takoma Park area is for adult size multipurpose rectangular fields. Basketball courts are also an identified need.
- There is a gap in the Long Branch Stream Valley Park Unit 1A, south and west of Carroll Avenue. Acquisition of this gap from a willing seller would provide a wider public ownership corridor.

Trail Planning Issues

- Connectivity between neighborhoods and the parks is weak but essential, and should be promoted where feasible.
- There is no formal trail in the Long Branch Stream Valley Park Unit 1A, south of Carroll Avenue.

Park Planning Recommendations

The following park planning recommendations will address park planning issues within or affecting the Plan area.

1. Provide an urban park in the area of highest density near the Purple Line station and the Transit Center. This civic green will be owned by M-NCPPC and located at the southwest corner of University Boulevard and New Hampshire Avenue. The green should have expansive level areas for community events social gathering, informal play, and programs. This urban park will be Takoma Langley's central public place for outdoor community-wide activities and events, near the Purple Line station and the highest density mixed-use development.
2. Replace the Takoma Park Recreation Center. The biggest obstacle is the convoluted ownership, programming, and maintenance responsibilities

among three entities. To achieve a new building, the following sequence of events is recommended.

- Acquire the entrance to the Takoma Park Recreation Center. Acquiring this land will legally secure an entrance to the park property.
- A land exchange is consistent with 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 Recreation Center Parcel N621 to the City. The transfer deed for the Recreation Center property will contain a reversion clause stating, in essence, that if the property no longer functions for recreation purposes, it will return to M-NCPPC, if requested.

The Recreation Center property was purchased in the mid 1960s and the building was constructed in 1973. The building is aging and has developed a large liability of deferred maintenance. It has insufficient square footage for current needs and inefficient indoor circulation. The City of Takoma Park wishes to preserve the recreation center function at the site, but not necessarily deliver the service in the existing building. By aligning property ownership within City of Takoma Park control, creative ideas to replace the building can emerge.

The Long Branch Stream Valley Park Unit 1A is M-NCPPC owned and operated with the exception of Parcel 259 which was purchased by the City of Takoma Park in 1997. With consolidated ownership, the stream valley park can be under one management umbrella. Also, a land exchange is consistent with Commission practice of land exchanges to further public goals. After the Planning Board has approved redevelopment of the recreation center site with a project including a replacement recreation center, the City of Takoma Park would deed to M-NCPPC Long Branch Parcel 259; M-NCPPC would deed the Takoma Park Recreation Center property to the City.

- After the land exchange between M-NCPPC and the City of Takoma Park and re-zoning of the recreation center property, the City of Takoma Park and any selected partner will be obligated by the exchange agreement to build a new recreation center with additional development that should include senior housing, affordable housing, or local retail.

A new code-compliant building is the best option to preserve the recreation function at the site. The site is one half mile from the Purple Line and Transit Center, which will provide mass transit options. The new recreation center should be in the 20,000 square foot range.

3. Purchase if available, the Takoma Academy High School site for M-NCPPC park use to meet active recreation facility needs identified in the 2005 LPPRP.

The 2005 (or current) LPPRP should be examined to determine which facilities have a documented shortage. This property reflects one of the few opportunities to add significantly to the number of ballfields in the down-County area. The property currently has ballfields of marginal condition and questionable placement. A more efficient layout could provide quality ballfields and possibly add basketball courts. This site is adjacent to the Long Branch Stream Valley Park a park trail connects to the site. This recommendation re-confirms the 2000 East Silver Spring Master Plan recommendation.

4. Purchase from willing sellers parcels adjacent to existing parks, as properties become available, to help meet recreation needs identified in the LPPRP and to expand existing green space.

Acquire additional properties as needed to enhance public use of the Long Branch Stream Valley Park. Acquire from willing sellers a portion the Agro Parcel P172, south of Carroll Avenue and west of the Long Branch Stream to complete Long Branch SVU 1A.

Trail Planning Recommendations

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

Historic Resources

The TLC Plan area has no identified historic resources listed either on the Locational Atlas and Index of Historic Sites or in the Master Plan for Historic Preservation. The area experienced growth in the mid-20th century. There has not yet been a comprehensive survey of historic sites from this time period in Montgomery County. As resources come to maturity in this planning area, it will be appropriate to evaluate individual sites and districts to determine their historic or architectural significance.

Appendix 5 Environment

The residential portions of Takoma Park between Long Branch and University Boulevard are stable communities that are unlikely to redevelop in the foreseeable future. Properties most likely to redevelop are the large commercial properties fronting University Boulevard and New Hampshire Avenue. These properties developed according to an older model of development, and contain little to mitigate environmental impacts. Stormwater management is absent, asphalt parking lots dominate the landscape, and what little landscaping exists is more decorative than functional. In addition, little attention was paid to making the area pedestrian- and bicycle-friendly with large block sizes, fragmented sidewalk systems, and inadequate trail connections. These issues must be addressed when the area redevelops.

Watersheds

The commercial blocks fronting University Boulevard drain to Northwest Branch, which is designated a Use IV (recreational trout stream) stream here; the remainder of the study area drains to Sligo Creek via Long Branch. These latter are Use I streams (recreational waters). Use IV implies a higher value use than Use I, and receives additional protection in the form of wider stream buffers (125 feet vs. 100 feet for Use I) where streams occur. Any small streams or wetlands in the commercial area have been paved over long ago.

Stream Water Quality

Stream water quality in the Takoma/Langley Crossroads area is monitored by Prince George's County using a biological monitoring system similar to the system used in Montgomery County's Countywide Stream Protection Strategy. Both systems analyze fish and aquatic macroinvertebrate communities to determine an Index of Biological Integrity. Based on this testing, Prince George's County has found that water quality is "very poor" for Long Branch, Sligo Creek, and Northwest Branch in Takoma/Langley Crossroads. This corresponds to the "poor" rating used in Montgomery County.

Long Branch Stream Valley Park, which forms the southwestern boundary of the study area, is the only significant natural resource in this part of Takoma Park. While water quality is poor and the stream has been degraded by uncontrolled and untreated runoff, the stream valley still harbors a strip of mature forest adjacent to the stream. This forest provides both habitat for urban wildlife and a cool respite for local citizens. Long Branch and Sligo Creek Stream Valley Parks connect Takoma Park to the network of parks and open spaces in both Counties.

Imperviousness

Improvements in water quality are mandated by law and policy, and are necessary for sustainable living. Water quality declines have been closely linked to increases in impervious surfaces in developed areas, and to loss of forest land. Studies show that stream water quality begins to deteriorate when imperviousness covers 10 percent of watershed. Watersheds with levels above 25 percent usually have poor water quality.

GIS analysis shows that about 48 percent of the land in the Montgomery County portion of the Takoma/Langley Crossroads Sector Plan area is covered by paving and buildings. The Montgomery County portion of the Sligo Creek subwatershed receiving runoff from Takoma/Langley Crossroads has an overall imperviousness of about 30 percent; the Northwest Branch subwatershed in this area is about 35 percent impervious. The effect of this imperviousness can be reduced through the application of innovative stormwater management that will improve stream conditions. Stream quality will likely remain poor to fair because most land uses in these watersheds (within and beyond the Plan area) will not change.

Stormwater Management Approach

This Plan recommends incorporating the principles of Environmental Site Design including integrating stormwater management into building sites and open spaces at every opportunity. These techniques require minimizing imperviousness, dispersing rather than concentrating stormwater treatment, and employing approaches such as bioretention facilities, rain barrels, green roofs, and permeable pavements to manage runoff. Where possible, stormwater should be retained for irrigation and other appropriate uses. Water quality improvements can also be realized through the application of urban forestry practices. Refer to Montgomery County stormwater regulations and guidelines for specific stormwater management requirements.

Tree Canopy Cover and Urban Forestry

GIS analysis indicates that about 15 percent of the Montgomery County portion of the Takoma Park/Langley Crossroads Sector Plan area is covered by tree canopy. Ideally, trees should cover 25-30 percent of the area.

Urban forestry comprehensively manages trees in urban areas, including street trees, park trees, existing forests, landscaping, and neighborhood trees. Trees provide shade to reduce urban heat island effect and reduce energy consumption, reduce thermal impacts from runoff, intercept stormwater, reduce erosion, and improve air quality. Urban forests also create a greener, cooler community. The Plan recommends community design that incorporates extensive street tree planting and incorporating trees into community open spaces.

Open Space

Design that incorporates urban open spaces offers the opportunity to accommodate both social needs for recreation and social interaction as well as environmental needs for reducing impervious surfaces, providing opportunities for stormwater management and urban forestry, and enhancing quality of life. The Plan recommends incorporating urban open spaces at every opportunity and striving particularly for multiple uses in these areas to achieve both community design and environmental goals.

Green Infrastructure and Green Links

The Plan area is framed by the Northwest Branch stream valley to the northeast and by the Long Branch and Sligo Creek Stream Valleys to the southwest and south. These significant natural areas connect to a larger network of connected natural areas to form part of the green infrastructure that supports human life and wildlife in Prince George's and Montgomery Counties. Green infrastructure provides forests that filter air, vegetated buffers that filter and cool water, groundwater recharge areas, habitat for wildlife, and respite for human beings.

The Plan recommends preserving and connecting to green infrastructure in the Takoma/Langley Crossroads area. One approach recommended for Takoma Park/Langley Crossroads is to create a system of green streets and pedestrian paths augmented by landscaping and tree planting to link the commercial areas and neighborhoods to the green infrastructure.

Relationship to State Planning Laws

As directed by the Maryland Economic Growth, Resource Protection, and Planning Act of 1992, the Plan is required, through its linkage to subdivision and zoning regulations, to protect streams and their buffers, 100-year floodplains, steep slopes, and habitats of threatened and endangered species.

The 1997 Priority Funding Areas Act directs State spending to Priority Funding Areas. Priority Funding Areas are existing communities and places where local governments want State investment to support future growth.

The traditional core of Maryland's urban development and areas targeted for economic development are defined as Smart Growth Areas that meet minimum criteria for zoning, density and infrastructure. Takoma Park is completely within the Priority Funding area established by Montgomery County under the State criteria and is eligible for available State funding.

Energy Efficiency and Air Quality

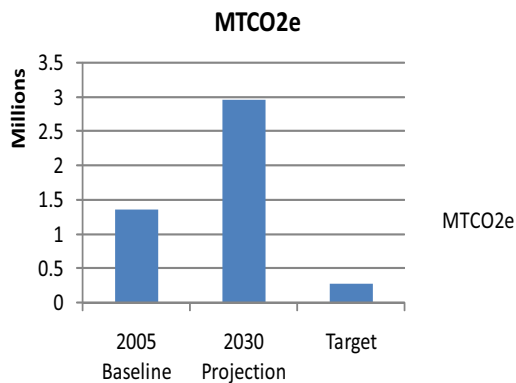
Growing concern over climate change, as well as increasing demand and costs for energy, make improvements in energy efficiency a critical goal in land use planning. Air quality is closely tied to energy production and consumption, so improvements in air quality can also be realized as energy efficiency is implemented. Transit-Oriented Development (TOD), with its focus on decreasing automobile use, increasing the use of mass transit and alternative modes of transportation (such as bicycling), creating walkable communities, and combining land uses, will help achieve environmental goals in Takoma/Langley Crossroads.

Additional gains can be made through compliance with LEED standards or their equivalent, including building and site design, building re-use and deconstruction techniques, increasing recycling rates, and increasing use of energy efficient lighting and appliances. The Plan encourages the use of renewable energy systems to reduce withdrawals from the power grid, including solar photovoltaic systems and geothermal heat pumps. Urban forestry practices will also help achieve both energy efficiency and air quality goals.

Greenhouse Gas Modeling

Montgomery County law (Bill No. 34-07) requires the Planning Board to model the carbon footprint of planning areas as part of the Plan.

The current greenhouse gas modeling effort uses a version of the spreadsheet model developed by King County, Washington that considers embodied energy emissions, building energy emissions, and transportation emissions in projecting total emissions for an area. The model defines embodied emissions as “emissions that are created through the extraction, processing, transportation, construction and disposal of building materials as well as emissions created through landscape disturbance (by both soil disturbance and changes in above ground biomass).” Building energy emissions are created in the normal operation of a building, including lighting; heating cooling and ventilation; and operation of computers and appliances. Transportation emissions are released by the operation of cars, trucks, buses, motorcycles, etc. The model supplies results for the total life of the development from construction to demolition, and are given in Metric Tons of Carbon Dioxide Equivalents (MTCO₂e). Results of the modeling are given in the graph below. Please note that these results assume a “business as usual” approach to development.



Recommendations for Reducing Carbon Emissions

Concern over climate change led to adoption in April 2008 of several Montgomery County laws that require the County to stop increasing greenhouse gas emissions by the year 2010, and to reduce emissions by at least 10 percent each decade thereafter, reaching the ultimate goal of reducing emissions to 20 percent of 2005 levels by the year 2050. Accomplishing this will require new development and redevelopment to incorporate both energy reduction measures and on-site

renewable energy production into building and site designs.

Among the measures that may be required are:

- reduce negative impacts to water quality, air quality, and global climate change through reduced imperviousness, improved stormwater management, and other environmental site design (ESD) and green building techniques
- use green roofs and/or low-reflectance roof surfaces
- employ urban stormwater practices that feature use of stormwater for non-potable water uses
- plant native species requiring little maintenance and consider planting wild grasses vs. grass requiring constant cutting
- orient buildings to maximize passive solar energy and for photovoltaic cell orientation (East-west building orientation to maximize active and passive solar energy opportunities is most practical for buildings east of New Hampshire Avenue.)
- use solar collectors to power County infrastructure like signage
- reduce heat island effect through forest preservation and street tree planting
- use geothermal heating and cooling systems
- provide a safe, attractive and continuous network of sidewalks and bikeways throughout the area
- develop streets that are designed to give priority to pedestrians and bicyclists.

Montgomery Green Factor

To achieve water quality and other goals, a green factor system can be used to provide many environmental benefits including water and air quality, carbon sequestration, energy conservation, and reduction of heat island effect. The green factor would be a point-based system adjusted to the size of the property. Green features are assigned a point value based on environmental benefits, so that features with greater benefits are given higher point values. Similar systems are considered state-of-the art throughout the world.

Currently, County environmental standards and regulations focus on preservation and conservation, and are not well adapted to urban environments. Urban redevelopment under many zones often results in forest planting off-site, underground stormwater structures, and street trees. Re-creating the functions of natural systems to create community benefits in an urban setting requires a holistic approach to site design. The green factor would aim at creating a layered system that mimics nature, while reinforcing efforts to create more attractive buildings, improve air quality, reduce stormwater runoff, mitigate urban heat island effects, and create habitat for birds.

There are many benefits to using a green factor rather than setting requirements for specific environmental features like imperviousness and tree cover. It allows flexibility in design and cost-effective choices while still providing greater environmental benefits within the community. It incorporates sustainability into project development, instead of a regulatory requirement applied later in the process.

To create a livable, environmentally-friendly urban environment, a green factor system is proposed as part of the new CR zone. Its menu of environmental design features should include, but not be limited to, increased energy efficiency beyond the minimum standards, water quality improvements through runoff reduction, carbon sequestration, and urban heat island effect reduction. Developers can choose which features to incorporate into their plans but must meet a minimum point level for any development. Achieving a higher score allows the property to come closer to the maximum FAR allowed by the Plan.

Environmental features used in the green factor system could include:

- lawn and planting beds with a soil depth of less than 24 inches
- lawn and planting beds with a soil depth greater than 24 inches
- retention of existing trees
- planting of larger stock trees with larger canopies
- permeable paving
- vegetated roofs/green roofs
- vegetated walls
- achieving higher than LEED basic certification
- on-site renewable energy generation
- rainwater reuse

Extra green factor credit is proposed for landscaping features that:

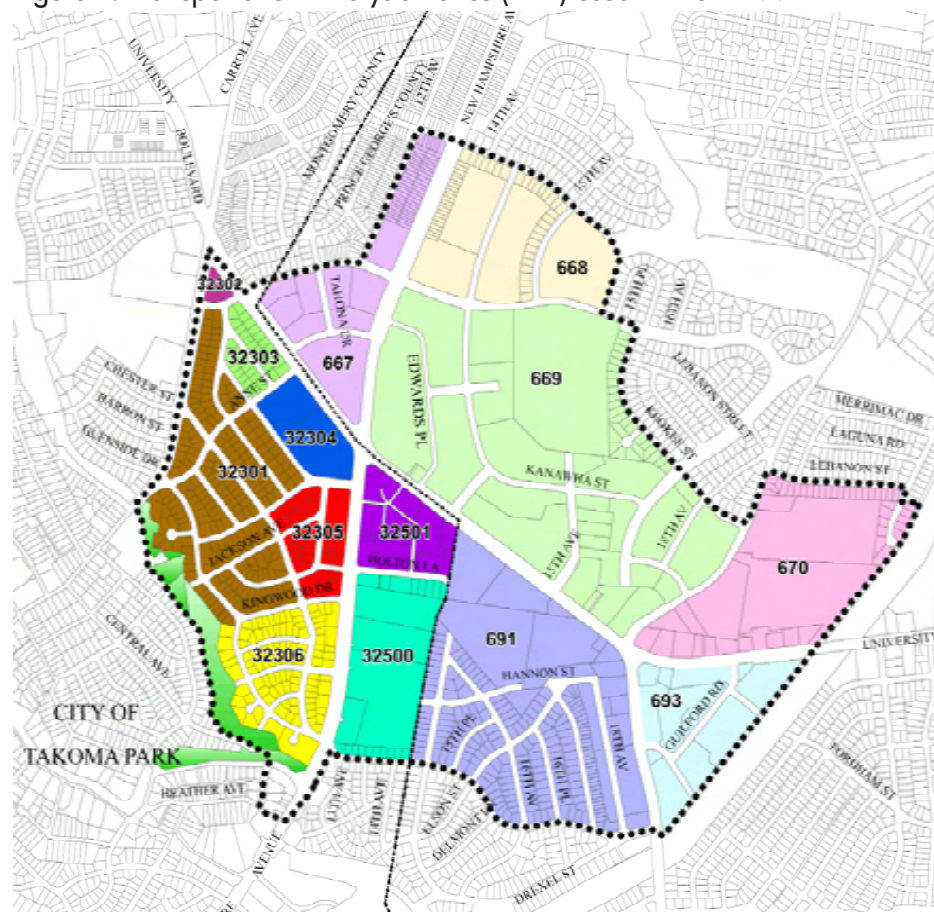
- are visible or accessible to the public
- incorporate stormwater management
- use native plants or plants tolerant of urban conditions.

Benefits would be additive so that tree cover over a planting bed would get points for both benefits, mimicking the environmental benefits of a natural system.

Appendix 6 Connectivity

The *Takoma/Langley Crossroads Sector Plan* area supports various types of transportation. It is located at the intersection of major highways and is supported by public transportation, bicycle facilities, and sidewalks that facilitate travel across the study area. These travel options provide mobility and access for the area, and shape the community’s character in conjunction with land use pattern and its urban design.

Figure 1. Transportation Analysis Zones (TAZ) used in the LAM.



Mobility Analysis

The roadway system was analyzed first for the current conditions—specifically its ability to serve the area’s travel desires based on existing and forecasted travel patterns.

The system was examined for future conditions using two different analyses. The Council of Governments (COG) regional model (Round 7.1) was used to analyze the Plan area transportation network at a regional level to develop baseline conditions reflecting planned land use and transportation changes outside of the area.

A Local Area Model (LAM) was also developed and used to create a fine-grain analysis based on land uses specific to the Plan area with a more refined road network. The land use scenario was allocated into smaller traffic analysis zones (Figure 1). The LAM was used to analyze both the existing conditions in the Plan area and a year 2030 land use scenario created by planners and the community.

The land use scenario is used to generate trip productions and attractions (where people start a trip and where they go) from both within and outside of the Plan area. The trips within this area are assigned to roadways using the Local Area Transportation Review (LATR) Guidelines recommendations. The trips assigned to the roads allow planners to determine how much congestion occurs at intersections.

As would be expected, the 2030 scenario generally results in more traffic volume from the existing conditions.

Figure 2 compares the amount of traffic entering and leaving the study area on a weekday afternoon peak hour.

As shown in Figure 2:

- Traffic volumes will increase between now and 2030.
- Traffic flow will remain relatively balanced. Inbound volumes are slightly higher than outbound volumes due to the fact that there is more residential development than commercial development in the study area; many people are arriving home during this time of day. This trend will continue under the Plan land use scenario.
- Through volume accounts for a majority of the trips and will increase slightly, although not as fast as local traffic generation.

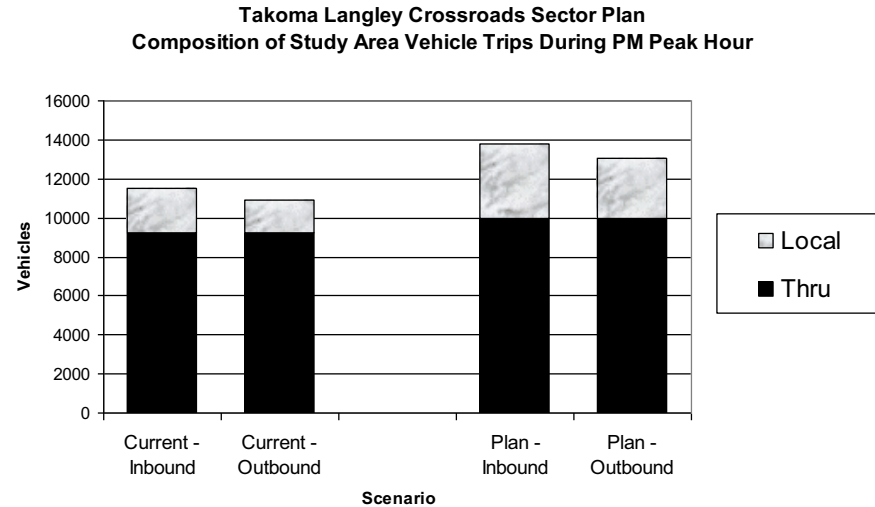
The 2005 Census Update estimate is that 30 percent of the work trips made by individuals residing within the TLC Study Area (not the Plan boundary) are made by transit and two percent are made by walking or biking.

The Purple Line will improve the quality of transit service and is expected to act as the primary catalyst for the introduction of more mixed-use, transit oriented development. Over the entire plan area (including the Prince George's County area and using gross acreage), residential densities are expected to increase by 40 percent by 2030. Job densities are expected to increase by 92 percent over the same time. Increased density along with improved service is expected to increase the percentage of non-auto work trips.

Staff considered potential additional increases in transit mode share that could be realized through applicable Transportation Demand Management (TDM) strategies but felt that no formal Transportation Management District (TMD) is warranted based on:

- the current high level of transit service and transit dependency
- the fact that the Plan area is found to have a balance between land use and transportation without further increases in transit mode share that would require targeted improvements through a TMD
- the fact that traffic generated by office employees in the Plan area, the audience most receptive to changing travel behavior as a result of TMD activities, is a fairly small component of traffic congestion in an area with substantial through traffic and a relatively high proportion of residential development compared to established TMDs
- the small geographic area in Montgomery County and the administrative challenges posed by the introduction of a multi-jurisdictional TMD District.

Figure 2



Parking Strategy

Parking strategies in the Plan area will use study efforts already underway, including the proposed County Council/Department of Transportation/M-NCPPC Parking Study, the Zoning Code rewrite (specifically the creation of a Commercial/Residential District zone), and parking proposals included in the Prince George's County Takoma/Langley Sector Plan.

The Council has included a parking management study in the FY10 budget. The study will address complex shared parking formulas to justify reduced commercial parking requirements and develop business community support for reduced parking consistent with prior recommendations made by the Office of Legislative Oversight and the 2009 Climate Protection Plan.

Parking supply and use is also a focus of the Zoning Code rewrite. The overall approach to parking management is to establish code requirements in mixed-use zones that are consistent with policies known to complement and support transit oriented development.

The Prince George's County Plan includes the following approaches to reducing the cost of parking for developers to encourage redevelopment:

- reduced parking requirements
- parking district
- public parking garage
- payment in lieu of parking
- shared parking.

In general, this Plan supports on-street parking throughout the area to ensure access, reduce vehicular speeds, and provide a pedestrian buffer.

The approaches identified in the Prince George's Plan are consistent with Transit Oriented Development and therefore generally consistent with Montgomery County's objectives. Montgomery County has mechanisms for reduced parking requirements in transit station areas, including parking districts, public parking garages, and the ability to encourage and regulate shared parking. The Plan supports establishing a working group to address issues related to implementing these parking initiatives.

Staff has developed a concept to replace a large amount of the existing surface parking in favor of shared structured parking with fewer overall spaces, potentially as a public parking garage on the 11101 University Boulevard or University Boulevard and New Hampshire Avenue properties. A parking lot district or other parking management authority would likely not occur until plan build-out.

The specifics of a coordinated approach and implementation of a TOD-supportive parking policy will need to be finalized but it is clear both jurisdictions share the same overall objective.

Capacity Considerations

The LAM is a tool that allows planners to examine the potential impact on intersection performance – given the proposed changes in the land use and roadway improvements. The result of this analysis are presented in Table 2. It is important to note the following with the respect to assumptions about the recommended transportation network for 2030:

- The Purple Line is operational along University Boulevard.
- Left turns are prohibited at the intersection of University Boulevard and New Hampshire Avenue.
- Additional left turn lanes are assumed at the following intersections:
 - Riggs Road and University Boulevard
 - 15th Avenue and University Boulevard
 - New Hampshire Avenue and Piney Branch Road
- Further coordination between the Counties, the City of Takoma Park, and the Maryland Transit Administration and State Highway Administration is needed to address compatibility of the short-range and long-range future local street networks envisioned by each agency. The existing inconsistencies at time of appendix publication are limited in number but need to be resolved in advance of final plan adoption.

The capacity standard employed is a Montgomery County policy. It does not apply to Prince George’s County (other than as an evaluation tool). The results indicate that Riggs Road and University Boulevard is an intersection where the level of service is less than desired. All other intersections are anticipated to operate at or near acceptable standards.

The capacity analyses show that under existing conditions two intersections have CLVs that approach or exceed the area’s current congestion standard. The 2030 Sector Plan column represents CLVs with future year traffic volumes on roads which include new road connections, extra travel lanes, and turn lanes at the intersections. The results indicate that CLVs at three intersections will approach the current congestion standard.

Implementing the roadway network and circulation concepts will require design coordination with Montgomery and Prince George’s County DOTs, the City of Takoma Park, the Maryland Transit Administration. The concepts ultimately require approval from the State Highway Administration.

From a Policy Area Mobility Review (PAMR) perspective, the end-state land use alternative analysis shows that the proposed land use and transportation system can be found to be in balance, due in large part to implementation of planned regional facilities including the Purple Line. Figure 4 shows the results of the PAMR analysis, comparing conditions for 2005, 2011, and 2030 future land use scenarios. (Table 2 and Figure 3)

Because of the priority on pedestrian safety for the Plan area, full pedestrian accommodations are recommended within any proposed reconstruction or intersection improvements. Travel demand management measures should also be considered a priority for addressing congestion. Intersection widening should be considered as a last resort.

Table 2 Intersection Volume to Capacity (v/c) Ratios

	County	Intersection	Existing	2030 Projections
Intersections Below Montgomery County Policy Standards	Prince George's County	Hampshire Langley Shopping Center and University Blvd	.54	.49
	Prince George's County	Langley Park Plaza and University Blvd	.70	.67
	Prince George's County	23rd Ave and University Blvd	.65	.71
	Prince George's County	New Hampshire Ave and Merrimac Dr	.62	.74
	Montgomery County	Southeast Quadrant and University Blvd	N/A	.79
	Prince George's County	Lebanon St and University Blvd	N/A	.79
Intersections Approaching Montgomery County Policy Standards	Montgomery County	Carroll Ave and University Blvd	.79	.82
	Montgomery County	New Hampshire Ave and southeast quadrant	N/A	.83
	Prince George's County	New Hampshire Ave and Lebanon St	N/A	.85
	Montgomery County	New Hampshire Ave and Erskine St	.69	.86
	Montgomery County	New Hampshire Ave and Sligo Creek Pkwy	.81	.92
Intersections at or Above Montgomery County Policy Standards	Both Counties	New Hampshire Ave and University Blvd	.94	1.00
	Prince George's County	Shopping Center/15th Ave/University Blvd	.86	1.01
	Prince George's County	Riggs Rd and University Blvd	1.17	1.11

Changes to the 2000 Master Plan of Highways

The following paragraphs summarize this Plan's recommended changes to the 2000 Takoma Park Master Plan.

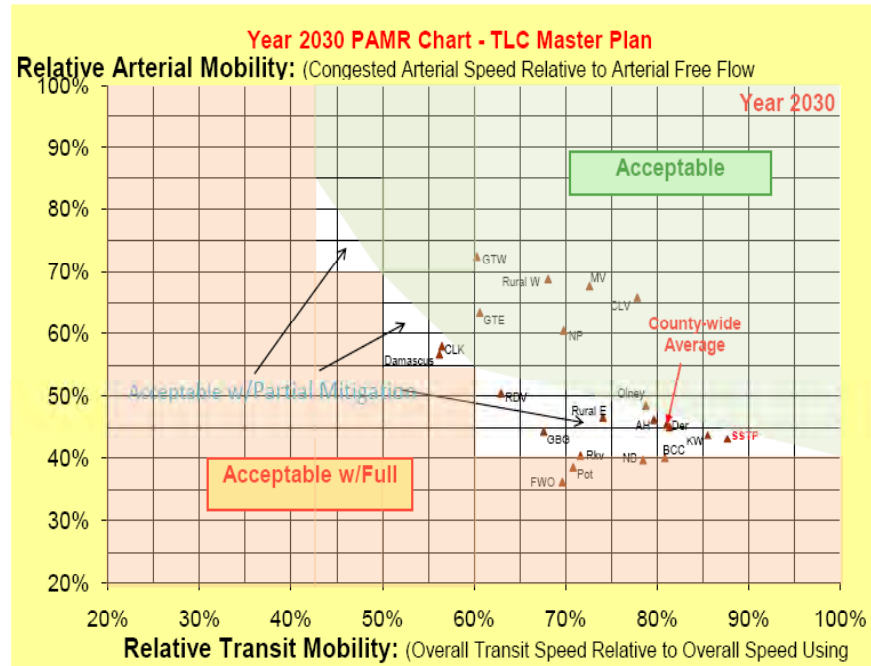
Target Speeds

The Takoma/Langley Crossroads Sector Plan identifies target speeds for non-residential roadways classified in the Plan, following the guidance in County Code and recently approved Executive Regulation 31-08.

Road Network

Existing and new roads, as well as road extensions for the entire planning area are summarized in the Plan's Roadway Facilities Table. The proposed lanes include through travel lanes only and do not include turning, parking, or acceleration lanes.

Figure 3 Future Congested Locations



Public Transportation

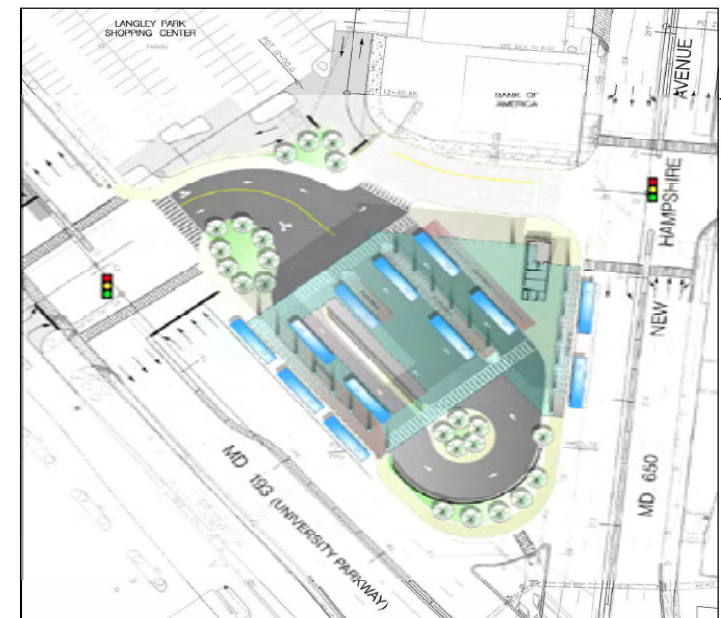
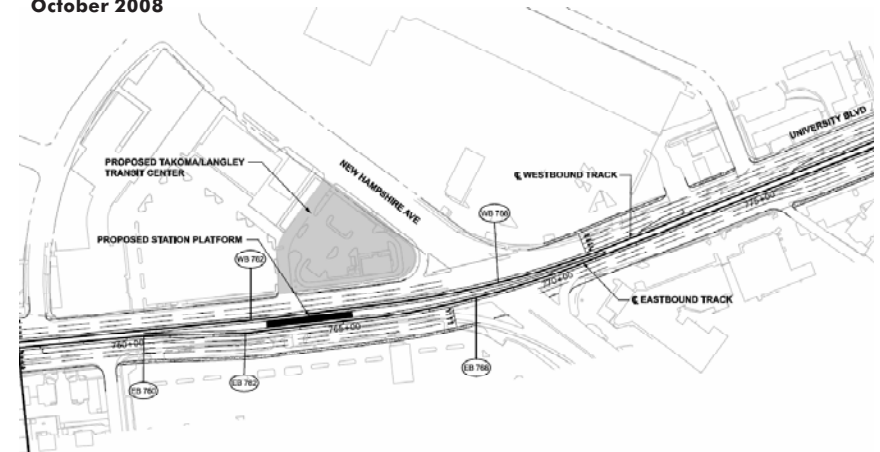
The Plan area is served by Ride On and Metrobus today, and is recommended for other forms of public transportation in the future. There are twelve bus routes serving the area with eight going through the New Hampshire Avenue and University Boulevard intersection. According to the Takoma/Langley Crossroads Pedestrian Access and Mobility Study, there are 10,000 to 13,000 daily bus passengers throughout the area.

The Purple Line (Figure 4) is a planned transitway (either light rail or bus rapid transit) between Bethesda and New Carrollton by way of Silver Spring, Takoma/Langley Crossroads, and the University of Maryland.

The MTA's Purple Line Draft Environmental Impact Statement and Alternative Analysis (DEIS/AA) was reviewed by the local area governments and agencies. The next step is the State's selection of a Locally Preferred Alternative that will designate the line's mode and alignment. The Planning Board, County Council, and the County Executive have recommended to the MTA light rail as the preferred mode. All of the light rail alternatives under consideration would operate in the median of University Boulevard and will require a right-of-way along University Boulevard that would vary from 110 to 130 feet, depending upon the location.

The Purple Line is proposed to include a stop at the planned Transit Center for the Takoma/Langley Crossroads Sector Plan (Figure 5). The Plan's recommended Transit Center will consolidate about seven stops and will be constructed separate from the Purple Line.

Figure 4
Source: MTA, Draft Environmental Impact Statement and Alternative Analysis, October 2008



The bus

Figure 5
Source: MTA, Draft Environmental Impact Statement and Alternative Analysis, October 2008

Pedestrian Safety

Pedestrian safety has been a concern in the Plan area for a long time. The problem is acute and will likely require on-going attention and resources. Figure 6 records the bicycle and pedestrian crashes in the vicinity of New Hampshire Avenue (MD 650) and University Boulevard (MD 193) from 1995 to 2005.

SHA has undertaken and completed several improvements designed to enhance pedestrian safety. A fence was placed in sections of the median on New Hampshire Avenue (MD 650) and University Boulevard (MD 193) to dissuade pedestrians from crossing the street mid-block. New crosswalks will also be added to the sidewalk network with controlled crossing systems near the proposed Transit Center. Pedestrian refuges will be added in selected locations to aide pedestrians crossing long sections of road.

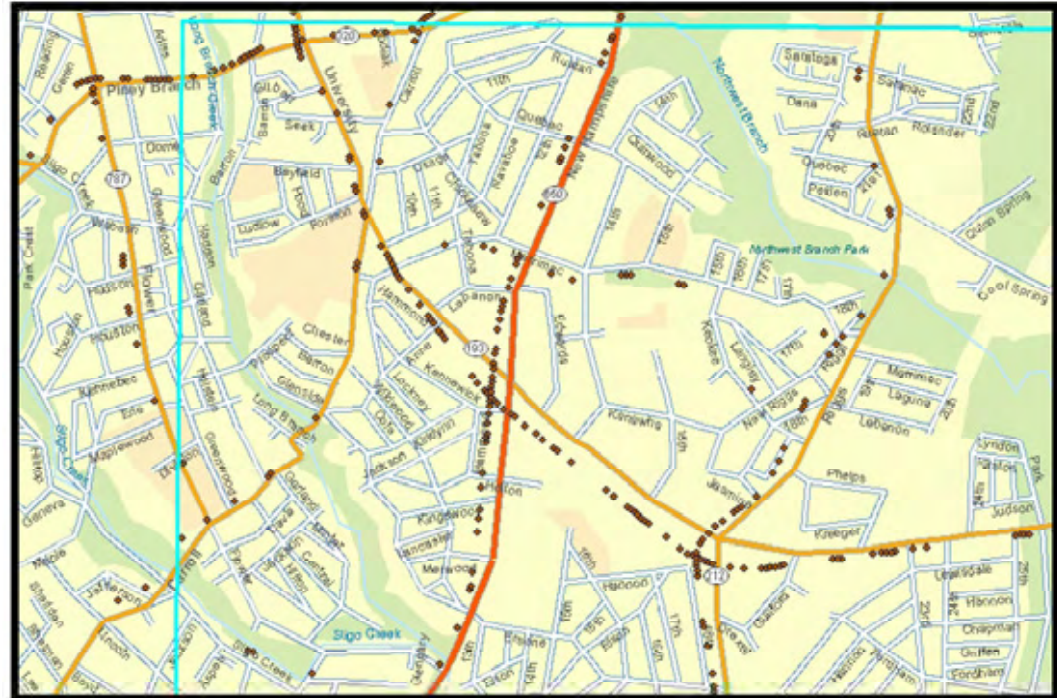
In 2007, the National Capital Region Transportation Planning Board awarded Takoma/Langley Crossroads a grant to examine transportation and land use connections. A consultant, Toole Design, analyzed the existing network of sidewalks, pedestrian connections, and flow within a half mile radius of the intersection of University Boulevard and New Hampshire Avenue.

The *Takoma/Langley Crossroads Pedestrian Access and Mobility Study*, July 2007, summarizes the recommendations, which include a long-term vision for the area, short-term safety improvements, and mid-term capital intensive improvements.

Proposed enhancements include:

- promoting distance between pedestrian and automobile spaces
- reducing pedestrian crossing distances
- promoting green-way connections.

Figure 6
Source: SHA Crash data, 1995-2005, provided by National Study Center for Trauma and EMS, University of Maryland-Baltimore



Glossary of Transportation Terms

Bicycle Route - A bikeway that features appropriate directional and informational signage.

Bikeway - A transportation or recreational facility designed to accommodate bicycling, including shared use paths, bike lanes, and shared roadways.

Bike Lanes - Sometimes referred to as a Class II Bikeway. A portion of a roadway designated by striping and pavement markings for the preferential or exclusive use of bicyclists. Consists of a four to six-foot lane in each direction with traffic flow.

County Wide Bikeways - Bikeways of County wide significance that connect to major destinations: municipalities, central business districts, town centers, employment centers, transit centers, and regional parks and trails. They are the skeleton of the County's bikeway network.

Shared Use Path - An eight to 10-foot asphalt or concrete path separated from motorized traffic either by barrier or a minimum five-foot landscaped panel. These facilities may be located within a roadway right-of-way or within an independent right-of-way. They can also be designed for use by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users.

Shared Roadway - A roadway open to both bicycle and motor vehicle travel that may be an existing roadway, road with curb lanes, or road with paved shoulders, including wide outside curb lane (14 to 16 feet), bikeable shoulder (four to six feet), or low volume, low speed streets.

Signed Shared Roadway - A shared roadway designated as a preferred bicycle route using warning, directional, and informational signage.

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.

Arterial Road - A road connecting major highways and providing more access points than a major highway while moving traffic at lower speeds.

Minor Arterial - A road functioning as an arterial but with adjacent land uses that make traffic calming appropriate.

Business District Road - A road within a business district that is neither a major highway or arterial and that is primarily used to provide access to commercial establishments.

Primary Residential Road - A road used primarily to provide access to residential property.

Modal Split - The percent of persons arriving at a destination by one of the available transportation modes. For example, the percent of persons who arrive at a destination by private automobile is called the "auto mode split" and includes both drivers and passengers.

Light Rail Transit (LRT) - An electric railway system characterized by its capability to operate single cars or short trains along exclusive rights-of-way at ground level, on aerial structures, in subways, or in streets.

Technical Appendix / June 2009

Takoma/Langley Crossroads

Sector Plan

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

MontgomeryPlanning.org