


TAKOMA PARK

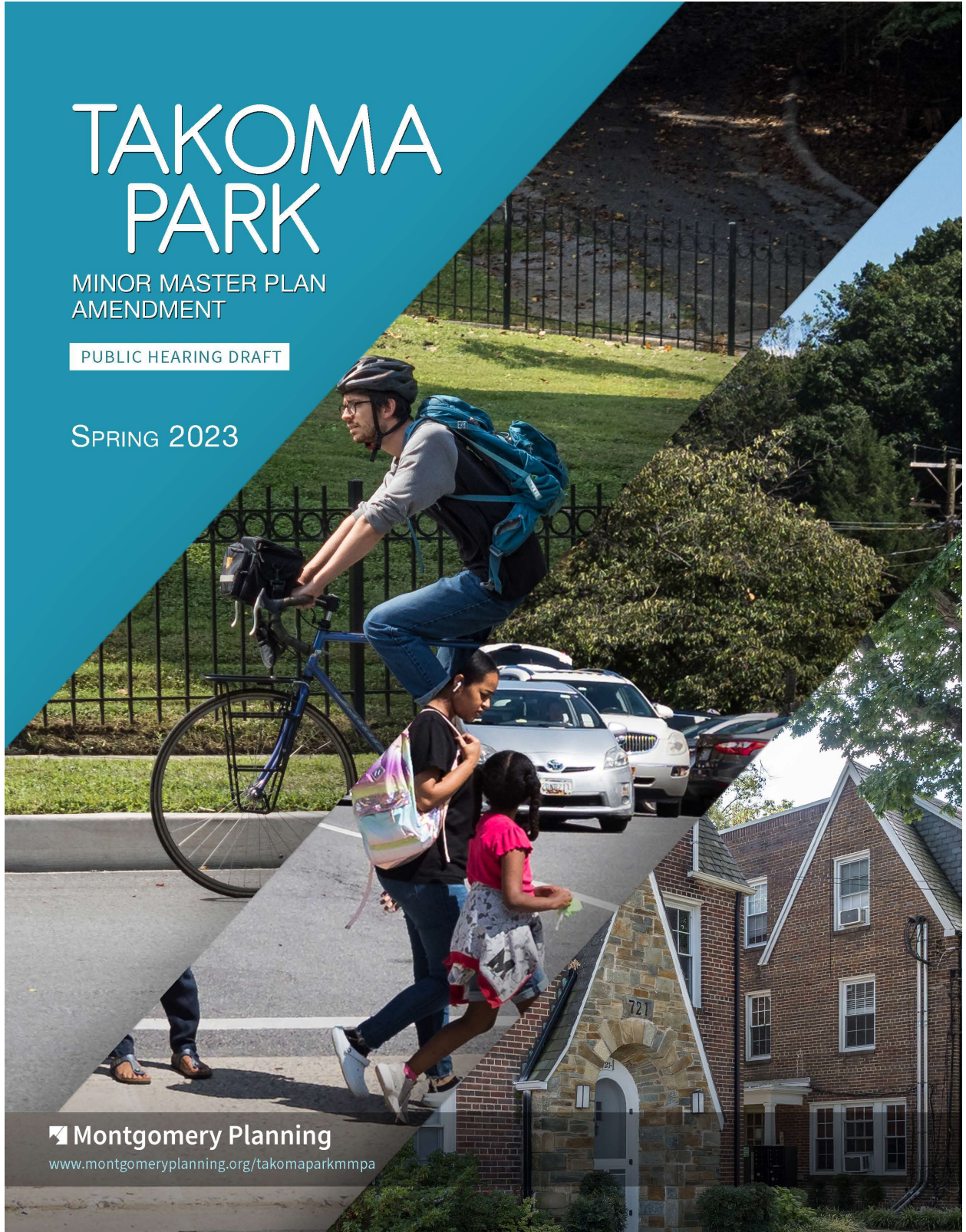
MINOR MASTER PLAN
AMENDMENT

PUBLIC HEARING DRAFT

SPRING 2023

 **Montgomery Planning**

www.montgomeryplanning.org/takomaparkmmpa





Takoma Park
MINOR MASTER PLAN AMENDMENT

~~PUBLIC HEARING~~ PLANNING BOARD DRAFT – FALL 2023

DRAFT

ABSTRACT

The Takoma Park Minor Master Plan Amendment contains the text and supporting maps for a comprehensive amendment to portions of the approved and adopted 2000 Takoma Park Master Plan. It also amends Thrive Montgomery 2050, the County's General Plan; the 2013 Countywide Transit Corridors Functional Master Plan; the 2018 Master Plan of Highways and Transitways, as amended; and the 2018 Bicycle Master Plan and the Master Plan of Historic Places. The Takoma Park Minor Master Plan Amendment is comprised of roughly 132 acres along Maple Avenue and Flower Avenue from Philadelphia Avenue to the west and the Washington Adventist University campus to the east. This Plan focuses on improving quality of life, guiding future development and encouraging improvements to the natural and built environments. Recommendations are provided for land use, zoning, housing, transportation, parks, trails and open space, the environment, community facilities, and historic preservation.

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

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

SOURCES OF COPIES

The Maryland-National Capital Park and Planning Commission Montgomery Planning 2425 Reedie Drive Wheaton, MD 20902 Online at montgomeryplanning.org/takomapark

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

The Maryland-National Capital Park and Planning Commission (M-NCPPC) is a bi-county agency created by the General Assembly of Maryland in 1927. The Commission's geographic authority extends to the substantial 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 (Thrive Montgomery 2050) 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 those county governments. The Planning Boards are responsible for preparing all local plans, zoning ordinances, and subdivision regulations and the administration of the bi-county park system.

The 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 MNCPPC Montgomery County Commissioners' Office by telephone 301-699-2255 or by email at mcpchair@mncppc-mc.org.

Maryland residents can also use the free Maryland Relay Service for assistance with calls to or from hearing or speech impaired persons; for information, visit www.mdrelay.org or call 1-800-552-7724. To place a call through Maryland Relay, dial 7-1-1

ABSTRACT

Chapter 1 Introduction..... 6

1.1 Background..... 7

1.2 Equity..... 12

1.3 Community Engagement..... 13

1.4 Community Priorities..... 14

Chapter 2 A Renewed Vision..... 16

2.1 Vision..... 16

2.2 Thrive Montgomery 2050..... 16

2.3 Concept Framework..... 17

Chapter 3 Plan-Wide Recommendations 19

3.1 Reimagined..... 19

3.1.1 Land Use and Zoning..... 19

3.1.2 Public Facilities..... 26

3.1.3 Historic Preservation 29

3.2 Reconnected..... 37

3.2.1 The Green Promenade..... 38

3.2.2 Bicycle Network..... 43

3.2.3 Pedestrian Network 46

3.2.4 Roadway Network..... 49

3.2.5 Transit 58

3.2.6 Policy Area-Level Transportation Analysis 59

3.2.7 Non-Auto Driver Mode Share..... 59

3.3 Resilient 60

3.3.1 Environment 60

3.3.2 Housing..... 76

3.4.2 Parks, Trails and Open Space 80

Chapter 4 District Recommendations..... 84

4.1 Municipal District..... 86

4.1.1 Background..... 86

4.1.2 Recommendations 87

4.2	Maple Avenue District.....	91
4.2.1	Background.....	91
4.2.2	Recommendations	92
4.3	Flower Avenue District.....	99
4.3.1	Background.....	99
4.3.2	Recommendations	100
Chapter 5	Implementation.....	108
5.1	Zoning.....	108
5.1.1	CR-Family Zoning.....	108
5.1.2	Obsolete Overlay Zones.....	109
5.1.3.	Public Benefits.....	109
5.1.4.	On-Site Public Open Space.....	110
5.1.5.	Accessory Uses in the CR Zones	110
5.2	Connectivity Improvements.....	110
5.3	Capital Improvements Program.....	112

DRAFT

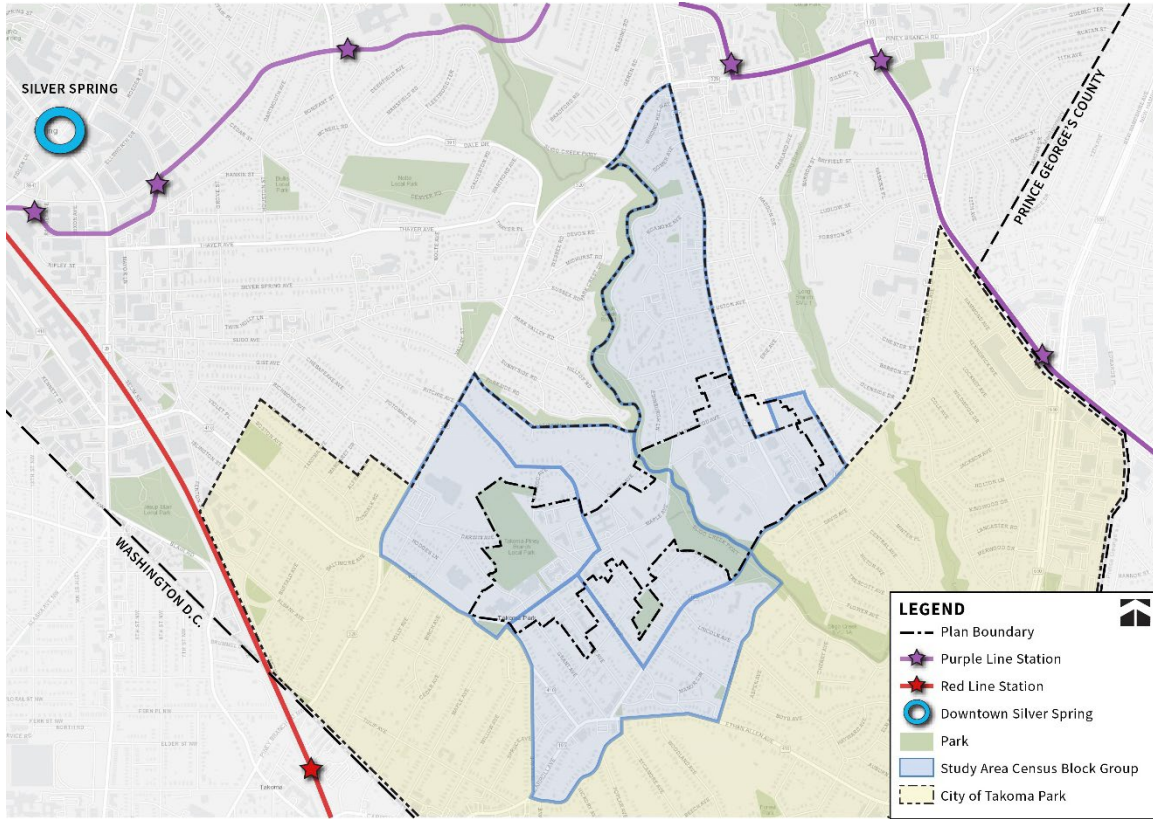
Chapter 1 Introduction

The City of Takoma Park is an incorporated municipality located in Montgomery County, Maryland, bordering Prince George's County to the east and the District of Columbia to the south. It is well-served by public transportation, providing efficient access to major employment and activity centers within the region via Metrobus, the Takoma Park Metro Station, and the two planned Purple Line stations.

According to the 2020 Census, the City of Takoma Park has a population of approximately 17,000 people. The population is diverse, with a sizeable immigrant population. This diversity is reflected in the culture, food, businesses and in the languages spoken by its residents.

Takoma Park prides itself on its progressive values. It is a **Sanctuary City**, Nuclear Free Zone, a **nationally** recognized Tree City (and Azalea City) and was among the first cities in the country to extend voting privileges for City elections to 16- and 17-year-old residents **and non-US citizens**. The city boasts an established rent stabilization program and a Tree Ordinance aimed at preserving and expanding the city's urban forest. Since its inception as a planned commuter suburb in 1883, it has remained an attractive and popular place to live, work, and play. It is noted as one of the most progressive municipalities in the region.

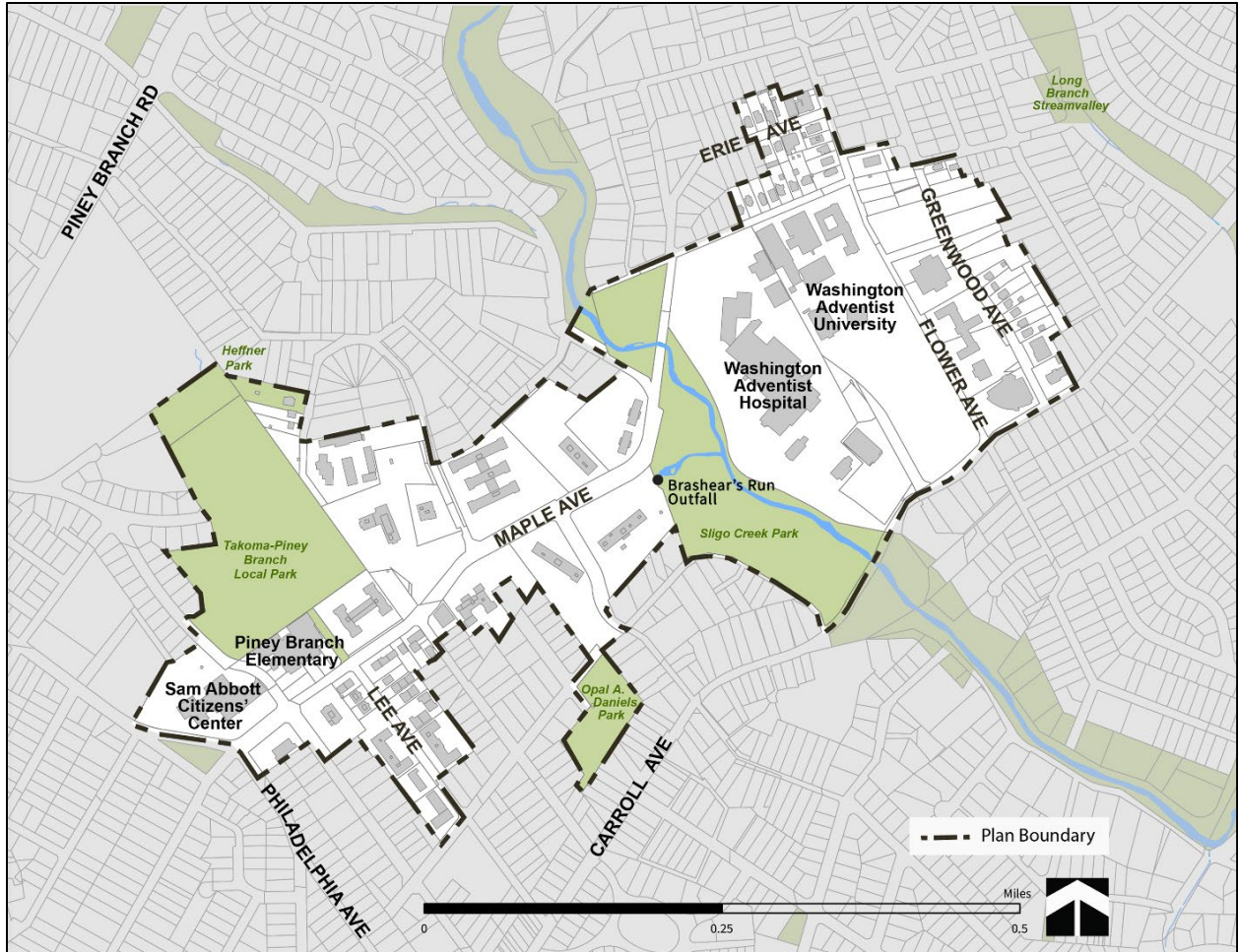
It is home to Washington Adventist University, which was founded in 1904 by the Seventh-day Adventist Church. The diversity of the community is also reflected in the student body, who come from across the US and from more than 45 countries. This plan is a minor amendment to the approved and adopted 2000 *Takoma Park Master Plan* and is a partnership between the Montgomery County Planning Department and the City of Takoma Park.



Map 1: Regional Context Map

1.1 Background

The Plan Area covered by this Minor Master Plan Amendment is roughly 132 acres along Maple Avenue and Flower Avenue from Philadelphia Avenue to the west and the Washington Adventist University campus to the east. The Plan Area includes the Takoma Park Community Center and Public Works Department, Piney Branch Elementary School, numerous mid- and high-rise apartment buildings, the Erie Center commercial area, the Washington Adventist University and the former Washington Adventist Hospital, as well as Takoma-Piney Branch Local Park, Heffner Park, Opal Daniels Park, and Sligo Creek Park. The Planning Board approved the Plan Area boundary in the Scope of Work in 2021.



Map 2: Plan Area

The plan makes recommendations to improve quality of life, guide future development and encourage improvements to the natural and built environments. These recommendations are informed by extensive community engagement efforts, a collaborative process to envision the future of the Plan Area and guidance from other stakeholders including the City of Takoma Park and property owners.

1.2 Community History

Montgomery County and the surrounding region have been home to Indigenous people for more than 10,000 years. Members of the Piscataway and Nacotchtank tribes stewarded local lands and waters, and originally used the area's stream valleys for hunting and collecting raw materials. The Sligo Creek stream valley contains one archaeological site reflecting this history, a low-density quartz flake scatter, which demonstrates Indigenous people's use of local stone to create tools. Concentrated European colonization of Maryland in the 17th century brought warfare, disease, and ecological disruption that drove many local Native American groups to move westward. Some members remained, and their descendants continue to live in Maryland.

Through the mid-19th century, the area that would become Takoma Park remained primarily rural and agricultural. Large amounts of land within and around the plan area were owned by members of the locally prominent Blair family, who enslaved a Black workforce to farm their lands and manage their households. These early Black occupants included Henry, a coachman, and Nanny, a cook. The Blairs used the Sligo Creek stream valley for recreation, where they had established a riding trail prior to the Civil War.

When the family patriarch, Frances Preston Blair, died in 1876, his heirs began to sell portions of the family land. Between 1887 and 1889, real estate developer Benjamin F. Gilbert purchased over 170 acres that were once part of the Blairs' "Falkland Manor." Gilbert was enacting an ambitious plan to purchase and subdivide land along the Metropolitan Branch of the B&O Railroad, which opened in 1873. As he assembled and sold property, he named the early railway commuter suburb "Takoma." He promoted his investment with illustrated advertisements describing a picturesque community with a beautiful and healthful natural environment

featuring fresh spring water, high ground, and abundant trees. By 1886, Takoma Park had a post office and a new railroad station, which allowed Gilbert to promote its easy access to downtown Washington, DC. The Town of Takoma Park incorporated in 1890 and selected Gilbert as the first mayor.

The pristine natural environment was a key factor in the Seventh-day Adventist Church's decision to relocate their headquarters and supporting institutions to Takoma Park, and adjacent Takoma, DC, at the beginning of the twentieth century. Takoma Park's clean air and water provided the ideal setting for the Adventists, whose faith valued healthy living. In 1903, the Church purchased fifty acres of land along Sligo Creek. They opened the Washington Training College (today known as Washington Adventist University) in 1904, and the Washington Sanitarium, a holistic healthcare facility (later known as Washington Adventist Hospital), in 1907. These institutions fostered development east of Sligo Creek as they expanded and drew new residents to the area. Two sites associated with this history are recommended for designation in the Master Plan for Historic Preservation: Krestview (7625 Carroll Avenue) and the Sligo Seventh-day Adventist Church (7700 Carroll Avenue).

The benefits of the growing town were not shared evenly. Black residents, who had begun to settle in Takoma Park shortly after the community's founding, were socially and geographically isolated by widespread racial discrimination. In the early-to-mid 20th century, discriminatory housing practices, including the use of racial restrictive covenants, channeled the Black population into three distinct areas of Takoma Park. The largest of these, "the Hill," formed around 1920 in an elevated, hilly area on Ritchie, Geneva, and Oswego Avenues. In the same period, African American residents of Takoma Park organized the Colored Citizens Association (CCA) to advocate on behalf of their communities. As the city expanded civil services and began providing streetlights, paved roads, and public utilities, such as electricity, water, and sewage, to white communities, Black residents saw that their neighborhoods were consistently overlooked. Through decades of legalized racial discrimination in the early-to-mid twentieth century, the CCA advocated for the fair provision of public services to Black communities.

In the late 1940s and 1950s, their efforts focused on obtaining access to recreational facilities. The local parks and the Takoma Park Recreation Center, an M-NCPPC facility, were only accessible to white patrons. Private gathering places in the area – local restaurants and clubs – were also predominantly segregated, leaving Black young people few places to socialize. After nearly two decades of activism, the City of Takoma Park constructed the Heffner Park Community Center (42 Oswego Avenue) in 1959 for the use of Black residents. This site is recommended for designation in the Master Plan for Historic Preservation for its association with this significant civil rights struggle and with influential Takoma Park resident Lee Jordan, who led this advocacy as President of the CCA and championed the power of sports to bridge racial divides.

Takoma Park experienced significant changes in the mid-twentieth century as improved infrastructure allowed for substantial new construction along Maple Avenue between Philadelphia Avenue and Sligo Creek. This area had long been subject to frequent flooding and drainage issues that made the land less desirable for development. Road improvements and the channelization of Brashears Run prompted a wave of apartment construction beginning in the mid-to-late 1950s that produced the mid- and high-rise apartment buildings that characterize this stretch of Maple Avenue today. The new buildings were advertised as deluxe, elegant residences with modern suburban conveniences: garbage disposals, elevators, large closets, and ample parking. Some barred families with younger children, a form of housing discrimination later prohibited by the Fair Housing Act of 1968.

Takoma Park’s population grew rapidly between 1950 and 1960 as this multifamily housing was constructed, and an increasing percentage of the local population lived in apartments. At the same time, older, single-family homes were increasingly converted into rooming houses or divided into small apartments. The resulting influx of new residents brought increased social, ethnic, and economic diversity to Takoma Park as immigrants, students, and lower-income families sought inexpensive housing near Washington, DC and downtown Silver Spring.

By the close of the twentieth century, Takoma Park and the adjacent communities of East Silver Spring and Langley Park were home to a socially and economically diverse population unique in Montgomery County, a mix attributed in large part to the supply of multifamily housing. The study area retains this diversity today: it is home to Spanish, French and Amharic-speaking residents, and a population that is younger, less wealthy, and less White than the county as a whole.

1.2-3 Equity

Equity in planning is a core tenet of our master plan process and it was a goal of the plan to provide stakeholders with authentic engagement opportunities, to educate them on the planning process and to illustrate how they could best advocate for their communities. To accomplish this, Staff crafted an outreach and engagement process that included a variety of methods and opportunities to reach key audiences, build trust within the community and engage interested parties. These interactions helped staff to craft recommendations that reflect the goals of the community.

In 2019, Montgomery County passed the Racial Equity and Social Justice Act. The Act requires the Planning Board to consider racial equity and social justice impacts when preparing a Master Plan, including a Minor Master Plan Amendment. Montgomery Planning continues to build on previous efforts that focused on racial equity. This is reflected in the mission statement of *Thrive Montgomery 2050*, and it has been a driver for the development of recommendations for this plan as well. Equity is about providing all people the resources they need to have an equal chance at success. This does not mean that all people need the same resources; it is about identifying people's needs and removing barriers so that success is possible.

Additionally, the Takoma Park Minor Master Plan Amendment (TPMMA) addresses racial equity and social justice through the following:

- Preserve and expand affordable housing and encourage new housing types with MPDU's to address rent-burdened households.

- Recommend mixed-use zoning to create opportunities for commercial development in higher-density areas to provide economic and employment opportunities for residents.
- Improve access and mobility through the plan area with new pedestrian and bike infrastructure to reduce automobile dependence, provide better connectivity to activity centers and provide substantive quality of life benefits.
- Enhance programs and activities in parks and public facilities that are accessible, welcoming and inclusive for all residents.
- Improve environmental function and quality for all.

1.3.4 Community Engagement

The broad diversity of the community and the impact of the Covid-19 pandemic required creativity and a multi-pronged approach towards engagement. Staff began with a Listening Phase in September 2021.

The Listening Phase encompassed the bulk of the community engagement effort and included numerous in-person and virtual outreach activities where stakeholders could share their insights regarding the Plan Area. Staff designed activities that made participation easy and efficient. To provide for equitable participation, staff provided translation and interpretative services in French, Spanish and Amharic, the predominant non-English languages spoken within the community.

Staff increased the participation of hard-to-reach communities like renters and students using a non-profit consultant who canvassed the multi-family buildings on Maple and Lee Avenues and the university campus. In the multi-family apartment buildings along Maple and Lee Avenues, the consultant conducted nearly 240 in-person interviews with residents. Participants provided direct insight into life in the Plan Area and were encouraged to share their vision of its future. By utilizing resident volunteers as a part of the effort, the planning team were able to get more in-depth responses, supply interpretative services in the many languages spoken within the Plan Area and empower participants in the process.

At the Washington Adventist University campus, the consultants interviewed nearly 90 students and other members of the campus community on the current needs of and the future vision for the Campus.

Other traditional outreach and engagement techniques included pop-ups at the Takoma-Langley and Takoma Park Farmers Markets and community-serving retail centers on Erie and Maple Avenues, community meetings and utilizing social media and technology to reach more than 550 stakeholders overall. Staff also provided regular briefings to the Takoma Park City Council to provide an overview of the planning process, share insights from community engagement, and answer questions.

The Plan engagement process culminated in a Visioning Open House held at Piney Branch Elementary School in September 2022.

Over 100 stakeholders asked questions of staff and provided feedback through a series of plan-related exercises on the various aspects of the Plan, including land use and zoning, parks and open space, the environment, connectivity, and historic preservation. For those unable to attend the in-person event, Staff created a virtual visioning website that included the activities available at the Visioning Open House and crafted and displayed interactive boards at the Takoma Park Community Center.

1.4.1.5 Community Priorities

The expansive engagement effort yielded the following results:

- Residents like living in Takoma Park and the TPMMA strives to preserve the city's unique characteristics, enhance the quality of life, and create new opportunities for residents to live, work and play within the Plan area.
- Sligo Creek Stream Valley Park is an important asset that should be protected, and the Plan provides for recommendations that address environmentally sensitive development adjacent to the park and increases the protection of the park and improves public access.

- There is a ~~desire~~ **Desire** for affordable housing on Washington Adventist Campus, and the Plan's recommendations allow for a flexible mixed-use zone that can accommodate MPDU's or other affordable housing.
- There is a ~~desire~~ **Desire** for public amenities on the Washington Adventist Campus, such as a space for community gathering, fitness center and a swimming pool and the Plan's recommendations allow for co-location of public facilities such as a recreation center, encourages improved access to existing open space and a flexible mixed-use zone that has an open space requirement for development.
- There was ~~concern~~ **Concern** about the loss of the hospital and the desire for urgent care or health clinic to remain and the plan envisions a new mixed-use future for the Washington Adventist Campus that allows for medical, educational, commercial and residential uses.

Key Takeaways



Resident ~~living in~~ Takoma Park



Desire for affordable housing on Washington Adventist Campus



Concern about ~~the~~ desire for clinic



Desire for walkable retail options on Washington Adventist Campus, specifically a grocery store



Sligo Creek Stream Valley Park as an important asset that should be protected



Desire for public amenities on Washington Adventist Campus, such as a space for community gathering, fitness center and swimming pool

Chapter 2 A Renewed Vision

2.1 Vision

The Plan Area has a vibrant mix of residential, municipal and institutional uses. It has ample affordable housing and a culturally diverse population. Residents have excellent access to transit, schools, and several parks.

The Plan Area also has a significant need for reinvestment. The Washington Adventist Campus and the hospital buildings are now limited by inherited single-family house zoning. The Plan Area has only a small amount of retail space to serve the comparatively large resident population. Some of its streets, sidewalks, and the bridge over Sligo Creek are aging and in need of improvement. Further, steep topography and sensitive environments like Brashear's Run and the Sligo Creek Stream Valley require a thoughtful approach to reinvestment.

The 2000 *Takoma Park Master Plan* included recommendations designed to direct public dollars and to spur private development; to date, there has been little private reinvestment. This Plan updates those recommendations to provide flexibility for market-ready development and public investment in the Plan Area. By building on existing assets, the Takoma Park Minor Master Plan Amendment envisions a Reimagined, Reconnected, and Resilient Community with new housing and other uses, greener and safer streets, and improved access to amenities.

2.2 Thrive Montgomery 2050

Approved in October 2022, *Thrive Montgomery 2050* is an update to the countywide *General Plan* and provides a blueprint for the growth of Montgomery County over the next several decades. This update identified the need for equitable development that incorporates sustainability and improved mobility. The following key recommendations from Thrive 2050 are reflected in the *Takoma Park Minor Master Plan Amendment*:

- Encourage co-location and adjacency of all essential and public services, especially along growth corridors and in Complete Communities. A Complete Community is "grounded in the concept of 15-minute living, which seeks to locate as many services and amenities as

feasible within walking distance of the center of a neighborhood to serve the daily needs of people who live or work within walking or biking distance.”

- Retrofit centers of activity and large-scale older facilities such as shopping centers, abandoned federal campuses, office parks, and other single-use developments to include a mixture of uses and diversity of housing types and to provide a critical mass of housing, jobs, services, and amenities necessary for vibrant, dynamic Complete Communities.
- Promote walkable, bikeable, transit-connected neighborhoods and commercial districts support economic vitality.
- Implement land use and transportation strategies that encourage walking, biking and transit use and improve environmental performance.

2.3 Concept Framework

A concept framework plan incorporates the primary themes, goals, and the overall vision identified through the engagement process. It highlights the major elements of the Plan and provides a graphic representation of what could be accomplished by fulfilling the Plan recommendations.

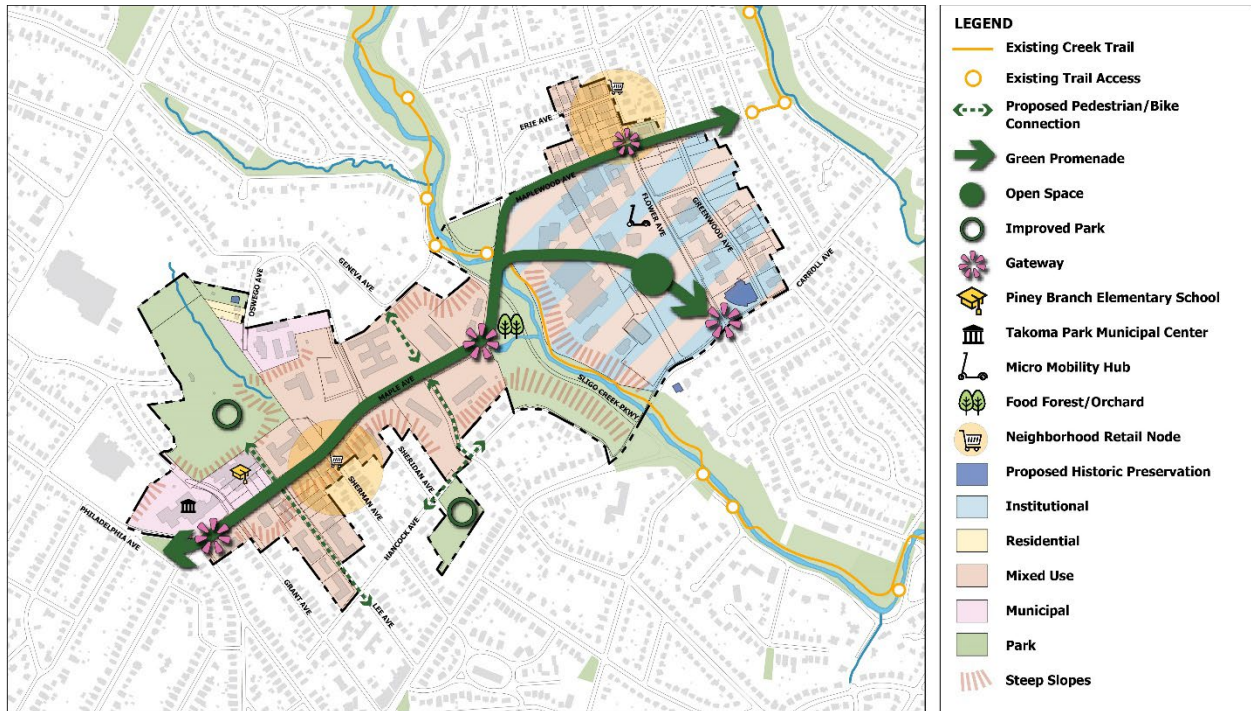


Figure 1: Concept Framework Plan

DRAFT

Chapter 3 Plan-Wide Recommendations

This section covers recommendations relevant to the entire Plan Area. These recommendations are categorized by the Plan themes:

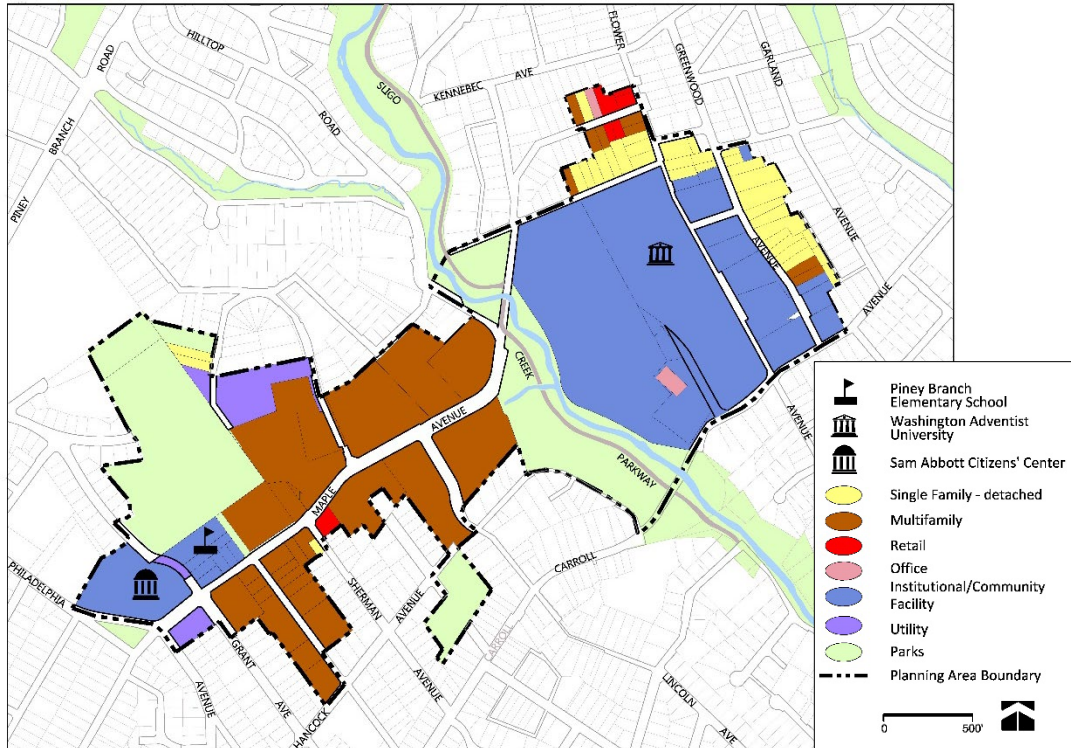
- a **Reimagined** community with new and improved uses for existing spaces and places, and flexible, market-responsive tools to realize them.
- a **Reconnected** community with improved, safe, and inviting ways to get to parks, shopping, and home.
- a **Resilient** community prepared for and able to adapt to, mitigate for, and thrive in the face of climate change.

Recommendations related to a specific district and/or individual properties are found in the applicable Chapter.

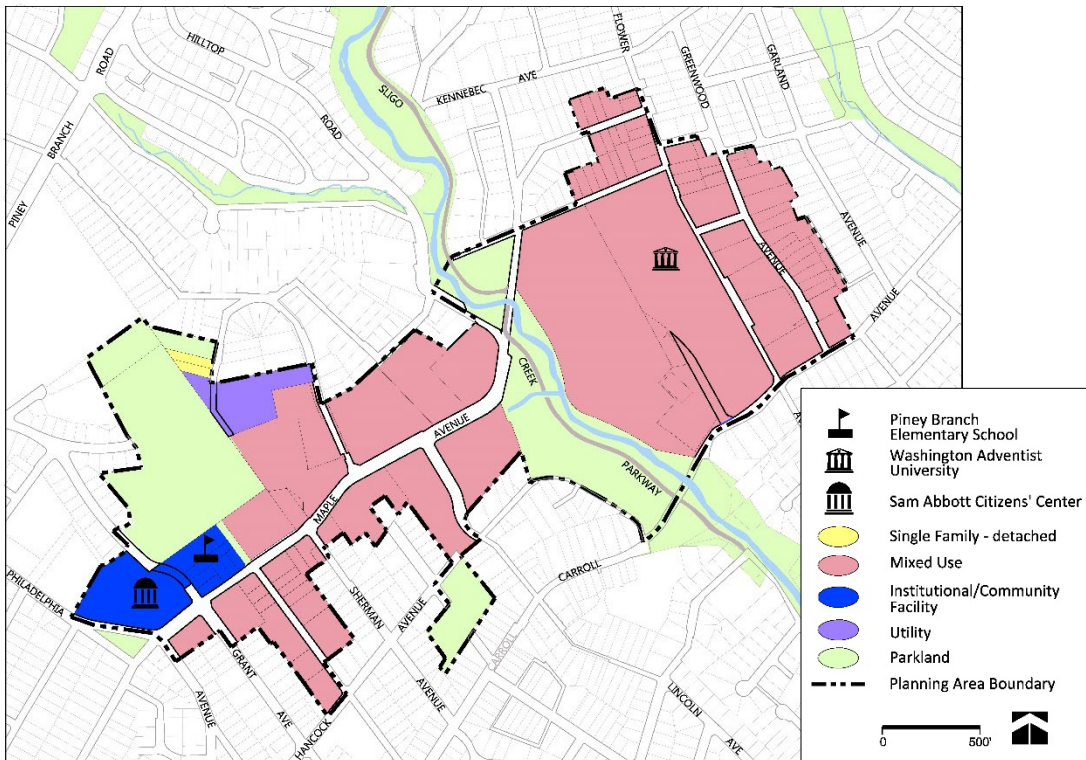
3.1 Reimagined

3.1.1 Land Use and Zoning

Current land use in the Plan Area is predominantly multi-family residential focused along Maple Avenue. The large Adventist Campus includes institutional uses for the Washington Adventist University, the former hospital site, and the Sligo Seventh-Day Adventist Church, as well as medical offices and some single-family residential uses. There is a small amount of retail on Maple Avenue and at the Erie Center on Flower Avenue. The Plan recommends generally adopting a more flexible mixed-use land use pattern.



Map 3: Existing Land Use Map



Map 4: Proposed Land Use

The Plan Area currently includes a mix of single- and multi-family residential zoning with a small amount of mixed-use zoning. The multi-family zoning is clustered along Maple Avenue and single-family residential zoning exists on the city's municipal properties, the Adventist Campus, and on the edges of the Plan Area. The existing mixed-use zoning is limited to one retail building on Maple Avenue and a small number of retail and commercial properties at the intersection of Flower and Erie Avenues. The Community-Serving Retail Overlay Zone and the Takoma Park/East Silver Spring Commercial Revitalization Overlay Zone also cover portions of the Plan Area. These overlay zones were put in place with 2000 Takoma Park Master Plan to address needs not then addressed by the Zoning Ordinance.

As shown below and discussed in greater detail in the District Recommendation Section, the Plan recommends rezoning the multi-family residential, municipal, and Adventist Campus properties from single-use residential zones to the mixed-use Commercial/Residential (CR) and Commercial/Residential Town (CRT) zone at sufficient densities to provide incentives for private reinvestment, to support new development compatible with the adjoining properties and to create opportunities for new public amenities and needed public facilities. Since the CRT zone accommodates the intent and functions of the existing overlay zones in the Plan Area, the Plan recommends removing them.

Along the edges of the Plan Area, the Plan recommends lower-density mixed-use Commercial/Residential Neighborhood (CRN) zoning, which has a simplified development review process compared with CRT as development is by-right and does not require the provision of Zoning-Code-defined "Public Benefits." Additionally, a small number of properties in the Plan Area currently do not conform to the existing densities mapped to those sites. The Plan recommends rezoning those properties to make the existing buildings conforming and allow modest additional new development.

The Commercial/Residential family of zones generally encourages minimizing parking in favor of promoting transit use. As discussed elsewhere in the Plan, this community has excellent connectivity, with good sidewalks and ready access to several bus lines to nearby transit centers

including the Takoma and Silver Spring Metro Stations, planned Purple Line stations, and the Takoma Langley Transit Station.

For complete provisions, requirements, and standards for each zone, please consult the Zoning Ordinance.

Zone	Description
R-10	Permits high-density multi-family apartment buildings. Detached homes, duplexes, and townhouses are allowed as well. Standard method minimum lot size from 800 square feet for a townhouse to 20,000 square feet for an apartment building.
R-20	Permits moderate-density multi-family apartment buildings at half the base density of R-10. Detached homes, duplexes, and townhouses are allowed in this zone as well. Standard method minimum lot size from 1,000 square feet for a townhouse to 16,000 square feet for an apartment building.
R-30	Permits lower-density multi-family apartment buildings at one-third the base density of R-10. Detached homes, duplexes, and townhouses are allowed in this zone as well. Standard method minimum lot size from 1,000 square feet for a townhouse to 12,000 square feet for an apartment building.
R-40	Permits detached single-family residential homes on a 6,000 square foot lot and side-by-side duplexes on a 4,000 square foot lot.
R-60	Permits detached single-family residential homes on a 6,000 square foot lot.
CR	Permits a mix of residential and nonresidential uses intended for larger downtown, mixed-use, and pedestrian-oriented areas in close proximity to transit options. Standard method and optional method developed allowed in this zone.
CRT	Permits a mix of residential and nonresidential uses intended for small downtown, mixed-use, and pedestrian-oriented centers and edges of larger, more intense downtowns, with limits on ground floor retail to preserve the town scale. Standard method and optional method developed allowed in this zone.
CRN	Permits a mix of residential and nonresidential uses intended for pedestrian scale, neighborhood-serving missed use centers and transitional edges, with limits on ground floor retail to preserve community scale. Only standard method development allowed in this zone.

Table X: Description of zones referenced in the Minor Master Plan Amendment

To promote compatibility, the plan recommends zoning with lower building heights adjacent to existing single-family homes, as well as site-specific language further reinforcing that step-down. Further, Section 59.4.1.8 of the Zoning Ordinance provides specific requirements to control building heights and setbacks next to single-family homes. In addition to enlarged building setbacks for abutting properties, the rules require new construction to fit under a 45-degree plane extending up from the building height allowed for the single-family home.

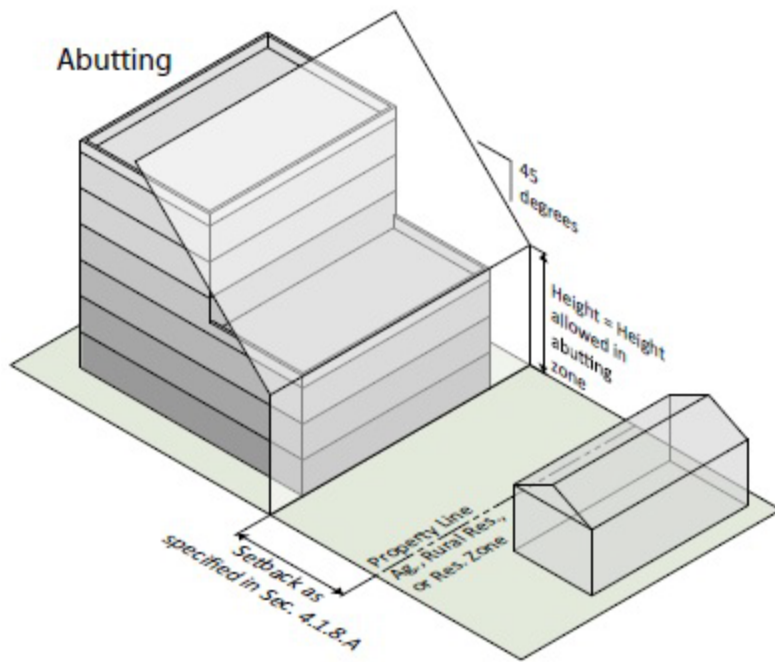
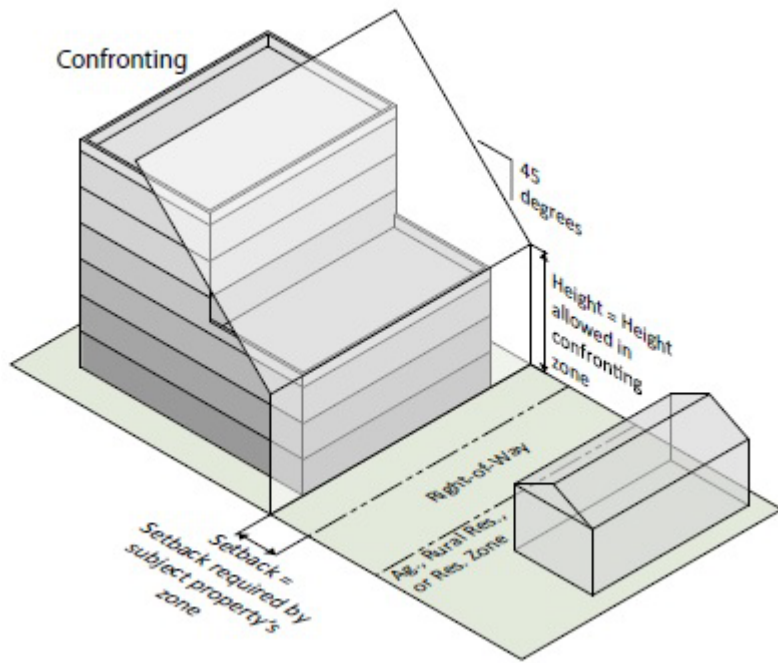
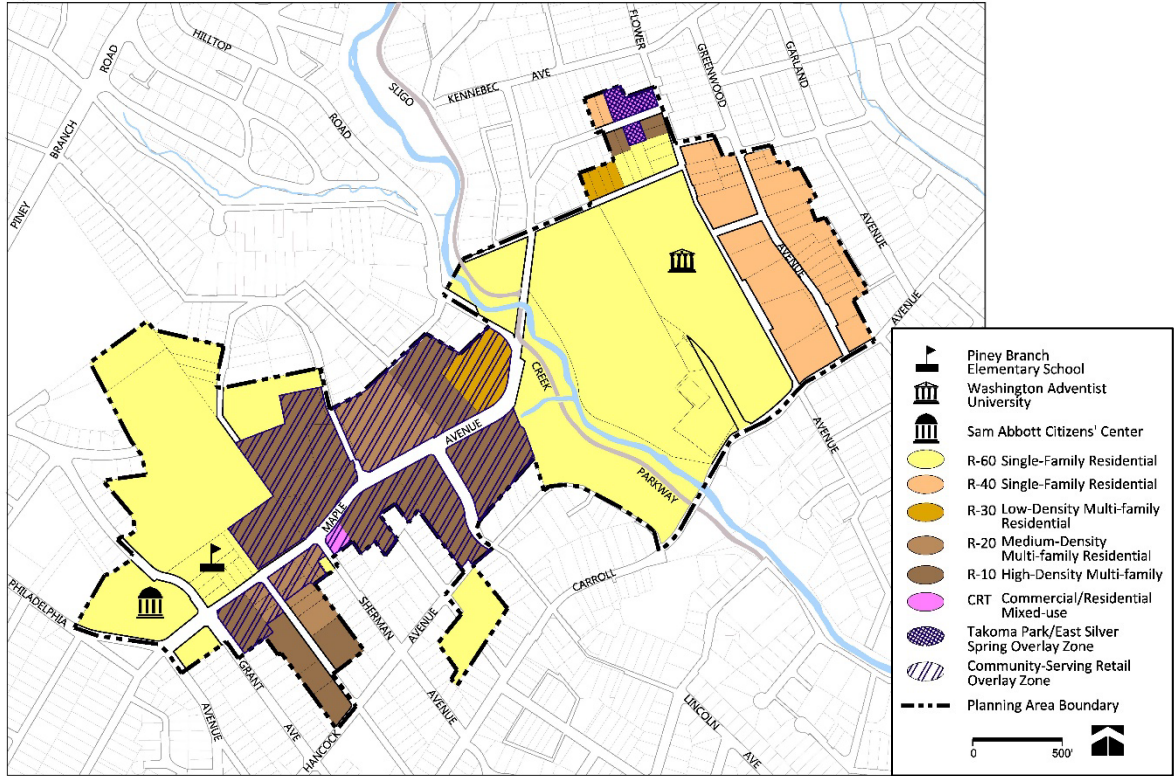


Figure 2: Zoning Ordinance Compatibility Diagram for New Development Abutting Residential Properties (back-to-back)

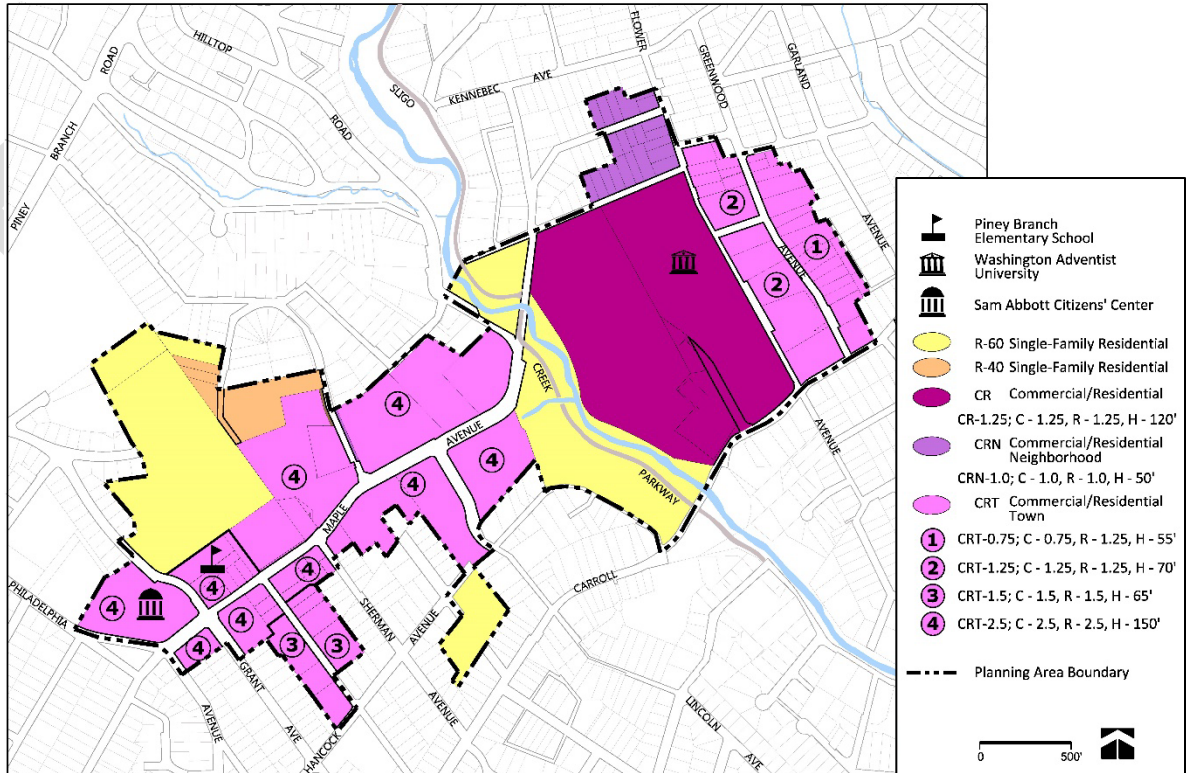


*Figure 3: Zoning Ordinance Compatibility Diagram for New Development Confronting Residential Properties
(across the street)*

DRAFT



Map 5: Existing Zoning



Map 6: Proposed Zoning

3.1.2 Public Facilities

Public schools and facilities for police and firefighters, libraries, and recreation are fundamental to a well-served community. The Plan recommends that, wherever possible, new or expanded public facilities be co-located within private development to reduce overall development costs and provide valuable public assets near their target audiences.

Montgomery County Public Schools

The Plan Area is currently served by Montgomery Blair High School as part of the Downcounty Consortium (DCC)¹. In the Plan Area, students living north of Sligo Creek Parkway attend Rolling Terrace Elementary School and Silver Spring International Middle School and those living south attend Takoma Park (grades K-2) and Piney Branch (3-5) Elementary Schools and Takoma Park Middle School. Piney Branch Elementary School, on Maple Avenue next to the Takoma Park Community Center, is the only public school in the Plan Area.

As discussed in detail in the technical appendix, the DCC schools at the elementary, middle, and high school levels are projected to have sufficient capacity to accommodate new students generated by new development in the Plan Area.

Piney Branch Elementary School

Piney Branch Elementary School is expected to receive a major capital investment in a future Montgomery County Public Schools (MCPS) Capital Improvement Program (CIP) Project and, should be considered as a potential opportunity to increase capacity to accommodate growth estimated from the Plan. The current site, however, is the smallest school site in the county at less than two acres and poses various challenges as the school system seeks to upgrade the aging school site.

¹ As part of the Downcounty Consortium, students living in the Plan Area have an option to attend Blair, Einstein, Kennedy, Northwood, or Wheaton High Schools. Students are guaranteed to attend the high school serving the base area that they live in but may apply to different signature programs offered at the other high schools within the consortium.

For Piney Branch Elementary School's major capital project, the Plan identifies three broad options: rebuild the school on the current site; build a new school on a site in the Plan Area; or build a new school outside the Plan Area.

Should MCPS rebuild on the current site, the Plan recommends a compact footprint, multilevel school building with a civic presence on Maple Avenue and a strong pedestrian connection to the existing Takoma Park Library and Recreation Center across Grant Avenue. The school design should strive to achieve a net-zero energy rating, locate active school functions such as entries along the street frontages, create pedestrian friendly streetscapes and minimize impacts to Takoma-Piney Branch Local Park. Parking should be located within the footprint of the building and away from adjoining streets.

If MCPS builds a replacement elementary school on a different site, the Plan recommends that the current site and/or building be re-purposed or re-imagined to provide a recreation center, park, police station, and/or other public facility use. If a public facility use cannot be realized if the site becomes available, the Plan recommends mixed-use development consistent with the mapped zoning.

Police

The City of Takoma Park has its own police force. Its current facilities are located on the lower level of the Takoma Park Community Center. The Plan recommends the City analyze the operational space needs of the department. The Plan also recommends that co-located accommodation of a city-services or other public use identified in this section be a priority Public Benefit for Optional Method developments under this Plan.

Fire

The Plan Area is primarily served by the Takoma Park Volunteer Fire Department Station 2 located at 7201 Carroll Avenue. Currently, service is adequate, and the County Fire and Rescue service has no plans to build additional fire stations in the Takoma Park area.

Library

The City runs its own public library (Takoma Park Maryland Library), located next to the Takoma Park Community Center at Maple and Philadelphia Avenues. The City is currently expanding the library on its existing site, more than doubling the previous size. The Plan does not recommend a new standalone library site but supports potential future co-location of satellite library facilities within new development on or near the Washington Adventist Campus.



Image: Rendering of Planned Takoma Park – Maryland Library

Recreation

The City runs a robust recreation program at its facilities on Maple Avenue and at Takoma-Piney Branch Local Park and outside the Plan Area on New Hampshire Avenue. The Plan recommends co-location of expanded recreation facilities in the Plan Area as part of the redevelopment or repurposing of any potentially suitable properties, including sites located on the Washington Adventist Campus and the Piney Branch Elementary School site if they become available.

The community has expressed significant interest in a swimming pool in the Plan Area. Currently, the County Recreation Department operates a pool in the Piney Branch Elementary School building. In nearby downtown Silver Spring, in the summer of 2023 the County expects to complete construction of the South County Regional Recreation and Aquatic Center (SCRRAC). This large new regional County facility will provide pools designed for general swimming, low-level diving, exercise, aquatic play, high school competitions, training, and teaching. It will have easy access to the Capital Crescent Trail, Metro, the Purple Line, and bus lines, including those that serve the Plan Area. The Plan recommends that opportunities to provide a swimming facility in the Plan Area be considered as a standalone or co-located facility on sites undergoing redevelopment or adaptive reuse.

3.1.3 Historic Preservation

The communities within the Takoma Park Minor Master Plan Amendment area hold a rich history that expands beyond the sites and themes represented in the nearby Takoma Park Historic District. The historic and cultural resources within the Plan boundary reflect the diverse people who shaped Takoma Park's past, including Seventh-day Adventist religious and medical leaders, groundbreaking women, and African American residents who resisted racial discrimination in public services.

The protection of these resources and the interpretation of community history will promote a unique sense of place for the Plan Area as it grows and changes in the future. These sites and landscapes reflect the stories and the struggles of those who lived and worked here in the past, and offer opportunities for education, reflection, and dialogue about the community's shared history and opportunities for future progress.

3.1.3.1 Historic Resources Listed in the Master Plan for Historic Preservation

The County Council adopted the Master Plan for Historic Preservation and the Historic Resources Preservation Ordinance (Chapter 24A) in 1979. The Master Plan for Historic Preservation is the County's preservation planning document. It includes the list of all officially designated historic sites and districts. Sites and districts which have been added to the Master

Plan for Historic Preservation have been found to be of special historic or architectural significance and merit protection under the Historic Resources Preservation Ordinance.

In 1992, a portion of the City of Takoma Park was designated in the Master Plan for Historic Preservation as the Takoma Park Historic District. The historic district lies adjacent to and outside of the Plan boundary, except for the Carroll Avenue bridge.

The structure is a triple-span, open-spandrel concrete arch bridge built in 1932. It carries Carroll Avenue (MD-195) across Sligo Creek and is maintained by the Maryland State Highway Administration. The bridge has also been determined to be eligible for listing in the National Register of Historic Places. The Plan recommends preserving the Carroll Avenue bridge as an element of the Takoma Park Historic District and as an important visual feature of the Sligo Creek Stream Valley Park.

3.1.3.2 Historic Resources Recommended for Designation in the Master Plan for Historic Preservation

The Plan recommends the following sites for designation in the Master Plan for Historic Preservation:



Image: Heffner Park Community Center 42 Oswego Avenue

The Heffner Park Community Center serves as a reminder of the segregated recreational opportunities available to Montgomery County's Black residents in the mid-twentieth century. Its existence reflects a significant civil rights victory for African American residents of Takoma Park, who advocated for access to playgrounds and recreational outlets at a time when public facilities in the city and county, including parks and community centers, were segregated.

Their efforts were realized when the City of Takoma Park constructed this facility in 1959. Its utilitarian appearance reflects the modest budget allotted for the construction of a facility located within a Black community.

Heffner Park sits at 42 Oswego Avenue, within "the Hill," one of three historically African American neighborhoods in Takoma Park. As Takoma Park's Black communities took shape in the 1920s, residents formed the Colored Citizens Association (CCA) to advocate for neighborhood improvements. Their work included years of advocacy for recreational outlets for Black children. Community leader Lee Jordan spearheaded this campaign through the 1940s and 1950s. As a coach and advocate for youth recreation, Jordan fought for a park and community center open to Takoma Park's Black residents. After years of requests, the City purchased land for a neighborhood park for the Hill community in 1950.

Heffner Park was originally located just south of this property at 31 Oswego Avenue. It was slowly developed to include a playground and ballfield, but less than 10 years after it was purchased for use as a park for the city's Black residents the City chose the land as the site for a new public works facility.

As the new public works facility was developed, the Heffner Park Community Center was built where it stands today. One of the most significant programs at the newly built community center was the Teen Club, which offered African American youth a place and opportunity to socialize, which had not previously been available in Takoma Park or surrounding communities, such as segregated Silver Spring.



Image: Kress House (7625 Carroll Avenue)

The Kress House is historically significant for its representation of women's history, medical history, and the Seventh-day Adventists' influence on Takoma Park. This Craftsman-style bungalow was built between 1904 and 1909 and was home to a series of Adventist church members, most notably Drs. Daniel and Laretta Kress. The Kress family lived in the home from 1918 to 1939. Both were prominent Seventh-day Adventist church members and doctors who were integral to the development and operation of the Washington Sanitarium and Hospital in the early twentieth century.

Dr. Daniel Kress served as the first medical director of the Washington Sanitarium at Takoma Park and was a leading anti-smoking advocate and health reformer. Dr. Laretta Kress broke barriers as an early female physician and surgeon in Montgomery County. She was an expert in women's health, prenatal care, and obstetrics and assisted in the births of thousands of babies during her time in Takoma Park.



Image: Sligo Seventh-day Adventist Church (7700 Carroll Avenue)

The Sligo Seventh-day Adventist Church is a striking example of Streamline Moderne design that sits prominently at the corner of Flower and Carroll Avenues. The church reflects the growth and evolution of the Seventh-day Adventist community in Takoma Park and its changing social and religious practices. The church was founded in 1907 as the Seminary and Sanitarium Church and changed its name to the Sligo Seventh-day Adventist Church in 1914.

The Sligo Church held services on the campus of Washington Missionary College (now Washington Adventist University) until the 1940s. When membership grew to over a thousand people, the church constructed its own house of worship at the present location.

To serve the growing congregation, architect J. Raymond Mims' modernist design solution provided a semi-circular sanctuary that resembled an auditorium housed within a triangular building with rounded walls. The church is faced with Indiana limestone panels and capped with a flat roof. Construction began in 1942 and was completed in 1944.

The church was also the site of social change. Lead Pastor William Loveless led efforts to integrate the church, which admitted African American members in 1962, prior to the Adventist General Conference adopting an official policy of racial integration in 1965.

3.1.3.3 Resources to be Studied for Future Historic Designation

The Hill Community

The plan boundary includes part of “the Hill,” one of three historically Black communities in Takoma Park. This neighborhood consisted of an elevated, hilly portion of Takoma Park on Ritchie (formerly Ridge), Geneva, and Oswego Avenues. As the neighborhood became more established, the First Baptist Church of Takoma Park (1922), later renamed Parker Memorial Baptist Church, and the Takoma Park Rosenwald School (1928) were established on Ritchie Avenue to serve the local African American community. These institutions provided essential social support while racial segregation limited access to social venues and public facilities.

The Heffner Park Community Center, which this plan recommends for designation to the Master Plan for Historic Preservation, was sited within the neighborhood of “the Hill” specifically to serve Black residents.

Preliminary research on Takoma Park’s African American neighborhoods was conducted to establish the historic context for Heffner Park and for the Mapping Segregation research project. Future research and interpretation of these neighborhoods would help illustrate the history of African American settlement, homeownership, and community building in Takoma Park.

The Plan recommends studying Takoma Park’s historic African American neighborhoods for potential future listing in the county’s Master Plan for Historic Preservation and/or the National Register of Historic Places.

Washington Adventist University

The Washington Adventist University campus has been a prominent feature of Takoma Park since 1904. The Seventh-day Adventist Church founded the school as a core institution as it migrated its headquarters from Battle Creek, Michigan to Takoma Park in the early twentieth century.

Originally named the Washington Training College, the school was carefully planned on a shared site with the Washington Sanitarium, built in 1907.

The two institutions were laid out in a semicircular plan around a central open space, known as the Commons. As the school grew over time, additional facilities were constructed around the crescent-shaped quad, and eventually on the east side of Flower Avenue. Buildings on the campus reflect over a hundred years of the university's history and range in age from the Science Building, built c. 1908, to the Music Building, built in 2011. Montgomery Planning Historic Preservation Office reviewed the Washington Adventist University campus as part of this Plan Amendment.

It is staff's opinion that the campus does not meet the criteria for designation in the Master Plan for Historic Preservation due to the loss of integrity of the campus plan resulting from the destruction or alteration of the majority of the buildings that once surrounded the historic Commons. Individual buildings are not distinguished for their historic or architectural significance. However, the campus may qualify for listing in the National Register of Historic Places. A listing on the national register is an honorific that places no restrictions on what non-governmental owners may do with their property unless the project receives federal assistance.

This Plan recommends collaborating with property owners to study a Washington Adventist University National Historic District and to list the district on the National Register of Historic Places, which would open state and federal historic preservation tax credit opportunities.

Areas for Future Research

The sites and themes reflected in this Plan bring forward underrepresented histories and create opportunities for more residents of Takoma Park to connect with the breadth and diversity of local heritage. Future research could expand upon this work by exploring additional themes and histories, especially those that relate to the recent past, and analyzing their potential historical and architectural significance.

The Plan recommends further study of potentially significant themes and resources within the Plan Area, including:

- Mid-century housing developments along Maple Avenue and their role in immigration, changing demographics and increased diversity;
- Small-scale multi-family housing in the vicinity of Erie and Maplewood Avenues;
- Local LGBTQ+ pioneers and advocates; and
- Social activism and the development of community political identity.

Cultural Heritage

Historic Interpretation

This Plan makes several recommendations for new nominations to the Master Plan for Historic Preservation, but there are additional opportunities to commemorate local history within the plan boundary. Physical tools such as historic markers and public art along with digital tools including story maps, films and photography, online exhibitions, and events are all ways that Takoma Park's underrepresented histories can be highlighted in the community.

The Plan recommends partnering with local stakeholders to add public interpretation of underrepresented histories and places where historic buildings and landscapes have been lost.

Possible areas of focus include:

- Lee Jordan
- The Washington Sanitarium
- Infrastructure improvements, such as the channelization of Brashear's Run and the improvement of Maple Avenue.

Streets and Parks Renaming Project

Preliminary research conducted for the Streets and Parks Renaming Review Project identified one street within the Plan boundary potentially named for a Confederate soldier.

This street, Lee Avenue, was likely named for Confederate general Robert E. Lee, who led the Southern states' failed attempt to secede from the United States during the Civil War.

Montgomery Planning continues to review streets to identify those named after Confederates or those who do not otherwise reflect Montgomery County's values. The Plan recommends supporting the City of Takoma Park's **Commemoration Commission** and in any of its future efforts to determine the origins of local street names.

Mapping Segregation

Concurrently with this Plan, Montgomery Planning initiated Phase 1 of the Mapping Segregation research project. This research aims to identify which neighborhoods in the Downcounty planning area were constructed with or later adopted racial restrictive covenants. These covenants were private contractual agreements that prohibited the sale, rent, lease, or occupation of property to particular groups of people. Staff sampled properties within each Downcounty subdivision plat near its time of recordation to find and analyze racial restrictive covenants produced by real estate developers, builders, and owners. **The City of Takoma Park and Historic Takoma had a complementary project to identify properties with deed restrictions.**

This research identified several subdivisions within Takoma Park in which racial restrictive covenants were applied, including one within the plan boundary. Properties within the 1922 subdivision of Flower Avenue Park, blocks 52 and 53, included racial restrictive covenants that prohibited the sale, lease, rental, or transfer of the land to African Americans.

The Plan recommends promoting the Mapping Segregation project and continued education, research, and interpretation around the history of discriminatory housing practices and its impacts on Takoma Park.

3.2 Reconnected

The Plan Area is generally well-served by transit and pedestrian facilities, although the area lacks low-stress bicycle facilities and opportunities for comfortable connections for bicyclists and pedestrians across Sligo Creek to connect the Maple Avenue and Flower Avenue districts (see Figure X District Map). Currently, the Plan Area is served by existing Montgomery County Ride-On routes and is within a mile from the WMATA Metrorail Takoma Park Red Line station and three Purple Line light rail stations currently under construction.

The area also includes a segment of the Sligo Creek trail, which is the only existing bikeway in the Plan Area and a valued amenity by both residents and visitors alike.

This Plan seeks to bridge these gaps in the transportation network by promoting safe, healthy, and convenient connectivity within and between the Plan's districts, to high-capacity transit beyond the Plan Area, and to the existing trail network and to nearby activity centers.

The Plan recommends supporting walking/rolling, biking and transit as viable and attractive primary travel modes and not just alternatives to driving. The Plan also recommends that all pathways open to the public, including sidewalks, trails, and street crossings, be ADA accessible in accordance with best practices.

Micro mobility – including electric scooters, electric bicycles, and more – is expected to grow within the Plan Area. Micro mobility corrals should be provided so they are widely and conveniently available and riders learn to see them as an easy way to park the devices safely, conveniently, and in a way that does not hinder pedestrian access.

Corrals should be built in accordance with Montgomery County Department of Transportation MCDOT location and design specifications, including concrete pads, u-racks, scooter racks, lighting, and charging capability for both e-scooters and e-bikes.

3.2.1 The Green Promenade

The Plan recommends a Green Promenade connecting the three plan districts (see Map 12 Plan Districts) from the Takoma Park Community Center along Maple Avenue to the Washington Adventist Campus and Flower Avenue. Where possible, the promenade will make use of existing utility easements as structures may generally not be built atop these easements. Especially along Maple Avenue, where there are a considerable number of infrastructure easements along private property. This provides a unique opportunity to repurpose lands that would ordinarily lie undeveloped.

The Promenade offers environmental benefits and educational, cultural interpretation, social opportunities and a quality outdoor amenity attracting and benefiting residents and visitors alike.

In its ultimate implementation, the Green Promenade will be a multifunctional pedestrian space with wide shaded sidewalks, street trees, curbside stormwater management, and places for residents to sit and gather. It will be a green link to Sligo Creek and Long Branch Stream Valley Parks and potential new green space on the Washington Adventist campus. Additionally, future gateways could incorporate large gathering space for community events and an enhanced connection to parks and other public infrastructure.



Figure 8: Green Promenade Diagram

3.2.1.1 Gateways

Gateways along the Promenade will act as welcoming wayfinding points with unique and artistic signage that embody the essence and diversity of their respective neighborhoods, incorporate historic building materials, site design and details and provide a variety of opportunities for gathering, social interaction, exercise, and education.

- *Municipal Gateway*: Located at the city’s municipal hub – the Takoma Park Community Center, Takoma Park Maryland Library, Takoma-Piney Branch Local Park

and the Piney Branch Elementary School – this gateway is the center of civic life for the city.

- *Sligo Creek Gateway*: Located at the Maple Avenue crossing of Sligo Creek Stream Valley Park, this gateway highlights environmental resiliency and acts as a transition between the residential neighborhood and the park. Potential future park improvements, surrounding woodland and Sligo Creek provide excellent opportunities for environmental education and programming.
- *Carroll Avenue Gateway*: Located at the intersection of Carroll Avenue and Flower Avenue, this gateway is an entrance to the Washington Adventist Campus and is an important interaction point between university students, the Sligo Seventh-Day Adventist Church, and the surrounding community.
- *Flower Avenue Gateway*: Located at the intersection of Flower Avenue and Maplewood Avenue, this gateway connects the Washington Adventist Campus to the Erie Center neighborhood retail, the Long Branch Trail, and surrounding communities.

3.2.1.1 A “Kit of Parts”

The Green Promenade is envisioned as a “kit of parts” to be implemented over time within existing infrastructure easements and rights-of-way on Maple Avenue and Maplewood Avenue and on the Adventist Campus as development occurs. In addition to sidewalks, street trees, and street lighting, the Green Promenade can include shaded seating and small gathering areas, water fountains, landscaping, stormwater management, public art, and more. **This process does not preclude the City of Takoma Park or any other entity from constructing it in its entirety.**

Menu of Potential Infrastructure Improvement

- Shaded Seating
- Educational and Interactive Signage
- Small Gathering Spaces
- Landscaping
- Stormwater Management
- Public Art
- Fountains
- Street Trees
- Walking and Biking Paths
- Opportunities for Community Interaction



Exhibit: Green Promenade Elements – Kit of Parts



Shaded Seating Provide Protected Rest Spots

Walking and Biking Paths Connecting to Existing Trails and Parks

Fountains and Splash Sparks



Public Art such as Murals, Sculpture and Performance



Opportunities for Community Interaction

Small Gathering Spaces for Games and Play

Exhibit: Green Promenade Activities

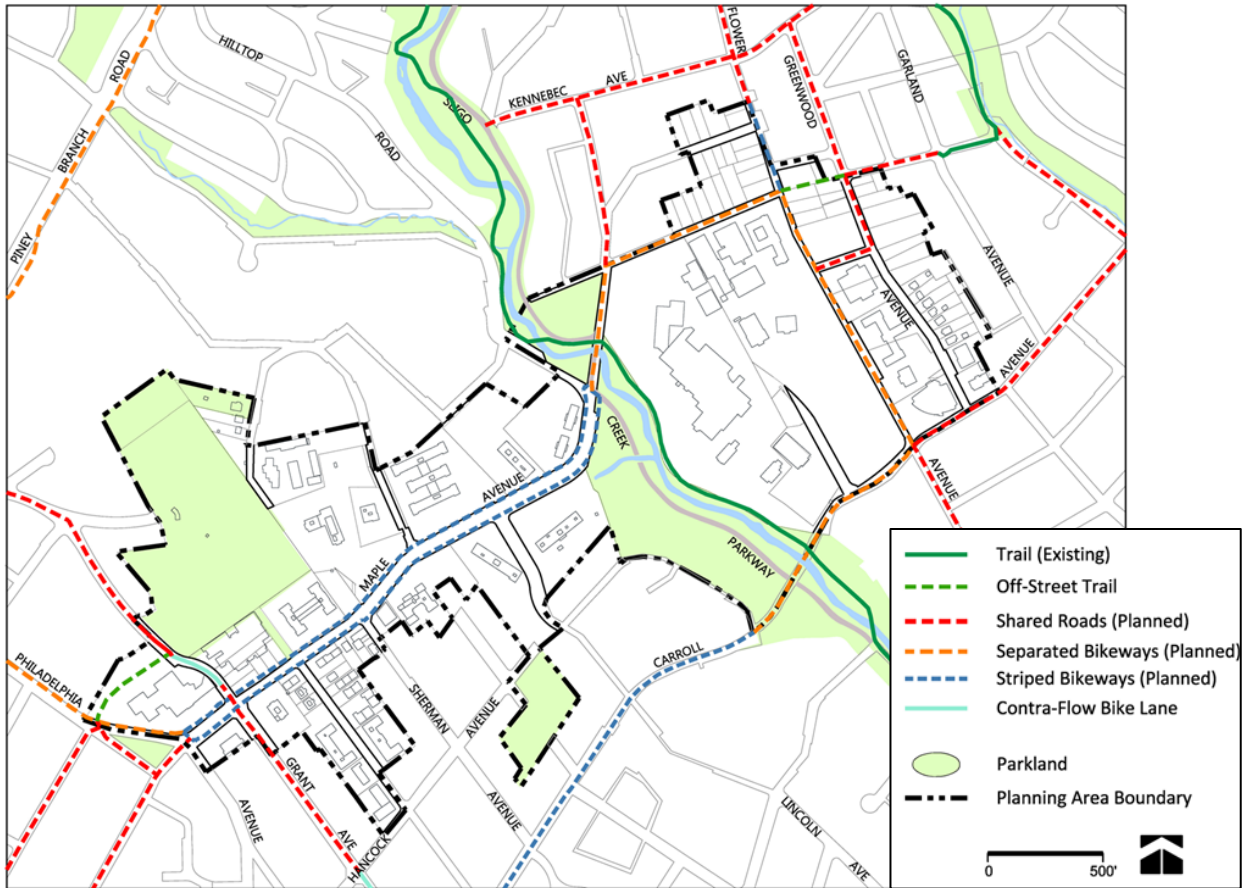
3.2.2 Bicycle Network

Currently, the only constructed bikeway in the Plan Area is the Sligo Creek Trail. To improve the safety and comfort of bicyclists and to create more connectivity, this Plan reconfirms the bikeway recommendations of the 2018 *Bicycle Master Plan* and offers updated recommendations for bikeways along roadways, where necessary, to align with the 2021 *Complete Streets Design Guide*. Additionally, the Plan supports the City of Takoma Park's Maple Avenue Connectivity Project.

The Plan recommends the following bikeway improvements:

- Maple Avenue (from Sligo Creek Parkway to Maplewood Avenue) and Maplewood Avenue (from Maple Avenue to Flower Avenue) – The 2018 *Bicycle Master Plan* recommended these bikeways as Neighborhood Greenways; however, the 2021 *Complete Streets Design Guide* designated these roadways as Neighborhood Connectors, which require a separated bike facility, either a side path or bike lanes. By updating this recommendation to a side path, this Plan establishes a safe and comfortable connection between the Sligo Creek trail and the Long Branch trail.
- Maple Avenue (from Philadelphia Avenue to Sligo Creek Parkway) – The 2018 Bicycle Master Plan recommended this bikeway as Neighborhood Greenway.
- This selection of the corridor is also the subject of the City of Takoma Park's Maple Avenue Connectivity Project, a design effort to improve the safety and comfort of the public right-of-way from the DC border to Sligo Creek Park. The project is in its preliminary stages of development at the time of the development of the Minor Master Plan, but the City plans to utilize best practices laid out in the County's 2018 Bicycle Master Plan and 2023 draft Pedestrian Master Plan
- Flower Avenue (from Kennebec Avenue to Carroll Avenue) –The 2018 *Bicycle Master Plan* recommended this bikeway as a Priority Shared Lane; however, the 2021 *Complete Streets Design Guide* designated this roadway as Area Connector, which requires a separated bike facility, either a side path or bike lanes.

By updating this recommendation to a bike lane, this Plan establishes a connection between the master-planned bike lanes on Carroll Avenue to the master-planned side path and trail on Maplewood Avenue, which lead to the Sligo Creek trail and the Long Branch trail.



Map 7: Existing and Planned Bikeway Infrastructure

Bicycle network recommendations are summarized in the table below. New recommendations made in this Plan are shown in bold.

Street	From	To	Facility Type	Bikeway Type
Carroll Avenue	Jefferson Avenue	Flower Avenue	Striped Bikeway	Conventional Bike Lanes
Carroll Avenue	Flower Avenue	Garland Avenue	Shared Road	Priority Shared Lane Markings
Division Street	Flower Avenue	Greenwood Avenue	Shared Road	Neighborhood Greenway
Flower Avenue	Kennebec Avenue	Maplewood Avenue	Striped Bikeway	Conventional Bike Lanes
Flower Avenue	Maplewood Avenue	Carroll Avenue	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Greenwood Avenue	Kennebec Avenue	Division Street	Shared Road	Neighborhood Greenway
Maple Avenue	Philadelphia Avenue	Hilltop Road/Sligo Creek Parkway	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Maple Avenue	Hilltop Road/Sligo Creek Parkway	Maplewood Avenue	Separated Bikeway	Sidepath (East)
Maplewood Avenue	Maple Avenue	Flower Avenue	Separated Bikeway	Sidepath (South)
New Trail Connection	Maplewood Avenue	Maplewood Avenue	Trails	Off-Street Trail

TABLE 1: Bikeway Network Recommendations

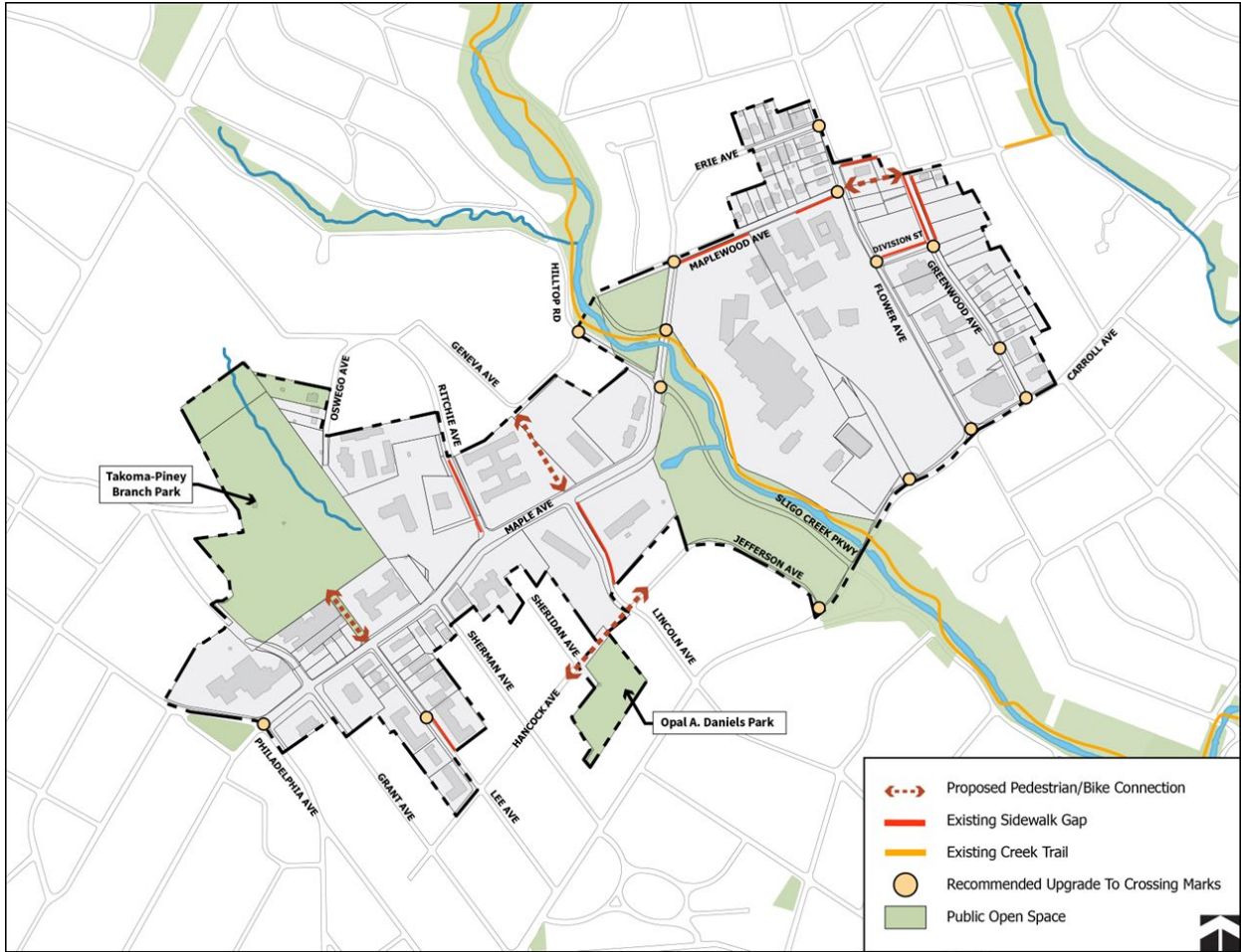
3.2.3 Pedestrian Network

This Plan focuses on creating a safe and walkable Plan Area for all users. While there are continuous sidewalks throughout most of the Plan Area, there are some streets where there are sidewalks on only one side of the street, or the existing sidewalks are narrow and/or obstructed.

The Plan recommends:

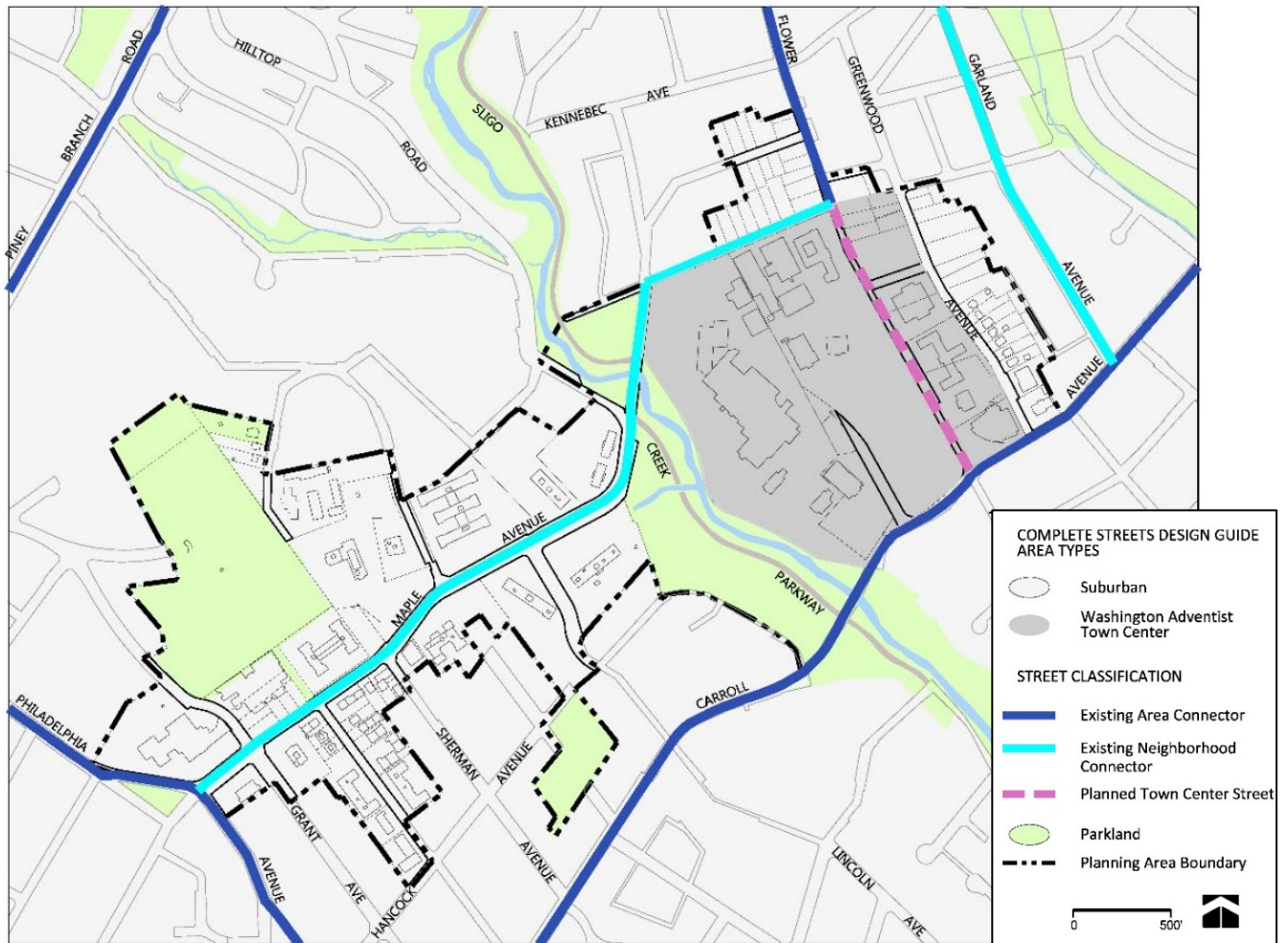
- providing contiguous, unobstructed, ADA accessible sidewalks on both sides of all streets within the Plan Area.
- upgrading all intersections with high-visibility continental crosswalk markings for all pedestrian approaches.
- reducing the number of driveway entrances along Maple Avenue to minimize conflicts between pedestrians/bicyclists and vehicles.
- creating the following new public pedestrian connections, where feasible:
 - Hancock Avenue to Jefferson Avenue – As part of the possible redevelopment of the Park View Towers site, create a new pedestrian trail to connect Hancock Avenue to Jefferson Avenue and improve access to Opal A. Daniels Park.
 - Maple Avenue to Geneva Avenue – As part of the possible redevelopment of the Franklin Apartments site, create a new pedestrian trail to connect Geneva Avenue to Maple Avenue.
 - Maplewood Avenue – As recommended in the 2018 *Bicycle Master Plan*, create a new pedestrian and bicycle trail to connect Maplewood Avenue (West of Flower Avenue) to Maplewood Avenue (East of Greenwood Avenue).

- maintaining and enhancing access from Maple Avenue to Takoma-Piney Branch Park
- improving the existing sidewalks on Carroll Avenue (MD-195) to meet the *Complete Streets Design Guide*. The existing sidewalks are extremely narrow, with no buffer between the roadway and retaining walls on either side of the street. The sidewalk is frequently obstructed by utility poles and roadway signage. As discussed below in Section 3.3.4 Roadway Network, the Plan recommends dedicating additional right-of-way up to a maximum of 50 feet on the north side of Carroll Avenue, west of its intersection with Flower Avenue, as necessary to accommodate a State Highway Administration project to reconfigure that section of Carroll Avenue to upgrade the sidewalks and intersection to meet ADA, improve safety, and reflect the *Complete Streets Design Guide*. SHA should work with the City of Takoma Park to insure efficient implementation to this effort.
 - If new retaining walls are required for these or other improvements to the roadway, the existing crenellated stone walls should be replicated, and the stones reused if possible. The walls were likely constructed in the 1930s and lend visual character that helps to define the community.
- prioritizing the intersections of Philadelphia Avenue at Maple Avenue and Carroll Avenue at Flower Avenue for installation of high-visibility crosswalks and pedestrian-scale lighting. A Predictive Safety Analysis that estimated the expected number of crashes in the Plan Area, based on walking, bicycling and driving, roadway characteristics, and other variables, identified these intersections as having the highest risk of pedestrian crashes after dark. This upholds the County's commitment to Vision Zero and uses data and modeling techniques to improve efficiency of infrastructure investments.



Map 8: Existing Pedestrian Network and Proposed Improvement

3.2.4 Roadway Network



Map 9: Plan Area Roadway Classifications

This Plan focuses on ensuring safe use of the roadway for all users, including pedestrians, bicyclists, transit users and motorists. The Plan does not recommend any new public roads. The Plan recommends:

- all new private streets must be designed consistent with the *Complete Streets Design Guide* and be open to the public.
- future reconstruction of the Maple Avenue bridge across Sligo Creek should provide a sidewalk of 10 feet on one side and sidepath of 12 feet on the other, to accommodate pedestrians and bicyclists safely and comfortably. Realignment of the intersection of

Sligo Creek Parkway and Maple Avenue to a standard cross intersection would improve safety as part of Vision Zero.

- designate the Washington Adventist Campus area as a *Complete Streets Design Guide* Town Center area to specify the street type standard that should be followed.
- dedication of additional right-of-way ~~on the north side of Carroll Avenue~~ west of the intersection with Flower Avenue ~~up to a maximum of 50 feet~~, as necessary to accommodate an SHA capital project to realign Carroll Avenue at that intersection and for the reconfiguration of that intersection to meet ADA and provide improved safety, ~~up to a maximum of 50 feet~~.
- as part of the realignment project for Carroll Avenue, SHA should maintain, repair, and preserve the crenellated stone retaining walls within both the southern and northern portions of the right of way. Walls on the northern side of the road should be relocated, reuse existing stones, or recreate the walls within a new location requirement and provide improved safety.
- improving safety, limiting vehicular access to Carroll Avenue from the Adventist Campus Site to right-in/right-out movements.
- improve existing roadways, as identified in the Street Classification Table (Table: 2), to implement the guidance of the *Complete Streets Design Guide*.
- underground utilities along public roadways, where feasible.
- consistent with the long-term implementation of the Green Promenade, support the City's ongoing Maple Avenue Connectivity Project as the interim condition for the roadway, with a shared goal of dedicated, high-quality bike lanes, pavement markings, and signals that strive for the highest standards of practice in bicycle safety, enhanced crossings that prioritize pedestrian safety, visibility, and comfort, improved traffic calming measures, and more contiguous sidewalk infrastructure.

Street classifications are summarized in the table below. New recommendations made in this Plan are shown in bold.

Roadway	From	To	Complete Streets Design Guidelines Street Type	Master Planned ROW (Minimum Feet)	Existing Lanes	Planned Lanes	Target Speed
Carroll Avenue	Jefferson Ave	Sligo Creek	Area Connector	60	2	2	25
Carroll Avenue	Sligo Creek	Flower Avenue	Area Connector	60²	2	2	25
Carroll Avenue	Flower Ave	Central Avenue	Area Connector	80	2	2	25
Flower Avenue	Kennebec Avenue	Maplewood Avenue	Area Connector	70	2	2	25
Flower Avenue	Maplewood Avenue	Carroll Avenue	Town Center Street	80	2	2	25
Maple Avenue*	Philadelphia Avenue	Hilltop Road	Neighborhood Connector	70	2	2	20
Maple Avenue*	Hilltop Road	Maplewood Avenue	Neighborhood Connector	60	2	2	20
Maplewood Avenue	Maple Avenue	Flower Avenue	Neighborhood Connector	60	2	2	20

TABLE 2: Street Classification and Right-of-Way (ROW) Recommendations

*Note: Though the Green Promenade is the ultimate desired condition for Maple Avenue, in the interim, improvements to include improved bicycle and pedestrian facilities will be addressed through the City's Maple Avenue Connectivity Study.

² The Plan recommends additional dedication on the north side of the avenue of up to 50' from the centerline as necessary to accommodate SHA reconfiguration of Carroll Avenue west of Flower Avenue.

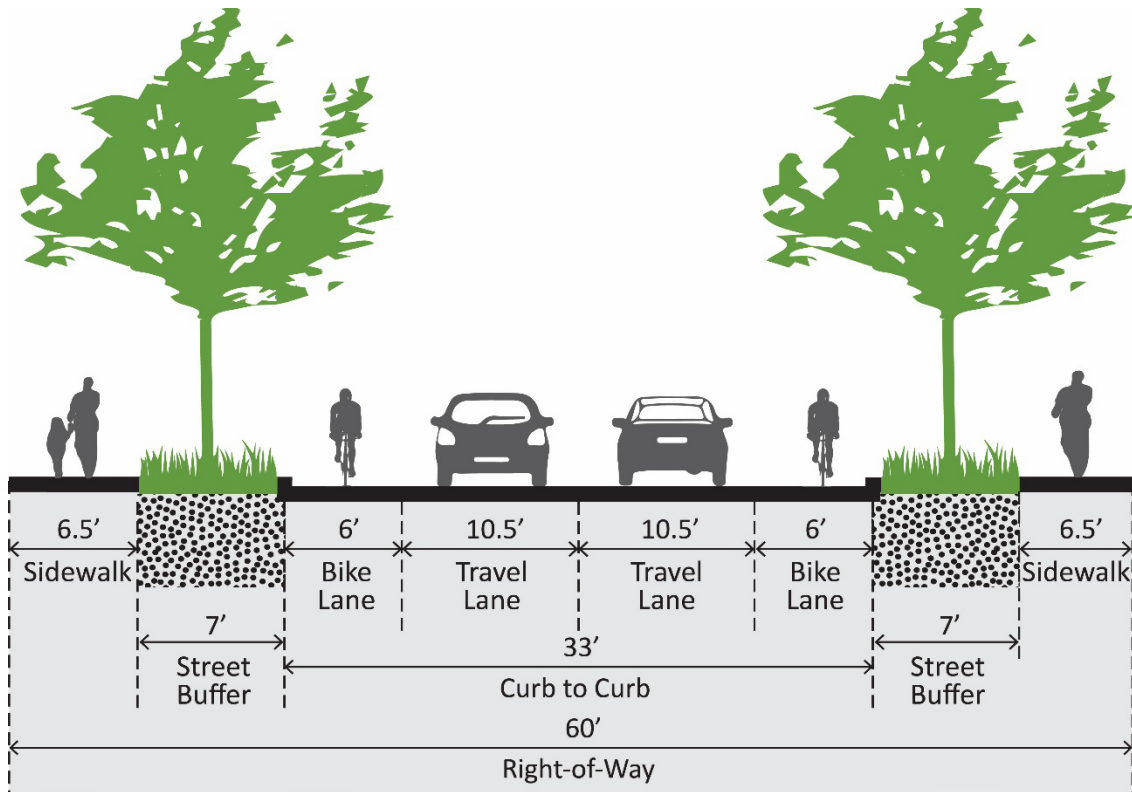
3.2.4.1 Roadway Cross-Sections

Cross sections were developed for street segments within the Plan boundary that are recommended for improvements such as the Maple Avenue Connectivity Project, the Carroll Avenue SHA project or in areas where there was a need for additional pedestrian or bicycle infrastructure. The Plan incorporates language and guidance from the Montgomery County Complete Streets Design Guide and from the City of Takoma Park.

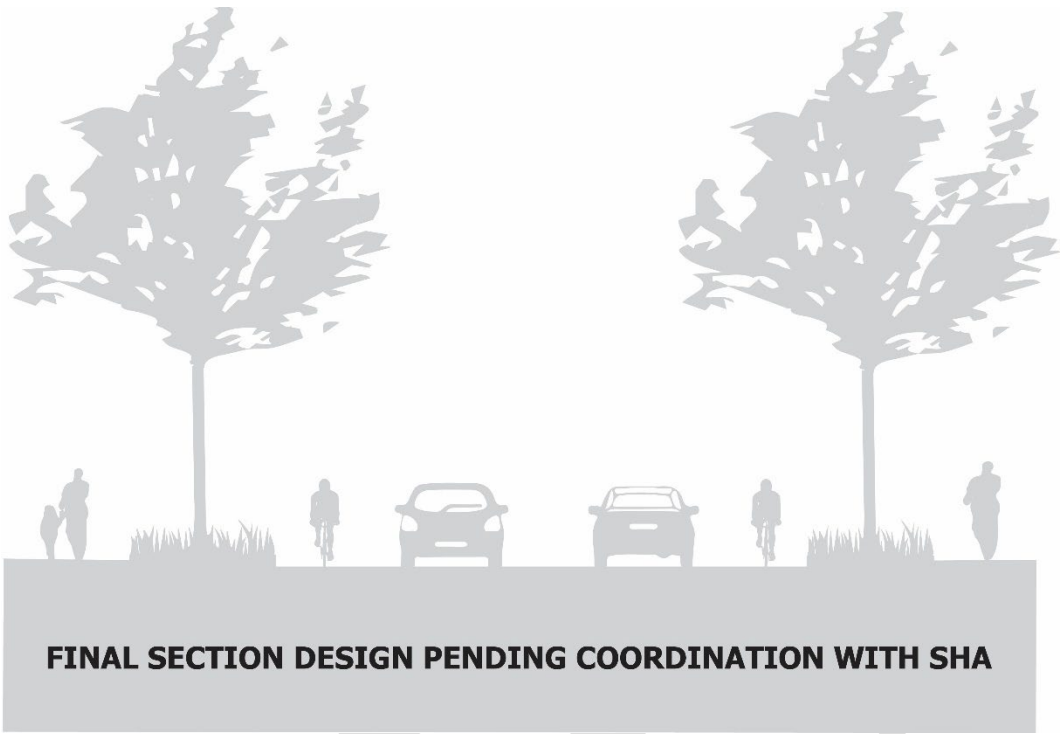
These cross sections incorporate policy and design guidance from the Complete Streets Design Guide. The intent of providing these cross sections is to offer conceptual direction for future Capital Improvement Projects (CIP) and development regulatory applications, demonstrating that there is sufficient master-planned right-of-way to meet the objectives of the Complete Streets Design Guide. Further study of traffic operations will be necessary, and therefore the ultimate cross section may differ from what is recommended in the Sector Plan.

The sections are organized as follows:

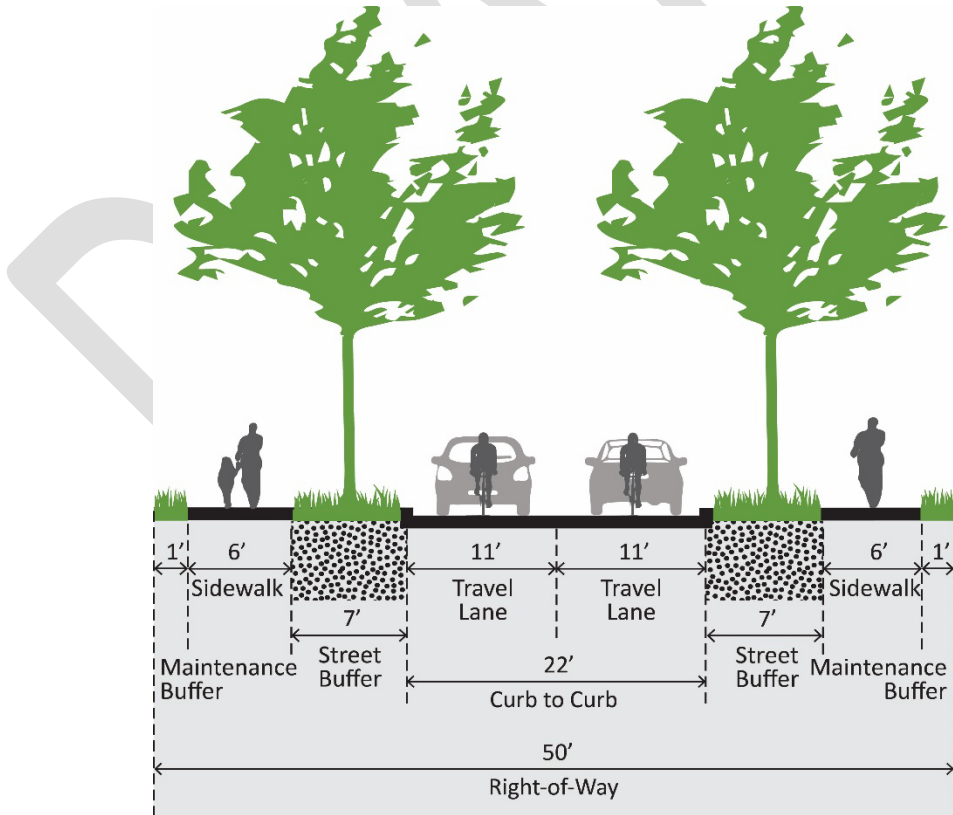
- Municipal District
- Maple Avenue District
- Flower Avenue District



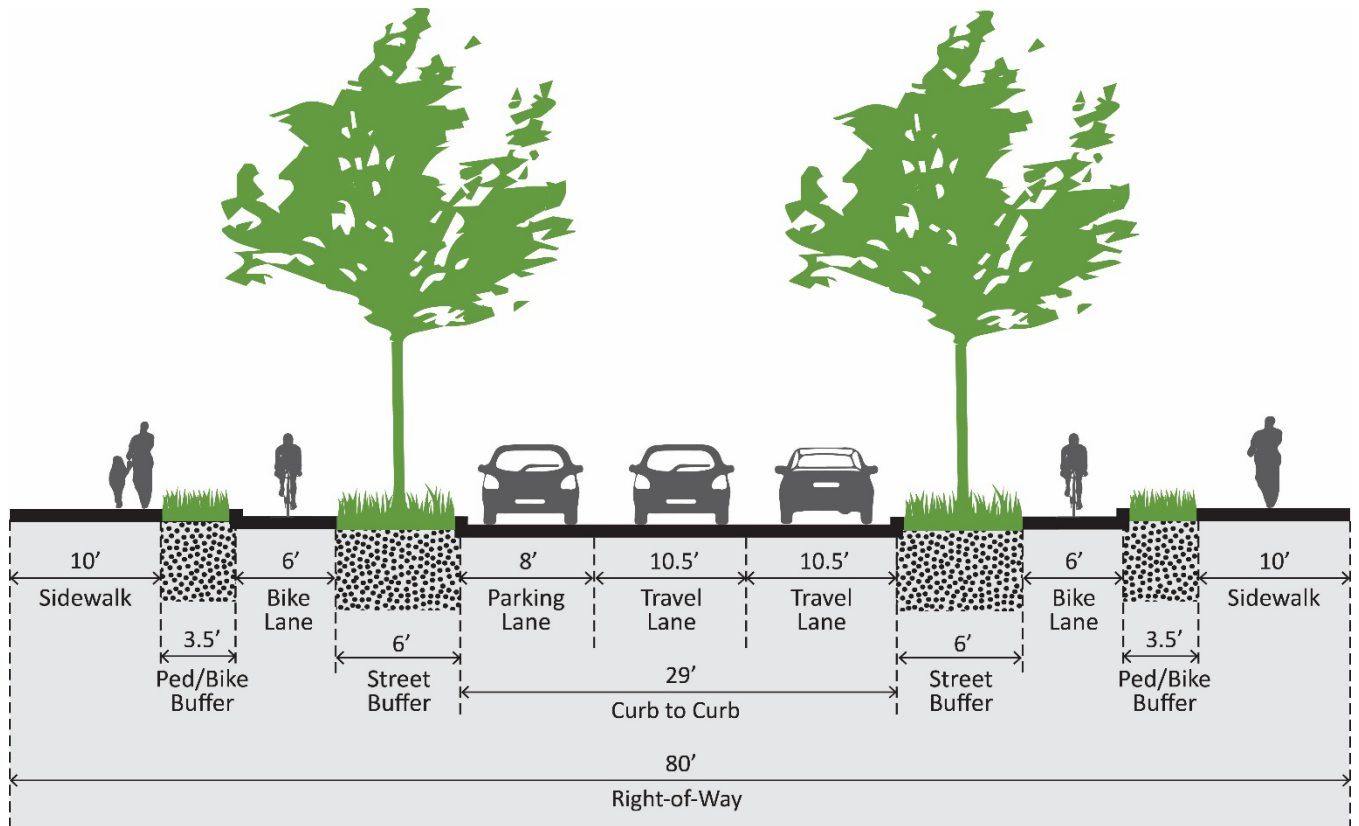
Carroll Avenue: Jefferson Avenue to Sligo Creek, Looking East (Ultimate)



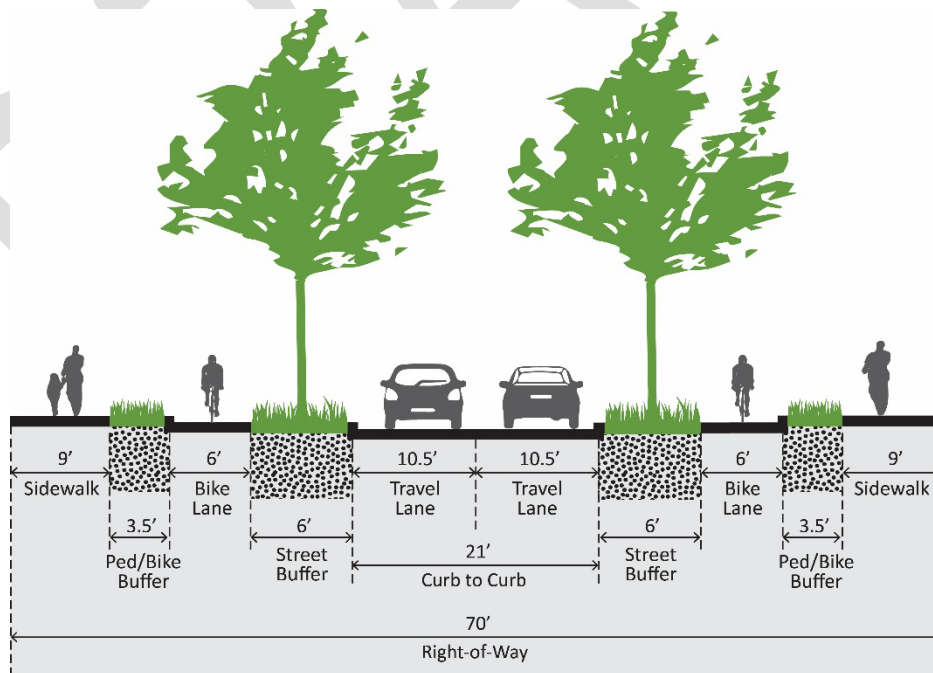
Carroll Avenue: Sligo Creek to Flower Avenue, Looking East (Ultimate)



Carroll Avenue - Flower Avenue to Central Avenue, Looking East (Ultimate)

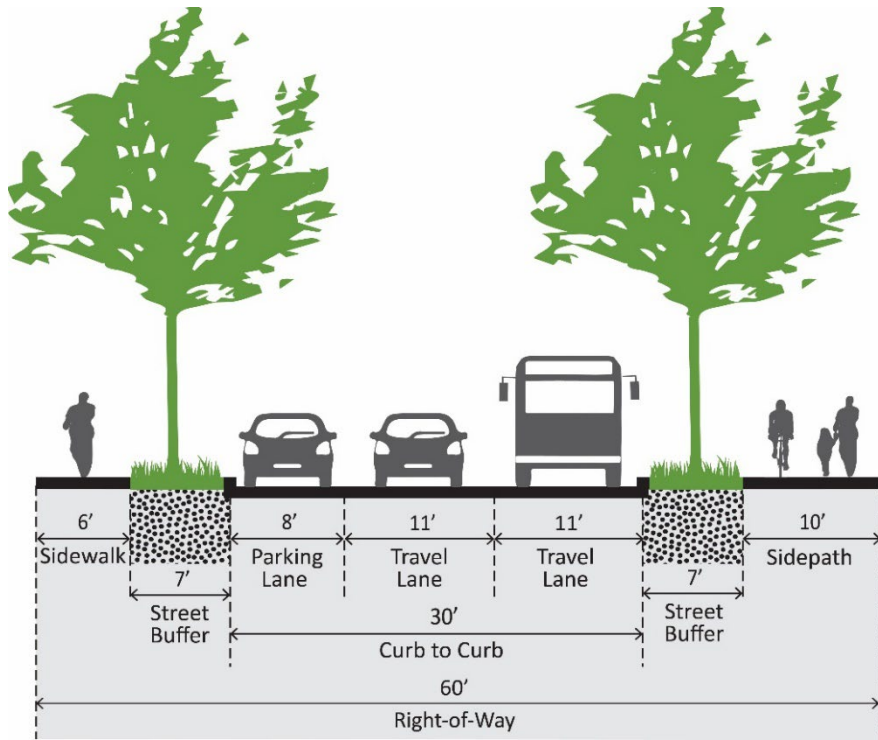


Flower Avenue - Carroll Avenue to Maplewood Avenue, Looking North (Ultimate)

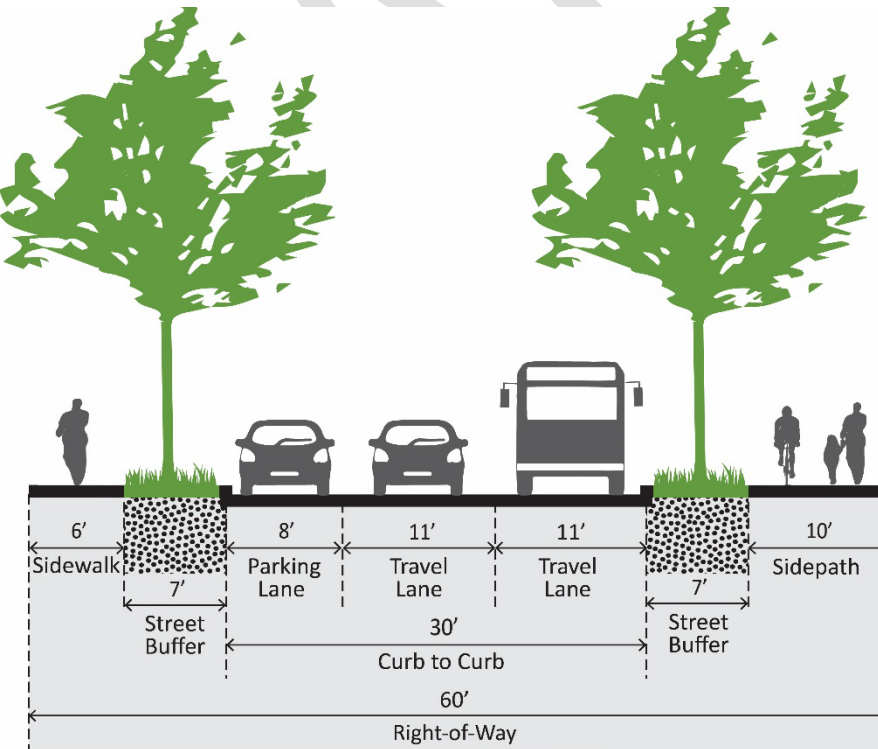


Note: due to the potentially slow redevelopment along this stretch, an interim solution may be considered during the review process.

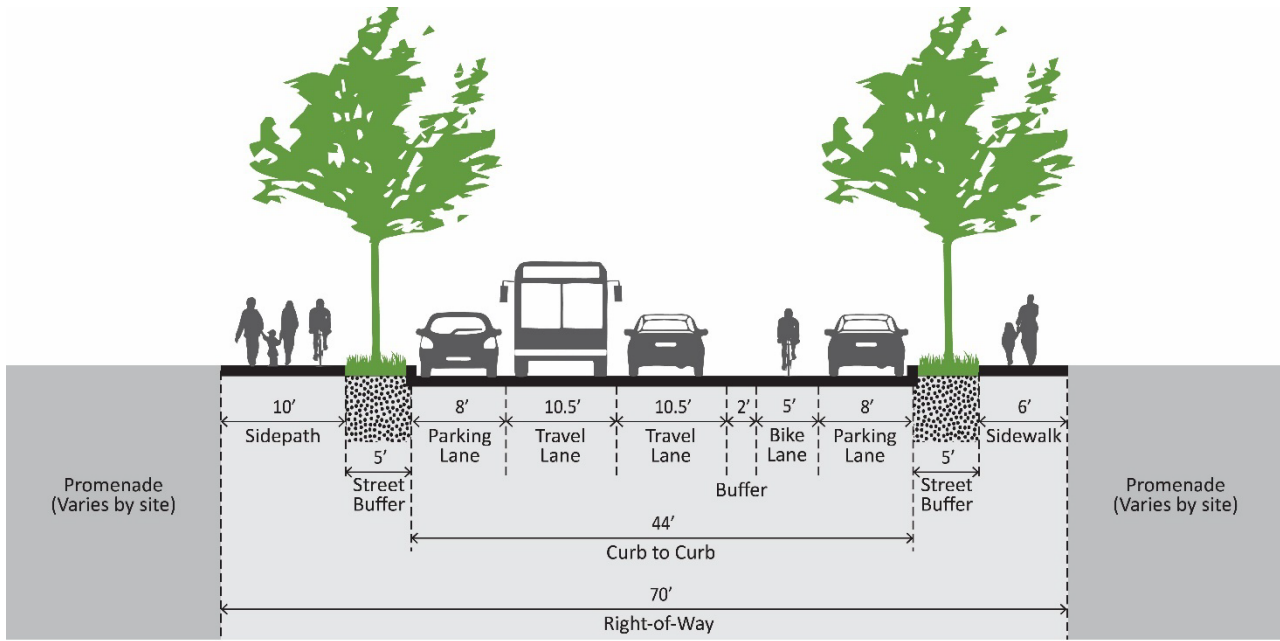
Flower Avenue: Maplewood Avenue to Kennebec Avenue, Looking North (Ultimate)



Maplewood Avenue: Maple Avenue to Flower Avenue, Looking East (Ultimate)



Maple Avenue: Hilltop Road to Maplewood Avenue, Looking North (Ultimate)



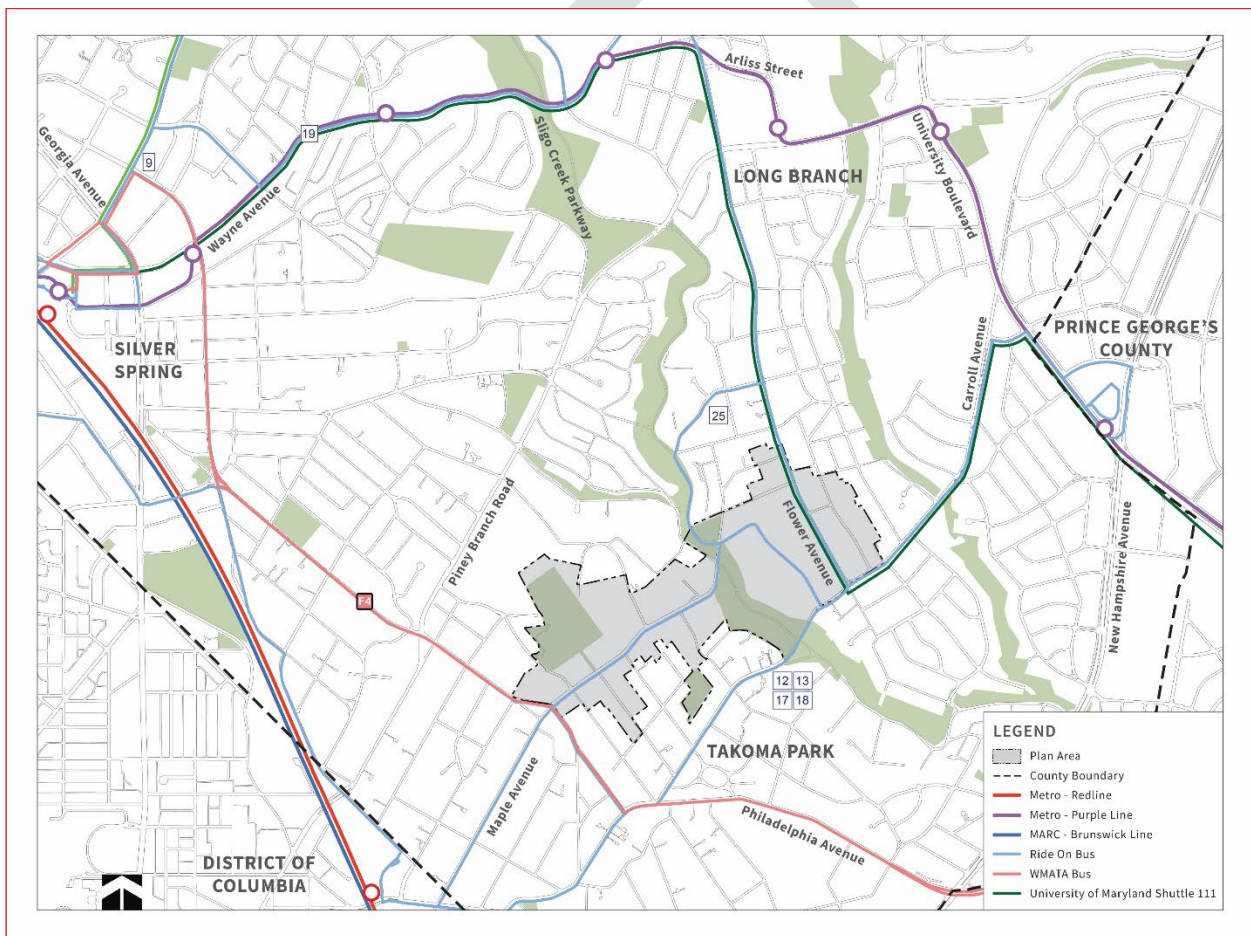
1. Intent is to hold the existing curb-to-curb dimension (44 ft) and use the excess street space to fit an eastbound separated bike lane and buffer on the south side of the road. This bike lane could also be part of a short-term improvement.
2. Right-of-way is offset: 40 ft from centerline on south side and 60 ft from centerline on north side.
3. Elements of the Green Promenade will be included along the easements adjacent to the ROW and will vary by site.

Maple Avenue: Philadelphia Avenue to Hilltop Road, Looking East (Ultimate)

DRAFT

3.2.5 Transit

The Plan Area is well-served by existing Metrobus and Montgomery County Ride-On local bus transit routes, offering connections to nearby Silver Spring and Takoma Park Redline Metrorail stations, Historic downtown Takoma Park and two future Purple Line light rail stations located nearest the Plan Area, at Takoma Langley Crossroads and Arliss Street in Long Branch. Most bus stops include shelters and seating. The Plan recommends upgrading the remaining unfurnished bus stops by making them ADA compliant and adding shelters and seating. **The plan recommends improved, comfortable and efficient connections to existing and planned transit facilities, and nearby activity centers within the plan area.**



Map 10: Existing Transit Access

3.2.6 Policy Area-Level Transportation Analysis

As required by the 2020-2024 *Growth and Infrastructure Policy* (GIP) approved by the County Council, Master Plans must assess transportation impacts at the larger “policy area” level. The process of this analysis is discussed in detail in the appendix. The geography used in the determination of this finding is the area of the County located south of the Beltway (I-495) and east of Rock Creek Park (formerly referred to as the Silver Spring/Takoma Park policy area).

The policy-area-level transportation system performance analysis performed in support of the 2022 *Silver Spring Downtown and Adjacent Communities Plan* (SSDACP), which included the *Takoma Park Minor Master Plan Amendment* (TPMMA) plan area, indicated that that Plan is forecasted to achieve transportation adequacy at buildout. Based on this finding, the TPMMA area is also forecast to achieve transportation adequacy at buildout due to the Plan Area’s relatively small portion of the geography of the larger policy area and the modest scale of the land use and transportation recommendations associated with the TPMMA, which would not have a significant impact on the results of the policy area-level transportation system analysis performed in support of the SSDACP.

3.2.7 Non-Auto Driver Mode Share

To encourage reduction of single-occupant automobile use for trips to work in the County, the 2020-2024 *Growth and Infrastructure Policy* set context-sensitive goals to increase Non-Auto Driver Mode Share (NADMS). The NADMS is the percentage of drivers using a mode of transportation other than a single-occupant vehicle. The Plan confirms the goals of the GIP for the Plan Area by setting a NADMS goal of 48 percent for residential and commercial development. This recommendation will guide private development during the development review process and after the projects are built.

3.3 Resilient

3.3.1 Environment

Climate resiliency can reduce the vulnerabilities and ecological threats in the face of climate change. This plan recognizes climate threats and addresses existing site conditions, impacts, and local climate stressors to embrace the concept of climate-forward planning and design.

The County's and Takoma Park's top climate hazards are extreme heat, increased precipitation, and severe storms. Climate Resiliency is the capacity to anticipate, cope, and manage anticipated climate impacts. Climate Adaptation refers to actions to prepare for, mitigate, and adjust to projected impacts. Addressing both are essential to strengthen the capacity of communities to thrive in the face of climate change.

The Plan supports the strong climate actions the County and Takoma Park have already instituted under the County's *Climate Action Plan, Thrive Montgomery 2050*, Green Building Construction codes, and the City's Sustainability and Climate Action Plan (SCAP) and the **Climate Emergency Response Framework**. All aim to reach net-zero carbon emissions by 2035 and mitigating impacts to improve climate resiliency and adaptation.

3.3.1.1 Extreme Heat & Tree Canopy

Extreme heat is Montgomery County's number one climate threat. Summers are getting hotter punctuated with record-breaking extended temperatures. Temperatures are escalating everywhere, exacerbated by a combination of radiating heat from dark impervious surfaces, humidity, vehicle, building, and generator emissions, and the absence of sufficient tree canopy cover to provide evaporative cooling and shade. These conditions cause warmer atmospheric (Heat Islands), surface, and Universal Thermal Climate Index (UTCI) ('feels like') temperatures. Temperatures over 90 degrees with a high humidity can cause heat-related illnesses for those most susceptible to extreme temperatures, such as pregnant women, young children, the elderly, and people with preexisting conditions such as diabetes or heart disease.

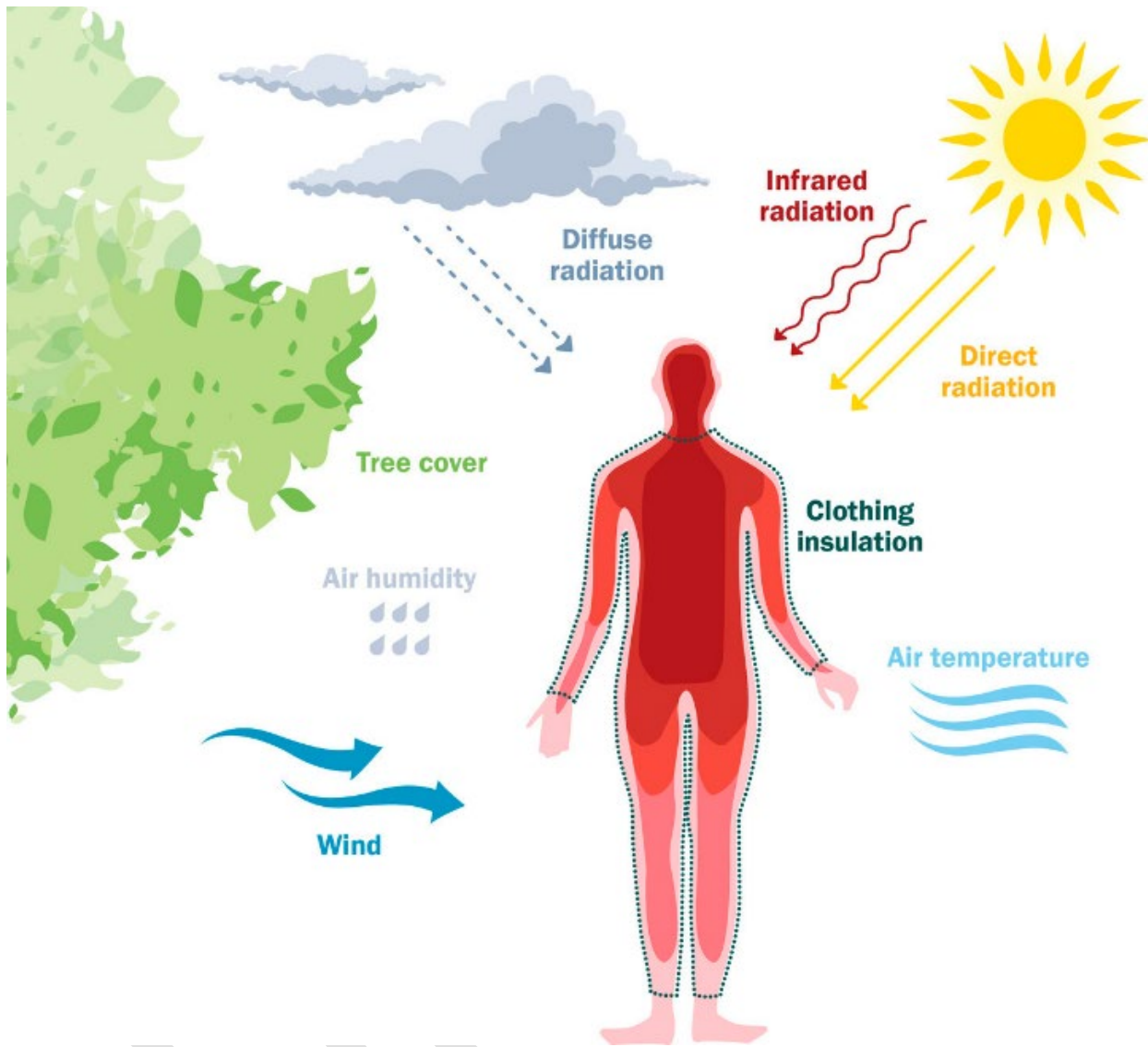


Exhibit: Universal Thermal Climate Index

“Heat islands” experience higher temperatures than surrounding areas due to structures such as buildings, roads, and other infrastructure absorbing and re-emitting the sun's heat more than natural landscapes such as forests, tree clusters, and vegetated areas. The heat map below shows an 87-degree summer day. Heat island temperatures range from green (coolest areas: 87 degrees) to red (warmest areas: 98 plus degrees). Temperatures at the street level, as would be experienced by pedestrians, are even hotter by as much as 10-25 plus degrees.

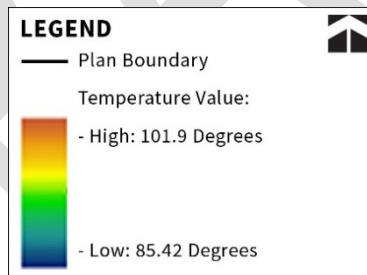
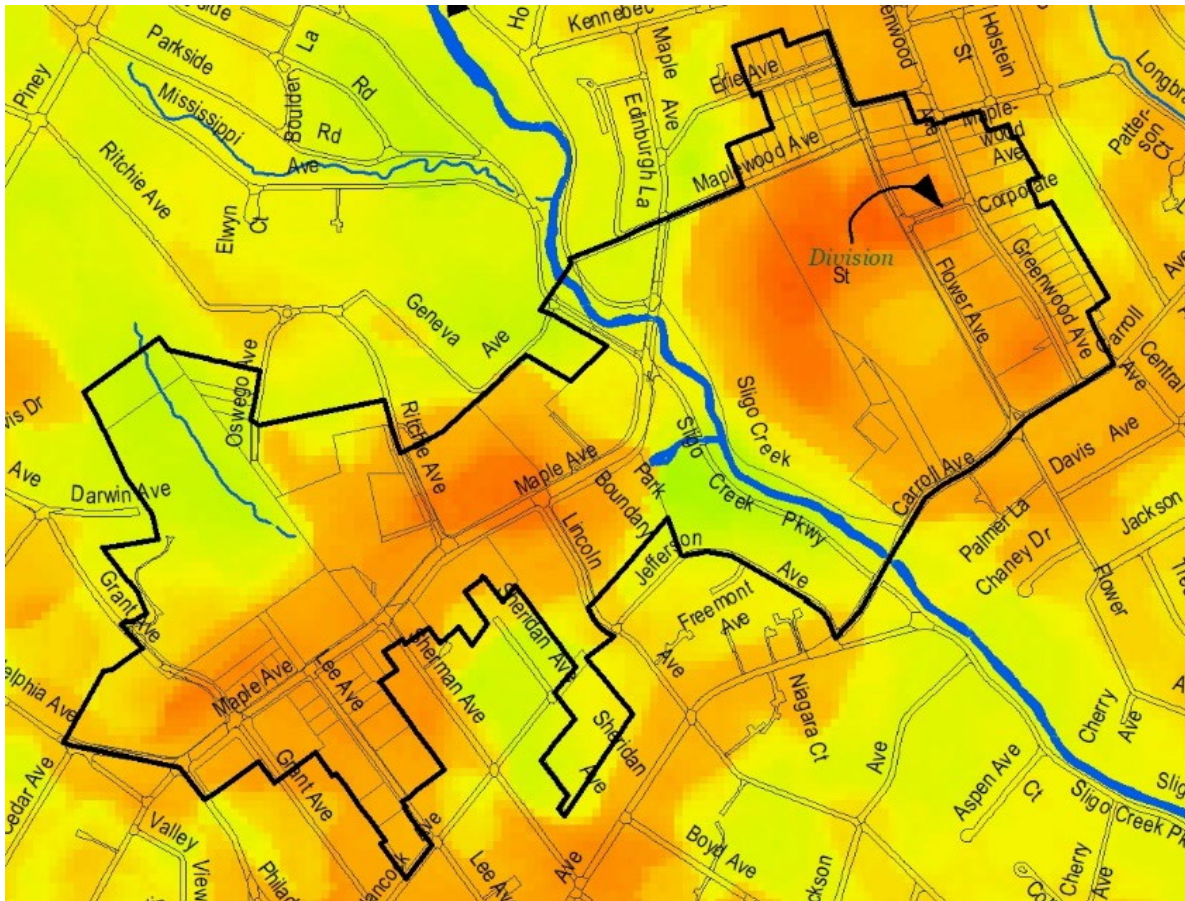


Exhibit: Heat Islands within Plan Area

The overall tree canopy cover for the Plan Area is 43 percent while developed properties overall have a lower tree canopy of 26 percent. **The City has established a goal of 60% tree canopy coverage throughout the entire city.** Shaded surfaces can have a UTCI difference as much as 10–30°F cooler than the unshaded impervious surface areas. Trees and stratified shrubs and vegetation provide the most heat mitigation benefits when planted strategically to create linear, connected canopy cover, and in larger clusters around buildings, roadways, sidewalks, play and gathering spaces, and parking lots.

To address these issues, the Plan recommends:

- Tree Canopy
 - Consistent with the City's tree canopy goal throughout the entire city, ~~Achieve 45~~ achieve 60 percent tree canopy coverage for the overall plan area on both public and private property.
 - All new street and landscape tree plantings should have a minimum of 1,000 cubic feet of soil volume per tree. This shall not apply to forest mitigation and forest restoration areas.
- Heat Island
 - Reduce urban heat island temperatures using Nature-Based Climate Solutions which are sustainable planning, design, and engineering practices that integrate natural features into the landscape to mimic nature in the built environment such as trees, shrubs and native plantings, bioretention facilities, gardens, vegetated open spaces, and green roofs.



Images: Nature Based Design Examples

- Implement Cool Street elements into the streetscape, including but not limited to:
 - street tree canopy and other shading devices;
 - high-albedo surfaces on sidewalks, parking spaces, parking lots, pathways, open spaces, courtyards, and other impervious surfaces;
 - planted areas, linear street tree plantings;
 - shaded seating/respice areas; and
 - working water fountains and/or water refill stations.
- On City streets plant native canopy trees no further apart than 40-feet on center within the right-of-way. Target tree plantings in the hottest areas shown below.

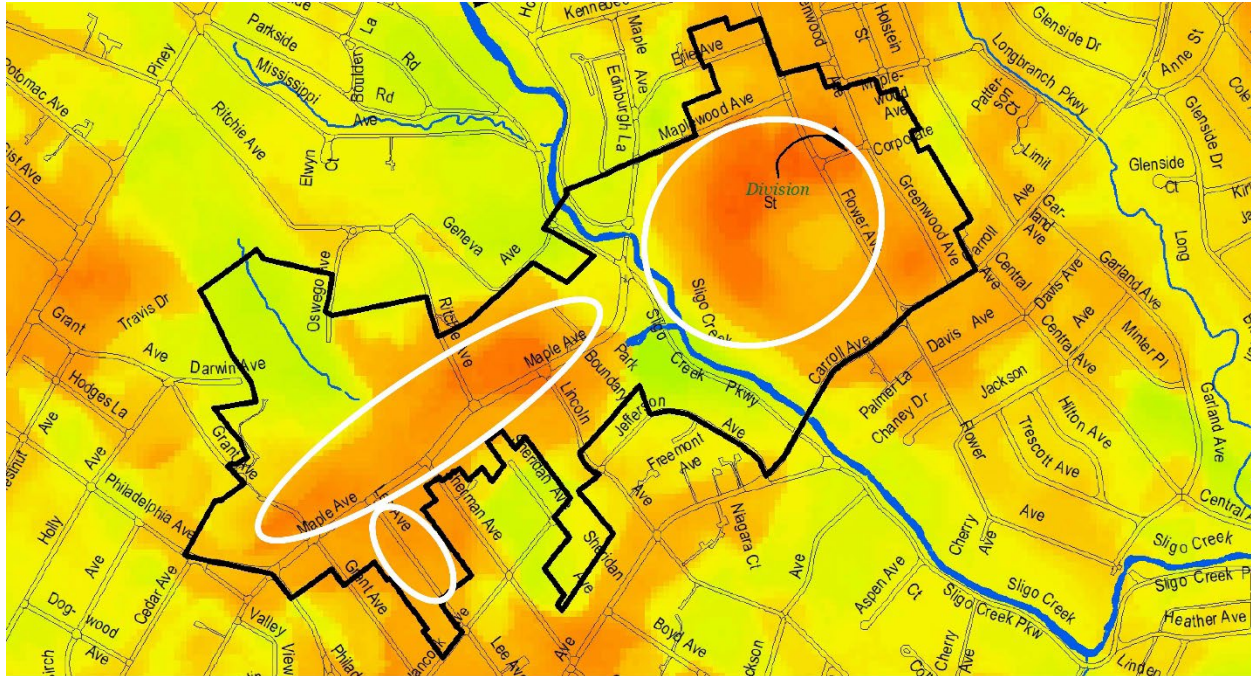


Exhibit: Priority Tree-Planting Areas

- new construction projects over 5,000 square feet should provide a minimum of 35 percent of the site’s impervious area as green cover, to reduce thermal temperatures and provide ecological benefits.
 - The 35 percent shall exclude existing forest cover on the property.
 - Site area for green cover may be reduced to accommodate on-site energy generation, other environmental site amenities, or where desirable to achieve other Plan objectives.
 - New rooftop areas not covered in green roof, or alternative or renewable energy generation should be cool roofs or active rooftop uses.
- A project may provide green cover by:
 - providing an intensive green roof (six inches or deeper) on building rooftops;
 - providing native canopy tree cover on areas not identified as steep slopes;
 - providing a combination of tree canopy cover and intensive green roof for a total of 35 percent or greater green cover on the total site.

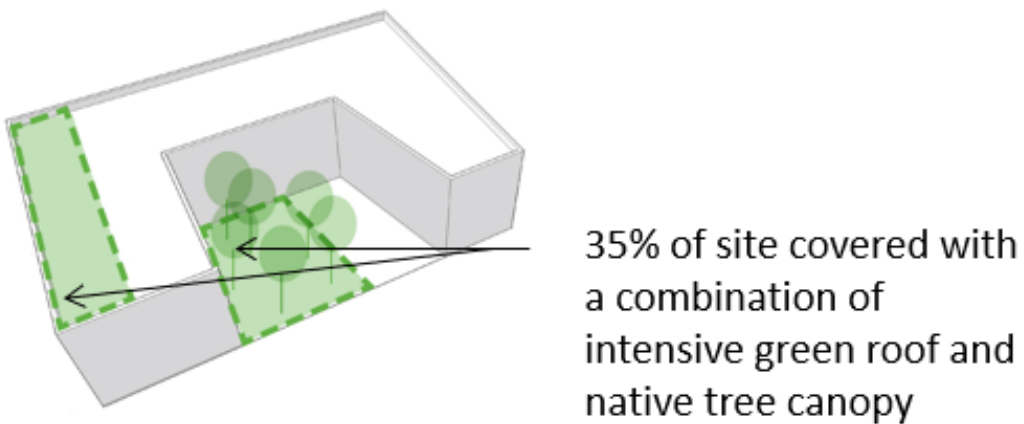
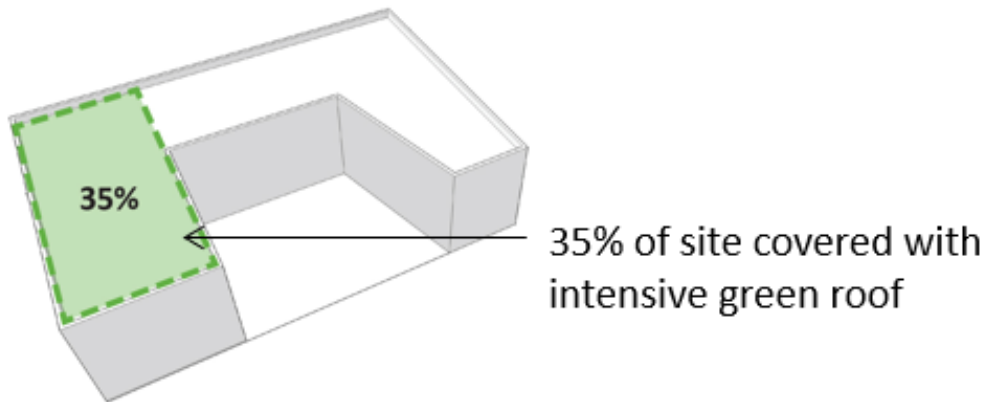
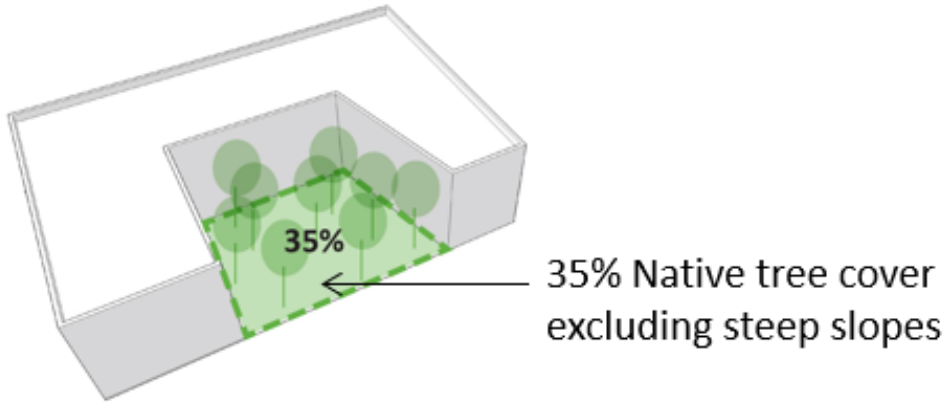


Exhibit: Examples of 35% Green Cover

3.3.1.2 Carbon Sequestration

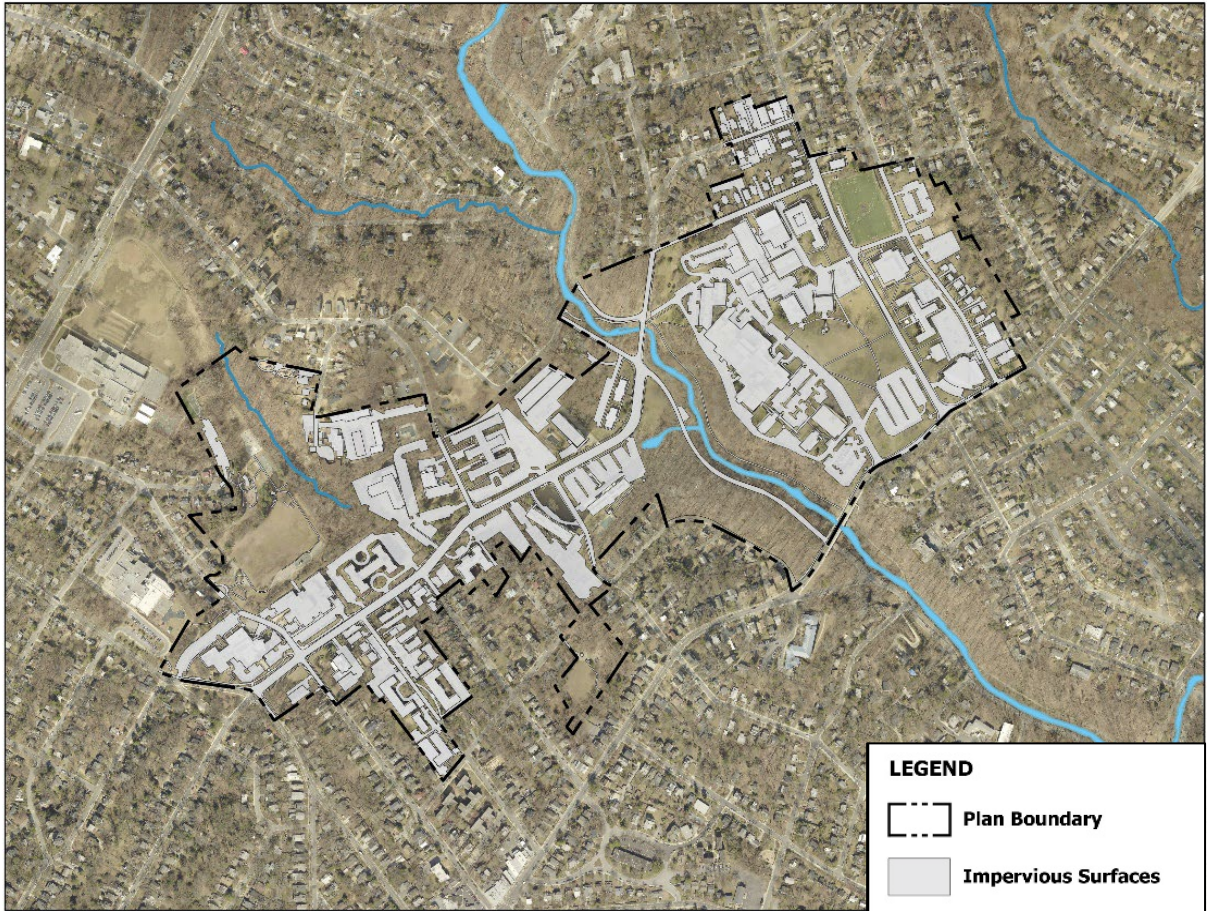
Carbon sequestration is the process of capturing and storing atmospheric carbon dioxide. It reduces the amount of carbon dioxide in the atmosphere and its associated climate impacts and vulnerabilities. Forests, trees, and woodlands are one of the best forms of carbon sequestration providing multiple benefits which also include cooling the streetscape, air and water temperatures, vulnerabilities, and improved mental and physical health while increasing wildlife value.

To increase carbon sequestration capacity and its associate benefits, the Plan recommends that all landscaping on new development or public projects in the Plan Area:

- increase plant biodiversity, pollination capacity, and beneficial wildlife habitats through the planting of stratified climate adaptive, regionally native trees, shrubs, and plant species.
- use of similar native plant species found within Sligo Creek Stream Valley Park (see Appendix) for plantings to maximize local wildlife benefits while providing corridor connections.
- include Soil Profile Rebuilding where appropriate for soil restoration practices. These practices have a wide variety of benefits to improve vegetation establishment, increase tree growth rates, increase soil permeability, enhance formation of aggregates in the subsoil, and enhance long-term soil carbon storage.
- prioritize planting areas where impervious cover exceeds 25 percent.
- prioritize preservation and restoration of natural areas including those with steep slopes, upon redevelopment. Restoration shall include soil restoration, invasive species control, and tree and understory plantings to maximize carbon sequestration and habitat value.

3.3.1.3 Water Quality & Stormwater

Impervious surfaces prevent stormwater from infiltrating into the ground, causing runoff that transports debris, oils, and other pollutants into Sligo Creek inlets where it reduces water quality and aquatic habitats, and erodes stream banks. Climate-related increases in high-intensity rainfall are anticipated and could lead to further increases in runoff and its associated ill effects.



Map 101: Plan Area Impervious Surface Cover

The overall impervious surface cover within the Plan Area is 47 percent with minimal associated stormwater treatments. This is due primarily to construction occurring prior to present-day stormwater management requirements.

Within its boundaries the City of Takoma Park regulates and permits stormwater management for private development to treat runoff, protect water quality, and reduce flooding. The City's Stormwater Management Program also collects a utility fee from residents to pay for the design, construction, and maintenance of new and existing stormwater infrastructure and bioretention facilities within public areas and City rights-of-way.

The Plan recommends supporting the City's stormwater management efforts to reduce untreated stormwater runoff, potential flooding, and impervious surface cover on existing and new development and to improve water quality to Sligo Creek through the following strategies:

- maximize stormwater management practices and minimize deviation from Chapter 19 of the County's Stormwater Management requirements as well as City's Title 16.04 Stormwater Management Code for minimum sediment and erosion control and stormwater management practice.
- integrate vegetated stormwater management into the street renovation and construction, including bioswales, biofiltration, bioretention, bioinfiltration, stormwater planters, and pervious surfaces.
- design stormwater facilities separate from street tree panels to avoid tree removal during routine maintenance.

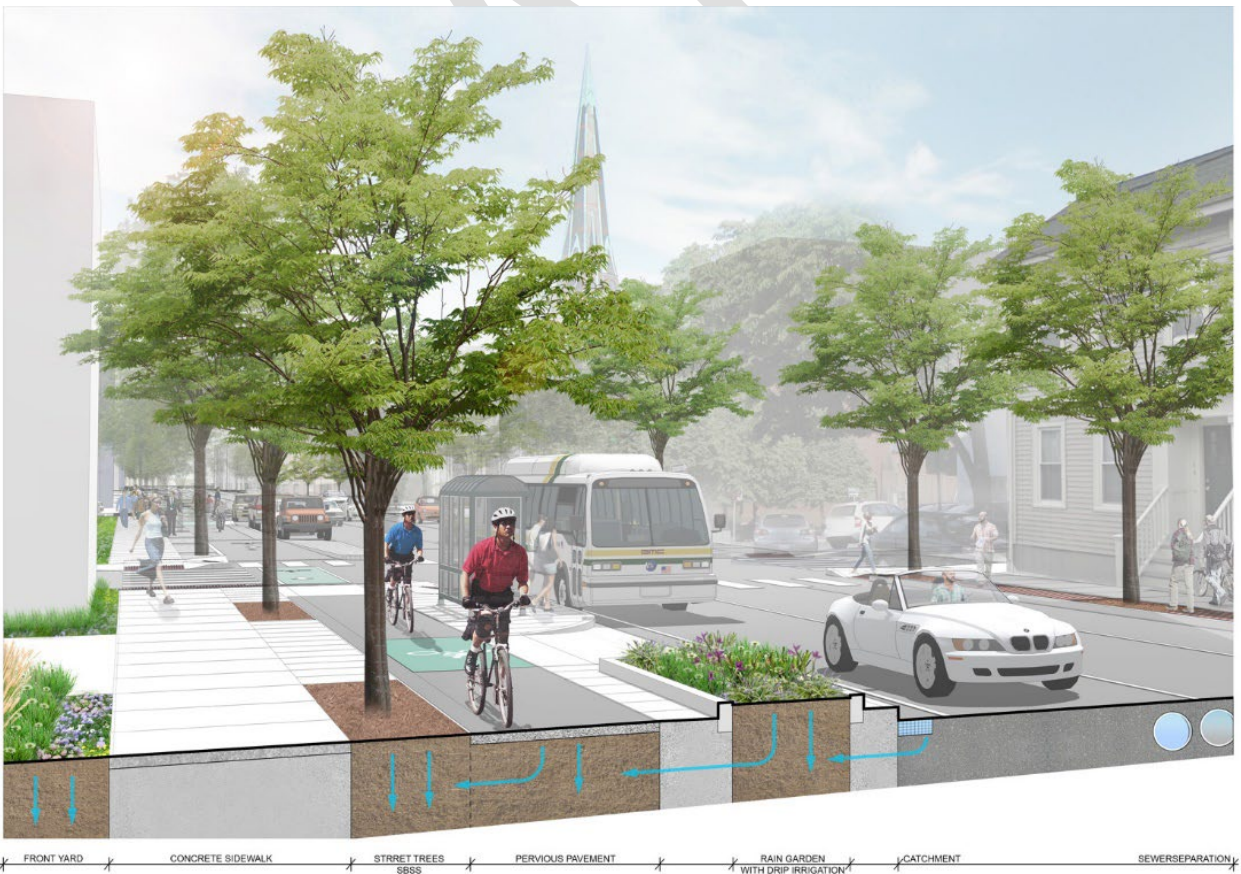


Exhibit: Rendering of potential stormwater treatment within the right-of-way

- integrate visible, artful, vegetated stormwater management systems to provide multiple performance area benefits for flood and storm control, water quality, health, equity, carbon sequestration, wildlife value, and aesthetic improvement. Strategies include but are not limited to:
 - intensive green roofs (6 inches or greater to maximize water treatment)
 - bioswales, biofiltration, bioretention, bioinfiltration
 - stormwater planters
 - pervious pavement
- reduce impervious surfaces to the maximum extent possible.
- where surface parking is the only feasible option, integrate sustainable parking elements that include:
 - stormwater management
 - shaded parking spaces
 - light-colored, high-albedo porous surfaces
 - tree panels with 1,000 cubic feet of soil volume per tree.
- support the City's initiatives to promote green infrastructure on private property.



Exhibit: Sustainable Parking Lot Design Rendering

3.3.1.4 Buildings and Energy

The extraction, refining, and burning of fossil fuels is the leading cause of climate change. According to the City of Takoma Park 2014 *Sustainable Energy Action Plan* more than 77 percent of the city's greenhouse gas emissions comes from residential and commercial buildings. Improving energy efficiency, reducing energy demand, increasing on-site energy production, and decreasing embodied carbon emissions are essential to meeting the city and the county net zero carbon emissions goals by 2035.

The Plan recommends meeting those goals by:

- Energy
 - Encourage new development and improvement of existing development to exceed the County's minimum energy standards and strive for net-zero, net positive, and/or Living Building standards by:

- promoting on-site alternative energy generation such as solar and geothermal, and for larger properties micro-grids, co-generation, and energy hubs, as a priority Optional Method of Development Public Benefit.
 - optimizing building orientation to maximize passive and active solar energy.
- Support electric vehicle charging infrastructure across the Plan Area.

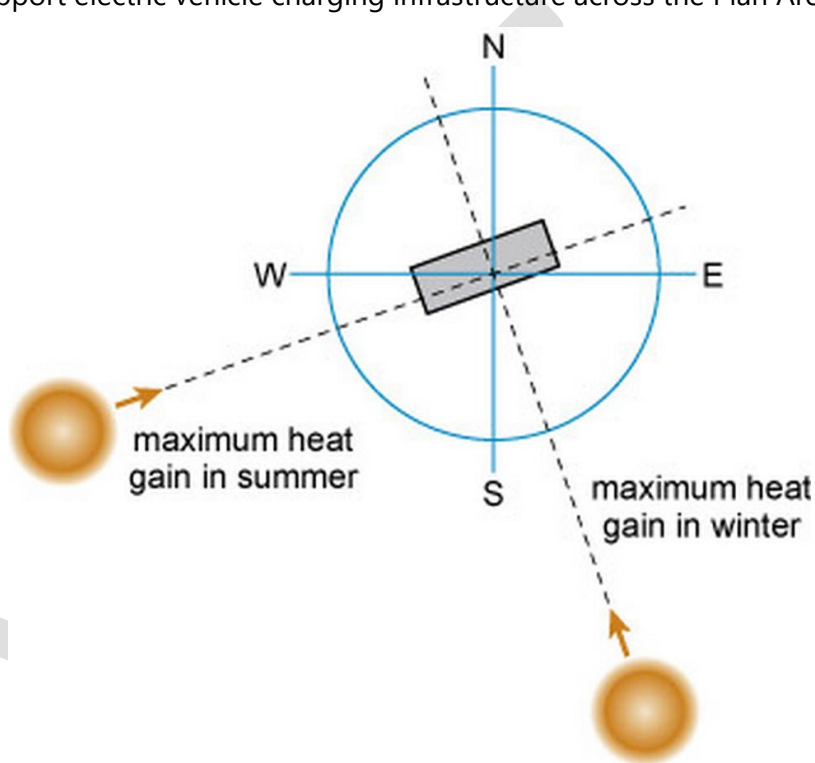


Exhibit: Solar-Oriented Building Placement

- Waste minimization
- Salvage building materials during demolition to divert waste from landfills and reduce embodied emissions.
- Design
- New development and improvement of existing buildings should meet the “Bird Collision Deterrence” standards of the USGBC (United States Green Building Council) LEED (Leadership in Energy and Environmental Design) (Leadership in Energy and Environmental Design) Green Building program.

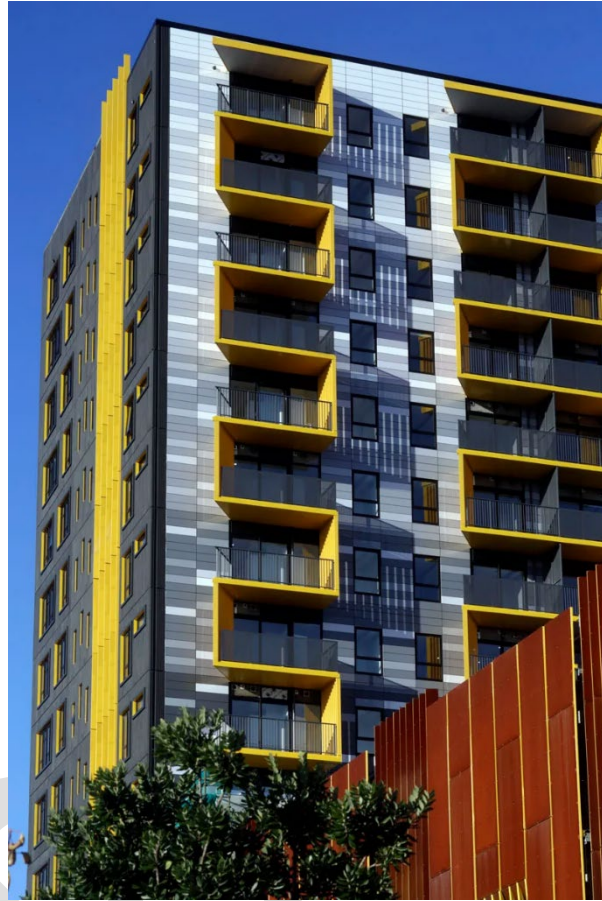


Image: Bird-Friendly Design

3.3.1.5 Food Security

The Montgomery County Food Council's 2017 *Montgomery County Food Security Plan* envisions all people having access to safe, sufficient, and nutritious food. Urban agriculture is a valuable tool in meeting this goal. It can include backyards, rooftops, balconies, parks, and vacant land. The growing, processing, and distribution of urban high-nutrient agricultural products can improve the environment, stimulates businesses development, and provides many social benefits.

To increase capacity to produce sustainable, healthy foods through increased opportunities for community gardening, food forests, and urban agriculture, the Plan recommends:

- Make commercial food kitchens, food processing, and rooftop farms permitted uses in the Plan Area.

- Supporting the expansion of existing food distribution sites such as those provided by the Montgomery County Food Council **and community groups within the city.**



Image: Rooftop – Urban Agriculture

DRAFT



Image: Community Kitchen

3.3.1.6 Environmental Equity

Environmental equity is when no single community faces disadvantages in dealing with environmental hazards, disasters, or pollution. It also means that all have equal access to environmental amenities such as parks and open space. The Plan recommends public and private investment in enhanced access to parks, open space, community gardens, and local healthy food production.

The U.S. Environmental Protection Agency³ and the President's Council on Environmental Quality⁴ have developed tools to measure environmental equity, looking at pollutant levels, economic indicators, health disparities, demographics, and more.

The Plan recommends that future departmental planning efforts continue to expand the informational tools available to identify and address local environmental inequities.

³ <https://www.epa.gov/ejscreen>

⁴ <https://screeningtool.geoplatform.gov/en/>

3.3.2 Housing

The Takoma Park Minor Master Plan represents one of the first opportunities to implement the vision for housing laid out in *Thrive Montgomery 2050* ("Thrive"), the 2022 update to the County's General Plan that identifies a long-range policy framework that will guide future land use and growth. Thrive's housing recommendations, found in the Housing for All chapter, have wide-ranging policies to help make housing more affordable and attainable, including increasing housing production (including affordable housing production), and preserving existing affordable and attainable housing. The vision laid out in Thrive builds upon a foundation of progressive housing policy laid out in several recent master plans, including the *Bethesda Downtown Plan*, the *Veirs Mill Corridor Master Plan*, *Forest Glen Montgomery Hills Sector Plan* and the *Silver Spring Downtown and Adjacent Communities Plan*.

The entire City of Takoma Park has over 1,000 federal and state government-subsidized affordable housing units, which make up 41% of the City's total number of licensed rental units. The Plan Area currently has over 1,300 housing units, about 500 of which are subsidized units, and have rents limited to affordable to households with incomes between 30% and 80% of the Area Median Income (AMI).

The City also has a Rent Stabilization Ordinance covering over 1,500 units citywide. After a multi-year period where the market sets rents, rent increases are limited to the Consumer Price Index. Today, many of these units are also affordable to households between 30% and 80% AMI.

Given that many rental properties in the City were built 40 or more years ago, there is a need for reinvestment in these buildings to ensure quality, safe, affordable housing. The Plan recommends that the City explore incentives and policy changes to encourage building improvements that extend the life of housing units and provide improvements like increased energy efficiency. In the event of redevelopment, the Plan recommends striving to achieve no net loss of affordable housing.

The Plan envisions a vibrant, mixed-income community, where the housing stock meets the needs of an economically, socially, and racially diverse community. To meet this vision, the Plan recommends adding both market-rate housing, as well as new income-restricted housing. This Plan aims to balance this production of new housing with the preservation of existing naturally occurring affordable housing, where possible.

This Plan also prioritizes providing a range of unit types for a diversity of households, including families, seniors, and persons with disabilities, to allow more households to meet their housing needs.

In 2019, the Metropolitan Washington Council of Governments (MWCOG) established regional housing targets to address a growing supply gap and affordability issues in the region. To meet these housing goals and obligations, the County needs an additional 10,000 housing units by 2030 to meet future housing demand from population and job growth. This is beyond the existing 31,000 housing units already forecasted through the countywide completed MWCOG forecast process. This Plan plays an important part in helping the County reach its housing goals and recommends zoning allowing for an additional more than 3,500 new housing units. **This estimate of 3,500 units is a theoretical maximum yield from full build-out of the proposed zoning over the 20-year horizon of this plan.**

To further expand opportunities to increase residential density, especially along major corridors and in locations where additional housing can assist in the development of Complete Communities, the Plan recommends, **in line with the City's housing goals:**

3.3.2.1 Housing Production

- Support a creative diversity of housing options including personal living quarters and/or micro units; "missing middle" housing types such as tiny houses, cottages, duplexes, townhomes, multiplexes, and small apartment buildings; shared housing, cooperative housing, co-housing, live-work units, and accessory dwelling units (ADUs), to help meet housing needs and diversify housing options.

- Provide financial and other incentives to boost housing production for market rate and affordable housing, especially near transit and in Complete Communities.
- New housing developments in the Plan Area should strive to increase the quality and quantity of housing units that are accessible to people with disabilities and older adults.
- **The City of Takoma Park should consider modifications to its rent stabilization policy to increase flexibility, decrease complexity, and ensure the policy does not deter new investment while continuing to safeguard tenants from onerous rent increases.**

3.3.2.2 *Affordable Housing Production*

- Increase the number of income-restricted affordable housing units, especially for low- and-moderate-income households.
- Aligned with current county policy, new developments should provide at least 12.5 percent Moderately Priced Dwelling Units (MPDUs).
- Prioritize MPDUs and two- and three-bedroom units for residential development projects as a top public benefit for the Optional Development Method in the Commercial/Residential family of zones (C/R) to provide additional affordable housing that is needed within the Plan Area.
- The city and county should work with property owners to potentially obtain incentives, like a Payment In Lieu of Taxes (PILOT), to help make new affordable housing developments feasible and spur the production of more affordable housing.
- Explore and leverage partnerships with public, private, non-profit, philanthropic, and religious institutions and pursue incentives to preserve and expand housing affordability in the Plan Area and to enable properties to redevelop as mixed-income communities serving a broad spectrum of incomes **when appropriate.**
- When public properties are redeveloped with a residential component, **strive to maximize the percentage of affordable housing units, particularly for households provide a minimum of 30 MPDUs, with 15 percent affordable to households earning at the standard MPDU level of 65-70 percent or less of Area Median Income (AMI) and 15 percent affordable to households at or below 50 percent of Area Median Income (AMI).**

- When feasible, developers of private residential projects should collaborate with non-profit partners, of Takoma Park, and the Department of Housing and Community Affairs (DHCA) to reach deeper levels of affordability by providing affordable housing below 65 percent of the Area Median Income (AMI).
- Support the development of permanent and temporary supportive housing for unhoused populations in the Plan Area.

3.3.2.3 *Preservation of Housing and Affordability*

- Develop targeted strategies to minimize ~~gentrification and~~ displacement because of development, while promoting social integration.
- Discourage the deterioration of housing through the enforcement of housing codes.
- In the event of redevelopment, ~~priority should be given to existing eligible residents for the right to return.~~ Property owners should work with the DHCA, the City, and tenants to ~~minimize displacement and~~ to ensure eligible residents receive support and assistance to mitigate impacts of temporary relocation.
- Retain and expand the current levels of affordability by working with property owners to extend their rental subsidy contracts.
- ~~No net loss of affordable housing requires that all affordable housing units (both naturally occurring and income-restricted units) lost through demolition be replaced or rebuilt.~~
- ~~No net loss of affordable housing is enforced primarily through the requirement that the Planning Board find that new development applications are consistent with the recommendations of the Plan.~~
- ~~Planning Staff would work with potential applicants for development on sites with affordable housing with the goal of ensuring the amount of affordable housing on the site did not decrease.~~
- ~~More broadly, realizing this goal requires increased density to ensure feasibility, flexibility for land use, coordination with implementation partners (including the Department of Housing and Community Affairs and both affordable and market-rate housing providers), and assistance from other housing policies and programs.~~

County and City agencies responsible for code enforcement and property maintenance of residential properties should continue to ensure consistent enforcement of residential property maintenance standards, building codes, fire codes, and parking standards to improve resident safety, health, and comfort.

3.4.2 Parks, Trails and Open Space

Parks, trails, and open spaces enhance the quality of community life by offering visual relief from the built environment, a sense of place, an opportunity to connect with nature and space to gather, play and socialize. In addition, parkland contributes to the natural environment by providing wildlife habitat, improving air quality, and protecting water quality. Successful community design is anchored by a well-functioning open space network, which includes parks, trails, and open space, as well as the public realm. The public realm is broadly defined as those spaces where civic interaction can occur, such as publicly owned parks, trails, plazas, streets, and sidewalks. It also includes privately owned, publicly accessible spaces, like plazas and seating areas adjacent to residential, commercial, and institutional buildings. Parks also help to protect cultural resources, such as historic buildings or archaeological sites.

3.4.2.1 Policy Guidance and Hierarchy for Parks, Trails, and Open Spaces

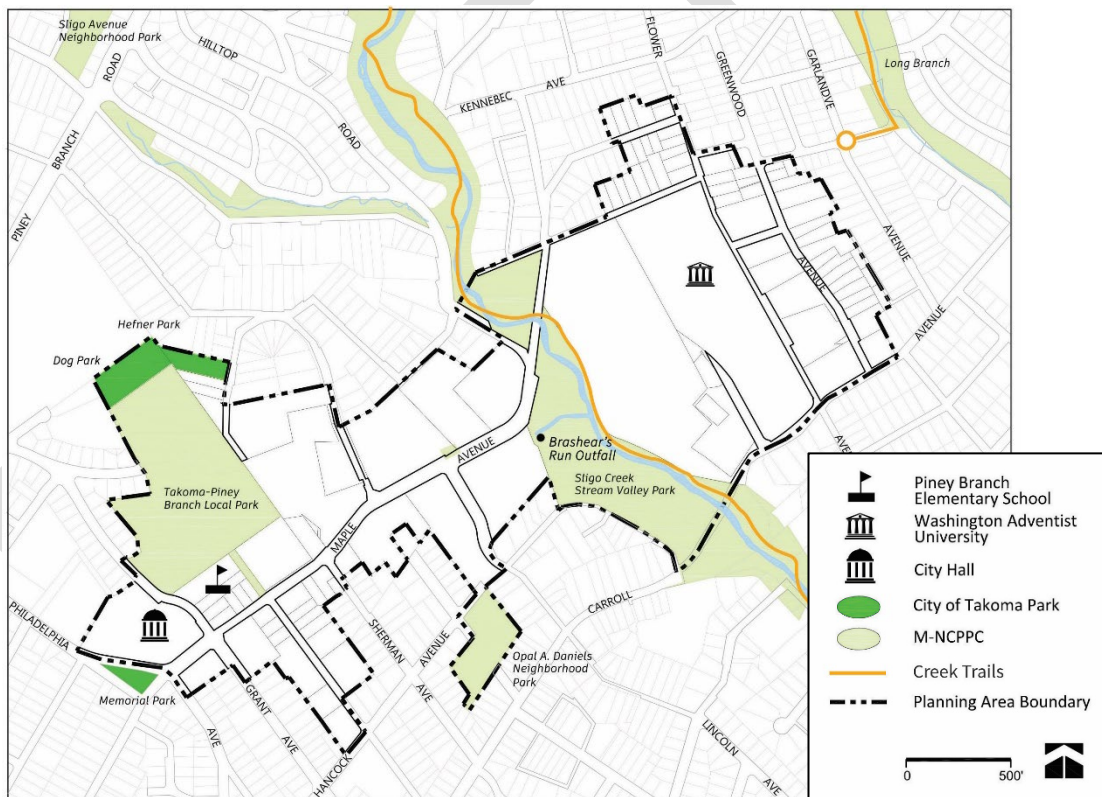
Park Planning in Montgomery County is principally guided by the following key planning documents. See the appendix for additional information.

- *Thrive Montgomery 2050*, the County's 2022 General Plan update;
- The 2022 *Parks, Recreation and Open Space (PROS) Plan*, which is the Montgomery Parks' policy plan that focuses on how the parks and recreation system should be designed to meet the needs of a growing population;
- 2018 *Energized Public Spaces (EPS) Functional Master Plan*, which analyzes the supply and demand of active, social and contemplative experiences in urbanizing areas of the county.

3.4.2.2 Existing Parks, Trails, and Open Spaces

This Plan Area contains a sizeable amount of public parkland. Approximately 13 acres of Sligo Creek Stream Valley Park is located within and bisects the Plan Area; this park contains valuable

natural resources including more than 1,600 linear feet of Sligo Creek and associated forested stream buffer, as well as recreational amenities including Sligo Creek Parkway and hard surface trail. Sligo Creek is constrained by historical land-use changes, as well as a fish-blockage at the historical Sligo Creek Waterworks dam. The Plan Area also includes the 12.7-acre Takoma Piney Branch Local Park that includes athletic fields (operated and managed by the City of Takoma Park), playgrounds, basketball courts and a skate park. Immediately adjacent to this park is the 2.2-acre Heffner Park, which is owned and maintained by the City of Takoma Park that includes a dog park. In the southern part of the Plan Area is the 2.2-acre Opal A. Daniels Neighborhood Park that features a playground, a picnic shelter and an unprogrammed grassy play area.



Map 11-12: Plan Area Parks and Trails

3.4.2.3 Park History and Cultural Resources on Parkland Sligo Creek Parkway

The first parkway established in Montgomery County was Sligo Creek Parkway. M-NCPPC acquired the land for this new parkway under the direction of staff members, led by Charles

Latimer and H. Edson Rogers, who focused on properties between Sligo Avenue and the Prince George's County line. At the time, these specialists were directed to seek only donations of stream valley lands of 80 to 100 feet wide. In Takoma Park, the town council decided in January of 1930 to transfer all their existing municipal parks within the Commission's newly approved jurisdiction and "the roadway known as Sligo Avenue for improvement and maintenance as a park driveway." At the time, Sligo Avenue was little more than a dirt road.

This decision was made because the town recognized when Sligo Avenue was improved, it would provide "a picturesque drive through the naturally beautiful region." By making the trees, the rocks, and the flowers the focal point of the driving experience, there was a hope of raising awareness to the issues of conserving these natural resources despite the fact these roads were constructed in flood plains. By 1935, M-NCPPC had acquired 20 separate parcels of land that then made up the unit's total 32 acres. The remaining acreage was added in the mid-20th century bringing it up to its current size of 36.7 acres.

Takoma Park (Sligo) Waterworks

Prior to 1895, no home in Takoma Park had indoor plumbing. That quickly changed in 1897 when, the town of Takoma Park took a progressive step towards modernizing their community by initiating a plan to construct a centralized water works and sewage system. After the town approved the plan Engineer Henry A. Pressey recommended using Sligo Creek as the public water supply. The waterworks facility consisted of an intake dam at Geneva and Niagara Avenues along with a filtration plant, a gas-engine pumper, and a 140-foot steel water tower located on Ethan Allen Avenue and a 50,000-gallon steel tank. It became one of the earliest public water systems in the area. In 1919, Washington Suburban Sanitary Commission (WSSC) acquired the Takoma Park plant. WSSC used the station to supply water to Silver Spring, Kensington, Chevy Chase, and Bethesda areas. As it was eventually phased out with the new WSSC plant at Burnt Mills in 1924, and the Sligo Waterworks remained on standby until it was abandoned in July 1930. In September 1935, M-NCPPC took title of the pumping station, and the facility was partially dismantled in 1941 during the development of Sligo Park when M-NCPPC removed the above-ground sections of the pumping station.

Sligo Creek Archeological Site

Located within the stream valley, archaeological site 18MO538 is a low-density quartz flake scatter and represents an indigenous use of the Sligo Creek Stream Valley. Indigenous groups frequented stream valleys for hunting and for access to naturally occurring quartz outcrops, which provided the raw materials for stone tool production.

3.4.2.4 Park Planning Analysis

The parks located within and near the Takoma Park Minor Master Plan Amendment Area are adequate for urbanizing areas, as defined by the PROS Plan. For example, there are several parks within or adjacent to the Plan Area that fulfill the need for active recreation destinations, as they provide opportunities for softball and baseball, basketball, soccer, picnicking and playgrounds. This Plan Area also includes a significant regional trail – Sligo Creek Trail—that enhances connectivity between parks and open spaces. The Sligo Creek Stream Valley Park also offers opportunities for nature-based recreation. The Level of Service (LOS) and EPS analysis for this area identifies several park and recreation needs, including pickleball courts, soccer courts and athletic fields.

During community outreach and engagement, planners heard from the community that the following improvements and recreational uses are most needed/desired (additional detail is available in the Community Engagement Update Report) in this Plan Area:

- Sligo Creek restoration and improvements
- community garden
- nature play space
- unprogrammed open space
- outdoor performance space

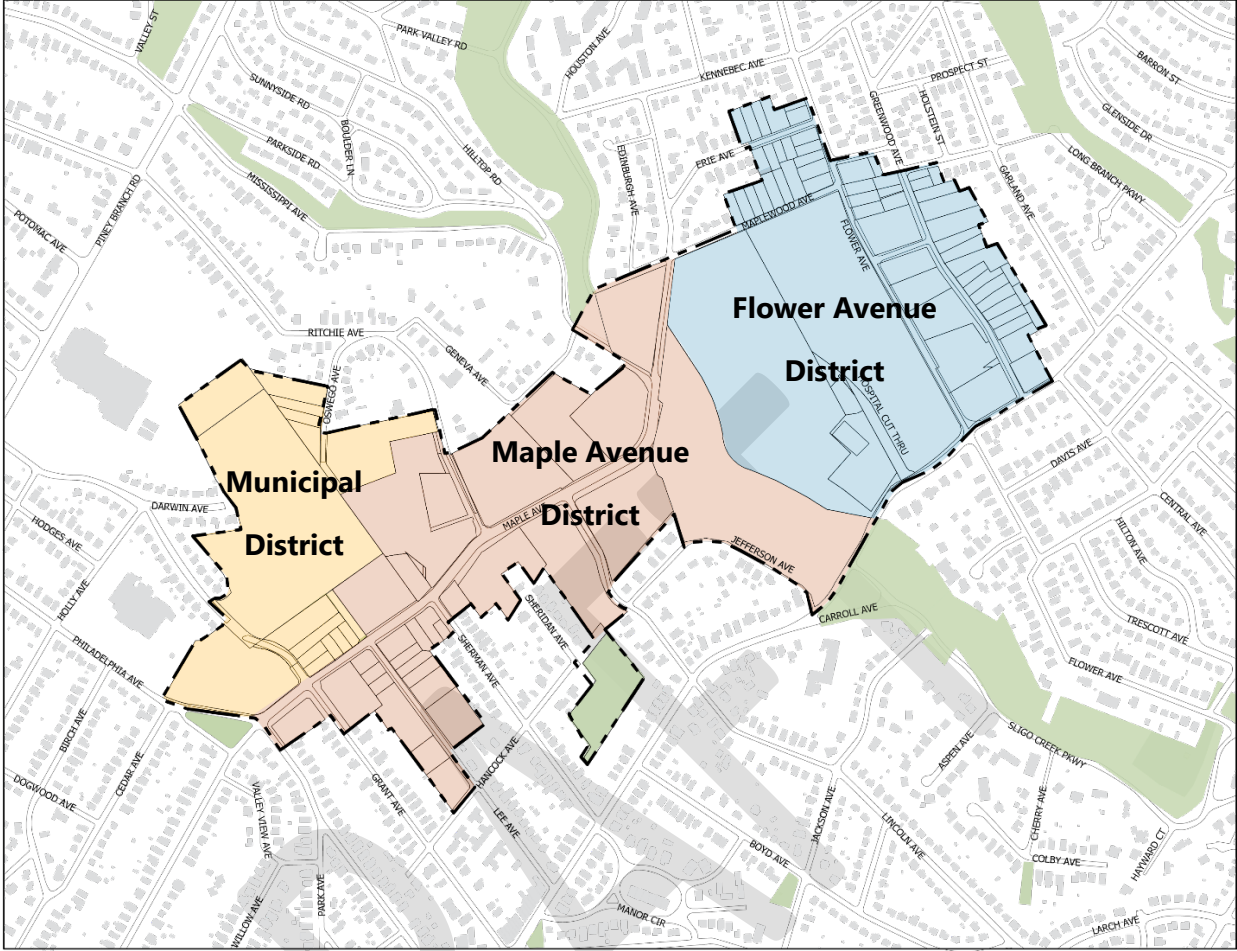
We also received numerous comments during the engagement process about the need for the following:

- food forest
- adult fitness equipment
- protecting natural and cultural resources in the stream valley
- improving access to Sligo Creek Trail

While this Plan Area is generally well-served by parks and trails, there are opportunities to enhance existing parks, including new access points and to add new facilities or amenities that are needed in this area of The County. Specific recommendations can be found in the Districts chapters.

Chapter 4. District Recommendations

Based on unique characteristics and development patterns, the Plan Area comprises three distinct districts: the Municipal District; the Maple Avenue District; and the Flower Avenue District. Recommendations for each District are detailed in this section.



Map 1213: Minor Master Plan Amendment Districts

4.1 Municipal District



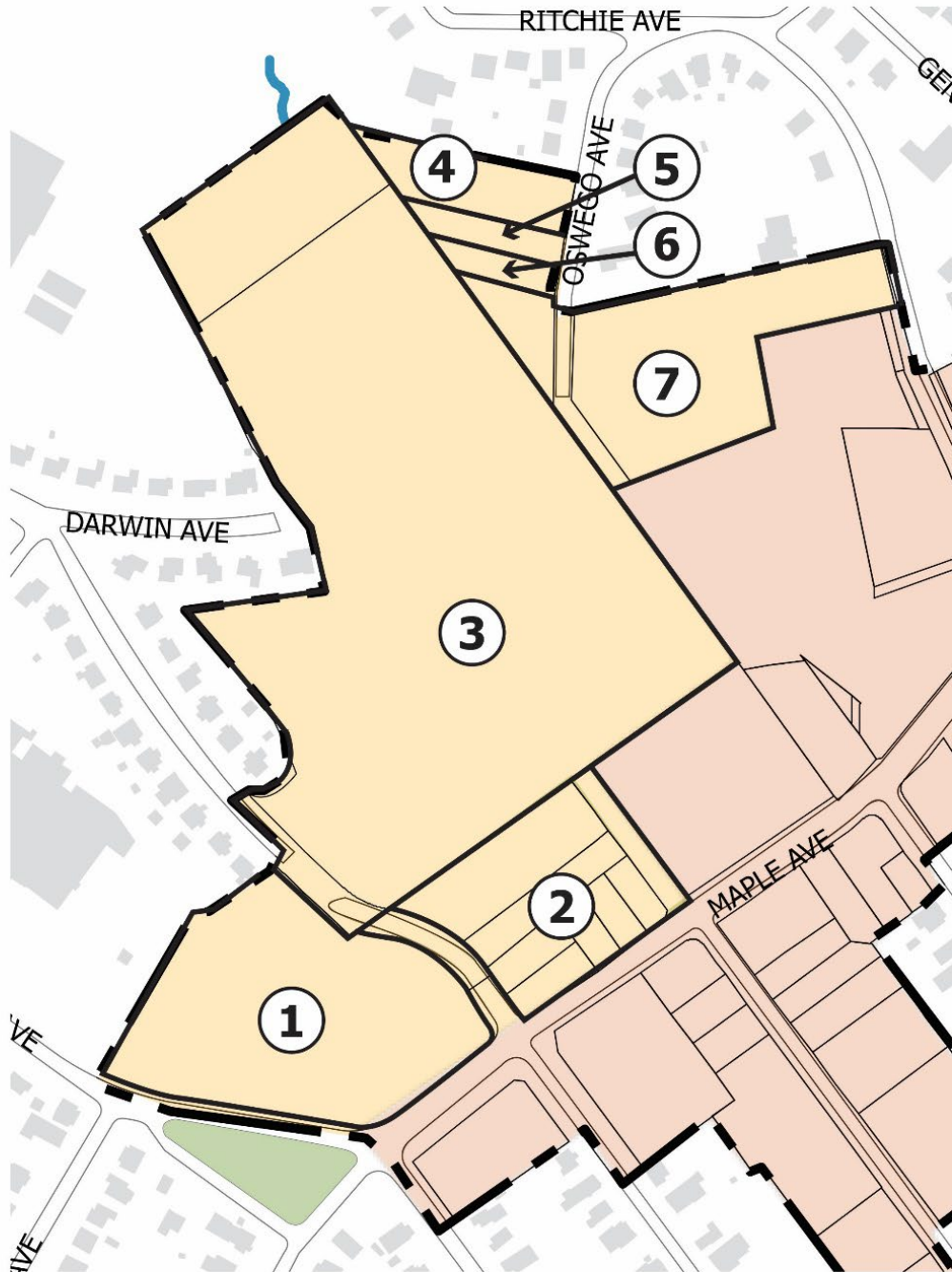
Images: (Left to Right, Top to Bottom) Heffner Park, Takoma-Piney Branch Local Park, Takoma Park Community Center, Takoma Park Public Works Department

4.1.1 Background

The Municipal District serves as the civic and recreational heart of Takoma Park and encompasses numerous public facilities. These include the Takoma Park Community Center, the Takoma Park Maryland Library, Piney Branch Elementary School, and the City Public Works Department. The M-NCPPC Takoma-Piney Branch Local Park and the City's Heffner Park are also in the district, as are privately owned residential properties.

4.1.2 Recommendations

4.1.2.1 Land Use and Zoning



Map 13-14: Municipal District Sites Zoning Map Key

- Rezone Site 1, currently occupied by the Takoma Park Community Center and Library, from R-60 to CRT-2.5 C-2.5 R-2.5 H-150 to allow for potential future development flexibility. Building height along Philadelphia Avenue is limited to a maximum of 45 feet.
- Rezone Site 2, currently occupied by Piney Branch Elementary School, from R-60 to CRT-2.5 C-2.5 R-2.5 H-150 to allow for potential future development flexibility. If MCPS builds a replacement elementary school on a different site, the Plan recommends that the current site and/or building be repurposed or reimagined to provide a recreation center, police station, park and/or other public facility use. Should such a public facility use not be realizable if the site becomes available, the Plan recommends mixed-use development consistent with the mapped zoning. Any renovation or new construction on the site should minimize impacts on Takoma-Piney Branch Local Park, in coordination with Montgomery Parks and the City.
- Reconfirm zoning on Site 3 and Site 4, currently Takoma-Piney Branch Local Park and Heffner Park, as R-60.
- Rezone Site 5, Site 6, and Site 7, currently the City Public Works Department and two single-family homes on Oswego Avenue, from R-60 to R-40, to allow flexibility for potential future residential development that permits duplex residential units.

Map Number	Existing Zoning	Recommended Zoning	Justification
1	R-60	CRT-2.5 C-2.5 R-2.5 H-150	Increase flexibility for future development
2	R-60	CRT-2.5 C-2.5 R-2.5 H-150	Increase flexibility for future development
3	R-60	R-60	Reconfirm existing zoning to retain park use
4	R-60	R-60	Reconfirm existing zoning to retain park use
5	R-60	R-40	Increase flexibility for future residential development that permits duplexes
6	R-60	R-40	Increase flexibility for future residential development that permits duplexes
7	R-60	R-40	Increase flexibility for future residential development that permits duplexes

Table 3. Recommended Municipal District Zoning

4.1.2.2 Parks and Open Space

- Takoma-Piney Branch Local Park
 - Add lighting to the parking lot, basketball court and skate park to improve safety and extend use during non-daylight hours.
 - Explore opportunities to add additional pedestrian connections from the park to Maple Avenue and other streets.
- Implement the Green Promenade, as described in 3.3.1
- Implement the Municipal Gateway concept described in 3.3.1 by creating or formalizing an outdoor gathering space that can be programmed for community events.

DRAFT

4.2 Maple Avenue District



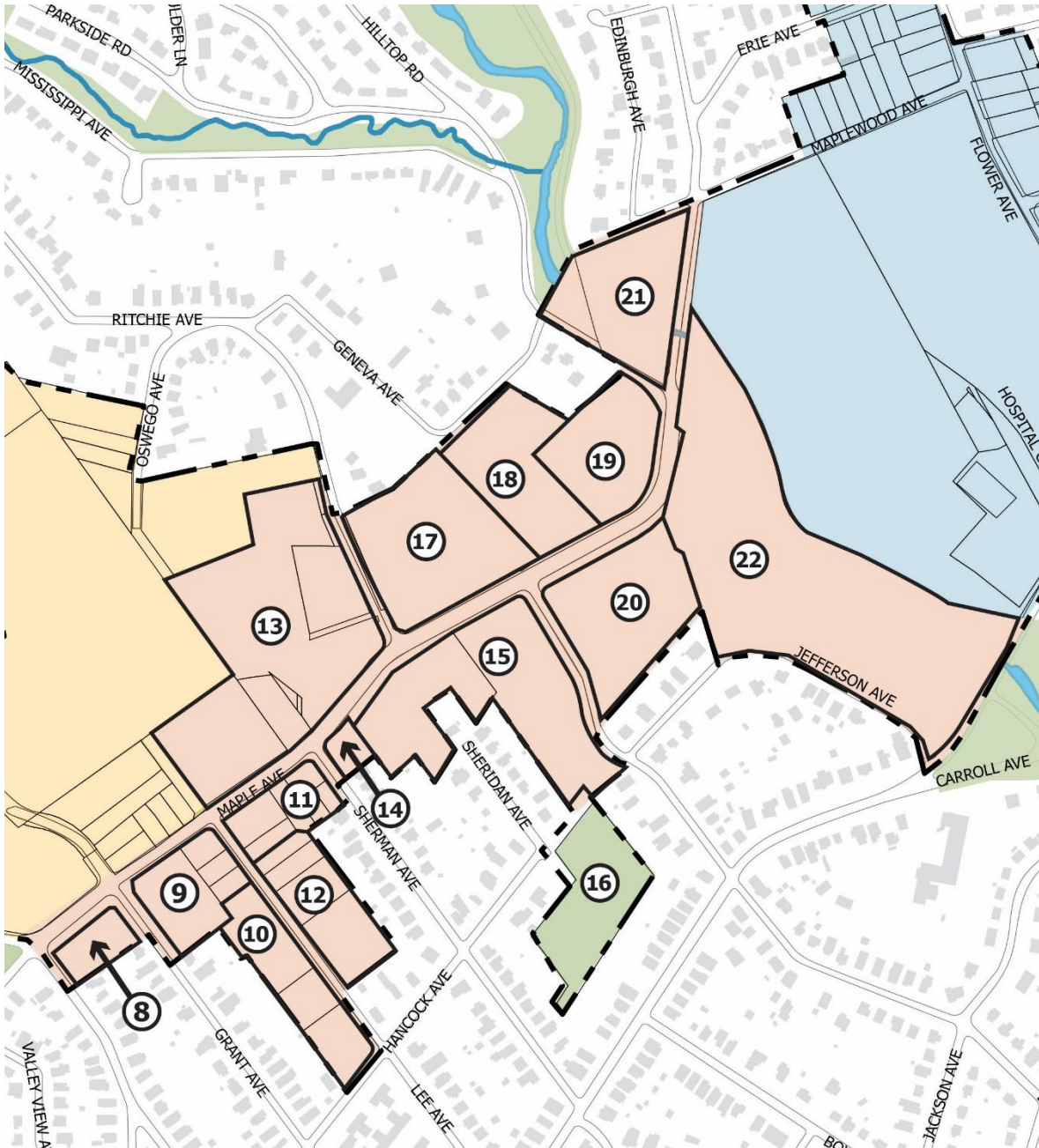
Images: Views of Maple Avenue

4.2.1 Background

The Maple Avenue District is the primary residential center of the Plan Area and is characterized by mid- to high-rise residential development with large surface parking lots. Trees, sidewalks, and wide streets provide an attractive environment along Maple Avenue. Additionally, a small commercial center exists to serve walk-up customers and has limited parking.

4.2.2 Recommendations

4.2.2.1 Land Use and Zoning



Map 14-15: Maple Avenue District Sites Zoning Map Key

- Rezone Site 8, currently occupied by a PEPCO substation, from R-60 to CRT-2.5 C-2.5 R-2.5 H-150 to allow for potential future development flexibility. Building height along Philadelphia Avenue is limited to a maximum of 45 feet.
- Rezone Site 9, currently occupied by multi-family apartment buildings, from R-20 to CRT-2.5 C-2.5 R-2.5 H-150 to allow for potential future development flexibility.
- Rezone Site 10, currently occupied by garden-style multi-family apartment buildings, from R-10 to CRT-1.5 C-1.5 R-1.5 H-65 to allow for potential future development flexibility.
- Rezone Site 11, currently occupied by multi-family apartment buildings, from R-20 to CRT-2.5 C-2.5 R-2.5 H-150 to allow for potential future development flexibility.
- Rezone Site 12, currently occupied by garden-style multi-family apartment buildings, from R-10 to CRT-1.5 C-1.5 R-1.5 H-65 to allow for potential future development flexibility.
- Rezone Site 13, currently occupied by mid- and high-rise multi-family apartment buildings, from R-10 to CRT-2.5 C-2.5 R-2.5 H-150 to allow for potential future development flexibility.
- Rezone Site 14, currently a one-story retail building, from CRT-0.75 C-0.75 R-0.25 H-35 to CRT-2.5 C-2.5 R-2.5 H-150 to allow for potential future development flexibility.
- Rezone Site 15, currently occupied by mid- and high-rise multi-family apartment buildings, from R-10 to CRT-2.5 C-2.5 R-2.5 H-150 to allow for potential future development flexibility.
- Reconfirm Zoning on Site 16, currently occupied by Opal A. Daniels Neighborhood Park, as R-60.
- Rezone Site 17, currently occupied by mid-rise multi-family senior-housing building, from R-20 to CRT-2.5 C-2.5 R-2.5 H-150 to allow for potential future development flexibility.
- Rezone Site 18, currently occupied by a high-rise multi-family apartment building, from R-10 to CRT-2.5 C-2.5 R-2.5 H-150 to allow for potential future development flexibility.
- Rezone Site 19, currently occupied by garden-style residential condominium building, from R-30 to CRT-2.5 C-2.5 R-2.5 H-150 to allow for potential future development flexibility. Any redevelopment on this site must minimize to the greatest extent practicable impacts to Sligo Creek.

- Rezone Site 20, currently occupied by a high-rise multi-family building, from R-10 to CRT-2.5 C-2.5 R-2.5 H-150 to allow for potential future development flexibility. Additional development on this site should be concentrated closer to Lincoln Avenue and minimize to the greatest extent practicable impacts to Brashear's Run and Sligo Creek. Brashear's Run, a tributary to Sligo Creek is piped under Maple Avenue and daylighted at an outfall on Parkland adjacent to the site.
- Reconfirm Zoning on Site 21, currently occupied by Sligo Creek Stream Valley Park, as R-60.
- Reconfirm Zoning on Site 22, currently occupied by Sligo Creek Stream Valley Park, as R-60.
- Eliminate the obsolete Community-Serving Retail Overlay Zones
- Infill development should strive to maintain adequate parking for residents whose needs cannot be adequately served by other modes of travel.
- While the plan recommends a diversity of residential and non-residential land uses in the Maple Avenue District, the overall development pattern should remain primarily residential.

Map Number	Existing Zoning	Recommended Zoning	Justification
8	R-60	CRT-2.5 C-2.5 R-2.5 H-150	Increase flexibility for future development
9	R-20	CRT-2.5 C-2.5 R-2.5 H-150	Increase flexibility for future development
10	R-10	CRT-1.5 C-1.5 R-1.5 H-65	Increase flexibility for future development
11	R-20	CRT-2.5 C-2.5 R-2.5 H-150	Increase flexibility for future development
12	R-10	CRT-1.5 C-1.5 R-1.5 H-65	Increase flexibility for future development
13	R-10	CRT-2.5 C-2.5 R-2.5 H-150	Increase flexibility for future development
14	CRT-0.75 C-0.75 R-0.25 H-35	CRT-2.5 C-2.5 R-2.5 H-150	Increase flexibility for future development
15	R-10	CRT-2.5 C-2.5 R-2.5 H-150	Increase flexibility for future development
16	R-60	R-60	Reconfirm existing zoning to retain park use
17	R-20	CRT-2.5 C-2.5 R-2.5 H-150	Increase flexibility for future development
18	R-10	CRT-2.5 C-2.5 R-2.5 H-150	Increase flexibility for future development
19	R-30	CRT-2.5 C-2.5 R-2.5 H-150	Increase flexibility for future development
20	R-10	CRT-2.5 C-2.5 R-2.5 H-150	Increase flexibility for future development
21	R-60	R-60	Reconfirm existing zoning to retain park use
22	R-60	R-60	Reconfirm existing zoning to retain park use

Table 4. Recommended Maple Avenue District Zoning

4.2.2.2 Parks and Open Space

- Implement the Sligo Creek Gateway concept described in 3.2.1 by enhancing existing park space as recommended below and through future roadway and bridge improvements described in 3.3.4.
- Conduct feasibility studies to add a food forest, orchard project, or other improvement in the unprogrammed parkland at the intersection of Maple Avenue and Sligo Creek Parkway and a neighborhood-serving community garden to Opal A. Daniels Neighborhood Park.
- Conduct feasibility studies to add a food forest, orchard project, ~~or other improvement in addition to the unprogrammed parkland at the intersection of open space of Sligo Creek Stream Valley Park at the southeastern corner of~~ Maple Avenue and Sligo Creek Parkway. ~~Approximately three-quarters of the 0.5 +/- acre turf area of Sligo Creek Stream Valley Park is undevelopable (for anything other than food forest, orchard, afforestation, etc.) due to the floodplain and stream buffer constraints. The parkland outside of these environmentally sensitive areas could accommodate picnic tables and benches. and a neighborhood-serving community garden to Opal A. Daniels Neighborhood Park.~~
- Conduct a feasibility study to add a neighborhood-serving community garden to Opal A. Daniels Neighborhood Park.
- Encourage activation of the unprogrammed parkland at the intersection of Maple Avenue and Sligo Creek Parkway
- Upgrade the Sligo Creek Stream Valley Park to address the following:
 - improve instream ecological function within Sligo Creek.
 - improve water quality in Sligo Creek through enhancements of stormwater conveyances and removals of direct discharges into the creek.

- coordinate with Montgomery Parks Cultural Resources Staff and the United States Geological Survey to design and implement a fish passage restoration project at the Sligo Water Works site in mainstem Sligo Creek.
- study and evaluate riparian buffer health and performance and make recommendations for restoration to best achieve prioritized ecological functions (i.e., Stream Valley performance should be evaluated for threats and mitigation).
- more aggressively remove non-native invasive climbing vines that pose a risk to healthy trees.
- collaborate with the City of Takoma Park on identification and implementation of stormwater management opportunities within the Brashear's Run drainage area.
- address failing outfall infrastructure and unstable banks at Brashear's Run where the stream daylights on parkland.
- restore the outfall of Brashear's Run tributary near Sligo Creek.
- identify potential placemaking interventions under the Carroll Avenue bridge to improve usability by the public.
- identify locations for additional natural and cultural resource interpretation along Sligo Creek Trail.
- Improve bicycle and pedestrian access to the Sligo Creek Trail.
 - Coordinate with the City of Takoma Park on one of the following:
 - reconstructing the trail bridge over Sligo Creek adjacent to Maple Avenue;
or
 - establishing a new crossing in the immediate vicinity but separate from the Maple Avenue bridge.

- Install wayfinding signs along streets that offer access to the Sligo Creek Trail.
- Regarding Sligo Waterworks, a significant cultural resource on parkland in this Plan Area:
 - Preserve and interpret the waterworks site and its relationship to the development of Takoma Park.
 - Stabilize the dam and foundations as needed.
 - Coordinate with fish passage project to ensure any impacts to the dam and foundations are avoided.
 - Remove bronze marker and install interpretive sign closer to Sligo Creek Trail.

DRAFT

4.3 Flower Avenue District



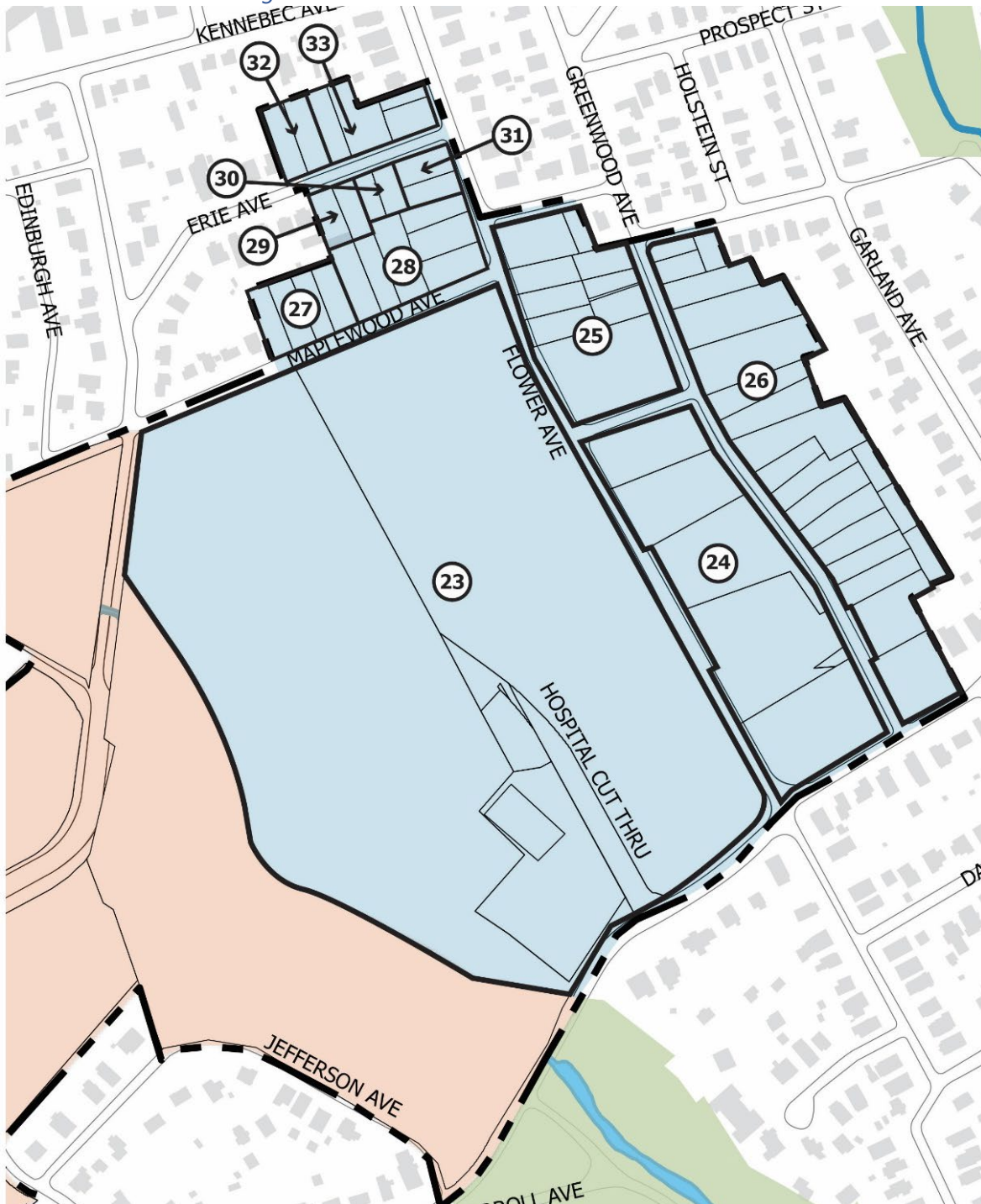
Images: (Left to Right, Top to Bottom) Richards Hall at Washington Adventist University; multi-family housing on Erie Avenue; Flower Avenue through the Adventist Campus; Erie Center

4.3.1 Background

The Flower Avenue District is home to the Washington Adventist University, the former Washington Adventist Hospital, the Sligo Seventh-Day Adventist Church, ~~and~~ the Erie Center retail node ~~and some single and multi-unit residential properties~~. The 42-acre Washington Adventist Campus follows both sides of Flower Avenue, from Carroll Avenue to Maplewood Avenue, and is bound by residential neighborhoods with a mix of housing types on three sides and Sligo Creek Stream Valley Park on the fourth.

4.3.2 Recommendations

4.3.2.1 Land Use and Zoning



Map 15-16: Flower Avenue District Zoning Map Key

- Rezone Site 23, currently occupied by Washington Adventist University buildings and the former Washington Adventist Hospital, from R-60 to CR-1.25 C-1.25 R-1.25 H-120 to allow for potential future development flexibility. The maximum building height should transition to a maximum height for buildings fronting Flower Avenue of 70 feet for a horizontal distance of 20 feet. **Along Maplewood Avenue, the maximum building height should conform to the compatibility requirements of the Zoning Ordinance.**

Redevelopment on site should:

- be addressed under a single Sketch Plan application, **including the required preliminary assessment of traffic impacts**, to the greatest extent practicable to ensure the site as a whole meets the recommendations of this Plan.
- include a primary central public open space of ~~approximately~~ **at least** ½-acre **and that is open to Flower Avenue and provides benefits to existing and future residents. Design flexibility should be considered at the time of development review, retaining the central commons as an organizing feature of future development.**
- **retain, to the maximum extent practicable, the existing open space along Maplewood Avenue, known as "Hospital Hill."**
- minimize environmental impacts to the Sligo Creek and the associated stream valley.
- ensure Montgomery Parks can efficiently and effectively implement improvements in Sligo Creek Stream Valley Park, and to formally identify the land as M-NCPPC parkland, provide dedication to Montgomery Parks of the wooded slope portion of this property adjacent to the stream valley park, currently under Montgomery Parks' operations and management via Assignment of Rights in a 1933 deed, in a manner that supports the redevelopment of the larger Washington Adventist site including capturing the density from the area, utilizing the tree stand area to meet the Forest Conservation requirements, utilizing the area to meet tree canopy and other regulatory requirements. Dedication shall

occur with the completion of adjacent development and after accommodating existing and proposed utilities within the dedication area.

- consider feasibility of location/co-location of public or community-serving uses.
- establish a network of streets, bicycle facilities, and sidewalks that actively connect the campus to the surrounding community. New private streets should conform to the *Complete Streets Design Guide for Town-Center Streets*, including appropriate pedestrian facilities on both sides of the street.
- as discussed in ~~3.3.4-3.2.4~~, dedicate ~~a maximum of 50 feet of~~ right-of-way on the north side of Carroll Avenue along a portion of the site frontage as needed to accommodate an SHA project to realign Carroll Avenue, **up to a maximum of 50 feet**.
- consider the creation of a mobility hub to provide:
 - A map of nearby transit stops;
 - A micro-mobility corral to accommodate electronic scooters and electronic bicycles and other micro-mobility vehicles.
- provide a publicly accessible pedestrian path at the western edge of the site overlooking Sligo Creek Stream Valley Park.
- provide a significant covered bike parking area for student, resident, and community use.
- evaluate adaptive building reuse to reduce embodied carbon emissions associated with demolition and new building construction, while retaining the culture of the community and campus history. Even though all buildings should be evaluated, preserving the campus gymnasium (715 Maplewood Avenue) should be particularly considered.
- Rezone Site 24, currently occupied by Washington Adventist University buildings and the Sligo Seventh-Day Adventist Church, from R-40 to CRT-1.25 C-1.25 R-1.25 H-70 to allow for potential future development flexibility.

- Rezone Site 25, currently occupied by Washington Adventist University athletic field and a single-family house, from R-40 to CRT-1.25 C-1.25 R-1.25 H-70 to allow for potential future development flexibility.
- Rezone Site 26, currently occupied by Washington Adventist University buildings and parking lots and single-family houses, from R-40 to CRT-0.75 C-0.75 R-0.75 H-55 to allow for potential future development flexibility.
- Rezone Site 27, currently occupied by small multi-family apartment buildings, from R-30 to CRN-1.0 C-1.0 R-1.0 H-50 to allow for potential future development flexibility.
- Rezone Site 28, currently occupied by single-family houses, from R-60 to CRN-1.0 C-1.0 R-1.0 H-50 to allow for potential future development flexibility.
- Rezone Site 29, currently occupied by small multi-family apartment buildings, from R-30 to CRN-1.0 C-1.0 R-1.0 H-50 to allow for potential future development flexibility.
- Rezone Site 30, currently occupied by a one-story commercial building, from CRT-0.75 C-0.75 R-0.25 H-50 to CRN-1.0 C-1.0 R-1.0 H-50 to allow for potential future development flexibility. Changing from CRT to CRN will simplify the development review process by not requiring a Sketch Plan.
- Rezone Site 31, currently occupied by single-family houses, from R-60 to CRN-1.0 C-1.0 R-1.0 H-50 to allow for potential future development flexibility.
- Rezone Site 32, currently occupied by single-family houses, from R-30 to CRN-1.0 C-1.0 R-1.0 H-50 to allow for potential future development flexibility.
- Rezone Site 33, currently occupied by one- and two-story commercial buildings, from CRT-0.75 C-0.75 R-0.25 H-50 to CRN-1.0 C-1.0 R-1.0 H-50 to allow for potential future development flexibility. Changing from CRT to CRN will simplify the development review process by not requiring a Sketch Plan.
- Eliminate the obsolete Takoma Park-East Silver Spring Community Revitalization Overlay Zone.
- Encourage consolidation of smaller properties in the district to promote efficient, compatible development.

DRAFT

Map Number	Existing Zoning	Recommended Zoning	Justification
23	R-60	CR-1.25 C-1.25 R-1.25 H-120	Increase flexibility for future development
24	R-40	CRT-1.25 C-1.25 R-1.25 H-70	Increase flexibility for future development
25	R-40	CRT-1.25 C-1.25 R-1.25 H-70	Increase flexibility for future development
26	R-40	CRT-0.75 C-0.75 R-0.75 H-55	Increase flexibility for future development
27	R-30	CRN-1.0 C-1.0 R-1.0 H-50	Increase flexibility for future development
28	R-60	CRN-1.0 C-1.0 R-1.0 H-50	Increase flexibility for future development
29	R-30	CRN-1.0 C-1.0 R-1.0 H-50	Increase flexibility for future development
30	CRT-0.75 C-0.75 R-0.25 H-50	CRN- 1.0 C-1.0 R-1.0 H-50	Increase flexibility for future development
31	R-30	CRN-1.0 C-1.0 R-1.0 H-50	Increase flexibility for future development
32	R-30	CRN-1.0 C-1.0 R-1.0 H-50	Increase flexibility for future development
33	CRT-0.75 C-0.75 R-0.25 H-50	CRN-1.0 C-1.0 R-1.0 H-50	Increase flexibility for future development

Table 5: Recommended Flower Avenue District Zoning

4.3.2.2 *Parks and Open Space*

- Implement the Green Promenade, as described in Section 3.3.1. In the Flower Avenue District, this also includes improving the bicycle and pedestrian connection between the Sligo Creek trail and the Long Branch trail, through the establishment of a sidepath that extends along the east side of Maple Avenue and the south side Maplewood Avenue between Sligo Creek Parkway and Flower Avenue and a new trail connection from Maplewood Avenue (west of Flower Avenue) to Maplewood Avenue (east of Greenwood Avenue to connect the Sligo Creek trail to the Long Branch trail).
- Implement the Carroll Avenue Gateway concept described in Section 3.3.1 through building and site design and materials that reflect the history and character of the Adventist Campus.
- Implement the Flower Avenue Gateway concept described in Section 3.3.1 through building and site design that emphasize the connection between the Adventist Campus and the Erie Center.

4.3.2.3 *Design*

The area surrounding the Washington Adventist University campus has been shaped by the presence of Seventh-day Adventist institutions since the early twentieth century. This legacy can still be seen in the landscape, even where once-prominent buildings such as the Washington Sanitarium have been demolished. The retention of key existing features would promote a sense of place and distinct local character. The Adventists were drawn to Takoma Park for the pristine quality of the natural environment and its ability to promote overall health and wellness, which remain priorities for the Plan Area today.



Image: Historic Aerial View of Washington Adventist Campus

Recommendations:

- Retain the central Commons as the organizing feature around which the campus historically developed.
- Renew the site's historic physical and visual connection to the Sligo Creek stream valley.
- Retain the crenellated stone retaining walls that line Carroll Avenue. The grade on both the north and south sides of Carroll Avenue necessitate a retaining wall of some type, and these existing features lend visual character that helps to define the community. Plat maps show that these walls were likely constructed in the 1930s.

If new retaining walls are required for road widening or other projects, the crenellated stone design should be replicated, and the stones reused if possible.

- ~~Pursue~~ Evaluate opportunities for the adaptive reuse of existing campus buildings. In addition to the placemaking opportunities tied to these historic features, the ongoing climate emergency necessitates the consideration of all available strategies for reducing greenhouse gas emissions. Conservation of the embodied carbon in existing campus infrastructure would reduce the emissions associated with new materials and building debris going into landfills.

Chapter 5 Implementation

5.1 Zoning

5.1.1 CR-Family Zoning

Application of the mixed-use CR family of Zones will fulfill the Plan's vision for a reimagined, resilient and reconnected Plan Area. As proposed, the zoning recommendations allow for a mix of uses (commercial and residential) with varying densities and appropriate heights. Although the Zones allow for specificity related to the maximum amount of commercial or residential floor area ratio (FAR) that can be applied to each CR zoned parcel, the plan has equalized the C and R values to provide for needed flexibility. FAR is a ratio of buildable area to site land area.

Most properties in the Plan Area are recommended for the CRT zone for greatest flexibility. The Adventist Campus Property is recommended for CR to ensure that potential future redevelopment is addressed holistically in a single Sketch Plan under the Optional Method of Development. Select properties north of the Adventist Campus are recommended for CRN which allows a simplified development review process that does not include a Sketch Plan.

5.1.2 Obsolete Overlay Zones

The Plan recommends deleting two obsolete overlay zones from the Plan Area: the Community-Serving Retail Overlay Zone and the Takoma Park – East Silver Spring Commercial Revitalization Overlay Zone. The recommended CR zoning will accommodate the same goals in a non-duplicative manner.

5.1.3. Public Benefits

Optional method development under the CR Zones must also provide public benefits in return for increased density and height above the standard method maximums.

The Plan prioritizes the following Public Benefits:

- Major Public Facilities:
 - For location/colocation of public or community-serving uses (e.g., school, recreation, library, police station)
 - **Brashears Run Outfall Restoration**
- Connectivity and Mobility
 - Advance Dedication: For recommended additional right-of-way along Carroll Avenue to accommodate an SHA project to reconfigure the street and its intersection with Flower Avenue.
 - Streetscape: For off-site improvements consistent with the Green Promenade.
- Diversity of Uses and Activities
 - Dwelling Unit Mix
 - Additional MPDUs
- Protection and Enhancement of the Natural Environment
 - Energy Conservation and Generation
 - Habitat Preservation and Restoration
 - Tree Canopy
- Building Reuse

5.1.4. On-Site Public Open Space

The CR Zones can require Public Open Space based on the gross tract area of a development site and number of frontages. Public Open space must be easily and readily accessible to the public, and contain amenities such as seating, landscaping, and walkways.

5.1.5. Accessory Uses in the CR Zones

The Plan recommends updating the Zoning Ordinance Use Table to allow as accessory uses in the CR zones commercial food kitchens, food processing, rooftop farms, and other food related uses not included in “Artisanal Manufacturing and Production” if so, recommended in a Master or Sector Plan or Amendment.

5.2 Connectivity Improvements

Almost all the streets in the Plan Area are owned and maintained by the City of Takoma Park. Carroll Avenue (MD195), along the southeastern edge of the Plan Area, and Philadelphia Avenue (MD410), along the southwestern edge, is owned and maintained by the Maryland Department of Transportation State Highway Administration and Division Street and a portion of Greenwood Avenue are owned and maintained by the County. Sligo Creek Parkway is also owned and operated by Montgomery County.

The Plan recommends connectivity improvements be implemented as follows:

- The Green Promenade:
 - on Maple Avenue will be implemented in the public right-of-way and on adjacent private property through frontage improvements required for redevelopment projects and through City **or other** initiatives. Several properties along Maple Avenue have utility easements on significant portions of their frontages. Since structures may generally not be built atop these easements, they provide unique opportunities for implementation of Green Promenade Elements.

- on the Adventist Campus properties on both sides of Flower Avenue will be implemented during redevelopment as frontage improvements and as internal pedestrian and bike infrastructure within the site design.
- Sidewalk improvements on City streets will be implemented by the City through capital projects.
- Bicycle infrastructure will be implemented in the public right-of-way through frontage improvements required for redevelopment projects and through City and/or Parks Department capital projects, as appropriate.
- Realignment of Carroll Avenue will be implemented by SHA through a capital project.
- Micro mobility enhancements will be implemented as recommended through private development and/or through City capital projects.
- Future replacement of the Maple Avenue bridge over Sligo Creek will be implemented jointly by the City and the Parks Department through a capital project.

DRAFT

5.3 Capital Improvements Program

Capital Improvements provide essential infrastructure to support the long-term vision of the Plan. Improvements like the Brashear’s Run Outfall Restoration, realignment of Carroll Avenue, activating parks and open space throughout the Plan Area, and supporting co-location of public facilities with new development are particularly in need of public agency support.

Project Name	Category	Lead Agency	Coordinating Agency
Green Promenade Design and Implementation, on City street frontages without redevelopment	Parks and Open Space, Transportation	City of Takoma Park	M-NCPPC
Maple Avenue Bridge Reconstruction	Transportation	City of Takoma Park, M-NCPPC Parks	M-NCPPC
Preservation of Sligo Waterworks	Parks and Open Space, Environment	M-NCPPC Parks	M-NCPPC
Wayfinding Signage for Sligo Creek	Parks and Open Space, Transportation	M-NCPPC Parks	M-NCPPC
Brashear’s Run and Outfall Restoration	Parks and Open Space, Environment	M-NCPPC Parks, City of Takoma Park	M-NCPPC, Private
Sligo Creek Stream Valley Park Acquisition and Upgrades including new trail crossing	Parks and Open Space, Environment	M-NCPPC Parks	M-NCPPC, Private
Community Gardens	Parks and Open Space, Environment	M-NCPPC Parks, City of Takoma Park	M-NCPPC, Private
Upgrades to Takoma- Piney Branch Local Park	Parks and Open Space, Enhanced Access	M-NCPPC Parks	City of Takoma Park, M-NCPPC, Private
Upgrades to Opal A. Daniels Park	Parks and Open Space, Enhanced Access	M-NCPPC Parks	City of Takoma Park

Provide for new co- located public facilities	Public Facilities	Private, City of Takoma Park	City of Takoma Park, Private
Gateways	Parks and Open Space, Public Art, Environment and Design	Private, City of Takoma Park	M-NCPPC, Private
Maple Avenue Improvements	Transportation	City of Takoma Park	M-NCPPC
Bicycle Infrastructure Improvements	Transportation	City of Takoma Park	M-NCPPC, Montgomery County, City of Takoma Park, Private
Pedestrian Connection from Hancock Avenue to Jefferson Avenue	Transportation	City of Takoma Park	Private
Pedestrian Connection from Maple Avenue to Geneva Avenue	Transportation	City of Takoma Park	Private
Pedestrian Connection from Maplewood Avenue (West of Flower) to Maplewood Avenue (East of Greenwood Avenue)	Transportation	City of Takoma Park	Private
Carroll Avenue realignment and improvement west of intersection with Flower Avenue	Transportation	SHA	M-NCPPC, City of Takoma Park, Private
Intersection improvement of Philadelphia Avenue at Maple Avenue and Carroll Avenue	Transportation	SHA, City of Takoma Park	Montgomery County, City of Takoma Park, SHA, Private
Improve Flower Avenue from Maplewood	Transportation	City of Takoma Park	SHA, City of Takoma Park, Private

Avenue to Carroll Avenue as a Town Center Street			
Tree Canopy on public rights-of-way	Environment	City of Takoma Park	SHA, City of Takoma Park, Private
Upgrade crosswalks to continental pavement marking	Transportation	City of Takoma Park	SHA, City of Takoma Park, Private
Sligo Creek Stream Valley Park Food Forest/Orchard Feasibility Study	Parks and Open Space	M-NCPPC Parks	M-NCPPC, City of Takoma Park
Sligo Creek Fish Passage Restoration Project	Parks and Open Space	M-NCPPC Parks	M-NCPPC, City of Takoma Park

Table 6: Capital Improvement Projects

DRAFT