

Takoma/Langley Crossroads

sector plan

DESIGN

guidelines



January 2012

Draft Design Guidelines

Draft Takoma/Langley Sector Plan

Montgomery County Planning Department

M-NCPPC

MontgomeryPlanning.org

Abstract

These guidelines are intended to provide direction in meeting the goals of the *Takoma/Langley Crossroads Sector Plan*. They are approved by the Planning Board for staff use in reviewing development proposals. They should be used as well by developers in shaping their projects and by citizens interested in the pattern and character of development in their community.

Source of Copies

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

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Context

The Takoma Langley Crossroads (TLC) area is a densely populated, urbanizing suburban community of single-family homes, garden apartments, apartment towers and strip shopping centers. Centrally located along Maryland's International Corridor (a two mile stretch of University Boulevard from Piney Branch Road to West Park Drive that is home to one of Maryland's most diverse populations) and adjacent to Prince George's County, the area has a distinct international character and serves as a gateway community for immigrants and other persons new to the region.

Redevelopment in the area will be focused around a new transit center in the Crossroads District, the community's core. This core should be the center of community activity, with the tallest buildings and the greatest density amid public use spaces and a connected network of sidewalks and green streets. The surrounding residential neighborhoods should be connected to the core, but buffered from its density with low rise buildings.

Development in the Takoma Langley Crossroads area will be primarily under the jurisdiction of Montgomery County. However, within the City of Takoma Park, the streets are the responsibility of the City. Since University Boulevard and New Hampshire Avenue are state roads, they fall under the purview of the State Highway Administration in consultation with both Montgomery and Prince George's County. Development proposals should respond to these jurisdictional policies, which are outlined in the Resources section.



Planning Framework

Design guidelines help implement the recommendations of approved and adopted master and sector plans. They provide information on how plan recommendations and the Zoning Ordinance requirements can be met; they provide context for individual sites; and best practice ideas for building and site design.

The planning process is structured in a hierarchy of decisions:

- Master and sector plan recommendations provide the vision for a specific area.
- Zoning Ordinances and other codes establish standards and regulations for development.
- Design Guidelines provide inspiration and suggestions to fulfill the Plan's vision and serve as a problem solving tool

These guidelines have been developed through consultation with property owners, residents, the City of Takoma Park, interest groups and Executive agencies. They are to be approved by the Planning Board for use by planning staff in evaluating proposed building projects. They will be revised and updated as necessary.

Vision

To fulfill the vision, seven design elements that represent existing and future opportunities form the framework around which the guidelines are organized. The seven elements reflect the way they would be experienced –

- Enter the Takoma Langley Crossroads through **Gateways**
- Experience the public realm of **Streets and Open Spaces**
- Enrich Takoma Langley Crossroads through the use of **Special Features**
- Follow **Good Neighbor Practices** by using good design to integrate new and existing businesses, public spaces and residences
- As one proceeds to the heart of the Plan area, the **Core**, the above elements are experienced at their greatest intensity.
- Finally, one moves through the **Edges** that provide a transition from the CRT zoned mixed uses to single-family residential uses.

The Takoma Langley Crossroads will be a transit-oriented, pedestrian-friendly area that celebrates and builds on the cultural diversity of the Crossroads community.



Takoma Langley Crossroads Today



Takoma Langley Crossroads Tomorrow

How to use the Design Guidelines

These guidelines have been developed through consultation with property owners, residents, the City of Takoma Park, interest groups and Executive agencies. They are to be approved by the Planning Board for use by planning staff in evaluating proposed building projects. They will be revised and updated as necessary.

With the exception of specific plan recommendations included in the Sector Plan, the guidelines are not regulations that mandate specific forms and locations for buildings and open space. They illustrate how plan recommendations and goals might be met and encourage applicants and public agencies to propose designs that create an attractive and successful public realm.

These guidelines are intended to allow for design solutions that respond to new technologies. They describe the elements that will make Takoma Langley Crossroads a place. To that end, the guidelines:

- Suggest techniques for creating development that is sustainable and transit accessible.
- Provide guidance for the design of streets and buildings in order to establish a healthy pedestrian realm.
- Suggest design parameters for public spaces that serve all communities.
- Provide examples of ways special features such as fountains, artwork and streetscaping can enrich the pedestrian realm.
- Suggest ways of being a good neighbor through good design.
- Provide recommendations for creating density at the center of the Crossroads while transitioning to existing single-family neighborhoods.
- Clarify expectations by providing certainty for design professionals and property owners, while guiding the public review process.

Guidelines

Gateways and View Termini

A gateway element creates a sense of entering a unique place. There are three levels of gateways in the Plan area:

A major sense of arrival is experienced at **Primary** gateways. These will exist at the proposed transit center, the crossroads itself and at the intersection of Carroll Avenue and University Boulevard.

A **Secondary** gateway provides a more intermediate sense of arrival. This happens at Sligo Creek and Holton Lane. Primary and secondary gateways can be marked by:

- An architecturally significant building
- A civic building or space
- Iconic art
- Activity

A **Pedestrian** gateway provides a sense of entry at points where pedestrian paths (sidewalks and proposed green streets) intersect with the higher densities of properties zoned CRT. Such gateways can be marked by:

- Place markers
- Architecturally interesting building corners or facades
- Artwork
- Landscaping



A **View Termini** marks the end of a vista. It is slightly different than a gateway in that it is experienced visually from a distance rather than at the point of entry. It provides a sense of orientation to the traveler and adds significance to the street view by providing a visual focal point. View Termini can be marked by:

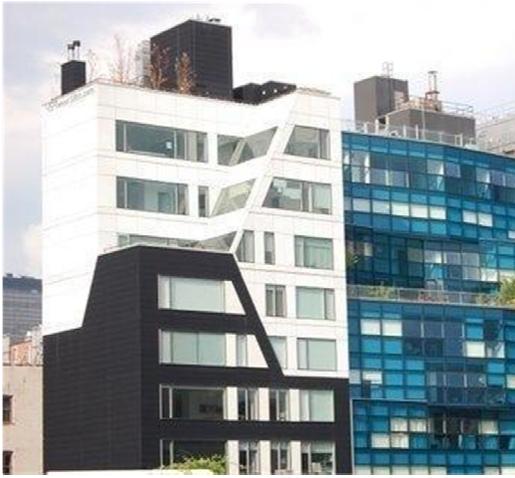
- An architecturally significant building or element
- A natural feature
- A civic building or civic space
- Iconic art



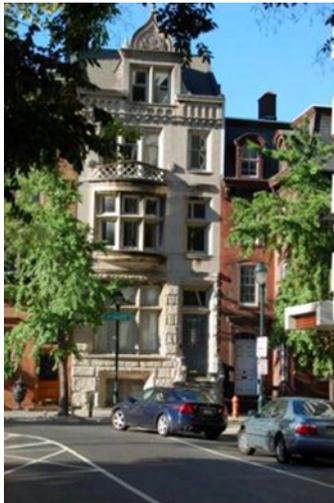
Treatments of Gateways and View Termini

The following are ways that primary, secondary and pedestrian gateways as well as view termini can be addressed:

An architecturally significant building



Examples of building that mark a gateway and create a sense of arrival



Located at the end of a street, these buildings terminate the view down a street provide a visual focal point and a sense of orientation

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A civic building or space

A civic building and/or civic space are excellent candidates for terminating a view or marking a gateway. Locating a civic building or space at the end of a view communicates its importance. Civic spaces work best when they incorporate a visual marker, such as iconic art, or are integrated with a civic building such as a square in front of a courthouse or library.



Green spaces or plazas when integrated with a public building and/or include iconic art, act as gateways



A public building can act as view terminus and a gateway

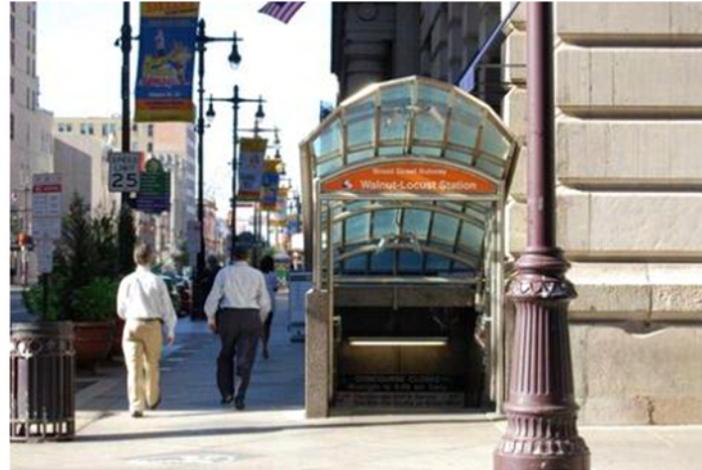
Iconic art

In the context of urban design, **iconic art** or sculpture is a unique or memorable work of art that becomes identified with a place, becoming a landmark. It has the following characteristics:

- Large scale - visible from a distance
- Produces a striking, visceral or emotional effect on the viewer
- Permanence - it is intended to be a long-term installation
- Uniqueness - It has a quality of individuality that relates to its place
- Sparks conversation and engagement in urban affairs

Iconic art can also act as a view termini in the same way that a building does.





Place markers

- Symbolic structure
- Fountains
- Artwork
- Arches or canopies
- Venues of outdoor performances





Architectural Feature



Two Sided Facade

Street Corners

Since they are located at the intersection of at least two streets, **street corners** are natural candidates for primary, secondary and pedestrian level gateways. Having two sides and being at a point where two or more travel ways intersect, they have high visibility and thus should receive more attention.



Signage on Corner



Corner Entrance



Primary and Secondary Facades



Corner Entrance and Signage



Unique Façade Treatment and Design

Streets and the Pedestrian Experience

Streets are the primary generators of the pedestrian experience. It starts at the macro level with a **pedestrian-friendly grid** of streets – a network of streets with short, walkable blocks. This serves as the basis for the **pedestrian realm** – the space on the street between the buildings and the automobile travel lanes. The pedestrian realm of the street is strengthened by a **defined the street edge** – The relationship of the buildings to the street. A well-defined street provides a more comfortable experience for the pedestrian.

Once the pedestrian realm has been established, the pedestrian experience is further enriched through signage, **green streets**, **private streets** and the **international corridor** on University Boulevard, where the community's history as a neighborhood for people from around the world is celebrated.



Pedestrian Friendly Grid

The Plan area contains one of the highest concentrations of transit-dependent residents in the region. Daily bus ridership at the intersection of University Boulevard and New Hampshire Avenue routinely exceeds the boardings at all but four Montgomery County Metrorail stations.

A network of streets created with short, walkable blocks provides several routes to and from a destination. People who live in neighborhoods with a pedestrian friendly grid walk more, drive less and have easier access to transit.

Short, walkable blocks

The Plan recommends short, 250-500 foot long blocks to establish a human scale environment that is easy and pleasant to negotiate on foot and that provides a travel alternative to the car (Plan, pages 25 and 28).



The pedestrian realm

There are two interfaces that define the pedestrian realm:

- the interface between the building and the pedestrian realm
- the interface between the auto realm and the pedestrian realm

On University Boulevard, the pedestrian realm includes the cycle track adjacent to the through travel lanes and the sidewalk and streetscaping within the Public Improvement Easement (PIE).

On New Hampshire Avenue the pedestrian realm of the streetscape includes the median and service drives on either side of the through travel lanes and the public improvement easements. The PIE is a 15-foot easement located outside of the public right-of-way where sidewalks, street trees, pedestrian scaled light poles and street furniture will be installed. Because the service drives accommodate slow moving traffic, on-street parking and on-street bike routes, it is a pedestrian friendly zone.

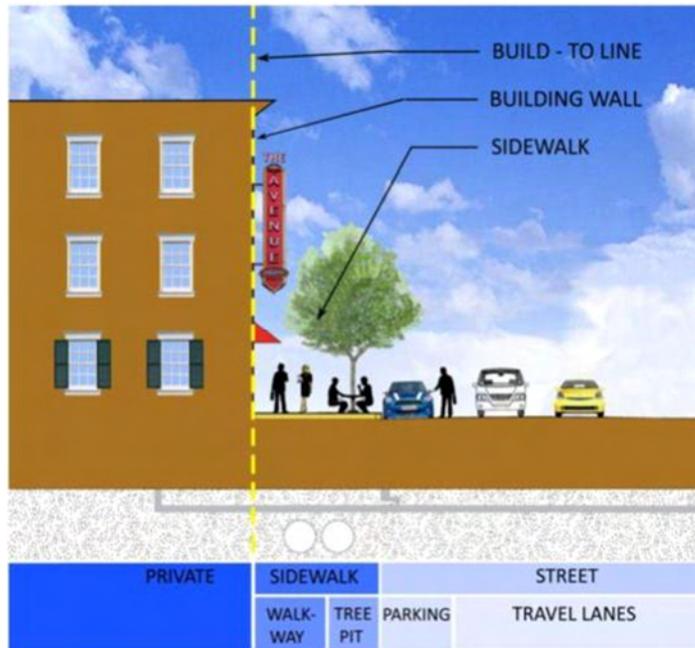


New Hampshire Avenue - the pedestrian realm includes the outside median, service drive and sidewalk

Defining the Street Edge

The public realm is defined by the orientation of buildings to the street edge (Plan, page 27). Consistent street walls on both sides of the street create a comfortable sense of enclosure for the pedestrian.

- Create defined corridors by placing buildings along an established line along both sides of the street. This is referred to as the *build-to line*.
- Where CR-Town zoned properties confront existing residentially zoned properties across the street, allow front yards/green space between the build-to line and the proposed building facade.



Build-to Lines

A building’s location may vary from the build-to line in order to create additional space for outdoor seating, market displays and active street walls. Larger openings with deeper setbacks should be allowed only in order to accommodate public open spaces that are clearly recognized as public, such as a plaza located in the front of a civic building, or a town square integrated within the street grid.



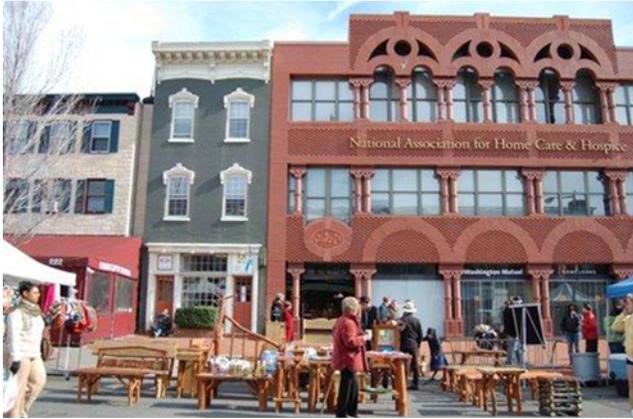
Align building face with build-to line to create a consistent street wall



Pull back building face to accommodate outdoor seating



Larger openings in street wall accommodate large public spaces



Building form

Building form will contribute to establishing the physical character of Takoma Langley Crossroads. Attention must be given to building heights and massing to form a public realm that is welcoming to the pedestrian. Materials and building design should also be used to help give an identity to the area.

- Vary building heights to achieve more visual interest and distinct building character
- Use distinctive building materials that help lend a unique character
- Create eyes on the street with windows and doors. Neighborhood safety relies on natural surveillance, which is the positive effect that happens when people are watching activity on the street
- Strive for the imaginative use of traditional or contemporary styles that evoke a look or feel.

CPTED: Crime Prevention through Environmental Design

Environmental design principles that seek to influence offender decisions by affecting the built and social environment. The principles include:

Natural Surveillance

- Windows that overlook sidewalks and parking lots
- Usable outdoor building features such as porches, balconies, terraces, trellises and arcades
- Facades with street level windows and entrances

Natural Access Control

- Clear entry points that differentiate between public and private property
- Lighting design
- Entrances illuminated with direct, shielded light

Territorial Reinforcement

- Use building elements to define public and private spaces
- Use walls, fences and hedges to denote a boundary between public and private spaces without blocking views

Maintenance

- Maintain properties and public space to express a sense of ownership
- Quick repair denotes an invested community



Balconies provide natural surveillance over streets and alleys



Clear point of entry that differentiates between public and private



Building elements define public and private spaces



Maintained properties express a sense of ownership



An active street wall

Parking

Parking shouldn't dominate the street, but should be located on-street, in structures internal to a block, or in structures lined with street activating uses.

- In case of mid-block parking structures, locate pedestrian access to parking structures at designated crossing points.
- Vehicles should access parking structures from alleys or side streets where possible
- Line parking garages with retail on the ground floor
- Allow on-street parking to help slow traffic and provide parking choices

Active street wall

Activate the street level along streets and public spaces by locating uses with higher pedestrian traffic such as:

- Sidewalk cafes
- Main entryways to buildings and residences
- Retail uses



On-street parking provides parking choice



Wrap parking with retail

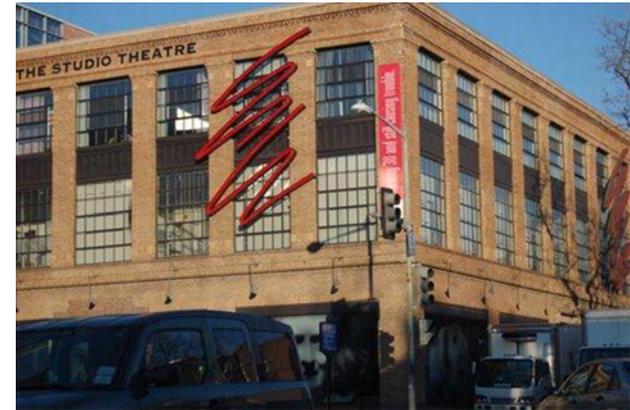
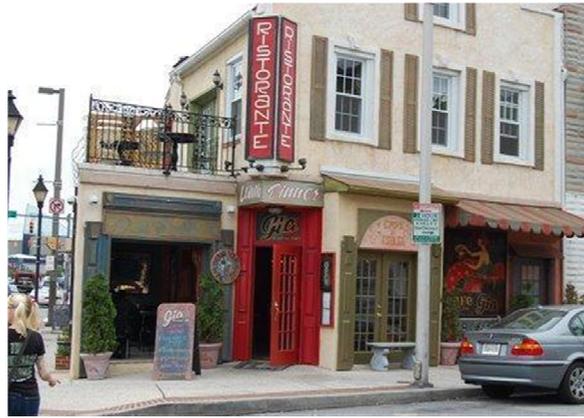


Appropriate pedestrian access to garages

Building Signage

Signage creates character and sets the tone of a commercial area. Signage that enhances a district is:

- Artistic, distinctive
- An integral element of the building facade, such as a sign band
- Complements the architecture - does not obstruct the architectural features.

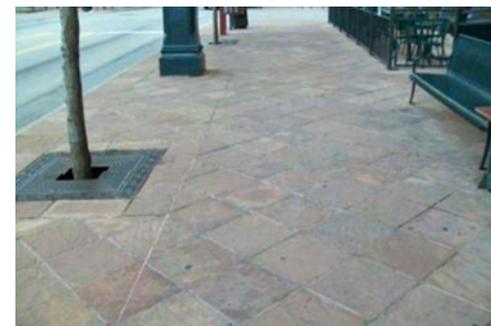


Private streets

Private streets (and sidewalks) look and feel similar to public streets, but they can be more flexible in dimension, design and programming. They can:

- Be closed to allow the temporary expansion of the pedestrian realm for special events to create space for pedestrian traffic, vendors and performers
- Be paved in special materials
- Have depressed curbs that allow the street and surrounding paving to act as a single space
- Have street furnishings distinct from surrounding public streets

They can also share with a public street features such as underground utilities and sustainable design elements (see green streets)



Green streets

A green street right-of-way, such as the one from the New Hampshire Gardens community to the Crossroads District and New Hampshire Avenue (Plan, page 25) gives priority to pedestrian and bicycle circulation providing attractive, environmentally-friendly connections. Green streets are efficient, safe and accessible for pedestrians and vehicles.

Elements include:

- Traffic calming features
- Shade trees
- Marked pedestrian crossings
- Shared facilities
- Attractive and sustainable design elements and use of quality materials
- Storm water management using best management practices
- Naturalist landscaping using native plants with low maintenance demands



Green street treatments on commercial streets



Green street treatments for residential streets

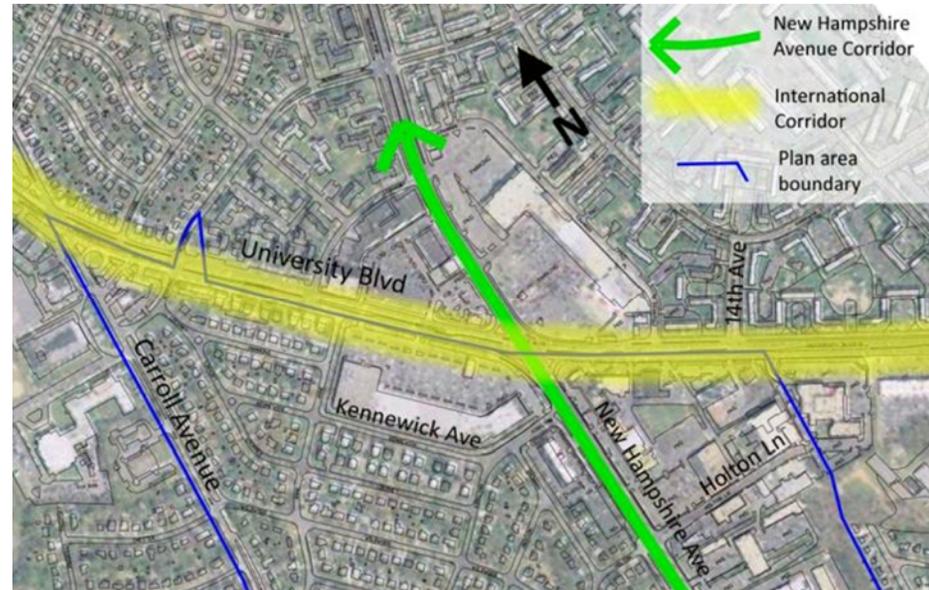
International Corridor

Creating a unifying design theme can provide for a well maintained, safe, attractive and festive environment with design elements that celebrate the community's history as a neighborhood for people from around the world.

There should be high quality design elements that preserve and enhance the corridor's ethnic and cultural diversity and capture the interest and imagination of people as they move through the corridor.

Design features could include:

- Signage
- Art
- Streetscaping



Open Space

Open spaces are a major part of the public realm in the Plan area. They will be both public and private, ranging in size from as small as a few thousand square feet to one acre.

Open space should be:

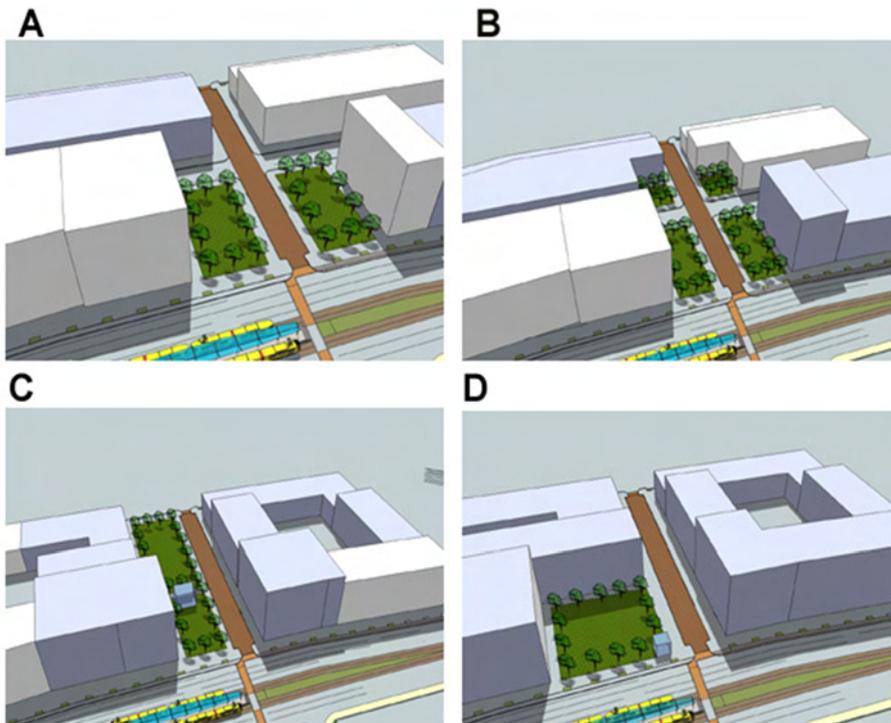
- Located in areas where two or more pedestrian paths converge.
- In the case of the civic green, located where the future Purple Line, two or three pedestrian routes (sidewalks), mid-block connections and automobile routes all converge.
- Enlivened with public amenities
- Activated by proximity to retail and residential use and public art/performance areas
- Planned with CPTED principals to ensure a space that will feel safe for all users.



Civic green

The civic green will function as a major outdoor public gathering space (Plan pages 26 and 52) and should include the following attributes:

- Programmable
- Approximately 1/2 to 1 acre
- Significant lawn area (the proportion to be established at time of development)
- Art



There are several ways to configure the civic green

Neighborhood common

The neighborhood common will act as an outdoor living room (Plan pages 26 and 53) and will:

- Provide opportunities for passive recreation and public interaction such as gardens, fitness nodes, kiosks and food vendors
- Be 1/2 to 1 acre
- Be primarily green with shade trees, lawn areas and extensive planting
- Open onto a public right-of-way
- be easily visible and accessible to adjacent buildings
- Include artistic and functional seating areas, public art, and other amenities.



Small urban spaces

A series of small urban spaces will act as intimate gathering spaces within major mixed-use developments (Plan, page 26). They will:

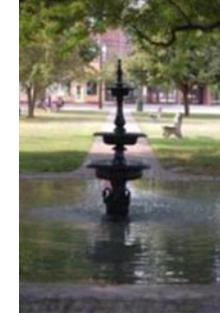
- Be intentional
- Be activated
- Include street furniture/seating
- Combine landscape and hardscape
- Include culturally significant artwork/programming
- Open onto a street



Special Features

Special features are those unique elements that add character and identity to a place. They include fountains, small scale artwork, thematic paving, signage and furnishings.

Fountains





Artwork

Publicly displayed art can celebrate the identity of an area by emphasizing the culture and history of its residents. often becomes a focus of civic pride as well as a landmark that gives identity to a place (see iconic art, pg. 9).

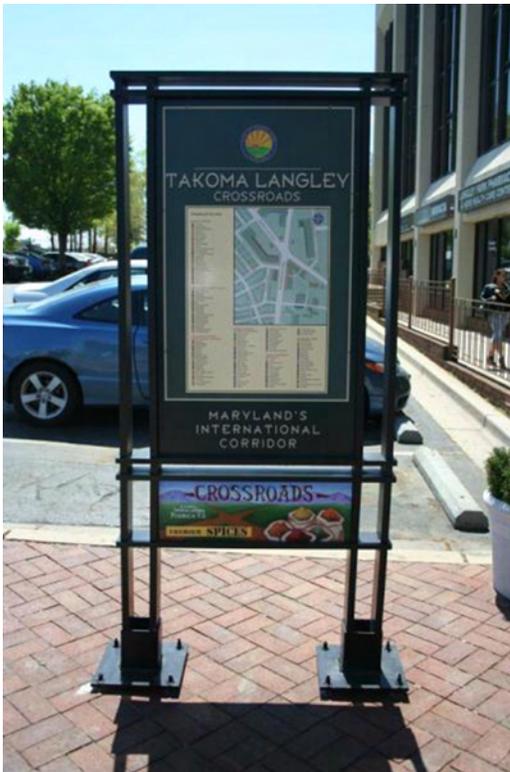


There are three types of art that work in an urban context. Iconic art, described under Gateways and Termini, becomes a symbol for place. The other work at a smaller street level or pedestrian scale and include embedded art, incorporated into the existing structure of buildings and streetscape, and transitory art, often expressed in varied media, performance or is seasonally inspired, being displayed for a limited time.

Thematic Streetscaping

Thematic streetscaping helps to set off and create a unique identity for a particular street or place. The following are some of the ways that it can be accomplished:

- Specialty paving
- Street furnishings
- Decorative paving inlays
- Directional signage



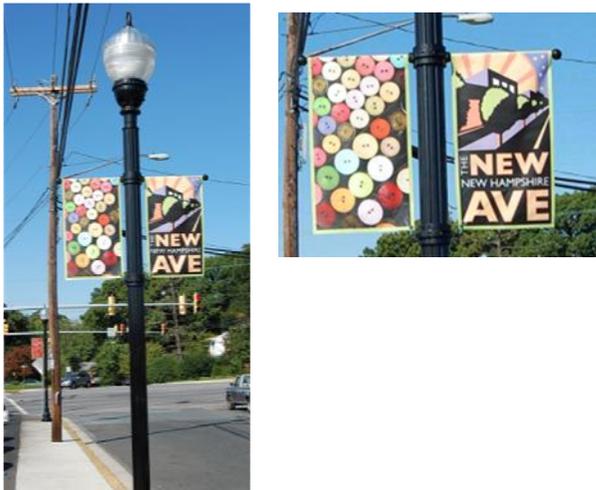
City of Takoma Park Way-finding and Signage

The City of Takoma Park has an established way-finding system that includes Primary Gateway, Park, secondary Gateway, Banners, Tertiary Gateway and Historic signage. Each sign should be used in the Plan area as appropriate.

More details can be found at:

<http://www.takomaparkmd.gov/hcd/development/wayfinding/index.html>

Banners require regular maintenance and programming.



Street Furnishings

Street furnishings play an important part in giving character and identity to a place. The City of Takoma Park has selected specific street furnishings (benches, lamp posts, trash and recycling containers) for their residential and commercial areas that help lend an identity that is unique to Takoma Park. Innovative paving and planters also play the same role.

- Outdoor furniture that combines art and function
- Lamppost banners
- Innovative paving
- Trash and recycling containers
- Planters and hanging baskets (appropriate where maintained by a private entity)

The City of Takoma Park has specific styles of furniture for their residential and commercial areas.



Specialty Paving



Planters



Takoma Park Residential and Park Furnishings-(*Beverly Shores* model)



Takoma Park Commercial Street Furnishings (*Dewart* model)

Good Neighbor Practices

Being a good neighbor to new and existing businesses, residents and property owners in the Sector Plan area requires *good design*. While the CR-Town zone and the Sector Plan provide extensive guidance for proper disposition and transitioning of proposed uses, this section provides additional examples of how this might be accomplished.

KEY

- | | |
|---|---|
| 1 - HVAC units located on roof | 4 - Sidewalks wide enough to accommodate three pedestrians walking side by side |
| 2 - Screen Dumpsters | |
| 3 - Access to parking and loading areas located off of alleys | 5 - Place drive-thru's behind buildings |



Good Neighbor Practices - continued

KEY

6 - Screening between parking and sidewalks

7 - Consolidate garbage and recycling

8 - Private courts and entryways should be visible from public spaces

9 - Access to parking/loading off of areas shared by adjacent properties



Use appropriately scaled screening between sidewalks and parking lots that conceal vehicles while allowing views into and out of the parking lot. The height of the screen should be low enough to allow unobstructed views over the screen from the public area and into the parking lot.



When selecting the type of screening to be installed between sidewalk and parking lots, use appropriate materials.



A few examples of inappropriate screening materials:



Barbed wire



Chain link fencing and Jersey Barriers



Chain link fencing with slats



2 Where possible locate HVAC units on the building roof and appropriately screen them.



3 Screen dumpsters and recycling facilities with appropriate materials.



4 Consolidate garbage dumpsters and recycling.



5 Private courts and entryways should be visible from public sidewalks without obstructing views with tall walls, hedges or fences.



Place drive-thru behind building and screen from street(s) with appropriately sized walls, fences or hedges.

Site access to parking and loading areas off of alleys, not the main street, where feasible.



Share access to parking and loading areas between adjacent properties.



This alley provides access to loading and parking areas of adjacent parcels



Design on-site walkways to be wide enough to allow three people to walk abreast, or to allow one wheel chair and one person to comfortably pass.



The Core

The plan's Core area (the crossroads, Transit Center and Civic Green) is a regional destination due to its concentration of internationally diverse shops, restaurants, institutions and other multicultural services (Plan page 50). It has the largest number of storefronts and the area's highest traffic volume.

It is at the Core where the gateway, view termini, pedestrian experience, open spaces and amenities should be experienced at their greatest intensity.

The guidelines support these goals by recommending the following:

The Core Area:

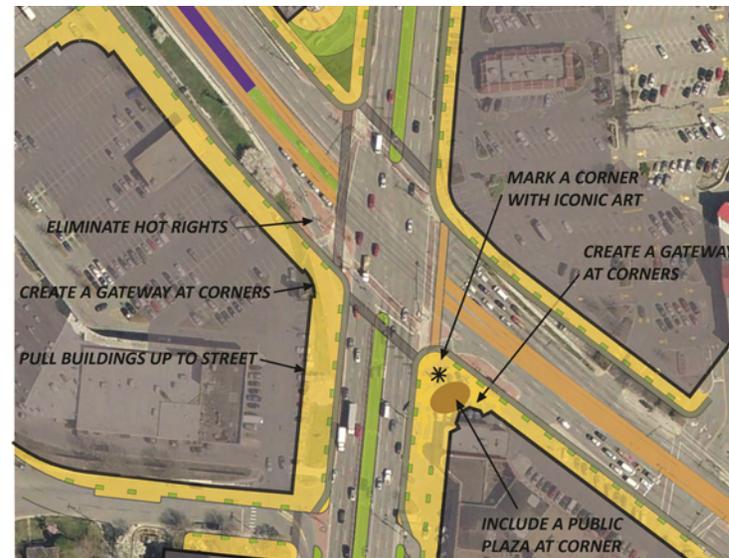
- Activate the street with wide sidewalks
- Add on-street retail where appropriate
- Use specialty paving
- Include amenities or special features such as fountains, special paving, artwork or street furnishings
- Create public use spaces that are visible, defined, usable, inviting, interconnected and activated
- Connect public use spaces with pedestrian paths

The Crossroads (University and New Hampshire Avenue)

- Eliminate "hot rights" at the intersection
- Pull building edges up to the street (the build-to line)
- Include gateway features using strategies such as:
 - Marking one of more corners with iconic art
 - Including a public plaza on a corner



The Takoma/Langley Crossroads Core



The Crossroads

Concentrate Development at Core

The Sector Plan recommends concentrating new development with the greatest densities and the tallest buildings at the Core, where the Purple Line station is located. From here development should step down in height as it moves away from the Core and closer to existing residentially zoned properties.



Edges

In the Crossroads District, the Plan recommends the CR-Town zone with maximum densities and building heights up to 100-feet (Plan, pages 25, 51, 60). On properties adjacent to an existing single-family neighborhood these heights and densities should transition to a single-family scale.

Transitions should be ensured through:

- Siting lower density development adjacent to residential neighborhoods and single family homes to buffer from higher density development concentrated at transit station
- Stepping down building heights
- Sidewalks with a landscape strip between the sidewalk and the curb rather than tree boxes





Step down building heights

Building heights in CR-Town zones adjacent to residential communities are to be limited to 40-45 feet so as not to overwhelm their neighbors.

- Limit height of buildings on Kennewick Avenue to 40 feet for the first 25 feet of a building's depth
- Limit height on Anne Street to 40 feet for the first 25 feet of a building's depth
- Limit building heights on Hammond Street to 40 feet for the first 25 feet of a building's depth.

Appropriately Scaled Streetscape at boundaries

On commercial development abutting the New Hampshire Gardens neighborhood provide streetscapes that tie the new development with existing residential neighbors; including:

- appropriately scaled pedestrian realm (sidewalk, tree panel and bike paths where appropriate)
- architectural style that improves upon the neighborhood
- appropriate landscaping to soften transitions
- on-street parking.



Anne Street - Before



Anne Street - After



Hammond Street - Before



Hammond Street - After



Kennewick Avenue - Before



Kennewick Avenue - After

Resources

Crime Prevention Through Environmental Design (CPTED)

<http://www.cpted.net/>

Americans with Disabilities Act (ADA) Standards for Accessible Design

http://www.ada.gov/2010ADASTandards_index.htm

Montgomery County

Montgomery County Zoning Ordinance, Chapter 59

http://www.amlegal.com/montgomery_county_md/

Montgomery County Code

http://www.amlegal.com/montgomery_county_md/

Chapter 19 Erosion and Sediment Control

Chapter 22A Forest Conservation-Trees

Chapter 47 Vendors

Chapter 50 Subdivision

DPS Outdoor Café Seating Guide

<http://permittingservices.montgomerycountymd.gov/permitting/pdf/OutdoorCafeSeating.pdf>

DPS Sidewalk Vendor Operation and License

http://www.montgomerycountymd.gov/content/council/pdf/SCANNED_DOCS/20070227_1661.pdf

DPS Building Construction – Building Codes & Standards

<http://permittingservices.montgomerycountymd.gov/dpstmpl.asp?url=/permitting/bc/nfbldc.ap>

DOT Pedestrian Safety

<http://www.montgomerycountymd.gov/dottmpl.asp?url=/Content/dot/dir/pedsafety/index.asp>

Maryland-National Capital Park and Planning Commission

Takoma/Langley Crossroads Sector Plan - Draft Design Guidelines - January 2012

M-NCPPC Takoma/Langley Sector Plan

http://www.montgomeryplanning.org/community/takoma_langley_crossroads/documents/TakomaLangleyCrossroadsplanningboarddraft_web.pdf

M-NCPPC County Bikeways Functional Master Plan

http://www.montgomeryplanning.org/transportation/bikeways/A_A/contents.shtm

M-NCPPC Development Manual

http://www.montgomeryplanning.org/development/development_manual/index.shtm

M-NCPPC Commercial Residential Zone Overview

http://www.montgomeryplanning.org/development/com_res_zones.shtm

Prince George's County

Prince George's TLC Sector Plan

Pedestrian Access and Mobility Study

<http://www.pgplanning.org/Assets/Planning/Programs+and+Projects/Community+Plans/Takoma+Langley+Crossroads+Sector+Plan/TLC+PedStudy.pdf>

International Corridor Legacy Study

<http://www.pgplanning.org/Assets/Planning/Programs+and+Projects/Community+Plans/Takoma+Langley+Crossroads+Sector+Plan/ICC2003.pdf>

International Corridor Issue Identification Study

http://www.pgplanning.org/Assets/Planning/Programs+and+Projects/Community+Plans/Takoma+Langley+Crossroads+Sector+Plan/international_corridor.pdf

International Corridor Market Study

<http://www.pgplanning.org/Assets/Planning/Programs+and+Projects/Takoma+Langley+Crossroads+Sectional+Map+Amendment/ICC+Market+Study.pdf>

City of Takoma Park

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Forms, Permits and Fees

www.thenewave.com/business

Takoma Park Memorandum of Understanding

New Hampshire Avenue Concept Plan

<http://www.thenewave.com/files/docs/new-hampshire-avenue-concept-plan-web.pdf>

Holton Lane Improvement Vision

<http://www.thenewave.com/files/docs/8-18-09-holton-lane-vision.pdf>

Takoma Park City Code