



Resolution of Adoption for the Approved Takoma/Langley Crossroads Sector Plan Name

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Completed: May 15, 2012

Description

Attached for your review and approval is the Montgomery County Planning Board Resolution Number 12-60 to adopt the Takoma/Langley Crossroads Sector Plan. The Montgomery County Council, sitting as the District Council for Montgomery County, approved the Takoma/Langley Crossroads Sector Plan by Resolution Number 17-402 on April 24, 2012.

Summary

Staff recommends **Approval of the Resolution of Adoption**

Attachments:

1. Montgomery County Planning Board Resolution Number 12-60
2. Montgomery County Council Resolution Number 17-402

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

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

By: District Council

SUBJECT: Approval of Planning Board Draft Takoma/Langley Crossroads Sector Plan

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

Action

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

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

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

Page 7: Insert an eighth bullet as follows:

- Provide safe and improved connectivity for pedestrians and cyclists.

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

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

Page 8: Amend text in sidebar as follows:

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

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

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

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

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

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

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

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

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

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

Table 1: Sector Plan Area Development

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

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

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

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

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

Page 16: Amend the third bullet as follows:

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

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

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

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

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

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

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

Page 17: Amend the third bullet as follows:

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

Page 17: Delete the sixth bullet as follows:

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

Page 17: Revise the first header as follows:

Public Safety

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Page 19: Revise the first photo description as follows:

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

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

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

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

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

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

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

Page 22: Revise the last paragraph as follows:

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

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

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

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

The CRT Zones have four components:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Page 23: Insert bullet as follows:

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

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

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

Page 25: Add Header to page as follows:

Pedestrian-Friendly Design

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

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

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

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

Page 25: Amend the third bullet as follows:

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

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

Transitions

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

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

Page 25: Amend the fifth bullet as follows:

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

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

Page 25: Add sixth through eighth bullets as follows:

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

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

Page 26: Amend the first bullet as follows:

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

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

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

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

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

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

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

Page 27: Add a fifth bullet as follows:

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

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

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

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

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

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

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

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

Page 30: Revise the first bullet as follows:

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

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

Page 34: Revise Table 3 as follows:

- Revise the table so that the Target Speed for each road is 25 mph.
- Delete from the table Anne Street, Hammond Avenue, and Kennewick Avenue.
- Delete from the table the segment of Holton Lane from Hammond Avenue to New Hampshire Avenue.

- Add footnote #4 to Merriman Drive
- Correct the second Master Plan Bike # for New Hampshire Avenue to BL-11
- Add footnote #4 to New Road

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Page 42: Amend the third paragraph as follows:

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

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

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

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

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

Page 44: Amend the sixth bullet as follows:

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

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

- Portion of Sligo Creek Stream Valley Unit 1A

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

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

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

Page 47: Amend the first bullet as follows:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- Provide additional MPDUs [and workforce housing] where appropriate

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

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

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

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

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

- [Include workforce housing in any proposed development]

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

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

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

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

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

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

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

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

Page 56: Amend the Table as follows:

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

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

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

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

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

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

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

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

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

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

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

Page 57: Amend Existing Zoning in Table as follows:

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

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

- [Retain existing high density development.]

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

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

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

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

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

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

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

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

Page 59: Amend the third bullet as follows:

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

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

Public Benefits and Amenities

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

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

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

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

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

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

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

Commercial/Residential Town Zone (CRT Zones)

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

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

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

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

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

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

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

Page 62: Amend first and second bullets as follows:

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

Page 62: Delete the section titled “Development Staging” as follows:

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

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

Page 63: Revise the second bullet as follows:

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

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

- Approve and [adoption] adopt the Sector Plan

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

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

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

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

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

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

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

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

Page 65: Amend Table 5 as follows:

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

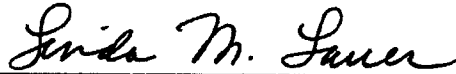
- Delete the column titled "Cost Est."

Page 67: Update acknowledgements as appropriate.

General

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

This is a correct copy of Council action.



Linda M. Lauer, Clerk of the Council