**TLC Design Guidelines Table of Contents**

**Context**

<table>
<thead>
<tr>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
</tr>
</tbody>
</table>

**Vision**

<table>
<thead>
<tr>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
</tr>
</tbody>
</table>

**Gateways and Termini**

<table>
<thead>
<tr>
<th>Topic</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary gateways</td>
<td>5</td>
</tr>
<tr>
<td>Secondary gateways</td>
<td>5</td>
</tr>
<tr>
<td>Tertiary gateways (Pedestrian access)</td>
<td>5</td>
</tr>
<tr>
<td>View Termini</td>
<td>6</td>
</tr>
<tr>
<td>Treatments of Gateways and View Termini</td>
<td>7</td>
</tr>
<tr>
<td>Architecturally significant buildings</td>
<td>7</td>
</tr>
<tr>
<td>A civic building or space</td>
<td>8</td>
</tr>
<tr>
<td>Iconic Art</td>
<td>9</td>
</tr>
<tr>
<td>Place markers</td>
<td>10</td>
</tr>
<tr>
<td>Street Corners</td>
<td>11</td>
</tr>
</tbody>
</table>

**Streets and the Pedestrian Experience**

<table>
<thead>
<tr>
<th>Topic</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian Friendly Grid</td>
<td>12</td>
</tr>
<tr>
<td>The Pedestrian Realm</td>
<td>13</td>
</tr>
<tr>
<td>Defining the Street Edge</td>
<td>14</td>
</tr>
<tr>
<td>Build-to Lines</td>
<td>15</td>
</tr>
<tr>
<td>Building Form</td>
<td>16</td>
</tr>
<tr>
<td>CPTED</td>
<td>17</td>
</tr>
<tr>
<td>Active street walls</td>
<td>18</td>
</tr>
<tr>
<td>Parking</td>
<td>19</td>
</tr>
<tr>
<td>Building Signage</td>
<td>20</td>
</tr>
<tr>
<td>Private Streets</td>
<td>21</td>
</tr>
<tr>
<td>Green Streets</td>
<td>22</td>
</tr>
<tr>
<td>International Corridor</td>
<td>23</td>
</tr>
</tbody>
</table>
Open Spaces
- Civic Green
- Neighborhood Commons
- Small Urban Spaces

Special Features
- Fountains
- Artwork
- Thematic streetscaping
- City of Takoma Park Way-finding
- Street Furnishings

Good Neighbor Practices
- Screening
- Consolidate waste and recycling
- Views into private courts and entryways
- Drive-throughs
- Alleys, Curb Cuts and Loading
- Walkway width

The Core
- The Crossroads
- Concentrate development at Core

Edges
- Step Down Building Heights
- Appropriately scaled streetscapes at boundaries

Resources

Takoma/Langley Crossroads Sector Plan - Design Guidelines - December 2011
Context

The Takoma-Langley Crossroads (TLC) area is a densely populated, urbanizing suburban community of starter 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 TLC 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.
**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, residents and property owners.
- 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.

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 Today

Takoma/Langley Tomorrow
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

A Pedestrian gateway provides a sense of entry at points where pedestrian paths (sidewalks and proposed green streets) intersect with the higher densities of CRT zones properties. Such tertiary 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*

Gateways - the buildings above are examples of building that mark a gateway

View Termini - the buildings above, located at the end of a street, terminate the view down a street

Takoma/Langley Crossroads Sector Plan - Design Guidelines - December 2011
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

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

- Symbolic structure
- Piers or columns
- Fountains
- Artwork
- Arches or canopies
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.
**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 that form short, walk-able blocks. This forms 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 **Defining 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 and shorter traffic backups. 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 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 (PIEs). The PIE is a 15-foot easement 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

Takoma/Langley Crossroads Sector Plan - Design Guidelines - December 2011
**Defining the Street Edge**

The public realm is defined by the orientation of buildings to the street (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 CRT 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. However, to maintain a sense of enclosure, 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 that acts to set off a civic building.
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 Crossroads 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 principle 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 without blocking views

Maintenance
- Maintain properties to express a sense of ownership
- Quick repair denotes an invested community
**Active street wall**

activate the street level along streets and public use spaces within mixed-use developments by locating uses, including the following:

- sidewalk cafes
- main entryways to buildings and residences
- retail uses

**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, located pedestrian access from parking structures at designated crossing points.
- Vehicles should access parking structures from alleys or side streets where possible.
- Line parking garages with retail.
- Allow on-street parking to help slow traffic and provide parking choices.
Building Signage

- 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
- Have underground utilities
- Use 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 circulation and open space and provides 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
- storm water management using best management practices
- naturalist landscaping

![Green street treatments on commercial streets](image1)

![Green street treatments for residential streets](image2)
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 up to 1 acre.

- 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 uses
- Employing CPTED principals to ensure a space that will feel safe for all users.
**Civic green**

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

- programmable
- approximately 1/2 to 1 acre
- includes significant lawn area (the proportion to be established at time of development)
- includes art

There are several ways to configure the civic green
**Neighborhood common**

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

- provide opportunities for passive recreation and public interaction (gardens, fitness nodes and kiosks)
- 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 these will act as intimate gathering spaces within major mixed-use developments (Plan, page 26) and:

- be intentional
- be activated
- include street furniture/seating
- combine landscape and hardscape
- include culturally significant artwork
- 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.
Publicly displayed art can celebrate local culture or history by emphasizing the culture and history that otherwise remains hidden. It 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 artwork that work in an urban context. Iconic art, described under Gateways and Termini becomes a symbol for place. The other two types work at a smaller street level or pedestrian scale:

- Embedded art is incorporated into the existing structure of buildings and streetscape.
- Transitory art, often in varied media or seasonally inspired, is displayed for a limited time.
**Thematic Streetscaping**

- 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:


Banners require programming, regular maintenance and programming.
Street Furnishings

- 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.
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 CRT zone and the Sector Plan provide extensive guidance for proper disposition and transitioning of proposed uses, this section provided some additional examples of how this might be accomplished.

KEY

1 - Screening between parking and sidewalks
2 - Locate HVAC units of roof
3 - Screen Dumpsters
4 - Consolidate garbage and recycling
5 - Private Courts and entryways should be visible
6 - Place Drive-throughs behind buildings
7 - Access to parking and loading off of alleys
8 - Share access to parking/loading off of adjacent properties
9 - Sidewalks to accommodate 3 abreast
Use appropriately scaled screening between sidewalk and parking lots that screen 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 and into the parking lot.

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

Screen dumpsters and recycling facilities with appropriate materials.

Consolidate garbage dumpsters and recycling.

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 appropriate sized walls, fences or hedges.
Alleys, curb cuts and loading

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

Share access to parking and loading between adjacent properties.

this alley serves loading and parking for adjacent parcels
Design on-site walkways to be wide enough to allow 3 people to walk abreast, or to allow 1 wheelchair and 1 person to 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 goal by recommending the following:

The Core as a whole-

- 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)
- Create a Gateway
- Mark one of more corners with iconic art
- Include a public plaza on a corner
Concentrate Development at Core

The Sector Plan recommends concentrating new development with the greatest densities and the tallest buildings at the core/purple lines station. From here development should step down as it moves away from the Core toward existing residentially zoned properties.
Edges

In the Crossroads District, the Plan recommends the CRT 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:

- clustering higher density development around transit stations
- 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 CT 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
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 Erosions, Sediment Control and Stormwater Management
Chapter 22A Forest Conservation-Trees
Chapter 47 Vendors
Chapter 49 Streets and Roads
Chapter 50 Subdivision

DPS Outdoor Café Seating Guide

DPS Sidewalk Vendor Operation and License
http://www.montgomerycountymd.gov/content/council/pdf/SCANNED_DOCS/20070227_1661.pdf

DPS Building Construction – Building Codes & Standards

DOT Pedestrian Safety
Maryland-National Capital Park and Planning Commission

M-NCPPC Takoma/Langley Sector Plan

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

International Corridor Legacy Study

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+S tudy.pdf

Takoma/Langley Crossroads Sector Plan - Design Guidelines - December 2011
City of Takoma Park

Forms, Permits and Fees

Takoma Park Memorandum of Understanding

New Hampshire Avenue Concept Plan

Holton Lane Improvement Vision