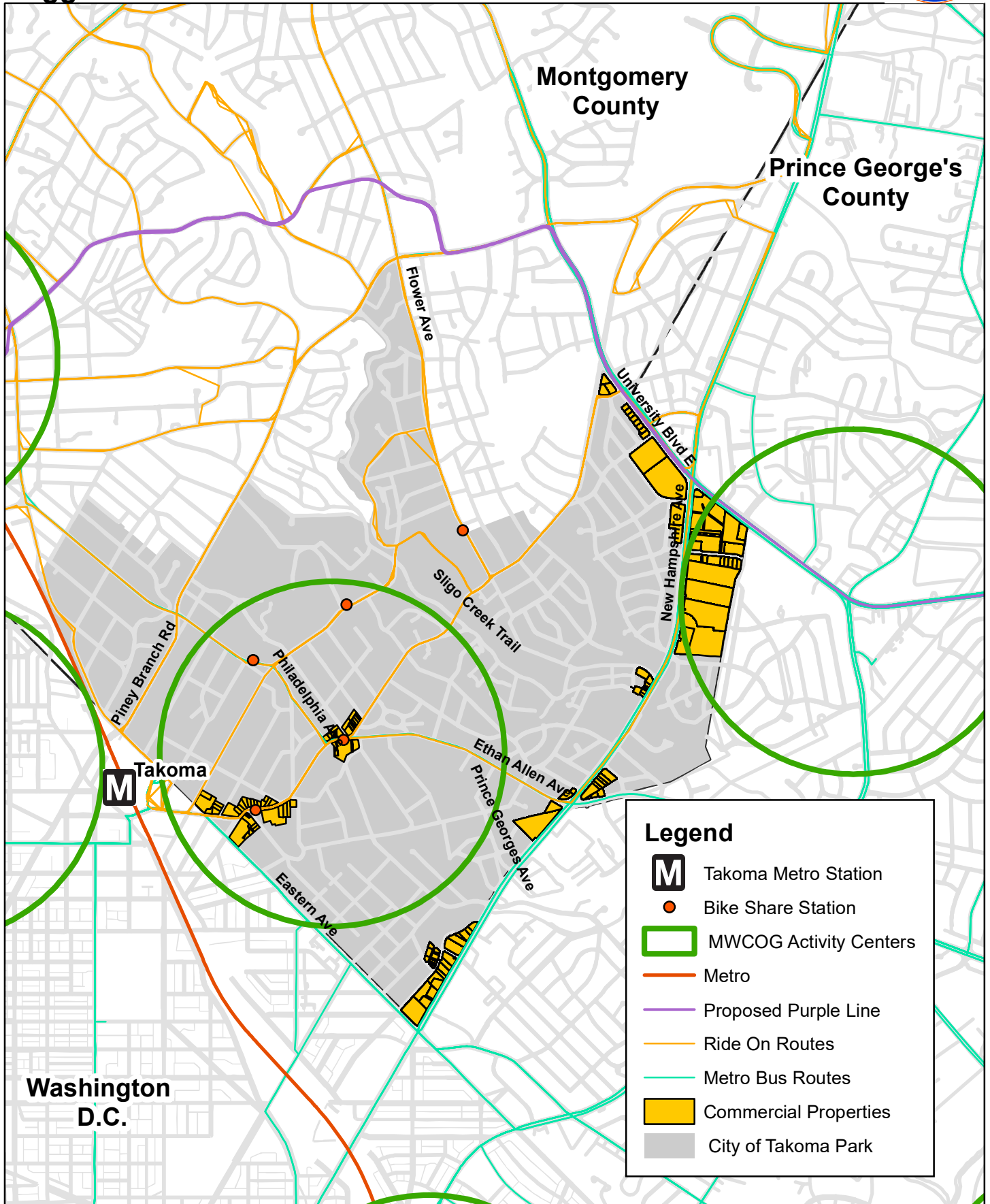
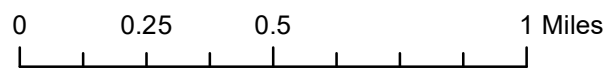


City of Takoma Park Suggested Parcels for GSA Leases



Legend

- Takoma Metro Station
- Bike Share Station
- MWCOG Activity Centers
- Metro
- Proposed Purple Line
- Ride On Routes
- Metro Bus Routes
- Commercial Properties
- City of Takoma Park



Central Business Area Definition – For Federal Facility Location GSA Four Factor Documentation

Jurisdiction: Takoma Park, Maryland

Date: 11/9/2016

Reference: Langley Park Activity Center (32)

1. LOCAL AND REGIONAL PLANNING AND ECONOMIC DEVELOPMENT GOALS.

- a. Langley Park is one of the MWCOG Activity Centers designed to serve as high density mixed use locations supported by multiple transportation options and a transit oriented development pattern.
- b. Langley Park is one of the economic revitalization areas identified by the City of Takoma Park and Montgomery and Prince George’s Counties. The 2012 Takoma/Langley Crossroads Sector Plan for Montgomery County and the 2009 Takoma/Langley Crossroads Sector Plan for Prince George’s County identify the opportunities for redevelopment in the area.
- c. Montgomery County revised the zoning code and Prince George’s County is in the process of revising the zoning code to allow for mixed-use commercial and residential building.
- d. The area is part of the Sustainable Communities designation in Montgomery County and Prince George’s County.

2. SUSTAINABILITY AND TRANSPORTATION INFRASTRUCTURE AND PLANS.

a. **Sustainability:**

As a designated Sustainable Community by the Maryland Smart Growth Subcabinet, the City of Takoma Park commits to Smart Growth in policies, plans, and advocacy. The City Council's 2004 - 2005 report on Economic Development Goals stated its commitment to "maintain the economic vitality of Takoma Park's commercial districts, encourage smart growth development, support transportation enhancements, and increase the local property tax base, while maintaining the character of the community." In 2014, Takoma Park adopted the Sustainable Energy Action Plan which prioritizes working with residences, businesses and large institutions to reduce energy consumption. Takoma Park has a strong commitment to sustainability in many forms in City policy.

b. **Transportation:**

i. <u>Transportation Options:</u>	Existing		Planned & Funded	
High Occupancy Lanes	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Express Toll Lanes	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Commuter Bus Service	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Regional Bus Service	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Local Bus Service	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Light Rail Station(s)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Metro Rail Station(s)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Bicycling Facilities	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

<u>Service Levels:</u>	<u>Frequency</u>
Metro bus Routes:	K6-approx. 20 min headway K9-approx. 15 minute headway C4/C2-approx.. 10 minute headway, J4-approx. 20 minute headway
Ride On Routes:	Rt. 15 -- approx. 15 minute headway, Rt. 16 -- 20 minute headway, Rt. 17 -- 25 minute headway, Rt. 18 -- 30 minute headway, Rt. 25 -- 20 minute headway
University of Maryland Shuttle Bus:	Rt. 111 -- 25-30 min headway

ii. <u>Business and Services:</u>	<u>Existing</u>		<u>Planned</u>	
Retail	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Commercial	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Housing	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No

3. NEW AND EXISTING INFRASTRUCTURE AND RESOURCES.

The Crossroads is the site of a new bus transit station and future stop on the proposed Purple Line light rail. On New Hampshire Avenue, the City is improving multi-modal facilities at the intersection of MD 410 and MD 650. In addition, the City, with a MWCOG-TLC grant, is developing designs for bike lanes in the service lane.

Takoma Langley Crossroads area:

- Takoma/Langley Crossroads Transit Center (expected opening November 2016)
- Ethan Allen Gateway Streetscape project (TARP funding for anticipated construction in 2017)
- Purple Line: a station will be located on University Boulevard near New Hampshire Avenue.

4. PROTECTION OF THE NATURAL ENVIRONMENT.

Langley Park is an already built environment, with sufficient public infrastructure in place for power, water, sewer, and telecommunications. Development in the Takoma/Langley Crossroads will be redevelopment of existing properties or asphalt parking lots. No greenfields would be impacted by GSA action.

Central Business Area Definition – For Federal Facility Location GSA Four Factor Documentation

Jurisdiction: Takoma Park, Maryland

Date: 11/10/2016

Reference: Takoma Park Activity Center 31

1. LOCAL AND REGIONAL PLANNING AND ECONOMIC DEVELOPMENT GOALS.

- a. Takoma Park is one of the MWCOG Activity Centers designed to serve as high density mixed use locations supported by multiple transportation options and a transit oriented development pattern.
- b. Takoma Park is one of the economic revitalization areas identified by City and County zoning and planning documents. The economic development goal for this Central Business Area is commercial revitalization as detailed in the Takoma Park Master Plan, 2000.
- c. Montgomery County revised the Zoning Code in 2014, encouraging development near transit with commercial/residential zoning. The Takoma Park/East Silver Spring Commercial Revitalization Overlay Zone in the 2014 Zoning Ordinance, articulates the purpose of the TPESS Overlay Zone:
 1. Foster economic vitality and attractive community character in areas needing revitalization.
 2. Promote an enhanced pedestrian environment and an improved circulation system to pedestrians and bicycles as well as motor vehicles.
 3. Substantially conform with the master plan vision for specific existing commercial areas.
 4. Provide for the combination of residential with commercial uses.
- d. Takoma Park City Council has developed Council priorities, which include “Advanced Economic Development Efforts to attract new businesses and prepare for economic development in the City and region.” (2016 Takoma Park Council Priorities)
- e. Main Street Takoma, a Maryland-designated Main Street Community, was established in 2004 to revitalize the commercial district by building on historic assets. The City partners with Main Street Takoma to expand and enhance the economic development efforts of the City.

2. SUSTAINABILITY AND TRANSPORTATION INFRASTRUCTURE AND PLANS.

a. **Sustainability:**

As a Sustainable Community, designated by the Maryland Smart Growth Subcabinet, the City of Takoma Park commits to Smart Growth in policies, plans, and advocacy. The City Council's 2004 - 2005 report on Economic Development Goals stated its commitment to "maintain the economic vitality of Takoma Park's commercial districts, encourage smart growth development, support transportation enhancements, and increase the local property tax base, while maintaining the character of the community." In 2014, Takoma Park adopted the Sustainable Energy Action Plan which prioritizes working with residences, businesses and large institutions to reduce energy consumption. Takoma Park has a strong commitment to sustainability in many forms in City policy.

b. Transportation:

i.	<u>Transportation Options:</u>	<u>Existing</u>		<u>Planned & Funded</u>	
	High Occupancy Lanes	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No
	Express Toll Lanes	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No
	Commuter Bus Service	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No
	Regional Bus Service	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No
	Local Bus Service	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No
	Light Rail Station(s)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No
	Metro Rail Station(s)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No
	Bicycling Facilities	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
	Parking Facilities	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No

ii.	<u>Service Levels:</u>	<u>Daily Service Hours</u>
	Takoma Metro Station	Red Line: 3-6 minute headway during peak hours
	Metro bus Route:	F4 -- approx. 20 minute headway
	Ride On Routes:	Rt. 3 -- 45 minute headway, Rt. 12 -- 20 minute headway, Rt. 13 -- 16 minute headway, Rt. 14 -- 30 minute headway, Rt. 16 -- 20 minute headway, Rt. 17 -- 25 minute headway, Rt. 18 -- 30 minute headway, Rt. 25 -- 20 minute headway

iii.	<u>Business and Services:</u>	<u>Existing</u>		<u>Planned</u>	
	Retail	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No
	Commercial	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No
	Housing	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No

3. NEW AND EXISTING INFRASTRUCTURE AND RESOURCES.

Capital Bike share stations have been installed in the Takoma Park area, linking the Takoma Metro Station with the commercial area, Montgomery College, Washington Adventist University, and in 2017, the Takoma Langley Crossroads and New Hampshire Avenue as well as DC and Silver Spring.

The Metropolitan Branch Trail (MBT) will be an 8-mile trail that runs from Union Station in the District of Columbia to Silver Spring in Maryland. Most of the trail in Takoma Park and part of Silver Spring is completed, and will connect to the DC section in 2017. The MBT is an important transportation route providing connections to homes, work and play as well as access to seven Metro stations. Current plans include connections to the area's trail network such as the Capital Crescent Trail, Anacostia Trails System, and integration into the East Coast Greenway.

The Main Street Takoma commercial district is in a designated historic district, leveraging historic assets to enhance its economic development focus. With a stop on DC's Metro Red Line at the Takoma Station, Carroll Avenue is becoming a thriving retail corridor with great economic vitality that accentuates its historic roots and provides shopping and dining within walking distance for many residents

4. PROTECTION OF THE NATURAL ENVIRONMENT.

Takoma Park is an already built environment, with sufficient public infrastructure in place for power, water, sewer, and telecommunications. Any development in the Takoma Park area will be redevelopment of existing properties or renovation of historic assets. No greenfields would be impacted by GSA action.

Sligo Creek Park, part of the MNCPPC network of hiking and biking trails in stream valley parks, is within a mile of the commercial district, providing natural areas for recreation purposes.