





September 18, 2009

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Glenn Kreger, Acting Chief, Vision Division
Bill Barron, Team Leader, South Central Transit Corridor, Vision Division

FROM: Melissa Williams, Senior Planner (301.495.4642) 
South Central Transit Corridor Team
Vision Division

SUBJECT: Public Hearing Draft Takoma/Langley Crossroads Sector Plan: Planning Board
Worksession #2 –Transportation, Urban Design, Zoning, Land Use, Parks and
Environment 

STAFF RECOMMENDATION: Review Bi-County reconciliation items from the September 16 Full Commission worksession and approve Staff Recommendations regarding Transportation, Urban Design, Zoning and Land Use, Environment, Parks and City of Takoma Park Resolution.

SCHEDULE FOR FUTURE WORKSESSIONS

The last scheduled Planning Board worksession for the Takoma/Langley Crossroads Sector Plan is on October 15 during which the Board will be asked to approve the Planning Board Draft Plan for transmittal.

PUBLIC HEARING DRAFT SECTOR PLAN VISION FOR THE TAKOMA/LANGLEY CROSSROADS

Initiated in January 2008, the purpose of the Takoma/Langley Crossroads Public Hearing Draft Sector Plan was to enhance the community character, improve the quality of life in the Takoma/Langley Crossroads and provide for transit-oriented development (TOD) around planned transit facilities.

The vision of the Takoma/Langley Crossroads Public Hearing Draft Sector Plan is to achieve a transit-oriented, pedestrian-friendly community that celebrates and builds upon the cultural diversity of the Crossroads community. Smart growth and transit-oriented development support the integration of mixed land uses into communities as a critical component of achieving better places to live. This Plan recommends light rail transit (Purple Line) in the median along University Boulevard with a stop at the Takoma/Langley Crossroads (TLC) Transit Center located in the northwest quadrant (Prince George's County) at the intersection of University Boulevard (MD 193) and New Hampshire Avenue (MD 650). The Purple Line and the proposed TLC Transit Center are essential elements of this plan and are the basis for the land use, design and zoning recommendations.

By locating a mix of uses adjacent to transit, the Public Hearing Draft Sector Plan seeks to provide opportunities for people to live, work and play in the Takoma/Langley Crossroads and to reduce automobile dependency by providing alternatives (i.e. walking, cycling, and transit). By recommending a pedestrian-friendly environment with density concentrated at the intersection of MD 193 and MD 650 (location of the Purple Line Station and the TLC Transit Center), the Public Hearing Draft Sector Plan provides opportunities for improved connectivity, appropriate transitions and a Green Network of streets, parks and open space as community amenities.

1. CONNECTIVITY

This worksession for the Takoma/Langley Crossroads Public Hearing Draft Sector Plan will provide an overview of Connectivity issues presented on September 10 (Planning Board) and September 16th, 2009 (Full Commission). The Transportation staff memorandum is attached.

2. DIVERSITY, DESIGN AND ZONING

The Public Hearing Draft Sector Plan envisions the TLC area as a community with a pedestrian friendly mixed-use district, a defined commercial corridor and a stable single-family community with appropriate transitions. The Plan identifies three districts (i.e. Crossroads District, New Hampshire Avenue Corridor and New Hampshire Gardens) within the Plan area and makes recommendations accordingly. The Diversity, Design and Zoning recommendations within the Plan were crafted to ensure the preservation of the unique cultural amenities and affordability that makes this area an attractive gateway community. This memorandum provides additional information on the proposed districts and staff responses to the public hearing testimony received regarding these recommendations.

Crossroads District

The Crossroads District serves as the economic engine and the primary destination within the Plan area. It has a strong regional reputation due to its concentration of culturally diverse shops and eateries. Equally important is that it is the proposed location of a Purple Line station and the TLC Transit Center. The Public Hearing Draft Sector Plan seeks to enhance the capacity of this District by increasing density, introducing mixed-use development, and defining its focus as that of the center of the TLC community.

Issue #1

Hampshire Langley Shopping Center (Draft Plan p.48)

1101 University Boulevard East – 10 Acres

The Public Hearing Draft Sector Plan recommended the following:

Land Use – Mixed Use

Zoning – CR – 2.5

Maximum Building Height – 80 feet

Parking – Surface and Structured

- Additional recommendations included the conveyance of up to one acre of land to the Parks Department for the creation of a Civic Green that would provide much needed open space within the Crossroads District.

The property is owned by B.F. Saul Company and Saul Centers who testified as part of the public hearing that the proposed maximum building height of 80 feet will not allow achievement of the proposed 2.5 FAR. They would prefer a height limit of at least 100 feet along University Boulevard with a maximum of 60 feet along Kennewick Avenue in order to obtain the site's full development potential. Additionally, the property owners recommend that the Public Hearing Draft Sector Plan be more judicious in requiring 20-foot sidewalks and first floor retail along University Boulevard. Owners also expressed concern regarding the Environment recommendations for green roofs, LEED Gold and the use of alternative energy sources. Staff explained that these are optional density incentives per the CR Zone and were not intended as specific requirements beyond what County law already requires. Staff will clarify this language in the Sector Plan.

Staff supports the property owner's request for additional FAR due to its proximity to the proposed Transit Center and Purple Line station. The Public Hearing Draft Sector Plan recommended that this area have the highest densities and building heights. The additional density would achieve the Sector Plan goal of creating a pedestrian-oriented center with a mix of uses. Staff also supports an increase in the building height with design language requiring that the greatest height be focused at the intersection of University Boulevard and New Hampshire Avenue. The Design Guidelines will further define the distribution of heights along University Boulevard.

Staff recommends the following changes and/or clarification to the recommendations:

Zoning – CR 3.0 – C 1.0, R 2.0

Maximum Building Height – 100 feet at intersection of University Boulevard and New Hampshire Avenue transitioning down to a maximum of 60 feet along Kennewick Avenue.

Parking – Structured

Staff further recommends that University Boulevard and New Hampshire Avenue be designated as Priority Retail Streets per the CR Zone. Urban Design Guidelines will further define retail priority areas and sidewalk widths within the proposed 15-foot public improvement easement.

Issue #2

Takoma Langley Shopping Center - 9.9 acres (Draft Plan, p.44)

It is a collection of parcels with the following addresses: 1301-1335 University Boulevard; 7551-7677 New Hampshire Avenue; and 1327-1337 Holton Lane. (10 Acres)

The Public Hearing Draft Sector Plan recommended the following:

Land Use – Mixed Use

Zoning – CR – 2.5

Maximum Building Height – 80 feet

Parking – Structured and on-street

- Additional recommendations included: conveyance of land to the Department of Economic Development for the creation of a food science incubator, the introduction of a business street connecting Holton Lane to New Hampshire Avenue and the development of up to 1 acre of Neighborhood Commons (private open space).

During the public hearing, the representatives of these properties argued that the Public Hearing Draft Sector Plan was too specific in its recommendations and that these recommendations would inhibit development. Additionally, they requested the removal of the recommendation for the conveyance of land to the Department of Economic Development (DED) for the creation of a business incubator. Owners also expressed concern regarding the Environment recommendations for green roofs, LEED Gold and the use of alternative energy sources. Staff explained that these are optional density incentives per the CR Zone and were not intended as specific requirements beyond what County law already requires. Staff will clarify this language in the Sector Plan.

Staff believes that these recommendations provide an appropriate development envelope. However, staff recommends that the maximum height at the intersection of University Boulevard be increased to 100 feet. The Urban Design Guidelines will further define the distribution of heights along University Boulevard.

Staff recommends the following changes and/or clarifications:

Zoning – CR 2.5 – C 2.0, R – 1.5

Maximum Building Height –100 feet at the intersection of University Boulevard and New Hampshire Avenue transitioning down to 60 feet at the eastern edge and southern edge of the property.

Parking – Structured

Staff would also like to maintain the recommendation of the Food Science Incubator pending additional discussion with DED. Additionally, staff recommends that New Hampshire Avenue and Holton Lane be designated as Priority Retail Streets per the CR Zone. Urban Design Guidelines will further define retail priority areas and sidewalk widths.

Issue #3

Crossroads Professional Building (Draft Plan, p.50)

7676 New Hampshire Avenue – 1.4 acres

The Public Hearing Draft Sector Plan recommended the following:

Land Use – Mixed Use

Zoning – CR – 2.5

- Maximum Building Height – 80 feet
- Parking – Underground Parking
- Additional recommendations include a private street connecting Jackson Road to New Hampshire Avenue, implementation of Green Street concept and the development of a satellite of the Suburban Washington Resettlement Center.

The owner of the property testified during the public hearing that there is a three party private covenant in place that prohibits residential and retail use, access to Hammond Avenue and any increase in the building height beyond four stories.

Staff informed the owner that Montgomery County does not enforce private covenants and propose the following clarification and changes to the recommendations:

Zoning – CR 2.5 - C2.5, R.5

Maximum Building Height –60 Feet along New Hampshire Avenue transitioning to 35 feet at the western and southern edges.

Additionally, Hammond Avenue was incorrectly identified in the Public Hearing Draft as Jackson Road. A private street was also recommended in the Public Hearing Draft and staff now recommends that it be a one-way street eastbound between Hammond and New Hampshire Avenues. The recommendation for the satellite of the Suburban Washington Resettlement Center should be amended and relocated in the Plan to indicate that is would be appropriate on any property within the Crossroads District.

Issue #4

Clarifications of recommendations for minor properties (Draft Plan, p.46) within the Crossroads District are:

- Carroll Avenue and University Boulevard, East
Zoning – CR 2.0, C 1.5, R.05 H 70 feet
- 1007 – 1021 University Boulevard, East
Zoning – CR 2.0, C 1.5, R .5, H 50 feet
 - o Additionally, staff requests the text be amended to allow for uses other than live/work townhomes.
- Unilang Center, 1335 – 1347 University Boulevard, East
Zoning – CR 2.5, C 1.0, R2.0 H 70 feet

New Hampshire Avenue Corridor

The New Hampshire Avenue Corridor could function as a multipurpose district with a diverse range of uses and housing types. It has two distinct characters: the west side is predominantly single-family residential and institutional uses while the east side consists of services-oriented commercial uses, two motels and a high-rise residential complex.

Issue #5

Hampshire Place, LLC (Draft Plan, p.52)

7525 New Hampshire Avenue – 5 acres

The Public Hearing Draft Sector Plan recommended the following:

Land Use – Mixed Use

Zoning – CR – 1.5 and 2.0

Maximum Building Height – 60 feet

Parking – Structured and On Street Parking

- Additional recommendations included a private street connecting to Holton Lane and New Hampshire Avenue and the preservation of existing retail including the Caribbean Market II which serves as a regional destination.

The property is owned by Meisel and Cohen who testified as part of the public hearing that due to the proximity of Hampshire Place, LLC to the proposed Transit Center and Purple Line that 2.0 FAR was appropriate. They had no issues with the proposed building heights.

The site was incorrectly identified in the Plan; the correct address is 7505-7525 New Hampshire Avenue. Staff proposes the following clarification and changes to the recommendations:

Zoning – CR 2.0 – C.5, R 2.0

Maximum Building Height – 60 Feet maximum

Issue #6

7411 New Hampshire Avenue – 4.9 acres (Draft Plan p.53)

The Public Hearing Draft Sector Plan recommended the following:

Land Use – Mixed Use

Zoning – CR – 1.5 and 2.0

Building Height – 60 feet

Parking – Structured and On Street Parking

- Additional recommendations included new private roads connecting to Holton Lane and New Hampshire Avenue and maintaining the existing 50-foot tree buffer along the eastern edge of the property at the County line.

There was no testimony from property owners regarding these recommendations.

The site was incorrectly identified in the Plan. Correct address is 7411 -7425 New Hampshire Avenue. Staff proposes the following clarification and changes to the recommendations:

Zoning – CR 1.5 – C1.5, R.5

Maximum Building Height – 60 Feet

Issue #7

Takoma Overlook (Draft Plan, p.54)

7333 New Hampshire Avenue – 5.3 acres

The Public Hearing Draft Sector Plan recommended the following:

Land Use – Mixed Use

Zoning – CR – 1.5

Building Height – 40 feet

Parking – Structured and On Street Parking

- Additional recommendations included retaining the existing high-density development, introduction of buildings with a maximum height of 40 feet along New Hampshire Avenue and the replacement of the Takoma Park Recreation Center with an expanded and updated facility. There were also recommendations to maintain the existing 50-foot buffer along the eastern edge of the property line, preserve the existing urban forest and to acquire additional land at the entrance to and additional green space for the Takoma Park Recreation Center.

There was no testimony from the owners of the Takoma Overlook regarding these recommendations but the City of Takoma Park did provide testimony regarding the proposed building height. These issues will be discussed as a part of the City's Resolution.

Staff proposes the following clarification and changes to the recommendations for the property presently occupied by the Takoma Park Recreation Center:

Retain R-60 zoning

Staff proposes the property presently occupied by the two high rise residential towers retain their R-10 zoning.

New Hampshire Gardens District

The New Hampshire Gardens District is a stable and healthy single-family residential area south of University Boulevard and west of New Hampshire. Although it abuts the Crossroads and New Hampshire Avenue Corridor Districts, the Plan's intent is to preserve this community while improving walkability and providing neighborhood amenities. The Public Hearing Draft Sector Plan made limited recommendations in this community.

Issue #8

Washington Suburban Sanitary Commission (WSSC) Surplus Property (Draft Plan, p.55)
7230 -7260 New Hampshire Avenue

The Public Hearing Draft Sector Plan recommended the following:

Land Use – residential

Zoning – R-60

WSSC requested during testimony that this surplus property located on New Hampshire Avenue maintain its current O-M zoning in order to protect market value. Additionally, the City of Takoma Park requested that the property not be zoned for residential use as it would prevent future commercial redevelopment.

Staff supports the request of WSSC that the O-M zoning be retained at this site.

3. ENVIRONMENT

A healthy environment is essential to improving the sustainability of the Takoma/Langley Crossroads community. The Public Hearing Draft Sector Plan recommends improvements to tree canopy cover, stream water quality and reduced impervious surfaces and greenhouse gases. The attached Environmental Planning memorandum provides Environment staff response to the public hearing testimony received regarding these recommendations.

4. PARKS

The Takoma/Langley Crossroads Public Hearing Draft Sector Plan area includes some of the earliest examples of M-NCPPC park development. The area's park system pattern is exemplified by the linear Long Branch Stream Valley Park, acquired to protect fragile natural environments and provide visual green relief from early 20th century suburban development patterns. Over the years, many of the park resources have changed little in size, but have changed greatly in composition. Development upstream has eroded stream banks downstream. Non-native invasive species have been introduced from various sources and compete with native plants. Active recreation facilities have been constructed in areas now identified as stream buffers.

The Public Hearing Draft Sector Plan recognizes these challenges and provided recommendations for increased active recreation opportunities within the Plan area and a series of public and private spaces connected by a network of Green Streets that are designed to improve pedestrian mobility and connect the Long Branch Stream Valley to a series of open spaces throughout the built environment.

Response to the Public Hearing testimony is divided into four issues. These issues are as follows: Urban Park/Civic Green, Takoma Park Recreation Center, Takoma Academy and Long Branch Trail.

- Urban Park/Civic Green

The Public Hearing Draft Sector Plan states the following:

Provide an urban park in the area of highest density near the Transit Center that will be the community's central gathering place.

The City of Takoma Park does not concur.

The Parks Department wishes to amend this recommendation.

The Vision staff concurs with the Parks Department amended recommendation.

- Replace the Takoma Park Recreation Center

The Public Hearing Draft states the following:

- *The biggest obstacle is the convoluted ownership, programming, and maintenance responsibilities between three entities. To achieve a new building, the following sequence of events is recommended.*
- *Acquire the entrance to the Takoma Park Recreation Center. The acquisition of this land will legally secure an entrance to the park property.*

- *Execute a land exchange between the City of Takoma Park and the Maryland – National Capital Park and Planning Commission to better align management priorities and long term facility needs. A land exchange is consistent with Commission practice of land exchanges to further public goals.*
- *The City would deed to M-NCPPC the Long Branch Parcel 259 and M-NCPPC would deed the Takoma Recreation Center property N621 to the City. The transfer deed for the Recreation Center property will contain a reversion clause stating, in essence, that if the property no longer functions for recreation purposes, it will return to M-NCPPC, if requested. The transfer will take place after the Planning Board has approved the redevelopment of Parcel N621 with a project including a replacement recreation center.*
- *After the land exchange between M-NCPPC and the City of Takoma Park and re-zoning of the recreation center property, the City of Takoma Park and any selected partner will be obligated by the exchange agreement to build a new recreation center with additional development that should include senior housing, affordable housing, or local retail.*

Vision staff proposes the following changes to the aforementioned highlighted language.

The City would deed to M-NCPPC the Long Branch Parcel 259 and M-NCPPC would deed the Takoma Recreation Center property N621 to the City. After the land exchange between M-NCPPC and the City of Takoma Park, the City of Takoma Park and any selected partner will be obligated by the exchange agreement to build a new recreation center. The transfer deed for the Recreation Center property will contain a reversion clause stating, in essence, that if the property no longer functions for recreation purposes, it will return to M-NCPPC, if requested.

The City of Takoma Park does not concur.

The Parks Department proposes amended language. (Attachment E)

- Takoma Academy

The Public Hearing Draft recommends the following:

As recommended in the 2000 East Silver Spring Master Plan, purchase, if available, the Takoma Academy High School site for M-NCPPC park use to meet active recreation facility needs identified in the 2005 LPPRP.

The City of Takoma Park does not concur.

The Parks Department has proposed amended language.

The Vision staff concurs with amended language.

- Long Branch Trail

The Public Hearing Draft recommends the following:

Consider a sanctioned north/south trail along Long Branch Stream Valley unit 1a South of Carroll Avenue to Jackson Avenue only if WSSC requires access for sewer line replacement.

The City of Takoma Park does not concur

The Parks Department has proposed amended language. (Attachment E and H)

The Vision staff concurs with clarifying email from Parks Department. (Attachment H)

5. QUALITY OF LIFE AND COMMUNITY FACILITIES

The Public Hearing Draft Sector Plan doesn't include a section on Community Facilities and according to the testimony of the County Executive it provides insufficient language regarding Fire and Safety Recommendations. Staff provided language for Community Facilities in the accompanying Technical Appendix and proposes to add language in the Public Hearing Draft Sector Plan noting its location. In addition, staff proposes to provide additional language and clarification to the Quality of Life recommendations which will address Fire and Safety in the Sector Plan.

6. CITY OF TAKOMA PARK RESOLUTION

A number of issues were raised by the City of Takoma Park Resolution. Staff will require additional clarification. The Resolution is attached and will be discussed in its entirety at the September 24 worksession.

7. RECOMMENDATION FOR TEXT AND GRAPHIC REVISIONS

Page 9 – Public Hearing Draft Sector Plan Boundary Map

Page 10 – Study Area Boundary Map

Page 12 – Existing Land Use Map

Page 13 – Existing Zoning Map

Page 15 – Purple Line Graphic

Page 21 – Neighborhood District Map (remove)

Page 22 – Proposed Land Use Map

Page 23 – Proposed Building Heights and FAR Graphic

Page 24 – Green Network and Community Facilities Map (substantive changes)

Page 25 – Green Hierarchy Map (substantive changes)

Page 29 – Road Classification Map (substantive changes)

Page 30 – 32 Street Cross-sections (removal of overview graphic)

Page 36 – Proposed Bikeway Network (substantive changes)

Page 37 – Tree Canopy Map

Amend the following “Ideally trees should cover 25-30%. Staff proposes that language is amended to Plan recommends tree canopy of 25-30% within Plan area.

Page 38 – Watershed Map

Page 39 – Impervious Surface Map

Page 40 – Environmental Buffers Map

Staff proposes to add language defining and explaining the purpose of an environmental buffer.

Page 41 – Solar Orientation Map

Staff proposes to add the following language – Public Hearing Draft Sector Plan proposes that new development site residences within walking distance of goods and services in order to reduce vehicle use.

Page 43 – Existing Parks (substantive changes)

Page 44 – Proposed Trails Network (substantive changes)

Page 45 – Neighborhood District Map

Page 48 – 50 and 52-54 Graphics

Site Specific Recommendations (substantive changes to text and graphics)
Staff proposes to add the following language: The following are optional method density incentives per the CR Zone and were not intended as recommendations.

Page 57 – Proposed Zoning Map

Page 58 – Staff proposes to amend the following recommendation “Fund a satellite of the Suburban Washington Resettlement Center (New American Center) with a community meeting facility within the Takoma Langley Crossroads Center.” Delete the reference to New American Center and replace with Neighborhood Service Center.

Page 60 – Amend the Capital Improvement Plan (CIP) Projects Table

Staff proposes to add the following to the list of CIP projects: neighborhood sidewalks and to remove the recommendation for the neighborhood daycare center.

Page 63 – Staff propose to add the following language: The TLC Public Hearing Draft Sector Plan

Technical Appendix is a separate document which is available on-line.

MW:ha: M:\ TLC Sector Plan\ Planning Board Worksession #2 Memorandum

Attachments:

Attachment A: Summary Matrix of TLC Public Hearing Draft Sector Plan Public Hearing Testimony

Attachment B: City of Takoma Park Resolution

Attachment C: Transportation Planning Memorandum

Attachment D: Environmental Planning Memorandum

Attachment E: Parks Memorandum

Attachment F: Map of TLC Study Area

Attachment G: Proposed Zoning Map

Attachment H: Clarifying email from Parks Department

Public Hearing Draft Testimony for the Takoma/Langley Crossroads Sector Plan

ATTACHMENT A

Topic	Type	Testimony	Staff Response
Transportation	1	Any proposed streets that intersect University Blvd should be compatible with Purple Line Plans	Grid connections will be evaluated at the time of redevelopment and will be coordinated through the working group
		Parking plan in inconsistent between the two plans	Montgomery and Prince George's County Staff will work together to reconcile parking strategy
		New Hampshire Avenue Functionality of service lanes and transition from 150' to 120' R.O.W will need to be addressed	Issue has been addressed. Transition should be seamless
		Not wide enough to accommodate the use of bioswales (Green Streets)	The medians are 16' wide and should be wide enough to accommodate some level of bio-swale.
		University Blvd and New Hampshire Ave Concern with P.I.E as improvements are tied to development schedule not rebuilding of road	The PIE and its' proposed improvements will occur at the time of redevelopment
		Prohibition of hot rights should only be considered as part of a study to prohibit left turns	Eliminate hot rights to the extent possible to improve pedestrian safety and reduce automobile speeds
		SHA is looking towards local and county government for innovative funding solutions for implementation	Sector Plan will include Multi-Way Blvd treatment as a CIP Project
		Recommends the formation of a working group with appropriate stakeholders led by M-NCPPC	Multi-jurisdictional working group established
	1	Maryland Department of Transportation (MDOT) Donald Halligan	Staff concurs
		Support the recommendation for a multi-jurisdictional working group	
		Hope and encourage successful multicultural outreach to engage Limited-English Proficiency stakeholders	Montgomery County contracted translators for all public meetings and translated all documents into Spanish

Method of Testimony – (1) written, (2) oral – Resolution of the City of Takoma Park will be handled in a separate document

Public Hearing Draft Testimony for the Takoma/Langley Crossroads Sector Plan

			Recommends analysis to determine the necessity of dual language signage, schedules and route maps	Staff concurs
			The Prince George's County proposed four-legged intersection of Anne and Lebanon Streets is not included in the Montgomery County Plan	Grid connections will be evaluated at the time of redevelopment and will be coordinated through the working group
			Typical Cross Sections for New Hampshire Avenue are different	Montgomery County is proposing a 150' multi-way boulevard whereas Prince George's County is proposing 120' avenue. Transition will be coordinated through working group
			The diagram of the Takoma/Langley Crossroads Transit Center is conflicting in the two Sector Plans	Staffs will reconcile graphics
			Will on street parking along MD650 allow for automobile passage considering other proposed amenities?	Staff believes so
			Have community stakeholders been presented with the process for securing easements for the ROW?	Staff has explained process but will continue outreach to affected property owners
			Multijurisdictional coordination is the key to addressing intersections successfully.	Staff concurs
			Consider shared parking facilities and coordination with the City of Takoma Park and Prince George's County	City of Takoma Park, Montgomery and Prince George's County Staff will work together to reconcile parking strategy
1	Montgomery County Department of Transportation (MCDOT)		Concerned about coordination between two counties	Multi-jurisdictional working group established
			Unlikely that all owners will donate 15' P.I.E and these improvements aren't coordinated with the Purple Line	Development process will be used to coordinate improvements
			More detail needed on travel demand management measures and the bi-county TMD and Parking Lot District	Multi-jurisdictional working group established. It will address Bi-County transportation issues
			Not supportive of creation of a parking lot district; proposes an entity that can manage parking assets	Staff recommends the creation of a parking lot district

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Public Hearing Draft Testimony for the Takoma/Langley Crossroads Sector Plan

1	Montgomery County Department of Fire and Rescue (MCFR)	Selection of roadway classifications and speed limits without analysis of effects on emergency response	Transportation staff will coordinate with Fire and Rescue
2	TLC CDA, Neal Teague	Recommends that R.O.W expansions be kept to a minimum including MD 193 and MD 650 which should have a R.O.W of 120 feet	The ROW of MD 193 will be determined by the Prince George's County TLC Sector Plan. The Approved and Adopted Takoma Park Master Plan sets a minimum 150' ROW for MD 650
		Supports creation of multijurisdictional working group	Multi-jurisdictional working group established
1	Cohen Brothers Hampshire Place, LLC	Supports proposed 70'R.O.W for Holton Lane but will need to maintain access to Holton Lane as it was required as part of the original site plan approval	Sector Plan recommends a private street that would provide access to Holton Lane
2	B.F. Saul, Vince Burke	Recommends that the TLC Sector Plan use the ROW proposed by MTA	The ROW of MD 193 will be determined by the Prince George's County TLC Sector Plan
1	McGuire Woods, Mark Viani	Calls for the formation of a bi-county, multijurisdictional working group that includes stakeholders	Multi-jurisdictional working group established
		Calls for removal of jug-handle concept from Sector Plan	Montgomery County Sector Plan never recommended jug-handles
		Where will expansion of future ROW needs for MD 193 occur? Will it be based on the center line of MD 193?	The ROW of MD 193 will be determined by the Prince George's County TLC Sector Plan. SHA will determine how expansion will occur.
2	Duball, Mark Dubick	Better Coordination between various agencies is necessary	Multi-jurisdictional working group established
2		Jug-handles and private streets will bifurcate property and prevent best redevelopment. Recommend that existing traffic network be continued or allowed to function as intended.	Montgomery County Sector Plan never recommended jug-handles. Private streets provide additional design and development flexibility.
2	Barrie Howard	Residents are opposed to developing road system to accommodate business traffic through New Hampshire Gardens (i.e. near 7676 New Hampshire)	Staff concurs until time of redevelopment whereas a private street through 7676 New Hampshire is recommended. It is needed to support development and will be one-way to prevent through traffic.

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Public Hearing Draft Testimony for the Takoma/Langley Crossroads Sector Plan

	1	New Hampshire Gardens Civic Association	Supports the proposed Transit Center at the Taco Bell site and the Purple Line (light rail option) with stations along University Boulevard at MD 650 and Riggs Road.	Staff concurs
Purple Line	2	Bryne Kelly	Recommends that the advantages of grade separation for MD 193 and MD 650 and aerial connectivity for Purple Line Station and Transit Center be investigated (e.g. Wheaton)	Staff does not concur; MTA investigated grade separation alternative for MD 193 and rejected it.
	1	Holland & Knight	The Purple Line can provide needed market and economic support for this type of redevelopment, including the amenities envisioned in this plan and can provide the desired traffic capacity.	Staff concurs but acknowledges the Purple Line will provide a major decrease in the number of vehicles on the road.
Pedestrian	oral	Takoma Park City Council Dona Victoria	Ensure that Sector Plan retains recommendations for ample tree-shaded sidewalks and buffered bike lanes	Staff recommends wide sidewalks and is investigating buffered bike lanes
	1	NHGCA	Supports development that encourages pedestrians rather than pedestrian-safe development	Staff concurs
			Recommends the establishment of sidewalks and dedicated bike paths along major thoroughfares	Staff concurs
			Support traffic calming and speed control measures	City of Takoma Park will be responsible for traffic calming and speed control on their streets. SHA will determine measures for state routes
Land Use	1	B. F. Saul	Supports the 130' ROW proposed by MTA which does not include the 15' P.I.E for sidewalks.	The ROW of MD 193 will be determined by the Prince George's County Sector Plan.
			Expansion of ROW on University Blvd and Kennewick Avenue will constrain an already narrow site and inhibit development	Staff does not believe expansion of ROW will constrain the 10 acre site.
			Sector Plan does not include 15-18' needed for Station Platform	Proposed ROW will accommodate the needs of the Purple Line
	1	McGuire Woods Mark Viani	Recommends that recommendations regarding density increase, calculation and allocation be uniform between the two Sector Plans	Staffs are working to reconcile these recommendations

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	1	Neel Teague	Widening of MD 650 will restrict development flexibility and parking efficiency	Staff disagrees
Design	1	National Capital Planning Commission (NCP) Planning Research and Policy Division	TLC Sector Plan mixed-use recommendations are consistent with Smart Growth Principles and advance regional and federal interests	Thank You
	2	Dona Victoria, T.P. Council	Recommends that Civic Green be relocated closer to transit center and that it be a plaza-like hard-scape structure	Staff agrees on relocation; will investigate urban plaza concept
	2	TLC CDA, Neel Teague	Support proposed heights and densities	Thank You
			Private streets should be noted in plan as illustrative	Staff concurs
			Recommends inclusion of convenience parking on sites	Location of parking will be determined at time of development review
	2	Coalition for Smarter Growth, Cheryl Cort	Supports plan as it addresses need for TOD around Purple Line and inner suburban districts	Thank You
	2	Duball, Marc Dubick	Open space designation while favorable will inhibit redevelopment efforts and chops up site. Overall, the plan is too specific.	Location and scale of open space will be determined at time of redevelopment
	1	B.F. Saul	Recommend an increase of FAR to 3.0 and a minimum of 100' along MD 193 as proposed building height of 80' feet will not allow achievement of 2.5 FAR.	Staff believes that proposed development envelope is appropriate and attainable.
			The purpose of the proposed relocation of Post Office to site is unclear.	The Post Office is an important amenity that would provide better function and service if it were adjacent to transit.
	1	Hampshire Place, LLC, Cohen Brothers	Recommend 2.0 FAR for entire site rather than range of 1.5 - 2.0, due to proximity to Transit Center and Purple Line. The height requirements of 60 -40' can be maintained.	Sector Plan will recommend 2.0 FAR with 60' heights for entire site.

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1	Holland & Knight	Plan Should note the illustrations of potential streets are conceptual and final location will be determined upon redevelopment.	Staff concurs
2	B.F. Saul Vince Burke	Building height of 80' will not allow achievement of proposed 2.5 FAR. Recommend a minimum of 100' along MD 193 with a maximum of 45-60' along Kennewick	Staff believes that proposed development envelope is appropriate and attainable.
		Recommend urban plaza adjacent to proposed Purple Line station along MD 193 rather than a more park like Civic Green	Staff agrees on relocation; will investigate urban plaza concept
		Recommends plan be more judicious in requiring 20' sidewalks and 1 st floor retail along MD 193. Would rather locate them on proposed interior streets	Staff is not recommending 20' sidewalks and will recommend ground floor retail only at priority pedestrian areas.
1	NHGCA	Plan should insure that appropriate transitions in building heights are maintained and protect Northern and Eastern portions (residential) of New Hampshire Gardens	Staff concurs
		Encourages installation of additional public spaces(parks, recreation spaces, farmer's markets) to help define transitions	Staff concurs
		Proposed increases in density must be accommodated by improvements to access and egress (infrastructure improvements)	Infrastructure improvements are recommended as part of the Sector Plan
2	Brigitte Rutstein	Sector Plan should not design requirements that inhibit development and investment by small businesses	Staff concurs
		Recommend that ROW on MD 193 not be widened so that it compresses operations or causes variation of the building	The ROW of MD 193 will be determined by the Prince George's County TLC Sector Plan
		Recommend that existing curb cut and entrances remain	Construction of Purple Line and development process will determine location of curb cuts and entrances
		Recommend that green space, environmental and additional requirements not be prohibitive to small business	Staff concurs

Method of Testimony – (1) written, (2) oral – Resolution of the City of Takoma Park will be handled in a separate document

Public Hearing Draft Testimony for the Takoma/Langley Crossroads Sector Plan

1	Neel Teague	Private covenant on property prohibits retail use, access to Hammond Avenue and increase in building height beyond four stories	Montgomery County cannot recognize 3 rd party private covenants. City of Takoma Park supports increased density, building height and mixed use at this site.
1	Karen Terhune	Opposed to construction of taller buildings as they will increase traffic and harm environment. Favors traffic reducing strategies and sidewalks	Staff Concurs and will continue to investigate trip reduction strategies and goals as part of the multi-jurisdictional working group
Housing	MDOT Donald Halligan	CASA de Maryland can help market the proposed lease-purchase program and provide education outreach to multilingual, multicultural clients	Staff concurs
1	Montgomery County Department of Housing and Community Affairs	Plan should include recommendation of retention and improvement of "existing" housing and include statement of no net loss of affordable housing	Staff concurs and will edit language
		Concerned about the feasibility of residential redevelopment given the City of Takoma Park's rent stabilization program	Staff will investigate
2	CFSG Cheryl Cort	Reiterates strong support for MPDU program and continued appreciation for other affordable housing programs and the strong commitment by Leggett administration to funding affordable housing. Recommends the efforts of HOC, MHP, etc. to provide quality affordable housing.	Thank You
1	NHGCA	Supports development that encourages homeownership and fair rental practices	Staff concurs
		Rejects development plans that significantly increase the overall proportion of affordable housing compared to moderate and market based housing and any proposal that increases ratio of affordable housing to market rate above current levels	Staff concurs

Public Hearing Draft Testimony for the Takoma/Langley Crossroads Sector Plan

2	St. Camellias C. Wainwright	Supports plans commitment to protect affordable housing	Thank You
1	NCPC	<p>Recommends that Montgomery County encourage Prince George's County to promote renovation of some of the low income rental property proposed for rezoning and/or threatened by new traffic network</p> <p>Improving water quality, maintaining green buffers and increasing trail linkages (i.e. north/south trail) Long Branch Stream Valley Park are not inconsistent with Comprehensive Plan policies.</p> <p>NCPC review may be required if any changes are proposed to Northwest Branch and/or Sligo Creek Stream Valley Park – Capper Cramton Act of May, 1930 (46 Stat. 482) – Prince George's County</p> <p>Plan doesn't discuss water and sewer management/plan</p>	<p>Montgomery County has expressed its opinion to Prince George's County regarding affordable housing and will continue to work on a collective vision for the area.</p> <p>Staff concurs</p> <p>Staff concurs</p> <p>Staff will add the following language: Takoma/Langley Crossroads Sector Plan area is served by the WSSC's Sligo Creek and Northwest Branch sewer basins and its water service is provided via the Prince George's County Main Zone and WSSC's Planning group will perform capacity evaluations at time of development</p> <p>Staff concurs</p> <p>Staff concurs</p> <p>Staff concurs, Sector Plan states where feasible</p>
1	Montgomery County Department of Environmental Protection	<p>Commit to increasing number of trees and have a tree canopy goal that matches or exceeds the American Forest recommendation</p> <p>Increased ROW on New Hampshire will require additional stormwater management</p> <p>Stormwater infiltration in redeveloped areas may be difficult due to compacted soils</p>	

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Public Hearing Draft Testimony for the Takoma/Langley Crossroads Sector Plan

			There are no additional plans to address stream bank erosion along Long Branch	Staff will change language to state encourage and support efforts to repair stream bank damage
1	Montgomery County Department of Economic Development	LEED Gold Certification could deter development	Supported by City of Takoma Park	
1	MCDPR	Permeable pavers are not conducive to supporting high load bearing requirements of fire and rescue apparatus	Sector Plan stated that pavers are to be used where appropriate	
		Size, height and spacing of street trees must be strategic as to allow adequate access	Placement of trees is handled/considered during the development review process	
1	B.F. Saul	Rethink requirement for LEED Gold, green roofs on parking structures and green streets; specify clearer requirements	These are recommendations for density incentives not requirements; Staff will edit language accordingly	
1	Hampshire Place Cohen Brothers	Prefer that LEED Gold certification not be required	Supported by City of Takoma Park	
1	Holland & Knight	Delete requirements for LEED Gold Certification, onsite energy production, solar orientation and minimum 25% tree canopy	These are recommendations for density incentives not requirements; Staff will edit language accordingly	
2	B.F. Saul Vince Burke	Recommend removal of requirement for Green Roof on parking decks	These are recommendations for density incentives not requirements; Staff will edit language accordingly	
		Recommend that LEED requirement be regulated Countywide not by Master Plan process	Supported by City of Takoma Park	
1	NHGCA	Support reduction of unused or underutilized parking areas	Staff concurs	
		Reestablish redevelopment conditions (hydrologic and water quality) of runoff from an undeveloped area the size of Plan area should be performance goal	Staff concurs, but it may not be realistic goal. Improved stormwater management will help.	
		Require building constructed during redevelopment to meet LEEDS Silver Rating or greater	Supported by City of Takoma Park	
		Encourage use of alternative energy sources	Staff concurs	

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Public Hearing Draft Testimony for the Takoma/Langley Crossroads Sector Plan

			Reestablish urban forest canopy and plant street trees on all sidewalk areas and parking areas		Staff concurs
	1	Neel Teague	Why are properties required to exceed then applicable county standards for environmental sensitivity (i.e LEED Gold)?		Supported by City of Takoma Park and recommended as a density incentive not a requirement Staff will investigate
Parks	1	NHGCA	Disapproves of Long Branch trail recommendation – prefers that the WSSC restore the stream and riparian area back to predisturbance conditions		Staff concurs
			Supports creation of new parks and green space as described in Sector Plan		Staff will investigate
			Supports installation of dedicated bike lane south along Glenside Drive from Carroll to Becca Lilly Playground and a bridge at the Southern end of Becca Lilly Park		Staff concurs
	2	Takoma Academy David Daniels	Remove recommendation for potential purchase of Takoma Academy by Parks		Recommendation will be removed by Parks
		Catherine Tunis	Opposes the north/south trail proposed within Long Branch Stream Valley		Lots owned by WSSC will require discussion with WSSC
			Recommends that ownership of vacant lots (WSSC) along New Hampshire Avenue be investigated for ownership by City of Takoma Park and MNCPPC; would like to remain undeveloped		Montgomery and Prince George’s County Staff will reconcile the Sector Plans
Quality of Life	1	MCDED	TLC area covers three jurisdictions; two plans for area may complicate planning, funding and coordination of infrastructure improvements and related economic development efforts		Montgomery County
			Are development capacity estimates for Montgomery County or entire study area?		Staff believes that proposed development envelope is appropriate to spur development
			Is the proposed 2.5 FAR (7 stories) enough incentive to spur redevelopment?		Program area for proposed economic development programming (i.e. Main Street Program , CDC, CDA, etc)
			Explain establishment of economic development boundary		

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Public Hearing Draft Testimony for the Takoma/Langley Crossroads Sector Plan

			What are mechanisms to retain 30% of local retail?	DED should assist developers with retention of local businesses
			Who will manage and how will Urban Main Street Program be funded?	Sector Plan proposes existing Main Street Program with funding from Montgomery County and the City of Takoma Park Staff concurs.
			Parking lot district is unrealistic without substantial redevelopment	
			Clarification of amenity fund projects including amount of funds generated by each project, order of magnitude costs and priority	Development review establishes a formula to determine contribution to amenity fund, order of magnitude costs will be determined at a later date. Plans are listed in order of priority.
			Clarification of proposed food science incubator including the conveyance of land, feasibility analysis, cost assessment and proposed industry sector	Sector Plan identifies a location and recommends the conveyance of land. The incubator is listed as a CIP project. Staff will meet with DED to discuss the project.
			Clarification of CIP projects	Staff will clarify cost estimates for CIP projects
1	Montgomery County Dept of Public Library		Library services not mentioned	Information on community facilities is included in the Sector Plan Appendices
			Increased residency may increase usage of Long Branch Library	Staff concurs
			Expansion of vocational training programs and entrepreneurship programs may impact Long Branch Library	Sector Plan proposes creation of community meeting space within Plan area to complement existing facilities
			Creation of New American Service Center may duplicate services already provided at Long Branch Library	Plan proposes on-site service center to complement existing resources
1	Dept of Fire & Rescue		Lack of recommendations for fire and rescue concerns	Information on community facilities is included in the Sector Plan Appendices
1	CFSG Cheryl Cort		Plan protects and preserves existing residents and businesses	Thank You

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1	Holland & Knight	Remove the recommendation for conveyance of the Food Science Incubator Market and economic forces do not support redevelopment or the amenities and features tied to such redevelopment until after the Purple Line	Staff disagrees; quality of life improvements are integral component of the Sector Plan. Staff believes that the 20 year horizon of the proposed Sector Plan will accommodate proposed redevelopment
1	Neel Teague	Will the proposed Satellite Suburban Washington Resettlement Center by rent paying or free space? Who is responsible for maintaining and operating community meeting space?	To be determined by developer and the agency It would be the responsibility of the property owner. This is an incentive for density not a requirement.
Zoning			
1	MDOT Donald Halligan	Does the proposed CR Zone require site plan review?	It is required for optional method development
1	WSSC	Requesting that the surplus WSSC property located on New Hampshire Avenue (See page 55) maintain its current c-2 zoning in order to protect market value	Supported by City of Takoma Park. Staff will remove recommendation
2	City Council Dona Victoria	Rezone properties adjacent to 7676 new Hampshire to allow for townhomes and mixed use development	Staff disagrees
2	CFSG Chery Cort	Encouraged by approach to CR Zone that exchanges density bonuses for community benefits (i.e. affordable housing and small business retention) CR zone needs clarification to determine how the goal of retaining 30% of existing small businesses will be accomplished	Thank You This is not a function of zoning. DED should assist developers with retention of local businesses
2	TLC CDA Neel Teague	Recommend that current uses and structures located on parcels proposed for rezoning are deemed conforming and allow for additional growth CR Zone must be articulated and allow for flexibility in its application. Office, retail and residential is generally not a successful mix.	Staff disagrees CR Zone does allow for flexibility and Staff will include additional language in the Sector Plan

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Public Hearing Draft Testimony for the Takoma/Langley Crossroads Sector Plan

			Zone should recommend incentives rather than mandates	These are recommendations for density incentives not requirements; Staff will edit language accordingly
2	B.F. Saul Vince Burke		Recommend that plan language defines what constitutes redevelopment	This is determined by the Department of Permitting Services
	B. F. Saul		Recommend that CR Zone include a grandfather provision to protect existing operations ; expressly permit the reconstruction of existing buildings upon the occurrence of a casualty loss	Staff concurs
1	McGuire Woods Mark Viani		Recommends that draft Sector Plans contain coordinated and uniform provisions providing that existing or approved structures, improvements and land uses be deemed conforming and allowed to be modified, repaired and rebuilt up to an additional 25% of existing or approved gross square footage, subject to current zoning standards without triggering any new zoning standard, dedication or public improvement requirement	Staff disagrees
2	Brigette Rutstein		Recommends that businesses be able to maintain, repair, improve and expand or replace their current structure	Staff disagrees
1	Holland & Knight		Recommend that existing uses and tenants can remain until redevelopment and allow for the reasonable expansion, renovation and reconstruction of existing buildings up to 25% of existing gross floor area on any site or tract	Staff disagrees
			Recommend that properties not be rezoned nor should proposed mix and scale of redevelopment be recommended until after Purple Line is operational	Staff disagrees

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Public Hearing Draft Testimony for the Takoma/Langley Crossroads Sector Plan

	2	Barrie Howard	Residents of New Hampshire Gardens (living along west side of Hammond Avenue and east side of Wildwood between Holton and Kirkland Avenue) don't support item 2 of T.P. resolution – rezoning of properties adjacent to 7676 New Hampshire from R-60 to something consistent with the final zone of 7676 New Hampshire	Staff will discuss at worksession with City of Takoma Park
Implementation and Process	1	MDOT Donald Halligan	CASA de Maryland can provide a cohesive presence and be a strategic partner to MNCPPC. They can serve as a liaison between County Planning Staff, MTA, Latino merchant associations and Limited-English Proficiency stakeholder No formal construction schedule/staging has been set	Staff concurs Plan does not include staging. It will be controlled by the Annual Growth Policy.
	2	St. Camellius C. Wainwright	Encourages Prince George's County officials to slow down, listen to stakeholders and develop a vision that doesn't include displacement for low income residents	Montgomery County has expressed its opinion regarding the process and will continue to work with the City of Takoma Park and Prince George's County on a collective vision for the TLC Sector Plan area
	2	Duball Marc Dubick	Concerned about the time lag between the plan process and when the Purple Line is in place	Sector Plan will accommodate needs of Purple Line and development will be controlled by the Annual Growth Policy
	1	Holland & Knight	Provide for future redevelopment related to the Purple Line at the appropriate time, while accommodating existing and interim uses There is a strong desire to ensure the interim viability of community retail uses pending comprehensive redevelopment following the Purple Line	Staff believes that the 20 year horizon of the proposed Sector Plan will provide for future development. Staff concurs and believes that the 20 year horizon of the proposed Sector Plan will accommodate interim and future development.

Method of Testimony – (1) written, (2) oral – Resolution of the City of Takoma Park will be handled in a separate document

Public Hearing Draft Testimony for the Takoma/Langley Crossroads Sector Plan

		<p>Add the following language: the recommendations that follow under the sections entitled Diversity, Design, Place Making, Connectivity, Road Network, Intersections, Public Transit, Pedestrian Links and Bikeways and the specific District recommendations for each of the Neighborhood Districts, reflect the type of major redevelopment possible with the Purple Line. It is recognized that the extensive nature of these changes is not likely to occur until after the Purple Line is built and major redevelopment of the principal properties occurs. The various recommendations with respect to the ultimate density of redevelopment, mix of uses, urban design features, public parks, new and expanded roadways and such other features tied to redevelopment are not expected to occur until that time and the actual location and design of such features will be determined at that time. The continuation of interim and replacement uses at the existing development scale cannot support most of these requirements and the imposition of these obligations at this time could have an adverse impact on the economic viability of the area until then. Therefore, reinvestment in existing buildings and the renovation/reconstruction of them will not be limited by the long term redevelopment recommendations.</p>	<p>Staff disagrees and believes that the 20 year horizon of this plan will accommodate proposed development. Additionally, specific district and/or site recommendations are for density incentives not requirements; Staff will edit language accordingly.</p>
1	McGuire Woods Mark Viani	<p>Recommends that Sector Plans be delayed to better understand the impact of the Purple Line and to develop the appropriate coordination mechanisms.</p>	<p>Staff disagrees and believes that the 20 year horizon of this plan will accommodate proposed development and the impact of the proposed Purple Line</p>

ATTACHMENT B

Introduced by: Councilmember Seamens

CITY OF TAKOMA PARK, MARYLAND

RESOLUTION NO. 2009 - 44

RECOMMENDING ADOPTION OF THE TAKOMA/LANGLEY SECTOR PLAN (MONTGOMERY COUNTY)

- WHEREAS, the Takoma/Langley Sector Plan is a bi-county plan developed by Montgomery and Prince George's Counties' Planning Departments to enhance the community character and provide for transit-oriented development around planned transit facilities; and
- WHEREAS, the Takoma/Langley Sector Plan contains policies, objectives and recommendations that will guide future growth and development around proposed transit facilities in both Montgomery and Prince George's Counties; and
- WHEREAS, the City Council and the Takoma Park community have reviewed and discussed the plan and its impact on the future growth and development of Takoma Park; and
- WHEREAS, the Takoma Park City Council supports the development of the New Hampshire Avenue corridor and the Takoma/Langley Crossroads as an urbanized regional center which is environmentally and financially sustainable and enhances the quality of life of area residents; and
- WHEREAS, for many years, the City has worked to plan for, coordinate, implement, and support improvements to this area, regardless of jurisdiction; and
- WHEREAS, owners of multiple properties along New Hampshire Avenue have requested an increase in zoning intensity, recognizing that the development of transitional residential buildings such as townhomes would better buffer the single family neighborhood to the rear of these properties from the noise and pollution generated by traffic along the corridor, as well as improve opportunities for the development of needed housing; and
- WHEREAS, the City has advocated for and continues to support the reconstruction and development of University Boulevard and New Hampshire Avenue; and
- WHEREAS, the City has advocated for and continues to support the reconstruction of New Hampshire Avenue as a multi-way boulevard; and

WHEREAS, the Montgomery County Planning Board is holding a public hearing on July 23, 2009 to hear testimony on the draft Takoma/Langley Crossroads Sector Plan.

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Takoma Park supports the adoption of the Takoma/Langley Crossroads Sector Plan by the Montgomery County Planning Board, conditioned upon the following changes to the recommendations included in the draft Sector Plan:

1. Rezone properties located along the western edge of New Hampshire Avenue, currently zoned R-60 and generally limited to single family residences, to allow for the development of townhomes of a maximum height of 35 feet.
2. Rezone properties within Block 4 of the New Hampshire Gardens subdivision, adjacent to Holton Lane and Hammond Avenue, currently zoned R-60 and generally limited to single family residences to be rezoned to be consistent with proposed zoning for 7676 New Hampshire Avenue.
3. Expand recommendations to allow for, but not limit to, the development of live/work residences and townhomes along University Boulevard East, between Anne Street and Merrimac Drive.
4. Restrict the height of any future development of 7676 New Hampshire Avenue which abuts an adjacent single family residential property in use as a residence to 35 feet and the height of any future development fronting on Hammond Avenue to 40 feet.
5. Eliminate all references to:
 - i. the designation or classification of Hammond Avenue and that portion of Holton Lane which lies west of New Hampshire Avenue as a business street; and
 - ii. the development of a private street providing access to New Hampshire Avenue from Hammond Avenue.
6. Delete all references to the development of a sanctioned north/south trail along the Long Branch Stream Valley.
7. Delete the recommendation to restrict the establishment of new liquor stores and other retail businesses that sell beer and wine for off-site consumption to allow for further review by the community.

8. Consider relocating the civic green proposed for 1101 University Boulevard East, recommended as to be conveyed to Parks, closer to, or adjacent to the transit station and incorporating more hardscape than greenscape if adjacent to transit.
9. Recommend that existing structures, site improvements and land uses be deemed “conforming”.
10. Recommend maintenance of commensurate affordable housing.
11. Incorporate recommendations, identified in Exhibit A, attached hereto and made a part of this Resolution, which would encourage the expansion and retention of existing businesses.
12. Incorporate general recommendations, identified in Exhibit B, attached hereto and made a part of this Resolution, which are intended to clarify the intent of the Sector Plan, provide more consistent use of certain terminology, and to correct grammatical and typographical errors.

BE IT FURTHER RESOLVED that the Council of the City of Takoma Park expresses its appreciation to the Montgomery County Planning Board for its support of the Takoma/Langley Crossroads Sector Plan, its recognition of the importance of promoting environmentally and financial sustainable development in our community, and for its genuine interest in maintaining the international character of the area.

Adopted this 20th day of July, 2009.

ATTEST:

Jessie Carpenter, CMC
City Clerk

**Revisions to draft Takoma/Langley Crossroads Sector Plan
Quality of Life – Economic Development
City of Takoma Park**

Recommendations to retain and grow the international and local character of businesses

- Establish a substantial and easily-accessible revolving loan fund for local and international businesses and to assist in targeted identity building over the first few years.
- Condition public funds for redevelopment subsidies on viable leases to international and local businesses, and limit redevelopment subsidies to costs with a public purpose normally born by the developer, such as shared structured parking, streetscapes, and other infrastructure.
- Use design standards to require second-story, alley-facing and equally less desirable commercial units that would naturally command less rent and be more affordable to businesses with less resources such as local or international businesses.
- Support a public/private partnership to create a “catalyst project” demonstrating the successful integration of international retail businesses with the redevelopment vision, recouping public investment over time.
- Use impact tax revenues, tax rebates, direct rent subsidies, payments in lieu of taxes, or other assistance that is phased out over time to retain, attract, and expand local businesses and businesses that contribute to or create the international identity of the area.
- Promote and market wealth of area international businesses to the international and immigrant communities in the region and along the Eastern seaboard corridor to create strong demand for these businesses and to promote the area as a destination for international goods and services.
- Provide incentives for property owners who use non-traditional leases - profit sharing, graduated, and financing build-out costs – for businesses that are independent and locally owned or contribute to the international character of the corridor.
- Build or invest in public facilities, cultural centers, events, and other institutions that support international cultural practices and events to create synergy between businesses and cultural institutions.
- Support Prince George’s County’s efforts to build and manage a public market building with stalls for vendors of international goods within the Sector Plan area.
- Investigate the feasibility of the elimination of State of Maryland sales taxes on exchange of international goods within the Maryland International Corridor for a period of ten years, similar to the incentives provided for designated arts and entertainment districts.

**General Recommendations for revisions to the draft
Takoma/Langley Crossroads Sector Plan
City of Takoma Park**

Page 8. Plan should not include specific branding tag or campaign. Recommend removal of quotes from the phrase “heart of the international corridor.”

Page 15. Typo in the last sentence of picture caption.

Page 17. Correct all references to the CDA to read “Takoma/Langley Crossroads Development Authority, Inc.”

Page 19. Delete second recommendation restricting liquor stores. The City is currently exploring revising the liquor laws, and prefers to rely on City and neighborhood comment to restrict new liquor stores. The establishment of new liquor stores is currently not allowed under State law.

Delete first bullet under recommendation regarding community gardens and urban farms. City has completed an inventory and evaluation of potential gardening sites on public and private land in the Takoma/Langley Crossroads, and is in a third year of grants to promote community gardens along New Hampshire Avenue. Make the second bullet a first order recommendation, not a second order recommendation.

Delete fast track permitting program recommendation. Sector Plan area already has fast track permitting through the green tape program for enterprise zones for all commercial sites. Plan recommends the establishment of a redundant program. City supports the continuation of the current program.

Page 20. Clarify language and intent of second paragraph. It reads as creating more jobs to dwelling units, but reading further on, it appears to advocate more dwelling units to jobs, and overall it is unclear which is more desirable.

Page 22. Rezoning recommendation is for Commercial Residential zoning which currently allows for live work housing. Townhomes appear to be lower density than what is developed on site.

All commercial properties currently enjoy fast track permitting through the green tape program for enterprise zones. Recommend continuation of the program.

Add townhomes or other transitional multi-family along New Hampshire Avenue.

Page 22. Is the chart proposed land use or proposed zoning? Appears to be proposed zoning – also should show parks if it is proposed use.

New Hampshire Ave reference to “street treatment” is vague and should be clarified or further defined.

Page 23. Why is the height so low next to Prince George's residential neighborhood at the eastern boundary? There is an established 50 foot wide tree buffer that is quite tall and dense – development could be 60-80 feet in height –The Takoma Overlook development is much higher than that.

Page 26. On Anne Street, while the base properties show it as a street connecting through, it does not connect through to Carroll Avenue and dead ends in the sidewalk.

Correct the green street so that it extends through behind the Safeway property.

Page 27. Strike under CPTED principles “a clear delineation of public & private areas” as it is not as important as there is not much drug activity on our multifamily properties. However, this could be replaced with “demonstrate that public space is cared for and valued through cleanliness, facilities and infrastructure that are in good repair, and community touches such as gardens, flowers, design elements, and art.”

Under placemaking design guidelines, strong language emphasizing pedestrian orientation should be added.

Page 29. Note that the 150' r-o-w confirms the existing Master Plan r-o-w.

Page 30. Specify bicycle and transit access in addition to pedestrian access.

Page 31. Typo – change feet to foot (15 foot public improvement easement)

Is the buffer 2 or 3 feet in width between the bicycle travel land and the vehicular travel lane?

Reference to bicycle and transit access is missing.

Pages 30-32. Add recommendation to relocate electric/overhead wires to the alleys, rear of properties or below grade.

Add recommendations for bicycle parking and other street furniture beyond seating.

Page 34. Recommend a circulator bus for New Hampshire Avenue, not the Sector Plan area.

Page 35. Should, not but does not, address bike access, needs or issues in any comprehensive way.

Page 36. Recommendation to retrofit existing streets to include sidewalks needs to include a tree buffer to shade and buffer walkers and children from the street.

Page 40. Replace “Add stormwater management along New Hampshire Avenue and University Boulevard” with “Add stormwater management for streets and properties within the Sector Plan area” to clarify the meaning as the area and not the streets. There should be a specific recommendation for a median bio filtration system for stormwater management on New Hampshire Ave surface flow when the street is reconstructed as a multi-way boulevard.

Add a recommendation to ensure that streets and stormwater drains that drain directly into the Long Branch stream have quality and quantity stormwater management controls.

This section needs to acknowledge that the City controls the SWM, not the County.

Page 41. Add “site residences within walking distance of goods and services to reduce vehicle use”.

Add a general 25-35% tree canopy coverage recommendation. Currently it is only noted on specific parcels.

Page 43. Correct Becca Lilly and Hillwood Manor park indicators to point to the play areas – currently indicators have little relation to areas which the community identifies as the parks.

Replace the first recommendation with “provide an urban park that serves the New Hampshire Gardens neighborhood youth and elderly as well as other residents. This park should also serve any employees, residents, and visitors to the future redevelopment of the southwest corner of University and New Hampshire Avenue.”

Change title on map from “Existing Parks” to “Existing and Proposed Parks.”

Page 44. Map doesn’t show existing hardscape pathway near Becca Lilly. Map shows hardscape which doesn’t exist off of Carroll Avenue in SVA 1A Long Branch.

Redraw the line for Sligo Creek Trail – the Sligo Creek trail actually crosses New Hampshire Avenue and then goes south on the east side of the street.

Recommend preserving the tree buffer next to the recreation center on New Hampshire Avenue.

Page 46. Acknowledge the other half of this commercial district on the Prince George’s County side.

Recommendation for 1007-1021 is too specific - Office uses work very well in this location; commercial or residential may work well in the future. Town homes are too low density. Keep rezoning to CR Zone, but do not limit to townhomes. Don’t force live-work in this market.

The CDA is not an association – see earlier note.

Pages 47-50: Clarify recommendation to require developers to retain existing retail and identify resources – both technical and financial – to be provided in event existing retail is temporarily relocated or displaced during redevelopment. Designations of percentages referenced in the Plan may be found to be arbitrary and capricious.

Reconsider requiring a green roof treatment for a parking garage. Solar panels, vertical storm water treatments, trellises may be a better investment as there is no advantage for energy saving on cooling costs with a green roof on a parking lot. Requiring a LEED designation will better specify green treatments on the site and offer flexibility to the developer and site conditions then requiring wholesale green roofs.

Label Development Plan view as for illustrative purposes only to show build out potential. If there are portions that are not illustrative, then the parts that are not should be deleted. Development Plan makes it appear as if that is what will be built. It does not look like what the plan is – a framework.

Change LEED Gold requirement to a minimum requirement, to allow buildings to be built to Leed Platinum standards, or if the County in the future requires more than LEED Gold.

Page 47. Delete the recommendation of locating the civic green adjacent to the transit center – this is prime retail property and a park is not an appropriate use, given that it is an urban style transit stop.

Page 48. Delete the recommendation to relocate the post office. The post office provides an important anchor for Holton Lane and this would disrupt that.

Holton lane is not adjacent to 1101 University Boulevard E.

This diagram is inconsistent with the diagram on page 24.

Page 49. Re-mark parcel on the illustrations to include lots south of Holton Lane.

Change features like a settlement center to a floating symbol and a recommendation that the County acquire whichever parcel becomes available.

Design for any redevelopment of 7676 should be sensitive and compatible with single family houses located on Hammond.

Design should support parking below grade on New Hampshire Avenue and under the sidewalk easement.

Page 51. Do not limit the liner buildings to 40 feet in height. Statement is unclear as the rest of the plan refers to heights of 60 feet.

Change recommendation for the west side of New Hampshire Avenue to allow future redevelopment with multi-family residential.

Plan needs and merits a more viable method of business retention than the recommended method, even if just to say that one needs to be established. Charge DED with it.

Page 52-53. Connectivity – Add recommendation to “preserve connectivity for pedestrians, bikes, and vehicles between lots and encourage shared parking.”

Page 54. Change liner building height to 60 feet. Three stories may not be sufficient to offset costs of developing an adequate recreation center.

Page 55. Typo - should confirm, not reconfirm zoning for Kennewick Avenue.

Environment – Add stormwater management recommendations to support residential programs such as rain barrel programs, to improve quality of water prior to reaching stream, and to increase water infiltration within the residential neighborhood.

Typo – sign and mark local trails should be under subheading of connectivity.

Page 56. Add to Montgomery County Implementation responsibilities:

- Support small businesses acquisition of skills and market share.
- Acquire land and develop a food and food science incubator.
- Support acquisition, development, and rehabilitation of housing
- Support redevelopment opportunities, financing and grants for local businesses.
- Request renewal of the enterprise zone and expansion to all CR zoned commercial properties.

Page 57. Allow WSSC property to develop as commercial. A height is never established for the WSSC property or the nearby commercial. If the WSSC property is zoned R-60, none of the site would be usable for adjacent property parking, and thus would make it impossible to implement the New Hampshire Avenue Concept Plan vision of a Family Style Pub at this corner.

Page 59. Change third recommendation to “plan for and design new business streets and private roads and accompanying signalization and property access revision” from “introduce new business streets and private roads”.

Page 60. For Capital Improvement Program budgeting:

- o Add New Hampshire Avenue Reconstruction (SHA)
- o Add Purple Line (MTA/Counties)
- o Add Neighborhood Sidewalks (Takoma Park)

Page 61. Consider changing the target speed on University Boulevard to 25 MPH once redevelopment occurs.

What is the cross section for Anne Street at University Boulevard? The business cross section is for a 70 foot r-o-w.

Key the cross sections to the urban design guidelines.

Add a New Hampshire Avenue access lane target speed of 15 miles per hour.

Page 62. City laws prohibit biking on sidewalks for anyone older than 16. Add a recommendation to change this on shared bike paths.

DB-5 –Specify buffered bike lanes.



ATTACHMENT C



MONTGOMERY COUNTY PLANNING DEPARTMENT

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

September 18, 2009

MEMORANDUM

TO: Bill Barron, Team Leader, Vision/Community Based Planning Division
Melissa Williams, Senior Planner, Vision/Community Based Planning Division

VIA: Dan Hardy, Chief, Move/Transportation Planning Division *DKH*
Tom Autrey, Supervisor, Move/Transportation Planning Division *TA*

FROM: Cherian Eapen, Planner/Coordinator, Move/Transportation Planning Division *CE*
301-495-4525

SUBJECT: Public Hearing Draft of Takoma/Langley Crossroads Sector Plan
Planning Board Work Session

STAFF RECOMMENDATION

Review and approve/confirm direction to staff regarding changes to Public Hearing Draft Plan transportation recommendations in advance of preparation and transmittal of the Planning Board Draft Plan to County Council.

INTRODUCTION /PROCESS

The Planning Board held a work session on the Takoma/Langley Crossroads Sector Plan on September 10, 2009. In addition, the M-NCPPC reviewed certain aspects of the transportation component of both the Montgomery County and Prince George's County Public Hearing Draft Plans at its regularly scheduled meeting on September 16, 2009.

This memo is intended to summarize the directives to make changes to the Public Hearing Draft Plan as a result of those meetings. A summary of those directives is provided in this memorandum. The summary includes each of the eight transportation issues discussed on September 10 and notes whether the issue was confirmed, modified, or not addressed in the September 16 meeting.

The Transportation Planning staff recommends that the Planning Board consider a motion confirming the direction from the Commission meeting and 09/10/09 work session as applicable. In some instances, the Commission meeting included issues that were deferred from the Planning



Board work session. In other instances, issues addressed at the Planning Board work session were not addressed at the Commission meeting because either (1) there was no potential conflict or (2) the issue was not a bi-county issue.

Changes to the Public Hearing Draft Plan are listed in ***bold italics*** text in the descriptions below. Items described as Planning Board concurrence on September 10, but not listed in bold italics text were superceded by joint Commission actions on September 16.

Issue Number 1. – Interagency Coordination

September 10, 2009 Work Session Direction

Concurred with the recommendation to establish a working group. Meetings are open meetings and called on as needed basis. Agendas are determined by the respective staffs.

September 16, 2009 Commission Meeting Direction

Confirmed 09/10/09 direction and also directed the following ***general statement to be included in both Montgomery and Prince George's Sector Plans:***

This (Prince George's County or Montgomery County as applicable) Takoma/Langley Crossroads Sector Plan was developed in coordination with a similar parallel effort in (Montgomery County or Prince George's County as applicable). Both plans include additional explanation of certain features, issues, and approaches that are common but nevertheless require clarification – often as a result of different implementation strategies, different technical terms, or differing aspects of the respective County Codes, among other things. This additional narrative is presented in italics and is enclosed within a box to distinguish it from the balance of the plan narrative. This additional clarification is provided solely for clarification and reader convenience. The overall vision of the plan is shared by both counties and the City of Takoma Park.

Issue Number 2. – Coordination With MTA on Purple Line

September 10, 2009 Work Session Direction

Confirmed that priority is to be given to the Purple Line's Locally Preferred Alternative in the development of the Purple Line and in the review of the development applications.

September 16, 2009 Commission Meeting Direction

Confirmed priority to be given to Purple Line.

Issue Number 3.a – University Boulevard Recommendations – Right of Way

September 10, 2009 Work Session Direction

Concurred with the staff recommendation that the Sector Plan clarify the need to protect Purple Line ROW based on the latest designs available at the time of subdivision and *amend the note on page 61 of the Sector Plan Public Hearing Draft with the following statement:*

“Additional right-of-way requirements for Purple Line will be determined at time of subdivision using latest project-level plans available for the Purple Line”.

September 16, 2009 Commission Meeting Direction

Confirmed 09/10/09 approach of using latest Purple Line plans and also *approved following general statement for inclusion in both plans:*

Both the Montgomery County plan and the Prince George’s County plan acknowledge the priority to be given the Purple Line planning, engineering, and design process. Both plans recognize that the Purple Line integration within the University Boulevard right-of-way will not have a “typical section” width due to site-specific transit station and area circulation needs.

Both plans support recommending that the required minimum right-of-way along University Boulevard be based upon the most recent available MTA Purple Line concept plans, and the latest SHA prepared typical cross sections (Interim and ultimate), as well as any subsequent refinements to these plans by SHA and/or MTA

Issue Number 3.b – University Boulevard Recommendations – Public Realm

September 10, 2009 Work Session Direction

Confirmed that the Sector Plan also includes a recommendation to introduce a 15-foot PIE on either side of University Boulevard in both Montgomery County and Prince George’s County Plan, beyond the ROW line established for Purple Line.

September 16, 2009 Commission Meeting Direction

Drop any specific reference to a PIE in Prince George’s County and *add the following language to both plans:*

“Both plans also support the establishment of an additional public realm adjacent to the right-of-way required by the Purple Line project that provides for certain facilities or amenities such as the required landscaped buffer and pedestrian path between the building line and the University Boulevard curb. The implementation mechanisms each County uses to establish this public realm are different, but may include right-of-way or easement reservation, dedication, or purchase. The Prince George’s County plan recommends the establishment of a

mandatory development standard, at the time of development of the Sectional Map Amendment (SMA), that would require the provision of the required sidewalk, streetscape, and other appropriate property frontage improvements to be included as part of any application for building or grading permits.

Issue Number 4 – New Hampshire Avenue

September 10, 2009 Work Session Direction

Concurred that New Hampshire Avenue within Montgomery County will have a multi-way boulevard concept between approximately 280 feet south of University Boulevard to Merwood Drive, with a ROW width of 150 feet minimum.

Concurred that the recommendation for a PIE for New Hampshire Avenue is appropriate and critical to the vision of the Sector Plan and for New Hampshire Avenue multi-way boulevard concept.

Concurred with recommendation to *amend text on page 25 of the Sector Plan Public Hearing Draft (Green Streets) to clarify that all bio-retention devices, rather than just bio-swales, would be required where feasible and appropriate. The new sentence will be “Bio-retention devices that capture and re-charge storm water into the groundwater will be incorporated into these green panels where feasible and appropriate.”*

September 16, 2009 Commission Meeting Direction

No additional direction needed. The PIE only applies to Montgomery County. The multi-way Boulevard concept plan applies only to Montgomery County.

Issue Number 5 – Business Street Recommendations

September 10, 2009 Work Session Direction

Deferred decision to amend the ROW for Anne Street between Kennewick Avenue and University Boulevard from 60 feet to 70 feet.

Deferred decision to concur with the Sector Plan recommendation to classify Hammond Avenue and Holton Lane (west of New Hampshire Avenue) as Business Streets.

September 16, 2009 Commission Meeting Direction

Direction from 09/10/09 work session applies only to City of Takoma Park and therefore was not addressed in Commission session.

Staff recommendation at the time of memo preparation, therefore, remains as described in the packet for the September 10 worksession:

Amend the ROW for Anne Street between Kennewick Avenue and University Boulevard from 60 feet to 70 feet and retain the business street classification for Hammond Avenue and Holton Lane west of New Hampshire Avenue.

Issue Number 6 – Internal Private Street Recommendations

September 10, 2009 Work Session Direction

Concurred on the conceptual alignment of private streets as shown on illustrative Development View sketches on pages 48, 49, 50, 52, 53, and 54.

Concurred with the private street concept proposed to connect Hammond Avenue and New Hampshire Avenue, with the modification that vehicular movement on this private street is limited to eastbound travel only (i.e., from Hammond Avenue towards New Hampshire Avenue only).

Concurred with the recommendation to clarify operations on two private streets:

- *The proposed private street between Kennewick Avenue and University Boulevard through the 1101 University Boulevard East property is expected to operate with a right-turn in/right-turn out movement at both Kennewick Avenue and University Boulevard.*
- *The proposed private street proposed to connect Hammond Avenue and New Hampshire Avenue should be limited to eastbound travel only (i.e., from Hammond Avenue towards New Hampshire Avenue only).*

September 16, 2009 Commission Meeting Direction

No additional direction needed as these are issues specific to the City of Takoma Park.

Issue Number 7 –Roadway Network Connectivity Across University Boulevard (County Line)

September 10, 2009 Work Session Direction

Concurred with the Prince George’s County plan to delete references to ‘jug handles’ in the Sector Plan and incorporate language to address street connectivity across University Boulevard and New Hampshire Avenue and to provide intersection improvements, turn prohibitions, and other operational improvements along University Boulevard through the Prince George’s County’s Development Review process.

Deferred concurrence that any major redevelopment activity on Langley Park Shopping Center will require consideration of Lebanon Street realignment in Prince George’s County to meet the Anne Street alignment in Montgomery County.

Deferred concurrence that any major redevelopment activity on Langley Park Plaza and Walgreens properties will require consideration of relocation of the existing traffic signal serving the two sites to the new Business Street (B-6) / Edwards Place intersection to the east, and that future alignment as well as operational aspects of the proposed new Business Street B-6 in Montgomery County and Edwards Place in Prince George's County will be coordinated at the time of redevelopment of affected properties.

Did not address the recommendation to retain the build scenario turnaround feature illustrated on the sketch (Development View) shown on page 49 of the Public Hearing Draft for the existing Driveway across 14th Avenue along University Boulevard.

September 16, 2009 Commission Meeting Direction

Commission approved the following *general statement for inclusion in both plans*:

The majority of the plan area is within Prince George's County. Both plans share a vision for improving street connectivity so that there are shorter blocks that provide more options for pedestrian, bicycle, and motor vehicle circulation and 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.

The shared objective of both plans is to provide a network of local streets that connects all four quadrants of the University Boulevard / New Hampshire Avenue intersection. Four local street connections in the ideal street grid meet at the Montgomery County/Prince George's County boundary. In this regard, the plans support the following:

Future feasibility of realigning Lebanon Street in Prince Georges County and Anne Street in Montgomery County will only be evaluated in conjunction with future redevelopment of the block bounded by Lebanon Street, New Hampshire Avenue and University Boulevard and after final design of the Takoma/Langley Crossroads Transit Center.

The future New Street (B-6) in Montgomery County meets existing Edwards Street in Prince George's County.

A future local street in Prince George's County is an extension of Holton Lane (B-5) 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, as a two-lane roadway with sidewalks within a 40' ROW. 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 time of future development.

Both plans supports the feasibility and on-going consideration of operational approaches to improve the performance of the intersection of University Boulevard and New Hampshire Avenue for all users.

Issue Number 8 – Sector Plan Bikeway Recommendations

September 10, 2009 Work Session Direction

Concurred with the following staff recommendations:

Amend all reference to “buffered bike lanes” in the Public Hearing Draft to “cycle tracks”.

Retain the cycle track recommendation for University Boulevard in the Public Hearing Draft, with the recommendation that the cycle track be implemented with the Purple Line project.

Modify University Boulevard dual bikeway description between Carroll Avenue and County Line from signed-shared roadway/shared-use path to signed-shared roadway/directional cycle track.

Modify New Hampshire Avenue dual bikeway description between University Boulevard and Merwood Drive from signed-shared roadway/shared-use path to signed-shared roadway/directional cycle track between University Boulevard and Kennewick Avenue and signed-shared roadway between Kennewick Avenue and Merwood Drive.

Concur with recommendation in the Sector Plan to amend/modify City of Takoma Park laws to permit shared use of all Business Street sidewalks.

Approve replacing “buffered bike lane” photo on page 35 of the Public Hearing Draft with photo for a cycle track included as Attachment J (to the September 10 worksession packet).

September 16, 2009 Commission Meeting Direction

Concurred with staff of both counties to ***include language in both plans in support of recent (post September 10, 2009) SHA proposal to construct on road bike lane and shared use path as part of Purple Line project. This interim improvement is to be built within the right of way required for the Purple Line. The ultimate section would include both on-road lanes and an off road cycle track within the right of way and an adjacent public realm of 15 feet on each side of University Boulevard.***

DH:TA:tc

ATTACHMENT D



MONTGOMERY COUNTY PLANNING DEPARTMENT THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

August 17, 2009

Memorandum

To: Melissa Williams, Community-based Planning Division

Via: Mary Dolan, Environmental Planning Division *MD*

From: Steve Findley, Environmental Planning Division *SF*

Re: Responses to Comments, Takoma-Langley Crossroads Sector Plan, Environmental Section

Environmental Planning staff has reviewed both public testimony and the comments of the County Executive on the environmental recommendations in the Takoma-Langley Crossroads Sector Plan. Responses to the testimony and comments are offered below. Many of the recommendations can be implemented through incentives offered in the new C-R zone, which is proposed to be applied to major portions of this Sector Plan area.

Responses to Comments from the Department of Environmental Protection

1. We are in receipt of a letter from WSSC regarding the Sector Plan recommendations. Suggest adding the following wording from the WSSC letter to address DEP's comment: "The Takoma/Langley Crossroads Sector Plan area is served by the WSSC's Sligo Creek and Northwest Branch sewer basins and its water service is provided via the Prince George's County Main Zone. Regarding potential impacts on WSSC water and sewer systems, specific capacity evaluations will be performed by WSSC's Planning Group and Development Services Group when detailed information is provided as various parcels and properties are submitted for development review in this master planning area. The extent of any impact to water and/or sewer system capacity, whether of a localized nature or requiring a capital improvement programmed (CIP) project, will be determined at that time."
2. We are amenable to changing the wording. However, reducing runoff from impervious surfaces can involve a number of strategies, including reducing the area of impervious surfaces where feasible. While this may not be possible in all cases, it should be possible in some cases, especially where the existing imperviousness is already near or at 100% (i.e. the proposed C-R zone has minimum requirements for planning areas in surface parking lots). Also, it should not be automatically assumed that increasing



density will necessitate increasing imperviousness. While this may happen on some sites, it may again be possible to reduce imperviousness during redevelopment of other sites.

3. (Since most of the burden for implementing this recommendation would fall to the Parks Department, it would be most appropriate for them to respond.)
4. Concur. Suggest adding wording such as: "Trees provide many functions that enhance quality of life, from improvements in air and water quality to reducing urban heat island effect and improved aesthetics. All redevelopment plans should consider ways to increase tree canopy on site."
5. The reference to Green Streets specifically refers to a network of smaller streets that connect the stream valley parks to the central business district. Identification of the most appropriate streets to include in the Green Street network should be done as part of an implementation study coordinated with County agencies. While we want to promote the inclusion of green functions such as stormwater management and street trees into designs (per the road code) for the main arterial roads through the area (New Hampshire Avenue and University Boulevard), we do not propose that these arterial roads include all of the features typical of Green Streets.
6. We will develop language to address this concern.
7. Agreed. However, the recommendation is qualified by the words "wherever possible." While they tend to be extremely disturbed and usually compacted at least to a depth of 12 to 18 inches, urban soils are extremely variable from site to site depending on their past history and use. The extent to which infiltration may occur and how it may be facilitated should be determined on a site-by-site basis. In addition, new approaches including the use of amended soils to enhance groundwater recharge may improve chances for infiltration. These issues would be dealt with during the development approval process.
8. While we want to encourage continued work to repair stream bank erosion in the Sector Plan area, we do not want the Sector Plan to create an impression that the County has existing stream bank repair plans. Suggest changing wording in each case to read "Encourage and support efforts to repair stream bank damage caused by erosion."
9. Environmental recommendations for the Takoma Park-Langley Crossroads Master Plan were being developed coincident with development of the new C-R zone. The C-R zone, which is likely to be applied by the Sector Plan to portions of Takoma Park in this area, establishes density incentives including incentives for on-site energy production. In fact, many of the environmental recommendations of the Plan are now included as incentives under the C-R zone. These recommendations should be considered to be priority items to offer as incentives in the C-R zone.
10. (Parks)

11. Thank you! Incentives for green roofs are included in the C-R zone.

12. Concur. For simplicity sake, park recommendations which improve the overall quality of life were placed under the Environment heading. Potential solutions could include considering this recommendation as something that contributes to a Diversity of land uses. Another solution could be to change the heading "Environment" to "Environment and Parks." A third option would be to include a brief explanation of what is meant by the headings "Diversity", "Design", "Connectivity", and "Environment" on page 8 of the Plan, including explaining that the Environment heading includes Parks recommendations.

13. Concur. The recommendation could be moved to the Connectivity section. Also, see #12 and #3 above.

Responses to Comments from Department of Fire and Rescue Services

3. Permeable Pavement: The Sector Plan recommendation for use of porous pavers is qualified by the phrase "to the greatest practical extent." Porous pavers can certainly be used for sidewalks and similar paved areas that are not subject to maximum load bearing situations. In addition, improvements in technology or approach may make the use of porous paving material stronger in the future. Ultimately, how and where such paving is used will be determined during the development review process, based on consideration of all pertinent factors.

4. Pedestrian-oriented design: Final designs will be determined during the development review process. A variety of approaches may be applied to ensure that fire and rescue services can access all properties, including parking management approaches.

5. Street trees: Final designs will be determined during the development review process.

Responses to Public Comments

LEED Certification: 1. Under current Montgomery County law, LEED certification is required for all buildings exceeding 10,000 square feet. LEED Silver is required for all public buildings exceeding 10,000 square feet. 2. Environmental recommendations for the Takoma Park-Langley Crossroads Master Plan were being developed coincident with development of the new C-R zone. The C-R zone, which is likely to be applied by the Sector Plan to portions of Takoma Park in this area, establishes density incentives that include many of the goals of this Plan's environmental recommendations, including incentives for increasing the LEED certification level to Silver, Gold, or Platinum; therefore, the Sector Plan will implement the recommendations for increasing LEED certification through the C-R zone. Similarly, the C-R zone implements environmental recommendations for on-site energy production.

Tree canopy: It is important to have an overall goal to increase tree canopy levels to those recommended by American Forests and others. The CR Zone requirements will help us achieve this.

Solar orientation: Solar orientation recommendations are guidance, not requirements. The extent to which buildings can achieve the recommended solar orientation will depend on individual site conditions and building design, and will be evaluated during site plan review.

Green Roofs on Parking Structures: Incentives for providing green roofs are included in the new C-R zone. Green roofs will be encouraged, but not required in site design.

Green Streets: The Green Streets recommendation is jointly supported by the Park and Planning Commission and the City of Takoma Park, and achieves both environmental and transportation goals of the Plan. Any such projects will be coordinated with the responsible transportation agencies, as well as DEP and DPS to achieve water quality goals.

Note: Due to growing concern over Global Climate Change and new concerns about Ocean Acidification, future legislation may make some of these efforts mandatory. Any such legislation would supersede the recommendations of this Plan.

ATTACHMENT E



MONTGOMERY COUNTY DEPARTMENT OF PARKS

THE MARYLAND - NATIONAL CAPITAL PARK AND PLANNING COMMISSION

TO: Melissa Williams, Senior Planner, Vision Division, Department of Planning

VIA: Dr. John E. Hench, Chief, Park Planning and Stewardship Division, Department of Parks *JH*

FROM: Brooke Farquhar, Supervisor, Park and Trail Planning, Park Planning and Stewardship Division, Department of Parks *BF*
Mark Wallis, Planner Coordinator, Park Planning and Stewardship Division, Department of Parks *MW*
Chuck Kines, Trail Planning Coordinator, Park Planning and Stewardship Division, Department of Parks *CK*

DATE: September 5, 2009 *is*

SUBJECT: Public Hearing testimony responses - Takoma Langley Crossroads Master Plan Public Hearing Draft June, 2009

The following are the Department of Parks responses to the Public Hearing testimony received on July 24, 2009 for the Takoma Langley Crossroads Public Hearing Draft. The testimony and responses are organized under the following categories:

- Urban Park/Civic Green
- Takoma Park Recreation Center
- Takoma Academy
- Long Branch Trail

Urban Park/Civic Green

The Master Plan recommends "an urban park in the area of the highest density near the Transit Center that will be the community's central place." The master plan on Page 48 illustrates the Civic Green location towards the rear of 1101 University Boulevard.

Testimony

- The City of Takoma Park in their resolution 2009-44 dated July 20, 2009 wrote "Consider relocating the civic green proposed for 1101 University Boulevard recommended to be conveyed to Parks, closer to, or adjacent to the transit station and incorporating more hard-scape than green-scape if adjacent to transit".
- B.F Saul testified that proposed Civic Green should be an urban plaza with a hardscape surface.

Department of Parks Response – Under Recommendations, bullet one, add the following language after the first sentence:

“The Civic Green location should be located near University Boulevard. The configuration of the Civic Green should be sized, located and configured to achieve a sense of place in a public space and act as a gathering area and focal point for programmed activities, seasonal festivals, and farmers markets. Design Guidelines should address standards for landscaping to achieve shade and relief from the paved environment, and environmental sustainability measures. The Civic Green must be one large or two medium sized adjacent spaces; not a series of disjointed small spaces and be sized between ½ and 1 acre.”

The Master Plan's graphics should be changed to show a location nearer to and /or adjacent to University Boulevard.

Takoma Park Recreation Center

The current recommendation in the Public Hearing Draft proposes a process and sequencing to replace the aging Recreation Center. Two issues have been raised – one by the City of Takoma Park requesting additional language on the tree buffer, and one by the Department of Parks requesting deletion of language on the timing of the transfer of property.

Testimony – Additional Language proposed

- The City of Takoma Park in their resolution 2009-44 dated July 20, 2009 Exhibit B requested the following language be added to page 44, “ *Recommend preserving the tree buffer next to the recreation center on New Hampshire Avenue.*”

Department of Parks Response

The “Environment” section of the Public Hearing Draft states: “Preserve the urban forest adjacent to the existing Takoma Park Recreation Center” (page 54). The language proposed by the City is in essence already included. Either the existing language or the proposed language is acceptable.

Language deletion proposed by the Department of Parks

The Public Hearing Draft describes the recommendation for replacement of the Takoma Langley Recreation Center, including the proposed sequencing (see page 43-44). The Department of Parks requests removal of the last sentence regarding the transfer (bolded below, from page 44):

“The transfer deed for the recreation center property will contain a reversion clause stating that if the property no longer functions for recreation purposes, it

will return to M-NCPPC, if requested. The transfer will take place after the Planning Board has approved the redevelopment of Parcel N621 with a project including a replacement recreation center."

Parcel 621 is the current recreation center site.

The Department of Parks requests **removal of the last sentence** as quoted above for several reasons. As long as the reversion clause is in the deed, there is no reason why the transfer should only take place after the redevelopment of the site has been approved by the Planning Board. The reversion clause protects the interests of the Commission and the general public.

The reasons for this deletion request are detailed as follows:

- 1) The park property and adjoining private property is being up-zoned from R-60 and R-10 respectively to the Commercial/Residential (CR) Zone. A reversion clause protects the commission from the City having undue enrichment should the City try sell the now more valuable piece of real estate;
- 2) The property would revert back to M-NCPPC ownership if "no longer used for recreation purposes." This could mean as needs change over time (a long time), that a building is no longer needed but more un-programmed open space is a higher priority. This scenario would still be in the spirit of the land transfer;
- 3) When the City is to negotiate with a private developer, site control is necessary for both parties in order to invest the time and money necessary to get a developer agreement;
- 4) Deletion of the last sentence as requested eliminates the Planning Board from being a third party in a negotiated developer agreement;
- 5) Deletion of the last sentence allows the Planning Board is to review a future project with just a reversionary property interest versus a fee simple ownership; and,
- 6) Deletion of the last sentence removes the Planning Board from a potential conflict between being both the approving authority and an owner/applicant.

Takoma Academy

The Public Hearing Draft states *"As recommended in the 2000 East Silver Spring Master Plan, purchase, if available, the Takoma Academy High School site for M-NCPPC park use to meet active recreation facility needs identified in the 2005 LPPRP."* Previously, the Potomac Adventists were considering relocating the Takoma Academy to another site. The plans have changed and the Takoma Academy will stay put with renewed emphasis on investing upgrades to the existing building.

Testimony

The testimony recommended removing the Department of Parks recommendation for potential use of the Takoma Academy High School by Parks. The testimony indicated that the intent of the recommendation can be achieved using the language from bullet number 4 without identifying specific properties in bullet number 3. Testimony stated that identifying the Takoma Academy specifically for property acquisition will undermine the efforts to invest in the property and attract future students.

Department of Parks Response

Eliminate the specific reference to the Takoma Academy property and instead combine bullet 3 and 4 on page 44 and change the Master Plan language as follows:

“Consider purchase of properties, where feasible and appropriate, that are adjacent to existing parks or meet identified active or passive recreational needs as documented in the current Land Preservation, Parks and Recreation Plan(LPPRP), to reduce active recreation shortages and/or expand urban green space”.

Long Branch Stream Valley Unit 1A Trail

The Public Hearing Draft recommends a potential trail as follows: *“Consider a sanctioned North/South trail along Long Branch Stream Valley Unit 1A South of Carroll Avenue to Jackson Avenue only is WSSC requires access for sewer line replacement.”*

Testimony

- The City of Takoma Park in their resolution 2009-44 dated July 20, 2009 wrote, *“Delete all references to the development of a sanctioned North/South trail along the Long Branch Stream Valley.”*
- The New Hampshire Gardens Civic Association (NHGCA) disapproves of the Long Branch trail recommendation – NHGCA prefers that WSSC restore the stream and riparian area to pre-disturbed conditions.
- The Takoma Park Committee on the Environment opposes the North/South trail proposed within the Long Branch Stream Valley.

Department of Parks Response

After consideration of the testimony, the Department of Parks staff recommends removing this trail segment recommendation from the plan for three reasons:

- The trail serves local needs and is not a major North/South regional trail,
- Suitable on-street alternatives exist,



- The park is entirely within an environmental buffer,
- The jurisdiction within which the parkland is located (City of Takoma Park) is opposed to the trail.

The section of Long Branch Trail within the sector plan boundary serves primarily local needs and suitable parallel, on-street alternatives exist that would provide the same function as the park trail. Residents seeking to travel between the New Hampshire Avenue corridor and the existing segment of trail terminating at Carroll Avenue can instead travel along Glenside Avenue which is proposed under this plan as a “green street” with sidewalks, street trees and presumably continued traffic calming. This green street will offer a safe and pleasant alternative to the park trail, meeting both transportation and recreation needs.

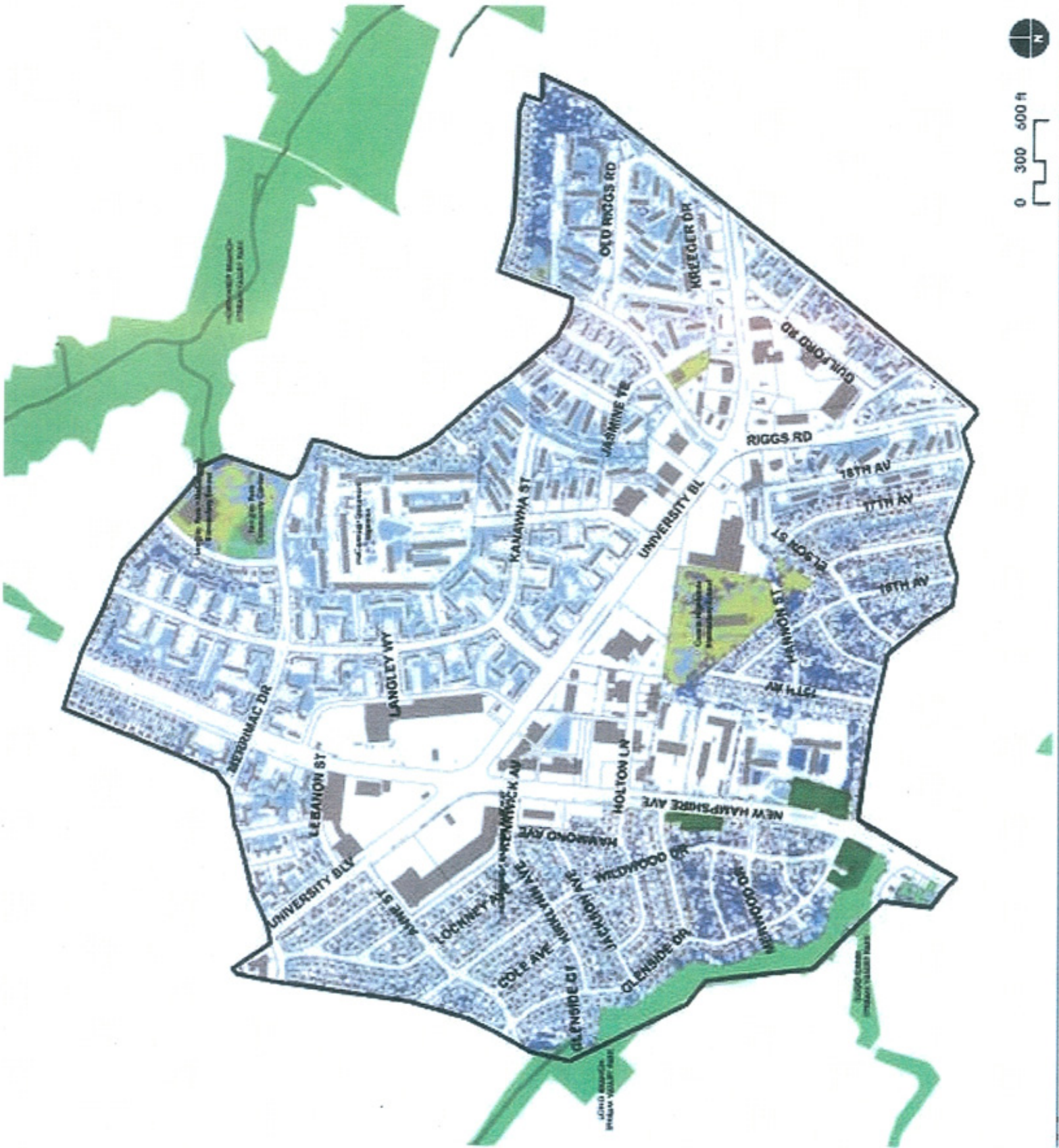
The segment of Stream Valley Park through which this proposed park trail would travel is located in an environmentally sensitive area—a stream valley buffer. Additionally, it is within the municipal boundaries of the City of Takoma Park, which publicly is opposing this trail recommendation. Long Branch Stream Valley Unit 1A should remain natural and if/when WSSC upgrades the sewer lines the stream valley park’s natural features should be enhanced and its environmental functions augmented.

The Department of Parks recommends the following language in replace of the current recommendation at the bottom of page 44:

“Do not pursue a North/South hard surface trail along Long Branch SVU Unit 1A South of Carroll Avenue. However, preserve the existing east-west park trail connector at Jackson Avenue to facilitate access between the communities on each side of the Long Branch Stream Valley Park.”



ATTACHMENT F



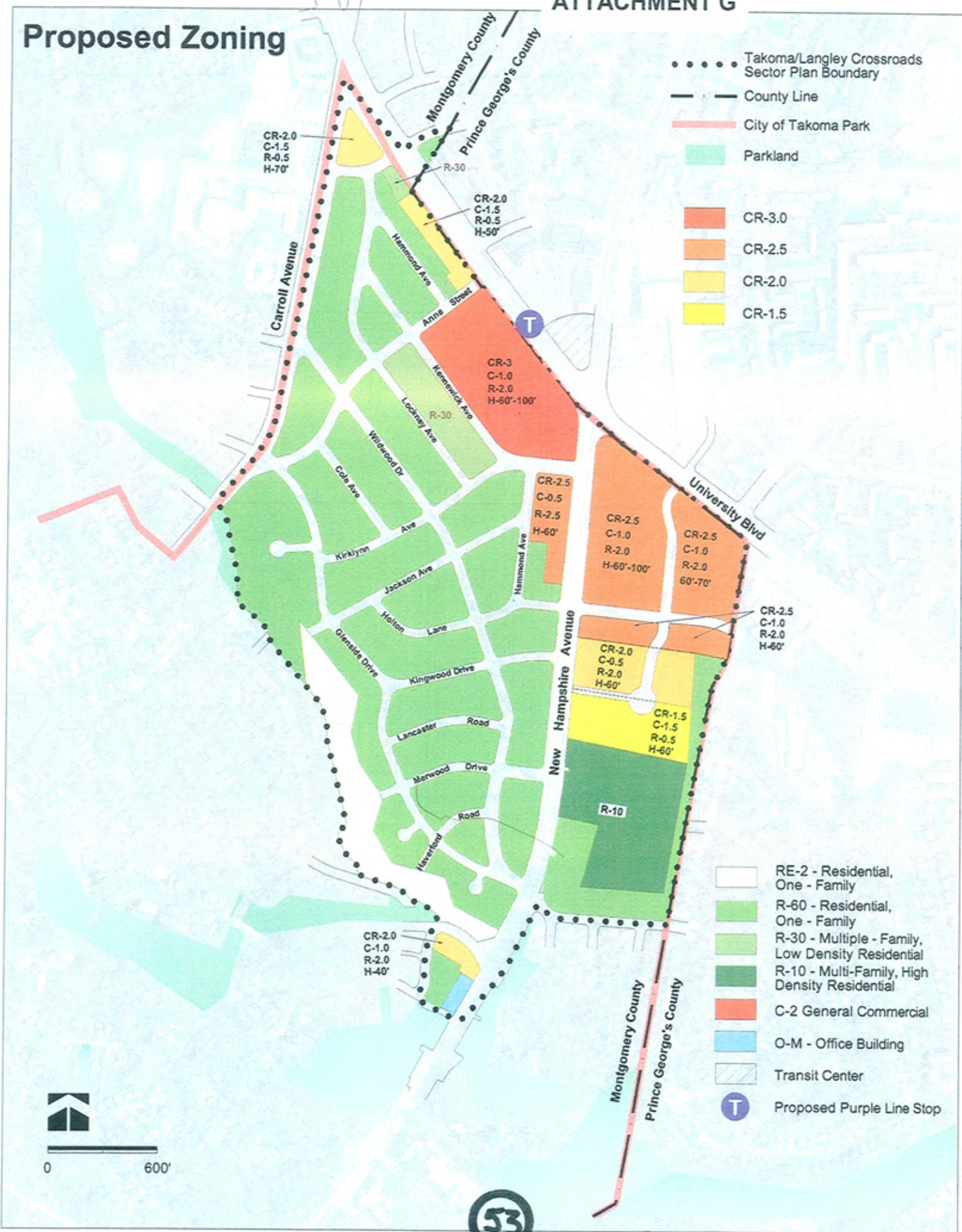
ATTACHMENT G

Proposed Zoning

- Takoma/Langley Crossroads Sector Plan Boundary
- County Line
- City of Takoma Park

- Parkland
- CR-3.0
- CR-2.5
- CR-2.0
- CR-1.5

- RE-2 - Residential, One - Family
- R-60 - Residential, One - Family
- R-30 - Multiple - Family, Low Density Residential
- R-10 - Multi-Family, High Density Residential
- C-2 General Commercial
- O-M - Office Building
- Transit Center
- T Proposed Purple Line Stop



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ATTACHMENT H

Williams, Melissa

From: Kines, Charles
Sent: Thursday, September 17, 2009 4:01 PM
To: Williams, Melissa
Cc: Wallis, Mark; Farquhar, Brooke
Subject: Clarifying text for Long Branch Trail recommendation, Takoma-Langley Sector Plan

Let me know if this works.

“Glenside Avenue is a proposed green street, featuring sidewalks and street trees. It also is a proposed bikeway (signed shared roadway). The sidewalk and bikeway will serve as pleasant and suitable alternatives to a hard surface park trail in the environmentally sensitive Long Branch SVP, connecting Sligo Creek Trail at New Hampshire Avenue with the existing segment of Long Branch Trail terminating at Carroll Avenue.”

- Chuck

Charles S. Kines, AICP
Park and Trail Planner/Coordinator
Park Planning and Stewardship Division
M-NCPPC, Montgomery County Department of Parks
1109 Spring Street, Suite 800
Silver Spring, MD 20910
301-495-2184