

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

September 9, 2013

Mr. Scott Siegal
Orchard Road Parcel B LLC
6476 Sligo Mill Road
Takoma Park, 20912

Re: Forest Conservation Exemption # 42014025E
6413 Orchard Avenue

Dear Mr. Siegal:

This letter is to inform you that your request for an exemption from submitting a forest conservation plan 42014025E, is **confirmed**. This plan submitted on September 3, 2014 is in compliance with Chapter 22A-5 (s)(1) of the Forest Conservation Law. This exemption covers an activity conducted on a tract less than 1.5 acres with no existing forest, or existing specimen or champion tree, and the afforestation requirements would not exceed 10,000 square feet.

An on-site pre-construction meeting is required after the limits of disturbance have been staked and flagged, but before any clearing or grading begins. The property owner should contact the Montgomery County Planning Department inspection staff before construction to verify the limits of disturbance. The property owner, construction superintendent, forest conservation inspector, and Department of Permitting Services (DPS) sediment control inspector should attend this pre-construction meeting.

Any unauthorized changes from the approved exemption request may constitute grounds to rescind or amend any approval actions taken and to take appropriate enforcement actions. If you have any questions regarding these actions, please feel free to contact by email at david.wigglesworth@montgomeryplanning.org or at (301) 495-4581.

Sincerely,

A handwritten signature in black ink that reads "David Wigglesworth".

David Wigglesworth
Sr. Planner

Development Applications & Regulatory Coordination Division

CC: Mike Razavi (Raztec Eng)
Michael Klebasko (Klebasko Eng)

City of Takoma Park, Maryland

DEPARTMENT OF PUBLIC WORKS
TELEPHONE: 301-891-7633
FAX: 301-585-2405



31 OSWEGO AVENUE
SILVER SPRING, MD 20910

Mike Razavi, P.E.
Raztec Associates, Inc.
3451 Emys Place, Monrovia, MD. 21770
301-775-4394

Re: 6413 Orchard Avenue, Takoma Park
SWM concept Application SW11-03

Dear Mr. Razavi;

The concept SWM plan for the referenced was reviewed and found, in general acceptable. Please be advised that all documents outlined in Takoma Code Title 16.04.160 PERMIT REQUIREMENTS, shall be submitted to the city prior to issuing Storm Water Management permit. Please also note that Sediment and Erosion Control plan for the project shall be submitted to Montgomery County Department of Permitting services for approval with a copy submitted to City of Takoma Park department of Public works prior to issuing the Stormwater Management Permit. The permit requirements are out lined in attachment for your reference.

Sincerely

For City of Takoma Park, Maryland

Ali Khalilian 03/01/2012

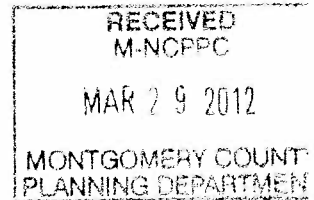
Ali Khalilian, P.E.

City Engineer

301-585-3978

Cc: File

Daryl B



Introduced by: Councilmember Stewart

CITY OF TAKOMA PARK, MARYLAND

Resolution No. 2015-53

**Resolution Recommending the Approval of the
Site Plan Application 820120160 for 6413 Orchard Avenue**

- WHEREAS, Orchard Road Parcel B LLC (the Applicant) has submitted a Site Plan (File 820120160) for review by the Maryland-National Capital Park and Planning Commission to facilitate the development of a two-story commercial building to be used for storage of materials related to nearby Maggio Roofing, and its associated solar panel business; and
- WHEREAS the Montgomery County Planning Board (Planning Board) is expected to review the Site Plan (File 820120160) on October 15, 2015; and
- WHEREAS, the Takoma Park Master Plan 2000 recommends the revitalization of the Maryland Gateway, which includes the commercial area along Sligo Mill Road and Orchard Avenue, supporting continued commercial use on the whole site and site design that limits impacts on nearby residential areas; and
- WHEREAS, the City Council and community have expressed a strong interest in the revitalization and redevelopment of the New Hampshire Avenue corridor, with the adoption of the New Hampshire Avenue Concept Plan (2008) and New Hampshire Avenue Streetscape Standards (2012) which recommend the transformation of New Hampshire Avenue into a pedestrian friendly multi-way boulevard with mixed-use retail, office, and residential; and
- WHEREAS, the City of Takoma Park supports the expansion of independent business and investment in real property in the city and appreciates the conscientious use of attractive architectural details for a commercial storage building; and
- WHEREAS, the Pinecrest Community Association and adjacent property owners have expressed interest in an approved Site Plan that maintains the screening around the dumpster, has an attractive façade along the western property line consistent in design and materials with the elevations presented to City staff, appropriately mitigates stormwater run-off from the site, and ensures that the use of the building is for storage and related uses that do not involve excessive noise or other nuisances that could negatively impact the community; and
- WHEREAS, the Site Plan property is situated in the commercial area along Sligo Mill Road and Orchard Avenue, which confronts and is adjacent to residentially zoned properties with recreational and conservation land uses, many of which are owned by the Maryland-National Capital Park and Planning Commission; and

- WHEREAS, the Pinecrest Community Association and adjacent property owners have expressed concerns about commercial vehicle parking and unloading activities on public rights-of-way throughout the commercial area along Sligo Mill Road and Orchard Avenue, as well as vehicular circulation associated with commercial uses through adjoining residential areas; and
- WHEREAS, to mitigate parking concerns identified by the neighborhood and adjoining property owners, the City of Takoma Park will work with the community to identify appropriate on-street parking restrictions to reduce the number and duration of commercial vehicles parking on portions of Sligo Mill Road and Orchard Avenue; and
- WHEREAS, the City of Takoma Park will prohibit parking and storage in the public alley off of Orchard Avenue; and
- WHEREAS, the Applicant has applied for a parking waiver as the Site Plan does not provide the adequate number of parking spaces required in the Montgomery County Zoning Ordinance; and
- WHEREAS, the Planning Board may waive the requirements for parking setbacks and numbers of spaces where it finds that such waivers will accomplish the goals of the master plan including revitalization, enhancing the pedestrian environment and encouraging the use of transit; and
- WHEREAS, the City of Takoma Park, to encourage thoughtful and community serving infill development, has supported parking waiver requests of site plan applicants in the past where no options for providing parking on site or off site have been available; and
- WHEREAS, the Applicant has stated that five or more vehicles will be parked within the proposed storage building in addition to using the parking spaces shown on the proposed site plan; and
- WHEREAS, the Applicant owns the undeveloped property, identified as Lot 6, Block 17 on the Site Plan, located immediately across the public alley from the proposed structure and presently uses it for vehicle parking; and
- WHEREAS, the City of Takoma Park strongly encourages the Applicant to add language to the site plan proposal that indicates the number of vehicles to be parked within the proposed building and/or to commit to using Lot 6, Block 17 for parking of commercial vehicles and unloading of materials, to minimize negative impacts on adjacent residential and recreational uses; and
- WHEREAS, the Applicant is requesting a reduced setback on the rear of the property; and

WHEREAS, the City of Takoma Park supports the Applicant's request for a reduced rear setback.

NOW, THEREFORE BE IT RESOLVED that the City Council of the City of Takoma Park recommends approval of the proposed Site Plan (File 820120160).


BE IT FURTHER RESOLVED that the City Council supports a design for the western facade of the building along the property line constructed of a split-faced architectural block that is consistent with that used on the other building facades.

BE IT FURTHER RESOLVED that the City Council of the City of Takoma Park does not support the requested parking waiver of six spaces and strongly encourages the Applicant to exercise all available options to satisfy the parking requirement for the proposed commercial development by providing additional parking spaces through the

- a) Designation of such spaces within the proposed building; or
- b) Reconfiguration of the location or footprint of the building to provide for vehicle parking in front of the east-facing garages, perpendicular to the public alley, which is permitted in Takoma Park; or
- c) Dedicating a portion of the adjacent Lot 6, Block 17 to allow for the provision of the balance of required parking.

Adopted this 28th day of September, 2015.

Attest:


Jessie Carpenter, CMC
City Clerk

Introduced by: Councilmember Qureshi

CITY OF TAKOMA PARK, MARYLAND

Resolution No. 2016-23

**Resolution Recommending the Approval of the
Site Plan Application 820120160 for 6413 Orchard Avenue**

WHEREAS, Orchard Road Parcel B LLC (the Applicant) has submitted a revised site plan (File 820120160) for review by the Maryland-National Capital Park and Planning Commission to facilitate the development of a single-story commercial building to be used for storage of materials related to nearby Maggio Roofing, and its associated solar panel business; and

WHEREAS, the Takoma Park City Council reviewed an earlier iteration of the site plan in September 2015 and adopted Resolution 2015-53 that recommended approval of the project but opposed the Applicant's request for a parking waiver; and

WHEREAS, Resolution 2015-53 encouraged the applicant to exercise all available options to satisfy the parking requirement for the proposed development; and

WHEREAS, the revised site plan eliminates the second floor area of the proposed building, reducing the proportional parking requirement in half, to only six spaces; and

WHEREAS, the six parking spaces are accommodated on the revised site plan and parking waiver request is no longer applicable; and

WHEREAS, the City Council reviewed the revised site plan on July 6, 2016 and continues to support the project so long as a parking waiver is not required; and

WHEREAS the Montgomery County Planning Board (Planning Board) is expected to review the Site Plan (File 820120160) sometime in the Fall of 2016.

NOW, THEREFORE BE IT RESOLVED that the City Council of the City of Takoma Park recommends approval of the proposed Site Plan (File 820120160), so long as a parking waiver is not required.

Adopted this 20th day of July, 2016.

Attest:


Jessie Carpenter
City Clerk

City of Takoma Park

Planning Division
Phone: 301-891-7119
planning@takomaparkmd.gov
Fax: 301-270-4568



7500 Maple Avenue
Takoma Park, MD 20912
www.takomaparkmd.gov

October 1, 2015

Marco Fuster, Senior Planner
Area One Planning Division
Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: Site Plan No. 820120160
6413 Orchard Avenue

Dear Mr. Fuster,

The City of Takoma Park has completed its review of Site Plan file 820120160 and recommends the following conditions of a certified site plan pertaining to City rights-of-way:

1. Extend the eastern LOD accordingly to address grade on the private property (also owned by the applicant) in such a way that it will not encroach upon or compromise the newly paved Orchard Avenue alley.
2. If a parking waiver is granted by the Planning Board, applicant is to construct a 5' wide sidewalk along northbound Orchard Avenue connecting the Orchard Avenue alley entrance to existing sidewalk on Sligo Mill Road. Sidewalk is to be placed in the Orchard Avenue right-of-way, abutting the property line, buffered from the curb by a 6' wide planting panel.

Applicant shall obtain a permit to work in the right of way from the City of Takoma Park Public Works Department. Please contact Ian Chamberlain, Construction Manager at (301) 891-7611 to obtain necessary permits.

Thank you for the opportunity to review this site plan. If you have any questions or comments regarding this letter, please contact me at ErkinO@takomaparkmd.gov or (301) 891-7213.

Sincerely,

A handwritten signature in black ink, appearing to read "Erkin Ozberk".

Erkin Ozberk
Senior Planner

cc: Sara Daines, Director, Housing and Community Development Department
Ian Chamberlain, Construction Manager, Public Works Department

Date: September 5, 2015
To: Mayor, Council and staff, Takoma Park, Maryland
From: Dan Robinson, owner, 6411 Orchard Avenue
Re: Site plan review for 6413 Orchard Avenue

1. I urge a vote against the reduced parking allowance and against a space shift to a different lot. Please consider the needs of neighbors, both business and residential. Maggio needs adequate parking on the lot.

- a. Maggio has a fleet of 12-14 trucks and vans that currently park on the site. There are no parking spaces associated with the Maggio offices or bays/workshops beneath.
- b. Adequate additional on-site parking spaces can be attained by parking from the alley. Vehicles can then back into the alley to turn and exit, instead of using the inside of the lot to do so. A 20' setback from the alley edge matches the setback for my building, which operates with this design.
- c. Shifting parking to another lot to cover the shortfall for the site plan is cumbersome and restrictive, because it would prohibit development of the other lot in the future.
- d. The additional lot (across the alley and up hill) may be needed for business growth.

2. I urge the City of Takoma Park to construct an alley that connects Orchard Avenue to Sligo Mill by extending the alley and connecting to the Cockerille paper street. A through alley makes sense for everyone and promotes local business and the New Ave initiative.

- a. An additional entrance to the alley would facilitate deliveries and push traffic off Orchard and onto Sligo Mill Rd.
- b. Asking Maggio and Chamberlain to use their land for access to the public alley does not make sense when there is a paper street designed for this purpose. Furthermore, it would restrict access for other tenants and owners along the alley.
- c. The City could replant trees in the adjacent wooded area managed by the City, particularly between the alley and the townhouses on Orchard to increase a noise and sight buffer, or elsewhere in town to make up for trees that would be removed.
- d. The alley extension would facilitate appropriate use of the alley right of way, which is currently blocked by parked trucks, equipment, and storage trailers.

NOTE: I have been on the 'green' side of many issues. The alley extension makes sense to me on balance, and in this case particularly because the alley would promote installation of solar panels, another 'green' solution.

Jessie Carpenter - Comments on proposed development at 6413 Orchard Avenue, Takoma Park, MD

From: Lea Chartock <xwriter@umd.edu>
To: <BruceW@takomaparkmd.gov>, <SethG@takomaparkmd.gov>, <TimM@takomaparkmd.gov>, <KateS@takomaparkmd.gov>, <TerryS@takomaparkmd.gov>, <FredS@takomaparkmd.gov>, <JarrettS@takomaparkmd.gov>, <SuzanneL@takomaparkmd.gov>, <ErkinO@takomaparkmd.gov>
Date: 9/5/2015 2:59 PM
Subject: Comments on proposed development at 6413 Orchard Avenue, Takoma Park, MD
Cc: <JessieC@takomaparkmd.gov>

Dear Mayor Williams, City Manager Ludlow, Senior Planner Ozberk and Council Members:

As residents of Sligo Mill Road, we wanted to express our concerns about the site plan for Maggio Roofing's proposed storage building at 6413 Orchard Avenue.

This construction, while it may meet existing zoning, doesn't really enhance the redevelopment of the New Hampshire Avenue corridor, given it's essentially industrial nature.

If project is to go forward, however, we believe that the plan must be compatible with the residential character of the surrounding neighborhood. Unfortunately, the proposed plan does not appear to address the following problems:

1. It calls for only 6 parking spaces. Currently, on a normal working day, many more than 6 employee cars are parked along Orchard. Also, the company has more than a dozen vehicles in its fleet. Once the storage building is completed, where will these trucks park?
2. The plan locates a dumpster on the southwest side of the building, closest to the existing office building and the adjacent townhouses. Industrial dumpsters may create rodent, odor and loose trash problems, not to mention noise from the trash trucks.
3. There is no mention of mitigation to address water runoff issues that are likely to be exacerbated given an increase in non-permeable surfaces or soundproofing/lighting for the building itself.
4. The plan does not show any access to Orchard Alley from Sligo Mill; thus deliveries and truck traffic would continue along Orchard. The narrowness of the streets in the neighborhood, the number of children, the planned playground adjacent to the community garden—all argue against continuing to allow heavy trucks on Orchard, 4th or 5th Streets.

For the plan to be compatible with the surrounding residential neighborhood, the proposed must development must include the following provisions:

1. Sufficient off-street parking and a plan to ensure that neither employees nor Maggio's fleet park on nearby residential streets.
2. Relocating the dumpster away from neighboring office building and townhouses.

3. Soundproofing and lighting requirements consistent with the building's proximity to residences, as well as mitigation for water runoff from the site.
4. Truck access to Orchard Alley and the new building directly from Sligo Mill Road to enable all deliveries to be made from Sligo Mill.

Thank you for taking our concerns into account.

Lea Chartock & Ross Chapple
6414 Sligo Mill Road

From: Roger Schlegel <roger.b.schlegel@gmail.com>
To: Kate Stewart <KateS@takomaparkmd.gov>, Suzanne Ludlow <SuzanneL@takomaparkmd.gov>, Erkin Ozberk <ErkinO@takomaparkmd.gov>, Jessie Carpenter <JessieC@takomaparkmd.gov>, Bruce Williams <BruceW@takomaparkmd.gov>, Terry Seamens <TerryS@takomaparkmd.gov>, Seth Grimes <sethg@takomaparkmd.gov>, Councilmember Tim Male <timm@takomaparkmd.gov>, Jarrett Smith <JarrettS@takomaparkmd.gov>, <FredS@takomaparkmd.gov>
CC: Dan Robinson <dan.robinson@homeintakoma.com>, paul weeda <paulweeda@gmail.com>, Lea Chartock <xwriter@umd.edu>
Date: Wednesday, September 09, 2015
Subject: Comments in response to tonight's work session on the 6413 Orchard Ave site plan

Hi everyone,

Please include these comments in the official record along with the transcription of my verbal comments during the public comment period this evening.

Thank you to Senior Planer Erkin Ozberk, City Manager Suzanne Ludlow, Councilmember Kate Stewart, and the rest of the Council for their involvement thus far with the site plan review for 6413 Orchard Avenue (Orchard Alley).

I'm writing to recap seven observations from the work session this evening. Please take these observations into consideration as you draft the City Council resolution to be voted upon next week. *Each observation is followed by a summary comment in boldface. *There is a concluding comment as well.

1. We had been given to understand by Mr. Seigel that his recent improvement (terracing and graveling) of the vacant lot immediately north of the Trades Building along Sligo Mill Road was intended to create additional parking spaces which would be maintained permanently to serve the needs of his business as a whole, including activities taking place in the proposed storage building. As recently as this past Saturday, City Manager Ludlow restated the City's impression that Seigel's site plan for the proposed alley structure is coupled with the provision of parking in this terraced lot across the alley. It became clear at the work session this evening that we have been misled (or at least sorely mistaken) in this regard. In asking for the parking waiver this evening, Seigel essentially decoupled the Sligo Mill Rd. property from the property across the alley where he wants to build storage. His comments indicated that his main purpose in improving this area was to provide a space to use while the storage structure is being built. It is reasonable to expect that he does not intend to hold onto this property in the long term, especially if it is not dedicated to providing parking to support activities on other properties of his in the vicinity. *Mr. Seigel has not made any commitment to using the Sligo Mill Road gravel lot as a long-term parking area for his business, and its current existence and use should not be factored into the City or County's evaluation of the 6413 Orchard Ave site plan, with regard to either employee parking or storage of other commercial vehicles.*

2. Mr Seigel's explanation of how his site plan will accommodate all parking needs is very difficult to believe. He claims that his employees will use five parking spaces only. Allowing for a sixth space for Mr. Seigel, this accounts for all available parking on his proposed site plan. This means that he would have to park all of his other equipment and vehicles INSIDE of the proposed STORAGE building. Last Saturday, we counted at least 12 large vehicles parked in the lot where the building is to be constructed, and we are aware of at least two other vans that belong to the company. Mr. Seigel needs to show how this many vehicles will be able to maneuver in and out of the proposed building, while still allowing for the delivery and storage of all the solar panels and other materials that the building is ostensibly intended to hold. *Given that Mr. Seigel has not presented a coherent plan for storing all of his vehicles on his property in the long term while also providing sufficient employee parking, the City should oppose his request for a parking waiver.*

3. Mr. Seigel denied that any fabrication activity ever goes on within the property in question, yet he said that "sawing" and "metal bending" take place there. His definition of fabrication is evidently limited to "the manufacturing of solar panels." It may well be that he intends to use this

building for "metal bending" and "sawing" as it is reasonable to expect that he fabricates the frames on which solar panel arrays are mounted on roofs. This past Saturday, all of us heard a loud air compressor in operation on the property in question, NOT within the Trades Building lower level, as Mr. Seigel claimed. *Given that we cannot count on Maggio Roofing to refrain from the use of noisy equipment in the new building, it is imperative that the new building be properly sound-insulated beyond the requirements for a mere storage building.*

4. Mr. Seigel claimed that he has successfully directed his employees to use only the east end of Orchard Avenue, Sligo Mill Road, and Sheridan Street to access his facility. Observations by several residents contradict this claim, and at least one resident has recent photographs to prove it. Much of Maggio Roofing's work takes place in the District of Columbia, and in many cases, Kansas Avenue provides a faster route to and from the work site. This creates an incentive for Maggio trucks to use the east (downhill) side of Orchard Avenue and either 5th or 4th Avenue to get out to Eastern Avenue and into the District. Furthermore, as Mr. Seigel explained in response to a question from Councilmember Schultz, the existing arrangement for delivering materials for his business involves parking large trucks along Sligo Mill Road, then offloading materials to forklifts that travel down Sligo Mill Road to Orchard, go down the hill on Orchard, and turn right into Orchard Alley. This is an unorthodox arrangement that is not compatible with a residential neighborhood. (Note that Orchard Avenue provides the only reasonably safe bike route between Old Town Takoma and New Hampshire Avenue.) By way of analogy, imagine if Westmoreland Avenue were routinely used by forklifts to deliver material to Ace Hardware, or if Anne Street were routinely used by forklifts to deliver materials to Expo Market. *The construction of a Sligo Mill Rd.-based entry into Orchard Alley (e.g. via the Cockerille Avenue paper street) would allow for the closure of Orchard Alley to through traffic and would naturally direct light-industrial traffic out onto New Hampshire Avenue. Pincrest is advocating for this solution because it is clear that verbal agreements are not effective in creating a safe separation between light-industrial and residential uses in the neighborhood. In conjunction with its response to this specific site plan, the City should move as quickly as possible to carry out a feasibility study for an Orchard Alley extension or for the creation of some other means of egress to Sligo Mill Road/Sheridan Street. Funding in the amount of \$5,000 for such a study was included in the FY14 budget during the reconciliation process but was never carried out.*

5. Mr. Seigel's engineer claimed that it would not be possible to redesign the proposed structure to be longer and narrower along the north-south access, in order to maintain a 10-foot setback in the rear and create parking spaces at least 20 feet deep along the length of the alley. His claim was based on the fact that the site would not have sufficient stormwater treatment capacity if it were configured in this way. This claim needs to be tested. There are ways to create stormwater storage facilities underground, for example; and Mr. Seigel has also indicated his desire to use green-roof technology if possible to reduce stormwater runoff. *The City and County should insist that Mr. Seigel's team examine and present alternative site designs that would allow for additional parking on site, including an elongated and narrower building footprint to allow for off-alley parking along the length of the building.*

6. Mr. Seigel has never presented elevations or artist's depictions of the rear of the proposed building. This evening he deflected a question about this omission by speaking vaguely about a printing problem (ink color) unrelated to the question. He and his team also discounted the close visual proximity of the Orchard Avenue homes to the rear side of the proposed building. Those of us who have examined this area during the six months of the year (November, December, January, February, March, and April) when trees, shrubs and vines are in leaf understand full well that the proposed building will be in plain view of Orchard Avenue residents from their backyards for half of the year. *It is imperative that Mr. Seigel provide an elevation for the west side of the building and artist's renditions of how that west side will appear DURING THE LATE FALL, WINTER, AND EARLY SPRING from the perspective of the nearest Orchard Avenue home, as well as from the public right-of-way on Orchard Avenue.*

7. In our visit to the site this past Saturday as well as in the Google Earth image shown during tonight's meeting, it was clear that Mr. Seigel is content to ignore regulations. For example, he has constructed a large open-air shelter/shed (perhaps 20 feet high) which extends to the extreme western edge of his property, right against the M-NCPPC property line, which is a violation of setback requirements for such structures. Also, on Saturday he had vehicles illegally parked in the alleyway. *Given Mr. Seigel's cavalier attitude toward regulations as well as verbal agreements, the City and County should not approve any site plan that deals with identifies concerns vaguely or through non-binding verbal promises or statements of intention.*

In closing, I would again like to urge any City Council member who has not done so to walk around this area on foot within the coming days, and to consider not only the unusual constraints associated with this building site, but also to consider how the City can create a broader vision for the eventual successful build-out of the larger Sheridan/Sligo Mill/Orchard/New Hampshire area so that it promotes a harmonious, safe, and aesthetically appealing mix of uses. We now have quite a number of active development possibilities in play along lower New Hampshire Avenue -- the Red Line Motors expansion, the renovation of the former Adventist office building, the laundromat construction at 6450 New Hampshire, the possible redevelopment of the Advance Auto Parts property at New Hampshire and Eastern Avenues, and this Maggio proposal. Not to be forgotten is the fact that the wooded M-NCPPC property adjoining New Hampshire Avenue between Red Line Motors and Poplar Avenue is also classified as available for development. Given the rapid redevelopment of the Lamond-Riggs neighborhood to the south in the District, the rapid growth around Fort Totten Metro, and the possible inclusion of New Hampshire Avenue in a rapid-bus network (particularly if the Purple Line station at Langley Park is constructed), we are likely to see an acceleration of redevelopment activity in this area. *Now is the time for the City Council and staff to work with residents and other property owners to develop a more detailed vision for lower New Hampshire Avenue and its environs, to develop or set aside necessary infrastructure for mobility as well as parking (sidewalks have been a great first step) as well as community amenities (hence the importance of the playground project), and to agree on the desires, constraints, and non-negotiables that should inform the evaluation of specific development proposals. Without an articulated vision and proactive efforts to lay the groundwork for success, development will continue to proceed piecemeal, and we could end up with a built-out area that lacks cohesion, aesthetic appeal, or liveability. Pinecrest has been building working relationships with Lamond-Riggs and is pursuing such relationships with Prince George's County neighbors as well, and Pinecrest is very interested in being involved in the next stage of the visioning and planning process. *

Thank you very much for your consideration of these observations and comments.

Sincerely,
Roger Schlegel
Member, Executive Committee, Pinecrest Community Association
6512 Allegheny Avenue
301-891-2787