



THE MARYLAND-NATIONAL CAPITAL PARK & PLANNING COMMISSION

Item #5
MCPB
7.24.03

MEMORANDUM

DATE: July 18, 2003
TO: Montgomery County Planning Board
VIA: Joseph R. Davis, Chief
Michael Ma, Supervisor *Ma*
Development Review Division
FROM: Mary Beth O'Quinn *MBOQ*
Planning Department Staff
(301) 495-1322

REVIEW TYPE: Site Plan Review
APPLYING FOR: Approval of 5,996 sf General Office Space

PROJECT NAME: Orchard Avenue Office
CASE #: 8-03032
REVIEW BASIS: Site Plan required for the Commercial Revitalization Overlay Zone:
for waiver of parking standards [§59-C-18.213(a)]
for allowance of additional building height [§59-C-18.213(c)]

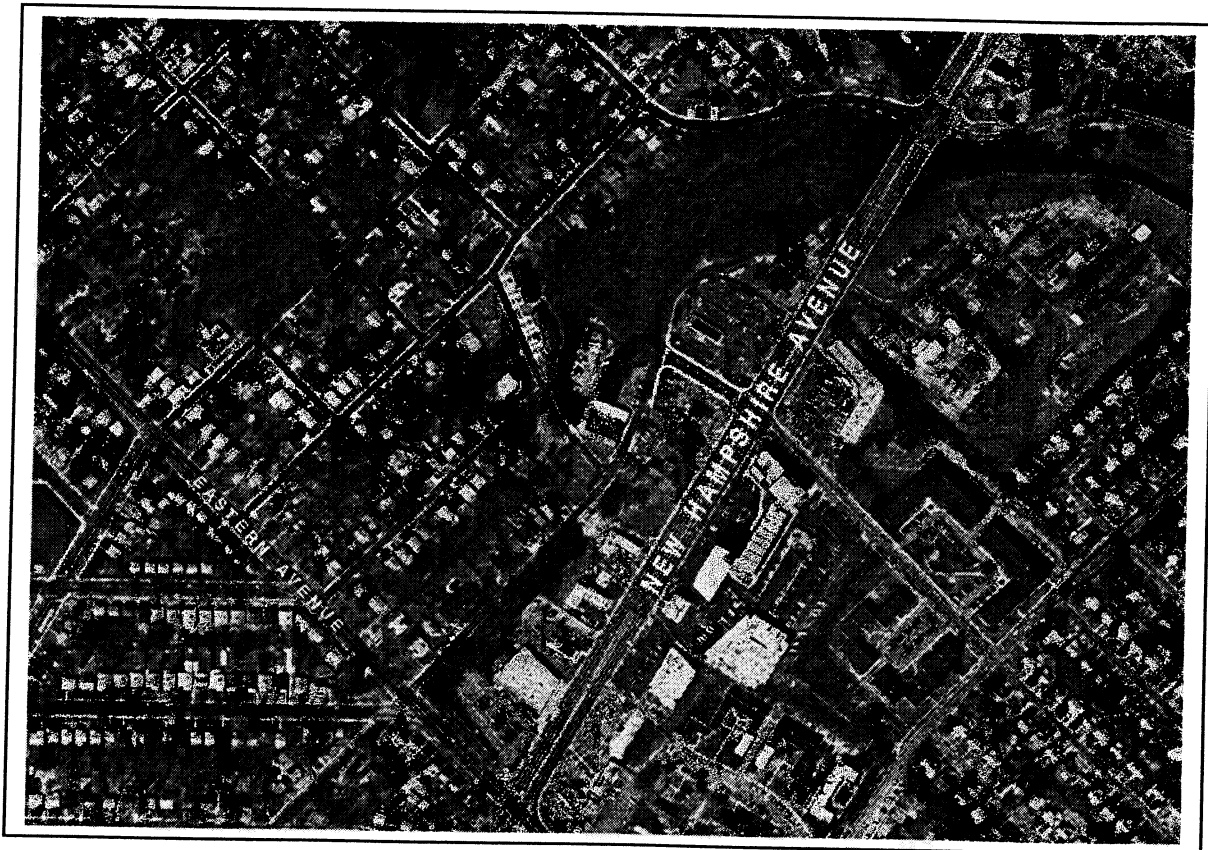
ZONE: C-2 and the Takoma Park Commercial Revitalization Overlay Zone (CROZ)
LOCATION: Orchard Avenue, 140 feet W-NW of Sligo Mill Road
MASTER PLAN: Takoma Park
APPLICANT: Daniel S. Robinson and Joan E. Simons
FILING DATE: May 27, 2003
HEARING DATE: July 24, 2003



STAFF RECOMMENDATION: Approval of 5,996 sf general office space and parking waiver subject to the following conditions:

1. Stormwater Management
Conditions of the City of Takoma Park, Maryland Stormwater Permit approval dated April 2, 2003.
2. Transportation Planning
Conditions of M-NCPPC Transportation Planning memo dated July 17, 2003, including:
 - a. Limit the development to no more than 4,000sf of general office space;
 - b. Provide site access via the public alley located to the east of the proposed building;
 - c. Dedicate right-of-way from the centerline of Orchard Avenue to provide a 25-foot travel lane and a 5-foot sidewalk;
 - d. Provide street trees within the ROW of Orchard Avenue; coordinate tree locations with the Maryland-National Capital Park and Planning Commission (M-NCPPC) and the City of Takoma Park;
 - e. Provide a lead-in sidewalk to the parking area;
 - f. Pave the entire parking area and provide curb and gutter;

- g. Remove any walls or steps that encroach on the public right-of-way;
 - h. Provide a bench for the closest bus stop on New Hampshire Avenue.
3. Signature Set
- Prior to signature approval of the site/landscape plans the following revisions must be made and/or information provided on the site plan, subject to staff review and approval:
- a. Show ROW dimensions on the site plan drawing; label the PUE;
 - b. Provide details for fencing or retaining walls and any signage;
 - c. Provide the development program inspection schedule.
 - d. Extend the alley paving with "GeoBlocks" to the extent of the rear property line; eliminate the use of gravel in the alley and parking areas.
4. Site Plan Enforcement Agreement
- Submit a Site Plan Enforcement Agreement and Development Review Program for review and approval prior to approval of the signature set as follows:
- a. Development Program to include a phasing schedule as follows:
 - i. Landscaping and street trees associated with each parking lot and building shall be completed as construction of each facility is completed.
 - ii. Clearing and grading to correspond to the construction phasing, to minimize soil erosion;
 - iii. Coordination of each section of the development and roads;
 - iv. Phasing of dedications, stormwater management, sediment/erosion control, forestation, or other features;
 - b. No clearing or grading prior to M-NCPPC approval of signature set of plans.



ISSUES OF SITE PLAN REVIEW

In the course of site plan review, staff and applicant reviewed the location of the building, parking, lighting, landscaping. Streetscape design was studied for efficient and safe pedestrian movement and the relationship of the site frontage to the future M-NCPPC park across Orchard Avenue. Staff members of M-NCPPC and the City of Takoma Park engaged in sustained discussion with the applicant to achieve solutions to the questions concerning the streetscape elements.

1. Waiver of Minimum Number of Parking Spaces §59-C-18.213

The development parcel has several significant constraints: size, topographic slopes, and access. These features limit the amount of parking that may be feasibly accommodated on the site. Section 59-C-18.213(a)(1) of the Zoning Ordinance allows the Planning Board to waive the requirements for the number of parking spaces if such waiver will accomplish the goals of the Master Plan, including revitalization and encouraging the use of transit.

Applicant Position: The applicant requests a waiver (two spaces) from the parking space requirement. The requirement is 10 spaces; the proposal provides 8 spaces.

Community Position: None.

City Position: The City of Takoma Park supports the applicant's request for a waiver.

Staff Recommendation: Staff supports the applicant's request for a waiver of the required parking spaces for the following reasons:

- The applicant has agreed to provide a bench for the nearest bus stop on New Hampshire Avenue;
- The applicant has indicated that some staff members are local Takoma Park residents who may walk or bicycle to the site;
- On-street parking is available and the construction of the new curb line will facilitate on-street parking;

2. Allowance for Additional Building Height §59-C-18.213

Section 59-C-18.213(c)(1) of the Zoning Ordinance provides for additional allowable building height over the standard 30 feet, up to 42 feet for commercial development if the buildings are compatible with the neighborhood and consistent with the intent of the Master Plan.

Applicant Position: The applicant seeks Planning Board approval of additional allowable building height, up to 36 feet (as defined by the Zoning Ordinance). The additional height will permit the construction of a three-story building with greater leasing potential and broader tenant mix that may encourage revitalization to the CROZ district.

Community Position: None

City Position: The City of Takoma Park supports the applicant's request for additional building height.

Staff Recommendation: Staff supports the applicant's request for additional building height as shown on the proposed drawing. The building as proposed offers a compatible transition between the industrial uses to the east on Sligo Mill Road and the residential structures on Orchard Avenue west of the site.

3. Pedestrian Circulation and Streetscaping

The natural topography of the site and the shape of the parcel proposed for development challenge the provision of a standard streetscape along Orchard Avenue. Typical placement of the sidewalk and

street trees within the right-of-way, that is, with tree panel along the curb and sidewalk set back, would require retaining walls to accommodate the existing grades of the site.

Applicant Position: The applicant proposes a sidewalk placed at the curb with street trees located behind the sidewalk.

Community Position: None.

City Position: The Planning Office for the City of Takoma Park has encouraged site-specific sidewalk placement in consideration of the applicant's development and to achieve the goals for the Commercial Revitalization Overlay Zone.

Staff Recommendation: Staff supports the sidewalk location as proposed for the following reasons:

- The site's street frontage comprises a relatively short distance;
- The recently acquired M-NCPPC Park across the street, after design and installation of landscaping, furnishings, and fixtures will, with its sidewalks and street trees, provide the primary route for pedestrian movement along this block of Orchard Avenue.

4. Street Tree Species

The initial plan proposed retaining the existing vegetation, an assortment of secondary growth trees of various size and species. Upon examination of the existing trees staff and applicant determined that preserving the existing trees along the site frontage is not feasible. Staff and applicant have worked with the arborist for the City of Takoma Park to identify the most appropriate species for street trees along the site frontage. A significant factor for consideration is the future design of the M-NCPPC Park across the street, with regard for its functional requirements and streetscape compatibility.

Applicant Position: The applicant initially proposed Black Gum trees, a native species, for the street trees along the proposed site frontage. The revised drawings received July 17, 2003 show White Oak trees.

Community Position: None.

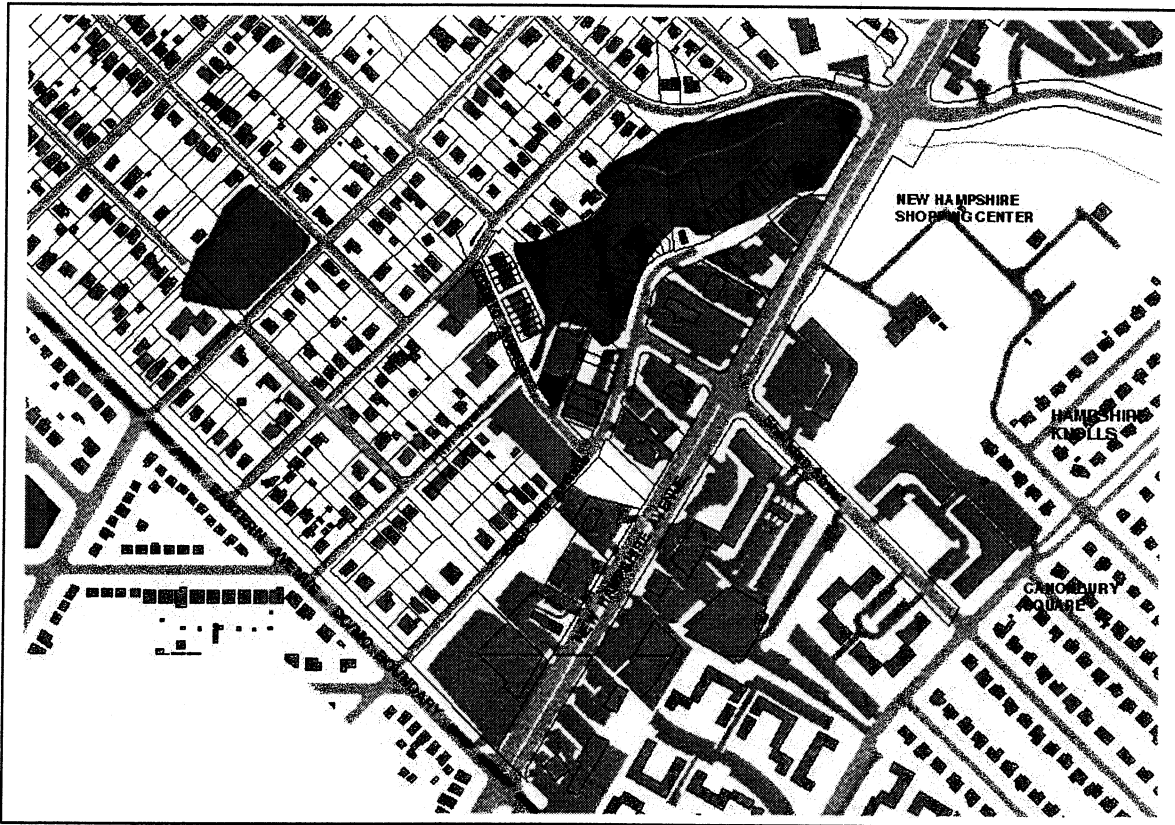
City Position: The arborist for the City of Takoma Park initially recommended White Oak or Black Gum, both native species, for the street frontage. Upon consideration of streetscape elements and the functional requirements of the future M-NCPPC Park, the arborist recommends White Oak.

Staff Recommendation: Staff recommends White Oak trees planted as a formal street tree line within the Orchard Avenue ROW on the north side of the public sidewalk. Planting White Oaks along street frontage provides the opportunity to establish a streetscape foundation for the eventual design of the park. The White Oaks will provide full shade trees aligned to define the street edge, offer a high tree canopy at maturity, create visual compatibility with the existing Willow Oaks within the park, and establish a species with a root system appropriate for both sites.

PROJECT DESCRIPTION: Surrounding Vicinity

The property is located on Orchard Avenue 140 west/northwest Sligo Mill Road in Takoma Park, Maryland. The site lies approximately 500-600 feet west of New Hampshire Avenue and 850 feet north of Eastern Avenue, the boundary between the District of Columbia and Montgomery County. New Hampshire Avenue functions as the formal gateway to Montgomery County for this eastern county area. The site zoning is designated as C-2 with the Commercial Revitalization Overlay Zone application.

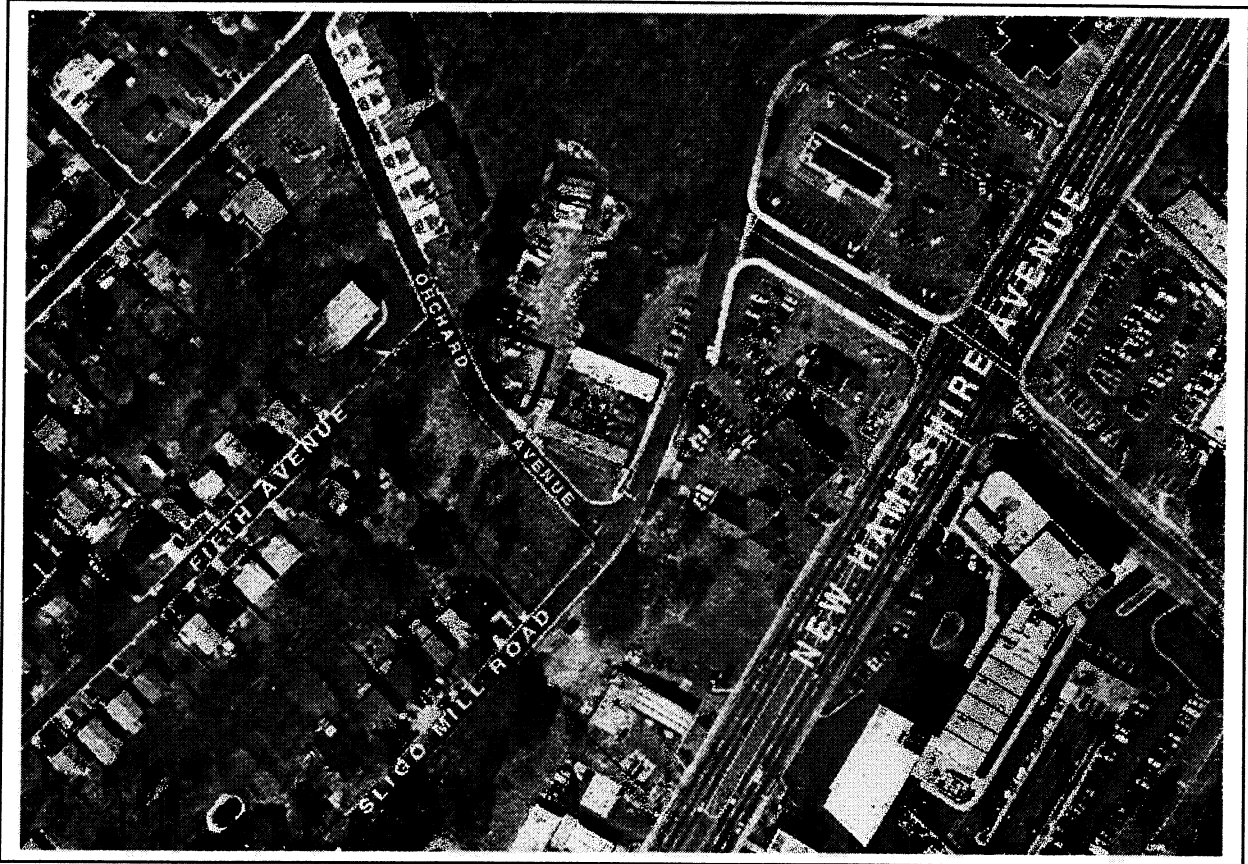
To the east, the site is bounded by a public alley that represents the highest elevation point of the block. The alley is adjoined on its east by a large 2-story commercial building with frontage on both Orchard Avenue and Sligo Mill Road. This building forms the end piece of a block of commercial uses along Sligo Mill Road that is zoned C-2. To the west of the property, a wooded area contains a portion of the Takoma Branch Stream that feeds into the Sligo Creek watershed. This small residual piece of land, owned by M-NCPPC, has been planted with a variety of native understory trees and hardwoods. It provides a modest buffer between the commercially zoned area immediately to the east and the townhouses (RT-8) to its west. Directly south, across Orchard Avenue, is a vacant land parcel currently being acquired as parkland by M-NCPPC.



Vicinity Map showing Takoma Park, and the New Hampshire Avenue gateway to Montgomery County

PROJECT DESCRIPTION: Site Description

The subject site, trapezoidal in shape, covers 0.12 acres of land area or 5,251 square feet with approximately a 75-foot width at the street frontage on Orchard Avenue and 85 feet of lot depth. The site is currently unimproved with a gravel surface, and is used for parking and the storage of construction materials by the surrounding commercial businesses. The eastern half of the site is relatively flat while the terrain drops downward at a 2.0% grade toward the southwest and the street frontage. There are no significant trees on the site; the vegetation consists of secondary growth trees of varied species, such as poplar, cherry, maple and cottonwood.



Aerial photograph of the site and adjacent areas

The commercial corridor of New Hampshire can be seen at the right. The land parcel directly south of the site, between Fifth Avenue and Sligo Mill Road is being acquired by M-NCPPC for a neighborhood park. The Master Plan recommends a basketball court, playground and neighborhood gathering space as program elements for the park design.

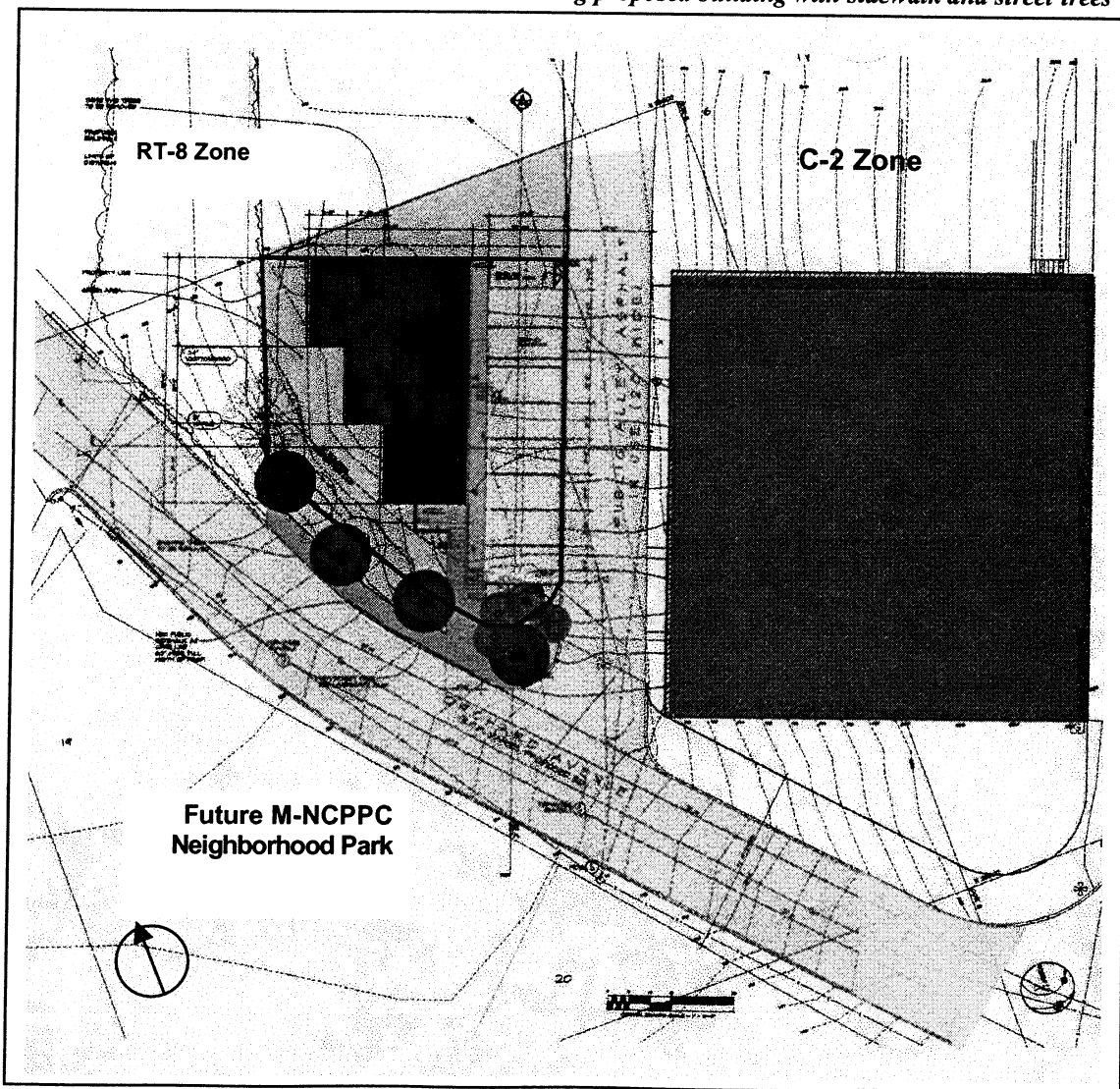
PROJECT DESCRIPTION: Proposal

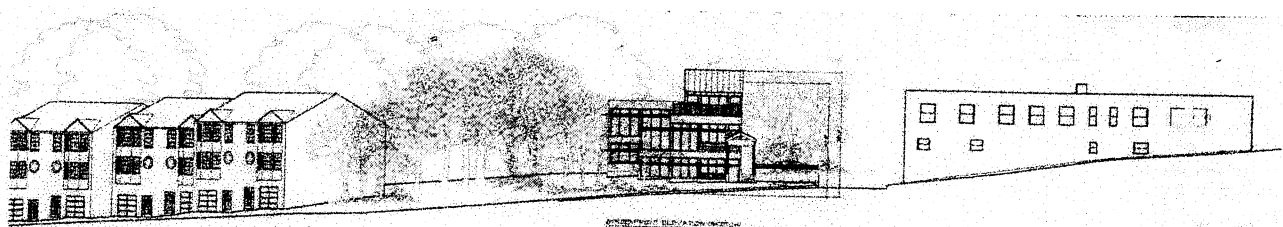
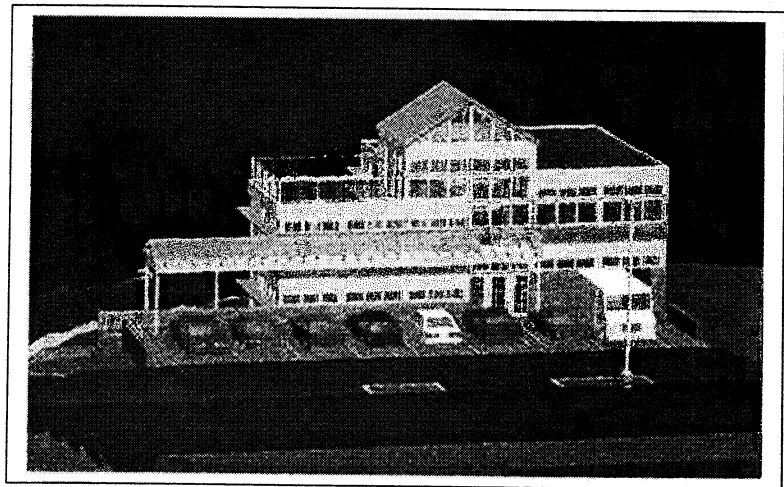
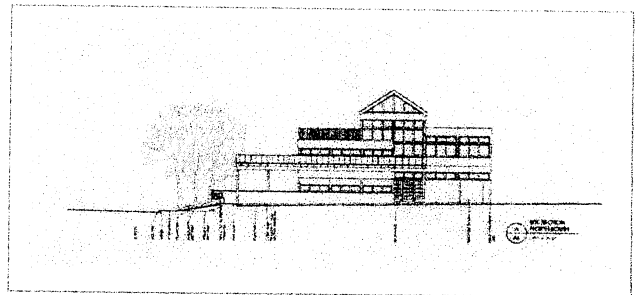
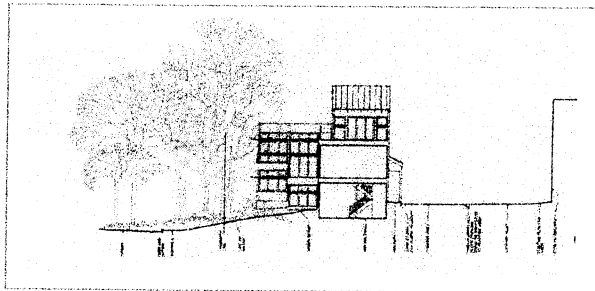
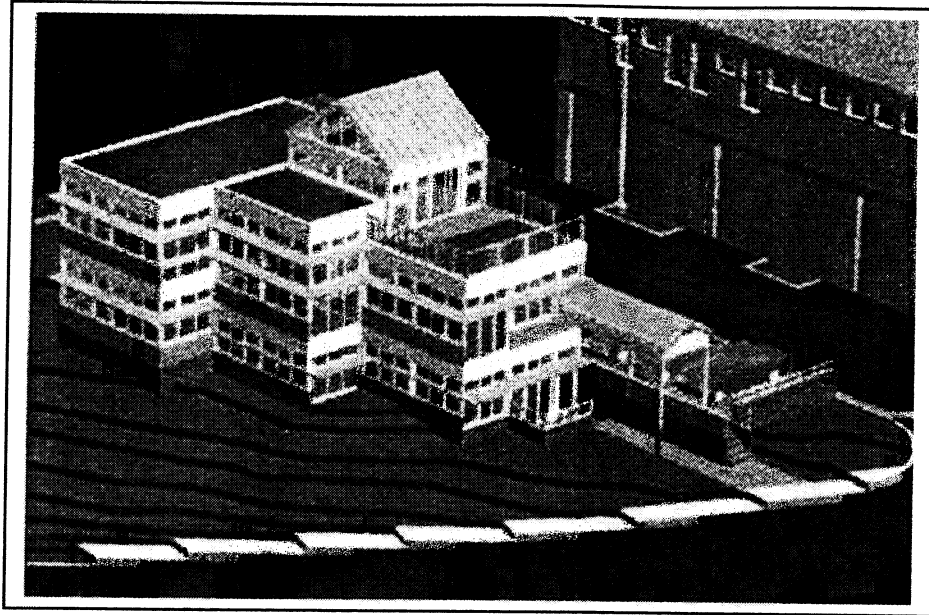
The project provides 3,996 square feet of office space on three floors. The small building has been designed to respond compatibly to its surrounding residential context and to function efficiently while accommodating the natural topography and site features. Vehicular access and is provided via a public alley adjoining the east boundary of the site connecting directly to the parking provided.

The design features a building with two business entrances: one entrance at the lower floor level facing Orchard Avenue; the second entrance, which serves the upper two floors, is located along the side of the building facing the parking and the public alley. This circulation design parallels the architectural program and offers private, secure leasing areas to potential tenants while creating smaller massing forms that offer greater compatibility with the surrounding residential housing.

The proposal features a lead sidewalk that splits into steps that rise to the upper level and descend to the lower level. The steps and entry have been thoughtfully designed to work efficiently with the parking, which, aligned along the side building façade, sits 3-4 feet above street grade. The parking will be screened from the street by a low wall and landscaping. The streetscaping will consist of a 5-foot sidewalk at the curb and White Oak street trees aligned along the north side of the sidewalk.

Plan showing proposed building with sidewalk and street trees





PROJECT DESCRIPTION: Prior Approvals

The Preliminary Plan 1-03082 is under review concurrently with this Site Plan.

ANALYSIS: Development Standards

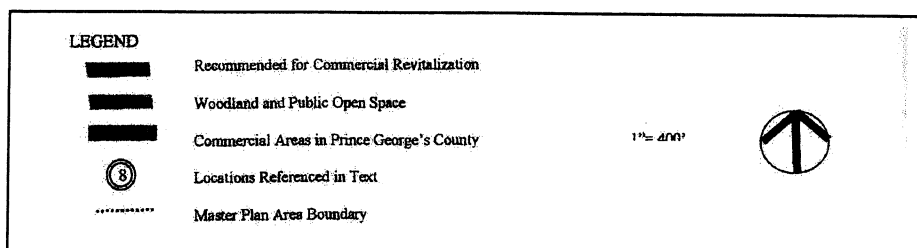
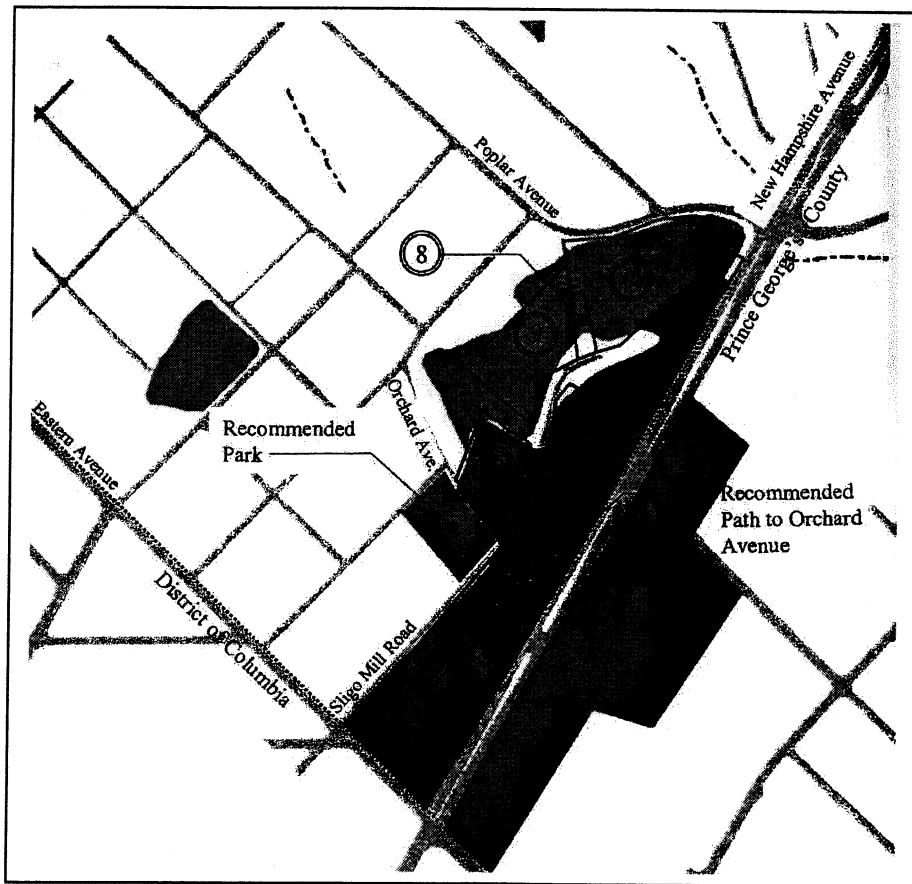
Project Name		<u>Orchard Avenue Office</u>	
Site Plan 8-03032		C-2 and CROZ Zone	
<i>Site Plan review required in the CROZ for Takoma Park [59-C-18.213c]</i>			
PROJECT DATA TABLE			
<u>Development Standard</u>	<u>C-2 Zone</u>	<u>CROZ</u>	<u>Proposed</u>
	Permitted or Required		
Gross Lot Area (ac)	N/A	N/A	0.12 acres (5,251 sf)
Net Lot Area	N/A	N/A	0.10 acres (4,495 sf)
Building Area (office)	N/A	N/A	3,996 sf
Green Space %	10% (525 sf)		23% (1,200 sf)
Impervious Area	N/A	N/A	76% (3,989 sf)
Floor Area Ratio	1.50 FAR		0.76 FAR
Building Height	42 feet min	30 feet *	36 feet
Building Setbacks (lf)			
Front street	10 feet	**	10 feet
Side (adjacent to RT-8)	10 feet	**	10 feet
Side (adjacent to C-2)	0 feet	**	23 feet (approx)
Rear	0 feet	**	0 feet
Parking			
Standard - general office	10 spaces		8 spaces ***
<p>* §59-C-18.213(c) The Planning Board may allow additional building height up to 42 feet in commercial development if the Board finds that the buildings are compatible with the neighborhood and consistent with the intent of the master plan.</p> <p>** §59-C-18.213(a)(2) The Planning Board may reduce building setbacks to accomplish master plan objectives.</p> <p>*** §59-C-18.213 The Planning Board may waive the requirement for number of parking spaces if such waiver will accomplish the goals of the master plan.</p>			

ANALYSIS: Conformance to Master Plan

A major theme of the Takoma Park Master Plan (2000) is the revitalization of commercial centers, including improvements in this area of the Maryland Gateway Eastern and New Hampshire Avenues Center. To support revitalization, the Plan recommended and the County Council adopted a new Commercial Revitalization Overlay Zone, whose purpose is to:

- Foster economic vitality and attractive community character in areas needing revitalization;
- Promote an enhanced pedestrian environment and an improved circulation system to pedestrians and bicycles as well as motor vehicles;
- Ensure consistency with the master plan vision for specific existing commercial areas; and
- Provide for the combination of residential with commercial uses.

The proposed site plan (for Site #10) will provide significant improvements to the site, by replacing an unsightly parking area with a modern, small-scale office building. The project will create an attractive edge and a land use transition between the Pinecrest residential area and the Maryland Gateway Center. The project will also provide economic development for the City of Takoma Park. [See also *Memorandum* from Community Based Planning, attached.]



FINDINGS: For Site Plan Review § 59-D-3.4

1. *The Site Plan is consistent with an approved development plan or a project plan for the optional method of development if required.*

Not applicable.

2. *The Site Plan meets all of the requirements of the zone in which it is located.*

See Project Data Table, page 9.

3. *The location of the building and structures, the open spaces, the landscaping, recreation facilities, and the pedestrian and vehicular circulation systems are adequate, safe and efficient.*

- a. Buildings

The buildings locations are adequate, safe and maximally efficient. [See Proposal Description, page 7.] The building is well sited to utilize the natural topography to greatest advantage and to provide safe and efficient access to vehicles and pedestrians. The building design offers its future occupants significant flexibility for a variety of architectural programs.

- b. Open Spaces

The open spaces are adequate, safe and efficient. The street frontage along Orchard Avenue is adequately landscaped with White Oak trees that offer shade for the sidewalk and will establish a visual continuity with the future parkland across the street. The small understory plantings of crab apples within the front yard will provide an attractive entry feature provide a native plant that is environmentally desired.

A significant portion of open space remains at the western portion of the site where the topography slopes more steeply. Staff recommends that the area be cleared of invasive species and planted with ground cover to ensure stabilization of the slope.

- c. Landscaping and Lighting

The plan provides adequate and safe landscaping and lighting. Street trees will be planted along the inside edge of the public sidewalk. The White Oak street trees will provide a species visually compatible with the existing trees in the M-NCPPC parkland across Orchard Avenue and complementary to the future design of this neighborhood park. The front yard will feature a landscape ensemble of crab apple trees that function as bioretention planting for the stormwater filtration system. This planting arrangement complements the masonry wall that screens the parking to utilize the limited site area to maximum efficiency.

Lighting provided consists of ground lighting at the pedestrian walkways and building mounted floodlights along the facades. The lighting levels provided by the ground lighting and wall fixtures are attractive and non-intrusive.

- d. Vehicular and Pedestrian Circulation

The vehicular traffic entrance and connection to the parking is adequate and safe. The carefully considered layout achieves the separation of conflicting uses (pedestrian/vehicular). The vehicular entrance from Orchard Avenue provide adequate turning radius while maintaining a pedestrian scale with attractive plantings at the street front.

The pedestrian circulation system provides adequate safety and efficiency. Staff supports the applicant's sidewalk design because the proposed placement of the sidewalk at the curb allows more efficient use of the site area. [See discussion under *Issues of Site Plan Review*, page 3.] The pedestrian system serving the building, with its two entrances, is thoughtfully designed to offer maximum flexibility, function, and privacy to future occupants.

4. *Each structure and use is compatible with other uses and other Site Plans and with existing and proposed adjacent development.*

The proposed design for the Orchard Avenue Office Building achieves a high level of compatibility for the uses proposed and for existing and potential development. The form and placement of the building allows extremely efficient use of all building levels. The skillful handling of the building's massing in its articulation of small cubes creates a structure human in scale, that responds successfully to its residential surroundings. The facades, which step back from the street in sequence, accentuate the building's three dimensions, enhance the streetscape, and establish interesting and attractive views for users of the future park. The proposal fulfills the goals of the Master Plan and sets the standard for future development in this area of Takoma Park.

The activity associated with the proposed residential uses will not cause any negative effect on the surrounding residential and commercial uses.

5. *The Site Plan meets all applicable requirements of Chapter 22A regarding forest conservation.*

The site is exempt from Forest Conservation, per Exemption #4-02303, approved April 22, 2002.

FINDINGS: For Site Plan Review § 59-C-18.215 (CROZ)

- a. *The Site Plan is consistent with the recommendation in the applicable master or sector plan for the area.*

See *Conformance to Master Plan*, page 10.

- b. *The Site Plan meets all of the purposes and requirements of this overlay zone as well as applicable requirements of the underlying zone;*

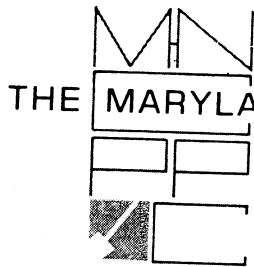
The Site Plan meets the purposes and requirements of the Commercialization and Revitalization Overlay Zone and the purposes and requirements of the C-2 Zone. The building size and functional design, in conjunction with the use proposed, will "foster economic vitality and attractive community character and ensure consistency with the master plan" in providing "continued commercial use and low-intensity residential or office space as an appropriate land use." See also *Project Data Table*, 9.

- c. *Each structure and use is compatible with other uses and other site plans and with existing and proposed adjacent development.*

See discussion on compatibility under *Findings for Site Plan #4*, on this page.

APPENDIX

- a. Transportation Planning Memo, revised July 15, 2003
- b. Community-Based Planning Memo, dated July 15, 2003
- c. Park Planning and Resource Analysis Memo, dated July 17 2003
- d. City of Takoma Park, Maryland, Memo dated May 19, 2003



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

Revised July 15, 2003
July 11, 2003

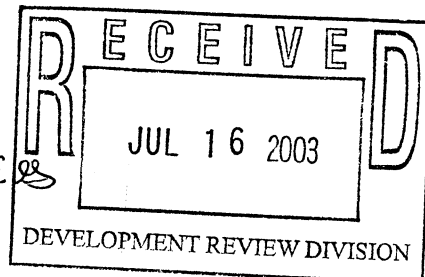
MEMORANDUM

TO: Mary Beth O'Quinn, Site Plan Reviewer
Development Review Division

VIA: Ronald C. Welke, Supervisor
Transportation Planning

FROM: Janet E. Gregor, Planner/Coordinator
Transportation Planning

SUBJECT: Preliminary Plan 1-03082
Site Plan 8-03032
Orchard Avenue Office
Silver Spring/Takoma Park Policy Area



This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject concurrent preliminary and site plans.

RECOMMENDATIONS

Transportation Planning staff recommends the following conditions as part of the APF test for transportation requirements related to approval of the preliminary and site plans.

1. Limit the development to no more than ~~5,996~~ 3,996 square feet of general office space.
2. Site access will be via the public alley located to the east of the proposed building.
3. Dedicate right-of-way from the centerline of Orchard Avenue to provide a 25-foot travel lane and a five-foot sidewalk. Provide street trees within the right-of-way of Orchard Avenue. Coordinate tree locations with the Maryland-National Capital Park and Planning Commission and the City of Takoma Park.
4. Provide a lead in sidewalk to the parking area.
5. Pave the parking area and provide curb and gutter.
6. Remove any walls or steps that encroach on the public right-of-way.

DISCUSSION

Site Location, Access and Circulation

The site is located in the northwest quadrant of the intersection of Orchard Avenue and Sligo Mill Road in the City of Takoma Park. Access to the site will be via an existing public alley located on the east side of the site. Parking for the site will be directly off the alley with no on-site circulation.

Pedestrian circulation will be provided on sidewalk along Orchard Avenue with lead in sidewalk into the site parking area. Street trees will be provided to enhance the quality of the pedestrian environment. A local neighborhood bike route that exists along the north side of Orchard Avenue will be widened to facilitate bicycle use in the area. Bus service is provided along New Hampshire Avenue within walking distance of the site.

Master Plan Roadways and Bikeways

Neither Orchard Avenue nor Sligo Mill Road are Master Plan classified roads under the Takoma Park Master Plan. Orchard Avenue is recommended for a neighborhood bikeway.

Local Area Transportation Review (LATR)

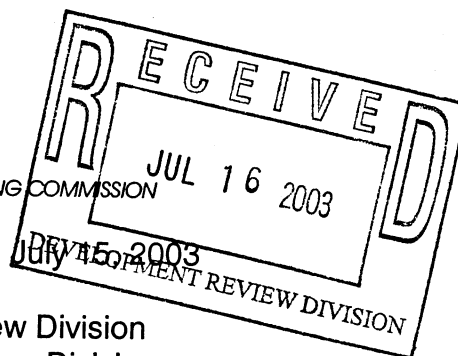
The 5,996 3,996 square feet of commercial space is expected to generate seven six peak-hour trips in the weekday morning peak period (6:30 a.m. to 9:30 a.m.) and 44 nine peak-hour trips in the weekday evening peak period (4:00 p.m. to 7:00 p.m.). A traffic study is not required because the site-generated trips fall below the 50-trip threshold established for a traffic study under the LATR Guidelines.

Policy Area Review

The proposed Orchard Avenue Office Building is located in the Silver Spring/Takoma Park Policy Area. As of May 31, 2003 this policy had a remaining capacity of 1,238 jobs.

JG:ct

cc: Robert Inerfeld, City of Takoma Park
Glen Kreger
Greg Leck
Mary Goodman



TO: ✓ Mary Beth O'Quinn, Development Review Division
Malcolm Shaneman, Development Review Division

VIA: Glenn Kreger, Team Leader, Silver Spring/Takoma Park Team *GK*

FROM: Don Downing, Planner Coordinator, Community Based Planning *D. D.*

SUBJECT: Orchard Avenue Office, #1-03082 Preliminary Plan and #8-03032 Site Plan; at Maryland Gateway at Eastern and New Hampshire Avenues

RECOMMENDATION: Support approval of the applications and of conditions to assure that the project is consistent with the recommendations of the Takoma Park Master Plan.

The project provides 3,996 square feet of office space floor area on three floors. The zoning is C-2/CROZ and the land use is currently parking. The proposed project provides significant improvements to the site, by replacing an unsightly parking area with a modern, small-scale office building. The project will create an attractive edge and a land use transition between the Pinecrest residential area and the Maryland Gateway Center. The project will also provide economic development for the City of Takoma Park.

A major theme of the Takoma Park Master Plan (2000) is the revitalization of commercial centers, including improvements in this area of the Maryland Gateway Eastern and New Hampshire Avenues Center. To support revitalization, the Plan recommended and the County Council adopted a new Commercial Revitalization Overlay Zone, whose purpose is to:

1. Foster economic vitality and attractive community character in areas needing revitalization;
2. Promote an enhanced pedestrian environment and an improved circulation system to pedestrians and bicycles as well as motor vehicles;
3. Ensure consistency with the master plan vision for specific existing commercial areas; and,
4. Provide for the combination of residential with commercial uses.

In addition, the Master Plan recommends:

- “Support continued commercial use and low-intensity residential or office townhouse,” as an appropriate land use. The proposed use and structure is consistent with this recommendation. (The project is built on Site #10; see Table 4.)
- Removal of open storage area on this site.

Specific comments and recommendations concerning this project include:

1. **The buildings along Orchard Avenue are compatible with adjacent park property, townhouses, and the corner office building.** The Master Plan states, “the site design should limit impacts on nearby residential areas” p. 61.
2. **Support waiver of the normal 30-foot height requirement to allow for a 38.5-foot height (per application statement).** The Master Plan states “the board may allow a building height up to 42 feet for commercial development ... if the Planning Board finds that such buildings are compatible with the neighborhood and consistent with the intent of the applicable master plan.”
3. **Support the waiver of two parking spaces** (of 10 spaces required; applicant proposes to provide 8 of the 10 required spaces). The project supports employees and customers arriving independent of auto use by providing bus seating on nearby New Hampshire Avenue and a bike rack at the project site. The applicant has informed the staff that many employees are local residents and will arrive by means other than single occupant automobile.

[The Master Plan and the C-2\ CROZ zone supports flexibility in development and waivers of parking requirements if the project is consistent with Master Plan guidelines, listed below; from pages 41, 43:

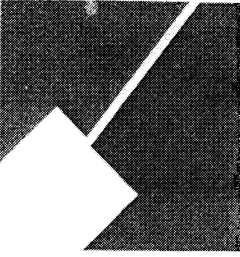
- less parking is needed,
 - overflow parking will not be a problem in nearby residential or commercial areas,
 - high levels of pedestrian or transit access are expected, and
 - owners are encouraged to provide bike storage facilities and other alternatives to parking.]
4. **The City of Takoma Park provided a statement in support of office use on the street level floor.** Staff agrees with the City comment that the first floor be designed to allow for future street-oriented commercial use. [The Master Plan (p. 42) recommends provision of street-oriented commercial uses on the first floor of all buildings in CROZ areas; unless the City recommends a waiver at the time of site plan.]

5. **Support provision of a sidewalk and street trees to enhance the pedestrian environment along Orchard Avenue and to assure improved access from the Pinecrest neighborhood to the Maryland Gateway commercial center along New Hampshire Avenue.** [See p. 60 , 89, 90.] Although there is additional on street parking at the front of the property, a future neighborhood bikeway may be provided along Orchard Avenue in accordance with the Master Plan [from p. 98, 99].

[The Master Plan supports street tree planting and use of native plant species (from p. 79). The Plan calls for both neighborhood pedestrian and bicycle pathways to serve the community, including connections to nearby commercial areas and parks (from p. 89 and 98). The Plan also supports improved transit access for pedestrians and bicyclists (from p. 102).]

DD:tv: G:\Downing\takoma\croz orchard site plan 2

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK & PLANNING

**THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION**

*8787 Georgia Avenue
Silver Spring, Maryland 20910-3760*

MEMORANDUM

July 17, 2003

TO: Mary Beth O'Quinn, Site Plan Review, Development Review Division

**FROM: Doug Powell, Plan Review Coordinator, Park Planning and Resource
Analysis Unit, Countywide Planning Division**

SUBJECT: Orchard Avenue Office, Plan #8-03032

A handwritten signature in black ink, appearing to read "D. Powell", is written over the "FROM:" line of the memorandum.

Park Planning and Resource Analysis staff has reviewed the above-referenced Plan and requests the following **CONDITIONS OF APPROVAL**:

- Applicant to provide White Oak street trees along Orchard Avenue in front of the subject property to buffer and provide compatibility with the park setting of Sligo Mill Neighborhood Conservation Park located across Orchard Avenue.

City of Takoma Park, Maryland

HOUSING AND
COMMUNITY DEVELOPMENT

TELEPHONE 301-891-7119
FAX 301-270-4568



7500 MAPLE AVENUE
TAKOMA PARK, MD 20912

DATE: May 19, 2003
TO: Development Review Committee
FROM: Rob Inerfeld, Senior Planner
City of Takoma Park
SUBJECT: 123 Orchard Avenue Office Building

- Developer has stormwater approval from City.
- Developer has yet to submit tree protection plan and tree removal permit application but has met with City Arborist.
- Developer has agreed to install 4-foot wide sidewalk adjacent to property along Orchard Avenue. City will coordinate with Park and Planning to investigate whether a wide sidewalk would be more appropriate.
- Developer has agreed to install geo blocks in gravel alley a distance of 30 feet from Orchard Avenue; this will stabilize the gravel in the alley.
- City has agreed to allow owner to use alley for parking access.
- Although the Takoma Park Master Plan encourages street-oriented commercial uses within the Commercial Revitalization Zone, we feel that this standard could be waived in this circumstance because the property in question is not part of a commercial district. However, we agree with Park and Planning staff that it would be good to have a design that does not preclude ground level retail/service at some point in the future.
- City is satisfied with the following waivers requested by the developer:
 - ▶ a reduction in parking to eight spaces
 - ▶ no landscaped buffer along parking in alley
 - ▶ direct parking access to the alley without internal circulation or driveways
 - ▶ the proposed building height of 34 feet six inches