

2nd Preliminary Consultation
MONTGOMERY COUNTY HISTORIC PRESERVATION COMMISSION
STAFF REPORT

Address:	7221 Carroll Ave., Takoma Park	Meeting Date:	8/14/2019
Resource:	Non-Contributing Resource Takoma Park Historic District	Report Date:	8/7/2019
Applicant:	City of Takoma Park (Jingjing Liu, Agent)	Public Notice:	7/31/2019
Review:	2 nd Preliminary Consultation	Tax Credit:	N/A
Case Number:	N/A	Staff:	Michael Kyne
PROPOSAL:	Demolition and new construction		

STAFF RECOMMENDATION

Staff recommends that the applicants make any revisions based upon the HPC's comments and return for a third preliminary consultation.

ARCHITECTURAL DESCRIPTION

SIGNIFICANCE: Non-Contributing Resource within the Takoma Park Historic District
STYLE: Modern (Commercial)
DATE: c. 1930s-1950s

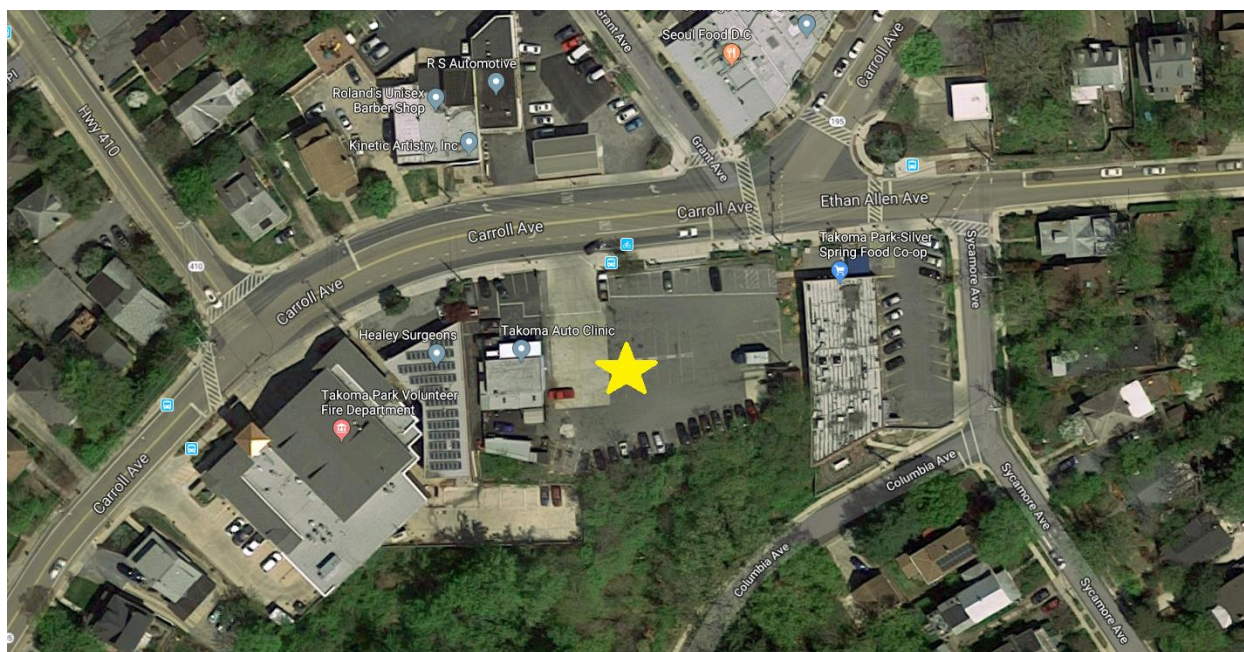


Fig. 1: Subject property.

BACKGROUND

The applicants previously appeared before the Commission for a preliminary consultation at the May 21, 2019 HPC meeting.¹

PROPOSAL

The applicants propose to demo the existing Non-Contributing commercial building at the subject property and construct a new two-story commercial building with underground parking.

APPLICABLE GUIDELINES

When reviewing alterations and new construction within the Takoma Park Historic District several documents are to be utilized as guidelines to assist the Commission in developing their decision. These documents include the historic preservation review guidelines in the approved and adopted amendment for the *Takoma Park Historic District (Guidelines)*, *Montgomery County Code Chapter 24A (Chapter 24A)*, *Ordinance #1999-43*, *Takoma Park Commercial District Façade Ordinance (Ordinance #1999-43)*, and the *Secretary of the Interior's Standards for Rehabilitation (Standards)*. The pertinent information in these documents is outlined below.

Takoma Park Historic District Guidelines

Categorization of Resources

The purpose of categorizing the buildings within the Takoma Park Historic District is to provide the Historic Preservation Commission and property owners with guidance as to the significance of various structures. As provided by Section 24A-8 (d) of the Historic Preservation Ordinance, structures with the highest degree of historical and architectural importance would receive the most detailed level of design review, structures of little historical or architectural significance would receive the most lenient level of design review, etc.

The buildings in the Takoma Park Historic District have been classified into three categories. These categories are Outstanding, Contributing, and Non-Contributing/Out-of-Period. The subject property is classified as a Non-Contributing Resource and includes:

- The c. 1930s-1950s auto clinic building at the subject property address (7221 Carroll Avenue), and
- The adjacent unaddressed parking lot directly to the east.

This project will also affect the adjacent City-owned vacant lot to the east. The vacant lot has not been classified, but it is within the boundaries of the Master Plan-designated historic district.

The *Guidelines* state that a Non-Contributing Resource is “[a] resource which is an intrusion in the district because of its lack of architectural and historical significance and/or because of major alterations that have eliminated most of the resource's original architectural integrity. Or a resource that is a newer building, which possibly contributes to the overall streetscape but is out of the district's primary historical and architectural context.”

¹ Link to the audio/video transcript from the May 21, 2019 HPC meeting: http://mncppc.granicus.com/MediaPlayer.php?publish_id=b1ece58c-7caa-11e9-a084-0050569183fa
Link to the staff report from the May 21, 2019 HPC meeting: <https://montgomeryplanning.org/wp-content/uploads/2019/05/II.C-7221-Carroll-Avenue-Takoma-Park.pdf>

There are two very general, broad planning and design concepts which apply to all categories. These are:

- The design review emphasis will be restricted to changes that are at all visible from the public right-of-way, irrespective of landscaping or vegetation (it is expected that the majority of new additions will be reviewed for their impact on the overall district), and,
- The importance of assuring that additions and other changes to existing structures act to reinforce and continue existing streetscape, landscape, and building patterns rather than to impair the character of the historic district.

The *Guidelines* specific to Commercial Areas (Takoma Old Town and Takoma Junction) state the following:

The intent of including the Takoma Old Town and Takoma Junction areas within the Takoma Park Historic District is to recognize the historic importance of these commercial nodes in the development and growth of the City of Takoma Park. It is not the intent of historic designation to stop or limit new development in these areas, as allowed under current zoning. The goal is to encourage new development that is sensitive to the historic and architectural character of Takoma Park.

The City of Takoma Park has already done a great deal of work on design standards for Takoma Old Town and Takoma Junction. For example, important streetscape elements and revitalization strategies in Takoma Park's commercial areas are discussed in detail in the "Takoma Old Town Commercial Revitalization Plan".

In addition, the City of Takoma Park has enacted ordinances which provide design standards for Takoma Old Town (#2592 and #2701) and Takoma Junction (#1985-30) [***Ordinance #1999-43, Takoma Park Commercial District Façade Ordinance, repeals and supersedes ordinances #2592, #2701 and #1985-30***].

The design standards in these ordinances are very detailed and provide appropriate guidance for design review of alterations and additions to existing structures in the commercial areas of the Takoma Park Historic District. They should be used by the Historic Preservation Commission in reviewing applications for all HAWPs in the commercial areas.

As with the residential areas, there are structures in the commercial areas that have been classified as Outstanding, Contributing and Non-Contributing/Out-of-Period. Although the design standards that have already been adopted by the City of Takoma Park will be used for guidance with all structures, the level of scrutiny for each resource should be commensurate with its architectural and historical significance.

Also like the residential areas, demolition of Non-Contributing/Out-of-Period Resources should be permitted. However, any new building should be reviewed under the guidelines for new construction that follow.

New Construction

Commercial Areas: Takoma Old Town and Takoma Junction

Important streetscape elements in Takoma Park's commercial areas are discussed in detail in the "Takoma Old Town Commercial Revitalization Plan", published by the City of Takoma Park. In

addition, the City of Takoma Park has enacted ordinances which provide design standards for new construction in Takoma Old Town (#2592 and #2701) and Takoma Junction (#1985-30) [see **note on Circle 2 regarding Ordinance #1999-43**].

The design standards in these ordinances provide appropriate guidance for new construction within the commercial areas of the Takoma Park Historic District. They should be used by the Historic Preservation Commission in reviewing applications for new construction.

Additional streetscape elements and patterns which should be considered include:

- Principal building facades with their main entrances oriented to the street.
- Pedestrian orientation of shopfronts with entryways and display windows immediately adjacent to the sidewalk.
- Orientation of driveways and parking areas to the rear and sides of buildings, but with pedestrian access to the parking from the building fronts.

Public Improvements

Although much of Takoma Park's architectural and historical significance is derived directly from the built environment, there are overall community features which contribute greatly-and are in fact integral-to the historic ambiance of this "garden suburb". These features should be recognized and preserved as part of the setting for this historic district.

Primary among these features is the existence of significant areas of open space. Park areas throughout the district are extremely important to the setting and character of Takoma Park. Some of the more prominent areas of open space include the park at Albany and Takoma Avenues, the small islands at Piney Branch and Philadelphia and at Maple and Philadelphia, and the Thomas/Siegler House land.

Existing parks and areas of open space in Takoma Park should be preserved. In addition, review of subdivision proposals in the district should be sensitive to historic development patterns and to preserving areas of open space. Existing patterns of building coverage and the ample front and back yards that are characteristic of Takoma Park all contribute to the overall environmental setting of the historic district. These features should serve as guides in reviewing subdivisions and in planning new development within the district.

Another feature which is closely related to the sense of open space in the district is the existence of a large number of mature trees and extensive landscaping throughout the community. All public improvements in Takoma Park should strive to create the minimal disturbance possible to these types of natural features. In addition, review of subdivision proposals in the district should emphasize the retention of mature trees and landscaping.

Finally, the roads which pass through Takoma Park have a major impact on the character of this historic community. The Montgomery County Department of Transportation and the Maryland State Highway Administration should be sensitive to the importance of Takoma Park as a historic district and should assure that road and sidewalk improvements are done in such a way so as to enhance, rather than detract, from the historic ambiance of Takoma Park. In particular, any changes to Philadelphia Avenue (MD 410), Piney Branch Road (MD 320), and Carroll Avenue (MD 195) should be carefully considered and designed to be in keeping with Takoma Park's historic character.

Montgomery County Code; Chapter 24A-8

- (a) The commission shall instruct the director to deny a permit if it finds, based on the evidence and information presented to or before the commission that the alteration for which the permit is sought would be inappropriate, inconsistent with or detrimental to the preservation, enhancement or ultimate protection of the historic site or historic resource within an historic district, and to the purposes of this chapter.
- (b) The commission shall instruct the director to issue a permit, or issue a permit subject to such conditions as are found to be necessary to insure conformity with the purposes and requirements of this chapter, if it finds that:
 - (1) The proposal will not substantially alter the exterior features of an historic site or historic resource within an historic district; or
 - (2) The proposal is compatible in character and nature with the historical, archeological, architectural or cultural features of the historic site or the historic district in which an historic resource is located and would not be detrimental thereto or to the achievement of the purposes of this chapter; or
 - (3) The proposal would enhance or aid in the protection, preservation and public or private utilization of the historic site or historic resource located within an historic district in a manner compatible with the historical, archeological, architectural or cultural value of the historic site or historic district in which an historic resource is located; or
 - (4) The proposal is necessary in order that unsafe conditions or health hazards be remedied; or
 - (5) The proposal is necessary in order that the owner of the subject property not be deprived of reasonable use of the property or suffer undue hardship; or
 - (6) In balancing the interests of the public in preserving the historic site or historic resource located within an historic district, with the interests of the public from the use and benefit of the alternative proposal, the general public welfare is better served by granting the permit.
- (c) It is not the intent of this chapter to limit new construction, alteration or repairs to any 1 period or architectural style.
- (d) In the case of an application for work on an historic resource located within an historic district, the commission shall be lenient in its judgment of plans for structures of little historical or design significance or for plans involving new construction, unless such plans would seriously impair the historic or architectural value of surrounding historic resources or would impair the character of the historic district. (Ord. No. 9-4, § 1; Ord. No. 11-59.)

Secretary of the Interior's Standards for Rehabilitation:

- 2. The historic character of a property [or, as in this case, the historic district] shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided; and
- 9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and

shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

STAFF DISCUSSION

Introduction & Background

The proposal will affect the subject property, a c. 1930s-1950s Non-Contributing commercial structure (Takoma Auto Clinic), as well as the adjacent City-owned vacant lot to the east. The project location is within the Takoma Junction commercial area, which encompasses both sides of Carroll Avenue, bounded on the northeast by Lee Avenue, and on the southwest by Philadelphia Avenue, including the first blocks of Lee Avenue, Grant Avenue, and Sycamore Avenue. The applicants propose to demolish the Non-Contributing commercial structure and construct a new two-story commercial building with underground parking.

Per the *Takoma Park Historic District Guidelines*, the Historic Preservation Commission is to review projects within commercial areas of the Takoma Park Historic District (Takoma Old Town and Takoma Junction) using the design standards set forth in the *Takoma Park Commercial District Façade Ordinance (Ordinance#1999-43)*.²

The *Guidelines* state that demolition of Non-Contributing/Out-of-Period Resources should be permitted, and that any new building should be reviewed under the guidelines for new construction in the *Guidelines* and *Ordinance 1999-43*. The design standards for new buildings in *Ordinance 1999-43* state that façades must be compatible with and enhance the character of the adjacent areas and be approved by the Montgomery County Historic Preservation Commission.

The applicants previously appeared before the Commission for a preliminary consultation at the May 21, 2019 HPC meeting. The Commission agreed with staff's findings, as outlined in the staff report dated May 14, 2019. To reiterate, staff's findings were, as follows:

- The overall size, scale, massing, height, and architectural expression of the building are incompatible with the historic district. Specifically, within the context of this commercial area, the majority of the existing historic buildings are one-story structures, with limited number at two stories. Heights are in the range of 15'-25'.
- The proposed height of this building is too tall to be considered compatible with the adjacent and confronting structures in the commercial district. Staff finds that any proposed building above 30' at the parapet is likely to be architecturally incompatible in the project location. As a suggestion to achieve compatibility of height and scale, staff recommends a first story floor-to-floor height of no more than 15'; a second story floor-to-floor height of no more than 12'. Any parapet should be simplified and should serve to add horizontal, not vertical, expression to the new building.
- The applicants propose two elevator/stair towers for the new building. The stair tower on the northwestern corner in particular will introduce a new feature to the streetscape and have the potential to detract from the surrounding historic district. Staff asks that the applicants demonstrate why two elevator/stair towers are required.

² Ordinance 1999-34 repeals and supersedes previous ordinances #2592, #2701 and #1985-30.

- The proposed glass stair tower in the northwest corner is inappropriate in terms of overall height and architectural expression. If a stair/elevator tower is provided on this side of the building, it should be located within the mass of the building itself and skinned so that it blends with adjacent elevations.
- The entire building should read as one, no more than two, buildings, as staff finds that three to four differentiated architectural expressions are not a successful method for breaking up the facade and achieving compatibility with the surrounding streetscape. Given the simple and workmanlike architectural expression of the majority of buildings in the Takoma Junction portion of the commercial district, differentiation should focus on using massing instead of higher-styled details.
- The proposed streetscape is too narrow to accommodate the existing and additional pedestrian activities. The façade of the building should be pulled back to the south, allowing at least a 12'-15' of clear sidewalk width. This could also better accommodate outdoor dining or other activities to enliven the street.
- The applicants should consider breaking up the long mass of the building by providing a break. Successful examples include a complete break, resulting in two above grade structures, or a large enough break to create sufficient courtyard/open space area between the two buildings. This break could be experienced as a vacant lot (or portion thereof), and it could effectively present the building as two distinct structures.
- Any tree greater than 1" diameter requires a variance for removal **under the Forest Conservation Ordinance**. Any tree greater than 6" diameter at 4' high also requires HPC approval as part of the HAWP. Planting of new mature trees should be proposed for any that are removed.
- If the applicants propose to place their required storm water management in the forested area of the property, they should consider alternative designs that minimize tree removal.
- The applicants should show the total limits of disturbance on future submissions, including the number, type, and size of trees to be removed.
- All street lights, pavers, and hardscape will require review and approval by the HPC. The applicants should provide this information in future submissions, allowing staff and the HPC to comment on compatibility before a HAWP application is submitted.
- Any proposed road realignments may be incompatible with and detrimental to the historic district and inconsistent with the *Guidelines* for new construction/public improvements (see Circle 4). The removal of any structure to accommodate a road realignment is contrary to the purposes of the historic district. Alternatives should be explored outside of the intersection and through passive/less destructive solutions to mitigate traffic issues. The location of the roads date to the platting of the subdivision and moving or substantially realigning these roads would have an adverse effect on the historic district. This work would also require review and concurrence by Maryland Historic Trust, as it would occur on a State Road.
- Any offsite improvements, including the proposed lay-by, must be reviewed and approved by HPC as part of the HAWP.
- In accordance with the *Guidelines*, staff finds that the demo of the Non-Contributing/Out-of-

Period building (Takoma Auto Clinic) should be permitted.

As noted above, the Commission agreed with staff's findings in the May 14, 2019 staff report; however, specific concerns expressed by the Commission related to: the incompatibility of the proposed glass stair tower; the scale and massing of the proposed building (finding that it was too large and too tall, both overall and from floor to floor); the incompatibility of the proposed building's façade; the need for additional public space; the incompatibility of the proposed awnings at the front of the building, which, at 20' high, were incompatible with the human scale of existing awnings in the commercial areas of the historic district; the incompatibility of the proposed layby at the front of the building; and concerns regarding the removal of several American Elm trees from the property.

Current Proposal

The applicants have revised their proposal, attempting to address the concerns expressed by staff and the Commission at the May 21, 2019 HPC meeting. At this time, the applicants are seeking the HPC's guidance regarding the building design revisions (i.e., volume expression, scale and massing, and façade compatibility). While feedback regarding other aspects of the proposal, including public space, the proposed layby, and tree removal are welcome, the landscape architect is currently working on an updated design, which has not yet been provided. The applicants have submitted two options for review – Option A and Option B. Both options are similar, in terms of scale and massing, with the main difference being Option A has a five-volume expression, and Option B has a three-volume expression.



Fig. 2: Previous proposal (top) and current proposal, Option A (bottom).

Specific revisions which respond to concerns expressed by staff and the Commission at the May 21, 2019 HPC meeting include:

- Simplification of the building's façade, with either a five volume (Option A) or three-volume (Option B) expression.
- Reduction in the overall height of the building by 5', going from 42' to 37' at the top of the parapet. The size of the central bay has also been reduced and simplified, so that the tallest portion of the parapet at 37' is part of a more modestly expressed bay. This workmanlike

presentation, as opposed to the somewhat exuberant deco-style of the previous iteration further reduces the apparent scale and mass of the prominent central bay.

- Reduction of the westernmost corner where the glass elevator tower was previously fully expressed, going from 45' to 35'. This represents a significant reduction of 10'.
- Simplification of the parapet, with the roof no longer being occupiable space and elimination of the previously required guardrail.
- Reduction of the first-floor height by 3', with an overall reduction from 21' to 18'.
- Lowering the height of the proposed canopy, in an effort to be more compatible with existing canopies within the historic district (exact heights have not been provided). This change aligns the canopy with the lintel height of the adjacent co-op building.
- Redesign of the proposed building storefronts, including materials, scale, and ornamentation, in an effort to be more compatible with existing buildings within the commercial areas of the historic district.
- Reduction in the height of the proposed glass stair tower, as the stair tower no longer provides access to the roof.
- Redesign of the proposed stair tower, with the currently proposed materials being consistent with those of the main building.

Staff recognizes the applicants' efforts to address the previous concerns regarding the compatibility of the proposal with the historic district. Staff seeks the HPC's guidance regarding the following:

- Is the façade of the proposed building, as revised, compatible with the character of the existing buildings within the commercial areas of the historic district? Is there a preferred option (Option A or Option B), which exhibits greater compatibility?
- At an overall height of 37', has the height of the building been sufficiently reduced? As noted in the May 14, 2019 staff report, there are a limited number of two-story buildings within the commercial areas of the historic district, with heights ranging from 15' to 25'.
- Are the proposed reductions in height and mass sufficient? Are the other proposed changes to the design sufficient to achieve compatibility of height and scale?
- Is the proposed canopy height and design, as revised, compatible with existing canopies within the commercial areas of the historic district?
- Are the revised storefronts compatible with existing buildings within the commercial areas of the historic district, in terms of materials, scale, and ornamentation?

STAFF RECOMMENDATION

- Staff recommends that the applicant make any revisions based upon the HPC's comments and return for a third preliminary consultation.

Historic Features

The Property is located in the area known as Takoma Junction, which is part of the Takoma Park Historic District ("Historic District"). The Project complies with all applicable standards for new buildings located within the Historic District including the following: 1) Takoma Park Ordinance 1985-30 ("Ordinance 1985-30"), 2) Chapter 8.40 of the Takoma Park City Code ("Chapter 8.40"), 3) the Design Guidelines for Commercial Buildings in the City of Takoma Park, Md. ("Design Guidelines"), 4) the Approved and Adopted Amendment to the Master Plan for Historic Preservation in Montgomery County, MD Takoma Park Historic District & Carroll Manor/Douglas House ("Historic Preservation Master Plan").

Under the applicable ordinances, new buildings should have facades that are "compatible with and enhance the character of the adjacent areas" and "should respect the traditional quality of the surrounding commercial area and of the residential neighborhood"(Takoma Park Code 8.40.150.).According to the Design Guidelines: "Achieving compatibility does not mean duplicating [...]. A new building [...] should be seen as a product of its own time. However, by effectively relating to the neighborhood, a new building shows a district's evolution just as the existing buildings show its past" (Design Guidelines at 10). The Project's design blends with the historic properties in its vicinity, but also includes modern elements that distinguish it from those historic properties ¹.

Takoma Junction is to be an “extension of Takoma Old Town, providing unique stores and services.” The proposed project is a low-scale building that will contribute to the low-scale, small town quality along Carroll Avenue.

The building will have abroad yet rhythmic façade such that it feels like a series of attached buildings rather than a single long building. This breaks down the building’s scale and blends I in with its neighbors.

Rhythm of building volumes:

Based on feedback from the HPC Board, the elevation has been re-designed to simplify volume expression and balance the notions of separate buildings, the rhythm of the column spacing, and the opportunity to reflect a more human scale that is in keeping with the surrounding context of Carroll Avenue and the Junction. The options proposed demonstrate a 3-volume reading and a 5-volume reading with subtle markers that work to rationalize the façade rhythm with the use of the space within the building, make use of more intuitive “breaks” such as the building setback and the stair locations.

The project is also “sensitive to the scale and historic character of the area.” The proposed building height (measured per M-NCPPC guidelines) is approximately 35 feet, which is compatible with the other one- and two-story commercial buildings in Takoma Junction and in the surrounding R-60 zone. The proposed canopy delineating the first and second stories of the Project will be roughly the same height as the Co-op and serves as a datum for the new building in relation to the context of the neighboring structure.

Building Height:

Feedback from the HPC Staff and Board had recommended lowering the building. The current design reflects a lower building design. The Design Team have worked to deliver a design that is lower, but still responds to market and use requirements of high-quality tenant spaces – for retail and for office uses. Other elements have been adjusted to produce a design that continues to “fit in” to the neighborhood and the Historic corridor of the Junction.

More specifically, the height has been reduced through the following adjustments:

- 1. The first floor has been reduced by 3 feet*
- 2. The parapet wall has been significantly lower – the roof is no longer occupiable (eliminating the high guardrail/parapet requirement)*
- 3. The stair/elevator tower no longer provides roof access and has been significantly reduced*

Other elements of the design have been refined to lower the overall composition. The canopy has been lowered to be reflective of other local canopy expressions.

The current design would result in a building height of 32 feet, using the Montgomery County method.

Other important elements of the building remain unchanged – a green roof element that seeks to achieve green building goals, the lesser degree of embellishment and architectural ornamentation are elements of the contextual syntax and elements that the building will continue to refine.

Height Comparison:

<i>DESIGN</i>	<i>1st Floor Height (FF to FF)</i>	<i>2nd Floor Height (FF to Roof)</i>	<i>Parapet</i>
<i>May 2019</i>	<i>21' (+/- 19 ft. clear)</i>	<i>14' (+/- 12' clear)</i>	<i>42' (at elevator tower 45')</i>
<i>July 2019</i>	<i>18' (+/- 16 ft. clear)</i>	<i>14' (+/- 12' clear)</i>	<i>37'</i>

The proposed building continues the street setback established by the Co-op buildings. This consistent building setback is a character defining feature found in the surviving historic commercial development along Carroll Avenue. The calibration of the specific sidewalk zones has been carefully planned to accommodate the retail activity, clear pedestrian zones and the need for delivery and service to occur within the streetscape. Design Guidelines at 11. At street level, shopfronts are proposed to be pedestrian-oriented with “display windows immediately adjacent to the sidewalk” except for a single step back which will add interest to the façade.

Building setback line:

The principal building front continues to align with the existing co-op storefront, and the tower element has been pulled back, based on direct HPC Board comment. This results in additional space in the public realm. The space will be further detailed by the Project's Landscape Architect moving forward.

The building placement also provides for the opportunity to include several layers of public realm – sidewalk, seating areas, dedicated service area and public space are all included. The design meets the goals of an 8' clear sidewalk (across the entire project width); built-in pockets for casual seating, benches and other social furniture OR café tables – depending on tenants and need; that creates a whole sidewalk varies from 15'-7" to 18'-2"; and a public space that exceeds the 2700 SF requirement of the City of Takoma Park resolution. There is also a 7' loading zone between the lay-by lane and sidewalk.

The building has been carefully designed to be respectful of the sobriety, timelessness, and sturdy materials that typify the neighborhood. Solid construction that includes brick and metal, punched windows, moderate decoration and human scaled fenestration have all been chosen to seamlessly integrate with the architectural heritage of Takoma Park.

Building storefront design:

Based on feedback from Staff and the HPC Board, storefronts have been adjusted to reflect a more compatible design to Takoma Park's catalog of ground floor, street-fronting retail space. Less bulky, the new design is in step with the storefront simplicity found on Laurel Avenue, Carroll Avenue and throughout Takoma Park. This design ethos of utility and simplicity also translates to doors, canopies, mullions, and the transoms over the canopy.

Opportunities to pull the doorway back inside the space have also been explored to introduce more modulation from storefront to storefront and are part of the Takoma Park vocabulary.

The building is intended to fit comfortably on the site and provide a familiar architectural language. Some components are intentionally modern, including the tower element that houses the primary stair and elevator, while the basic language is a simple and sturdy gentle articulation within the context of a strong and lasting building.

Providing interior access to the new commercial space while affording access to parking to both users of the new building and to customers of established businesses in the area was accomplished through the inclusion of two stairs and elevators. This solution was identified during neighborhood outreach in Takoma Park. An agreement has been reached between property owners involved that will enable safe and convenient use by all parties. The two means of vertical circulation will provide users with a clear and "readable" circulation pattern for accessing the garage and for exiting the garage for different uses above ground.

The colors are also compatible with the Takoma Park palette. Clay brick with mixed dark and light tones are common in the neighborhood. Metal windows with divided lights respond to the age of the neighborhood. Articulated but simple window headers and sills provide shadow lines without

being overly ornamental. Occasional brick details and fretwork are used in a reserved capacity to highlight the roof shape, but not be extravagant.

Ornamentation has been significantly reduced, and windows and doors have been re-considered to include fenestration comparable to those elements in Takoma Park.

Elements of the streetscape will separate sidewalk users from the lay-by lane and travel lane. Trees will shade both the travel lane and sidewalk and provide a further barrier between the pedestrian zone and travel lanes. The streetscape along the Carroll A venue frontage is calibrated to provide safe passage along the pedestrian routes, shade, seating for both dining and simple passive socializing, and the necessary infrastructure for loading and service. The proposed streetscape will be a source of community pride and culture by incorporating opportunities for art in the public realm and public space for the community to gather.

Additional Public Space: approx. 200 SF larger.

No change to the streetscape from the previous design.

The new design of the building, does include an increase in the amount of open/public space required by the project and agreed to between all parties during the process of gaining the City of Takoma Park's approval that is part of the Resolution. This space will add quantity and our Landscape Architect will be working on an updated design – that respects the needs for the project outlined above by the Design Team, and the feedback from the City, Developer and the community members that participated in more than 2 years of active engagement.

Height Comparison:



<i>DESIGN</i>		<i>1st Floor Height (FF to FF)</i>	<i>2nd Floor Height (FF to Roof)</i>	<i>Parapet (highest point above grade)</i>
<i>May 2019</i>		<i>21' (+/- 19 ft. clear)</i>	<i>14' (+/- 12' clear)</i>	<i>42' (at elevator tower 45')</i>
<i>July 2019</i>		<i>18' (+/- 16 ft. clear)</i>	<i>14' (+/- 12' clear)</i>	<i>37'</i>

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TAKOMA JUNCTION

TAKOMA PARK, MARYLAND

PRELIMINARY CONSULTATION
HISTORIC PRESERVATION COMMISSION

streetsense.

July 24, 2019

SITE AREA & LOCATION



BUILDING HEIGHT COMPARISON

PREVIOUS ELEVATION



CURRENT ELEVATION A



CARROLL AVENUE ELEVATION - OPTION A

BUILDING HEIGHT COMPARISON

PREVIOUS ELEVATION

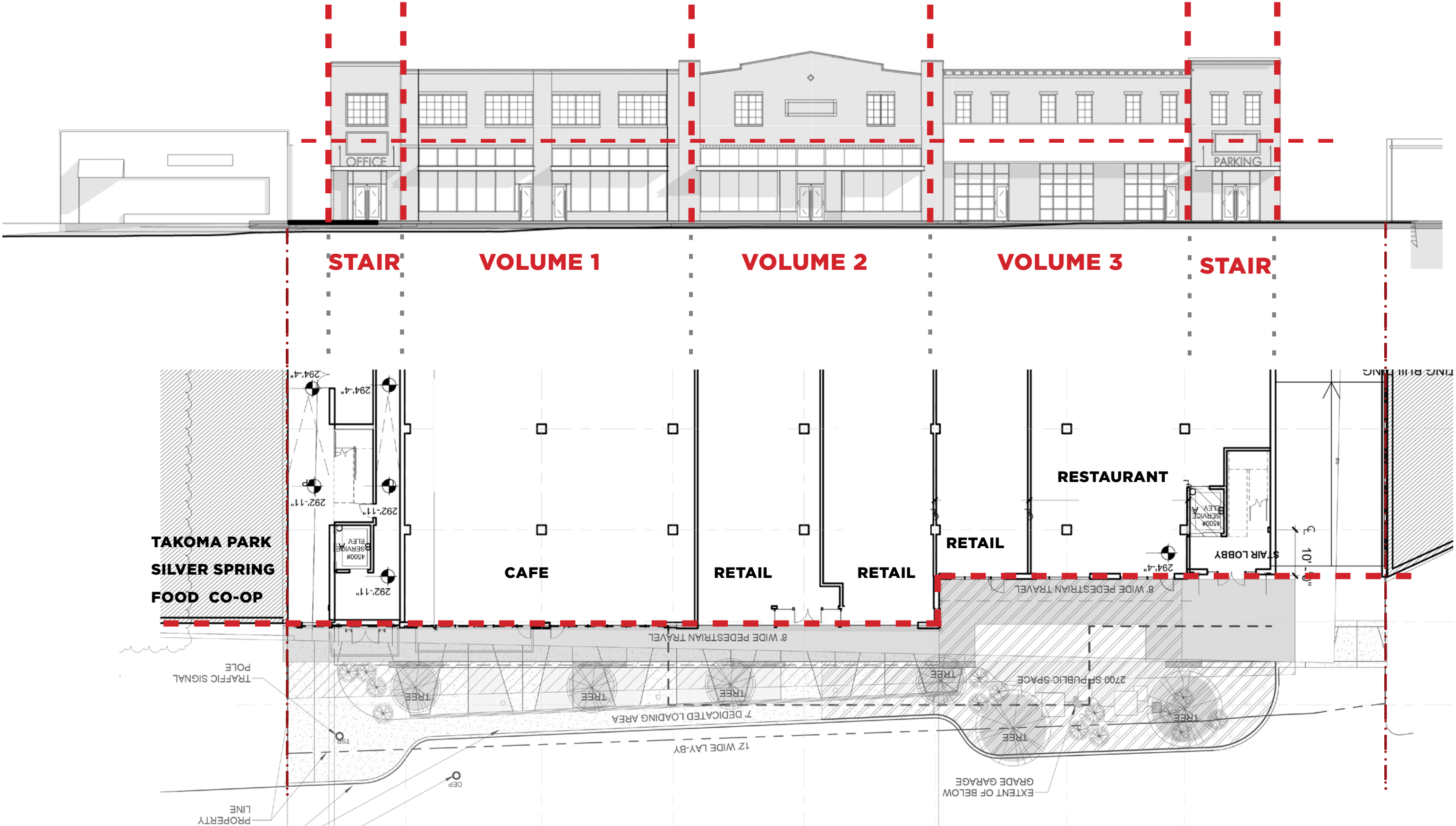


CURRENT ELEVATION B

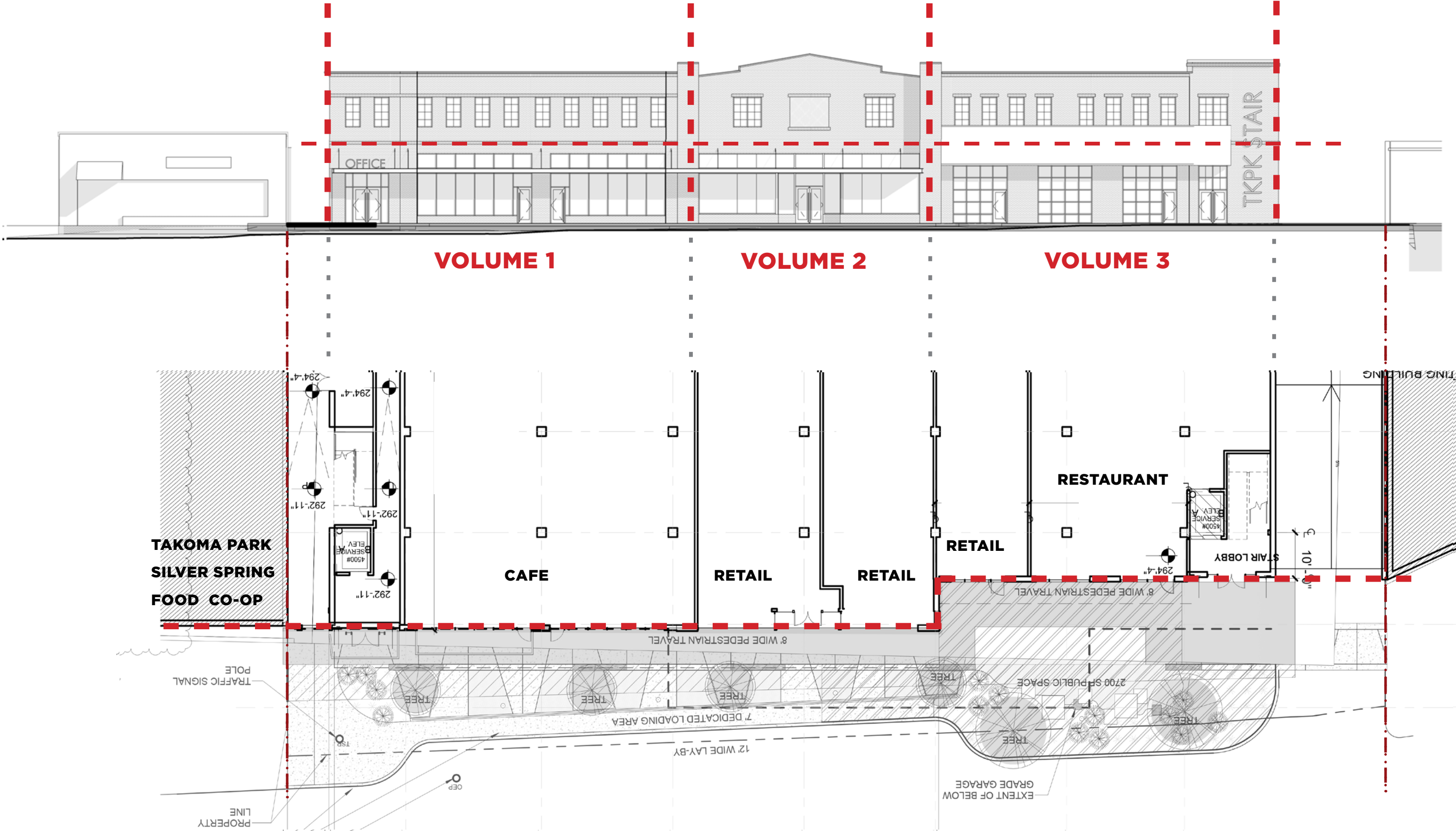


CARROLL AVENUE ELEVATION - OPTION B

STREET LEVEL - OPTION A



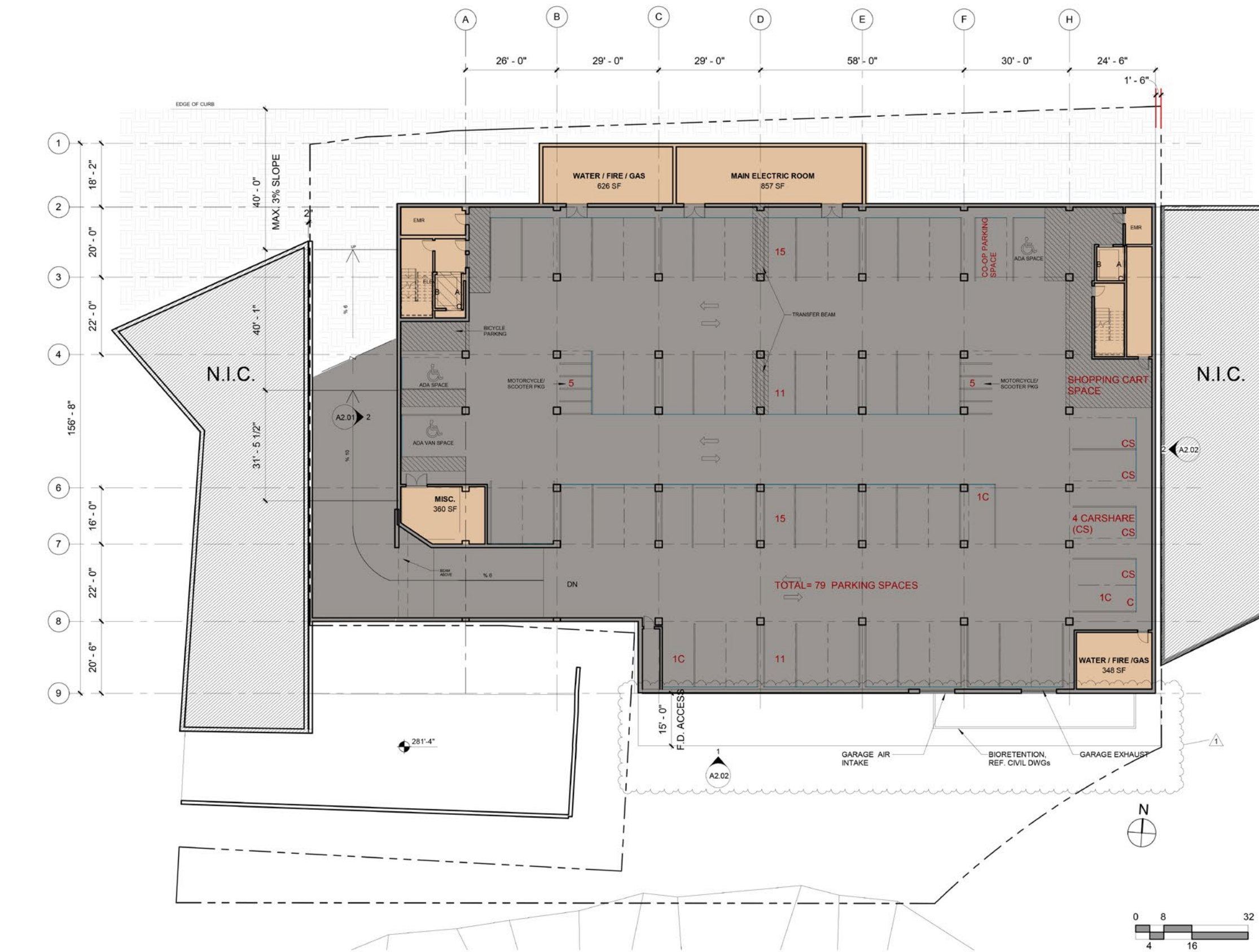
STREET LEVEL - OPTION B



PRECEDENT IMAGERY

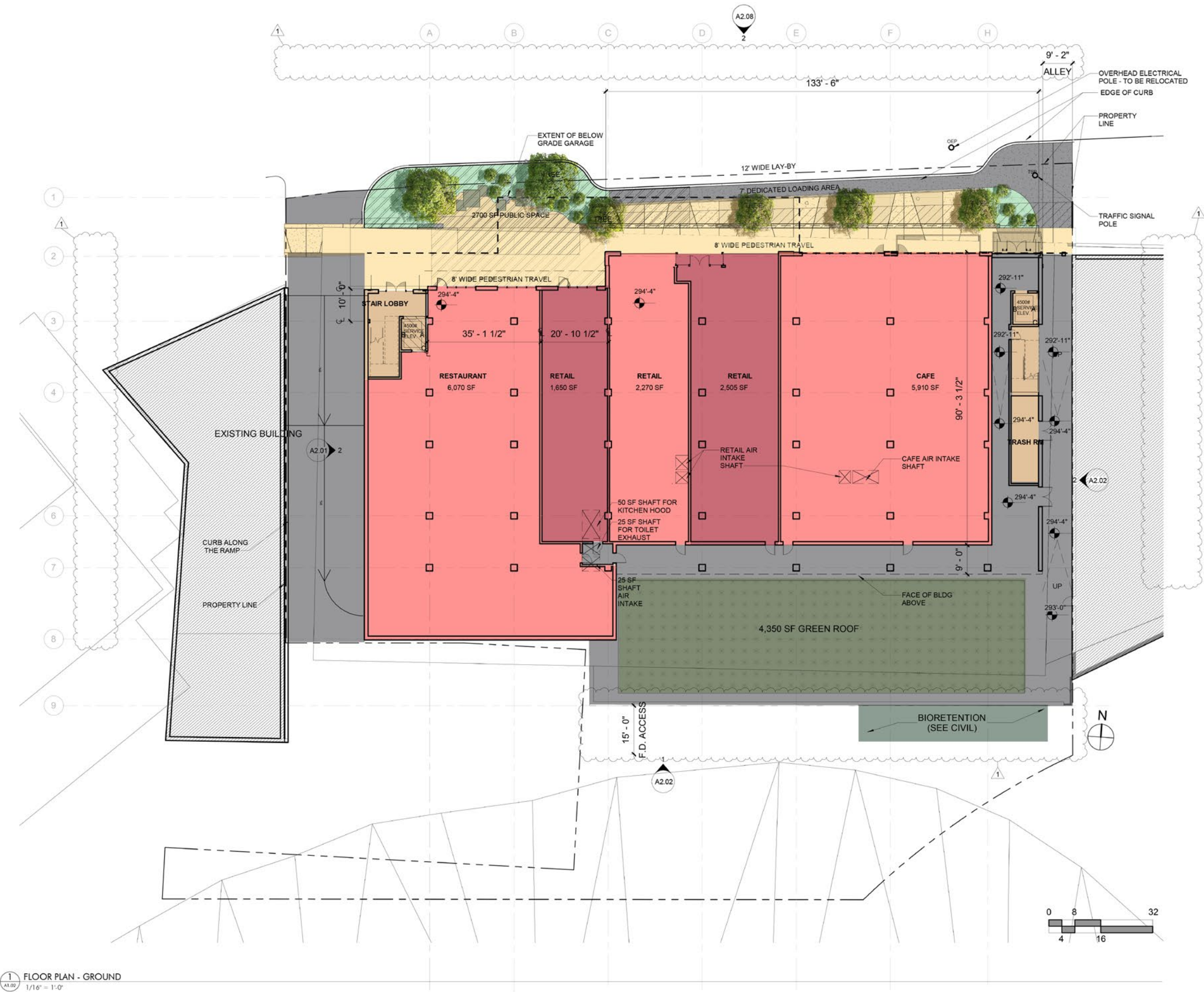


GARAGE LEVEL (BELOW GRADE)



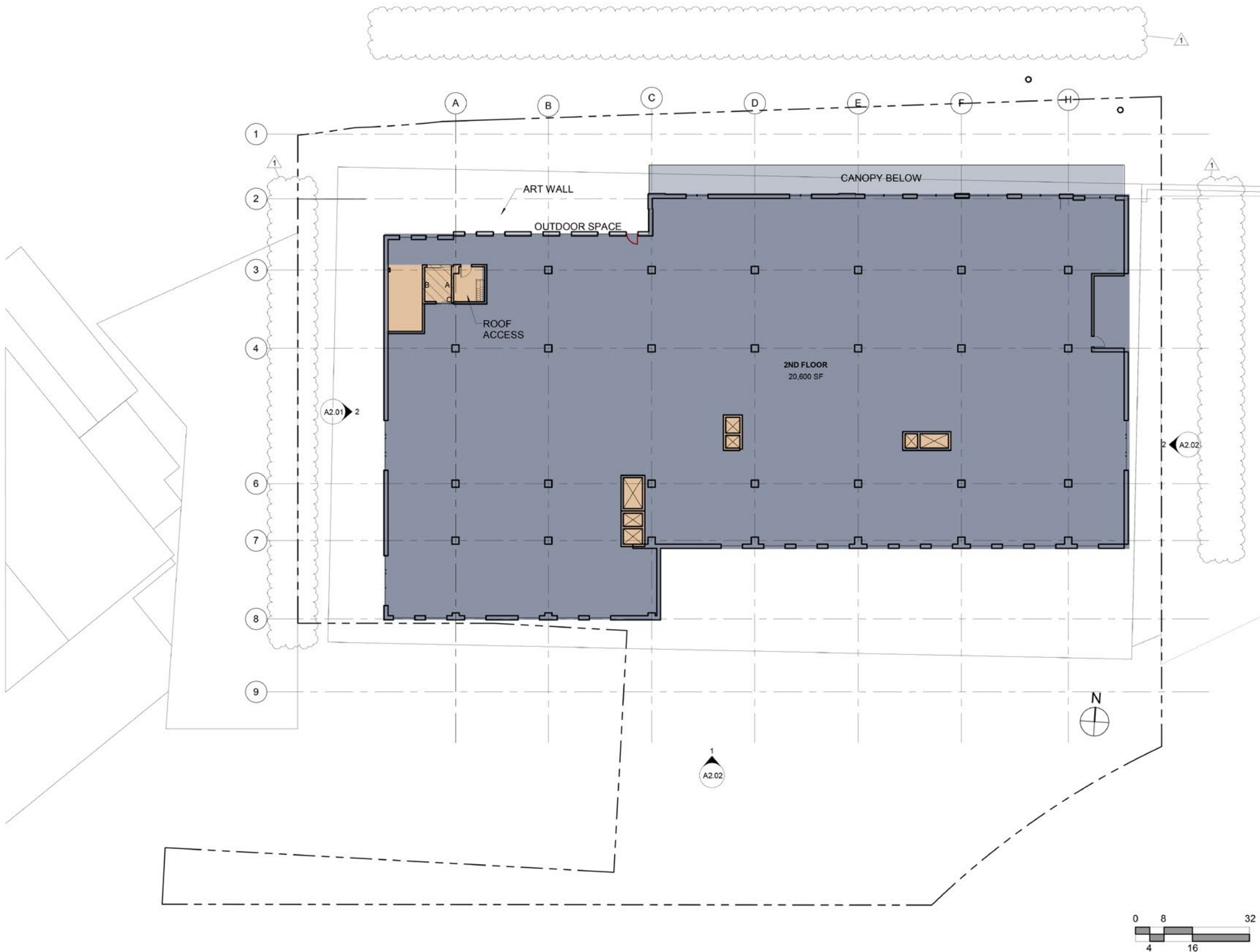
1 FLOOR PLAN - P1 GARAGE
1/16" = 1'-0"

STREET LEVEL



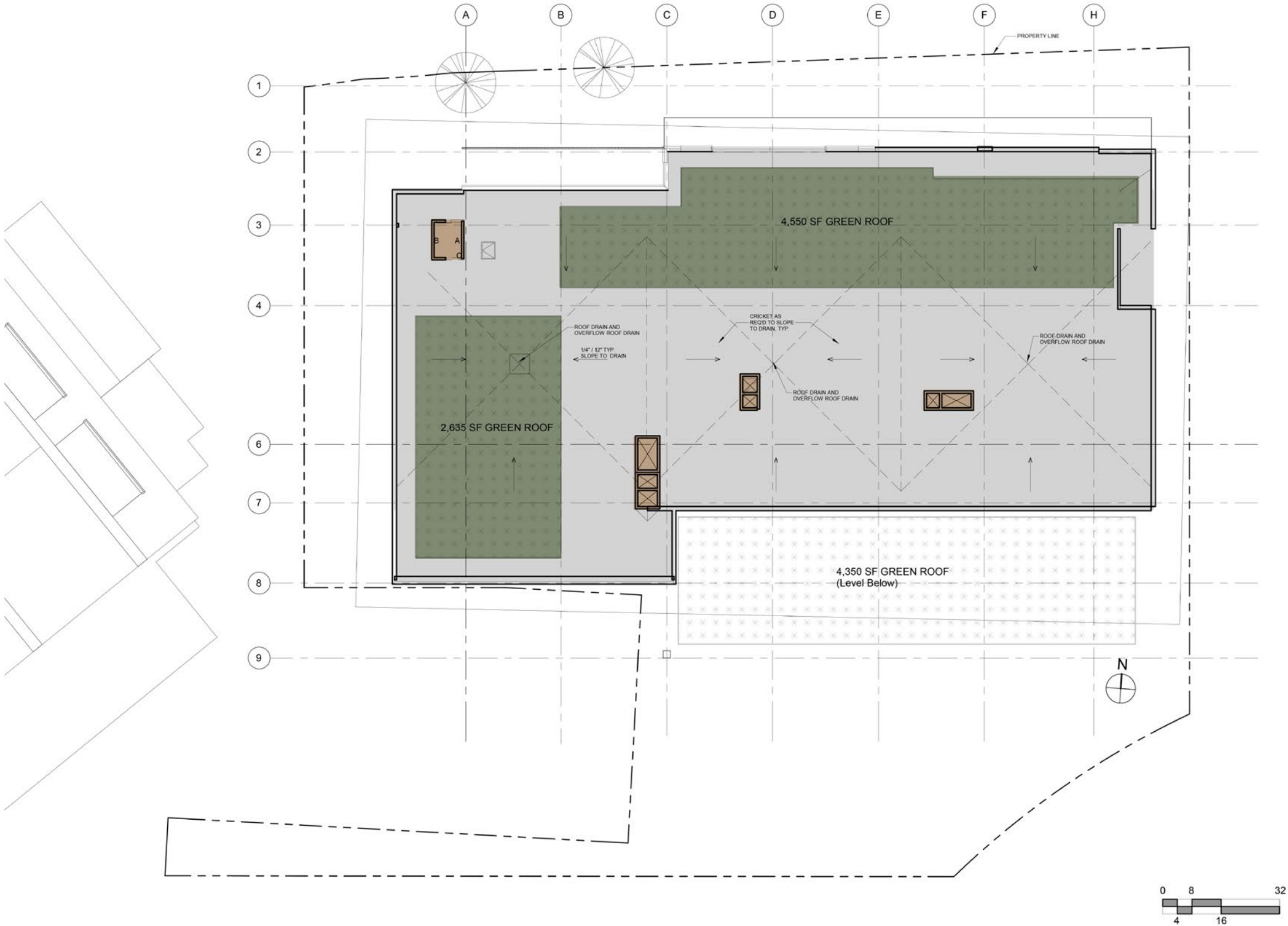
1 FLOOR PLAN - GROUND
A1.02
1/16" = 1'-0"

UPPER LEVEL



1 FLOOR PLAN - SECOND
1/16" = 1'-0"

ROOF



1 FLOOR PLAN - ROOF
A1.04 1/16" = 1'-0"

PERSPECTIVE 1 - OPTION A

VIEW LOOKING SOUTH WEST



PERSPECTIVE 1 - OPTION B

VIEW LOOKING SOUTH WEST



PERSPECTIVE 2 - OPTION A

VIEW LOOKING SOUTH EAST



PERSPECTIVE 2 - OPTION B

VIEW LOOKING SOUTH EAST



PERSPECTIVE 3 - OPTION A

VIEW LOOKING SOUTH FROM CARROLL AVE



PERSPECTIVE 3 - OPTION B

VIEW LOOKING SOUTH FROM CARROLL AVE



PERSPECTIVE 4 - OPTION A

VIEW LOOKING EAST FROM CARROLL AVE



PERSPECTIVE 4 - OPTION B

VIEW LOOKING EAST FROM CARROLL AVE



City of Takoma Park, Maryland

Office of the City Manager

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Takoma Park, MD 20912
www.takomaparkmd.gov

Suzanne Ludlow, City Manager

August 1, 2019

Historic Preservation Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

Dear Chair Heiler and Members of the Historic Preservation Commission:

At your meeting of August 14, you will be requested to provide further Preliminary Consultation comments on aspects of the Takoma Junction Development project. This is a project of the City of Takoma Park, through our development partner Neighborhood Development Company. The Takoma Park City Council looks forward to receiving your comments and to working with you on this and other projects in the future.

Although the Council is on its summer recess at this time, I am transmitting to you one of their key resolutions concerning the project, Resolution 2018-41, which authorized the project to begin its review through the Montgomery County Planning Department, including the review of the Historic Preservation Commission.

As you will see by the 12-page length and great detail of the Resolution, much consideration has gone into the City Council's review of the project. Over the past five years, regarding this project, the City Council has held:

- 32 Work Sessions with public comments
- Three Listening Sessions
- Three Open Houses, including an on-site Pop-Up Open House

In addition, the City held design meetings on form and character, and access and mobility, with over 200 attendees. Online surveys on these topics garnered 630 respondents. The number of written public comments in 2018 alone, leading up to Council's Resolution 2018-41, was over 600.

The Council held discussions on a number of topics that are also in the purview of the Historic Preservation Commission, particularly height, materials, and façade design.

Much consideration was given by Council as to what should be the appropriate setback of the building from the street. The provisions in the Resolution were the result of many discussions about where the front building line should be to both encourage public interaction and to allow for commercial visibility and success.

We are fortunate in Takoma Park to have several blocks of historic commercial streetwall development in our Historic District. These traditional blocks of stores and businesses, by their historic design, encourage neighborhood walking and shopping. Commercial segments that are less successful in the Historic District are ones with detached non-contributing buildings set farther back from the street. It may be that the Takoma Junction Development can move us closer to the more successful historic commercial design found elsewhere in the Takoma Park Historic District.

The Takoma Park City Council appreciates the time and attention the Historic Preservation Commission has provided, and will provide, on the Takoma Junction Development project, and looks forward to its comments.

Sincerely,

A handwritten signature in cursive script, reading "Suzanne R. Ludlow".

Suzanne R. Ludlow
City Manager

Attachment: [Resolution 2018-41 - Authorizing Neighborhood Development Company, LLC to submit the Takoma Junction Development Project Combined Site Plan to the Montgomery County Planning Department](#)

1 Introduced by: Councilmember Seamens

2
3 **CITY OF TAKOMA PARK, MARYLAND**

4
5 **RESOLUTION 2018-41**

6
7 **RESOLUTION AUTHORIZING NEIGHBORHOOD DEVELOPMENT COMPANY, LLC TO**
8 **SUBMIT THE TAKOMA JUNCTION DEVELOPMENT PROJECT COMBINED SITE PLAN TO**
9 **THE MONTGOMERY COUNTY PLANNING DEPARTMENT**
10

11
12 **WHEREAS,** the development site consists of multiple City-owned parcels and one
13 privately-owned parcel located on the south side of Ethan Allen Avenue (MD
14 410) at the intersection with Carroll Avenue (MD 195), in a compact but
15 important neighborhood commercial area locally referred to as the Takoma
16 Junction; and

17
18 **WHEREAS,** the parcels owned by the City of Takoma Park ("City") were purchased in
19 1995 for the purposes of stabilizing the Takoma Junction and facilitating the
20 revitalization of the area; and

21
22 **WHEREAS,** the City's parcels total approximately 53,493 square feet of land. The front
23 half of the property on Carroll Avenue is a paved public parking lot zoned NR
24 - Neighborhood Retail. The back half of the property on Columbia Avenue is
25 sloped and largely wooded and is zoned R-60 - Single Family Residential.
26 The properties are within the Takoma Park Historic District and are
27 considered to be non-contributing. Pursuant to a Land License Agreement
28 with the City, a portion of the parking lot has been used by the Takoma Park
29 Silver Spring Co-op ("TPSS Co-op") grocery store for customer and employee
30 parking, deliveries, trash collection and storage; and

31
32 **WHEREAS,** the potential future uses of the Property have been the focus of several
33 formal and informal resident committees and numerous City-sponsored
34 assessments beginning in 1983 with the establishment of the Takoma
35 Junction Revitalization Steering Committee, a series of City-initiated traffic
36 studies, market assessments and revitalization plans in the 1980s and 1990s;
37 and extending through to the informal Fire Place Group in 2010 and the
38 Takoma Junction Task Force (2010-2012). The Property was studied by each
39 of these groups which in turn discussed their desired development options
40 and advocated for multiple streetscape improvements and other initiatives
41 intended to improve the viability and attractiveness of the area; and

42
43 **WHEREAS,** the Takoma Park City Council ("Council") considered options in 2013 for the
44 future use of the Property, including: 1) the continued maintenance of the
45 surface parking lot; 2) the development of a public facility such as a library or
46 recreational center; 3) the sale or lease of the Property at market rates; and

47 4) the open and competitive solicitation of development proposals. In
48 January 2014, the Council decided to proceed with the fourth option and
49 authorized the release of a competitive Request for Proposals (“RFP”) for the
50 development of the Property in a manner that would “act as a stimulus to the
51 commercial district and locally-owned, independent businesses; improve the
52 aesthetic appeal of the district; and be contextually sensitive and
53 environmentally sustainable”; and
54

55 **WHEREAS,** the Council received a total of seven submissions in response to the 2014
56 solicitation, four of which were determined by a review committee to be
57 responsive to the criteria set forth in the RFP. The qualifications of these
58 development teams and the merits of their proposals and preliminary
59 concept plans were then considered by the Council over the course of 11
60 months. During this period, the Council scheduled presentations of the
61 individual proposals, sponsored a community open house, held listening
62 sessions, solicited additional public comment through a variety of formats,
63 and held eight Council work sessions; and
64

65 **WHEREAS,** the Council, having carefully evaluated the expertise, financial capacity, and
66 overall vision of each of the development teams and weighing public input
67 gathered during this evaluation process, determined that Neighborhood
68 Development Company, LLC (“NDC”) was a capable developer and would be a
69 suitable partner for the redevelopment of the Property. On April 13, 2015,
70 the Council approved Resolution 2015-19 authorizing the City Manager to
71 initiate negotiations with NDC; and
72

73 **WHEREAS,** in authorizing the City Manager to initiate negotiations with NDC in April
74 2015, the Council articulated its priorities for the revitalization of the
75 Takoma Junction, established criteria for the development of the Property,
76 acknowledged the neighboring TPSS Co-op, and expressed interest in
77 maintaining the economic vitality of that business; and
78

79 **WHEREAS,** on July 27, 2016, the Council approved, by Resolution 2016-26, the execution
80 of the Development Agreement and Ground Lease with NDC after an
81 extended 15-month negotiation period during which the Council held a
82 series of work session discussions focused on elements of the proposed
83 development, hosted an open house discussion to respond to questions
84 raised by the community, and carefully considered comments submitted by
85 the public throughout this period; and
86

87 **WHEREAS,** the Development Agreement identifies the priorities of the Council,
88 establishes the process guiding the development of the Property, provides
89 opportunities for the expansion of the TPSS Co-op, and reflects the Council’s
90 commitment to ensuring continuity of the TPSS Co-op operations during
91 construction and reasonably accommodating the parking and delivery needs
92 of the TPSS Co-op; and

WHEREAS, besides the provisions relating to the TPSS Co-op, the Project Goals specified in the Development Agreement include the following:

- a) Inclusion of public parking for area businesses as part of the project
- b) Minimization of detrimental impacts to neighboring properties on Columbia and Sycamore Avenues
- c) Design that optimizes the provision of retail services on the first floor of the building
- d) Provision of public or community spaces that result in enhanced interactions among residents and visitors
- e) Support of independent businesses
- f) Provision of pedestrian access from Columbia Avenue to the property
- g) Incorporation of environmentally sustainable and green building features
- h) Encouragement of alternate modes of transportation
- i) Retail mix with a high priority for local and regional operators; and

WHEREAS, the Development Agreement also provides that NDC will not lease any portion of the project to another food co-operative or grocery store selling a large variety of food and household items (but may lease to specialty shops, restaurants and other sellers of food and beverages) while the TPSS Co-op is operating in its existing premises; and

WHEREAS, the Ground Lease identifies other uses that are not permitted on the premises, including an amusement center, sports facility, motor vehicle maintenance shop, pawn shop, check cashing store, gun shop, dance hall, tattoo parlor, tanning salon, gambling center, drug paraphernalia store, store with pornographic materials or adult entertainment, or place of religious worship; and

WHEREAS, during the discussions about the Development Agreement, the Council considered other potential benefits of the project including:

- a) Increased activity and vibrancy of the Takoma Junction which would benefit existing businesses
- b) Environmentally responsible in-fill development in a commercial and residential area accessible by walking, biking, and transit
- c) Reduction in driving by residents who could access retail and office opportunities closer to their homes
- d) Creation of appealing space for new and expanding local and regional businesses
- e) Creation of a retail tenant mix featuring local and regional businesses by emphasizing preference for local and regional operators and precluding certain types of businesses identified as not appropriate for the location

- f) Creation of new employment opportunities for community residents
- g) Potential for infrastructure changes to facilitate improved circulation of pedestrians and bicyclists traveling through the Takoma Junction development
- h) Mitigation of the environmental impacts created over the years by the landfill materials located under the asphalt surface of the parking lot
- i) Reduction of the heat sink effect created by the asphalt parking lot
- j) Reduction in the carbon footprint of the built and actively-used site through the introduction of sustainability features such as a vegetative roof and other energy conserving improvements
- k) Diversion and treatment of run-off into the Chesapeake Bay with the construction of various storm water management features
- l) Retention and improvement of the green area on Columbia Avenue through the stabilization of the wooded slope, removal of invasive plants, and introduction of new natural landscaping elements
- m) Creation of a financially productive property, which would increase the City's tax base and provide lease revenue to the City; and

WHEREAS, working in partnership with the Council-appointed Community Consultation Process Advisory Committee, NDC hosted two public meetings in February 2017 to discuss form and character options and to consider market and retail ideas for incorporation in the development. A second set of public discussions were held in March 2017 which focused on the topics of access, mobility and the public realm. Members of the community were invited to provide additional online feedback and materials were provided in Spanish and Amharic. The Committee reached out to members across the City; and

WHEREAS, in addition to the outreach activities conducted with the Community Consultation Process Advisory Committee, NDC also met with local stakeholders, including representatives of Historic Takoma, Inc., Old Takoma Business Association, Takoma Junction Task Force, Safe Roadways Committee and the Façade Advisory Board and with individual community members; and

WHEREAS, in accordance with the provisions of the Development Agreement, NDC presented a preliminary concept plan ("Concept Plan") to the Council on September 27, 2017, which expanded the project site to include an adjacent 5,470 sq. ft. parcel which NDC has under contract and began to reflect the feedback received from the Council and the community during this initial design process; and

WHEREAS, on October 25, 2017, the Council provided comment on the Concept Plan through its approval of Resolution 2017-53. Resolution 2017-53 reiterated

the Council's criteria for the development proposal, described the areas in which the Concept Plan fell short of those criteria, and expressed the Council's expectation that the Site Plan would meet the criteria. Resolution 2017-53 also provided comments on the design and accessibility of the public space, the use of the layby to facilitate the delivery of goods to address the needs of on-site tenants, the placement and function of the planned elevator(s), the design of the front facing façade such that it would consist of large storefront windows and include exciting or iconic features, the height and massing of the structure, the preservation of wooded area along Columbia Avenue, the design of the Columbia Avenue building façade, the accessibility of the parking area, the project's sustainability elements, the potential inclusion of another parcel to the west, and the importance of providing reasonable accommodation for the continued operation of the TPSS Co-op; and

WHEREAS, on April 4, 2018, NDC presented a draft Combined Site Plan ("Site Plan") to address certain specific design comments detailed in Resolution 2017-53. The Site Plan provided for the construction of a two-story mixed-use commercial development with below grade parking accommodating up to 72 vehicles, approximately 26,755 sq. ft. on the ground level (approximately 22,822 sq. ft. of ground level retail space), approximately 26,795 sq. ft. on the second level (approximately 25,070 sq. ft. of office space), approximately 2,700 sq. ft. of public space designed to provide opportunities for social engagement, the preservation and improvement of wooded area along Columbia Avenue which is to be placed under a Forest Conservation easement, a series of sustainability features exceeding the requirements of the Development Agreement, and site improvements to address the internal and external circulation of people and goods (*e.g.*, the layby, delivery access lane and service corridor); and

WHEREAS, in response to the Council's comments on the Concept Plan reflected in Resolution 2017-53, and other design concerns, the following revisions to design elements and operational features were incorporated into the April 2018 Draft Site Plan:

- a) The third story was eliminated in favor of a two-story structure, with a series of volumes and different materials for the façade of the building.
- b) The depth of the retail space was modified, minimizing corridor spaces and vertical circulation with the goal of optimizing visibility, connection with the public realm, and retail engagement with the sidewalk.
- c) An elevator stair tower was located on the west side of the building aimed at signaling the beginning of the project, providing a gateway element and a more modern architectural element to address the interest in an iconic feature.

- 226
- 227 d) The building was set back an additional 10 feet on the west side of the
- 228 site, and room was provided for an 8-foot clear pedestrian path and a 2-
- 229 foot-to-8-foot wide seating zone established along the remainder of the
- 230 façade to the east, providing space for cafe seating, benches, etc.,
- 231 separated from the layby with a 7-foot-wide loading path and bollards.
- 232
- 233 e) A public art element was added to provide an opportunity to engage with
- 234 the public space at the west end of the property.
- 235
- 236 f) Trees and other plantings in the public realm were added with
- 237 appropriate soil depth so that they may thrive.
- 238
- 239 g) A Forest Conservation Easement area was identified on the rear of the lot
- 240 to provide passive enjoyment of the wooded area and protect the health
- 241 of the sloped portion of the site, as well as create a green barrier between
- 242 the building and the nearby residences.
- 243
- 244 h) Modifications were made to the building design and Draft Site Plan which
- 245 are intended to meet and exceed the LEED Gold sustainability standards
- 246 in the Development Agreement. In addition to the building-oriented
- 247 sustainability techniques that were identified in the Concept Plan,
- 248 additional features were added to provide multi-modal access to the
- 249 Property and capitalize upon pedestrian-first design methods, as well as a
- 250 bioretention stormwater facility, a vegetative (“green”) roof, and other
- 251 environmental mitigation features.
- 252
- 253 i) The layby lane was increased to a width of 12' to accommodate the
- 254 largest vehicles expected to make deliveries to the TPSS Co-op and to
- 255 enable them to move completely out of the existing eastbound lanes. The
- 256 layby lane is located outside of the existing four-lane roadbed of Carroll
- 257 Avenue and is designed to be used for deliveries and trash and recycling
- 258 collection; and
- 259

260 **WHEREAS,** since the Draft Site Plan was initially presented in April 2018, the Council has

261 held a series of seven Work Session discussions focusing on various elements

262 of the Draft Site Plan including the design of the building, its placement on

263 the Property, the design and size of the dedicated public space, sustainability

264 features, circulation patterns, and the findings and recommendations of the

265 traffic studies, one funded by NDC and the other by the City. In addition to

266 the Council hearing public comment at these work sessions and receiving

267 written comment, and individual members of the Council meeting informally

268 with constituents and neighborhood groups, the Council provided an

269 afternoon open house held at the Takoma Park Community Center, an on-site

270 virtual “pop-up” of the development, and a formalized one-on-one question-

271 and-answer session with community members; and

272
273 **WHEREAS,** in his June 20, 2018 correspondence Adrian Washington, CEO and Co-
274 Founder, Neighborhood Development Company, LLC, committed to making
275 the following additional changes to the Site Plan, as requested by the Council:
276

- 277 a) In consultation with the Montgomery County Historic Preservation
278 Commission and its staff, to consider modification of the roofline,
279 specifically the height of the parapet, to ensure that the height of the
280 building and the proposed parapet are contextually appropriate.
281
282 b) To add, in consultation with the TPSS Co-op, a second elevator at the east
283 end of the building that operates between the lower level garage and
284 street level to accommodate its customers and employees.
285
286 c) To add multiple window openings and varied materials in the Columbia
287 Avenue façade on both the first and second floors of the building to create
288 a more visually attractive rear façade and to provide more light and air at
289 the garage level, while ensuring that measures are taken to minimize the
290 impacts of light and noise on the residential neighborhood behind the
291 building.
292
293 d) To include facilities for 4-yard dumpsters that would be accommodated in
294 a corral, locked and outfitted with tamper-proof hose bib, a floor drain
295 and an exhaust system for smells.
296
297 e) To increase the width of the paved service corridor to 10 feet to ensure
298 that deliveries can be safely and more easily conveyed by hand truck and
299 to facilitate the removal of trash and recyclables; and
300

301 **WHEREAS,** in response to other concerns voiced by the Council, NDC has committed to
302 implement the following:
303

- 304 a) To take measures to protect and minimize damage to the natural
305 elements in as much of the wooded and sloped rear portion of the
306 Property as possible during the construction of the building and
307 stormwater facilities, recognizing that some actions within the wooded
308 area may be warranted in order to eradicate invasive species, stabilize the
309 slope, and promote a healthy wooded area.
310
311 b) Ensure that none of the trash generated by tenants of the building would
312 be left outside and that the dumpsters would not be stored in the public
313 realm. The project is anticipated to be able to accommodate all of the
314 trash generated by ground floor users in three dumpsters and that three
315 pickups per week would be scheduled. The dumpsters would be located
316 on-site and ported by property management staff to curbside at the
317 appropriate pickup times. Additional dumpster storage could be provided

at the rear of the building if required to accommodate the trash generated by a change in tenant use.

- c) NDC will partner with the City to program the public realm and the public space, providing opportunities such as musical performances or the scheduling of food trucks in the layby area; and

WHEREAS, NDC's and the City's traffic studies found that the intersection is currently near capacity and would exceed acceptable levels with the addition of future traffic resulting from other development projects unrelated to this project. As a result of that traffic and the additional traffic generated by this project, the traffic studies recommend a reconfiguration of the Takoma Junction intersection (intersection of MD 195 and MD 410) and provided several potential alternative configurations that could improve traffic flow as well as increase safety and access for pedestrians, bicyclists and transit users. The City is having ongoing discussions with the Maryland State Highway Administration (SHA) regarding reconfiguration and safety; and

WHEREAS, The Traffic Group's traffic study utilized Shopping Center and General Office Building rates for the Trip Generation model estimating traffic affiliated with the Draft Site Plan. A different formula for a High Turnover (Sit-Down) Restaurant was utilized to estimate traffic related to a background development. The Traffic Group has stated its plans to include rates for a High Turnover (Sit-Down) Restaurant in the Draft Site Plan in its Traffic Impact Study before submitting to the County; and

WHEREAS, for purposes of this Resolution, the Draft Site Plan consists of the attached plans prepared by NDC and presented to the Council in April 2018 and the accompanying June 20, 2018, correspondence from Adrian Washington, CEO and Co-Founder, Neighborhood Development Company, LLC, that includes modifications to those plans, as well as the commitments made by NDC stated above, the traffic study prepared by The Traffic Group for NDC, and the additional commitments by NDC referenced in this Resolution; and

WHEREAS, Council approval of the proposed Draft Site Plan (and identified modifications), as detailed in the Development Agreement, is required to advance the project to the next phase of development. Further reviews and approvals are required including technical review of the Site Plan by the Montgomery County Development Review Committee, review and approval by the Montgomery County Planning Board, technical review and approval of the proposed layby, garage access and traffic impact analysis by SHA, approval of a Historic Area Work Permit by the Montgomery County Historic Preservation Commission (which requires review by the Façade Advisory Board), administrative review and approval of a required stormwater management plan and tree protection plan by City staff, and review of construction plans prior to the issuance of building permits by Montgomery

County Department of Permitting Services. Additional public comment opportunities are incorporated in the Montgomery County review processes; and

WHEREAS, the Council acknowledges that the Site Plan may be modified during the Montgomery County development review process, by SHA or at the request of NDC, any of which may warrant further assessment by the Council to ensure that the project appropriately addresses its goal of creating an attractive, vibrant and economically viable development. The Site Plan may also be modified following the approval of this resolution at the request of the Council to ensure that the project appropriately addresses the objectives and goals stated herein; and

WHEREAS, the Council remains strongly committed to ensuring the continuity of operations for Takoma Junction businesses during construction and providing reasonable accommodations for parking and deliveries for the TPSS Co-op upon completion of the development; and

WHEREAS, the goals for the type of retail for the Takoma Junction project include:

- a) Maintaining the unique character of the community and the appeal of Takoma Junction.
- b) Protecting the area's economic vitality by ensuring a diversity of businesses with sufficient opportunities for independent entrepreneurs.
- c) Fostering businesses that serve the basic needs of the surrounding neighborhood; and

WHEREAS, the Council, acknowledging the complexity of matters relating to the operation of the TPSS Co-op and that the Co-op has expressed its concerns that the Draft Site Plan does not fully provide reasonable accommodation for deliveries, parking, trash and business continuity during construction, has offered to provide funding in an amount not to exceed \$5,000 to allow for a facilitated discussion between NDC and the TPSS Co-op, both of which have agreed to participate in the proposed mediation. Members of the Council and City staff will serve, at the request of the TPSS Co-op, as observers during the mediation. The Council requests that the mediation be concluded by early September; and

WHEREAS, the Council views this mediation as an opportunity to build trust between NDC and the TPSS Co-op and to identify solutions to outstanding operational issues such as the timing, access and potential staging of deliveries, TPSS Co-op trash and recycling requirements, customer and employee parking needs, and the location, siting and type of elevator needed to facilitate access to the TPSS Co-op building and the below grade parking facility, as well as

continuity of operations during construction. The Council expects both parties to mediate in good faith and to reach agreement on how to equitably address these matters in a timely manner, preferably by September 2018; and

WHEREAS, the conditions set forth in the Development Agreement including the actions required by the City and NDC throughout the development review process and construction, the project schedule, and remedies for resolving disputes and terminating the Agreement and Ground Lease remain enforceable through the term of the Agreement.

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF TAKOMA PARK, MARYLAND, has determined that the April 2018 Draft Site Plan submitted by NDC, along with its June 20, 2018 correspondence and other modifications as noted in this Resolution, advances the City's goals for the Property, and hereby authorizes NDC to submit the Takoma Junction Development Project Combined Site Plan as modified herein to the Montgomery County Planning Department for review.

BE IT FURTHER RESOLVED THAT, the Council will schedule a Work Session in September 2018 to determine if Site Plan changes are necessary to satisfy the reasonable accommodation requirements set forth in the Development Agreement and if so will direct NDC to make those changes to any Site Plan then pending before the Montgomery County Planning Department. If Site Plan changes are required, whether because of mutual agreement between NDC and the TPSS Co-op or otherwise, the Council will promptly notify the relevant County offices of the required changes.

BE IT FURTHER RESOLVED THAT, in response to additional concerns, the Council requires that NDC to commit to implement the following modifications:

- a) To design the rear of the building to minimally impact the residential neighborhood and wooded area behind it, including design elements to minimize noise and light pollution, both from the garage and tenant spaces, and to utilize outdoor lights with no greater than a 3000 Kelvin light temperature.
- b) Add detail to the design of the rear façade, through the use of materials and other methods, so it is less intrusive and more visually appropriate for the setting.
- c) To reduce the height of the building by up to 5 feet, in an aesthetically appropriate way, working with the Montgomery County Historic Preservation Commission to ensure that the height of the building and the proposed parapet are contextually appropriate, and that natural light and open space of the interior are maintained.
- d) To provide at least 2,700 sq. ft. of public gathering space not focused on outdoor dining but as a shared space for residents, visitors and anyone else in the public

realm. In the event that the location or length of the layby is modified during the Montgomery County Development Review process and encroaches into the planned public space, NDC will make modifications to ensure that at least 2,700 square feet of public space is maintained and that it is equivalent in type and quality.

e) NDC will partner with the City on the revitalization of B.Y. Morrison Park.

f) Explore the potential of adding a paved or unpaved walking path and/or benches in the Forest Conservation Area Easement, provided that these elements do not disturb the natural elements and conservation goals of this area.

BE IT FURTHER RESOLVED THAT, the City is committed to significantly reducing greenhouse gas emissions and promoting sustainable development. To this end, the Development Agreement requires NDC to design and construct Takoma Junction to satisfy LEED Gold or higher certification from the U.S. Building Council (or an equivalent certification of environmental sustainability). The Development Agreement further requires the incorporation of green building strategies into the Site Plan in consultation with the City. The Council therefore requires that NDC work with the City to implement the following green building strategies:

a) Stormwater will be managed within the project boundary using low-impact development and green infrastructure. Treatment will significantly exceed the City's 50% requirement for redevelopment.

b) Green construction methods such as the use of best available control technologies to minimize air pollution from diesel equipment during construction.

c) Creation of an energy neutral building through on-site methods or off-site renewable energy credits.

BE IT FURTHER RESOLVED THAT, the City will develop a process in which the Tree Commission will provide insight and recommendations for the project as part of the development review process. The City Manager has authority over tree protection plans and tree removal plans on City property.

BE IT FURTHER RESOLVED THAT, the City acknowledges that the proposal involves multiple lots and includes construction across at least one property line, which must be addressed through either consolidation of all the lots or through a legal agreement that both protects the City of Takoma Park and satisfies the requirements of Montgomery County. The consolidation of the lots under City ownership is the Council's preferred alternative. The City will work toward that goal, with the understanding that the legal steps necessary to resolve this situation may not be finalized until the project is under

consideration by Montgomery County officials as part of the County development review process.

BE IT FURTHER RESOLVED THAT, the Council will provide additional comment on any modifications made to the Site Plan during the Montgomery County development review process that noticeably change the building's or site's appearance, footprint or functionality to ensure that the modified plan continues to address its goals for the revitalization of Takoma Junction and will include those comments in a Resolution to the Montgomery County Planning Board when the draft Final Site Plan/Preliminary Plan comes before the Montgomery County Planning Board for consideration.

BE IT FURTHER RESOLVED THAT, the Council will work with NDC to minimize negative construction impacts on area businesses and residents and to address the needs of Takoma Junction businesses for continuity of operations during construction. The City will develop a written agreement, memorandum of understanding or a similar document between the City and NDC in order to ensure that these goals are achieved. The document will include the requirement to build the layby in the first stage of the construction process to facilitate Co-op deliveries during construction.

BE IT FURTHER RESOLVED THAT, for the project at Takoma Junction, the City bars formula retail use—defined as a retail sales or service establishment that has eleven or more other retail sales establishments in operation in Washington DC, Montgomery County, and Prince George's County or twenty or more nationwide establishments—without a vote of the Council for approval.

BE IT FURTHER RESOLVED THAT, the Council, when developing an ordinance associated with the City's Affordable Housing Fund, will dedicate revenues received from this project to the City's Affordable Housing Fund (or its successor), and will consider dedicating a percentage of other project revenues to this fund when it is able to comprehensively discuss this action in context of other actions recommended in the draft Housing and Economic Development Strategic Plan. The Council intends to develop such an ordinance by November 2018.

BE IT FURTHER RESOLVED THAT, in order to meet SHA standards for pedestrian safety and vehicular traffic flow, Council has an expectation that intersection modifications may be required. The Council will continue to work with SHA on reconfiguration of the Takoma Junction intersection and/or other measures to improve traffic flow, taking into consideration costs associated with the improvements. The Council will prioritize the safety and flow of people walking, biking and using public transit; give appropriate consideration to historic preservation; and seek to minimize cut-through traffic on nearby streets.

Adopted this 25th day of July, 2018.

Attest: Jessie Carpenter, CMC, City Clerk

From: jlandman@mulland.net
To: [Hisel-McCoy, Elza](#); [Ballo, Rebecca](#)
Cc: ["Andrew Strongin"](#)
Subject: RE: Takoma Junction
Date: Monday, July 29, 2019 3:30:59 PM
Attachments: [image001.png](#)

Dear Elza and Rebecca,

Thank you for keeping us apprised that NDC plans to have another preliminary consultation with the HPC on August 14th. We appreciate the heads up.

At the HPC's first preliminary review, the HPC Staff Report's excellent recommendations were fully endorsed by the Commission members. All the Commissioners called for -- among many other things -- reduced height and massing.

The starting point for any review ought to be a design that is in compliance with the legally allowable maximum density. I'm writing today to emphasize that the developers *have not* demonstrated their entitlement to a building of 40,000-plus sf. *The initially submitted building design was more than 5,600 square feet larger than the proven available FARs would allow.* This gives added support to the HPC's sense that the design was too massive.

Explanation: On the site design submitted to the DRC in March 2019, the Cover Sheet attributes 7475 sf of 'prior dedications' from which the developer purports to derive an extra 5,606.25 sf of density over that which would otherwise be attached to the site. This claim to 'prior dedication' sf appears to be based on the City (which is the landowner) claiming ownership of the Carroll Avenue roadbed out to the center line.

However, neither the developer nor the City of Takoma Park has placed anything in the record that would support this ownership claim; the duty to demonstrate that the density is available for transfer lies with the developer. (Zoning Code Chapter Section 7.1.1: "The applicant has the burden of production and has the burden of proof by a preponderance of the evidence on all questions of fact.") Until the developers prove that the landowners have title to the roadbed and can therefore draw density from it, the HPC should not accept at face value that the level of density NDC has proposed is actually authorized for this site.

In other words, unless and until they can make that demonstration, the *maximum* building size on the lot would be 35,156.25 sf, rather than the 40,762.50 sf that was proposed by the developer:

7475 sf [claimed prior dedication] X .75 [density 0.75 FAR] = 5,606.25 sf

40,762.50 sf [claimed max density] – 5606.25 sf [density attributable to claimed prior dedications] = 35,156.25 sf

The HPC should not have to delve into design details until a proposal that meets the baseline zoning

requirements is brought before it. And this fact should serve to strengthen the Commission's resolve to insist upon a less massive design that is more compatible with the Historic District.

I look forward to the opportunity to provide comment on the 14th.

Thanks again,

Jessica Landman

From: Hisel-McCoy, Elza <elza.hisel-mccoy@montgomeryplanning.org>
Sent: Wednesday, July 24, 2019 1:33 PM
To: Andrew Strongin <astrongin@verizon.net>
Cc: Jessica Landman <jlandman@mulland.net>; Ballo, Rebecca
<rebeccah.ballo@montgomeryplanning.org>
Subject: Takoma Junction Update

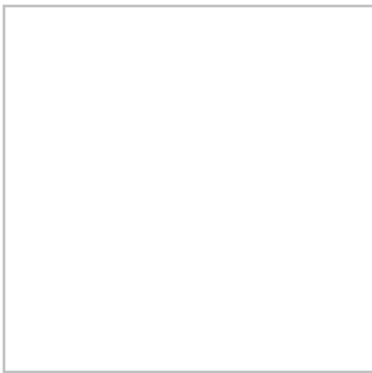
hello Andrew and Jessica,

The Junction team will be at the HPC's August 14 meeting. Materials will be posted online in advance of the meeting at: <https://montgomeryplanning.org/planning/historic/historic-preservation-commission/hpc-meetings-2019/>

I have copied Rebecca Ballo, who leads the HP team, should you have questions.

Elza

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From: Andrew Strongin <astrongin@verizon.net>
Sent: Wednesday, April 3, 2019 5:38 PM
To: Hisel-McCoy, Elza <elza.hisel-mccoy@montgomeryplanning.org>
Cc: Jessica Landman <jlandman@mulland.net>
Subject: Re: meeting times for Takoma Junction

Hi Elza,

Thanks so much for taking the time yesterday to speak with us.

As we discussed, would you please email me if/when there are any updates to the DAIC site?

Relatedly, can you tell me whether requests for extensions get listed on the DAIC site, or elsewhere?

Best,

Andrew

On Mar 26, 2019, at 4:39 PM, Hisel-McCoy, Elza <elza.hisel-mccoy@montgomeryplanning.org> wrote:

Hey Andrew,

I hope this finds you well. Next Tuesday I have to take my son to a Dr. appt late morning and need to move the start time back to 2. We can still meet until 3:30. Thanks for your flexibility.

Elza

Elza Hisel-McCoy, Assoc. AIA, LEED-AP
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From: Andrew Strongin <astrongin@verizon.net>
Sent: Wednesday, March 6, 2019 3:30 PM
To: Hisel-McCoy, Elza <Elza.Hisel-McCoy@montgomeryplanning.org>
Subject: Re: meeting times for Takoma Junction

That's great, thanks so much.

-Andrew

On Mar 5, 2019, at 9:38 AM, Hisel-McCoy, Elza <elza.hisel-mccoy@montgomeryplanning.org> wrote:

OK. I'll book the 2 hours and if we finish early we'll finish early. See you then.

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From: Andrew Strongin <astrongin@verizon.net>
Sent: Monday, March 4, 2019 5:59 PM
To: Hisel-McCoy, Elza <Elza.Hisel-McCoy@montgomeryplanning.org>
Subject: Re: meeting times for Takoma Junction

Fair question. Here's what we'd like to cover, in general terms, based on our preliminary review of the application:

Traffic/Safety

- Traffic Impact Analysis (Note: if you expect to accept the Traffic Impact

Analysis conclusion that "In order to improve the operation of the subject intersection to an acceptable level of service, it would be necessary to provide some major improvements (p. 28)," then perhaps that's a short point of discussion. On other hand, if a detailed discussion of it is required, as you know there's a lot there to discuss.)

- Driveway location, and specifically Sight Distance to Left (noting particularly the County Engineer's report), as well as Sight Distance to Right

- Layby, including its impact on existing roadway conditions, but also its apparent conflict with the Grant Ave crosswalk and Bike Master Plan

- Loading Waiver

- All-red pedestrian phase (albeit it's not clear what plans NDC has for the all-red if plan is to be considered without regard to proposed mitigation).

Forest: c.22A issues and special concern over steep slope and erosion.

Stormwater as it may relate to WSSC jurisdiction.

Parking

- Waiver request

- apparent prohibition (new) of any parking on Columbia Ave between Sycamore and Poplar Aves.

Setback Waiver

And there are some look-and-feel issues that I think fall under the APFO/Master Plan as it relates to the relationship of this project to the adjacent businesses and residential areas.

You've had more of these meetings than I, but that might stretch past one hour. As you might expect, given that the City has not yet approved this Plan as submitted and the limitations on City procedures regarding public comment, we conceive of this meeting as perhaps our only opportunity prior to the Planning Board public hearing to present our concerns to someone who actually will listen in a real bilateral discussion. Thus, we think the meeting is critical to the Department's and then Board's understanding of some very real concerns that, at least to us, seem beyond the City's attention or interest or ken.

Andrew

On Mar 4, 2019, at 4:56 PM, Hisel-McCoy, Elza <elza.hisel-mccoy@montgomeryplanning.org> wrote:

Before I confirm, do you think we need the full 2 hours?

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From: Andrew Strongin <astrongin@verizon.net>

Sent: Monday, March 4, 2019 4:35 PM

To: Hisel-McCoy, Elza <Elza.Hisel-McCoy@montgomeryplanning.org>

Subject: Re: meeting times for Takoma Junction

Elza, please confirm 1:30 - 3:30. Thank you very much.

Andrew

On Mar 4, 2019, at 4:28 PM, Hisel-McCoy, Elza
<elza.hisel-mccoy@montgomeryplanning.org>
wrote:

Understood. We are available on the 2nd
between 1:30 and 3:30.

Elza Hisel-McCoy, Assoc. AIA, LEED-AP
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From: Andrew Strongin
<astrongin@verizon.net>
Sent: Monday, March 4, 2019 3:17 PM
To: Hisel-McCoy, Elza <Elza.Hisel-McCoy@montgomeryplanning.org>
Subject: Re: meeting times for Takoma Junction

Hi Elza,

Thanks for your time today. I just learned that an indispensable party on our side is not available that week. Any chance you are available on Tuesday, April 2?

mid-morning would be ideal, but would prefer to avoid late afternoon.

Thanks,

Andrew

On Mar 4, 2019, at 2:48 PM,
Hisel-McCoy, Elza <elza.hisel-mccoy@montgomeryplanning.org>
wrote:

Hello Andrew,

A pleasure to speak with you.
Here is our availability per our conversation:

March 26: 11:30-12:30, 2:30-3:30
March 27: 2:30-3:30

This brings together our entire review team to cover any

questions you might have.

Let me know.

Elza

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From: [MCP-Historic](#)
To: [Ballo, Rebecca](#)
Cc: [Bruechert, Dan](#); [Kyne, Michael](#)
Subject: FW: Takoma Junction comment
Date: Wednesday, July 31, 2019 2:29:25 PM
Attachments: [image001.jpg](#)

Comments for Takoma Park Junction.



MNCPPC-MC

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From: Adam Bearne <adambearne@gmail.com>
Sent: Wednesday, July 31, 2019 2:09 PM
To: MCP-Historic <MCP-Historic@mncppc-mc.org>
Subject: Takoma Junction comment

Hi there,

I'm hoping this comment makes its way to the Historic Preservation Commission.

I'm a Takoma Park resident who is actually excited to see some development happening at the Takoma Junction site. As a volunteer firefighter in Takoma Park, the site is right next door to the firehouse, and I can't wait to have a place to quickly grab something to eat.

That being said, I'm a little disappointed with the recent changes to the appearance of the building after the Commission made its concerns known. I worry that it looks a little boring now. It's also a shame that the roof will no longer be a space that can be occupied. That could have been a nice spot.

Anyway, thanks for your work and your time!

Adam Bearne