

**MEMORANDUM**

June 16, 2011

TO: Planning, Housing, and Economic Development (PHED) Committee

FROM: Marlene Michaelson<sup>MM</sup>, Senior Legislative Analyst

SUBJECT: Takoma/Langley Crossroads Sector Plan

This is the Planning, Housing, and Economic Development (PHED) Committee's first worksession on the Takoma/Langley Crossroads (TLC) Sector Plan. This worksession will present an overview of the Sector Plan, cover transportation issues, and identify those issues that cross both the Sector Plan and the Committee's review of the amendments to the Commercial/Residential (CR) Zone. (Transportation issues are addressed in a separate memorandum from Glenn Orlin.) Testimony related to specific properties and public facility issues (including civic greens) will be discussed at future meetings (tentatively scheduled for June 27 and July 11). In addition, there are numerous technical adjustments to the Planning Board Draft to reflect changes in County laws or policies that have occurred since the Draft was completed in May 2010. Substantive changes will be presented at a future meeting.

**Committee Members should bring a copy of the Sector Plan to the meeting for reference.**

Attached on © 1 to 13 are Planning Department staff responses to testimony submitted to the Council on the Sector Plan and their recommended change in zoning based on changes to the amendments to the Commercial/Residential zone (© 14 – 15). Attached on © 16 to 36 are the Executive's comments on the Sector Plan.

**Overview of Sector Plan Recommendations**

Planning Department staff will provide an overview of the Sector Plan recommendations. Some highlights from the Sector Plan are described below.

The vision for the Takoma/Langley Crossroads Sector Plan is to create a "transit-oriented, pedestrian-friendly community that celebrates and builds on the cultural diversity of the Crossroads community"

(see page 13 of the Plan). The proposed purple line transit station at University Boulevard and New Hampshire Avenue will provide the opportunity for increased densities to be served by transit and an opportunity to change existing single-use zoning to mixed-use zoning with a pedestrian orientation.

The key recommendations of the Sector Plan are listed on page 8 of the Sector Plan and are focused on diversity, design, connectivity, and the environment. In summary, the Sector Plan makes the following recommendations:

#### Diversity

- Preserve and improve affordable housing and commercial options.
- No net loss of affordable housing.
- Retain the diversity of local businesses and enhance the capacity of the neighborhood economy.

#### Design

- Promote Takoma/Langley Crossroads as a regional destination for multicultural shopping and dining.

#### Connectivity

- Recommend the Purple Line and a Takoma/Langley Crossroads Transit Center.
- Create a connected pedestrian infrastructure.
- Improve mobility and encourage alternatives to automobile use.
- Enable transit-oriented, pedestrian-friendly, mixed-use development at existing strip shopping centers.

#### Environment

- Strengthen environmental systems and enhance green space.
- Encourage LEED development.
- Facilitate community appreciation and stewardship for the natural environment.

### **CR Zones in Takoma/Langley Crossroads**

The CR family of zones was approved by the Council and used in the White Flint Sector Plan. The Planning Board had just recommended amending the CR zone and creating new Commercial/Residential Town (CRT) and Commercial/Residential Neighborhood (CRN) zones to allow for less intense mixed-use zoning. The CRT zone is now recommended for Takoma/Langley Crossroads instead of the CR zone (see © 14). The Committee began its review of the proposed amendments on June 13, 2011 and will continue its review during June. (A memorandum from Council Legislative Attorney Jeff Zyontz, dated June 9, 2011, describes the zone and issues for Committee review.) Although all zoning text amendment issues will be addressed during those worksessions, Staff wanted to highlight the one issue that Takoma Park property owners believe is particularly relevant for land uses recommended in the Takoma/Langley Crossroads Sector Plan.

The issue raised by several property owners related to grandfathering existing uses, including how much expansion would be allowed under the proposed provisions and what level of additional development/redevelopment will trigger the requirements of the CRT zone. Several property owners expressed their beliefs that no significant additional development or redevelopment will occur until the

Purple Line is built, but that they should have the opportunity to pursue any interim opportunities for minor expansions without the costs associated with development under the CRT zone.

The CR zone does have a grandfathering provision that allows properties to expand up to 10%. The amount of expansion that would be allowed for each property is indicated in the chart attached on © 13. Some property owners have asked the Council to allow each property to expand by 25%, rather than the 10% in the proposed zones. Planning Department Staff will be prepared to comment on this issue at the meeting and the Committee will make a determination in one of your future worksessions on the CR zones.

In addition to the general comments regarding potential expansion, Robert Harris suggested specific language to add to the Sector Plan describing the need for interim expansion (see © 37 to 46). While Staff believes that no final decision should be made until the Council decides what to do about the grandfathering provisions, Staff believes that general language supporting interim development similar to that suggested by Mr. Harris would be appropriate.

### **Design Guidelines**

Some who testified offered comments on the Design Guidelines that will be prepared as a separate document. The Council does not approve the Design Guidelines. They are approved by the Planning Board, who has the authority to amend them as design best practices change over time. While these Guidelines will not be approved by the Council, Staff will highlight, when appropriate, specific guidelines identified in testimony that appear to be problematic. Since the CRT zone is linked to the Design Guidelines, they should be approved by the Planning Board before the Council approves a Sectional Map Amendment for Takoma/Langley Crossroads.



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

To: Montgomery County Council

Via: Marlene Michaelson  
Senior Legislative Analyst

From: Melissa Williams, Senior Planner  
Area One

Date: 6/16/2011

Hre s

Re: Takoma/Langley Crossroads Sector Plan – Response to Council Hearing Testimony

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The following are Staff responses to testimony provided at the Takoma Langley Crossroads Sector Plan Council Public Hearing held on May 24, 2011.

County Executive  
Environment

- Proposed Green Streets are outside the redevelopment areas and belong to the City of Takoma Park. ( Page 24)
  - o Staff agrees
- The County Executive states that stormwater infiltration into new green spaces is difficult because of underlying impervious surfaces and compacted soils.
  - o : Stormwater management is required under the new State and County regulations. In areas where deep stormwater infiltration is difficult, stormwater systems are designed with overflow devices and/or underdrain systems that carry the excessive water to existing stormdrain systems. The benefits will still include filtration, some groundwater recharge, containment, and stream bank protection.
- The County Executive states that restoration of the Long Branch stream is not identified in the Anacostia Restoration Plan, February 2010. (Page 43)
  - o We believe this recommendation is appropriate and do
- DEP states that the City of Takoma Park has its own stormwater management program therefore the County is not responsible for implementing the identified projects.
  - o Staff did not envision that this recommendation would obligate MCDEP/Montgomery County to establish and fund a stream restoration program for this portion of Long Branch. The recommendation is intended to identify the problem to be addressed in the City of Takoma Park's stormwater

program, opportunities identified in the development review process, and similar opportunities.

- The recommendations for use of porous pavers are not deemed sufficient for fire-rescue vehicles. (pages 42, 52-54, 56-58)
  - o Response: The Plan's recommendation of porous pavers or other porous surfaces refers only to pedestrian areas. However, porous concrete and porous asphalt is strong enough to uphold the weight of fire-rescue vehicles in areas without heavy, high speed traffic loads.
- Fire and Rescue is concerned that the placement of street trees may restrict access to building windows and apparatus operations. (pages 8, 31-33, 40, 51, 55)
  - o Street tree placement description will be clarified and described in the Design Guidelines .

#### Transportation

(Pages 13-18 are technical comments and Staff has agreed to make the appropriate edits)

- Appendix doesn't recommend the introduction of a Transit Demand Management program (page 36 and 64)
  - o On the issue of a Transportation Management District, the plan on (page 36) states "participate with Prince George's County in developing and implementing a Bi-County Transportation Management District to encourage alternate modes of travel." On page 54 of the Appendix, the staff notes reasons why we think a TMD is not applicable to this area. I believe the Appendix reflects the latest thinking of the staff in Functional Planning and Policy.
- Creation of a bi-county parking lot district (clarification) (page 64)
  - o the Appendix on page 55 states that "a parking lot district or other parking management authority would likely not occur until plan build-out" and "the specifics of a coordinated approach and implementation of a TOD supportive parking policy will need to be finalized but it is clear both jurisdictions share the same overall objective." The Functional Planning and Policy Group believes the statement in the Appendix is consistent with the Planning Board's intent on this issue
  - o "Parking Lot District" is a defined term in Chapter 60 of the County Code.
- Recommendation to note the K-6 study instead of the feasibility of a Purple Line Spur (page 36)
  - o The plan supports on-going review of potential modifications to conventional local bus service, as well as the potential introduction of new circulator and/or connector service and limited stop and/or BRT service, in light of the planned Purple Line and Takoma Langley Transit Center."

- Regarding the Bicycle-Pedestrian Priority Area comment, we propose the following modified language: “Designate, in coordination with Maryland State Highway Administration (SHA), Prince George’s County, and the City of Takoma Park the Plan area as a Bicycle-Pedestrian Priority Area subsequent to the implementation of the Purple Line, Purple Line station within the Crossroads area, and the Takoma-Langley Transit Center.” (page 38)
- Please remove reference to University Boulevard and new Hampshire Avenue as unsafe and replace with “New Hampshire Avenue and University Boulevard area State Roads with high traffic volumes and has an environment that is unfriendly to pedestrians” (page 12)
- Add the following under challenges “ Past emphasis on vehicular mobility shaped the development of the existing traffic network” (page 12)
- Add recommendation “ Ensure continuous and seamless linkages of pedestrian and bicycle facilities across jurisdictional boundaries “ (page 38 – per Executive Testimony)
- Green street concept will be fleshed out with additional graphics and text in design guidelines (Page 25)
- Recommendations for Pedestrian Routes and Bikeways
  - o Comment 3e: Only bikeways recommended in the sector plan (i.e., countywide bikeways) are listed in Table 3 on (page 34), consistent with the recommendations in Table 4 on (page 39). Holton Lane between Wildwood Dr to Prince George’s Countyline is recommended in the Plan as a local on-road bikeway; this is consistent with the September 2001 Pedestrian Routes and Bikeways Supplement to the East Silver Spring and Takoma Park Master Plans. Will review the comment and recommend appropriate bikeway for Merrimac Drive between Carroll Ave and New Hampshire Ave.
  - o Comment 3h-1: The proposed University Boulevard dual bikeway limits described in Table 4 on (page 39) is correct since the Prince George’s Countyline is just to the east of Merrimac Drive. However, the depiction of dual bikeway limits on the Proposed Bikeway Network map on page 38 is inaccurate as it shows the proposed bikeway further to the east beyond the Prince George’s Countyline to New Hampshire Avenue. Will correct the above inaccuracy.
  - o Comment 3h-2: See Item r above. Will review the comment and recommend appropriate bikeway for Merrimac Drive between Carroll Ave and New Hampshire Ave.
  - o Comment 3h-3: The local bikeway along Wildwood Drive shown on the Proposed Bikeway Network map on (page 38) will be extended south to Glenside Drive, consistent with the September 2001 Pedestrian Routes and

Bikeways Supplement to the East Silver Spring and Takoma Park Master Plans. The bikeway will also be extended to the north to Carroll Avenue.

- Comment 3h-4: A trail/shared-use path connection exists between Glenside Drive at Merwood Drive and Central Avenue through a neighborhood park; Central Avenue connects to Garland Avenue, which connects to Sligo Creek Parkway trail at Flower Avenue.
- Comment 3h-5: We believe only bike lanes are needed for the section of New Hampshire Avenue to the south of Kirklyn Avenue. A separate shared-use path along the west side of New Hampshire Avenue only between Glenside Drive and Sligo Creek Parkway is therefore not recommended. In addition to the bike lane on the main through lanes, the multi-way boulevard cross-section recommended for New Hampshire Avenue will have service lanes on both sides that can accommodate bicyclists.
- Comment 3h-6: Will review the comment and extend the Glenside Drive on-road bikeway to New Hampshire Avenue. Will review extension of on-road bikeway east to of New Hampshire Avenue along Erskine Street to Prince George's Countyline.
- Comment 3h-8: A separate bike route is not recommended for New Road (B-2). This road, as a Business Street, will have wide sidewalks that can accommodate bicyclists,

#### Design

Design guidelines will address the following:

- Impact of pedestrian-oriented environment (i.e. street trees, narrow r.o.w's and other improvements) on access for safety vehicles (see page 12 of Executive comments)
- Traffic calming (see page 12 of Executive comments)
- issues of pedestrian access and safe passage to parking garages (see page 12 of executive comments)

#### Housing

- Remove all reference to work force housing in the Sector Plan and replace with the following language "Sector Plan recommends that all new projects in the CRT Zone maximize the MPDU density bonus and provide 15% MPDU's instead of the minimum required 12.5%"
- Replace the following recommendation "Support the partnership between Habitat for Humanity...job readiness skills to assist young adults" with The Department of Housing and Community Affairs should work with the City of Takoma Park and other affordable housing providers to facilitate the supply and availability of affordable housing (both rental and for sale).

#### Quality of Life

- Remove references to specific civic and/or non-profit organizations throughout the Plan. Replace references with the following language “community advocacy organizations” (economic development) (page 16)
- Include language that public market for local vendors include those providing healthy food choices (economic development) (page 16)
- Edit the recommendation for identifying/inventorying community garden and urban farm sites... with the following “Community gardens provide a means of obtaining fresh produce, physical activity, visual relief and stress reduction, among other benefits. The establishment of these sites should be considered a priority for greening the community.” (page 17)
- Edit reference to daycare so that it is defined as child care (page 17)

City of Takoma Park Resolution

- Remove references to rezone properties within Block 4 of the New Hampshire Gardens subdivision adjacent to Holton Lane and Hammond Avenue, currently zoned R-60 and generally limited to single family residences to be rezoned to be consistent with proposed zoning for 7676 New Hampshire (Staff agrees)
- Retain the Commercial Revitalization Overlay Zone on the property owned by WSSC south of Sligo Creek Parkway (staff agrees)

Exhibit A (attachment)

Staff agrees with all technical comments/recommendations listed in Exhibit A with the exception of the following:

- Offset the Sector Plan Boundary along University Boulevard from the property line to more accurately reflect the City Boundary at the time of incorporation when the right-of-way was smaller. (page 9)
  - o Staff disagrees with this recommendation as the Boundary reflected is the County Line and the Sector Plan is not the appropriate arena for this discussion.
- Where feasible, update the census data using the American Community Survey or the 2010 Census (page 11)
  - o Staff disagrees with this recommendation as the demographic information from the 2000 Census provided the basis for many of the Plan’s recommendation. Updates would contribute to Plan inconsistencies.
- Update the plan by deleting the recommendation regarding a Purple Line Spur to White Oak...replace with recommendation to Implement ...K6 Bus Priority Corridor Study... (page 36)
  - o The plan supports on-going review of potential modifications to conventional local bus service, as well as the potential introduction of new circulator and/or connector service and limited stop and/or BRT service, in light of the planned Purple Line and Takoma Langley Transit Center.”
- On second bullet, change recommend to consider (page 54)

- Staff disagrees as this recommendation is necessary to insure appropriate access to the proposed development located at 7676 New Hampshire. Without this private street, traffic would be forced to take a circuitous route through the residential community thereby increasing the impact to New Hampshire gardens.
- Correct the boundary for 7315 New Hampshire Avenue. The green space north of the property belongs to 7401-7333 New Hampshire Avenue
  - Staff disagrees. The green space north of the recreation center does belong to the adjacent property owner. The “Suggested Development” area may OR may not include the green space north of the recreation center. For zoning purposes, the entire area along New Hampshire Avenue which may or may not be added to the Recreation center redevelopment should have the same zoning and maximum 60 foot height restriction along New Hampshire Avenue.
- Delete the bullet to “Provide for a series of interconnected public spaces... (page 59)
  - Staff disagrees with this deletion as the goal of the Plan is to provide for comprehensive connectivity and access to public spaces for all residents and visitors. Additional clarification for this recommendation will be available in the accompanying urban design guidelines.

Miller, Miller and Canby (Hampshire Place)

- Staff agrees to an increase in the commercial FAR for this property, but recommends that it only be increased to 1.0 FAR. The goal of the Sector Plan was to concentrate higher commercial densities within the Crossroads District. As this district, is better able to support the uses because of its proximity/access to the planned transit facilities (i.e. Purple Line and Transit Center).
- Staff agrees to the rezoning of the buffer area zoned R-60 to the CRT Zone under the condition that the buffer be maintained in its current (natural) state and in its entirety. The Plan mistakenly determined that the buffer was 50 feet in width, subsequent review that the width ranges from 58 feet to approximately 172 feet. Additionally, Staff recommends that Plan recommend an easement be placed upon the buffer to insure its protection.

Richard Renner (Casa De Maryland)

- Staff believes that these comments would be better considered as a part of the ZTA discussion

Robert Wulff (Saul Centers, Inc)

- Reduce the ratio of lawn to hardscape from 3:2 to 1:3

- This recommendation is not in the Sector Plan. It may have been part of an earlier (rough) draft for the design guidelines which are still being written.
- Too large for comfort and safety: ½ to one acre is too large. Similar public spaces in Rockville and Silver Spring are slightly less than ½ acre. Spaces that are too large feel unsafe and become unpopular.
  - Staff believes the space should be at least ½ acre. As the central civic green, this space needs to be as big as Rockville Town Center when the streets are closed, or the Silver Spring Civic Plaza which is approximately .7 acres, or many other examples of successful civic greens such as Farragut Square, Campus Martius, or Post Office Square. The key is in the details of designing the space for comfort.
- Ill-matched for the uses that will naturally gravitate there...it will be used 18 hours a day, 7 days per week by...shoppers, diners, Purple Line riders, concerts, flea markets, yoga, farmers markets.
  - Staff believes that there are many of good examples of very successful places that are ½ acre to one acre in size in this context.
- The ratio of lawn and hardscape of 3:1 will result in a space that will either require very expensive/intensive maintenance efforts by the County Parks, or become a sea of unusable dirt.
  - Staff agrees and the Department of Parks will need to oversee more expensive and intensive maintenance than is typical of a suburban park. The Department is committed to finding a strategy for such funding.
- A maintenance money-pit for the Dept of Parks.
  - Staff believes that although it will take more than our typical urban park maintenance, we will plan the operating budget up front. We will depend on the models that successful comparables are using, with friends groups, etc.
- Programming will be difficult for the Department of Parks and the private developer can do this better.
  - Staff will work on programming with partners such as the Public Arts Trust who is going to help with the programming. Successful local examples such as Rockville Town Center exist.
- Suggest different type of public space, called urban plaza in the White Flint Design Guidelines.
  - Staff disagrees as the intent of this space is to serve the whole planning area and draw visitors to a space that is both civic and green. An urban plaza is, as described in the White Flint typology, likely to be a privately owned and maintained space intended to primarily serve the businesses and residences for its particular block.

Barrie Howard (New Hampshire Garden Civic Association)

- Eliminate all recommendations for a private street connecting Hammons Avenue to New Hampshire Avenue (page 54)

- Staff disagrees with the comment. The recommended one-way private street between Hammond Avenue and New Hampshire Avenue (as extension of Jackson Avenue, one-way outbound towards New Hampshire Avenue) will create two blocks between Kirklynn Avenue to the north and Holton Lane to the south and help alleviate traffic related to development on these two blocks from impacting Hammond Avenue, Kirklynn Avenue, and Holton Lane, while affording the neighborhood the ability to directly access the New Hampshire Avenue corridor without allowing west flowing traffic into the residential neighborhood of New Hampshire Gardens. This private street could also extend into the Walgreens site on the east side of New Hampshire Avenue, creating an interconnected street system, that will provide a vehicular, pedestrian, and bike connection between the east and west sides of New Hampshire Avenue. Staff will provide an example of a similar one-way street between Wisconsin Avenue and a quiet residential neighborhood in Bethesda.
- Correct or delete illustration rendering a private street connecting Hammond Avenue to New Hampshire Avenue (page 54)
  - See above response
- Reconfirm all existing road classifications for streets listed on page 34 in table 3 ...
  - Staff disagrees with the comment. The recommended revisions to right-of-way, cross-sectional features, and other features are to achieve the overall Plan vision for the Takoma/Langley Crossroads area.
- Clarify the proposed business streets on page 33...
  - The Business Street cross-section shown on page 33, in addition to being applicable to Holton Lane east of New Hampshire Avenue and the New Road (B-2), is applicable also to Merrimac Drive to the northern corner of the Plan area.
- Reconfirm the existing R-60 zoning of the west side of New Hampshire Avenue from Holton Lane to South Plan Boundary
  - This is unnecessary as the Plan does not recommend changes to any existing R-60 zoning in this portion of the Sector Plan area.
- Eliminate all references to the west side of New Hampshire Avenue as part of the New Hampshire Avenue corridor... (page 55)
  - This is unnecessary as the Plan does not make any changes to existing R-60 zoning in this area. It actually states to preserve the existing uses and its inclusion in the Corridor District is factual as these parcels front on to New Hampshire Avenue.

- Correct all illustrations of the New Hampshire Gardens District and the New Hampshire Avenue Corridor as related to the west side of New Hampshire Avenue from Holton Lane to Glenside Drive (pages 49 and 60)
  - o This is unnecessary (see previous responses)
- Question the effectiveness of recommendation to provide townhouses and garden apartments as a compatible transition to the New Hampshire Garden community (page 18)
  - o Staff disagrees as this recommendation was for the entire length of New Hampshire Avenue not just the portion (Holton Lane to Plan Boundary) referenced in this testimony.
- Correct data to reflect the discoveries of a Report on the City of Takoma Park (existing and possible tree canopy) (Page 40)
  - o This data was not used as a part of the Planning process; therefore Staff cannot recommend its inclusion in the Plan document.
- Update the Appendices...
  - o Staff disagrees with this recommendation as the current information contained in the Appendices provided the basis for many of the Plan's recommendation. Updates would contribute to Plan inconsistencies. .
- Delete page 31
  - o Staff disagrees with the comment. The New Hampshire Avenue multi-way boulevard cross-section is an important element for the vision of the Plan and is consistent with the City of Takoma Park's vision for New Hampshire Avenue. The multi-way boulevard will help separate through traffic from local neighborhood/commercial traffic and will provide safe access for pedestrians, shoppers, bicyclists as well as automobiles in the Takoma/Langley Crossroads area.
- Delete recommendation under the heading Connectivity on Page 30 ... reclassify minimum 70 foot r-o-w Anne Street...Merrimac Drive.
  - o Staff disagrees with the comment. The recommended 70-foot right-of-way for Anne Street, Hammond Avenue, Holton Lane, Kennewick Avenue, and Kirklynn Avenue within the southwest quadrant of University Blvd and New Hampshire Avenue intersection are important elements for the vision of the plan.
- Delete recommendation under the heading Connectivity on Page 30...for a private street between Kennewick Avenue and University Boulevard.

- Staff disagrees with the comment. The recommended private street between Kennewick Avenue and University Boulevard will create two blocks between Anne Street and New Hampshire Avenue and help alleviate traffic related to development on these two blocks from impacting Anne Street, Kennewick Avenue, Kirklynn Avenue, and other neighborhood streets. In addition, the recommended private street fulfills the sector plan goal of creating short, walkable human-scale blocks. It will also help establish an interconnected network of streets that will make walking to the future purple line station and transit center more convenient, by providing a direct connection from the residential neighborhood to the proposed Purple Line station on University Boulevard and the Takoma-Langley Transit Center.
- Delete recommendation under the heading Connectivity on Page 30...for a private street between Hammond Avenue and New Hampshire Avenue.
  - The recommended private street fulfills the sector plan goal of creating short, walkable human-scale blocks as well as an interconnected network of streets that will make walking in a transit-oriented community easy and convenient. Also, see response to Comment 3 above.
- Delete recommendation under the heading Connectivity on Page 30...reconfirm minimum r-o-w for University Boulevard and New Hampshire Avenue...do not reflect existing r-o-w for these streets.
  - Staff disagrees with this comment. Reconfirming the minimum right of way is critical to realizing the plan's vision for a connected, multi-modal setting. Also, see response to Comment 11 above.
- Delete recommendation under the heading Connectivity on Page 30...for a multi-way boulevard treatment of New Hampshire Avenue between University Boulevard and South Plan Boundary
  - Staff disagrees with this comment. Reconfirming the minimum right of way is critical to realizing the plan's vision for a connected, multi-modal setting. Also, see response to Comment 13 above.
- Delete recommendation under the heading Connectivity on Page 30...for a minimum 90 foot r-o-w for Carroll Avenue (MD 195)
  - Staff disagrees with the comment. The recommended right-of-way for Carroll Avenue in the 2000 East Silver Spring and Takoma Park Master Plans is currently 90 feet. Staff is not proposing changing the right-of-way at this time.
- New Hampshire Avenue multi-way boulevard recommendation (page 24)
  - Staff disagrees with the comment. The New Hampshire Avenue multi-way boulevard cross-section is an important element for the vision of the plan and is

consistent with the City of Takoma Park's vision for New Hampshire Avenue. The multi-way boulevard will help separate through traffic from local neighborhood/commercial traffic.

- Eliminate Kirklynn Avenue, Holton Lane, and Glenside Drive as proposed Green Streets (page 24)
  - o Staff disagrees with the comment. Green Streets could improve walkability, safety, and could contribute towards increasing area tree canopy. The exact configuration and details will be dealt with on a street by street basis.
- Additional streets only in the New Hampshire Avenue Corridor District and on the Prince George's County side of University Boulevard (page 25)
  - o Staff disagrees with the comment. The additional streets – whether public or private, could help create walkable blocks within the Plan area.
- Delete reference to New Hampshire Avenue as a multi-way boulevard... (Page 29)
  - o Comments noted. Staff disagrees with the comments. See earlier responses.
- Delete bullets (2, 3, 4, 5, 7, 8, 9 and 10) (page 30)
  - o Comments noted. Staff disagrees with the comments. See earlier responses.
- Traffic calming and traffic control measures for streets between New Hampshire Avenue Gardens and the proposed Crossroads Business District:
  - o Staff believes this is an important recommendation for inclusion in the Plan so that issues, if any, at the time of the development of the Crossroads Business District can be comprehensively addressed.
- Delete entire page (Page 31)
  - o Comments noted. Staff disagrees with the comments. A roadway that only accommodates traffic or 50% of the traffic modes accommodated by a multi-way boulevard (cars and buses and some pedestrians) is not a multi-way boulevard. The 150 feet right-of-way will not exceed the established building line fronting residential properties. In these areas, the section will be modified and the PIE on west side fronting existing residential neighborhoods will not be required.
- Clarify that Proposed Business Streets are intended...New Hampshire Avenue to P.G. County Line (Page 33)
  - o Comments noted. Staff disagrees with the comments. See earlier responses.
- Delete all road classifications, save for Sligo Creek Parkway and New Road

- Comments on Road Classifications are noted. Staff disagrees with the comment. See earlier responses.
  - Comments on roadway limits are noted. Will correct the roadway limits included in Table 3.
- Correct the following, there is not a crosswalk across Sligo Creek Parkway at Glengary Place (page 39)
  - It appears that a crosswalk currently exists across Sligo Creek Parkway at this location and at the next street. This will be further verified.
- Delete bullets 3 and 4 (Page 52)
  - Comments noted. Staff disagrees with the comments. See earlier responses.
- Delete second bullet (Page 54)
  - Comment noted. Staff disagrees with the comment. See earlier responses

Additional square feet of development allowed  
under the grandfathering provision of the CRT zone

Page	Address	Existing Building Area Square Feet	Additional amount of expansion under CRT zone (10% or 30,000 s.f.)	Total
50	<b>949 University Blvd</b>			
	Building Area (Square Feet):	13,479	1,348	14,827
	<b>1007-1021 E. University Blvd</b>			
	Building Area (Square Feet):	26,880	2,688	29,568
	<b>1335 E. University Blvd</b>			
	Building Area (Square Feet):	15,200	1,520	16,720
	<b>1355 University Blvd</b>			
	Building Area (Square Feet):	3,383	338	3,721
	<b>1352 Holton Lane</b>			
	Building Area (Square Feet):	143,000	14,300	157,300
52	<b>1101 University Blvd</b>			
	Building Area (Square Feet):	141,582	14,158	155,740
53	<b>1328 Univ. 7551-7689 N.H.</b>			
	Building Area (Square Feet):	106,099	10,610	116,709
54	<b>7676 New Hampshire Ave.</b>			
	Building Area (Square Feet):	53,068	5,307	58,375
56	<b>7525 New Hampshire Ave.</b>			
	Building Area (Square Feet):	60,269	6,027	66,296
57	<b>7411 New Hampshire Ave.</b>			
	Building Area (Square Feet):	68,994	6,899	75,893
58	<b>7333 New Hampshire Ave.</b>			
	Building Area (Square Feet):	140,829	14,083	154,912
59	<b>7315 New Hampshire Ave.</b>			
	Building Area (Square Feet):	2,964	296	3,260

PH 5/24/11  
TAKOMA/LANGLEY  
SP



**MONTGOMERY COUNTY PLANNING BOARD**  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

OFFICE OF THE CHAIRMAN

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CC  
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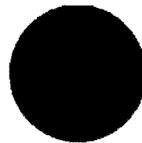
April 15, 2011

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RECEIVED  
MONTGOMERY COUNTY  
COUNCIL

2011 APR 19 AM 8:52

The Honorable Valerie Ervin, President  
Montgomery County Council  
Stella B. Werner Council Office Building  
100 Maryland Avenue  
Rockville, Maryland 20850



Dear Ms. Ervin:

I am pleased to transmit to you a revision to the Proposed Zoning for the Planning Board Draft Takoma/Langley Crossroads Sector Plan, which was transmitted to the Council on September 10, 2010. This Sector Plan amends the Approved and Adopted Takoma Park Master Plan, December 2000; the Approved and Adopted East Silver Spring Master Plan, December 2000; the General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties; the Master Plan of Highways within Montgomery County and the Countywide Bikeways Functional Master Plan.

On January 21, 2011, the County Council requested that the Planning Board, "revise each Master Plan as needed to reflect the proposed changes to the CR Zone, so that Council's Public Hearing on each Plan will be on a draft plan with the correct zoning recommendations. To accomplish this, the Council will hold a second public hearing on the TLC Plan in mid-May and asks that you transmit any amendments to the Plan related to the CR Zone prior to May 1<sup>st</sup>."

The Planning Board and staff reviewed the proposed CR Zones and recommend the CRT Zone for the Takoma Langley Crossroads Sector Plan in areas now zoned for commercial activities and recommended for the CR Zone in the Sector Plan as originally transmitted. This proposed Zone retains the characteristics of the original CR Zone, but provides for a reduction in the number of public benefits and amenities required on smaller properties and in certain economically challenged communities; without the reductions, such requirements could prove to be an impediment to the increased development recommended by the Plan. Additionally, the proposed CRT (Town) Zone reinforces the Plan's commitment to compatibility with the existing residential community by providing for appropriate transitions and uses.

14

The Honorable Valerie Ervin  
April 15, 2011  
Page Two

The Planning Board believes that the Sector Plan and the revision to the Proposed Zoning map set the stage for revitalization consistent with County policies for sustainable transit oriented development, design excellence, quality of life improvements and diversity of housing choice. The Planning Board and its staff look forward to working with the Council on this Plan.

Sincerely,

A handwritten signature in black ink, appearing to read "Françoise M. Carrier". The signature is fluid and cursive, with a large, sweeping flourish at the end.

Françoise M. Carrier, Chair  
Montgomery County Planning Board  
Vice-Chair, M-NCPPC

cc: Honorable Bruce Williams, Mayor, City of Takoma Park  
Samuel Parker Jr., Chair, M-NCPPC

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OFFICE OF THE COUNTY EXECUTIVE  
ROCKVILLE, MARYLAND 20850

Isiah Leggett  
County Executive

MEMORANDUM

November 10, 2010

To: Nancy Floreen, Council President  
From: Isiah Leggett, County Executive   
Subject: Draft Takoma/Langley Crossroads Sector Plan

I am pleased to submit Executive Branch comments on the Planning Board Draft of the Takoma/Langley Crossroads Sector Plan. I heartily endorse the focus this plan places on promoting redevelopment of Takoma/Langley Crossroads as a diverse international gateway to Montgomery County. I support the plan's broad vision of a mixed income community with vibrant commerce, housing choices, pedestrian friendly streets and increased amenities resulting from transit-oriented development centered on the Purple Line and transit services. This Plan provides a unique opportunity to coordinate with Prince George's County to ensure that the entire Takoma/Langley area can achieve this vision.

The Takoma/Langley Crossroads area is home to a vibrant and diverse community with a rich international flavor. We must commit ourselves to ensuring a bright future for it by preserving its uniqueness and planning for a healthy and sustainable community as a regional transit and economic hub. While the Purple Line is an integral element of the Plan and is referenced throughout, the Plan does not provide a clearly stated vision for the Transit Center at University Boulevard and New Hampshire Avenue as a town center flanked by mixed use development. This Plan provides an opportunity to provide a clear vision of how the Transit Center can be integrated into a town center providing for greater community cohesiveness. I urge the Council to develop this vision as it reviews the Plan.

Affordable housing is an important element of the Plan. The Planning Board has done a good job of highlighting housing throughout the Plan, however maintaining a mix of affordable housing is not one of the stated goals of the Plan. Therefore, I recommend that the goals of the plan be expanded to include maintaining housing affordability to ensure a healthy mixed income community.

I am pleased that the Planning Board Draft reflects the important collaboration with Executive Staff on matters such as consideration of health impacts when planning for a community. As the Council considers the Takoma/Langley Crossroads Sector Plan, my staff is available to assist as needed. I am attaching technical comments from various Executive Branch departments along with an analysis of potential fiscal impacts of the draft Plan. Again, thank you for the opportunity to comment on the Takoma/Langley Sector Plan.

Attachment: Anticipated Fiscal Impacts

## TECHNICAL COMMENTS FROM EXECUTIVE DEPARTMENTS

### ENVIRONMENTAL PROTECTION

1. Page 24: Shows a map of proposed green streets and Page 25 recommends “Expand the open space system to include a series of Green Streets that connect the stream valley parks with the built environment.” This would require the retrofit of approximately 1.75 miles of residential streets outside of the redevelopment areas. These streets belong to the City of Takoma Park so they would be responsible for the retrofit of this neighborhood.
2. Page 42: The plan recommends incorporating stormwater infiltration into new green spaces. It should be noted that this will be difficult in a redevelopment area because of underlying impervious surfaces from parking garages, basements, etc. and the compacted underlying soils from previous development. Unless compacted soils are removed down to native soil layers, infiltration into the soil will be limited. (This is a previous comment.)
3. Page 43: Encourages and supports efforts to repair stream bank damage caused by erosion. This segment of stream was not identified for restoration in the Anacostia Restoration Plan completed by the Corps of Engineers in February 2010.

### FIRE DEPARTMENT

MCFRS is pleased to see that some of its earlier comments (memo dated July 7, 2009 to Gary Stith) have been addressed in this draft dated May 2010. MCFRS’s current comments pertain mostly to the draft plan’s lack of acknowledgement of certain fire-rescue requirements. Impacts of the sector plan’s design, connectivity, and environmental recommendations on fire-rescue apparatus access to and around buildings, response time, and roadway load-bearing requirements have not been adequately addressed in this draft plan. In addition to these concerns, MCFRS supports the draft plan’s recommendation for inclusion of workforce housing.

Presently, MCFRS does not anticipate CIP or operational fiscal impacts associated with the development proposed in this draft plan. There would; however, exist the possibility of the need for enhanced resources (e.g., upgrading an ambulance to a medic unit) or additional resources (i.e., EMS or fire suppression units) in the long-term based on future analyses of fire-rescue risk and service demand as development occurs and population in the area increases.

### SPECIFIC COMMENTS

#### 1. Pedestrian-Oriented Design

Pages: 8, 13, 16, 21

*Excerpts/Issues: Creation of pedestrian-oriented environment; pedestrian friendly streets*

Comment: While pedestrian-oriented design is important, it is also important to ensure that such design does not impair fire-rescue access due

to narrow streets, intersections with tight turning radii, and poor access to and around buildings. Narrow streets and tight turning radii delay response, and poor access to and around buildings prevent or adversely impact the proper tactical positioning of fire-rescue vehicles.

Pedestrian-oriented design is achievable provided that fire-rescue access requirements are adequately addressed and requirements of the County Road Code are met.

2. Traffic Calming

Pages: 30, 34

*Excerpts/Issues: Traffic calming devices*

Comment: Slowing of traffic through use of traffic calming devices also slows response time of fire-rescue vehicles. Decisions on installation of traffic calming devices by the community must be based on all positive and negative impacts of these devices.

3. Permeable Pavement

Pages: 42, 52-54, 56-58

*Excerpt/Issue: Reducing impervious surfaces through use of porous pavers*

Comment: Permeable surfaces are not conducive to supporting the high load-bearing requirements of heavy fire-rescue apparatus. Any road surface that could be used by fire-rescue vehicles for travel or on-scene tactical positioning must be of sufficient load-bearing capacity to support fire-rescue vehicles weighing up to 80,000 pounds.

4. Street Trees/Tree Canopy

Pages: 8, 31-33, 40, 51, 55

*Excerpt/Issue: Shade trees along sidewalks and streets; tree canopy*

Comment: Trees should be placed with forethought to fire rescue access. Size, height, and spacing of street trees must allow adequate access for the positioning of aerial ladders and ground ladders to building windows, particularly where buildings are over 3 stories in height. Poorly placed trees greatly restrict aerial apparatus operations at mid-rise and high-rise buildings. Tree location and density must be strategically planned – with Fire-Rescue Service participation - to minimize these conflicts.

5. Safety/Public Safety

Pages: 17, 18

*Excerpt/Issue: "The area's dense population ..... create issues for providing fire, safety, and other emergency services."*

Comment: Suggest replacing the heading titled "Safety" with "Public Safety" and rewording the first sentence to state: "The area's dense population create issues for providing fire, rescue, emergency medical, and law enforcement services."

6. Workforce Housing

Pages: 18, 61

*Excerpt/Issue: Inclusion of workforce housing*

Comment: MCFRS supports the inclusion of workforce housing within this sector plan area, as it would provide firefighter-rescuers the opportunity to live in the vicinity of fire stations where they might also work.

## DEPARTMENT OF HEALTH AND HUMAN SERVICES

DHHS still finds much to commend in the draft recommendations for land use, zoning, urban design, transportation, environment, and quality of life. For this review, we analyzed the changes made to the Quality of Life section of the plan (pp. 15-18), which contains much of what is of primary interest to DHHS. Our suggestions are as follows:

1. Page 15, first bulleted Economic Development recommendation: a specific reference to CASA de Maryland was added by planners. According to its Web site, CASA's primary mission is to work with the community to improve the quality of life and fight for equal treatment and full access to resources and opportunities for low-income Latinos and their families. The site goes on to say that CASA works with other low-income immigrant communities and organizations, and makes its programs and activities available to them. DHHS suggests that the plan reference community advocacy organizations in a generic, rather than specific, way. This is out of respect for the other community organizations in the area that are not named in the plan. Naming CASA could be perceived as a form of elevation that slights other organizations working to improve the social and economic lives of low-income communities.
2. Page 16, ninth bulleted Economic Development recommendation: we agree with this new recommendation for a public market building usable by local vendors, and suggest that the plan stipulate that vendors should include those providing healthy food choices. Related, page 21 of the plan's Technical Appendix correctly calls for a permanent and accessible location for a farmers' market.
3. Page 16, third Health and Wellness recommendation: we support the addition of "connected" as a descriptor of the proposed pedestrian routes and sidewalks. A connected pedestrian infrastructure is important for several reasons:
  - reduced auto dependency and associated reductions in air and noise pollution
  - increased physical activity (walking, running and biking) and its associated physical and mental health benefits, and
  - connectivity to stream valley and other parks with active recreational facilities.

This recommendation is also echoed in a later one concerning the Green Streets concept, which gives priority to pedestrian circulation and open space.

4. Page 17, eighth Health and Wellness recommendation: another instance of removed language whose meaning is ambiguous is the recommendation that potential community garden and urban farm sites be given priority for use as community gardens. Such a statement lends important credence to the stated intention to “green the community.” Community gardens provide a means of obtaining fresh fruits and vegetables, physical activity, visual relief, and stress reduction, among other benefits. “Identifying and inventorying” potential sites does not go as far as establishing that this particular use of those sites should be considered before all other potential uses.
5. Page 17, ninth Health and Wellness recommendation: daycare facilities, accessible through public transit, is an important addition to the list of services (such as community clinics) that the plan explicitly supports. We suggest clarifying that “daycare” means “child care”, both on this page and on page 20 of the plan’s Technical Appendix. That page identifies child care and senior services’ facilities as permissible uses within mixed-use developments accessible to the proposed Purple Line station. We agree that the demand for such services is likely to increase and should be accommodated.
6. Page 17, tenth Health and Wellness recommendation: a newly-inserted call for a neighborhood service center for, among other purposes, the delivery of social services, is laudable. It appears that such a facility would be “multi-jurisdictional” (page 64), affording the opportunity for a true partnership between local non-profits, faith-based institutions, and State/local agencies to address the needs of low income residents. As we pointed out in last year’s response, DHHS is working to achieve this goal in other economically distressed areas of the County through two neighborhood service centers established with private sector partners and local municipalities to assist residents with applications and documents and make referrals to emergency services and other resources. Both centers are staffed with “community connectors” whom we have trained to provide this assistance. We look forward to coordinating with other entities on this important Capital Improvement Program-proposed project.
7. Page 17, fifth Safety recommendation: similar to our first comment above, DHHS feels it would be more appropriate to not name a specific entity (in this instance, Maryland Multicultural Youth Center). We offer the following alternative wording of this bullet as being both more descriptive and more inclusive:
  - Support the expansion of existing Positive Youth Development partnerships among non-profits, Department of Health and Human Services, Montgomery County Police Department, Department of Recreation, and Prince George's County.
8. Page 18, third Housing recommendation: this version of the plan “strives for no net loss of affordable housing”. We defer to our sister housing agency to assess whether it is correct to call for the retention of all existing affordable housing units. However, we are pleased to note that the introduction to this section makes explicit that the housing needs of special populations must be taken into consideration. Furthermore,

the plan provides that such housing be “nearest transit and other community facilities.”

9. Page 18, sixth Housing recommendation: the Technical Appendix (page 23) notes the prevalence in the area of young families with children and large numbers of unrelated individuals sharing housing. The incorporation of plans for larger family-sized units into all housing types is critically important as a means of achieving the stated goal of keeping this community affordable. With respect to affordable housing, DHHS would like to have the attached information inserted into the Montgomery County section of the “Affordable Housing Programs – Community Toolkit” (page 30) in the Technical Appendix.

Overall, DHHS finds that the plan’s inclusion of public amenities and facilities, including new parks and open spaces, bicycle paths and public use spaces, would result in a more livable/walkable environment. The desirability of Takoma/Langley Crossroads as a place to live, work and play would likely increase, as current and future residents reap the health benefits that would accrue with many of the changes proposed therein.

## **HOUSING**

### Workforce Housing and MPDUs

The draft Sector Plan makes several references to Workforce Housing (see below for a complete list). One of these references (p. 18) includes incorrect information that Workforce Housing is required in Metro Station Policy Areas. However, the provision of Workforce Housing in Metro Station Policy Areas was made voluntary by Zoning Text Amendment No. 10-1, which became effective on April 26, 2010, and Bill No. 4-10, which became effective on July 10, 2010.

Section 59-A-6.18.2(a) of the Zoning Ordinance states the following: “Any subdivision that would contain 35 or more market dwelling units, and that would be located in a zone with a maximum permitted residential density at or above 40 dwelling units per acre and in a Metro Station Policy Area, may include a number of workforce housing units under Chapter 25B.” However, the Sector Plan recommends that Workforce Housing be included in the Takoma/Langley Crossroads area because it is a Transit Station Development Area (p. 61), and specifically recommends Workforce Housing at several sites, including 7676 New Hampshire Avenue, 7523 New Hampshire Avenue, and 7411 New Hampshire Avenue (pp. 54, 56, and 57). In addition to its location outside a Metro Station Policy Area, housing developed in the Crossroads area under the CR zone may not meet the other two criteria (35 or more market dwelling units and residential density at or above 40 dwelling units per acre).

Apart from lack of compliance with Section 59-A-6.18, DHCA believes that the Plan does not reflect an understanding of Workforce Housing. The Workforce Housing Executive Regulations require that Workforce sales prices or rents be set at three levels of affordability

within each project: 75 percent, 90 percent, and 110 percent of Area Median Income (AMI). In addition, the Executive Regulations require that maximum allowable Workforce rents be adjusted to ensure that the maximum allowable rent for a Workforce unit is no more than 80 percent of the rental rate of market rate units of the same bedroom type. Because market rents in the Takoma/Langley area are already below Area Median Income, application of Workforce requirements to the Crossroads area could result in rents that are less than 30 percent of income for the two higher income levels. Finally, Takoma Park's rent stabilization law provides a vehicle for ensuring long-term affordability for rental units, making Workforce Housing unnecessary.

DHCA recommends instead that the Sector Plan include a recommendation that projects in CR Zones utilize the maximum MPDU density bonus, and provide 15 percent MPDUs instead of the minimum required 12.5 percent. The Environment section of the Sector Plan includes a recommendation that "environmental density incentives, as described in the Zoning Ordinance, should be maximized on all individual sites and integrated into the design of the development." DHCA believes that the Sector Plan should include a similar recommendation concerning MPDU density incentives. Proposed language is provided below.

#### Increasing Homeownership Opportunities vs. Increasing Affordable Housing

The draft Sector Plan includes a recommendation that Montgomery County seek to increase homeownership opportunities through 1) purchasing, rehabilitating, and providing affordable mortgages for vacant foreclosed homes in partnership with Habitat for Humanity; and 2) creating a lease-purchase program funded by Low Income Housing Tax Credits (p. 63). DHCA recommends that this recommendation be deleted from the Sector Plan, and that a recommendation be included that DHCA work with the City of Takoma Park to facilitate the supply and availability of affordable housing (both rental and sale). DHCA believes that this is a more appropriate role for the County, and that specific non-profit organizations should not be referenced in the Sector Plan.

DHCA recommends the following language changes:

1. P. 8: "Preserve and improve the community's affordable housing and commercial options and its diversity by providing density incentives for mixed-use developments that include ~~workforce housing~~ the maximum number of MPDUs, and retain existing neighborhood retail and neighborhood services."
2. P. 16: "... supporting local community organizations' efforts to revitalize commercial areas along University Boulevard; and New Hampshire Avenue, ~~and Piney Branch Road.~~" (Piney Branch Road is not included in the Sector Plan Area.)
3. P. 18: "All mixed-use developments will be required to include moderately priced dwelling units (MPDUs) ~~and workforce housing~~. As proposed, new mixed-use development should yield an additional 2,345 dwelling units of which at least 12.5 percent will be MPDUs

according to current law (Chapter 25A.) ~~In addition to MPDUs, new residential development in a Metro Station Policy Area must include workforce housing units (Chapter 25B)."~~

4. P. 18: ~~"Develop workforce housing within the Crossroads District and increase housing opportunities close to public transit, commercial uses, employment, and community services."~~
5. P. 18: Add the following language to the Housing Recommendations section: "MPDU density incentives, as described in the Zoning Ordinance and Chapter 25A, should be maximized on all individual CR-zoned sites that include housing."
6. P. 23: "The CR Zones provide incentives for the replacement of affordable housing. They also incentivize the development of ~~workforce~~ affordable housing and larger units to accommodate families and the retention of small scale businesses and neighborhood services."
7. P. 54: 7676 New Hampshire Avenue: ~~"Provide opportunities for workforce housing. the~~ maximum percentage of MPDUs utilizing MPDU density incentives."
8. P. 55: New Hampshire Avenue: East Side: "Provide additional MPDUs ~~and workforce housing~~ where appropriate."
9. P. 56: 7523 New Hampshire Avenue: "Include ~~workforce housing~~ the maximum percentage of MPDUs utilizing MPDU density incentives in any proposed development."
10. P. 57: 7411 New Hampshire Avenue: "Include ~~affordable housing (including workforce housing~~ the maximum percentage of MPDUs utilizing MPDU density incentives) in proposed mixed-use development."
11. P. 61: ~~"In addition, because Takoma-Langley Crossroads is a Transit Station Development Area, the Sector Plan recommends the inclusion of workforce housing."~~
12. P. 63:  
~~"Increase homeownership opportunities.~~
  - ~~Support the partnership between the Habitat for Humanity of Montgomery County (HH-MC and the County's Department of Housing and Community Affairs (DHCA) that purchases vacant foreclosed homes, rehabilitates them, and provides approved applicants with an affordable, zero-interest, long-term mortgage. HH-MC and DHCA should work with the City of Takoma Park and local non-profits to identify homes for purchase and potential buyers within the Plan area.~~
  - ~~Support the acquisition, development and rehabilitation of housing using a variety of methods including the creation of a lease-purchase program funded by Low Income Housing Tax Credits. Partners could include local institutions, Montgomery Housing Partnership, and DHCA. This is also an opportunity to partner with local youth organizations including Youth Build, a paid training and educational program that~~

~~combines construction training with life and job readiness skills to assist young adults.~~"

Substitute the following:

"The Department of Housing and Community Affairs (DHCA) should work with the City of Takoma Park to facilitate the supply and availability of affordable housing (both rental and sale)."

## LIBRARY DEPARTMENT

### 1. Page 19

There is a section on Library Facilities on page 19 that has confusing and incorrect information which needs to be corrected. The text mixes information about the Long Branch Library and the Hyattsville Library, which are in two different library systems. The chart info on the Long Branch library has incorrect info on the size and collection capacity for the branch. We recommend the information be organized as follows:

#### *Library Facilities*

*The Plan area is served by the Long Branch Library in the Montgomery County Public Library system and the Hyattsville Branch Library in the Prince Georges County Memorial Library System.*

#### Montgomery County

*The Long Branch Library is within two miles of the Plan Area. It was built in 1977 and has gross square footage of 21,034.*

*[Insert the chart here but change the size information to: Three acre facility, 21,024 square foot facility with a book capacity for approximately 140,000 volumes.]*

#### Prince George's County

*The plan area is served by the Hyattsville Branch Library, which is located three miles outside of the plan area. A 20,000 square foot addition to the Hyattsville Library is planned in the FY2009-2014 CIP. Project design has not yet begun, but it is estimated that the project will be complete by June 2013. Based upon recommended library standards, a branch library should be able to support a population of 40,000 users per branch. This study area has an estimated population of 29,000.*

### 2. Background and Additional Comments

There is no mention of library services in the Montgomery County sector plan. The Prince George's plan indicates that the plan area is served by the Hyattsville Branch Library which is located three miles outside of the plan area. The Prince Georges Plan recommends a new multilevel library in the plan area near transit and with pedestrian access and puts a "place holder" for it near the intersection of University and Riggs. In addition, the Prince George's Sector Plan recommends library services be co-located in the existing Langley Park Community Center and focus on providing computing and internet technology.

Neither sector plan mentions that there is an independent public library in the City of Takoma Park at 101 Philadelphia Avenue. The Takoma Park Library is about 2 miles from the Long Branch Library in Montgomery County and about 4 miles from the Hyattsville Library in Prince George's County. That library is not operated by either MCPL or PGMLS, but is a municipal library. It was opened in its present location in 1955 and became a department of city government in 1963. Library cards are free to residents of Takoma Park, nonresidents who live in Montgomery County, anyone who works in Takoma Park or those who attend college at either the Takoma Park campus of Montgomery College or Columbia Union College. In using MapQuest to see how far the current Takoma Park Library is from the proposed location for a new PG library branch at Riggs and University, it looks to be about 2 miles. The Long Branch library would be a little over a mile to that proposed new Prince George's Library location.

We recommend that the sector plans, both Prince George's and Montgomery County's, mention that library service is provided to the sector plan area by the Takoma Park Public Library and the Long Branch Library as well as the Hyattsville Public Library in Prince George's County.

### 3. Impact on Library Services

There are no direct impacts from the recommendations in the Montgomery County sector plan on library service. However there are some potential indirect effects for Long Branch:

- The Purple line and planned transit center will increase households and commercial firms to the sector plan community; given the proximity to the Long Branch library (some areas would be closer to that branch than Hyattsville and some residents may want a larger library to use than Takoma Park), there may be an increase in usage of Long Branch. The Purple Line stop at Piney Branch between Flower and Arliss is also expected to bring more users to the Long Branch Library.
- Bullet #5 of the Recommendations on p. 17 discusses an "expansion of vocational training programs" and "encourages creation of programs for small businesses and entrepreneur assistance." These opportunities may have an impact on the Long Branch collection (to support these programs), meeting room space, programs offered in partnership with other organizations, etc.

-- P. 56 suggests the "Creation of a center to provide social, educational and naturalization services to area residents...partnership of local non-profits, faith-based..., government agencies..." Long Branch already works closely with many of the local organizations to provide services to the diverse community in this area - this recommendation of the sector plan might recognize these services and recommend coordination by service providers.

## **TRANSPORTATION**

Montgomery County Department of Transportation is pleased to submit our comments on the Planning Board Draft of the Takoma/Langley Crossroads Sector Plan dated May 2010. The Planning Board is to be commended for its vision of a transit-oriented and pedestrian friendly community that builds upon its excellent transportation accessibility and high transit use.

The Sector Plan accomplishes this by supporting the Purple Line, locating density near the proposed Purple Line stations and proposing a finer grid of streets to improve connectivity and shorter blocks that can provide more options for pedestrians, bicycle and motor vehicle circulation.

The Sector Plan's transportation recommendations are primarily the responsibility of the Maryland Department of Transportation (MDOT) related to the University Boulevard, Carroll Avenue, and New Hampshire Avenue as well as the Takoma Langley Transit Center and the Purple Line. The City of Takoma Park has the primary responsibility for almost all of the non-state roadways. Ride On does provide a significant amount of bus service through the Sector Plan. The extensive bikeway network is the responsibility of the City of Takoma Park and MDOT.

Our primary transportation concerns involve the coordination of transportation facilities between the state, Prince George's County and the City of Takoma Park and the impacts on the operations of regional transportation facilities as well as transit service and pedestrian, bicycling, and auto safety. The Sector Plan recommends developing and implementing a transportation management district to encourage alternative modes of travel, but in the Technical Appendix states that no formal transportation management district is warranted because of the high level of transit service and transit dependency and that a small geographic area in Montgomery County would pose administrative challenges in part because of the multiple jurisdictions.

There is a public transit recommendation to study of a bus circulator system serving New Hampshire Avenue. While a specific transit circulation study may be worthwhile, the Sector Plan should recognize the current study underway on the Metrobus K6 route conducted by the Washington Metropolitan Area Transit Authority that may lead to a route restructuring to better serve the sector plan area and any possible route restructuring associated with both the Takoma/Langley Transit Center and the Purple Line.

The Sector Plan calls for the creation of a bi-county parking lot district and the potential public parking garage at 1101 University Boulevard. The term "Parking Lot District" is a defined term in Chapter 60 of the County Code. Please define the term and the intent of the term as it relates to this Sector Plan. The Sector Plan should recognize the need for an adequate

supply of parking to accommodate the proposed land use and should recommend that the parking needs be examined in coordinated and comprehensive fashion.

The following sections include detailed comments on the Sector Plan for staff consideration.

1. Consistency on the number of bus bays and/or bus routes proposed at the Langley/Takoma Transit Center.

Pg. 14 - Indicates 8 bus routes

Pg. 37 - Indicates 12 bus routes

The actual count is 10 bus routes and 11 bus bays. It may be advisable to indicate the number of bus bays proposed as opposed to bus routes which are always subject to change. I would suggest using "12 bus bays".

2. The following comments related to pedestrian safety and mobility:
  - a. Reference to University Boulevard and New Hampshire Avenue as "unsafe" is inaccurate and inappropriate. This implies that these roadways are not properly designed or maintained, which poses a liability for the County and/or State, despite the lack of any factual basis for these characterizations. The author should revise this statement, unless it can be supported within the narrative with factual data. Also, reference to this area having a "high number of pedestrian fatalities" needs to be supported.
  - b. If this cannot be supported with actual data, it is recommended that this statement be revised to indicate that there are "concerns regarding pedestrian and vehicular safety" along these corridors. No statement regarding a "high number of pedestrian fatalities" should be made without supporting data that is "rate-based", which would help characterize the relative safety of these roadways.
  - c. On Page 12 of the Sector Plan, a past emphasis on vehicular mobility which has shaped the development of the existing traffic network should be listed among the list of "Challenges".
  - d. The proposed land use on Page 21 reflects a disproportionate lack of public open space, which appears to limit the establishment of a pedestrian environment. The approach to providing public open space seems to promote the throughput of pedestrians, but does not promote "place-making" for pedestrians. This seems inconsistent with the goals outlined in other parts of the plan.
  - e. The design section recommends mid-block parking structures, which of course accommodate a large volume of vehicular traffic, which becomes pedestrian traffic as motorists leave these facilities "on foot". The egress of pedestrians from mid-block parking facilities often leads to jaywalking. A statement should be made that the pedestrian access for parking garage designs should direct pedestrians to designated crossing points.

- f. Also, it should be noted that parking garage designs should be considered that promote "safe passage" for pedestrians crossing garage egress points.
  - g. One of the recommendations under the Pedestrian Links and Bikeways should be to ensure continuous and seamless linkages of pedestrian and bicycle facilities across jurisdictional boundaries.
3. The concepts of Green Streets and Complete Streets are fairly new to the public. These ideas should have their own sections in the plan rather than imbedded in other sections. The idea of Complete Streets should be further explained and defined in order to be a meaningful component of the plan.

There are many terms and jargon used in the Plan that may not be widely recognized or known by the public. These terms should be reduced, or a glossary of terms may be needed.

- a. Page 7 – Add bullet **“Provide safe and improved connectivity for pedestrians and cyclists.”**
- b. Page 12 – Suggest using **“Limiting”** instead of Avoiding.
- c. Page 20 – Suggest adding to the sentence “The Plan recommends preserving the community’s affordability **and identity;**” and encourages...
- d. Page 29 – Show Purple Line on Road Classifications Map.
- e. Page 34 – Include a complete list of roadways with bikeways. Holton Lane should be an on-road bikeway; Merrimac Drive should be a bikeway.
- f. Page 37 – Add the words **‘bike lanes’** to the last bulleted sentence.
- g. Page 38 – Revise the seventh bullet sentence to state “Provide well-lit, ADA accessible crossings and reduce **crossing** distances at all intersections.”
- h. Page 34 & 38 – Provide the following additional bike facilities:
  1. Continue the Proposed Dual Bikeway on University Blvd. East to the limits of the study area or provide for another type of bikeway facility.
  2. Provide bike lanes if possible, or another type of bike facility on Merrimac Drive.
  3. Continue on-road route on Wildwood Drive to the north (Carroll Ave.) and to the south (Glenside Drive).
  4. Provide on-road bike access route to show route across Long Branch SVP from Haverford, Kirklynn or some other cross-street in order to provide bike access to Garland Ave. and the Sligo Creek parkway and trail.
  5. Provide a shared use path on the west side of New Hampshire Ave. from Glenside Drive to Sligo Creek Park Trail.
  6. Continue on-road route on Glenside Drive to and across New Hampshire Ave. and onto Erskine Street to access Riggs Road.
  7. Provide access through Langley Park shopping center from the end of Holton Lane northward to University Blvd. E.
  8. Provide bike route on new Road B-2.

9. Provide bike access from the end of Holton Lane southward to 15<sup>th</sup> Ave. behind the Elementary School or within the limits of Takoma Park.
- i. Page 39 – Include a complete list of all the local bikeways in Table 4.
- j. Page 42 – Porous pavers may not be ADA accessible at this time. Suggest wording of bullet state “encouraging use of porous surfaces and pavers, rainwater re-use, and other water runoff retainage ideas such as stormwater planters, where appropriate.”
- k. Page 48 – There are discrepancies between the Proposed Trails Network Figure and the Proposed Bikeway Network Figure on Page 38. On-road cycling and shared use paths should be categorized in the Proposed Bikeway Network. The Proposed Trails Network should only show trails in parks.

#### 4. Additional Specific Comments

- p. 8 “West Africa” and “the Caribbean” are not countries; correct the last sentence in the International Corridor inset box
- add a fifth bullet under Connectivity stating, “Recognize the importance of MD 193 and MD 650 as long distance, high volume, major highways serving the regional movement of people, goods, and services”
- p. 9 add the Takoma Park City Limits to all maps
- p. 14 Table 1 is unclear; it should be replaced by the standard jobs/housing table showing Existing Number of Jobs, Existing Housing Units, Existing J/H Ratio, Horizon Year Number of Jobs, Horizon Year Dwelling Units, Horizon Year J/H Ratio, etc.; we need to know how close this area will come to the Countywide target J/H ratio of 1.6/1 in the Horizon Year.
- p. 16 the second bullet under Recommendations needs to be double-checked; does the Road Code apply in Takoma Park? They are an incorporated municipality and operate and maintain their own streets
- p. 18 in the first paragraph under Housing an additional 2,345 dwelling units are mentioned; where does this amount come from? It does not match any figures in Table 1
- p. 21 add the Takoma Park City Limits to Map 8
- change the label from *Proposed Public Open Space* to **Proposed Parkland** for consistency with Map 17 (p. 46)
  - add a note to Map 8 regarding the 50’ environmental buffer along the east side of the Plan area
- p. 23 why is O-M zoning proposed for a parcel that is being recommended for Open Space on the Proposed Land Use map?

- There is an inconsistency in the zoning for 1101 University Boulevard East between this map and the proposed zoning shown in the table on page 55; which is correct?

p. 24 although we acknowledge that this is for the City of Takoma Park, the blanket statement in the bullet regarding 15' wide sidewalks and trees spaced 20-25 feet on center is inconsistent with the Road Code;

- the concept of a "multi-way" boulevard is very unclear, and needs to be better explained by the text and better illustrated with a more informative photo; the picture on this page shows a wide one-way street between a park and buildings with a bike lane on the wrong side of the road;

- label the Sligo Creek Stream Valley Unit 1A park section of Parkland on Map 11

p. 25 change "*mid-block*" to **interior block structures** in the third bullet, to avoid confusion with mid-block crossings, etc.

p. 28 the first sentence of the penultimate paragraph is incorrect; it should state "The majority of the **Study Plan** area is within Prince George's County."

p. 29 substitute **Takoma Park** for *Montgomery County* in the second, third, and fourth bullets; change the seventh bullet to state, "**Study left turn prohibition at the MD 193/MD 650 intersection**" to be consistent with the text on p. 35, and to avoid having an operational issue in a master plan

p. 31 label the 150' right-of-way dimension between the yellow lines in the Figure; under Plan Recommendations, revise the "Lanes" information to state, "Six travel lanes (three in each direction) and **four** ~~two low-speed~~ access lanes (**two one** in each direction) to accommodate local travel and on-street parking". Four access lanes, two in each direction, are necessary for consistency with the Figure and so that there can be both a travel lane and a parking lane.

p. 32 label the 120' right-of-way dimension between the yellow lines in the Figure under Plan Recommendations, revise the "Pedestrian/Bicycle Access" information to state, "15-foot dedicated . . . the **on-road bike** ~~outside travel~~ lane."

p. 33 label the 70' right-of-way dimension between the yellow lines in the Figure

p. 34 either add a Master Plan Road # for Anne Street and add it to Map 12

(p. 29) or delete the listing from Table 3

- Carroll Avenue (MD 195) is a State Highway; delete the Target Speed for it

- add a Master Plan Road # for Hammond Avenue and add it to Map 12 (p. 29) or delete the listing from Table 3

- either add a Master Plan Road # for Holton Lane and add it to Map 12 (p. 29) or delete the listing from Table 3 (if retained; correct the placement of footnote #4)
  - either add a Master Plan # for Kennewick Avenue and add it to Map 12 (p. 29) or delete the listing from Table 3
  - add footnote #4 to Merriman Drive
  - correct the second Master Plan Bike # to BL-11
  - New Hampshire Avenue (MD 650) is a State Highway; delete the Target Speed
  - University Boulevard (MD 193) is a State Highway; delete the Target Speed for it
  - add footnote #4 to New Road
  - in Note 2 it should be added that Target Speeds are not applicable to State Highways; it also needs to be double checked whether they are applicable in Takoma Park
- p. 35 delete the final bullet; it is an operational issue not under the purview of a master plan; for instance if no pedestrian is at an intersection, then vehicles should be able to make a right turn on red to conserve fuel and lower the carbon footprint
- p. 38 the designation of a Bicycle Priority Area is a State of Maryland function which should be coordinated with MDOT before it is even recommended in the first bullet
- revise the third bullet to state, "Provide for **bike lanes** ~~signed-shared bikeway~~ and . . ." for consistency with Map 13 and Table 4
  - revise the fourth bullet to state, "Provide for **bike lanes** ~~signed-shared bikeway~~ and . . . and **bike lanes only** ~~signed-shared roadway~~ between Kennewick Avenue and Plan's southern boundary" for consistency with Map 13 and Table 4
- p. 42 in the first sub-bullet under the last bullet on the page, add the State Highway Administration (SHA) to the text since both roads are State Highways
- p. 44 what is the projected greenhouse gas emission amount for this sector plan at build out?
- the first bullet is a questionable strategy; lower "vehicles mile traveled" (VMT) may minimize carbon emissions in the short term, but as we have seen recently lower VMT is also a sign of a declining economy. Since vehicles will have lower emissions in future years due to technological advances anyway, it is a misdirected strategy to lower VMT because increasing VMT equates to a growing economy

p. 46 in the Existing Parks inset box, the official park name (according to the MNCPPC website) is Takoma Park **Community Recreation** Center in the second bullet

- also in that box, the fourth bullet should reference Sligo Creek Stream Valley Unit 1A

- revise the legend of Map 17 to label “Existing **MNCPPC Parkland**”

- revise the legend of Map 17 by adding a symbol and label for “**Existing MNCPPC Parkland to be converted to Mixed Use**”, and apply this symbol to the Takoma Park Community Center park

- correct the name of the Takoma Park **Community Recreation** Center on Map 17

- label the Sligo Creek Stream Valley Unit 1A on Map 17

p. 48 Map 18 shows way too many trails; with the exception of a trail along Glenside Drive there should be no other trails along streets because they are not in parkland and the bikeway and sidewalk network already serve the hiker-biker function

p. 49 delete the second sentence under New Hampshire Avenue Corridor, “~~It is a transitional buffer between New Hampshire Gardens and the Crossroads District~~”; a simple glance at Map 19 shows this is not a true buffer

p. 50 delete the sixth sub-bullet under the second bullet; a Parking Lot District is an operational issue not under the purview of a master plan

p. 52 there is an inconsistency in the proposed zoning for 1101 University Boulevard East between the table on this page and the proposed zoning shown on Map 10 (p. 23); which is correct?

p. 54 add “R-60” to the Existing Zoning box in the Table

p. 56 add “R-60” to the Existing Zoning and Proposed Zoning boxes in the Table

p. 57 add “R-60” to the Existing Zoning box in the Table

- change R.5 to R1.5 in the Proposed Zoning box in the Table; also add R-60 to it

p. 63 the seventh bullet is not a Montgomery County function; the designation of a Bicycle Priority Area is a State of Maryland function which should be coordinated with MDOT before it is even recommended in this Plan

p. 64 delete references to a Transportation Management District and Parking Lot District in the third and sixth bullets respectively; they are operational issues outside the purview of a master plan

p. 65 Add MNCPPC as a Coordinating Agency/Group for the Takoma Park Recreation Center

- SHA should be the Lead Agency for the Cycle Track because it would be in their right-of-way; MNCPPC should be shown as a Coordinating Agency/Group

- The Maryland Transit Authority is the sole Lead Agency for the Purple Line; the two counties should be moved to the Coordinating Agency/Group column



OFFICE OF MANAGEMENT AND BUDGET

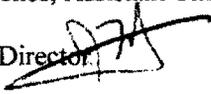
Isiah Leggett  
County Executive

Joseph F. Beach  
Director

MEMORANDUM

November 5, 2010

TO: Diane Schwartz-Jones, Assistant Chief Administrative Officer

FROM: Joseph F. Beach, Director 

SUBJECT: Fiscal and Economic Impact Analysis for the Takoma/Langley Crossroads Sector Plan

The Office of Management and Budget (OMB) has reviewed the Planning Board's draft *Takoma/Langley Crossroads Sector Plan* and has determined there is no capital improvement program or operating budget fiscal impact to the County. All capital improvement projects identified in the Plan are the responsibility of the State, the City of Takoma Park, or private sector. The following departments provided additional comments:

- **Department of Environmental Protection** identified approximately \$2.5 million in stormwater management and stream restoration work that is identified in the Plan. Takoma Park has its own stormwater management program and NPDES permit. Therefore, the County would not be responsible for implementation of the identified projects.
- **Fire and Rescue Services** does not anticipate CIP or operational fiscal impacts associated with the development and re-development proposed in the draft plan. However, there exists the possibility of the need for enhanced resources (e.g., upgrading an ambulance to a medic unit) or additional resources (i.e., adding EMS or fire suppression units) in the long term based on future periodic analyses of fire-rescue risk and service demand as development occurs and daytime/night-time population in the area increases.
- **Housing and Community Affairs** anticipates very little fiscal impact as the Sector Plan area is almost entirely within the City of Takoma Park. It is possible that Housing Initiative (HIF) funds may be used at some point in the future to support the homeownership goals listed on page 63 of the Plan, including the purchase and rehabilitation of vacant, foreclosed homes and the acquisition, development, and rehabilitation of housing. However, no potential properties have been identified within the plan area at this point.
- **Department of Transportation (DOT)** does not foresee any capital or operating impacts associated with this Sector Plan as almost all of the roads and bike facilities are on State or City of Takoma Park roadways and DOT does not have any capital or operating responsibility.

The Plan and Appendix offer conflicting positions on the establishment of a Transportation Management District and a public parking district; as well as reference to a bus circulator that could involve County capital and operating funding. Until these concepts are described in more detail, it is not possible to estimate their costs.

Office of the Director

- **Police** anticipate the need for one additional bilingual officer to serve as a Latino liaison in support of the Sector Plan recommendations to engage the community in crime and gang prevention efforts and provide outreach services. OMB has not included this cost in our analysis and feels the cost could be absorbed within the current budget appropriation. The Police have also noted that a potential cost savings may be achieved by closing its Piney Branch Satellite facility and relocating into the proposed neighborhood service center.
- **Economic Development** indicated that the expansion of the Enterprise Zone boundaries to encompass all properties in the Sector Plan area that will be rezoned as Commercial/Residential (CR) which will have the following impact on the County:
  - ⊕ Lost property tax revenue from development investments that would have occurred without the Enterprise Zone status;
  - ⊕ Lost impact tax revenues;
  - ⊕ Administrative costs for certification;
  - ⊕ Reinvestment in the Enterprise Zone area;
  - ⊕ Stabilization and then new growth of the Enterprise Zone area's property tax base;
  - ⊕ Creation of new jobs and associated income tax revenues and multiplier effects; and
  - ⊕ Improved image of the Enterprise Zone area.

The Department of Finance prepared the attached scenarios that attempt to show the range of development possibilities that could follow from the enactment of the Takoma/Langley Crossroads Sector Plan. The scenarios are based on the County's Economic Development Fund Fiscal Impact Model, and represent a broad-brush look at the higher level revenues and expenditures, rather than being all-inclusive. These scenarios represent the relative extremes of the fiscal impact spectrum, based on there being at least some minimal amount of new development.

If you have any questions, please contact Amy Wilson, Office of Management and Budget, at 240-777-2775 or Mike Coveyou, Department of Finance, at 240-777-8878.

JFB:aw

#### Attachment

- c: Arthur Holmes, Director, Department of Transportation  
David Dise, Director, Department of General Services  
Rick Nelson, Director, Department of Housing and Community Affairs  
Carla Reid, Director, Department of Permitting Services  
Reemberto Rodriguez, Director, Silver Spring Regional Services Center  
Uma S. Ahluwalia, Director, Department of Health and Human Services  
Steve Silverman, Director, Economic Development  
Robert Hoyt, Director, Department of Environmental Protection  
Richard Bowers, Chief, Fire and Rescue Services  
Tom Manger, Chief, Department of Police  
Steve Emanuel, Chief Information Officer  
Parker Hamilton, Director, Department of Public Libraries  
Mike Coveyou, Department of Finance  
Amy Wilson, Office of Management and Budget

**Fiscal Impact Analysis for the Takoma/Langley Crossroads Sector Plan  
Summary of Fiscal Impact Scenarios**

Scenarios					
Residential and Commercial Development		Commercial Development Only		Residential Development Only	
New Residential and Commercial FAR is Minimal	New Residential and Commercial FAR is Maximal	New Commercial FAR is Minimal	New Commercial FAR is Maximal	New Residential FAR is Minimal	New Residential FAR is Maximal

**THE NEW DEVELOPMENT**

1	Real Property Tax rate at location	\$0.912	\$0.912	\$0.912	\$0.912	\$0.912	\$0.912	1
2	Personal Property Tax rate at location	\$3.73	\$3.73	\$3.73	\$3.73			2
3	Estimated New Commercial Square Footage	84,000	946,000	84,000	946,000			3
4	Estimated New Commercial \$/sf	\$100	\$100	\$100	\$100			4
5	Estimated New Commercial FAR Value	\$8,429,000	\$94,621,000	\$8,429,000	\$94,621,000			5
6	Estimated Value of Personal Property	\$842,900	\$9,462,100	\$842,900	\$9,462,100			6
7	No. of Square Feet per job	250	250	250	250			7
8	Average Salary per Job Created	\$56,000	\$56,000	\$56,000	\$56,000	\$56,000	\$56,000	8
9	Income Tax per primary job	\$1,353	\$1,353	\$1,353	\$1,353	\$1,353	\$1,353	9
10	Estimated New Residential Dwelling Units	16	866			16	866	10
11	Estimated New Residential \$/du	\$200,000	\$200,000			\$200,000	\$200,000	11
12	Estimated New Residential FAR Value	\$3,200,000	\$173,290,000			\$3,200,000	\$173,290,000	12

**DEMOGRAPHICS**

13	Net new households created	16	866			16	866	13
14	Persons per Household	3.28	3.28			3.28	3.28	14
15	Population created	52	2,842			52	2,842	15
16	Schoolchildren generated	3	173			3	173	16
17	College students generated	1	35			1	35	17
18	Number of new jobs generated	353	4,651	337	3,785	16	866	18
19	% of Jobs County Residents (commercial/residential)	60% / 100%	60% / 100%	60%	60%	100%	100%	19
20	Net new jobs are County residents	218	3,137	202	2,271	16	866	20

**REVENUES**

Property Tax Revenues								
21	From Primary Investment	\$108,000	\$1,216,000	\$108,000	\$1,216,000	\$0	\$0	21
22	From Secondary Investment	\$29,000	\$1,580,000	\$0	\$0	\$29,000	\$1,580,000	22
Income Tax Revenues								
23	From Primary Income	\$295,000	\$4,245,000	\$274,000	\$3,073,000	\$22,000	\$1,172,000	23
24	From Secondary Income	\$0	\$0	\$0	\$0	\$0	\$0	24
25	Energy & Telephone Taxes	\$81,000	\$1,494,000	\$67,000	\$755,000	\$14,000	\$740,000	25
26	Other Job Related Revenues	\$13,000	\$166,000	\$12,000	\$135,000	\$600	\$31,000	26
27	Other Population Related Revenues	\$11,000	\$617,000	\$0	\$0	\$11,000	\$617,000	27
28	<b>Total County Revenues</b>	<b>\$537,000</b>	<b>\$9,318,000</b>	<b>\$461,000</b>	<b>\$5,179,000</b>	<b>\$76,600</b>	<b>\$4,140,000</b>	28

**COSTS OF COUNTY SERVICE**

29	Population related costs	\$47,000	\$2,567,000	\$0	\$0	\$47,000	\$2,567,000	29
30	Job related costs	\$65,000	\$1,108,000	\$56,000	\$634,000	\$9,000	\$474,000	30
31	Schoolchildren costs	\$43,000	\$2,321,000	\$0	\$0	\$43,000	\$2,321,000	31
32	College student costs	\$5,000	\$278,000	\$0	\$0	\$5,000	\$278,000	32
33	<b>Total County Service Costs</b>	<b>\$160,000</b>	<b>\$6,274,000</b>	<b>\$56,000</b>	<b>\$634,000</b>	<b>\$104,000</b>	<b>\$5,640,000</b>	33

**TOTAL FISCAL IMPACT**

34	<b>(Revenues Less Costs)</b>	<b>\$377,000</b>	<b>\$3,044,000</b>	<b>\$405,000</b>	<b>\$4,545,000</b>	<b>(\$27,400)</b>	<b>(\$1,500,000)</b>	34
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**If the T/LC Sector Plan Area becomes part of an Enterprise Zone ...**

35	Enterprise Zone Credits in 1st Year	(\$87,000)	(\$973,000)	(\$87,000)	(\$973,000)	NA	NA	35
36	<b>Net Fiscal Impact in 1st Year</b>	<b>\$290,000</b>	<b>\$2,071,000</b>	<b>\$318,000</b>	<b>\$3,572,000</b>	<b>(\$27,400)</b>	<b>(\$1,500,000)</b>	36

**Estimated Cost of Impact Tax Exemption (One-Time Cost)**

A	If all Commercial is "Other Commercial" (Low)	\$438,000	\$4,920,000	\$438,000	\$4,920,000			A
B	If all Commercial is "Office" (High)	\$877,000	\$9,841,000	\$877,000	\$9,841,000			B
C	If all Residential is High-Rise (Low)	\$83,000	\$4,493,000			\$83,000	\$4,493,000	C
D	If all Residential is Multi-Family non-High-Rise (High)	\$116,000	\$6,291,000			\$116,000	\$6,291,000	D
E	Low Cost Scenario	\$521,000	\$9,413,000	\$438,000	\$4,920,000	\$83,000	\$4,493,000	E
F	High Cost Scenario	\$993,000	\$16,132,000	\$877,000	\$9,841,000	\$116,000	\$6,291,000	F

4

**TESTIMONY OF ROBERT R. HARRIS**  
**TAKOMA LANGLEY COALITION**  
**TAKOMA/LANGLEY CROSSROADS SECTOR PLAN**  
**COUNTY COUNCIL HEARING**  
**MAY 24, 2011**

Good evening. For the record, I am Bob Harris of Holland & Knight, representing the Takoma Langley Coalition. The Coalition consists of the major commercial property owners in the Takoma Langley Crossroads area. As indicated in last week's hearing on amendments to the CR zone, we collectively support both the CR zone amendments and the proposed Takoma Langley Sector Plan. We do so, however, with some qualifications and some reasonable recommendations. In this respect, I would like to incorporate into the record my testimony from last week as well as that presented by Bob Wulff of Saul Centers, Inc. and Neel Teague of Stout and Teague (attached hereto).

The main point we want to convey is that the full redevelopment called for in the Sector Plan, at densities capable of supporting the mix of uses, the significant road improvements, the public amenities, the public use space and the reconstruction of the parking areas, is dependent upon the Purple Line and substantially different market conditions. This is not likely to occur for a minimum of eight years and possibly longer. Takoma Langley is not like White Flint where there are major redevelopment interests today and significant pent-up demand. It also differs from Kensington and Wheaton, where new development is contemplated under the CR zone, and where emerging opportunities appear. Takoma Langley will take longer to reach the level of these other areas. In the meantime, in order to enable Takoma Langley to survive and to

continue serving the needs of the community and the property owners alike, the Takoma Langley Sector Plan must allow for interim changes to occur. These interim improvements should include modest modifications and expansions, without the obligation for undergrounding the utilities along University Blvd/New Hampshire Avenue, the construction of internal public roads, reconstruction of portions of New Hampshire Avenue and University Boulevard, and moving the existing buildings up to the street in order to place parking for those buildings in structures behind the stores. Instead, the combination of the Sector Plan and the CR zone must enable such interim changes to occur while awaiting the Purple Line and full-scale redevelopment. Last week, Bob Wulff gave the example of a possible addition to the grocery store to accommodate a new operation with the need for a larger store, such as Harris Teeter, but the circumstance could just as easily be an opportunity to bring a hardware store back to the area or a new restaurant. These kinds of changes are desirable but clearly do not justify complete demolition of the rest of the development nor the many obligations that would go along with such redevelopment.

As we did last week with respect to the CR zone tonight, we are presenting some proposed modifications to the Takoma Langley Sector Plan that will enable achievement of these goals. We hope that you will consider these in your worksessions and we are happy to discuss them with you and your Staff in the meantime.

**PROPOSED CHANGES TO PLANNING BOARD  
DRAFT TAKOMA/LANGLEY CROSSROADS SECTOR PLAN**

**MAY 24, 2010**

**Page 7 (Goals)**

Add the following:

- Ensure that existing uses and tenants can remain until the ultimate redevelopment envisioned by the Plan takes place; allow reasonable expansion, renovation and reconstruction on properties to accommodate such uses.
- In order to best ensure redevelopment, recognize provisions regarding site design, location of roads and open spaces, and conditions of development as recommendations to guide development, not strict mandates

**Page 8**

Add the following heading and bullet:

**TIMING**

- Provide for future redevelopment related to Purple Line at the appropriate time, while accommodating existing and interim uses.

**Page 12**

Add the following bullets under :

**"Challenges"**

- Existing retail and commercial projects are struggling and have for some time due to vacancy rates, market conditions, and other factors
- Market and economic forces do not support major redevelopment, or the amenities and features tied to such redevelopment, until after the Purple Line.

- The Purple Line is required to provide transportation capacity for the full redevelopment of this area.
- There is a strong desire to ensure the interim viability of community retail uses pending comprehensive redevelopment following the Purple Line.

"Opportunities"

- The Purple Line can provide needed market and economic support for this type of redevelopment, including the amenities envisioned in this Plan, and can provide the desired traffic capacity.

Page 15

At the end of the page, after the section entitled "Proposed Purple Line" add a paragraph saying:

The recommendations that follow under the sections entitled Diversity, Design, Place Making, Connectivity, Road Network, Intersections, Public Transit, Pedestrian Links and Bike Ways, and the specific District recommendations for each of the Neighborhood Districts, reflect the type of major redevelopment possible with the Purple Line. It is recognized that the extensive nature of these changes is not likely to occur until after the Purple Line is built and major redevelopment of the principal properties occurs. The various recommendations with respect to the ultimate density of redevelopment, mix of uses, urban design features, public parks, new and expanded roadways and other such features tied to redevelopment are not expected to occur until that time and the actual location and design of such features will be determined at that time. The continuation of interim and replacement uses at the existing development scale cannot support most of these requirements and the imposition of these obligations at this time could have an adverse impact on the economic viability of the area until then. Therefore, reinvestment in existing buildings and the renovation/reconstruction/alteration of them will not be limited by the long term redevelopment recommendations.

Page 29

The diagrams showing potential new streets and the language recommending new internal roadways should state that the "location and design shown are conceptual" and that "the final location and design will be determined at the time those blocks are redeveloped."

**Page 30 – 31 and 61**

State that the "widening/rebuilding of sections of New Hampshire Avenue and University Boulevard, and the right-of-way and easements for the work, will only occur at the time of complete redevelopment of the adjoining property under the post-Purple Line scenario." These changes eliminate parking and access required for existing stores and also are extremely expensive. The current uses and renovations/reconstruction/expansions at such densities cannot come close to supporting the costs.

**Pages 52, 53, 54, 56 and 57**

Delete the requirements for LEED Gold certified buildings, onsite energy production, solar orientation, and minimum 25% tree canopy, leaving the extent to which these requirements are imposed on new development to a County-wide determination through the CR zone or otherwise.

**Page 63**

Add a new section entitled "Implementation" as follows:

The Takoma/Langley Crossroads area currently serves an important function both to the local community and the broader sub-region. Little if any redevelopment has occurred for many years, primarily because of the absence of market or economic forces to support it. Although the future construction of the Purple Line may someday alter the equation, this change is not likely for some time. At the same time, there is no desire to force community serving retail businesses out of the area either on an interim basis or in the future. Rather, the type of existing uses now serving the community must be allowed to thrive and evolve. This Plan provides recommendations for the Purple Line-related redevelopment of the area but respects the importance of interim uses. Until the Purple Line is built, development of the mix and scale recommended in this Sector Plan is not expected or required. Given the uncertainty as to the timing of the Purple Line construction, this Plan anticipates flexibility in the interim period to allow existing uses to remain, and to allow renovations, additions, reconstruction and modest expansions (up to 25% of the existing Gross Floor Area on any site or tract), without the various redevelopment requirements related to the Purple Line redevelopment.

G. NEEL TEAGUE  
TESTIMONY TO COUNTY COUNCIL  
ZTA 11-01 (CR ZONES)  
MAY 17, 2011

1. I am G. Neel Teague, Vice President, Stout and Teague Company, 6862 Elm Street, Suite 650, McLean, VA 22101. We are a commercial development and management firm with properties throughout the Washington area.
2. I am here to speak in support of the CR zone and proposed CRT zone recommended for application in Takoma/Langley Crossroads in the draft Sector Plan, but to request certain changes to ensure its effectiveness in the Takoma/Langley area.
3. I have been working with other property owners in the area. Bob Wulff of B. F. Saul and Bob Harris of Holland & Knight will provide additional testimony this evening which I support.
4. Background re Takoma/Langley Crossroads

I have been involved in the area for 23 years. Our company bought and renovated the Crossroads Professional Building, a 4-story, 50,000 s.f. office building at 7676 New Hampshire Avenue, in 1988. We also owned the Takoma/Langley Crossroads Center across New Hampshire Avenue (now owned by Walgreen's) during much of the 1990's.

For the past 12 years I have been President of Takoma/Langley Crossroads Development Authority, a member-supported business association comprising all businesses and property owners in the area authorized under City of Takoma Park ordinance.

I know the area and its issues very well. By the way, our neighbor, B. F. Saul, has owned Hampshire/Langley Center since long before we arrived on the scene, so you can see that this is an area with committed long-term owners.

5. Observations

Takoma/Langley Crossroads is very different than much of Montgomery County

- No major improvements in decades; the market did not support new development during the boom time and certainly doesn't during these times of high unemployment and economic uncertainty; renovations, small expansions, and reconstruction are most common. We struggled for many years to stabilize our properties, which suffered from high vacancy and needed significant reinvestment due to age. While our office building is now at healthy occupancy levels, we see no signs of significant demand for additional office space in the area nor are rents even close to level required to support new construction.

- Issues of non-credit tenancy, low/moderate income demographic trade area, and public safety. Many of our tenants are start-ups, sole proprietorships, or non-profits on limited budgets. It takes a lot of patience and flexibility to work with these businesses to help them survive and grow. Their customers serve an economically and culturally diverse community that has been especially affected by the economic downturn and high unemployment in construction and service trades. We must work constantly with City of Takoma Park and Montgomery County Police to improve public safety and reduce crime.
- The community of retail and office uses that has established itself over a period of years is important to the surrounding neighborhoods, many of whose residents rely on public transportation. Two examples. For many years our building housed the Maryland office of the Whitman Walker Clinic. Non-profit, Community Clinic, Inc. opened a small office in our building over 15 years ago and steadily expanded to meet the growing medical needs in the area to the point that it recently leased an entire floor.
- While Purple Line and related redevelopment plans are desirable, they are years off in the future. MTA recently announced that the projected construction start had been pushed back to 2015 with completion pushed out to 2020. The Transit Center on the Prince George's side of the New Hampshire & University intersection, announced back in Governor Erlich's administration, is still not under construction and no one knows when/if it will happen.

6. In the meantime goals should be:

- Ensure property owners can retain/replace tenants without major obligations tied to full redevelopment.
- Allow for reasonable improvements/expansions/building replacements without major CR improvements. In the real estate business people say that properties are either moving forward or they are moving backward. Property owners need to be able to maintain and improve in existing buildings to continue serving the community. We cannot simply hold our breath for 10 years waiting for the Purple Line.
- Provide incentives/opportunities for future "post Purple Line" development without conditions that would economically preclude it. One of the stated goals of the Sector Plan is to preserve the cultural and income diversity of the area. In order to accomplish that goal, rents are going to have to continue to be affordable, and the cost/conditions of redevelopment cannot be so extensive that their cost exceeds what the market can pay.

7. To do so, CR zone and TL Sector Plan both require revisions as Bob Wulff and Bob Harris will explain further in their testimony. Thank you.

# SAUL CENTERS, INC.

7501 Wisconsin Avenue, Suite 1500, Bethesda, Maryland 20814-6522  
(301) 986-6200

## TESTIMONY TO COUNTY COUNCIL ZTA 11-01 (CR ZONES) MAY 17, 2011

My name is Robert Wulff and I am here tonight representing the B. F. Saul Company and Saul Centers, Inc.

Summary: We support the proposed CR Zone and the draft Takoma Langley Sector Plan, but recommend a CR Zone language revision that allows commercial land owners to make more substantial alterations to their property without triggering expensive CR Zone requirements. Bob Harris will shortly detail the language we propose. The remainder of my testimony will provide a case study illustration of why the CR language needs to be changed.

Case Study: Saul is the owner of the Hampshire-Langley shopping center comprising about 140,000 sf of grocery-anchored retail. This 10 acre site, at the corner of New Hampshire and University and adjacent to a proposed Purple line station, is ground zero for the future redevelopment of Takoma-Langley which the proposed sector so ably envisions. Thanks to this excellent Sector Plan, Saul looks forward to demolishing our strip center and replacing it with a TOD community: a dense, mixed-use and pedestrian friendly center.

But this future is a decade or more away and until this future arrives Saul must work continually to maintain the fiscal health of our shopping center in this fragile economy—a constant challenge in the Takoma-Langley area as detailed by Neal Teague's testimony.

Recently, the Safeway that anchors our Hampshire-Langley Shopping Center moved out—an action that hurt both the Saul bottom line as well as the business of all our center's small tenants who depend on the daily customer traffic generated by Safeway. It was imperative that we attract another grocer. But because the Safeway was an old store its 25,000 sf size, small by today's grocer standards, was an impediment to attracting another grocer.

One strategy would have been to build a 15,000 sf addition to the grocery store space. But as the CR Zone is now written, if we wanted to build such an addition Saul would be required to:

- Underground all of the utilities along University Blvd and New Hampshire Ave
- Eliminate access points to/from both roads
- Create a public park on the property
- Build internal public roads
- Rebuild portions of New Hampshire Avenue and University Blvd.
- and somehow move the existing buildings up to the street and move the existing parking lot behind them.

Our concern is that the CR zone will adversely affect our ability to manage, maintain and improve our property while awaiting the Purple Line and the economic activity it may bring to this area. Please revise the square foot trigger for implementing CR Zone requirements.

ROBERT HARRIS

TESTIMONY TO COUNTY COUNCIL  
ZTA 11-01

MAY 17, 2011

1. introduction
  - self
  - working with the major property owners in Takoma Langley Sector Plan area
2. like Neel Teague and Bob Wulff, I support CRT zone provisions and the application of the zone to the major Takoma Langley properties
3. my concern is that the way in which the development approval provisions and the grandfather clause are written, the two major shopping centers will not be able to evolve with tenant improvements/expansions and changes in tenants over the next 8?, 10?, 12? years before Purple Line is built and before the economics to support redevelopment occur
4. these properties are 8-10 acres and have 125,000 sq. ft. + today; CR requires SP approval for any change greater than 10,000 sq. ft. (a small fraction/insignificant change)
5. even for standard method development, the zone requires the kind of changes Bob Wulff identified, which really are tied to comprehensive redevelopment at much greater densities;
  - those major improvements cannot be supported by minor development changes
6. proposed revisions to CR zone:

59-C-15.4 - Methods of Development and Approval Procedures.

59-C-15.41(c)

A site plan approval under division 59-D-3 is required for standard method development only if it:

\*\*\*

- (2) requests additional gross floor area that exceeds the greater of 10,000 square feet or 25 percent of the existing gross floor area on the tract; and or

[Note: Site Plan approval requires consistency with a sector plan. A large shopping center seeking to expand a building by only 10,000 square feet, or adding a small new

building, would otherwise trigger extensive and unachievable requirements intended for more substantial redevelopment under the Sector Plan thus preventing interim improvements to a developed site.]

59-C-15.61 - Master Plan and Design Guidelines Conformance.

Either delete this section or revise it to add at the end "unless the proposed development constitutes renovation, repair or reconstruction of an existing building or an enlargement less than 20% of the existing gross floor area on the tract."

59-C-15.633 - Parking facility design.

Add new paragraph "(c)":

These provisions do not apply where a tract is already developed and the proposed development leaves in place the majority of buildings and parking/maneuvering areas.

#10346193\_v1

**MEMORANDUM**

June 16, 2011

TO: Planning, Housing, and Economic Development Committee  
FROM: Glenn Orlin, <sup>GO</sup> Deputy Council Staff Director  
SUBJECT: Takoma/Langley Crossroads Sector Plan—fiscal impact and transportation elements

**Please bring your copies of the Draft Sector Plan and the Appendix to this worksession.**

This memorandum addresses the transportation elements in the Planning Board's Draft Takoma/Langley Crossroads (TLC) Plan. Appendix 4 describes the Planning staff's transportation analysis leading to the Plan's recommendations (pp. 31-58 of the Appendix). Most of the elements discussed in this memo are those about which there is some disagreement with the Draft Plan expressed by the Executive and Department of Transportation, or Council staff. (There were no significant transportation recommendations in the public testimony.) Several purely technical corrections will be made to the final document, but they are not identified in this memorandum.

**1. Fiscal impact.** The Executive's Fiscal Impact Statement (©1-3) estimates that the development called for in the Draft Plan would generate a positive cash flow to the County between \$377,000 to \$3,044,000/year; the reason for the wide range is the wide range of possibilities that could occur under the proposed zoning. As is usually the case, commercial development generates a large surplus for the County, while residential development produces a large net cost, since most County services are to residents (most particularly school costs).

There are virtually no capital costs associated with the plan. There are no County roads in the Sector Plan area: all are owned and maintained by the State Highway Administration or the City of Takoma Park. The future Purple Line will be owned and maintained by the Maryland Transit Administration, and the Takoma/Langley Transit Center is in Prince George's County. The proposed Purple Line spur along New Hampshire Avenue from University Boulevard to White Oak would also be an MTA responsibility. The only probable capital cost would be the acquisition of additional Ride On buses to provide even more frequent service to and from the Sector Plan area. This cost was not included in the Fiscal Impact Statement, but it should be minimal.

**2. Land use/transportation balance.** The analysis of master-planned land use/transportation balance is generally conducted using the same technique as is used under the policy area review test in the most recent Subdivision Staging Policy. Therefore, a Policy Area Mobility Review (PAMR)-type

analysis was conducted for this plan, calculating Relative Transit Mobility (RTM) and Relative Arterial Mobility (RAM) and comparing the result to the standard. The difference between the Growth Policy analysis and this sector plan analysis, however, is that RTM and RAM are not calculated at a point 6 years out, but at build-out (2030).

Since PAMR is conducted at the policy area level, the results are reported in terms of the wider Silver Spring/Takoma Park Policy Area. Based on the development proposed in the Plan RAM Silver Spring/Takoma Park would be 43%: Level of Service 'D'. Its RTM would be 88%: LOS 'B' (Appendix, p. 58).

Local Area Transportation Review (LATR) was also conducted with the build-out land use and transportation network. The results (Appendix, p. 57) show that none of the intersections in Montgomery County would fail. In Prince George's County, only one intersection would fail by a statistically significant margin: University Boulevard/Riggs Road. This failure likely has more to do with the additional development proposed in the Prince George's side of the Crossroads area. Stipulating an improvement at this intersection would be outside the scope of Montgomery County's Master Plan.

There are two caveats to these results. First, although Prince George's County has approved a new sector plan for its portion of the Takoma/Langley Crossroads, it has not yet been adopted by the bi-county Commission, and our understanding that the Council may scale back the proposed zoning before approving a Sectional Map Amendment. The existing and future developed modeled to be "on the ground" in 2030 in each of the two counties is on ©4.

**3. Relocating left-turns from the MD193/MD650 intersection.** The other caveat is that the Draft Plan assumes that left turns would be prohibited from each of the four legs of the University Boulevard/New Hampshire Avenue intersection. The left turns would be accommodated, instead, with a series of local streets in each of the four quadrants. In the northeast and northwest quadrants, which are in Prince George's County, the Prince George's plan shows upgraded and slightly relocated Edwards Place (in the northeast quadrant) and Lebanon Street (in the northwest quadrant) serving as the means for carrying left-turning traffic (©5).

In the southeast quadrant, this function would be provided by the combination of Holton Lane (B-3) and a new road, B-2, which would be a widened version of the alley that currently runs north-south between Holton Lane and University Boulevard. B-2 would line up directly across from Edwards Place in the northeast quadrant.

The connection in the southwest quadrant would be a combination of Kennewick Avenue and Anne Street, with Lebanon Street in the northwest quadrant slightly relocated to line up directly with Anne Street. These blocks of Kennewick Avenue and Anne Street directly abut the back and side, respectively of the B.F. Saul shopping center. The south and west sides of these streets, respectively, are fronted by single-family homes at the edge of the New Hampshire Gardens neighborhood. The Draft Plan recommends that these blocks have a minimum 70'-wide right-of-way, the same as a business district street, but the Draft Plan continues to portray them as secondary residential streets. They should be recognized as business district streets, recognizing that part of their function will be to accommodate left turns from northbound New Hampshire Avenue to westbound University Boulevard, as well as

access to the commercial property in the southwest corner. Furthermore, it is possible that the Kennewick Avenue intersection with New Hampshire Avenue may be relocated further south with the redevelopment of 7676 New Hampshire Avenue.

**Council staff recommendation: Classify Kennewick Avenue from New Hampshire Avenue to Anne Street and Anne Street from Kennewick Avenue to University Boulevard as 2-lane business district streets with a minimum 70-wide right-of-way and a target speed of 25 mph.**

**4. Private streets.** The Draft Plan notes the potential for a few private streets to provide circulation. Unless a street is a public street, however, it cannot be counted upon as a means of providing general circulation. Many of the developers prefer private streets because they can close them at their will during special events, and can allow innovative (but what some public-sector engineers would label as 'sub-standard') designs and specifications.

This issue arose in the White Flint Sector Plan. The Council's solution was to allow private streets needed for general circulation, but only if they met the following conditions:

1. Public easements must be granted for the roadway and be reviewed and approved by the Maryland-National Capital Park and Planning Commission (M-NCPPC) and the Department of Transportation (MCDOT) for connectivity and consistency with Figure 43 of the White Flint Sector Plan prior to acceptance of the easement.
2. The design of the road must follow or improve the corresponding Road Code standard for a similar public road, unless approved by MCDOT and M-NCPPC at the subdivision review stage or otherwise specified in the Sector Plan.
3. Installation of any public utilities must be permitted within such easement.
4. The road will not close during the morning and evening regular weekday peak periods.
5. Approval from the Department of Fire and Rescue Services must be obtained for purpose of fire access.
6. The public easement may be volumetric to accommodate uses above or below the designated easement area.
7. The County may require the applicants to install appropriate traffic control devices within the public easement and the easement must grant the right to the County to construct and install such devices.
8. Maintenance and Liability Agreements will be required for each Easement Area. These agreements must identify the applicants' responsibility to maintain all of the improvements within their Easement Area in good fashion and in accordance with applicable laws and regulations.

**Council staff recommendation: Include text in the Plan noting that private streets needed for circulation must meet the eight conditions noted above.**

Most of the remaining comments were provided by the Department of Transportation (packet 2A, ©26-33). Planning staff has responded to the comments of DOT and others (packet 2A, ©1-12); in some cases they agree, and in other cases they do not. **Unless noted below, Council staff concurs with the Planning staff's response on transportation issues.**

**5. Target speeds.** The street and highway table on p. 34 of the Sector Plan proposes a particular target speed for most roadway links. As defined in the Road Code regulation:

*Target Speed* is the speed at which vehicles should operate on a thoroughfare in a specific context, consistent with the level of multimodal activity generated by adjacent land uses, to provide mobility for motor vehicles and a safe environment for pedestrians and bicyclists. The target speed is usually the posted speed limit.

DOT opposes the identification of target speeds for State highways. But ever since the concept of a target speed was introduced, they have been specified for State highways: in the Germantown Employment Area Sector Plan, the Great Seneca Science Corridor Master Plan, and the White Flint Sector Plan. The Sector Plan should continue to provide this type of guidance to every road implementer, whether it be Montgomery County, the State Highway Administration, or the City of Takoma Park.

The Sector Plan calls for the two major highways to have a target speed of 35 mph. (All the business district streets would have target speeds of 25 mph, and the only arterial, Carroll Avenue, would have a target speed of 30 mph.) The Coalition for Smarter Growth testified that the target speeds on University Boulevard and New Hampshire Avenue be set at 30 mph instead of 35 mph, recognizing large number of pedestrians present, and the goal “to create an environment where walking, bicycling, and motor vehicles can co-exist ...”

For this area, 30 mph may still not be low enough. In the White Flint Sector Plan the Council set the target speed for every road (with one exception) at 25 mph, including both Rockville Pike and Old Georgetown Road, which have traffic volumes and speeds at least as high as University Boulevard and New Hampshire Avenue. (The one exception in White Flint was Montrose Parkway, which has a 35 mph target speed.) The Takoma/Langley Crossroads will have pedestrian activity of similar intensity as White Flint. Like White Flint, the TLC Sector Plan area should be established as an area where the Road Code's urban standards apply. Setting the target speed at 25 mph for these roads—and Carroll Avenue, too—would have no effect on vehicular travel time during the congested peak periods. Since the Sector Plan area is so small, it would have little effect on vehicular travel time in the off-peak.

**Council staff recommendations: Set the target speed for all major highways, arterials, and business district streets in the Sector Plan area at 25 mph. Establish the Sector Plan area as a Road Code Urban Area.**

**6. University Boulevard bikeways.** The Countywide Bikeway Master Plan (2005) calls for a Dual Bikeway along University Boulevard through this area: a shared use path (Class I bikeway) plus a signed shared roadway (Class III bikeway). The proposed ultimate cross-section is on p. 32; a more

detailed version showing the dimension of each element is on ©6. The ultimate cross-section includes, on each side, a 6'-wide one-way cycle track as well as a 5'-wide bike lane. Each bike lane is adjacent to a 12'-wide vehicular lane. This is much more width than is called for in the Countywide Bikeway Plan. Both vehicles and on-road bicyclists can be safely accommodated with a 14'-wide curb lane, saving 3' feet of width on each side which can better be used for wider a wider berth for the Purple Line, wider sidewalks, wider landscape panels, and/or a smaller overall cross-section. The 14' width is the standard for the curb lanes on major highways in Road Code Urban Areas.

**Council staff recommendation: On each side, replace the 12'-wide outside vehicle lane and the 5'-wide bike lane with a 14'-wide outside vehicle (i.e., curb) lane.**

**7. *Parking Lot District.*** The Sector Plan has the recommendation to “create a bi-county Parking Lot District that could complement reduced parking requirements if enacted together” (p. 64). DOT recommends deleting this recommendation, noting that it is an operational issue outside the purview of the plan (packet 2A, ©32).

The recently completed Parking Policy Study recommends a different model than the current Parking Lot Districts set up under Chapter 60 of the County Code. Also, of course, to establish a bi-county PLD would either require each county to establish exactly the same operating procedures, tax rates, and fees; or, alternatively, for the General Assembly to establish a unified district spanning the two counties. Either of these options would be difficult to achieve.

**Council staff recommendation: Replace the recommendation with a statement supporting reduced parking requirements and incentives for shared parking.**

**8. *Transportation Management District.*** The Sector Plan recommends creating a bi-county transportation management district (p. 64). DOT recommends deleting this recommendation, noting that it is an operational issue outside the purview of the plan (packet 2A, ©32).

The Appendix to the Draft Plan, ironically, states that no formal TMD is warranted, noting these several reasons (see Appendix, p. 54):

- The current high level of transit service and transit dependency.
- The fact that the Plan area is found to have a balance between land use and transportation without further increases in transit mode share that would require targeted improvements through a TMD.
- The fact that traffic generated by office employees in the Plan area, the audience most receptive to changing travel behavior as a result of TMD activities, is a fairly small component of traffic congestion in an area with substantial through traffic and a relatively high proportion of residential development compared to established TMDs.
- The small geographic area in Montgomery County and the administrative challenges posed by the introduction of a multi-jurisdictional TMD.

**Council staff recommendation: Delete this recommendation.**



OFFICE OF MANAGEMENT AND BUDGET

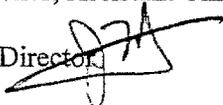
Isiah Leggett  
County Executive

Joseph F. Beach  
Director

MEMORANDUM

November 5, 2010

TO: Diane Schwartz-Jones, Assistant Chief Administrative Officer

FROM: Joseph F. Beach, Director 

SUBJECT: Fiscal and Economic Impact Analysis for the Takoma/Langley Crossroads Sector Plan

The Office of Management and Budget (OMB) has reviewed the Planning Board's draft *Takoma/Langley Crossroads Sector Plan* and has determined there is no capital improvement program or operating budget fiscal impact to the County. All capital improvement projects identified in the Plan are the responsibility of the State, the City of Takoma Park, or private sector. The following departments provided additional comments:

- **Department of Environmental Protection** identified approximately \$2.5 million in stormwater management and stream restoration work that is identified in the Plan. Takoma Park has its own stormwater management program and NPDES permit. Therefore, the County would not be responsible for implementation of the identified projects.
- **Fire and Rescue Services** does not anticipate CIP or operational fiscal impacts associated with the development and re-development proposed in the draft plan. However, there exists the possibility of the need for enhanced resources (e.g., upgrading an ambulance to a medic unit) or additional resources (i.e., adding EMS or fire suppression units) in the long term based on future periodic analyses of fire-rescue risk and service demand as development occurs and daytime/night-time population in the area increases.
- **Housing and Community Affairs** anticipates very little fiscal impact as the Sector Plan area is almost entirely within the City of Takoma Park. It is possible that Housing Initiative (HIF) funds may be used at some point in the future to support the homeownership goals listed on page 63 of the Plan, including the purchase and rehabilitation of vacant, foreclosed homes and the acquisition, development, and rehabilitation of housing. However, no potential properties have been identified within the plan area at this point.
- **Department of Transportation (DOT)** does not foresee any capital or operating impacts associated with this Sector Plan as almost all of the roads and bike facilities are on State or City of Takoma Park roadways and DOT does not have any capital or operating responsibility.

The Plan and Appendix offer conflicting positions on the establishment of a Transportation Management District and a public parking district; as well as reference to a bus circulator that could involve County capital and operating funding. Until these concepts are described in more detail, it is not possible to estimate their costs.

  
Office of the Director

- **Police** anticipate the need for one additional bilingual officer to serve as a Latino liaison in support of the Sector Plan recommendations to engage the community in crime and gang prevention efforts and provide outreach services. OMB has not included this cost in our analysis and feels the cost could be absorbed within the current budget appropriation. The Police have also noted that a potential cost savings may be achieved by closing its Piney Branch Satellite facility and relocating into the proposed neighborhood service center.
- **Economic Development** indicated that the expansion of the Enterprise Zone boundaries to encompass all properties in the Sector Plan area that will be rezoned as Commercial/Residential (CR) which will have the following impact on the County:
  - ⊕ Lost property tax revenue from development investments that would have occurred without the Enterprise Zone status;
  - ⊕ Lost impact tax revenues;
  - ⊕ Administrative costs for certification;
  - ⊕ Reinvestment in the Enterprise Zone area;
  - ⊕ Stabilization and then new growth of the Enterprise Zone area's property tax base;
  - ⊕ Creation of new jobs and associated income tax revenues and multiplier effects; and
  - ⊕ Improved image of the Enterprise Zone area.

The Department of Finance prepared the attached scenarios that attempt to show the range of development possibilities that could follow from the enactment of the Takoma/Langley Crossroads Sector Plan. The scenarios are based on the County's Economic Development Fund Fiscal Impact Model, and represent a broad-brush look at the higher level revenues and expenditures, rather than being all-inclusive. These scenarios represent the relative extremes of the fiscal impact spectrum, based on there being at least some minimal amount of new development.

If you have any questions, please contact Amy Wilson, Office of Management and Budget, at 240-777-2775 or Mike Coveyou, Department of Finance, at 240-777-8878.

JFB:aw

Attachment

- c: Arthur Holmes, Director, Department of Transportation  
David Dise, Director, Department of General Services  
Rick Nelson, Director, Department of Housing and Community Affairs  
Carla Reid, Director, Department of Permitting Services  
Reemberto Rodriquez, Director, Silver Spring Regional Services Center  
Uma S. Ahluwalia, Director, Department of Health and Human Services  
Steve Silverman, Director, Economic Development  
Robert Hoyt, Director, Department of Environmental Protection  
Richard Bowers, Chief, Fire and Rescue Services  
Tom Manger, Chief, Department of Police  
Steve Emanuel, Chief Information Officer  
Parker Hamilton, Director, Department of Public Libraries  
Mike Coveyou, Department of Finance  
Amy Wilson, Office of Management and Budget

**Fiscal Impact Analysis for the Takoma/Langley Crossroads Sector Plan  
Summary of Fiscal Impact Scenarios**

Scenarios					
Residential and Commercial Development		Commercial Development Only		Residential Development Only	
New Residential and Commercial FAR is Minimal	New Residential and Commercial FAR is Maximal	New Commercial FAR is Minimal	New Commercial FAR is Maximal	New Residential FAR is Minimal	New Residential FAR is Maximal

**THE NEW DEVELOPMENT**

1	Real Property Tax rate at location	\$0.912	\$0.912	\$0.912	\$0.912	\$0.912	\$0.912	1
2	Personal Property Tax rate at location	\$3.73	\$3.73	\$3.73	\$3.73			2
3	Estimated New Commercial Square Footage	84,000	946,000	84,000	946,000			3
4	Estimated New Commercial \$/sf	\$100	\$100	\$100	\$100			4
5	Estimated New Commercial FAR Value	\$8,429,000	\$94,621,000	\$8,429,000	\$94,621,000			5
6	Estimated Value of Personal Property	\$842,900	\$9,462,100	\$842,900	\$9,462,100			6
7	No. of Square Feet per job	250	250	250	250			7
8	Average Salary per Job Created	\$56,000	\$56,000	\$56,000	\$56,000	\$56,000	\$56,000	8
9	Income Tax per primary job	\$1,353	\$1,353	\$1,353	\$1,353	\$1,353	\$1,353	9
10	Estimated New Residential Dwelling Units	16	866			16	866	10
11	Estimated New Residential \$/du	\$200,000	\$200,000			\$200,000	\$200,000	11
12	Estimated New Residential FAR Value	\$3,200,000	\$173,290,000			\$3,200,000	\$173,290,000	12

**DEMOGRAPHICS**

13	Net new households created	16	866			16	866	13
14	Persons per Household	3.28	3.28			3.28	3.28	14
15	Population created	52	2,842			52	2,842	15
16	Schoolchildren generated	3	173			3	173	16
17	College students generated	1	35			1	35	17
18	Number of new jobs generated	353	4,651	337	3,785	16	866	18
19	% of Jobs County Residents (commercial/residential)	60% / 100%	60% / 100%	60%	60%	100%	100%	19
20	Net new jobs are County residents	218	3,137	202	2,271	16	866	20

**REVENUES**

Property Tax Revenues								
21	From Primary Investment	\$108,000	\$1,216,000	\$108,000	\$1,216,000	\$0	\$0	21
22	From Secondary Investment	\$29,000	\$1,580,000	\$0	\$0	\$29,000	\$1,580,000	22
Income Tax Revenues								
23	From Primary Income	\$295,000	\$4,245,000	\$274,000	\$3,073,000	\$22,000	\$1,172,000	23
24	From Secondary Income	\$0	\$0	\$0	\$0	\$0	\$0	24
25	Energy & Telephone Taxes	\$81,000	\$1,494,000	\$67,000	\$755,000	\$14,000	\$740,000	25
26	Other Job Related Revenues	\$13,000	\$166,000	\$12,000	\$135,000	\$600	\$31,000	26
27	Other Population Related Revenues	\$11,000	\$617,000	\$0	\$0	\$11,000	\$617,000	27
28	<b>Total County Revenues</b>	<b>\$537,000</b>	<b>\$9,318,000</b>	<b>\$461,000</b>	<b>\$5,179,000</b>	<b>\$76,600</b>	<b>\$4,140,000</b>	28

**COSTS OF COUNTY SERVICE**

29	Population related costs	\$47,000	\$2,567,000	\$0	\$0	\$47,000	\$2,567,000	29
30	Job related costs	\$65,000	\$1,108,000	\$56,000	\$634,000	\$9,000	\$474,000	30
31	Schoolchildren costs	\$43,000	\$2,321,000	\$0	\$0	\$43,000	\$2,321,000	31
32	College student costs	\$5,000	\$278,000	\$0	\$0	\$5,000	\$278,000	32
33	<b>Total County Service Costs</b>	<b>\$160,000</b>	<b>\$6,274,000</b>	<b>\$56,000</b>	<b>\$634,000</b>	<b>\$104,000</b>	<b>\$5,640,000</b>	33

**TOTAL FISCAL IMPACT**

34	<b>(Revenues Less Costs)</b>	<b>\$377,000</b>	<b>\$3,044,000</b>	<b>\$405,000</b>	<b>\$4,545,000</b>	<b>(\$27,400)</b>	<b>(\$1,500,000)</b>	34
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**If the T/LC Sector Plan Area becomes part of an Enterprise Zone ...**

35	Enterprise Zone Credits in 1st Year	(\$87,000)	(\$973,000)	(\$87,000)	(\$973,000)	NA	NA	35
36	Net Fiscal Impact in 1st Year	\$290,000	\$2,071,000	\$318,000	\$3,572,000	(\$27,400)	(\$1,500,000)	36

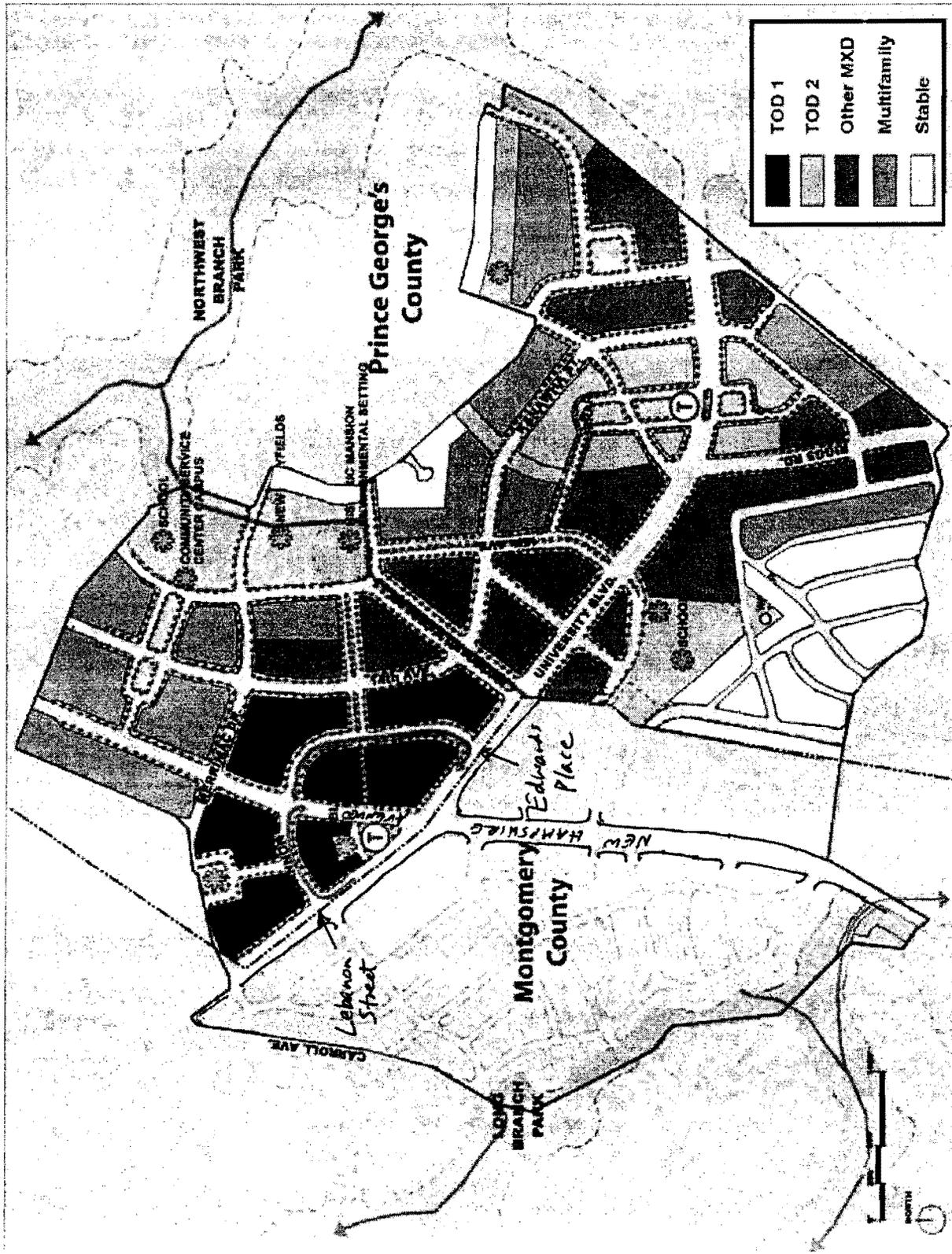
**Estimated Cost of Impact Tax Exemption (One-Time Cost)**

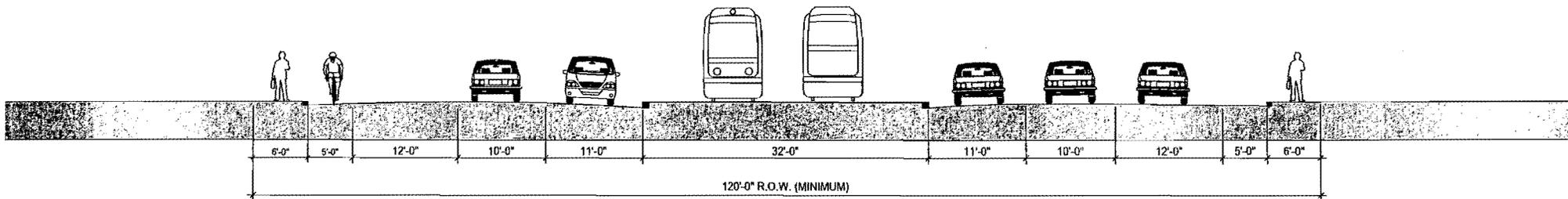
A	If all Commercial is "Other Commercial" (Low)	\$438,000	\$4,920,000	\$438,000	\$4,920,000			A
B	If all Commercial is "Office" (High)	\$877,000	\$9,841,000	\$877,000	\$9,841,000			B
C	If all Residential is High-Rise (Low)	\$83,000	\$4,493,000			\$83,000	\$4,493,000	C
D	If all Residential is Multi-Family non-High-Rise (High)	\$116,000	\$6,291,000			\$116,000	\$6,291,000	D
E	Low Cost Scenario	\$521,000	\$9,413,000	\$438,000	\$4,920,000	\$83,000	\$4,493,000	E
F	High Cost Scenario	\$993,000	\$16,132,000	\$877,000	\$9,841,000	\$116,000	\$6,291,000	F

PROGRAM /TAZ/VARIABLE	Montgomery County	Prince George's County	TOTAL/AVERAGE
Office SF	284,066	359,690	643,756
Residential SF Estimate	2,645,000	6,908,000	9,553,000
Retail SF	500,439	1,134,621	1,635,060
Industrial	0	0	0
Other (Cultural/Rec) SF	80,000	54,000	134,000
<b>Subtotal</b>	<b>3,509,505</b>	<b>8,456,311</b>	<b>11,965,816</b>
<b>Land Area</b>	<b>5,283,828</b>	<b>13,451,328</b>	<b>18,735,156</b>
<b>FAR</b>	<b>0.66</b>	<b>0.63</b>	<b>0.64</b>
<b>HH/Acre</b>	<b>21.81</b>	<b>22.37</b>	<b>22.21</b>
<b>Jobs /Acre</b>	<b>21.00</b>	<b>14.19</b>	<b>16.11</b>
<b>Jobs Per DU</b>	<b>0.96</b>	<b>0.63</b>	<b>0.73</b>
<b>Total Jobs</b>	<b>2,547</b>	<b>4,383</b>	<b>6,931</b>
<b>Total Residents</b>	<b>4,602</b>	<b>12,020</b>	<b>16,622</b>
<b>Total DU's</b>	<b>2,645</b>	<b>6,908</b>	<b>9,553</b>
<b>Non Residential SF</b>			<b>2,412,816</b>
<b>Residential SF</b>			<b>9,553,000</b>
<b>Total</b>			<b>11,965,816</b>

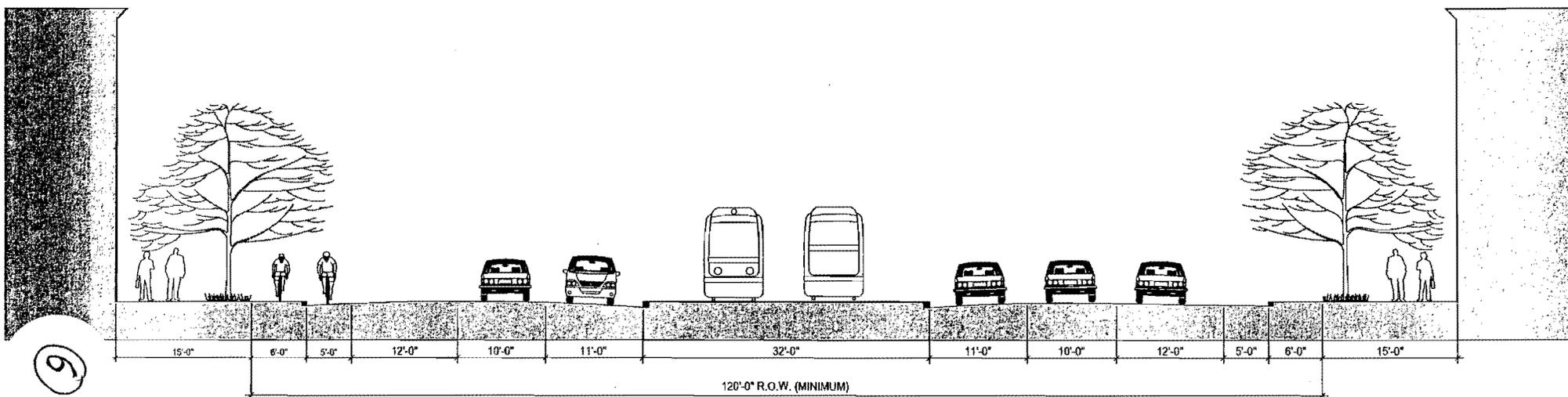
(F)

Map 12. Future Land Use





ON-ROAD BIKE PATH PER SHA STANDARDS -INTERIM (AFTER PURPLE LINE & BEFORE REDEVELOPMENT)



ON-ROAD BIKE PATH PER SHA STANDARDS - FINAL BUILD OUT (AFTER PURPLE LINE AND REDEVELOPMENT)

PROPOSED UNIVERSITY BLVD -SHA OPTION (REVISED PER SHA)

SCALE: 1"=10'-0"

09-15-09, REV. 09--'10