

**Councilmembers should bring their copies of the Takoma/Langley Crossroads
Sector Plan to this Public Hearing.**

AGENDA ITEM #2
May 24, 2011

Public Hearing

MEMORANDUM

May 20, 2011

TO: County Council

FROM: Marlene L. Michaelson, Senior Legislative Analyst *MM*
Jeffrey Zyontz, Legislative Attorney *JZ*

SUBJECT: Takoma/Langley Crossroads Sector Plan Public Hearing

This is the second public hearing for the Takoma/Langley Crossroads Sector Plan; the Council held its first public hearing on February 1, 2011. Because the Planning Board needed additional time to prepare amendments to the Commercial/Residential (CR) zone, and since many of the Sector Plan recommendations are linked to the CR zone, the Council decided to hold a second public hearing on the Sector Plan after its receipt of the Planning Board amendments to the CR zone (Zoning Text Amendment 11-01) and defer discussion of the Plan until after the second public hearing. The Planning Board recommends using CRT zones instead of CR zones (see © 3).

The Planning, Housing, and Economic Development (PHED) Committee's first worksession on the Plan is tentatively scheduled for June 27, 2011.

<u>This Packet Contains</u>	<u>© number</u>
Planning Board revision to proposed zoning	1 – 2
Revised Zoning Map (April 2011)	3
City of Takoma Park testimony and recommendations	4 – 16

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TAKOMA/LANGLE
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MONTGOMERY COUNTY PLANNING BOARD
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

OFFICE OF THE CHAIRMAN

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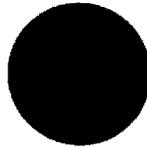
April 15, 2011

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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 1st."

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.

①

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.

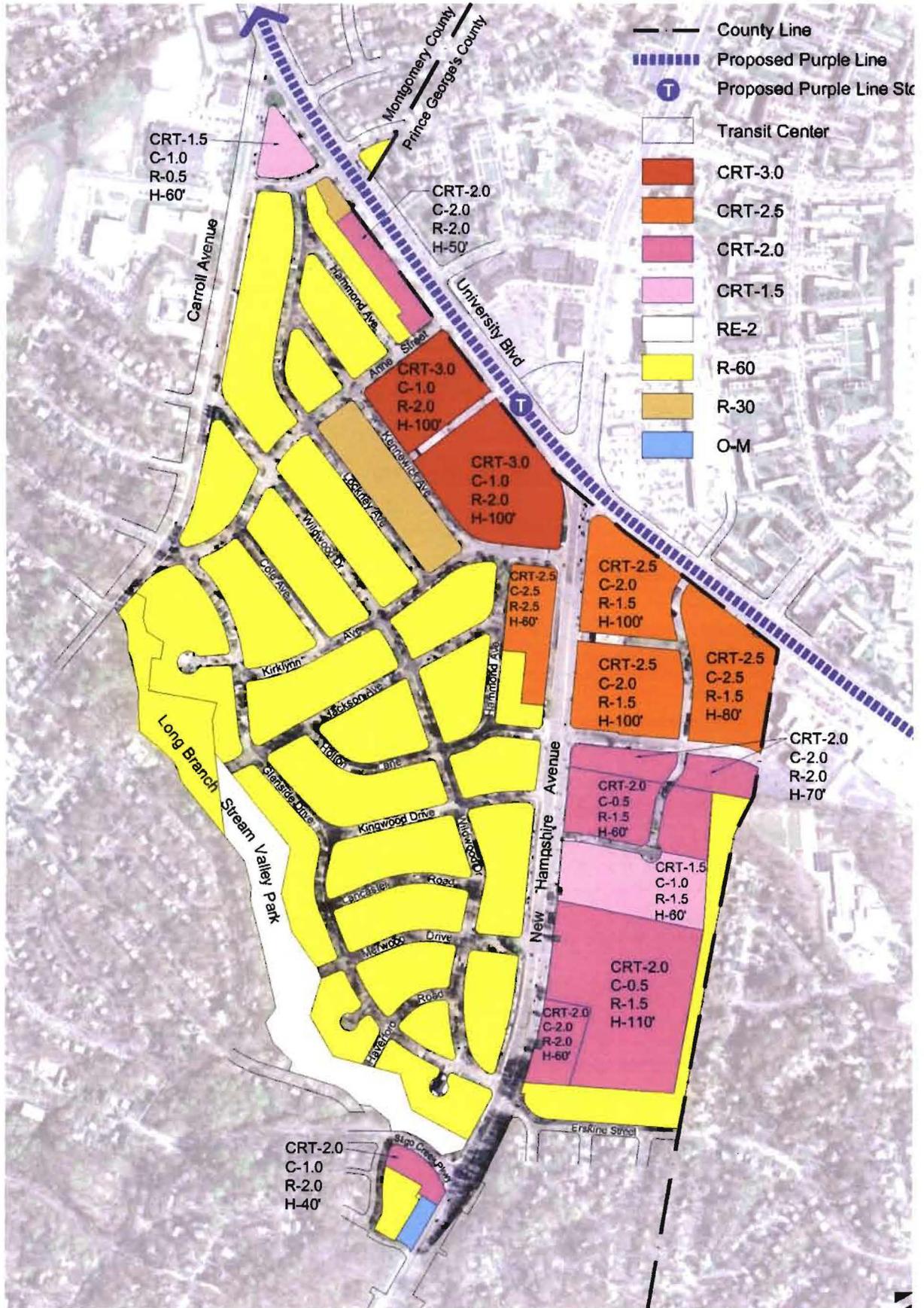
Sincerely,



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

Proposed Zoning (Planning Board Draft, April 2011)



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7500 Maple Avenue
Takoma Park, MD 20912
Tel: (301) 891-7230
Fax: (301) 270-4568

City of Takoma Park

Transmittal

To: The Honorable Valerie Ervin
From: The Honorable Bruce R. Williams
CC: Marlene Michaelson
Susan Mabie
City Council
Sara Daines
Date: 5/13/2011
Re: May 24, 2011 Public Hearing on the Takoma/Langley Crossroads Sector Plan - City of Takoma Park comments and recommendations regarding the Planning Board draft of the Takoma/Langley Crossroads Sector Plan.

The Montgomery County Code Part II, Local Laws, Ordinances, Resolutions, Etc., Chapter 33A-8. District Council action. (b)(3) states that "The District Council must request any municipality that received a Planning Board draft plan or amendment to provide its comments and recommendations no later than 10 days before the public hearing in order to inform the general public of those comments and recommendations before the public hearing."

Accordingly, please find attached the City's comments, including testimony, City of Takoma Park Resolution No. 2011-20 Recommending Adoption of the Takoma/Langley Sector Plan (Montgomery County) including conditions and Exhibit A which is incorporated within the resolution conditions.

We will present these comments at the May 24, 2011 Public Hearing on the Takoma/Langley Crossroads Sector Plan.



Testimony of the City of Takoma Park

Takoma/Langley Crossroads Sector Plan Public Hearing

May 13, 2011

The Honorable Bruce R. Williams, Mayor

First, I would like to commend Montgomery County for working with Prince George's County to develop the draft Sector Plan to address the well-being of the existing community. This plan is both bold and sensitive in addressing future development, growth and investment in the Takoma/Langley Crossroads. Most importantly, it recognizes the potential of this wonderful community and regional destination.

Since 2005, the City has made it our priority to redevelop New Hampshire Avenue, something that I have discussed with many of you.

The Takoma/Langley Crossroads has the most potential for investment in Takoma Park, but also has some of the most deteriorated properties and unfriendly pedestrian conditions.

This area is also our largest commercial district, and home to some of our most beloved businesses, many of them with an international flavor which attract customers from around the region.

Takoma/Langley Crossroads is the capstone of our "New Ave" effort along New Hampshire Avenue to improve small businesses' market share, redevelop commercial districts, and improve the quality of life of our residents. This Sector Plan greatly increases the potential for success of the City's "New Ave" effort by:

- Establishing a single urban design framework for agencies and jurisdictions;
- Focusing public economic resources on an underserved area;

- Expanding the potential for development in the commercial district;
- Improving the environment; and
- Improving pedestrian and bicycle access by requiring complete streets and a multi-way boulevard on New Hampshire Avenue.

This month, after substantial public outreach, the City Council reaffirmed its support for the plan by passing a resolution urging adoption of the May 2010 Planning Board Draft Sector Plan with four conditions – one of which incorporates recommended revisions included in Exhibit A. Exhibit A is a page by page set of the City's general recommendations for revisions.

I am going to touch briefly on the three other resolution conditions and we request that you include the May 9 Resolution and Exhibit A as part of the City's comments and testimony.

First, retain the Commercial Revitalization Overlay Zone designation on the WSSC property. This enables our community to have a say in whatever is built there.

Second, we support the Planning Board's recommendation to change the CR zoning proposed in the Sector Plan to CRT. This will be especially beneficial to the over 16 small property owners in our area.

Third, remove references to the rezoning of single family residences.

We also encourage the Council to provide specific direction within the plan to ensure coordination with Prince George's County in the establishment of similar streetscape design guidelines or standards throughout the Crossroads area within both jurisdictions.

The City of Takoma Park appreciates the opportunity to address you regarding the Takoma/Langley Crossroads Sector Plan. We also appreciate the commitment to sustainability, livability and local and small business support. The City looks forward to working with you on the opportunities this plan represents for our region.



Testimony of the City of Takoma Park

Draft Sector Plan for Takoma/Langley Crossroads May 13, 2011

The Honorable Fred Schultz, Ward 6 Councilmember

Good evening, for the record, I am Fred Schultz, City of Takoma Park Councilmember. As a resident of New Hampshire Gardens – a neighborhood contained fully within the Sector Plan area, and as the Ward 6 City Council representative – I would like to let you know personally, how much I, and the residents, businesses, and property owners I represent, appreciate the effort that has gone into the development of this plan.

There is a lot going on within the sector plan area. Lately the City has funded two community gardens, installed decorative streetlights, landscaping and street furniture, installed traffic calming and stormwater improvements, coordinated with State Highway on a multitude pedestrian safety improvements, supported a new farmer's market now in its fifth year, developed plans for neighborhood sidewalks, and worked with the Takoma/Langley Crossroads Development Authority. We've rebranded New Hampshire Avenue, run a successful façade grant program, and promoted local small businesses. However, there is much to be done. We expect these programs to continue and to grow in partnership with you and other County and State agencies. The Takoma/Langley Crossroads Sector Plan provides a strong framework through which to continue to focus public energies and invest in this community.

The community has put substantial effort into the development of the plan and also lately into providing input for the Urban Design Guidelines that will assist in its implementation.

We appreciate your inclusion of the City's New Hampshire Avenue Corridor Concept Plan's multi-way boulevard in the Sector Plan. This is the only way that everyone, on bikes, trikes or walking, as well as the cars that speed up and down currently can safely enjoy the area. Also, ensure that the Sector Plan retains the recommendations for the ample tree shaded sidewalks and "buffered" bike lanes proposed on University Boulevard.

I urge you not to squander this opportunity to create a lasting legacy of sustainability and good urban design for this community. If we work together, over the next decade we can see a transformation that retains small businesses and provides new opportunities for companies, entrepreneurs and many new residents which will result in not just a greatly expanded tax base but a much improved quality of life. We are already on our way to a great place - the future Purple Line, international grocery stores, a post office, and even Joe's Shoe Repair where I can get shoes resoled on a Saturday morning. We will need your support – especially to grow the small businesses that make up the identity of the Takoma/Langley Crossroads and help revitalize the business district, build the Purple Line, and turn New Hampshire Avenue into a multi-way boulevard and the Crossroads into a livable, thriving area.

I echo the Mayor's comments and urge you to read the City Council's resolution carefully. On behalf of Ward 6, thank you for this opportunity to speak to you and for the fine work that has gone into the development of this plan.

Introduced by: Councilmember Schultz

CITY OF TAKOMA PARK, MARYLAND

RESOLUTION NO. 2011-20

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

WHEREAS, the Takoma/Langley Sector Plan is a bi-county plan developed by Montgomery and Prince George's Counties' Planning Departments, to enhance the community character and provide for transit-oriented development around planned transit facilities; and

WHEREAS, the Takoma/ Langley Sector Plan contains policies, objectives and recommendations that will guide future growth and development around proposed transit facilities in both Montgomery and Prince George's Counties; and

WHEREAS, the Takoma/Langley Sector Plan includes strong recommendations that support the continued diversity of residents, businesses, and incomes within the area and promote equitable business and housing opportunities; and

WHEREAS, the City Council and the Takoma Park community have reviewed and discussed the plan and its impact on future growth and development of Takoma Park; and

WHEREAS, the Takoma Park City Council supports the development of the New Hampshire Avenue corridor and the Takoma/Langley Crossroads as an urbanized regional center which is environmentally and financially sustainable and enhances the quality of life of area residents; and

WHEREAS, for many years, the City has worked to plan for, coordinate, implement and support improvements to this area, regardless of jurisdiction; and

WHEREAS, the City has advocated for and continues to support the reconstruction of New Hampshire Avenue as a multi-way boulevard; and

WHEREAS, the Montgomery County Council is holding a public hearing on May 24, 2011 to hear testimony on the draft of Takoma/Langley Sector Plan.

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

1. Retain the Commercial Revitalization Overlay Zone on the property owned by WSSC south of Sligo Creek Parkway.
2. Change rezoning recommendation from the CR zoning designation to the CRT zoning designation.
3. Remove references to the rezoning of single family residences located within Block 4.
4. Incorporate general recommendations, identified in Exhibit A, attached hereto and made a part of this Resolution, which are intended to clarify the intent of the Sector Plan and provide more consistent use of certain terminology.

BE IT FURTHER RESOLVED that the City Council of the City of Takoma Park expresses its appreciation to the Montgomery County Council for its strong support of the Takoma/Langley Crossroads Sector Plan, the Purple Line, transit-oriented-development, concern for the environment, support for small businesses, pedestrian and bicycle safety, and sensitivity to the needs of the residents and international character of the area.

Adopted this 9th day of May, 2011.

ATTEST:


Jessie Carpenter, CMC
City Clerk

GENERAL RECOMMENDATIONS FOR REVISIONS

Takoma/Langley Crossroads Sector Plan
City of Takoma Park

- Page 8. Correct text box to read: “University Boulevard between ~~New Hampshire Avenue~~ Piney Branch Road and West Park Drive is considered part of Maryland’s International Corridor”.

West Africa is not a country.

Plan should not include specific branding tag or campaign. Recommend removal of the capitalization of the H in the phrase “Heart of the International Corridor”.

- Page 9. 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 11. Where feasible, update the census data using the American Community Survey or the 2010 Census.

- Page 15. Echo changes recommended in the County Executive’s memo of November 10, 2010 to reference non-governmental organizations in a generic rather than a specific way.

Delete the picture of Udipi Palace. The property was demolished, and a Walgreen’s has been constructed in its place.

- Page 17. Correct bullet “~~identifying and inventory potential~~ encourage community garden and urban farm projects sites on existing parks, public easements, right-of-ways, and schoolyards.” City completed this identification and inventory process in 2007 and has had a community garden grant program since 2008.

- Page 17. Recommend not specifying non-profits and other non-governmental organizations by name.

- Page 18. Support changes recommended in the County Executive’s memo of November 10, 2010 under the section “Housing”.

- Page 19. Correct the top photo caption “Holton Lane is a short, although important, commercial lane in the middle of the Crossroads community. It provides small-scale service and retail uses, ~~from a car wash to a post office, and hosts a weekly farmers market.~~” The street has many important retail uses and no longer hosts the farmer’s market – preference would be not be specific as businesses change.

Update the top photo to show Holton Lane as currently existing which has additional landscaping, street furniture, decorative pedestrian-oriented street lights, and banners.

Page 22. Inconsistent text in second paragraph re: Maximum Heights. Proposed zoning shows a maximum height of 110' whereas this statement only references 100'.

Graphic legend text is difficult to read due to background.

Page 23. Delete the word "funding" in the sentence recommending the buffered bicycle track.

Correct heights on the 7401-7333 New Hampshire Avenue property. Heights on the Takoma Overlook/Hampshire Tower Apartments properties are greater than 110 feet. The Proposed Zoning map shows the property height for the Takoma Overlook property at 110'. This would make the existing 12 story buildings non-conforming uses. Correct height to accurately reflect the height of the existing buildings as measured within the CR Zone.

Page 24. Photo caption refers to a multi-way boulevard whereas the photo is of a buffered cycle track. Rewrite caption.

Map symbols are incorrect. The map identifies Mount Zion Lutheran Church incorrectly as a Religious Institution/School since it has no registered school. Bright Light Baptist Church, which has a registered preschool serving 33 children, is identified only as a Religious Institution. CentroNia, at 1345 University Boulevard E also has a preschool. There is also a storefront church on Holton Lane.

Page 25. Correct first bullet first sub-bullet to read: "Improve the existing network and construct additional streets in each district in the Crossroads and the New Hampshire Avenue Corridor districts".

Correct fourth bullet sub-bullet to read: "Transition densities in the Crossroads District from the highest densities closest to New Hampshire Avenue and University Boulevard near the proposed transit station, near the New Hampshire Avenue intersection, and near Holton Lane east of New Hampshire Avenue, to lower densities adjacent to New Hampshire Gardens and the single-family densities in Prince George's County to the east.

Page 26. Delete last sentence on paragraph that references private recreation space. The limited land area on the Takoma Park Recreation Center site only provides an opportunity for passive green space.

Page 28. It would greatly enhance the general reader's understanding of the plan and allay concerns to insert a text box with an explanation that master plan right-of-way only applies to properties undergoing site plan and not to properties such as single family houses that are not undergoing site plan.

Page 30. Correct the second bullet: "A minimum 70-foot right-of-way for streets within the southwest quadrant of the Crossroads including portions of Anne Street, Hammond Avenue, ~~Holton Lane~~, Kennewick Avenue, and Merrimac Drive."

Correct the 10th bullet: "~~A~~ Reconfirming a minimum 90-foot right-of-way width for Carroll Avenue (MD 195).

Last bullet - how does Montgomery County intend to ensure a consistent streetscape throughout the Sector Plan area that is consistent with that established by Prince George's County? What mechanisms will be used by the Department of Permitting Services and the Planning Board to ensure a seamless and comfortable pedestrian/bicycle realm that unifies the commercial area?

Page 31. Plan recommendations needs to include stormwater infiltration systems in green panels.

There is an inconsistency in tree spacing recommendations between page 24 and page 31. Strong preference for the spacing recommendation on page 24.

Page 32. Incorrect graphic shows streetlight in cycle track – move streetlight to the PIE/sidewalk.

Page 31-32. In the existing condition for streetscape on New Hampshire Avenue or University Boulevard delete pedestrian oriented lighting as this feature does not currently exist.

Page 33. Under existing conditions pedestrian access should include some sidewalks are adjacent to the curb, others are separated by a landscape strip or street trees and/or on-street parking.

Under existing conditions streetscapes should include pedestrian-oriented lighting, banners, landscaping, and some street trees.

Page 34. Holton Lane, Glenside Drive, Anne Street, and Merrimac Drive are under the jurisdiction of the City of Takoma Park but this is not indicated consistently or at all in the chart.

Kennewick Avenue does not intersect with New Hampshire Avenue but stops at Kirklynn Avenue.

Kirklynn Avenue from Kennewick to New Hampshire Avenue has business zoning on two sides but is not called out in this chart.

Footnote 2 should read from Kirklynn Avenue (not Kennewick Avenue) to the Plan boundary.

Hammond Avenue is referenced on Page 30 but not included in Table 3.

Page 36. Update the plan by deleting the recommendation regarding a Purple Line spur to White Oak and replace with a recommendation to “Implement the recommendations of the K6 Bus Priority Corridor Study to improve transit links between White Oak, the FDA campus, Takoma Langley Crossroads, and the Fort Totten Metro station.”

Page 38. Correct the third recommendation to read: “Provide for interim signed-shared bikeway ~~and~~ that becomes a directional cycle track along University Boulevard.”

Correct the location of the cycle track on the graphic. Cycle track and bicycle lanes should be marked along the entire University Boulevard length within the plan area with an arrow at the plan boundary to the east.

Reconcile the graphic on page 38 with the graphic on page 48. Why are they different?

Correct the bikeway network diagram to illustrate the existing link across Jackson Avenue bridge to adjacent Long Branch-Sligo neighborhood.

Correct the bikeway network diagram to illustrate the existing link from Merwood Drive through the Becca Lilly Neighborhood Park to Central Avenue, and the proposed link from Central Avenue over the proposed bridge across Sligo Creek that will connect to the Sligo Creek trail.

Page 39. Correct DB-7, New Hampshire Ave- recommended trail lies between University Blvd and ~~Kennebec~~Kirklynn Ave;

BL-10, Carroll Avenue—between the west plan boundary ~~Glenside Drive~~ and University Boulevard;

BL-11, New Hampshire Ave—lies between ~~Kennebec~~Kirklynn Ave and south plan boundary;

Page 40. Correct second sentence to read “This Plan recommends a tree canopy of 25 to 30 percent within the ~~Sector Plan area~~ commercial areas and the application of a comprehensive urban forestry strategy.” According to a recent City study, the R-60 portions of the Sector Plan area are currently assessed to be 50-60% covered by tree canopy.

Change second bullet to read as “using native trees where appropriate for their hardiness and as a source of habitat and food for wildlife” as urban streetscape conditions often do not support native trees.

Change third bullet to read “interconnected tree pits, ~~structural soil~~ silva cells, and other urban methods to enhance viability” as structural soil only provides 20% soil mix by volume, whereas silva cells provide 92% soil mix by volume, silva cells use locally available soil as opposed to manufactured soil, and silva cells provide greater opportunity for stormwater infiltration.

Page 45. Change the picture of the cricket game which is pixilated and of low quality to a higher quality photo.

Page 46. Note that Takoma Park Recreation Center is the correct and official name for the facility located at 7315 New Hampshire Avenue, contrary to comments in the County Executive’s memo of November 10, 2010.

Graphic is missing the existing pocket park on the northwest quadrant of New Hampshire Avenue and Holton Lane.

Graphic is missing label for the Hillwood Manor Neighborhood Park.

Page 49. Adjust graphics for the neighborhood districts on page 49 and 50 so that the commercial district graphic excludes the single family houses on Block 4.

Page 50. Under “Establish an economic development program boundary and encourage the following programs:” replace specific references the Takoma/Langley Crossroads CDA and Main Street Takoma/Urban Main Street and replace with a more generic statement such as “continue to

support property owner, business, and community entities that manage, promote, market, revitalize and redevelop the entire district". This will allow for the continuation of existing organizations and allow for the establishment of new entities.

Page 51. Under "Support and provide technical assistance to area businesses by:" delete the bullets that reference specific business organizations or programs and replace with the more generic bullet "continue to support business and community entities that promote, market, and revitalize the district".

Page 53. Change recommendation so it reads: Establish ~~portions of~~ New Hampshire Avenue and Holton Lane east of New Hampshire Avenue as Priority Retail Streets with streets frontages that have retail, restaurants, shops, and services on the first floor continuously along the ~~street~~ ~~front~~sidewalk.

Page 54. On second bullet change "recommend" to "consider".

Page 55. New Hampshire Avenue West Side: Delete first bullet point referring to Block 4.

Adjust second bullet by deleting the words "all other".

Correct first bullet under Environment so that it also buffers single-family residential neighborhood along Erskine Street and does not create buffers between commercial sites. "Preserve the existing 50-foot environmental buffer along the eastern edge of the property lines of ~~Takoma/Langley Crossroads Center~~, Hampshire Place and the Langley Shopping Center, Choice Hotels sites, and along the eastern and southern edge of the Takoma Overlook sites.

Page 58. Change the header on this property to read 7333 – 7401 New Hampshire Avenue as each tower has a proper address and a different name.

Correct the boundary for the 7401 - 7333 New Hampshire Avenue property – the site area includes the entire green space north of the Takoma Park Recreation Center.

Change third bullet to "Preserve the urban forest adjacent to ~~existing Takoma Park Recreation Center~~ the Hillwood Manor Neighborhood and the existing 50-foot environmental buffer along the eastern edge of the property and the County line.

The graphic shows no suggested development, while liner buildings along New Hampshire Avenue have been suggested for this property.

See also correction for Page 23.

Page 59. Correct the boundary for 7315 New Hampshire Avenue. The green space north of the property belongs to 7401-7333 New Hampshire Avenue.

Delete the bullet to "Provide for a series of interconnected public spaces include green pedestrian links to New Hampshire Avenue" as there is barely sufficient land area to support a recreation center, passive green space that buffers the adjacent neighborhood, parking, a private development, and site access.

Page 63. Correct first bullet under heading Montgomery County, to read “Approve and adopt ~~adoption~~ the Sector Plan.”

Recommend referencing non-governmental organizations in a generic rather than a specific way.

Page 67. Sara Daines should be listed prior to Ilona Blanchard as the City of Takoma Park team.

Appendix. Add a graphic depicting the study area boundary to the narrative to illustrate background material encompassing Prince George’s County and Montgomery County market data.

More to distinguish and call out characteristics relating to the census tracts within Takoma Park would be appreciated.