



Takoma Langley Urban Design Guidelines



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September 29, 2011

Description: Draft Design Guidelines for the Takoma Langley Crossroads Sector Plan. The purpose of the guidelines is the following:

- Illustrate the general urban design concepts of the Takoma Langley Crossroads Sector Plan
- Provide a framework for project review and act as a guide for the creation of an improved pedestrian realm in the Takoma-Langley Crossroads.

Summary: Staff recommends approval of the draft Takoma Langley Crossroads Urban Design Guidelines.

Background

The City of Takoma Park convened a design task force that met during the winter and spring of 2011. That task force developed design recommendations for the Takoma Langley Crossroads that were very comprehensive and detailed. The Design Guidelines produced by the Planning Department address the broad urban design concepts of the Takoma Langley Crossroads Sector Plan area; they do not address the specific details involved in the design of streets, building or open spaces (see Attachment C -City of Takoma Park Exhibit 'A' *Analysis and Comment*). The City of Takoma Park has a fundamental disagreement with this approach, maintaining that the level of detail in the Urban Design Guidelines prepared by the Planning Department is inadequate. The City Council of Takoma Park in their resolution to the Planning Board, dated September 26, 2011, recommends that "...the Montgomery County Planning Board not approve or adopt the Takoma/Langley Crossroads Urban Design Guidelines and direct staff to incorporate the City's comments into subsequent drafts" (See attachment 'B').

The Urban Design Guidelines for the Takoma Langley Crossroads Sector Plan have been developed over the past year according to best design practices for *buildings, streets and open spaces*. These practices have been followed by previous guidelines approved by the Planning Board. On June 30, 2011 draft design guidelines were presented to the Planning Board for review. Staff indicated that the guidelines were still under review and would be undergoing further revisions with the help of a private urban design consultant. The intent of the revision was to develop a set of guidelines that would address the unique urban design concepts of the Takoma Langley Crossroads area while dropping many of the recommendations for *buildings, streets and open spaces* not specifically mentioned in the draft Sector Plan.

Organization

The guidelines reflect a change in focus from the specific details of buildings, streets and open spaces (not necessarily addressed in the Sector Plan) to general urban design concepts that give identity to the Sector Plan area. The design concepts discussed in the guidelines address specific topics in the Sector Plan. The guidelines seek to create a balance between the broad urban design concepts of the sector plan and the urban design issues specific to the Takoma-Langley Crossroads Sector Plan area, as shown by the outline below:

Section 1: Context

Section 2: Vision

Section 3: Guidelines

Gateway

International Corridor

Core

Pedestrian Environment

Transitions

Section 4: Resources

Attachments:

A - Takoma Park letter to Chairman

B - Draft Takoma Park resolution to Planning Board re Guidelines

C - Takoma Park Analysis and Comments, Exhibit 'A'

D - Takoma Park Resolution to County Council

City of Takoma Park

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7500 Maple Avenue
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The Honorable Bruce R. Williams
Mayor

September 27, 2011

Françoise Carrier, Chair
Planning Board
Montgomery County Planning Department
8787 Georgia Ave.
Silver Spring, MD 20910

Subject: Transmittal of City of Takoma Park Resolution No. 2011-52

Dear Ms. Carrier, *Francoise*

On October 6, 2011, the Montgomery County Planning Board will be considering the adoption of the draft Urban Design Guidelines for the Takoma Langley Sector Plan area, prepared by planning staff. The Takoma Park City Council, having an opportunity to review the draft, strongly urges the Planning Board to reject the proposed guidelines. The Council unanimously agrees that the proposed guidelines are overly vague, do not address the interests of the community and do not provide the specificity that developers need to make informed and financially sound investment decisions.

We are extremely concerned that we cannot find "the details" we need to guide new development in our community. They are not in the Commercial Residential Zones; they are not in the Takoma/Langley Crossroads Sector Plan; nor are they in the Urban Design Guidelines. We endorsed the Sector Plan with the belief that these details would materialize.

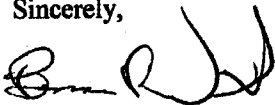
Our concerns are not new and have been conveyed to your staff repeatedly. In May 2011, after substantial outreach to the community impacted by the Sector Plan, the City forwarded specific recommendations for inclusion in the proposed design guidelines. Our recommendations were designed to protect and improve the aesthetic and physical quality of life of residents in adjoining single and multi-family blocks, while encouraging private and public investment in projects that are pedestrian oriented, aesthetically pleasing, and support the comfortable use of alternative modes of transportation. Rather than engaging in a meaningful dialogue with the City and community residents, the planning staff issued successive drafts, each of which has been less responsive to the community's and the City's needs and shared vision.

We requested the adoption of clear and specific baseline expectations so developers and their engineers and architects could easily understand the community's expectations and did not waste time and valuable resources participating in unnecessary and expensive site plan revisions and meetings. Instead, we got design guidelines that are scattered with vague "can," "consider," "could," "strategies include," and "elements include." The Planning Department appears to be intent upon providing generic direction at best and, at worse, offering no guidance. Only once does the word "should" appear, applying only to public use space, a tiny fraction of the overall built environment and the public realm.

More insulting is the failure of the draft Urban Design Guidelines to acknowledge the investments the City and the State have made in infrastructure, site furniture, banners, and public art in the area. The document includes images of Silver Spring improvements as examples, not projects that are actually within the City or the Sector Plan area that we would like to replicate. The document also includes illustrations of buildings that are taller than could be built under the parameters of the Sector Plan. It is clear that the staff writing and editing the document have little familiarity with the plan and less with the City. For example, the document recommends that new buildings look like buildings in adjacent neighborhoods whereas the City and the community have specifically stated that we do not want any existing architecture emulated and have presented recommended materials and designs that are more environmentally friendly and of a higher aesthetic value and quality.

We have, in good faith, attempted to work with the Planning Department to develop design guidelines that reflect our community's interests and values and allow us to support the proposed Takoma Langley Sector Plan. At every attempt, we have been repeatedly told, "we can't." In keeping with this trend, I must convey the City Council's disappointment and inform you that we can't support the draft Urban Design Guidelines. A copy of the Council resolution adopted on September 26 rejecting the Planning Department's proposed Urban Design Guidelines is enclosed.

Sincerely,



Bruce R. Williams
Mayor

/enclosures/

Introduced by: Councilmember Schultz

CITY OF TAKOMA PARK, MARYLAND

RESOLUTION NO. 2011-52

**RECOMMENDING THE PLANNING BOARD NOT APPROVE
THE URBAN DESIGN GUIDELINES FOR THE TAKOMA/LANGLEY SECTOR PLAN
UNTIL THEY ARE CLEAR, SPECIFIC, AND DETAILED**

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 recommends increased development; 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 design improvements to this area, regardless of jurisdiction; and

WHEREAS, the City has had the expectation that design detail would be forthcoming in the Montgomery County Urban Design Guidelines; and

WHEREAS, the proposed Urban Design Guidelines provides insufficient guidance to developers as they prepare for site plan review and each revision adds to the development costs; and

WHEREAS, each successive version of the Urban Design Guidelines presented by the Planning Department staff is more generic, contains less guidance, and is not specific to our community and the City's vision than the version before it; and

WHEREAS, during the Sector Plan discussion before the Montgomery County Planning Board, its staff provided assurances that detail to implement the vision would be included in the Urban Design Guidelines; and

WHEREAS, the Urban Design Guidelines fail to provide sufficient detail and clarity on design expectations; and


WHEREAS, the Urban Design Guidelines do not reflect a public dialogue with the local community; and

WHEREAS, the Urban Design Guidelines do not reflect the unique qualities of Takoma Park or the City's efforts to revitalize the area, improve pedestrian, and transit friendliness.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Takoma Park recommends that the Montgomery County Planning Board not approve or adopt the Takoma/Langley Crossroads Urban Design Guidelines and direct staff to incorporate the City's comments into subsequent drafts (see attachment Exhibit A).

Adopted this 26th day of September, 2011.

ATTEST:


Jessie Carpenter, CMC
City Clerk

Introduced by: Councilmember Schultz

CITY OF TAKOMA PARK, MARYLAND

RESOLUTION NO. 2011-53

**RECOMMENDING THE MONTGOMERY COUNTY COUNCIL NOT APPROVE THE
TAKOMA/LANGLEY SECTOR PLAN UNLESS ADDITIONAL URBAN DESIGN
LANGUAGE IS INCLUDED**

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 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 design improvements to this area, regardless of jurisdiction; and

WHEREAS, the City has had the expectation that design detail would be forthcoming in the Urban Design Guidelines; and

WHEREAS, the Montgomery County Council Planning, Housing and Economic Development Committee is recommending that development proposals *address* rather than *be consistent with* the Urban Design Guidelines; and

WHEREAS, the proposed Urban Design Guidelines provides minimal guidance to developers as they prepare for site plan review and each revision, due to poor guidance, adds to the development costs; and

WHEREAS, each successive version of the Urban Design Guidelines presented by the Planning Department staff is more generic, contains less guidance, and is less specific to our community and the City's vision; and

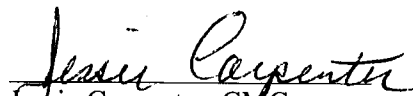
WHEREAS, the community has met, discussed future zoning and design, and elected to embrace the vision espoused by the Sector Plan contingent upon assurances of quality development that improve the overall pedestrian and aesthetic experience; and

WHEREAS, neither the CR Zone nor the Urban Design Guidelines provide these assurances as they lack details and clarity on design expectations.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Takoma Park strongly recommends that the Montgomery Council not approve the Takoma/Langley Crossroads Sector Plan until the document has been updated to incorporate amendments contained in Exhibit A in its entirety, except where editorial changes would facilitate improved clarity of the meaning of the recommendation.

Adopted this 26th day of September, 2011.

ATTEST:


Jessie Carpenter, CMC
City Clerk

**Exhibit A – Resolution 2011-52
Analysis and Comments on September 2011 MNCPPC Draft Urban Design Guidelines**

SITE DESIGN	
CITY	1. Organize building mass, building orientation and outdoor spaces to provide efficient pedestrian access from streets and adjoining residential neighborhoods.
TLC Design Guidelines	<p>Page 11. Consider: - siting the building at front lot lines to create a consistent street wall CPTED Strategies include: • Designs that increases pedestrian and cyclist use</p> <p>MAP page 20</p> <p>Page 22. The pedestrian environment is also created through: - the pedestrian realm - pedestrian-friendly grid - green streets - private streets.</p> <p><i>Active street wall</i> Locate activating uses at street level along streets and public use spaces within mixed-use developments, including: • sidewalk cafes • main entryways to buildings and residences • retail uses.</p> <p>Page 24. A network of streets resulting from short, walkable blocks provides several routes to and from a destination, allowing the dispersal of traffic and shorter backups. People who live in neighborhoods with a pedestrian friendly grid walk more, drive less and have easier access to transit. <i>Short, walkable blocks</i> The Plan recommends short, 300- to 400-foot long blocks to establish a human scale environment that is easy and pleasant to negotiate on foot and that provides a travel alternative to the car (Plan, pages 25 and 28).</p> <p>Page 25 <i>green streets</i> A green street right-of-way treatment gives priority to pedestrian circulation and open space, and will provide attractive, environmentally friendly connections from the New Hampshire Gardens community to the Crossroads District and New Hampshire Avenue (Plan, page 25). Green Streets are efficient, safe, and accessible for pedestrians and</p>

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		vehicles. Elements include: -traffic calming features - appropriately scaled tree-lined sidewalks - marked pedestrian crossings - shared facilities (bike/trails) - attractive and sustainable design elements.
	COMMENT	Language is inconsistent and non-binding.
CITY	2. Incorporate adequate space for operational recycling and landscape/building maintenance; design for the collection and storage of waste and recyclables and provide access for collection vehicles with the least impact on pedestrian/bicycle circulation and public view sheds.	
	COMMENT	<ul style="list-style-type: none"> • Planning Staff during discussion of the CR Zones proposed for the Sector Plan area stated on multiple occasions that this is not sufficiently reviewed or provided for at site plan. • Site plan regulations do not directly address recyclables or maintenance of landscaping and only generically refer to adequacy and efficiency of design. • County recycling laws for commercial properties do not currently apply in the City of Takoma Park.
CITY	3. Where appropriate, incorporate open space areas that serve multiple functions such as filtering stormwater, creating vistas, providing air and light to buildings, furnishing the district with active and passive recreation areas, and providing value for adjoining uses.	
	TLC Design Guidelines	<p>Page 17. All public use spaces should include some of the following design elements:</p> <ul style="list-style-type: none"> o High visibility from sidewalks, streets, and buildings o Universal accessibility o Sustainable design – native plants, rainwater for irrigation o Opportunities for shade or sun, with water elements and wind protection o Range of active and passive uses with the necessary infrastructure to promote flexible use o Opportunities for art o Integration with adjacent public rights-of-way. <p>Objectives</p> <ul style="list-style-type: none"> o Optimal location – locations [for public use space] should be chosen that maximize public use-places where several different uses (residential, office and retail) are in close proximity, or located with the same building or block. o Place open spaces in high pedestrian use areas, such as adjacent to the purple line station or where several pedestrian paths converge. The map above shows where such locations might exist. o Create pedestrian priority places – Locate open spaces adjacent

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		to private streets that can be closed to vehicular traffic on weekend and/or during special festivals to create one large public gathering space.
	COMMENT	None
CITY	4. Orient building, window placement, and outdoor spaces to maximize access to light, air flows, and interesting views.	
	TLC Sector Plan	Page 44. Site buildings to maximize natural lighting and ventilation and to minimize thermal loss. P 51. [crossroads district] Buildings should be situated to minimize energy consumption by using daylighting, natural ventilation, light shelves, and awnings where possible.
	COMMENT	<ul style="list-style-type: none"> • There is no guidance related to the quality of buildings and site design to encourage buildings that maximize the user experience.
CITY	5. Consider placing renewable energy sources onsite	
	TLC Sector Plan	p.44 [expected County Council draft language] Encourage buildings to produce onsite energy by alternative energy producing methods.
	COMMENT	None
CITY	1. Pay exceptional design attention to focal points (corners and view termini found at local and major street intersections).	
	TLC Design Guidelines	Page 3 – maps one gateway: Carroll and University. Page 4 – 9 Gateways can be marked with: - an architecturally significant building - iconic art - public amenities - thematic streetscaping - place markers.
	TLC Sector Plan	Place Making Create an identity for the TLC community and further define the neighborhoods using visual cues, unique architecture, landmarks, and focal points.
	COMMENT	<ul style="list-style-type: none"> • Why is the corner of Carroll and University Boulevard the only gateway? Add primary, secondary and tertiary gateways to Sector Plan at focal points. • Guidelines neglect urban design opportunities offered by view termini and corners facing neighborhoods and other sites. • Recommend expanding gateways to include all transitions (such as a transit stop, streets, pedestrian pathways and include from New Hampshire Avenue and to Holton Lane); also address urban design opportunities provided by focal points/view termini.

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Neighborhood Compatibility		
CITY	1. Limit uses within buildings that face a street of properties zoned for single-family or multi-family to residential or office uses.	
	TLC Sector Plan	P. 51 (Design) Provide appropriate transitions to adjacent districts.
	COMMENT	<ul style="list-style-type: none"> Recommend including CITY language or equivalent in the Sector Plan or Design Guidelines (preferred).
CITY	2. Do not provide a drive-through or outdoor automobile service facility on portions of sites within 200 feet of a single-family or multi-family zoned property.	
	CR Zone	(PHED COMMITTEE DRAFT) P. 25 Any drive-through facility requires the approval of site plan under Division 59-D-3 and must comply with the following: (a) no part of a drive-through service facility, including the stacking area, may be located within 100 feet of a property line shared with an one-family or agriculturally zoned land;
	COMMENT	<ul style="list-style-type: none"> The CR Zone sets a baseline proximity restriction that is much more permissive than the desirable to protect existing residential neighborhoods. It would allow a drive through to be located across the street from a single-family homes or garden apartments. It would drive-through to be adjacent to garden apartments. The Zone establishes a site plan process through which design guidelines are met. Many commercial properties are adjacent or confronting single and multi-family properties. The community should not have to take time off work to attend meetings during the day to protest drive-through uses within 200 feet of their homes/neighborhoods. Existing overlay zone restricts automobile service facilities in proximity to residential. Design guidelines or the Sector Plan should communicate the community expectations to the property owner that no driveway will be located within 170 feet (100 feet plus right-of-way).
Setbacks and Build-to Lines		
CITY	1. Setback buildings confronting the primary face of single-family residential structure 25 feet from the property line or public improvement easement edge whichever is furthest from the street curb.	
	COMMENT	<ul style="list-style-type: none"> Recommend including a version of the City language in the Sector Plan as it has not been incorporated into the Urban Design Guidelines.

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CITY	2. Setback buildings confronting a secondary face of a single-family residential structure 10 feet from the right-of-way or public improvement easement line whichever is closest.	
	TLC Design Guidelines	None.
	COMMENT	<ul style="list-style-type: none"> Recommend including a version of the City language in the Sector Plan as it has not been incorporated into the Urban Design Guidelines.
CITY	4. Place buildings located on retail-oriented-streets, avenues or boulevards at or within five feet of the edge of the right-of-way or public-improvement-easement, whichever is furthest from the curb.	
	TLC Design Guidelines	<p>P. 22 <i>Defined streets</i></p> <p>A street's public realm is defined by the orientation of its buildings to the street (Plan, page 27). Consistent street walls create a comfortable sense of enclosure for the pedestrian.</p> <ul style="list-style-type: none"> Create defined corridors by placing buildings close to the street, along both sides of the street. The distances between buildings along a street, which are determined by build to lines or zero setbacks, should create a consistent sense of enclosure.
	COMMENT	<p>"Corridor" is often used to describe a highway of strip commercial targeted for revitalization (International Corridor, New Hampshire Avenue Corridor)</p> <ul style="list-style-type: none"> Replace "corridors" with "street room" or "sense of enclosure" which is what it appears the guidelines are attempting to communicate. The second bullet does not make sense – see comments at the end of analysis.
	TLC Sector Plan	P. 27. Create defined street corridors by placing buildings along both sides of the street with a setback to form a uniform street frontage.
	COMMENT	<p>The Sector Plan recommends a setback.</p> <ul style="list-style-type: none"> Recommend changing the language in the Sector Plan to the word build-to line rather than setback. Recommend replacing the word "corridor".

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CITY	6. Entrance features that are not enclosed such as stoops, porticos or porches may be located within the front setback.	
	COMMENT	Zoning requirements for residential zones have similar language, and set a precedent for including this language. This language is not restrictive, but permissive and clarifies the intent of the community. <ul style="list-style-type: none"> • Recommend inclusion in the urban design guidelines.
CITY	7. Design porches and balconies with a minimum depth of 7 feet.	
	M-NCPPC Staff	Delete
	COMMENT	The Sector Plan recommends that the Design Guidelines provide guidance on Crime Prevention Through Environmental Design (CPTED). A main principal is providing usable private outdoor space. The guidelines provide broad statements, but do not offer the staff, developer or Planning Board clear guidance on how to tell if these principles are being met. <p>Safety and perceptions of safety are of concern in this community.</p> <ul style="list-style-type: none"> • Recommend clearer guidance to achieve CPTED such as "design useable outdoor building features such as porches, balconies, terraces, trellises and arcades."
Circulation and Access		
CITY	1. Divide large properties into walkable blocks generally between 250 and 500 feet in length.	
	TLC Sector Plan	Improve the existing network and construct additional streets in each district. Divide the large existing super blocks of 1000 feet or more into more pedestrian-friendly blocks of 300-400 feet, making pedestrian travel a more practical as well as pleasant experience.
	COMMENT	Two sites are larger than 1,000 feet in length and private streets are drawn showing blocks of 600 feet. If the developer is to follow this guideline they will need to add additional private streets, will this be allowed under the Sector Plan since the streets are drawn in?
CITY	2. For residential and office uses confronting the primary face of single-family residential structures, design parking access to be from a rear alley or street internal to the site.	
	CR Zones	Line 478. If a site is adjacent to an alley, the primary vehicular access to the parking facility must be from that alley. <p>Line 473. Parking spaces on or above grade must not be located between the street and the main front wall of the building or the side wall of the main building on a corner lot</p>
	COMMENT	None

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CITY	3. Continue pedestrian and bicycle pathway pattern and design across driveway entrances.		
	COMMENT	<ul style="list-style-type: none"> • Include this in streetscape standards 	
CITY	4. Use sidewalks a minimum of five feet in width to connect to dwelling entrances, parking, public space, auxiliary buildings, and recycling and waste disposal facilities. a. On primarily commercial properties provide such access with sidewalks a minimum of six feet in width.		
	COMMENT	<ul style="list-style-type: none"> • Site plan and preliminary plans provided to DRC within the City routinely shows 4 foot wide sidewalks (minimum ADA), it is less costly to the public in terms of staff time, and to the developer in terms of design costs to communicate the minimum expected in the Design Guidelines as it is regularly demanded at site plan. • This level of specificity should not be required in the Sector Plan, and should be included in the Design Guidelines to allow it to be adjusted to a higher baseline if so recognized at a future date. 	
CITY	5. Provide pedestrian and bicycle linkages across large commercial properties from residential neighborhoods.		
	COMMENT	<p>Roadways will be insufficient connections.</p> <ul style="list-style-type: none"> • Recommend including City language or equivalent in the Design Guidelines. 	
CITY	6. On sites greater than four acres in size, construct private alleys off main highways for access to the rear of buildings, loading, parking, dumpsters, and service entrances.		
		<p>The concern of the neighborhood is not to have alleys that serve commercial buildings accessed from or emptying into residential neighborhoods with associated trucks, and traffic impacts of parking cars.</p> <ul style="list-style-type: none"> • Trucks already attempt to cut through the New Hampshire Gardens neighborhood and have become mired in the City's stormwater bio-retention circle at Kirklynn Avenue. • Adjust language to address resident's and City's concerns and add to the Design Guidelines. The City supports this as "where feasible or appropriate", not as a hard and fast rule. 	
CITY	<i>"where adequate or feasible"</i> 7. Circular, U-shaped and other driveway or pull-in features are strongly discouraged.		
	COMMENT	<p>The finding in site plan does not ensure that each plan is reviewed consistently over time. The Design Guidelines should clearly state the expectation of the community.</p> <ul style="list-style-type: none"> • Recommend including similar language in the Sector Plan or Design Guidelines. 	

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CITY	<i>"Where adequate or feasible"</i>	
	8. Share access to parking and loading on adjacent properties.	
	CR Zones	Language deleted from CR Zones
	COMMENT	The Design Guidelines should clearly state the expectation of the community. <ul style="list-style-type: none"> • Recommend including City language or equivalent in the Design Guidelines.
CITY	1. Locate drive-thru services behind buildings.	
	CR Zones	P. 25. No drive-through service window, drive aisle, or stacking area may be located between the street and the side wall of the main building on a corner lot unless permanently screened from any street by a 5-foot or higher wall or fence;
	COMMENT	The CR zones may be less restrictive just not more restrictive than the design guidelines. The community does not support auto-oriented uses unless and recognizes that blank walls and tall fences are not conducive to an attractive pedestrian environment or in line with the principles of Crime Prevention Through Environmental Design. The Design Guidelines should clearly state the expectation of the community. <ul style="list-style-type: none"> • Recommend including City language or equivalent in the Design Guidelines.
CITY	2. Do not locate drive-thru services or their access drive aisles in buildings or on land adjacent to single-family or multi-family residentially zoned properties.	
	COMMENT	SEE COMMENT on CITY recommended Neighborhood Compatibility design guideline number 2.
CITY	1. Orient new streets on the diagonal to the compass (SW to NE and NW to SE) where feasible.	
	COMMENT	<ul style="list-style-type: none"> • This recommendation reminds developers and staff that this orientation of street improves human comfort level of the sidewalk micro-climate and reduces the heat island effect. As this environmental design consideration is rarely discussed at site plan, it is appropriate to use the design guidelines to make such a recommendation when sustainability was recommended in the Sector Plan. Given that both main highways are on a diagonal this is easier to accommodate.
Screening and Buffering		
CITY	1. Screen parking adjacent to public or private street sidewalks with opaque walls or evergreen plantings a maximum of 4 feet in height.	
	CR Zones	Zone requires a minimum of a three-foot high shrub or fence.
	COMMENT	Crime Prevention Through Environmental Design principles require a clear view between public and quasi-public areas such as parking lots.

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			<p>Allowing views to be blocked above four feet in height reduce public oversight of the parking area and the sidewalk.</p> <ul style="list-style-type: none"> • Recommend including City language or equivalent in the Design Guidelines.
CITY	<p>2. Screen parking adjacent to single-family houses with opaque walls of 6 feet in height on the single-family house property side.</p>		
	CR Zones	<p>No less than 10-foot width continuous soil panel (excluding any easements) with stormwater facilities, planting bed, or lawn including a minimum 6-foot high continuous evergreen hedge or fence; plus one deciduous tree per 30 feet.</p>	
		COMMENT	None
CITY	<p>3. Barbed wire, vinyl cladding, unclad cinder block, and razor wire are inappropriate materials for walls, fences, or screening.</p> <p>4. Limit the use of chain link fencing material to enclosures for recreational courts (e.g. basketball).</p>		
		COMMENT	<p>Not all engineers designing site plans for developers share the same idea of attractiveness and compatibility. The City is strongly recommending that expectations be communicated to developers.</p> <ul style="list-style-type: none"> • Recommend including City language or equivalent in the Design Guidelines.
CITY	<p>5. Screen dumpsters, recycling areas, HVAC units and utilities.</p> <p>a. Dumpsters, trash and building recycling containers should be located on the side of or behind a building and not in front of a building or adjacent to a rear public entrance.</p> <p>b. Locate HVAC units on the side, behind, or on top of a building behind a parapet wall or other façade or roof treatment; do not locate these features adjacent to a public entrance.</p> <p>c. Do use eco-materials for screening that are recycled and/or composed of renewable resources where feasible and that visually complement the main structure.</p>		
		COMMENT	<p>In transit-oriented development, elements are much closer together, requiring a higher level of attention to these details. Design guidelines are an opportunity to more clearly communicate this basic expectation for site plan and ensure consistency throughout the plan area.</p> <ul style="list-style-type: none"> • Recommend including City language or equivalent in the Design Guidelines.
CITY	<p><i>"when feasible or appropriate"</i></p> <p>6. Screen multi-story parking garages adjacent single-family or multi-family residential with vines or a green (living) wall.</p>		
	TLC Guidelines	<p>P. 22 <i>Parking</i> Parking shouldn't dominate the street, but should be located on-street, in mid-block structures, or in structures lined with street activating uses.</p> <ul style="list-style-type: none"> • Locate pedestrian access from parking structures at designated crossing 	

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		points. • Cars should access parking structures from alleys or side streets.
	COMMENT	Second bullet is already covered in the CR Zone. • Add to Sector Plan in transitions section
CITY	"when feasible or appropriate" 8. Consolidate dumpsters on adjacent properties whenever possible.	
	COMMENT	Design guidelines are an opportunity to more clearly communicate this basic expectation for site plan and ensure consistency throughout the plan area. • Recommend including City language or equivalent in the Design Guidelines.
ARCHITECTURE		
Height		
CITY	1. Restrict new development and addition height to 60 feet on the 7401 and 7333 New Hampshire Avenue properties.	
	M-NCPPC Staff	Delete – could be considered a taking.
	COMMENT	None
CITY	2. Restrict building height to 40 feet for the first 50 feet of the lots depth on portions of sites that confront the primary face of single-family residential buildings.	
	TLC Design Guidelines	P 29 <i>stepping down building heights</i> Building heights in CRT Zones adjacent to residential communities should be a maximum of 40-45 feet including bonus density to achieve compatible transitions. - Consider limiting building heights on Hammond Street (West of New Hampshire Avenue) to 40 feet for first 25 feet of building's depth. - New development should be compatible in scale and architectural style.
	COMMENT	<ul style="list-style-type: none"> • Remove the word consider; it is too flexible and does not convey the importance of community compatibility. • Hammond Street is only west of New Hampshire Avenue – this parenthesis is confusing. • City is recommending alternate language in the Sector Plan where more flexibility would be appropriate. • City <u>does not</u> recommend compatible architectural style to existing architecture.
CITY	3. Restrict building height to 35 feet for the first 40 feet of the lots depth on portions of sites facing Kennewick Avenue.	
	TLC Design Guidelines	- Consider limiting heights of buildings on Kennewick Avenue and Anne Street to 40 feet for the first 25 feet of the building's depth.
	COMMENT	• Remove the word consider; it is too flexible and does not convey

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			<p>community compatibility needs.</p> <ul style="list-style-type: none"> • Part of Anne Street is facing commercial and does not require this level of protection; recommend linking heights to adjacent uses and building types rather than streets that change uses across blocks. • Add more flexible language to the Sector Plan.
CITY	<p>4. On properties sharing a lot line with a single-family home, do not build higher than 35 feet in height measured from an average elevation of the adjacent rear yard(s) of the adjoining single-family home(s) property line(s). This height restriction shall be applied within the first 75 feet in lot depth from the shared lot line. The subsequent 50 feet in lot depth may include an additional story.</p>		
	M-NCPPC Staff:	Delete	
		COMMENT	<ul style="list-style-type: none"> • Include this language in the Sector Plan but write it more flexibly to account for an additional 10 feet in height upon if the adjacent homes increase to 35 feet in height (current heights range from 20-25 feet).
Massing and Building Articulation			
CITY	<p>1. With the exception of structures serving primarily an institutional function, articulate large buildings (that exceed 60 feet in street frontage, that are primarily horizontal in composition, that exceed a 1:1 ratio) so as to read as multiple buildings through a combination the following:</p> <p>a. Massing changes: change both the facade set back a minimum of five feet and height a minimum of one foot.</p> <p>b. Material changes: divide the building into vertical bays that use varied materials and colors.</p> <p>c. Vocabulary changes: including varying the details such as columns, window frames, types of windows, or height and shapes of windows and doors, the cornice, roofline, or pediment, the relationship of solids to voids, the relationship of projections to recesses, and the vertical and horizontal bands, so that the building and its bays are understood as several different buildings.</p>		
	TLC Urban Design Guidelines	<p><i>building form</i></p> <p>Building form will contribute to establishing the physical character of Takoma/Langley Crossroads. Attention must be given to setbacks, building heights, and massing to form a public realm in the International Corridor that is welcoming to the pedestrian. Materials and building design should also be used to help give an identity to the Crossroads area.</p> <p>Consider:</p> <ul style="list-style-type: none"> - varying building heights to achieve more visual interest and distinct building character - using distinctive building materials that help lend a unique character - striving for the imaginative use of traditional or contemporary styles that evoke a look. 	

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		COMMENT	M-NCPPC guideline does not address that current building practice is one building per block and is so broad as to allow buildings that do not enhance the pedestrian experience; CITY recommends against the monotony and uncomfortable pedestrian experience large unrelieved walls or repetitive detailing creates. <ul style="list-style-type: none"> • Recommend including City language or equivalent in the Sector Plan.
CITY	2. Design buildings to serve a primarily institutional function to be of exceptional design and quality.		
		COMMENT	<ul style="list-style-type: none"> • Recommend including City language or equivalent in the Sector Plan.
CITY	3. At the ground floor pedestrian level introduce design, detail and material complexity in the sign band, entrance, and window frame.		
		COMMENT	<ul style="list-style-type: none"> • Recommend including City language or equivalent in the Sector Plan.
CITY	<i>when feasible or appropriate:</i> 4. Use building materials to the extent feasible that are recycled, eco-friendly and that provide aesthetic value exceeding the quality of the surrounding housing and commercial building stock.		
	TLC Urban Design Guidelines		<p>Page 29 <i>stepping down building heights</i> Building heights in CRT Zones adjacent to residential communities ...</p> <ul style="list-style-type: none"> • New development should be compatible in scale and architectural style. <p>Page 30 On CR-Zoned developments, consider: - residential units facing the street that emulate the architectural style of the existing community</p>
	TLC Sector Plan		P. 27. Prepare design guidelines that illustrate, in detail, the Plan's urban design recommendations, including: <ul style="list-style-type: none"> • green design, sustainability, and Smart Growth
			The community is specifically recommending buildings of higher architectural quality than generally found in the sector plan area. No specific recommendation in the Sector Plan, just a vision. Design guidelines are an opportunity to clearly communicate expectations and ensure consistency throughout the plan area. <ul style="list-style-type: none"> • Recommend including City language or equivalent in the Sector Plan.
CITY	<i>when feasible or appropriate:</i> 5. Provide the highest quality design and materials at focal points created by street intersections, adjoining prominent open spaces, and facing public streets.		
	TLC Sector Plan		P. 27. Placemaking: Create an identity for the TLC community and further define the neighborhoods using visual cues, unique architecture, landmarks, and focal points.
		COMMENT	The design guidelines only mention enhancements for one gateway – that of Carroll Avenue and New Hampshire Avenue. <ul style="list-style-type: none"> • Expand Gateway section of the design guidelines to add

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			<p>enhancements to focal points.</p> <ul style="list-style-type: none"> • Recommend including City language or equivalent in the Sector Plan.
CITY	<p>1. Locate and shield fixtures with a 70% cut-off and so that light does not spill from a parking lot onto an adjacent residential property.</p> <p>2. Illuminate entrances with direct shielded light.</p>		
	COMMENT	<p>Design guidelines are an opportunity to clearly communicate expectations and ensure consistency throughout the plan area.</p> <ul style="list-style-type: none"> • Add Dark Sky practice compliance requirement to Sector Plan • Recommend including City language or equivalent in the Design Guidelines. 	
CITY	<p><i>"when feasible or appropriate:"</i></p> <p>3. Daylighting, such as through building orientation, shallow floor plates, light shelves, courtyards and atria, is encouraged.</p>		
	TLC Sector Plan	<p>P. 44</p> <ul style="list-style-type: none"> ○ Construct buildings that maximize solar orientation to promote passive solar power. ○ Use awnings and overhangs to block direct sunlight in summer months and use light shelves to reflect natural daylight into buildings. ○ Site buildings to maximize natural lighting and ventilation and to minimize thermal loss. 	
	COMMENT	None	
Openings			
CITY	<p>1. Locate the primary entrance to commercial and residential units on a public or private street, pedestrian mews or a plaza and not a parking lot or drive aisle.</p>		
	TLC Design Guidelines	<p>P.22 <i>Active street wall</i></p> <p>Locate activating uses at street level along streets and public use spaces within mixed-use developments, including:</p> <ul style="list-style-type: none"> • sidewalk cafes • main entryways to buildings and residences • retail uses. 	
	COMMENT	None	
CITY	<p>2. Highlight main entrances with three or more design elements such as an address, awnings, a portico, architectural recesses, windows (transom and sidelights), plantings, and architectural details.</p>		
	COMMENT	<ul style="list-style-type: none"> • Include in Sector Plan. 	
CITY	<p>4. Face retail storefronts with a minimum of 70% clear glass.</p> <p>5. Provide multifamily buildings with a transparent lobby and entrance windows.</p>		
	TLC Design Guidelines	<p>Consider:</p> <ul style="list-style-type: none"> - creating eyes on the street with windows and doors. Neighborhood 	

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			safety relies on natural surveillance, the positive effect that happens when people may be watching
		COMMENT	Consider is too soft. Design guidelines are an opportunity to clearly communicate expectations and ensure consistency throughout the plan area. <ul style="list-style-type: none"> • Recommend including City language in the Sector Plan.
CITY	6. Design windows facing single-family residential structures to be primarily vertical in character; solid glass curtain walls and horizontal glass banding are inappropriate. 7. Design security grills to complement architectural style of building not to detract from it; vertical bars are discouraged.		
		COMMENT	Provides guidance on how to achieve compatibility with adjacent neighborhood and improve aesthetic quality. Design guidelines are an opportunity to clearly communicate expectations and ensure consistency throughout the plan area. <ul style="list-style-type: none"> • Recommend including City language or equivalent in the Design Guidelines.
CITY	8. Large retail stores greater than 60,000 square feet with long stretches of unrelieved wall space along streetscapes are inappropriate: wrap walls facing the street with micro retail spaces, divide the store across two stories or locate the main sales floor on a story other than the ground level.		
		COMMENT	• Recommend including City language or equivalent in the Sector Plan.
CITY	<i>"when feasible or appropriate"</i> 9. Orient corner building entrances to the corner unless the adjoining street is dissimilar in character.		
		COMMENT	• Recommend including City language or equivalent in the Sector Plan.
CITY	<i>"when feasible or appropriate"</i> 10. Ground level housing and commercial units should each have an entrance onto public sidewalks when they are adjacent [to sidewalk].		
		M-NCPPC Staff:	<i>Active street wall</i> Locate activating uses at street level along streets and public use spaces within mixed-use developments, including: <ul style="list-style-type: none"> • sidewalk cafes • main entryways to buildings and residences • retail uses.
		COMMENT	None
CITY	<i>"when feasible or appropriate"</i> 11. Avoid covered arcades in close proximity to heavily trafficked roadways.		
		COMMENT	Time-Saver Standards Urban Design (7.7 "Better Air Quality at the Street Level") make this recommendation as arcades trap air and all the pollution contained within it. As New Hampshire Avenue and University Boulevard each average 40,000 vehicles per day, and arcades are an

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			existing architectural feature in the district, this is a reasonable recommendation to include within the Urban Design Guidelines.
PUBLIC AND QUASI-PUBLIC SPACE			
Streetscape			
CITY	1. Bury or relocate overhead wires to the rear of the building or alleys, they may not be located within the streetscape for streets or avenues.		
	TLC Sector Plan	P. 40. The urban forestry strategy should include: <ul style="list-style-type: none"> o undergrounding overhead wires to allow for street tree planting 	
	COMMENT	None	
CITY	2. Locate Public Utility Easements within the right-of-way or Public Improvement Easement.		
	TLC Design Guidelines	P. 26 <i>private streets</i> Private streets have a similar look and feel to public streets, but they can be more flexible in dimension, design, and programming. They can: <ul style="list-style-type: none"> - have underground utilities 	
	COMMENT	Guidelines only marginally address where utilities will be located. This is a huge issue as SHA only allows utilities where the Master Plan or zone places them in the right of way. <ul style="list-style-type: none"> • What does “can” mean? Why are private streets less important open space than parks, streetscape or parks? Why are directives not “should” at a minimum? • Include a recommendation in the Sector Plan to accommodate utilities within either the right-of-way or the Public Improvement Easements, whichever section has the tree or landscape strip. 	
CITY	3. Provide retail streets, avenues and boulevards (public or private) with a streetscape located between the build-to-line (the edge of the public right-of-way or public improvement easement furthest from the curb) and the curb. This streetscape will generally be 15 feet in width with the exception of University Boulevard, which shall be 25 feet in width. a. Paving materials and pattern shall be consistent with a design selected for and associated with each avenue and boulevard. [to be determined] i. A patterned “shy zone” shall be installed within the first two feet of the build-to-line. ii. A minimum seven-foot wide pedestrian “clear zone” shall be maintained between the “shy zone” and the “street furniture zone” and which shall be smooth with no grooves or bevels (non-vibration causing) for ADA compliance. iii. A “street furniture/landscape zone” which may be patterned and shall occupy the area between the “clear zone” and the street curb or cycle track. b. On University Boulevard a cycle track of minimum 8 feet in width with a two foot green buffer (total a minimum of 10 feet wide) is to be located between the boulevard curb and the street trees. 4. Provide non-retail-oriented streets and avenues with a streetscape that includes: a. A sidewalk of 8 feet in width at the edge of the right-of-way or public improvement-		

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	<p>easement, whichever is furthest from the curb.</p> <p>b. A landscape strip between the sidewalk and the curb:</p> <p>i. Place stepping stones or other non-continuous pavers at regular intervals to connect the sidewalk to any on-street parking if present.</p> <p>ii. Where appropriate, use the infiltration features within the landscape strip for the development stormwater mitigation.</p>	
	TLC Guidelines	<p>green streets</p> <p>A green street right-of-way treatment gives priority to pedestrian circulation and open space, and will provide attractive, environmentally-friendly connections from the New Hampshire Gardens community to the Crossroads District and New Hampshire Avenue (Plan, page 25). Green Streets are efficient, safe, and accessible for pedestrians and vehicles.</p> <p>Elements include:</p> <ul style="list-style-type: none"> • traffic calming features • appropriately scaled tree-lined sidewalks • marked pedestrian crossings • shared facilities (bike/trails) • attractive and sustainable design elements.
		<p>COMMENT</p> <p>Only the cycle track on University boulevard is bike specific facility and no trails have been discussed with the community beyond in Sligo Creek Park.</p> <ul style="list-style-type: none"> • Recommend including interim streetscape standards in the Sector Plan or Urban Design Guidelines and requiring consistency with any later adopted standards. • Recommend including the recommendation in the Sector Plan to develop streetscape standards and that new development provide streetscapes.
Parks and Plazas		
CITY	1. Animate public space with adjacent activating uses such as retail or restaurants.	
	Urban Design Guidelines	<p>Page 22 <i>Active street wall</i></p> <p>Locate activating uses at street level along streets and public use spaces within mixed-use developments, including:</p> <ul style="list-style-type: none"> • sidewalk cafes • main entryways to buildings and residences • retail uses.
		<p>COMMENT</p> <p>None</p>
CITY	<p>2. Preferred open space locations include at focal points created by street intersections.</p> <p>3. Out of the way locations are inappropriate for open space unless it is a maintained playing court (such as soccer, basketball, or tennis) which is clearly open to the public.</p>	
	Urban Design	P. 20 + P 18 Map provides location

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	Guidelines	
	Comment	<ul style="list-style-type: none"> • Map has never been shown to community and includes new elements. • Map diagrams are inconsistent with the legend. • Why shouldn't open space respond to proposed development? Why is the neighborhood commons where it is? • Recommend including City language or equivalent in the Design Guidelines.
CITY	<p><i>"when feasible or appropriate"</i></p> <p>4. Parks and open space should be at grade with adjacent sidewalks and shall be no more than three steps above or below grade on at least one street.</p>	
	M-NCPPC Staff: this will be addressed at Site Plan	(d) The Planning Board must not approve the proposed site plan if it finds that the proposed development would not achieve a maximum of compatibility, safety, efficiency and attractiveness.
	COMMENT	<ul style="list-style-type: none"> • Design guidelines are an opportunity to clearly communicate expectations and ensure consistency throughout the plan area. • Recommend including City language or equivalent in the Design Guidelines.
CITY	<p><i>"when feasible or appropriate"</i></p> <p>5. Include artwork as an integrated design element on the walls, floors and ceilings of outdoor space.</p> <p>6. Promote participatory artwork that moves or responds to the viewer, or creates mystery or whimsy.</p>	
	TLC Urban Design Guidelines	<p>P 17 civic green</p> <ul style="list-style-type: none"> • include art. <p>P 19 neighborhood common</p> <ul style="list-style-type: none"> • include artistic and functional seating areas, public art, and other amenities. <p>P. 21 small urban places</p> <ul style="list-style-type: none"> • include culturally significant artwork. <p>Page 26 • Green Open Spaces: Create a one-half to one-acre civic greens or plaza in the Crossroads District that will act as public gathering area for residents and visitors. The civic green will be the focal point for programmed activities, ranging from farmers markets to seasonal festivals. Local culture will also be celebrated here through the incorporation of commissioned public art.</p> <ul style="list-style-type: none"> • Neighborhood Commons: Privately owned and maintained open space that will range in size from one-half to one-acre. It will be located in a larger mixed-use development and will serve as an outdoor living room with incorporated public art and street furniture for the residents and visitors to the development.
	Sector Plan	

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		<ul style="list-style-type: none"> • Small Pocket Parks: Smaller parks or plazas, typically a one quarter-acre or less that will be the gathering places or outdoor living rooms for residents and workers in surrounding buildings. In addition to shade trees, shrubs and ground covers, they will tend toward more programmed designs that might include special paving, seat walls, fountains, etc. Artwork that commemorates the local culture will also be included in these spaces.
	COMMENT	<p>Public art should reflect community needs.</p> <ul style="list-style-type: none"> • Add to Sector Plan or Urban Design Guidelines.
CITY	<p><i>"when feasible or appropriate"</i></p> <p>7. Fountains are strongly encouraged, especially in hardscaped areas.</p> <p>8. Consider incorporating elements that are climbable and which function as seating such as rocks, seating walls, steps, and public art.</p> <p>9. Playground features are appropriate for open space close to areas planned for restaurant uses.</p>	
	Sector Plan	<ul style="list-style-type: none"> • Small Pocket Parks: Smaller parks or plazas, typically a one quarter-acre or less that will be the gathering places or outdoor living rooms for residents and workers in surrounding buildings. In addition to shade trees, shrubs and ground covers, they will tend toward more programmed designs that might include special paving, seat walls, fountains, etc. Artwork that commemorates the local culture will also be included in these spaces.
	COMMENT	<p>Community would consider it a real benefit if urban child play space were added to the commercial portion of the Crossroads District. Community would also greatly value a fountain.</p> <ul style="list-style-type: none"> • Add recommendation to the Sector Plan or Design Guidelines
Yards, Patios and Courtyards		
CITY	<p>1. Residential or office terraces, courtyards, and gardens adjacent to a street sidewalk shall not be enclosed by a wall or include a gate that exceeds three-and-a-half feet in height.</p>	
	COMMENT	<p>Provides guidance on how to achieve Crime Prevention Through Environmental Design. Design guidelines are an opportunity to clearly communicate expectations and ensure consistency throughout the plan area.</p> <ul style="list-style-type: none"> • Recommend including City language or equivalent in the Sector Plan.
CITY	<p>2. Plant residential yards, grounds, and open space with a variety of shrubs, ground cover and trees.</p>	
	COMMENT	<ul style="list-style-type: none"> • Landscaping is required for parking, it is appropriate to include a design guideline related to landscaping for residential yards as well.
Lighting		
CITY	<p>1. Within the streetscape, locate pedestrian-oriented lights every 70-100 feet in the street furniture zone or landscape strip and along public and quasi-public walkways.</p> <p>a. Luminaries shall be located no more than 10 feet in height on non-retail streets and</p>	

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	<p>no lower than 12 feet on retail streets.</p> <p>b. Poles [to be determined].</p> <p>c. Design shall be consistent across the Crossroads shopping district and as specified in these documents.</p> <p>d. All light specifications, location, designs and installations shall be approved by the Takoma Park Director of Public Works.</p> <p>e. If street directed lighting is required by the Director of Public Works or the State Highway Administration it shall be located on the same or same style pole.</p> <p>f. Where a building is directly adjacent to a public walkway, wall mounted lighting consistent in style and quality with the streetscape lighting may be substituted for streetlights.</p> <p>2. Meet dark sky standards on all fixtures.</p> <p>3. Use luminaries with minimum color rendering index of 75.</p> <p>4. Light areas to achieve an even distribution across the sidewalk to 6 feet in height and not create dark shadows or glare. “ when feasible or appropriate:”</p> <p>5. LED is preferred.</p>			
	<table border="1"> <tr> <td data-bbox="342 863 440 1241"></td> <td data-bbox="440 863 581 1241">COMMENT</td> <td data-bbox="581 863 1365 1241"> <p>Items two through five apply generally to the entire area, not just the site plan.</p> <p>Streetscape standards are not in any budget line item or work plan. If they are to apply to the entire Montgomery County, these standards may take a very long time to develop (this plan, tiny in scope has already been 4 years or more). The Sector Plan is a current work item.</p> <ul style="list-style-type: none"> • Recommend requiring installation of a streetscape via a Sector Plan recommendation and that the streetscape complies with standards. • Recommend including interim streetscape standards in the Design Guidelines which may be amended into the County-wide document at the time that document is developed and ready for approval. </td> </tr> </table>		COMMENT	<p>Items two through five apply generally to the entire area, not just the site plan.</p> <p>Streetscape standards are not in any budget line item or work plan. If they are to apply to the entire Montgomery County, these standards may take a very long time to develop (this plan, tiny in scope has already been 4 years or more). The Sector Plan is a current work item.</p> <ul style="list-style-type: none"> • Recommend requiring installation of a streetscape via a Sector Plan recommendation and that the streetscape complies with standards. • Recommend including interim streetscape standards in the Design Guidelines which may be amended into the County-wide document at the time that document is developed and ready for approval.
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<p>Streetscape and Site Furnishings</p>				
CITY	<p>See City recommended text for streetscapes in Bruce Williams letter to Francoise Carrier of May 11, 2011.</p>			
	<table border="1"> <tr> <td data-bbox="342 1356 440 1398">M-NCPPC STAFF</td> <td data-bbox="440 1356 1365 1398"> <p>Include in Streetscape Standards to be developed for Montgomery County</p> </td> </tr> </table>	M-NCPPC STAFF	<p>Include in Streetscape Standards to be developed for Montgomery County</p>	
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<p>LANDSCAPING AND HARDSCAPE</p>				

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CITY	<ol style="list-style-type: none"> 1. Limit the use of shrubs taller than three feet to areas where they screen parking; use shrubs taller than four feet to screen walls. 2. Asphalt is an inappropriate material for sidewalks. 3. Use seating, walls, and other elements to discourage pedestrian traffic within gardens and critical tree root zones. 4. Use high quality paving for pedestrian areas. <ol style="list-style-type: none"> a. Federal law requires that all paving materials and design be ADA compliant. b. Brick pavers may only be composed of clay. 5. Continue pedestrian and bicycle pathway pattern and design across driveway entrances. Intent: Improve permeability, reduce negative environmental impacts, reduce carbon footprint. 1. Grass lawns/turf is to be avoided except for shared use areas such as in a park or playing field. 2. Plant slopes with groundcover. 3. Select plants that have low water and pesticide needs, and generate minimum plant trimmings. 4. Emphasize plant diversity. 5. Design landscapes to collect and absorb rainwater runoff (stormwater). "When feasible or appropriate" 6. Irrigation should be drip or seep. Avoid spray type irrigation. 7. Consider catchments to recycle rainwater for landscape irrigation where feasible. 8. Include designated infrastructure with appropriate screening for onsite collection and composting of yard waste. 9. Use heat-retaining pavements in courtyards and plazas. <p>Trees</p> <ol style="list-style-type: none"> 1. Provide a minimum 25% tree coverage at ten years of growth for the gross lot area. <ol style="list-style-type: none"> a. Trees planted within the streetscape directly adjacent to the property may be used to meet this guideline. b. With the exception of parking lot landscaping requirements and with the approval of the City Arborist offsite street trees planted within the commercial district may be substituted for onsite trees. 2. Provide tall shade trees with a minimum of 1500 cubic feet of soil. 3. Provide ornamental trees with a minimum of 900 cubic feet of soil. 4. Soil must have 12% organic material. 5. Infill the tree area with loose soil, not compacted, with the exception of the base for the tree root ball. 6. Under paving, use Silva Cell or other City Arborist approved structure to protect soil from compaction. 7. Soil at a depth greater than three feet below the top of the tree box may not be included in the volume calculation. " when feasible or appropriate" 8. Use species native to Maryland wherever possible. 9. Plant trees along pathways on either side where feasible to create an allée.
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	<p>10. Where appropriate, plant trees on the west and south sides of buildings to reduce heat loads.</p> <p>11. Up to 40% of the volume may be overlapped and shared by a maximum of one additional tree on either side.</p>	
	M-NCPPC Staff:	Include in Streetscape Standards
		<p>COMMENT</p> <ul style="list-style-type: none"> • Landscaping and hardscape is necessary on the entire site, not just the streetscape. • As this is greyfield redevelopment, additional measures are required in order to ensure appropriate survival of trees. • Proper landscaping is extremely important to improving the attractiveness, environmental performance and pedestrian comfort. • Design guidelines are an opportunity to clearly communicate expectations and ensure consistency throughout the plan area. • Recommend inclusion in the design guidelines as they may be updated as new planting techniques are discovered.

Note: above texts are from May 2010 Sector Plan DRAFT, September 2011 Design Guidelines DRAFT, and PHED Committee September 2011 CR Zones DRAFT. M-NCPPC provided comments on the Design Guidelines July 18, 2011, most of these have been removed where they stated that this was not to be included or would be addressed at site plan. This is the second round of comments the City is presenting to Planning Department staff.

City Staff comments on M-NCPPC Staff Takoma Langley Crossroads Sector Plan Design Guidelines Draft June 2011 presented to the Planning Board:

Page 3. Draft only illustrates one gateway whereas there are several gateways ranging from primary to tertiary. It also ignores focal points that are referred to in the Sector Plan. Transit stops should also be considered gateway locations.

Page 8. City has a range of banners suitable for the crossroads, all of which are illustratable. Inappropriate to show banners from other jurisdiction.

Page 10. What is the difference between thematic streetscaping and streetscape (for the international corridor).

Page 11. Top picture shows a particularly monotonous example of the uni block building.

Page 12. *“signage*

- Artistic
- store signage as an integral element of the building façade”

What does this mean? The last bullet point in particular provides no guidance. Missing verbs.

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Page 14. Use examples of art, flower boxes or furniture from Takoma Park.

Inappropriate to use Silver Spring banners when The City commercial district pageantry banners, the CDA banners, and the New Ave banners are all specific to the area.

City has not found street print to be very visible to drivers. In the crossroads, we have patterned crosswalks.

The only picture shown representing the City furniture is not the commercial site furniture family which the City has chosen for the Crossroads and which has been on the ground for two years now.

Page 16

The maps are the same on all pages. It was only on the fifth reading that it was clear what the red color meant. It is generally confusing and overdesigned.

The maps do not match the legend.

Why does the legend say "urban plaza" when the plan says small pocket parks or plazas and the design guidelines say small urban spaces (what is that by the way?).

Page 21

Sector Plan language is more definite and complete. If the guidelines do not expand, illuminate, or explain the sector plan, why include them?

Page 22

What does the bullet "Locate pedestrian access from parking structures at designated crossing points" mean?

Corridor, used in the first bullet under "Defined streets," is a vague term where staff may mean "sense of enclosure" or "street room."

Second bullet under "Defined streets" does not make sense:

"• The distances between buildings along a street, which are determined by build to lines or zero setbacks, should create a consistent sense of enclosure."

Do you mean *Place buildings side by side along a build-to line to create a consistent street wall?*

A build-to line is only a part of the element (the golden building height to street width ratio) that creates a "sense of enclosure" or "street room. Do you mean *facing each other across a street?*

Page 23. This doesn't provide any information about the pedestrian realm on the site. Parking lots? Alleys? Between buildings?

Exhibit A – Resolution 2011-52

Analysis and Comments on September 2011 MNCPPC Draft Urban Design Guidelines

Page 25. What are appropriately scaled sidewalks? Are not all sidewalks 15 feet per the Sector Plan?

The bicycle trail is not shown on the map but is called out on this plan. Does staff mean the sidewalk? No bike trails were recommended along these streets.

What about street furniture? Why would not all streets adjacent to developments subject to this plan have street furniture?

“Attractive and sustainable design elements” Like what?

Page 26. Page refers to Green Streets page (prior page) for sustainable design elements, which are not further illuminated.

Page 27. “Transitions

In the Crossroads District, the Plan recommends the CRT and CRN Zones with maximum densities and building heights up to 100-feet (Plan, pages 25, 51, 60). On properties adjacent to an existing single-family neighborhood these heights and densities should transition to a single-family scale.

Transitions should be ensured through:

- clustering higher density development around transit stations
- stepping down building heights
- appropriately scaled streetscape.”

What is a single-family scale and what is an appropriately scaled streetscape? All streetscapes are recommended to include a 15-foot streetscape. The only difference the City has recommended would be the extent of greenery/landscaping versus hardscape (commercial versus residential/office).

Page 28 –

“Clustering development” – what does this mean? A goal is total build-out with the exception of public space, parking, etc. Is this a guideline? Or a definition?

“New development, with the greatest densities and tallest buildings, should be located close to the station.” Is there an extra comma in this sentence? All new development is not supposed to be close to the station is it?

Photo shows buildings that are taller than the plan recommends zoning to allow.

Page 29.

City does not recommend that any new development be compatible to existing architectural styles.

Page 30. “**appropriately scaled streetscape**

Commercial development abutting the New Hampshire Gardens neighborhood should have streetscape consistent with residential neighbors.”

Exhibit A – Resolution 2011-52

Analysis and Comments on September 2011 MNCPPC Draft Urban Design Guidelines

City does not recommend that streetscapes on new development be consistent with residential neighbors. City has very specifically requested improvements in the pedestrian realm and this has been reflected in studies and the Sector Plan.

Streetscape shown on Kennewick Avenue shows a sidewalk next to the curb. This is inappropriate – an ample landscape buffer between the curb and sidewalk is a safer streetscape and should be required in new development.

Page 31. "Resources"

Include the www.theNewAve.com in the first section.