

**PUBLIC COMMENT ON TAKOMA JUNCTION**

<b>2018 DATE</b>	<b>NAME</b>	<b>WARD*</b>	<b>COMMENT</b>
4/13	Keith Kozloff	?	Given all the correspondence I expect you are getting, you REALLY don't have to respond to this, as it's just a "thinking out loud" design suggestion coming at a relatively late date. But given the concerns expressed on Wednesday about the proximity of the public space to the layby and the street, what about having the public space be an interior open courtyard (that could be covered in inclement weather)? There could still be some benches along the businesses out front, and the businesses could open both to front and to the courtyard. The courtyard could be made to feel more intimate and homey than a space facing the street. And then the restaurant would not have to be set back.
4/13	Rachel Lia	?	Thank you for your continuing support of the new Takoma Junction proposed development. The new site plan proposed by NDC is attractive, matches the character and tenor of Takoma Park, and provides the much needed (and long awaited) missing piece to a vital piece of Takoma Park. Completing this project is a progressive act that furthers goals such as environmental sustainability, public transit, fostering community, and providing tax revenue to support Takoma Park's social programs. Please do not let a few loud voices derail this project that is so close to fruition. I am counting on your support and your vote to approve the Site Plan. Thank you very much for your dedication and service.
4/13	Brenda Platt	2	Thank you for the opportunity to comment. In addition to being a resident of Takoma Park since 1989, I am the co-director at a national nonprofit organization, the Institute for Local Self-Reliance (ILSR). One of our key initiatives is promoting independent businesses and a community-scale economy. I urge the City and Council to abandon its relationship with NDC, which has not adequately addressed most of the Council's requests. I recognize that a lot of time and energy has been invested in NDC and it may be hard to move on from NDC. Please recognize that the City has a real opportunity to model local economic development and that it can take its time in figuring out how to redevelop the site in a way that supports the co-op and other independent businesses. ILSR has a lot of resources including successes in other cities. See, for instance, this recent article, "In Cities Around the Country, New Action on Commercial Affordability" available online at <a href="https://ilsr.org/new-action-on-commercial-affordability/">https://ilsr.org/new-action-on-commercial-affordability/</a> . We have expert staff who could potentially Skype or do a webinar with the Council, City staff, and/or the community, on commercial development that supports community and local independent businesses. By abandoning the developer-driven project, the City would position itself to continuing being the model city for small, locally-owned businesses that it has long been. Thank you for your consideration. Brenda Platt
4/13	Jeffrey Trunzo	3	Provided text of his remarks from the April 11 City Council meeting. Folks, here are my full written comments from my public remarks at the meeting Wednesday, April 11, 2018. Thank you, Jeff ++++++ (Attachment)

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4/13	Eric Liebmann	3	<p>As nearly a 30-year TP resident (7500 Carroll Ave) I am sure we've met. I testified the other evening for the first time (after a frustrating experience opposing the Manor Circle Street closure a long time ago, I decided I have plenty of smart, activist neighbors to fight my battles for me) and managed to break the rules of decorum by exceeding my time limit and not easily yielding the floor. I apologize for my rudeness. I very much wanted to be constructive, not merely critical, but stupidly started to add -lib and lost my chance at a big finish.</p> <p>What I left out is this. That as a developer architect, it's simply not in my DNA to oppose development. I had a bit of a slow week, so I took a stab at looking at design options. I'm convinced that a front-in, front-out loading/ trash removal design solution is entirely possible on this site. Conflicts with the Co-op can be largely mitigated. There will be some sacrifice in density, but the architecture and the street front retail can be fully preserved. I know this has been a protracted process, but there is simply no reason Takoma Park should be bullied into a third-class solution. Trust me. I get bullied by my client developers every day of the week. A worthy developer should respond to reason. All things are negotiable.</p> <p>I am not this opinionated on most topics, but this is what I do for a living. Check our web site. My firm tends to do more front-end infrastructure work i.e., figuring out service, parking and loading, than Streetsense. Streetsense is a wonderfully creative group, but more typically a finisher – branding, retail guidelines and design, etc. On our two current collaborations with Streetsense, their involvement is primarily to brand and facilitate retail lease-up They are just coming active on our Founders' Row project in Falls Church, two years into entitlements, well into the Design Development portion of our process. Same for our Buckhead project in Atlanta. I am not trying to undercut or malign their capabilities, but I am trying to rationalize how they could push forward such a peculiar, inadequate approach to servicing the project. The current proposal is not thinking outside the box. This is totally punting on generating a real solution. LEED scorecards aside, it's about as environmentally insensitive as you can get.</p>

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4/13	Eric Liebmann (cont'd)		<p>The designs options attached have been shared with Peter Kovar. The more detailed scheme, by providing a one-way loop at the rear for cars and trucks, by providing dumpsters and plenty of off street loading space, as well as relocating the pedestrian access to underground parking, would serve all delivery and trash collection needs and protect the co-op, pretty much maintaining current service conditions. The parking layout is far more fluid and should feel more open and safer. Any possible access to light and air would be immensely helpful. At ground level, the proposed street front retail and Streetsense’s architectural expression would be entirely retained. The questionable lease space in the rear disappears. Some of the second level space, if desired, can be restored by building above the loop road in back. I tried a second scheme to retain more density. ( See free-hand sketch). It gets loading off the street, but I think front in/ front out would only work for 30’ trucks. I would like to hear what a traffic engineer says, but I am skeptical 55’ trucks could complete the turnaround.</p> <p>History shows this is a very challenging retail site. NDC doesn’t appear to have a track record as a prime developer on retail. I’m sure that will oppose any reduction in density, but I’m not convinced they fully understand what is in their best interests.</p> <p>Critical mass and synergies are dependent on fairly direct adjacencies. The first page of the Streetsense presentation demonstrates that the quarter mile radius / easy walkability metric doesn’t extend to downtown. That means the critical mass which Republic established as an anchor will not extend to the Junction. An equivalent destination tenant will need to be attracted for this development to have legs. I don’t know if NDC has a lead tenant lined up, but a group like Federal Realty would never move forward without a lead in place and without adapting the design to that tenant’s particular needs. They will get entitled but never build until everything is in place. FRIT believes if the initial tenant fails, the venue is forever negatively impacted.</p> <p>Finally, 100% underground parking will be problematic. FRIT would never proceed without some on grade parking. TP is not that urban. Doesn’t need to be a lot, just a handful of spaces, but it’s absolutely mandatory that someone can easily pick-up and drop off, run in to grab a large package, whatever. In other words, if it isn’t easy, retailers have plenty of options elsewhere. So thanks for listening and good luck in navigating through this. This project only makes sense if it’s done well. Please let me know if and how I can be of assistance.</p>
4/14	Lotte Soltas	?	<p>Those of us who live near the Junction are rightfully fearful of what the traffic will become once development proceeds. I add my voice to my neighbors in imploring the city to develop and follow-through with a traffic study before granting the developers the go ahead. It seems as if we have given away the store, as it is. The developers need to be held responsible for what their future traffic portends, much the way developers should be held accountable for any infrastructure changes their projects create--be it roads, or schools.</p>

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4/14	Joseph Gilday	3	<p>This structure is way out of scale with the site. The building hogs up all available space on the site and crowds an already congested street front.</p> <p>Two more points:</p> <p>1-There is no viable plan for delivery and trash pick up. How is this possible? Wouldn't that be the first logistical issue to be resolved in any well-designed project? If I were a business owner I don't think I'd want to rent space in a building where basic infrastructure items were poorly thought out. If I were running a cafe, I surely would not want trash receptacles to be the first thing customers see at the front approach.</p> <p>2-The side of the street opposite the TPSS CoOp has been revitalizing itself over the past five years. All local, all independent businesses, all contributing to the community by a) bringing new life to a streetscape that had lapsed into decay, and b) filling a vacant spot in our city's commercial/retail landscape. Will the leasing plan for the new building be in alignment with these Takoma Park values?</p>

\*Ward is included if it was provided or can be looked up by address. NR denotes non-Takoma Park resident commenter. Question mark ? denotes not enough information provided. NA denotes that ward is not applicable