



City of Takoma Park, Maryland
Takoma Junction Development Review
Council- NDC-Staff Conference Call Notes
March 22, 2019

As part of the Takoma Junction redevelopment, Neighborhood Development Company, the partner for the City's project, submitted a combined preliminary plan/site plan application to Montgomery County. On March 1, 2019, Takoma Park City Council members, City staff, and NDC representatives began a weekly conference call to share updates and ask questions.

For more information, please check the City webpage for the Takoma Junction Redevelopment: <https://takomaparkmd.gov/initiatives/takoma-junction-redevelopment/>

Participants on the conference call:

Mayor Kate Stewart and Council member Kacy Kostiuik; City staff Jason Damweber and Rosalind Grigsby; NDC representatives Adrian Washington and Jingjing Liu.

NDC updates

NDC said that the date for the consultation with Historic Preservation Commission has been delayed because many of the HPC staff, including Rebeccah Ballo, the reviewer of the project, will be out of town for the HPC meeting on April 24. Instead, NDC will meet with HPC on May 7.

Staff updates

No updates at this time.

Questions for Discussion:

1. *Does NDC have further info regarding fire lane and no parking restrictions that would be required on Columbia?*

NDC's civil engineer will meet with the representative of Fire and Safety to clarify their comments. Specifically, they will check if the parking restrictions will be for both sides of the street and how much of Columbia Avenue from Sycamore to Poplar Avenues will be restricted parking.

Parking

2. *Parking garage: Why do some of the submission documents talk about 100 spaces being required? Will there will be parking for other businesses in the TJ?*

NDC's parking, as a development with more than one type of use, is based on the shared parking analysis using the Urban Land Institute Shared Parking Model (Second Edition, 2005), as allowed in Montgomery County Code. NDC is providing 79 spaces and is required to provide 91, based on the types of uses in the building. According to Montgomery County

Zoning Code for Shared Parking: “An applicant proposing development with more than one use may submit a shared parking analysis using the Urban Land Institute Shared Parking Model (Second Edition, 2005) instead of using the parking table in Section 6.2.4.B.” [59.6.2.3.1.3]

There are two steps in calculating needed parking, based on the different uses of the property: the maximum monthly demand (in this case, December, 100 spaces) adjusted by the maximum hourly demand on weekdays throughout the year (in this case, 11 a.m. to 2 p.m., 91 spaces). The County, in accordance with general practices throughout the country, has moved away from requiring the peak holiday shopping period to define the amount of parking for the rest of the year. Therefore, based on the current draft site plan and planned uses, 91 spaces are required. Yes, there will be public parking available.

Of the 79 spaces provided, 53 will be regular vehicle parking spaces, 3 will be ADA parking spaces, 10 will be Motorcycle/scooter parking spaces, 4 will be carshare spaces (which count for three spaces per carshare space); and 1 dedicated Co-op parking space for deliveries. An additional space is allocated for Co-op shopping carts, which is not counted as a parking space. NDC will request a parking waiver for 12 spaces.

- 3. Clarification regarding Co-op parking: The plan lists "1 Co-op Parking Space," but the mediation agreement is for 1 spot as a cart corral (listed separately next to the stairs), plus one larger spot (18-feet) for Coop delivery. What is the size of the proposed Co-op spot listed in the drawing? Is the Co-op parking spot included in the count of the 53 regular parking spots or outside of the total listed? What is the status of the agreed on space in parking lot for coop carts and for small vehicle loading/unloading?*

The area for shopping carts is marked on the plans, next to the stairs. That area is not counted as part of the 79 parking spaces. The Co-op parking space is 18 feet and is counted as part of the total parking spaces in the project.

- 4. Is NDC's commitment to walk-off parking for the coop and other businesses legally binding? How many of the spaces are estimated for the building users rather than tenants? How does county parking review and decision account for intention to have some spaces for other businesses?*

Council included parking considerations in the resolutions guiding this project. NDC has committed to providing public parking. NDC and the TPSS Co-op have signed an MOU which includes parking provisions. The County requirements for development review are site specific and do not include provisions for parking for other commercial buildings.

For more information: Takoma Junction Questions and Answers on Site Parking, 2/6/2018
<https://documents.takomaparkmd.gov/initiatives/project-directory/Takoma-Junction/HCD-20180125-takoma-junction-concept-plan-qa-sheet-PARKINGv2.pdf>

Lay-By

5. *What is NDC thinking at this point about a Plan B if the layby is ultimately not approved? What is the process for adjusting the site plan, and city review of it, once the SHA process concludes?*

The City and NDC have looked at the limitations of the site and ways to accommodate the delivery needs of the Co-op for the past four years. Based on numerous draft plans and analyses by engineers, the layby has been determined to be the solution that meets the turning and maneuvering requirements for the 18-wheelers that deliver to TPSS Co-op. The layby is referenced in the Cooperation Agreement between NDC and TPSS Co-op, signed October 10, 2018.