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Takoma Central District Plan

Community Charrette Summary

November 29th, 2000



*Government of the District of Columbia
Office of Planning*

SmithGroup



Charrette Summary *(by sub area and group)*

Carroll Street Area

(Red Group)

Carroll St.:

- Continuous retail along Carroll St. (approach A)

WMATA Site:

- Most agreed that Village Green option (Approach B) provides a focal point of activity and enhances the safety factor. Some suggested keeping the open space as is and do nothing (a no development scheme was suggested)
- Some retail suggested around Village Green
- Townhouses were preferred over apartments
- Buffer existing residential development to the north by maintaining green slope
- Direct connection between green and residential development (relocate kiss and ride function)
- Residential development should face streets for safety
- Need sound/visual buffer between existing residential and Metro

(Yellow Group)

Carroll St.:

- Mixed use along Carroll St. was preferred by most. Some suggested not introducing residential with commercial along Carroll St.

WMATA Site:

- Define and structure "green" space as public space and make it a focal point as shown in approach B
- Minimize density of residential development on site
- Buffer existing residential development to the north
- Modify bus movement of Approach B to avoid queuing next to apartments

Bike Trail:

- Align bike trail with Metro

(Blue Group)

Carroll St.:

- Prefer continuous retail along entire street to Takoma Park (except for open space at WMATA site)

WMATA Site:

- Scheme B, with "Village Green"
- Could consider 4 to 5 stories (max) but only if demonstrated and agreed to benefits could be gained
- Kiss and Ride very disruptive, reorganize
- Buffer existing residential across Eastern Ave.



Bike Trail:

- Explore route west of rail lines



(Green Group)

Carroll St.:

- Less decisive about continuous retail along Carroll St. relative to 4th Street retail
- Pedestrian orientation and scale

WMATA Site:

- Generally prefer Approach B
- Several said “no development” should have been included more specifically in option
- Emphasis on pedestrian orientation
- Concerned about visual appearance, vernacular and massing of development
- Buffer existing apartments
- Design important

Bike Trail:

- Prefer off-street trail



Willow Street Area

(Red Group)

Upper Carroll St.:

- No retail off Carroll St.

Uses in other areas:

- Some suggested residential but at lower densities (townhouses not apartments)
- Others suggested higher density residential development behind CVS

Parking:

- Too much parking on approach A?

Bike trail:

- Off-street, separate from pedestrians

(Yellow Group)

Upper Carroll St.:

- Strengthen the demand for commercial activities along Carroll St. by increasing residential use

Uses in other areas:

- Increase residential
- Introduce “new” green space
- Define residential densities

Parking:

- Share parking necessary

(Blue Group)

Upper Carroll St.:

- Retail along Carroll St. but not off Carroll; Don't jeopardize or dissipate retail along Carroll St.

Uses in other areas:

- Residential with some office
- Prefer 3 stories max. However, might consider 4-5 stories at west end as design relates to taller existing buildings
- Nurture growing arts community

Parking:

- Necessary, but must have low visual impact
- Back of “CVS” is a reasonable location
- Hide the deck (submerge in ground or within development)
- Get DC Government to help with cost to reduce parking impact on economics of site

(Green Group)



Intro note:

- All four areas of the SAP need to be integrated and planned as a cohesive whole

Upper Carroll St.:

- Addressed largely by intro note concern

Uses in other areas:

- Addressed largely by intro note concern
- Should light industrial remain?

Parking:

- Municipal parking, possibly at Vine St.
- Gain "governed" landscaping around surface parking areas



4th Street Area

(Red Group)

Retail:

- Redevelop existing 4th street block as live/work area (retail economics doesn't work here)
- Preserve historic buildings, not just façades, but extend upper level if necessary
- Parking to support retail

East/west connection/Metro Gateway

- Open Metro entrance west of Carroll St

Circulation

- Convert 4th Street one-way southbound – one block
- Make block of 4th accessible from Butternut – allow turn around – no access to intersection

Other areas:

- Use development (mixed use) of NE corner site to influence development of surrounding area – upgrade retail
- Parking at corner of Butternut and 4th to support Theater. Landscaping can successfully mask parking lot

(Yellow Group)

Retail:

- Maintain retail –Keep low to moderate density if developed to residential in the future
- Strict code enforcement of existing properties and businesses

Circulation

- Consensus in the angle parking lot at one block of 4th St.
- New traffic patterns needed (relocate Blair/condemn liquor store?)
- Occasional closure of 4th for special events

Other areas:

- Future apartment building at corner of Butternut and 4th St.
- Get theater in operation
- Maintain historic assets

(Blue Group)

Note:

- **Generally supports Option B**

Retail:

- Maintain and improve 4th St. retail shops; improve facades

Circulation

- No consensus on one-way on 4th Street; however noted a serious need to improve intersection of 4th, Blair, Cedar. Perhaps change light sequence to discourage people from using Butternut to “beat” the light

Other areas:

- New residential development should have no more than 3 stories



 **(Green Group)**

Retail:

- Strongly favors neighborhood-oriented retail

Circulation

- Need to develop creative policies to positively encourage bike pedestrian access
- Discourage 2-car owning households and establish neighborhood auto co-ops

Other areas:

- Development activity along 4th Street should be pedestrian-oriented; maximize use of Metro
- Higher residential density (than existing density) required to support desired retail; however, more detailed market info is required to determine what level of residential density is required to support it



Blair Road Area

(Red Group)

Note:

- General support for approach B

Blair Rd.:

- Improve pedestrian access – add sidewalk on west side of Blair
- Change set backs along Blair -- to discourage parking along sidewalks in setback

East/west connection/Metro Gateway

- Add Metro access (elevator) via extended Spring Street

Light industrial areas:

- Convert light industrial areas to mixed low-density residential/commercial

Other areas:

- Replace Amoco Station with community/office use
- Buffer between changes of use

(Yellow Group)

Blair Rd.:

- Widen/add sidewalks along south side of Blair Rd.

Light industrial areas:

- Change "CMI" zoning to remove "industrial" land uses.
- Provide medium density mixed use residential land uses between Blair and Metro.

Other Areas:

- Mixed use commercial only at corner of Blair Rd. and Cedar Rd (805/809)
- Major restructuring of intersections of Cedar Blair & 4th etc ., (must study broader neighborhood impact as a result of any restructuring)
- Redirect traffic volumes from neighborhood to major arterials

(Blue Group)

Note:

- Generally, supports Option B

East/west connection/Metro Gateway

- Add 2 Metro entrances on west side (at lobby entrance area and elevator area)

Light industrial areas:

- Support lower density residential development on lots 802, 820, 822 and 50, i.e., townhouse development with 3 level maximum. (This would allow for better transition to single-family homes on Chestnut Street)
- Use overlay zone to achieve desired density on development sites

Bike Trail

- More study needs to be done on feasibility of MBT alignment on west side; perhaps run from Jessup Blair Park down 8th Street, or via alleyways to 3rd Street



(Green Group)

Blair Rd:

- Limit ingress/egress to Blair Road
- Study feasibility of service road on Blair Road

Light industrial areas/other areas:

- Require new residential development to have on-site parking to ease on-street parking demands
- Encourage land assemblage to create better development sites
- Work with businesses to create special promotions for patrons who use Metro