

Takoma Central District Plan

Community Charrette Common Direction

November 29th, 2000



Government of the District of Columbia
Office of Planning

SmithGroup



Charrette Common Direction *(by area)*

Carroll Street Area

Points of common direction: *(Generally Conceptual Approach B)*

Carroll St.:

- Continuous built street edges from overpass to Takoma park (except at green/Metro entrance)
- Mixture of retail, office and residential along Carroll St (3-4 stories)

WMATA site:

- Version of Approach B - Village Green. Issues:
 - Quality and appropriate design, scale, size and orientation of housing and nature of Village Green
 - Retail (work/live) facing “Village Center” possible
 - Reduce vehicular/pedestrian conflicts and resolve kiss and ride congestion
- Buffer existing apartment buildings from bus and vehicular traffic

Bike trail:

- Bike trail preferred along Metro track, separate from vehicular traffic . Explore route west of rail tracks

Areas to be modified and/or further addressed:

- Bus movement (access/egress)
- Kiss and Ride and Taxi drop-off congestion
- Pedestrian safety (crossings)
- “Village Center” open space
- Housing development guidelines (see above)

Areas of major disagreement/additional comments:

- Several members of the community suggested a no development scheme on the Metro site
- Commercial only along Carroll St. (no residential)



Willow Street Area

Points of common direction: *(Generally Conceptual Approach B)*

Upper Carroll St.

- Retail along Carroll St. but not off it.

Uses in other areas:

- No retail within Willow area to avoid competing with retail along Carroll St.
- Primarily residential
- Some additional commercial uses on Vine St adjacent to rail tracks to be considered

Parking:

- Additional parking/municipal structure near Willow needed to relieve current parking congestion
- Parking lots and/or structure need to be well landscaped, buffered and have low (or no) visual impacts

Areas to be modified and/or further addressed:

- Residential types and densities (and associated traffic impacts)
- Shared parking opportunities and specifically municipal parking locations (Behind CVS or Vine St. Area?)

Areas of major disagreement/additional comments:

- Need integrated and comprehensive veh. /ped. circulation and retail planning for all 4 SAP areas
- Should light industrial remain or be redeveloped with residential?



4th Street Area

Points of common direction: *(Generally Conceptual Approach B)*

Retail:

- Maintain and improve 4th Street retail shops as neighborhood-oriented retail and services
- Future opportunity for residential adaptive reuse only if historic buildings/character can be maintained (2-3 stories max.)

East/west connection/Metro Gateway

- Improve east/west community connection, i.e., open Metro entrance on west side of tracks
- Improve landscaping and quality of Metro underpass walls to make more pedestrian friendly

Circulation

- Improve (simplify) intersection of 4th St. /Blair/Cedar (new traffic patterns needed). Options:
 - Make 4th St. one way south bound
 - Reconfigure existing intersection
 - Reconfigure Blair Rd. (major speed problem (capacity and calming))
- Increase local street parking (short term during commercial hours). Option:
 - Angled parking along 4th Street

Other areas

- Rehab/revitalize use of historic structures

Areas to be modified and/or further addressed:

- Bus movement along 4th St.
- Reconfiguration of 4th St. /Blair/Cedar intersection
- Phase out liquor store

Areas of major disagreement/additional comments:

- Some expressed concern about the economics of retail on 4th and suggested 4th St. as live/work
- Some were in favor of an apartment building on corner of Butternut and 4th St. (max. 3-4 stories w/parking on site), others preferred a well landscaped parking lot to support Takoma Theater and retail users
- A need to encourage bike access was expressed
- A need for a detailed market study (determining residential densities needed to support retail) was expressed
- Some were in favor of the Metro elevator entrance others were concerned about safety and recommended against this entry



Blair Road Area

Points of common direction: *(Generally Conceptual Approach B)*

Blair Rd.

- Add sidewalks along both sides of Blair Rd. to improve pedestrian quality and safety
- Mixed use w/ ground floor retail on corner of Blair and Cedar
- Limit egress/access onto Blair Rd.

East/west connection/Metro Gateway

- Increase ease of pedestrian Metro access from the West by improving area along western streets and at current Metro entrance.

Light industrial areas:

- Remove light industrial areas and convert to low residential redevelopment (type?, height?)
- Extend Spring St. to Blair Rd. and eliminate dead end

Other areas:

- Buffer different uses and ensure appropriate height/type transitions (respect the historic character of Chestnut St.)

Areas to be modified and/or further addressed:

- Area around Amoco Station (future commercial/community use?)
- Type and height of residential redevelopment and associated traffic impacts on Blair Rd.
- Use of overlay zones to achieve desired densities
- Locating the bike trail on the west side of Metro tracks

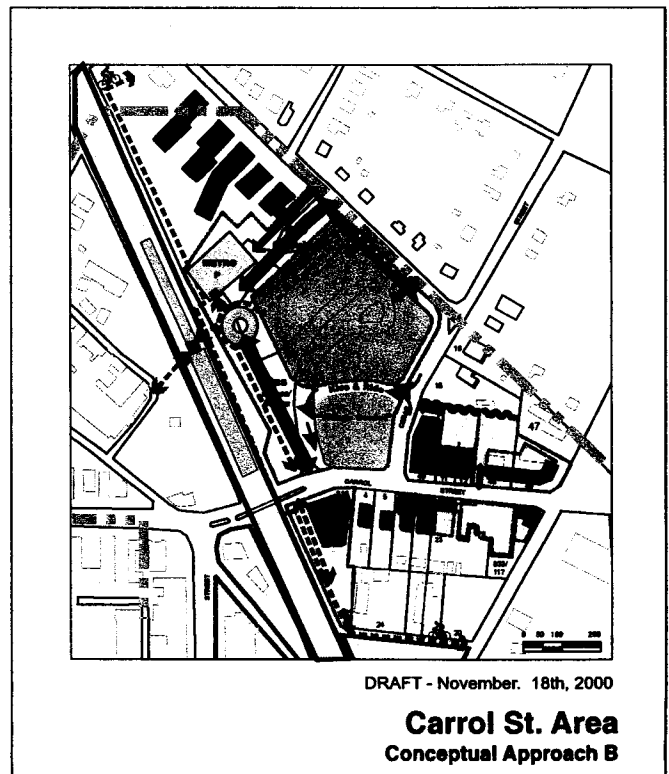
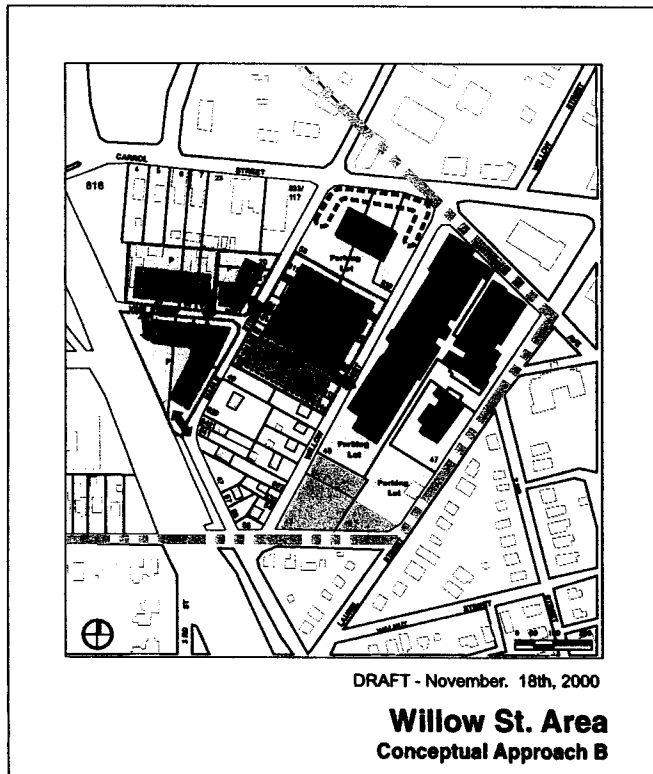
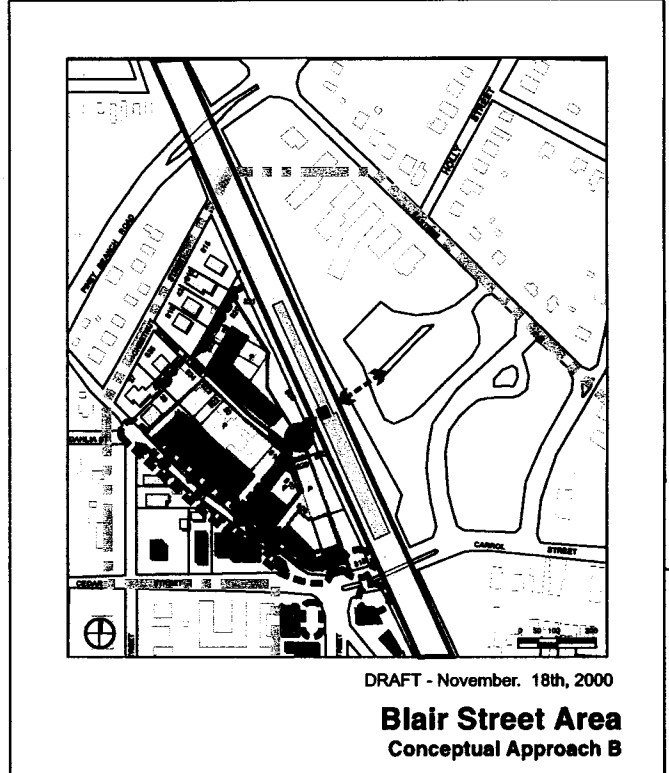
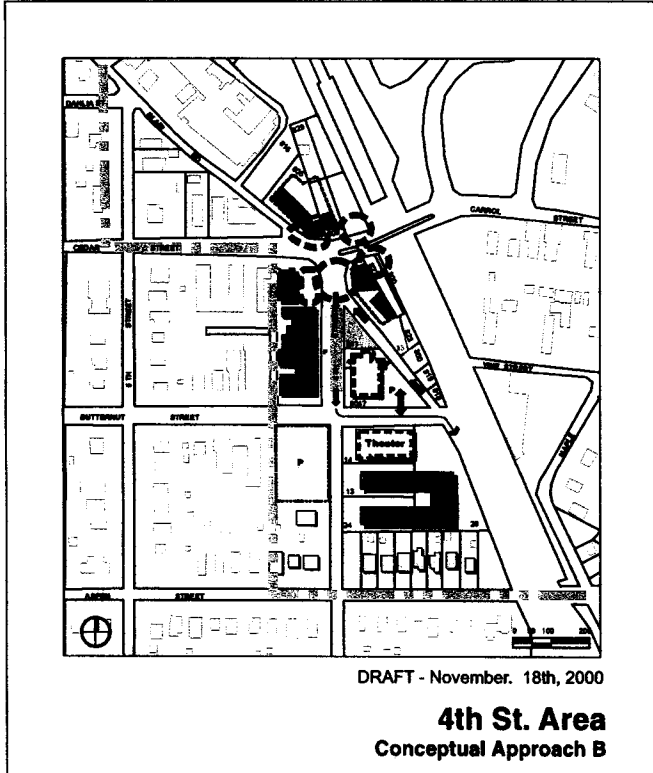
Areas of major disagreement/additional comments:

- Some suggested adding 2 new Metro entrances (by current entrance and elevator). Others (citing safety concerns) did not recommend the elevator entrance.
- Type and height of residential redevelopment

Takoma

Central District Plan

The following concept diagrams indicate the **general** direction for each subarea as discussed during the November 18th Community Charrette. The diagrams are shown as presented at the Charrette and have not been modified to include suggested changes, conditions or areas in need of further studies.





Entire Study Area

1. Uses

- Neighborhood retail on 4th St, mixed neighborhood retail and residential infill along Carroll St.
- Primarily residential infill in SAP
- Possible office/institutional extension at far eastern end of Study Area (Willow)
- Municipal parking in Willow St. Area

2. Scale/Character

- 1-3 stories typical, maybe 3-5 stories at far eastern end of Willow St, and on a portion of Metro site
- Pedestrian oriented scale
- Styles and rhythms similar to existing neighborhood
- Rehabilitation of historic structures

3. Traffic/Transportation

- Primary traffic/vehicular problem from Blair/Cedar/4th St. intersection to Carroll St./Cedar intersection
- Secondary: Cedar St. on east side
- Calming of residential streets