

41 **WHEREAS,** developer EYA’s current building design far exceeds the forty (40) foot
42 maximum building height allowed by the R-5-A zoning of the portion of
43 the parcel fronting Eastern Avenue, NW and the fifty (50) foot maximum
44 building height allowed by the C-2-A zoning of the portion of the parcel
45 closer to the railroad right of way. While a Planned Unit Development
46 (PUD) process could allow deviation from current zoning, neighborhood
47 compatibility suggests that the building height should comply with zoning
48 limits, with the step-up to more than three stories of the building set back
49 to the boundary of the C-2-A zone;

50 **WHEREAS,** while the Washington D.C. Office of Planning withdrew its 2013 proposal
51 to completely eliminate minimum parking requirements in transit zones,
52 the District zoning revision regulations would lower the minimum parking
53 ratio for the Takoma Metro site to 1-to-6 (.17), with further reduction
54 allowed via the PUD process;

55 **WHEREAS,** developer EYA’s current building design includes four levels of
56 residential parking with an estimated 116 residential parking spaces for an
57 “apartment complex of approximately 200 units.” A .58 parking ratio,
58 over three times the District’s revised zoning’s minimum, indicates that
59 developer EYA has not answered the WMATA Board’s direction that staff
60 and the developer “minimize the number of the project’s residential
61 parking spaces in order to promote greater transit utilization by residents
62 and reduce traffic impact”;

63 **WHEREAS,** the over-provision of residential parking, located in an above-ground
64 structure, leads to overly large building that could be reduced in size if
65 residential parking were located under the building, below ground. Every
66 other recent Takoma-area, multi-story residential building – Cedar
67 Crossing, Elevation 314, the Gables, and Takoma Central – locates its
68 residential parking under the building; and

69 **WHEREAS,** the design preserves only a partial, thirty-foot width of the wooded green
70 space located to the immediate northwest of the building site, providing
71 only a modest buffer between the station’s and residential building’s
72 service lanes and the adjacent property;

73 **NOW, THEREFORE, BE IT RESOLVED THAT** the City of Takoma Park submits
74 detailed comment on the draft Public Hearing Staff Report, R14-01, as
75 attached, recognizing positive elements in the evolution of the proposed
76 site design.

77 **BE IT FURTHER RESOLVED THAT** the City asks WMATA and developer EYA to
78 modify the design associated with the Takoma Amended Joint
79 Development Agreement, to fully address concerns expressed here and in
80 the City’s comment, about neighborhood compatibility (massing on, and
81 step-back from, Eastern Avenue NW; building height within current
82 zoning limits; and adequate buffer from neighboring building); and traffic

83 and transit-use impact (number of residential parking spaces), prior to the
84 WMATA Board's vote on Public Hearing Staff Report, R14-01.

85 **BE IT FURTHER RESOLVED THAT** the City shall inform the Maryland Secretary of
86 Transportation, the Montgomery County Executive, and the Montgomery
87 County Council of the City's comment to WMATA concerning the draft
88 Public Hearing Staff Report, R14-01.

89 Adopted this 27th day of February, 2015.

90 Attest: _____

91 Jessie Carpenter, CMC City Clerk

