



Government of the District of Columbia Advisory Neighborhood Commission 4B

By Electronic Mail

June 27, 2022

Anthony J. Hood, Chair
District of Columbia Zoning Commission
441 4th Street, NW, Suite 200S
Washington, DC 20001

RE: Providing Feedback on the Proposed Planned Unit Development at the Takoma Metro Station

Dear Chair Hood:

EYA Multifamily, LLC (the Developer) has been selected by the Washington Metropolitan Area Transit Authority (WMATA) to develop a new multifamily development on the parking lot of the Takoma Metrorail Station. The Developer notified the Commission on April 21, 2022, of their intent to file for a Planned Unit Development for Lot 806 in Square 3351, Lots 820, 822, 823, 829, 831, 839-841, and 845-851 in Square 3352, and Lots 811-813 in Square 3353 and seek to rezone it to the MU-5A zone. The Developer seeks to construct a mixed-use building providing approximately 410 residential units, 10,000-20,000 square feet of ground-floor retail, a new transit zone adjacent to the Metrorail station for buses, and a 1.5-2-acre park (the “Takoma Station Development”).

The Takoma Station Development site is located within Advisory Neighborhood Commission 4B, Single Member District 4B01, and within the Rock Creek East planning area. As part of their application, the Developer has met with the Commission’s Housing Justice Committee (March 2, 2022) and the Commission (April 25, 2022, and June 27, 2022), as well as participated in three joint public Single Member District meetings hosted by the Commissioners for 4B01, 4B02 and 4B07.

Advisory Neighborhood Commission 4B is generally supportive of efforts to bring new housing to transit accessible areas, including adjacent to the Takoma Metrorail Station. The Commission has supported numerous efforts to bring new housing to the area, with a particular emphasis on affordable housing. See [Resolution 4B-19-0606](#), Supporting Proposed Design for 218 Cedar Street NW (June 24, 2019); [Resolution 4B-20-0410](#), Supporting Proposed Design for 300-308

Carroll Street NW (April 27, 2020); [Resolution 4B-20-0905](#), Supporting the Provision of DHCD Funding for 218 Vine Street NW (September 28, 2020); [Resolution 4B-20-1107](#), Supporting the Preliminary Design for 6928 Maple Street, NW (November 23, 2020).

Advisory Neighborhood Commission 4B has previously provided feedback on the land use of this area through the drafting process of an updated Comprehensive Plan, stating: “the Commission generally supports increased density around the Takoma Metro Station and other high-quality transit corridors, in part because individuals of all income levels should have access to robust public transit options. The Commission believes that any effort to increase density, particularly on publicly-owned land, should maximize affordable housing, including deeply affordable housing, including through affordable housing set-asides that capture a significant portion of the value provided through any re-zoning. In addition, the Commission believes that any development of these sites should require developer efforts to mitigate transportation and infrastructure impacts on surrounding communities, including mechanisms for stormwater impact mitigation and for increased transit service to ensure livability for existing neighborhoods.” See [Resolution 4B-20-0104](#), Providing Feedback on Proposed Changes to the Comprehensive Plan (January 27, 2020).

Advisory Neighborhood Commission 4B believes “that the affordable housing crisis requires the District to use every tool available to ensure affordable housing” and that “the increased supply of housing – while important – will not alone solve the affordable housing crisis, particularly as related to extremely-low and very low-income households, and must be accompanied by active and robust City goals and policies to ensure affordability, including affordability for extremely low- and very low-income households, in relation to increased supply.” See [Resolution 4B-20-0104](#), Providing Feedback on Proposed Changes to the Comprehensive Plan (January 27, 2020).

With those goals in mind, Advisory Neighborhood Commission 4B requests that the Planned Unit Development order for the proposed Takoma Station Development be approved with the following conditions:

- That the Developer provide at least 15% of the square footage of the residential development as income-restricted affordable housing, including at least 3% affordable at 30% of Area Median Income and 12% affordable at 60% of Area Median Income.
- That the Developer provide as many three bedroom (“family-sized”) affordable units as possible, and as many at the 30% of Area Median Income affordability level as possible.
- That the Developer continue to seek participation (until granted or no longer applicable) in the [Tax Abatements for Affordable Housing in High-Needs Areas](#) (HANTA) program offered by the Department of Housing and Community Development that will increase the percentage of square footage dedicated to income-restricted affordable housing to at least 33% of residential square footage. If the tax abatement is granted, the Developer should seek to maximize the number of units provided at the 30% of Area Median

Income levels and maximize the number of additional affordable three bedroom units. See [Letter](#) re: Supporting Affordable Housing in High-Needs Areas Tax Abatement for Takoma Metro Station Development (May 23, 2022).

- That the Developer provide at least 1.8 acres of public open space maintained by the Developer as part of the project and continue to work with the Commission and the community in ensuring the best uses for that space.
- That the proposed retail transit plaza be designed to facilitate movement through the site to the community and to other businesses and provide wayfinding signage that encourages patronizing local businesses, exploring the broader Takoma community, and connecting local businesses on both sides of the Metro station. The Developer shall seek feedback and input on this signage from the Old Takoma Business Association/Main Street Takoma, which could also include historical information about the neighborhood and community “kiosks” to share flyers and information regarding community events.
- That the proposed passive recreational “park” space include, at a minimum, lighting, benches, trash cans, water fountains, attractive landscaping, and a recreational component and that these amenities be available to the public and not designed in any way to limit use.
- That the Developer work with the community and the Commission to identify the best high-quality recreational component for the “park” space – such as a playground, splash pad, fit lot, and/or community gathering place and then construct it.
- That the Developer enter into an easement permanently ensuring that the park space be open and available to the public in perpetuity with operating hours from at least dawn until dusk daily and limiting closures for private or restricted events to no more than four hours every month.
- That the Developer work with the community and the Commission to identify and create public art projects as part of the development as required by DC law with a particular emphasis on art from local women and people of color and participatory or playable art.
- That sidewalks or trails or multiuse paths on all sides of the proposed development, but particularly on Carroll Street, NW, be at least 15 feet wide if possible, to match the width of sidewalks East of the development on Carroll Street, NW and provide a safe and low-stress pedestrian experience.
- That the Developer provide no more residential parking spaces than .33 spaces per residential unit and the Commission would support lower parking provisions in exchange for increasing the number of affordable units and deeply affordable units.

- That the Developer provide short-term retail parking that is open to the public with operating hours that begin at least 30 minutes prior to the opening of the Takoma Metrorail station and conclude no earlier than one hour after the closing of the Takoma Metrorail station of between 20 and 70 spaces and that includes ample accessible parking.
- That the Developer seek to preserve as many healthy trees on the site as possible and preserve every heritage tree on the site, including through relocation, if necessary.
- That the Developer provide a shared multiuse path to ensure Metro access that is at least 12 feet wide to traverse the proposed park space and work with the District Department of Transportation to ensure the proposed shared use path is routed to minimize the impact on trees.
- That the Developer work with the District Department of Transportation to permanently implement through hardening the traffic calming and pedestrian safety measures at the Takoma Metrorail entrance – including through curb extensions, pedestrian refuges, and bump outs that seek to minimize pedestrian crossing distances. See [Resolution 4B-19-0603](#) Supporting Pedestrian Safety Improvements by the Takoma Metro Station (June 24, 2019).
- That the Developer seek to maximize safety for vulnerable road users and pedestrians throughout the project and surrounding areas through the use of physical traffic engineering to include, where possible, roadway narrowing, chicanes or chokers, raised or textured crosswalks, pedestrian refuge islands, and curb bumpouts to tighten turning radii and shorten crossing distances. The Developer shall implement such measures via permanent infrastructure (*i.e.*, through concrete construction, not through paint or flexposts), wherever possible and permitted by the District Department of Transportation and WMATA.
- That the Developer construct the building and grounds to be accessible to persons with disabilities including elevator access and accessible residential units in the building, accessible parking in the short term and residential parking facilities, and curb cuts and ramps for outdoor amenities.
- That the Developer and WMATA replace the current 104 bike racks with the same number of outdoor bike racks and that the 30 “unattractive, inefficient, and dated plastic bike storage boxes” be replaced with a modern bike storage facility similar to the one proposed by WMATA in 2020 and presented to the Commission as part of HPA 20-221. See [Resolution 4B-20-0403](#) Supporting Construction of a Bike Storage Facility at East Entrance to Takoma Metrorail Station (HPA 20-221) (April 27, 2020).
- That the Developer provide substantial stormwater mitigation through the integration of bioretention, bioswales, roof runoff recapture and reuse, and permeable pavement, as

well as permanent maintenance of these features, and work with the Commission on possible educational opportunities around stormwater mitigation.

- That the Developer install solar panels on all unobstructed flat roof surfaces.

Advisory Neighborhood Commission 4B, at a duly noticed public meeting, with a quorum being the “majority of the total number of commissioner positions currently filled in Commission 4B,” at its June 27, 2022, meeting voted with X Yeas, X Nays, and X Abstentions to send this letter.

The Commission also voted with X Yeas, X Nays, and X Abstentions to appoint the Commissioner for Single Member District 4B01, Evan Yeats, the Commissioner for Single Member District 4B02, Erin Palmer, and the Commissioner for Single Member District 4B07, Geoff Bromaghim, or any member of the Executive Committee in their absence, to be authorized to communicate this letter and represent Advisory Neighborhood Commission 4B in communication with your any DC government entity regarding this matter.

Sincerely,

Evan Yeats, ANC 4B01 Commissioner
Erin Palmer, ANC 4B02 Commissioner
Geoff Bromaghim, ANC 4B07 Commissioner

cc: Janeese Lewis-George, Councilmember, Ward 4