

1. How does your proposal address the following elements of the Takoma Junction Task Force Report:

a) Support of independent businesses

NDC has proposed to support independent business through the following elements of our development plan:

- Our plan will maintain an adequate supply of short-term *shared* parking that will service both the new uses to be located on site and other local businesses in the vicinity.
- NDC will provide affordable retail space that can serve as an incubator for new small businesses. These spaces will act as generators of additional activity in the area, providing more reasons for persons/customers to visit Takoma Junction. Existing local businesses will benefit from additional customer traffic.
- NDC will introduce limited residential live/work units that will serve as a potential source of affordable housing options for entrepreneurs and employees that will add to the local customer base for area businesses.
- NDC will provide the necessary space for the retention and expansion of the Takoma Park Silver Spring (TPSS) Co-op so that it can maximize the service it provides to the community. The retention of this important anchor in the commercial district, in and of itself, furthers the goal of supporting independent business. The retention and expansion of the TPSS Co-op will also increase the economic benefits to other local businesses that result from customers who visit the Co-op and subsequently shop elsewhere in Takoma Junction.
- NDC intends to partner with Freedom Farms to conduct on-site aquaponic urban farming. This partnership will provide a new business opportunity for Freedom Farms-a local business-and will support area restaurants and other food-related businesses that will have the opportunity to purchase high quality produce and fish at competitive prices.

As a part of the property disposition agreement, NDC is also prepared to establish terms that would limit the types of tenants that would be permitted to occupy the proposed retail spaces. Use limitations would be placed on the retail spaces to ensure that existing franchise based companies or corporations, which do not meet established criteria to be considered a "small business", would be prohibited from occupying the spaces.

b) Expansion of community use of public space

NDC and Sorg's development plan provides for the expansion of the community use of this public asset through our proposed site plan and building/tenant program:

- As outlined in more detail below, NDC plans to add switchback trails to the maintained portion of the lot which is sloped and wooded to facilitate use by the community and to better connect Takoma Junction to the neighborhood to the South.
- NDC and Sorg setback the proposed structure along Carroll Avenue in order to facilitate programming of this space with elements that will create a more active public realm. Discussion of these elements is described in more detail in the next subsection of this question response.
- Based on the proposed tenant mix (outlined in more detail in our answer to Question 6.) the NDC and Sorg proposal has incorporated uses that are community serving. Although the identified tenants (TPSS Food Co-op, The Takoma Children's School, The Ability Project, and the Paint Branch Montessori School) are all private entities, they all generally serve the broader interests of the citizens of Takoma Park by providing needed and valuable services.

Further, in their individual programs, the proposed tenant partners have envisioned opportunities for the inside of the building providing spaces for the citizens of Takoma Park to come together. These types of spaces may be associated with the direct services the organizations provide or secondary programming that they also intend to deliver. An example is TPSS Co-op's interest in having a kitchen that would enable the hosting of cooking classes for the Co-op's members and customers. NDC and Sorg support this vision and intend to work with these tenant partners to realize opportunities for the creation of community oriented spaces in the building.

c) Improved mobility and enhanced streetscape

The building setback along Carroll Avenue will allow for the preservation of existing alternatives to automobile transportation such as the Capital Bikeshare station and racks for privately owned bicycles. This setback is also intended to facilitate ease of movement for pedestrians while providing opportunities to activate the street through elements such as café seating.

Sorg's proposal is to locate the primary massing of the building along the Carroll Avenue street frontage, an approach that will create an almost continuous building edge along the lot's street frontage. When coupled with the proposed pattern of 20-25ft. width retail bays, the building will be exemplifying proven design tactics that result in a high quality streetscape: design tactics which are evident in many parts of Takoma Junction and Old Town Takoma Park.

We also intend to provide additional street trees and landscaping that will be incorporated into the area between the building and the roadway. The addition of trees as landscape

elements creates a pleasant pedestrian environment that will promote walking as a means of transportation to Takoma Junction.

More discussion regarding our proposal's impact on mobility and the encouragement of alternative transportation modes is included as a part of our response to Question 4. presented below.

d) Expansion of parking options for area businesses

NDC's development plan intends to maintain the parking supply on-site by locating spaces below grade as a part of the development proposal. Except for a portion of the spaces to be used for the residential units, these spaces will *not* be dedicated to the commercial occupants of the building. Instead, the parking will continue to be a public amenity to the entire business district, as it is now.

e) Provision of pedestrian access from Columbia Avenue

NDC has proposed to add switchback trails to connect Columbia and Carroll Avenues and to provide pedestrian access to the site from the south. These trails are envisioned to respect the existing slope and tree conditions. NDC envisions the potential for seating areas along these trails, where appropriate.

2. a) To what extent can the project be scaled back in terms of building height, square footage or number of residential units and still be financially viable?

The NDC and Sorg proposal was programmed in accordance with the zoning regulations applicable to the site and the guidance provided in the Takoma Junction Task Force report, the Takoma Park Master Plan, and Design Guidelines for Commercial Building's in the City of Takoma Park.

Modification of the program is always a possibility, but without clear building program guidance - in addition to guidance provided through the previously identified policy documents - it is difficult to say definitively *how* modifications would impact the financial viability of the project, positively or negatively. For example, the provision of spaces in our proposed underground parking garage was a result of our goal to find a balance between the height, use, and area allowances required by zoning, and of other objectives articulated in the RFP, such as the expansion of parking options to support area businesses.

NDC has extensive experience working on complex infill sites, on private development projects and on public-private development partnerships. Although we cannot speculate regarding the viability of different scenarios at this time, we can say that it is not

uncommon for us to work with our development partners and community stakeholders (i.e., neighbors, civic associations, and local businesses) to adapt our financial plan to achieve mutual project objectives.

b) Is the project feasible with the elimination of proposed development on the R-60 lot?

The project is feasible with the elimination of the proposed development on the R-60 lot. Although the single family home was included as a part of the conceptual site plan for the project, it was not included in the pro forma financial model. A review of the model indicates that no sources or uses of funds are dedicated to the incorporation of the single family home.

c) If the project were scaled back, how would this impact other elements of your proposal?

As previously stated, there is a direct interrelationship between the parking program and the need for entitlements necessary to pay for this improvement –which, in the case of the NDC and Sorg proposal, has been proposed as a public amenity. As outlined in more detail in our responses to Questions 1. and 4., our original proposal, and responses to questions from the City of Takoma Park Community and Economic Development Department, NDC and Sorg envision the parking area serving future occupants of the Takoma Junction and the wider commercial district. In order to provide this amenity, there will need to be commensurate value generated by the new land uses on site. As highlighted in the Takoma Junction Task Force report, " Underground parking is very expensive (approximately \$40,000 per space)", and therefore if it is considered desirable to provide this amenity, the necessary value to pay for it will have to be created, or these costs would have to be subsidized in another manner.

3. a) What environmentally sustainable features have you incorporated in previous projects?

Both NDC and Sorg have incorporated a variety of green features in previous projects. Based on NDC's experience features reviewed below have been incorporated in the identified projects:

32Thirty-two – 3232 Georgia Ave. NW, Washington, DC

32Thirty-two is a six-story, 69-unit building consisting of five stories of moderate income apartments, 10,000 square feet of ground floor retail space, and below grade parking. This

project incorporated a variety of sustainable features focused on efficient resource use and storm water quality management:

- Thermal shell improvements
- High efficiency water heating system
- High efficiency air conditioning
- Water conservation through high efficiency fixtures
- Vegetated green roof and on site storm water retention features
- High efficiency appliances
- High efficiency lighting fixtures and control systems
- Underground storage tank removal and soil remediation
- Lead paint and asbestos abatement of existing buildings prior to razing

Columbia Court –1225 Fairmont Ave. NW, Washington DC

Columbia Court was a partnership project with the District of Columbia Department of Housing and Community Development. The project involved the preservation and renovation of an existing nine unit building into a 100% affordable eleven unit residential condominium. The renovation approach maintained the embodied energy in the existing building's materials.

The project complied with Enterprise Green Communities criteria and received five star ratings for the completed units, in accordance with the Home Energy Rating Standard. This standard and other sustainability objectives were achieved through the following building tactics:

- Improvements to building envelope efficiency
- Incorporation of advanced water-conserving appliances and fixtures
- Upgrading of cooling/heating and domestic hot water heating equipment with high efficiency equipment
- Construction waste management (i.e., material waste recycling)
- Incorporation of recycling storage for the renovated building
- Incorporation of recycled content material into the building's renovation
- The application of "cool" roofing materials
- Lead paint and asbestos abatement within the existing building

NDC's project partner, Sorg Architects, also has a proven track record with regard to achieving sustainability objectives through building design and construction. Below is a table illustrating a selection of Sorg's sustainable projects that are completed or in design.

Project Name	Location	LEED Certification
Engine Company 22	Washington, DC	Net Zero
Sweetgreen Headquarters	Washington, DC	Net Zero
Kenilworth-Parkside Recreation Center	Washington, DC	LEED Platinum
Camp Riverview Dining Facility	Scotland, MD	LEED Platinum
Cresthaven Elementary School	Silver Spring, MD	LEED Gold
Engine House 14 Modernization	Washington, DC	LEED Gold
Solea Condominiums	Washington, DC	LEED Gold
Anacostia High School	Washington, DC	LEED Gold
Benning-Stoddert Recreation Center	Washington, DC	LEED Gold
Mary Plummer Elementary School	Washington, DC	LEED Gold
Good Hope Recreation Center	Silver Spring, MD	LEED Gold
US Embassy Diplomatic Housing	Port-au-Prince, Haiti	LEED Gold
Southern Regional Tech/Rec Complex	Ft. Washington, MD	LEED Silver
Gaithersburg Aquatic Center	Gaithersburg, MD	LEED Silver
Fort McNair Fitness Center	Washington, DC	LEED Silver
The Grand Arch	Gurgaon, India	LEED Silver
Skyon	Gurgaon, India	LEED Silver
Sector 63A	Gurgaon, India	LEED Silver
Sector 62	Gurgaon, India	LEED Silver
FBI Regional Office	Fredericksburg, VA	LEED Silver
US Embassy	Riga, Latvia	LEED Silver
US Embassy	Jeddah, Saudi Arabia	LEED Silver
US Embassy	Bishkek, Kyrgyzstan	LEED Silver
US Embassy	Kathmandu, Nepal	LEED Silver
US Embassy Diplomatic Housing	Bayan, Kuwait	LEED Silver
US Embassy	Surabaya, Indonesia	LEED Silver

Some of the tactics utilized in the above-mentioned projects include:

- Energy Recovery
- Natural Ventilation
- Efficient Building Envelope
- Ground Source Heat Pump
- Solar Panels
- Green Roof
- Water Conservation
- Porous Paving
- Rainwater Collection
- Building Orientation
- Learning Lab
- Drought Tolerant Landscaping
- Low Emitting Materials
- Waste Management
- Stormwater Management
- Alternative Transportation
- Daylighting
- Commissioning
- Energy Efficient Building Systems

b) What specific green features are proposed for this project?

The following green features are integrated into the NDC and Sorg proposal:

- Energy efficient building systems and envelope
- Building orientation and solar design
- Use of natural daylighting (e.g., light shelves) and natural ventilation (e.g., operable windows)
- Use of regionally available materials and incorporation of materials with a high level of recycled content
- Use of low-VOC emitting materials
- Green/vegetated roof, preservation of wooded lot
- Rainwater harvesting and stormwater runoff control (i.e., low impact development)
- Incorporation of water conservation tactics (e.g., high efficiency fixtures)
- Use of drought-tolerant native landscaping
- Waste management
- Car sharing and other transportation demand management tactics

- Aquaponic farming
- Maintenance of a large proportion of the sloped and wooded portion of the lot

If possible, NDC and Sorg would also like to work with the TPSS Food Co-op to maintain the existing building and integrate it into the overall development plan. Doing so would capture the embodied energy and value that exists within the existing building's materials. More information regarding this strategy is available in our response to Question 12 regarding our willingness to accommodate the expansion of the Co-op's existing building as compared to construction of an entirely new space to meet their needs.

4. Describe how your vision for the site encourages the use of alternative modes of transportation (i.e. biking, car share, live/work space, etc.).

Our vision for the site encourages the use of alternative modes of transportation through a variety of means:

- A mixed-use land-use strategy that incorporates residences and, therefore, reduces automobile trip generation to the area thanks to the supporting land-uses provided immediately on-site (e.g., grocery) and in the general vicinity (e.g., hardware store in Old Town). Further, the proximity of the residences' to the Takoma Park Metro station and other transportation options reduces automobile trip generation for services, entertainment, and employment opportunities located away from the immediate vicinity.
- As already discussed as a part of our response to Question 1 c) above, the provision of building setbacks along Carroll Avenue will allow for the preservation and incorporation of automobile transportation alternatives such as the Capital Bikeshare station and racks for privately owned bicycles. This setback is also intended to facilitate easy movement for pedestrians while providing opportunities to activate the street through elements such as café seating. By providing street activating elements such as café seating, more people will be encouraged to walk to the Takoma Junction. Further, the addition of street trees and other landscaping elements will also ensure a pleasant pedestrian environment.
- As outlined in more detail in our response to Question 7, NDC has proposed a shared parking management approach for the proposed parking spaces to be maintained on-site both above and below grade. As a part of our shared parking approach, we anticipate providing spaces for home-base oriented car sharing opportunities (e.g., Enterprise Car Share, Hertz Car Share, Zip Car) to serve residents of the residential

portion of the building and those who live in the immediate vicinity. This approach will reduce the need for private vehicle ownership and minimize overall trip generation from Takoma Junction.

We would also anticipate the potential for prioritized parking spaces dedicated to car sharing cars *arriving* at the site. This would include both home-based and point-to-point sharing services, such as Car-to-Go. Carsharing, by its nature, is incentivized to turn-over and, therefore, would ensure an efficient use of the parking spaces provided by preventing the potential for persons parking for extended periods unnecessarily.

- NDC and Sorg's proposed use program (outlined as a part of the tenant mix discussion included as part of Question 6) includes uses/tenants primarily dedicated to serving populations that are local to the area (e.g., the Takoma Children's School). These types of community serving uses can reduce automobile trip generation to the site thanks to their proximity to the population they serve.

For example, based on discussions with representatives from the Takoma Children's School, it has become apparent that many of the families served by the school would be able to drop off their children on foot without needing to use an automobile. The school's incorporation as a tenant would facilitate walking to the site, whereas other uses not oriented to the needs of the immediate community may not.

5. a) Explain how you will solicit public input and engage the community during the design process and finalization of your proposal.

As outlined through previous submissions to the City of Takoma Park, NDC and Sorg anticipate implementation of a highly collaborative design process in order to finalize our proposal. How we will solicit public input into the project and engage with the community can be characterized by reference to two major considerations of our process: *timing* and *format*.

Timing

As outlined in NDC's design process, included as a part of our development proposal presentation and provided as an attachment, we envision coming to the community *prior* to completing any additional design work. We intend to do so in order to address building program considerations related to the final location of the building on the site, the massing of the structure to be built, programming of proposed land-uses in relation to surrounding land uses and public space, and the final façade design.

By going to the community and community-based approval authorities (e.g, Takoma Park Facade Advisory Board) early in the next phase of the design process we will be able to *integrate* ideas and feedback from our discussions instead of having community stakeholders simply *respond* to an updated design, a design which would not have considered their ideas/concerns.

Although we anticipate coming to the community early, we also anticipate coming back to the community throughout the design development process. As outlined in our design process flow chart, we anticipate coming back to the community at key decision and input points in order to ensure our proposal maintains its consistency with the objectives of the City of Takoma Park and its citizens.

Format

The format for our discussions can be characterized by the key words *local, interactive, and, direct*. NDC and Sorg envision coordinating with the City of Takoma Park Department of Housing and Community Development to conduct a series of community work sessions that would be held locally (e.g., at the site) to enable direct interaction with those who will be affected by the proposal. As highlighted in our public presentation to the citizens of Takoma Park, we envision providing information to the community regarding our preliminary proposal for them to respond to as well as outlets for solicitation of ideas from community members that can be integrated into the overall building and site design program.

In addition to interactive on-site events, we expect to have direct dialogue with key stakeholder representatives to ensure clarity about community goals and objectives and to obtain feedback on our preliminary proposal. In our design process flowchart, this type of direct dialogue is reflected through the identified Meeting with Takoma Junction Task Force Members, as a part of the Phase 1 – Site Analysis, Programming, and Concept Design Phase of the project.

Direct meetings will allow for clarification of points of interest and objectives, and provide important background information and context. It would also allow for feedback regarding NDC's proposed tactical approaches to addressing issues raised by the Task Force and/or those who provided input into the Task Force's report to the Takoma Park City Council. In addition to meeting with Task Force members, NDC anticipates having direct dialogue with other relevant community stakeholders regarding specific site design and building program issues that have already been identified. For example, NDC is anticipating in-depth listening

sessions and on-site research to understand the issues and challenges associated with loading and unloading goods for the TPSS Co-op. These sessions would include the two primary affected stakeholders: the Co-op and the residential neighbors located around the site.

b) How have you managed this in other projects?

NDC has integrated local stakeholders into the formulation of development plans through the application of a variety of tactics (design charrettes, on-site interactive displays, community information meetings, and direct dialogue) when pursuing our development projects. Projects such as 32Thirty-two (3232 Georgia Ave. NW, Washington, DC), The Vue (3321 Georgia Ave. NW, Washington, DC), The Residences at 4100 (4100 Georgia Ave. NW, Washington, DC), and, CityVista (5th St. and K St. NW, Washington, DC) were all realized as a result of dialogue with community stakeholders regarding the elements of the development program that affected the community.

In addition to projects that NDC has delivered, we have also worked extensively on public bid processes in the past that have involved the solicitation of community input. NDC's work on the Bruce Monroe School Site, Barry Farms, Parcel 42, and the Park Morton redevelopment proposals all involved extensive community outreach prior to the conclusion of the request for proposal process. Active participation of local community members is an integral part of our development plan conceptualization process.

c) Can the façade design be modified during the process?

Yes. NDC and Sorg have anticipated the need for dialogue regarding the final façade design and we expect modifications to occur.

6. a) What is your proposed tenant mix?

The table below outlines our proposed tenant mix based on our discussions with the potential tenant partners.

Category of Uses	Tenant Program	Total SQFT	Distribution by Potential Tenants	Distribution by Use Category
<i>Recreation and Educational</i>	The Ability Project	3,850	12%	34%
	Takoma Children's School	2,510	8%	
	Montessori School	1,973	6%	
	Shared Space	3,000	9%	
<i>Retail Oriented</i>	TPSS Food Co-op*	11,757	35%	41%
	The Shops at Takoma Junction	1,875	6%	
<i>Residential</i>	Residential	8,446	25%	25%
	Total	33,411	100%	100%

* To be conservative, NDC programmed their allocation of permitted floor space around the assumption that the TPSS Food Co-op may require an entirely new space. Further details regarding the fulfillment of the Co-op's necessary space requirements are provided as a part of Question 12 below.

b) Please describe the extent to which you have solidified agreements with any proposed tenants or adjacent property owners.

NDC has worked diligently, prior to the initial RFP submission and subsequently, to understand the desires and programming needs of the potential tenant partners outlined above. We are committed to take steps to formalize agreements with each potential tenant to occupy space within the building; however, no formal agreements have been established at this time.

NDC approached adjacent property owners to discuss the potential for a partnership related to the development of the lot, but no agreements developed as a result of initial meetings.

7. What are the predicted peak times for traffic and parking given your anticipated tenant mix? How will you manage that?

A full traffic and transportation analysis of the proposed uses would be necessary to have an accurate understanding of peak times for traffic to and from the site based on the proposed tenant mix outlined. However, based on preliminary discussions with our potential tenant partners we understand the following to be important key factors related to peak traffic generation and parking demand:

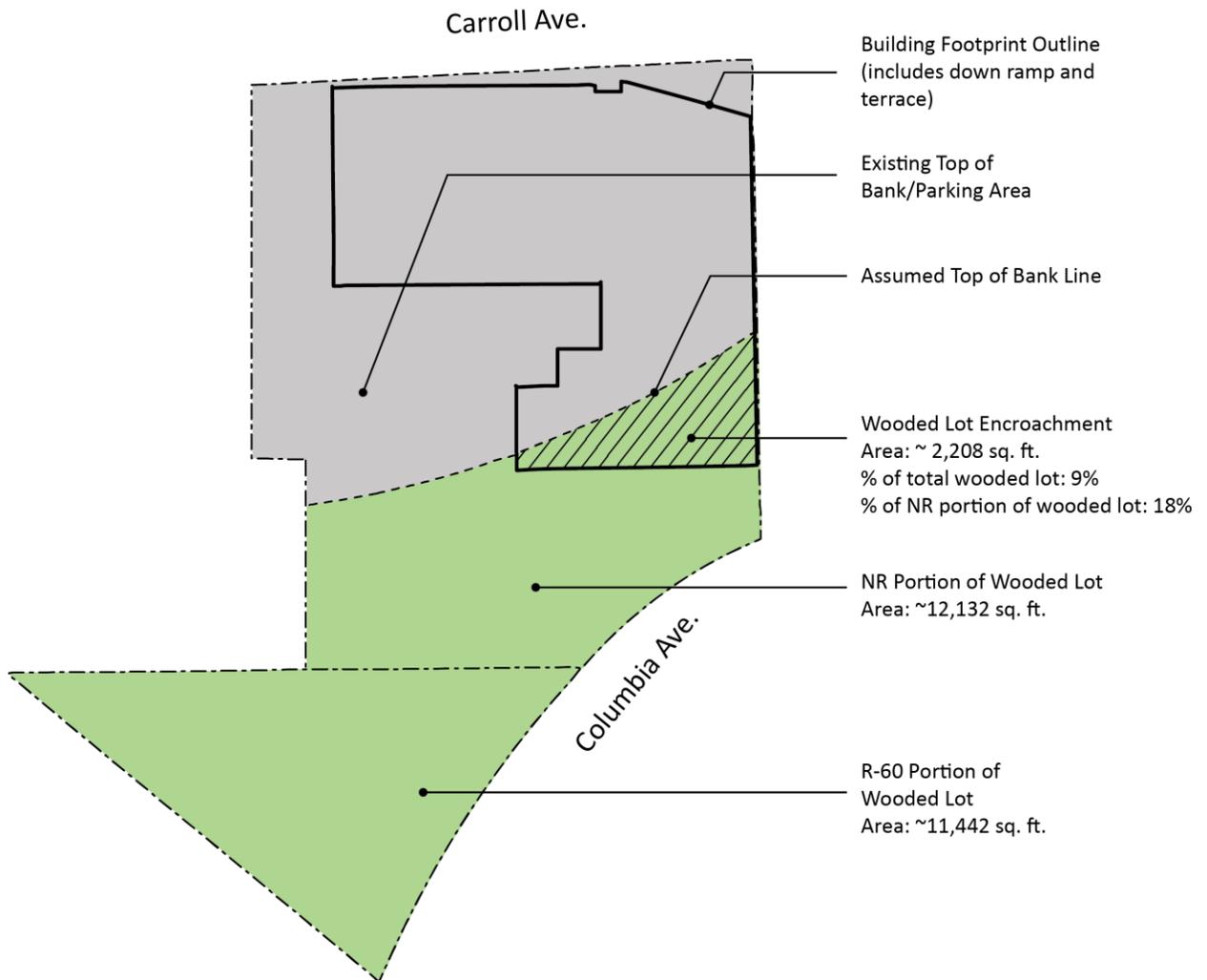
- The Takoma Children’s School and Paint Branch Montessori School would create peak needs in the mornings (7:30 to 9:30 am) and early evenings (4:00 to 6:00 pm)
- The TPSS Co-op’s peak demands for loading occur in the mornings, while grocery demands would be consistent with general grocery store demand periods. This would include low to mid-level traffic throughout the morning to mid-afternoon with traffic increasing late afternoon to early evening.
- The Ability Project would not create regular demands for parking as the primary population served would not always need to be driven to the site, nor would the programming that would be provided from the location occur at standardized points in time.
- The proposed residences are anticipated to generate peak demands at off-work hours from 6:00 pm to 8:00 am, when those residents who require a car to get to work would be at home and would need a place to store their car.
- The demands generated by the space dedicated to small-scale retail uses will be based on the particular use and tenant type. For example, full service restaurant uses generate more vehicle traffic than fast, casual restaurant uses, although both are the same use.

NDC proposes to handle the parking demand on site through a shared parking management approach. Shared parking allows for a reduction in total parking for a site where individual land uses have non-concurrent parking demand, as is the case under the NDC and Sorg proposal based on the tenant mix outlined. Parking management measures can be implemented to manage the use of spaces. This can include differential pricing programs that encourage the turnover of spaces (i.e., congestion pricing) when there is a charge for parking.

Tactical approaches for addressing entry and exiting to the site (e.g., restricted exiting directions) would have to be coordinated with the City of Takoma Park, Montgomery County, and the Maryland Department of Transportation.

8. How much of the existing slope / wooded area would be required to accommodate your proposal? Provide a depiction of the project as viewed from Columbia and Sycamore Avenues.

Based on the conceptual proposal developed to date, the assumed area of the existing portion of the lot that is sloped and wooded that would be required to accommodate our proposal would be approximately 2,208 square feet. This would amount to approximately 9% of the entire area that is assumed to be occupied by the wooded lot or 18% of the area to be occupied by the portion of the wooded lot within the NR zone. This information is portrayed in more detail in the diagram below based on the original Ground Level site plan included as a part of the NDC and Sorg proposal package. A diagram is also provided as an attachment.



Below is a depiction of the project as viewed from Columbia Avenue. An additional version of this image is also provided as an attachment.



- 9. Describe what you have done to ensure business continuity, manage traffic flow, and address the parking needs of neighboring businesses impacted during the construction of other projects you have developed. Provide a specific example.**

NDC and its partner organization, NDC Builders LLC, have extensive experience managing construction projects on complex urban infill sites. NDC's development principals also have extensive experience, prior to NDC, working on similar complex projects during their cumulative 80 years of experience with companies such as CarrAmerica Development, Inc., Clark Construction Group, and Tompkins Builders Inc.

To ensure business continuity, the efficient management of traffic flow and parking needs of neighborhood businesses, NDC's development team has applied the following tactics:

- Construction staging planning involving coordination with neighborhood businesses
- Coordination of delivery of building materials to the site around priority times for businesses
- Completion of major utility tasks (e.g., water and sewer connections) during off business hours
- Erection of construction hoarding to protect areas intended for pedestrian access and movement
- Leasing of off-site parking spaces for use by construction crews
- Utilization of newly constructed parking facilities (i.e., underground garages) after substantial completion, but prior to full project completion
- Incentivize the use of Metro, other public transportation alternatives, and car pooling by construction staff
- Retain flag-men teams to manage traffic flow

These tactics have been applied on NDC projects such as *32Thirty-two*, *The Residences at 4100*, and *CityVista*.

Ultimately, each project is unique with respect to the logistical challenges that it will face. In order to minimize negative affects in association with the construction process, it is essential that there be a thorough dialogue while developing the plan for construction staging. NDC and Sorg anticipate the need for extensive dialogue with representatives from the City of Takoma Park and Montgomery County, project partners, and local stakeholders, affected by the construction process. This will ensure a plan that will minimize problems during construction while delivering a project that meets the community's broader development objectives.

10. Describe how conflicting traffic patterns and parking demands of your tenants in other developments were addressed once the project was completed? Provide a specific example.

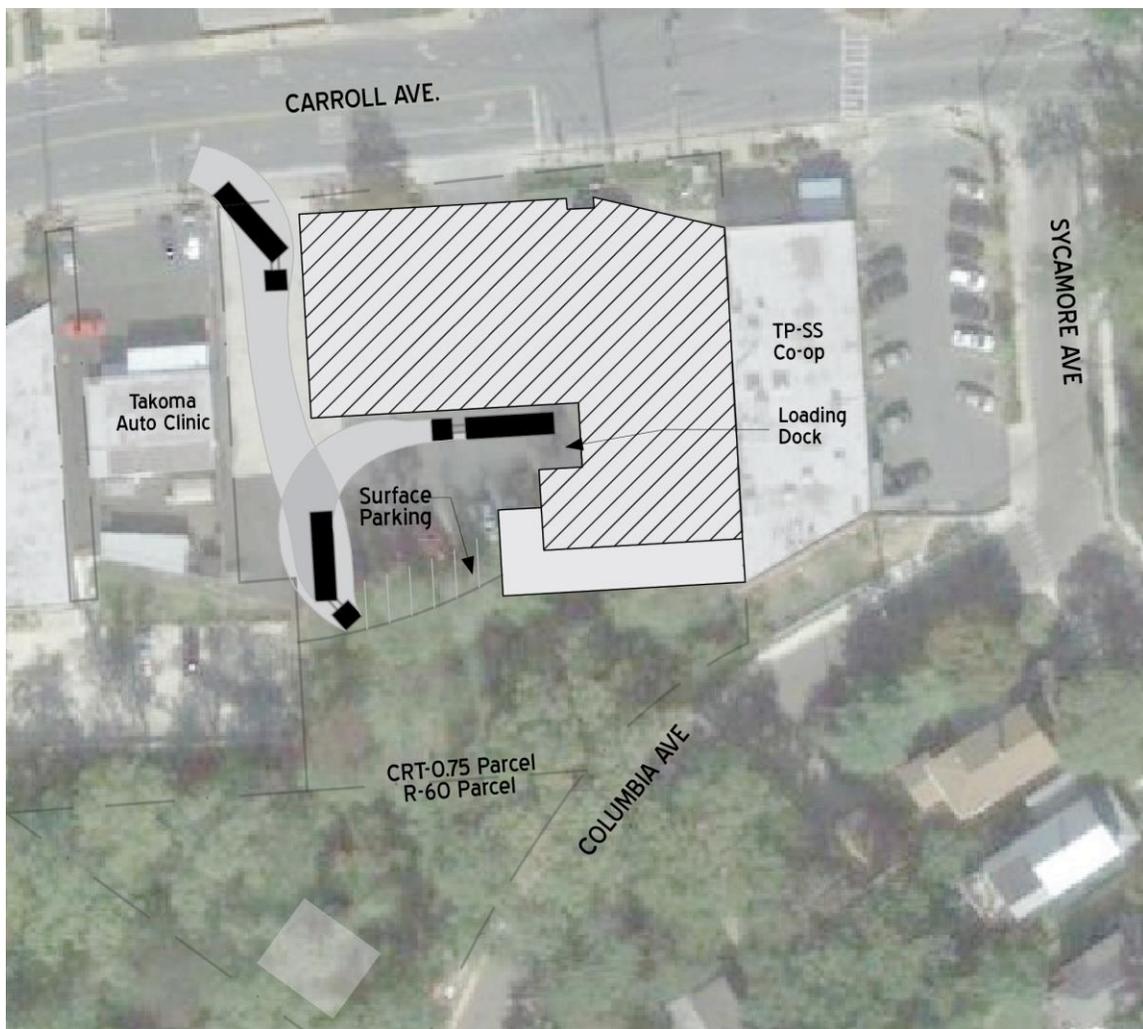
Based on NDC's experience operating *32Thirty-two*, at 3232 Georgia Avenue NW, Washington, DC, we have had success with implementing an undedicated approach to parking allocation. Through tenant lease arrangements for underground parking spaces (which are in limited supply due to the size of the lot) NDC has implemented a parking management approach that enables tenants of the building to lease their spaces during the day to commercial tenants in the building.

As a mixed use building, *32Thirty-two* also incorporates a secured loading dock for commercial uses and trash pick-up. On-site building staff coordinate scheduling of deliveries and pick-ups to minimize traffic conflict between land-uses.

NDC's experience with The Residences at 4100 demonstrates the advantages of using good site planning to minimize long-term conflicts with respect to parking and traffic patterns. The development of the project's site plan and circulation program involved a variety of District of Columbia agencies and our design team. Ultimately, the design approach applied to the site creates a situation where loading and unloading are separated from the regular automobile traffic that also uses the site to access the at grade grocery store and the parking for the building's tenants, minimizing potential conflicts.

11. How would you accommodate the Co-op's long-term need for the delivery of goods?

NDC would accommodate the Co-op's long-term need for the delivery of goods via a dedicated loading area for a full sized tractor-trailer. Preliminary schematic drawings, included as a part of our original proposal and below, demonstrate the feasibility of this alternative. A separate loading illustration is also provided as an attachment.



The location of the entrance to the below grade parking, and the location of the parking itself, below grade, are intended to minimize the conflict between the required loading and unloading and automobile traffic coming and going from the site.

12. You have proposed the construction of a new facility for the Co-op. If the Co-op elected to stay in its existing building, would you be able to accommodate the expansion of their current building?

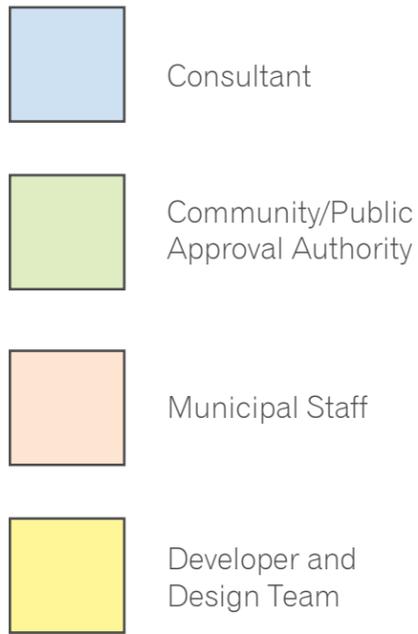
NDC has previously discussed with the Co-op the alternative of them expanding from their existing location. We would be able and very willing to accommodate this alternative. As previously highlighted, doing so would work to achieve the environmental goals for the redevelopment thanks to the preservation of much of the existing building occupied by the Co-op.

Takoma Junction RFP

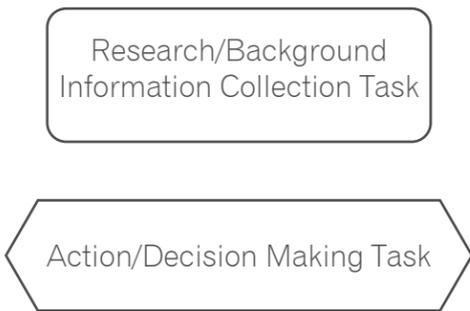
NDC & Sorg Proposed Design Finalization Process

Legend

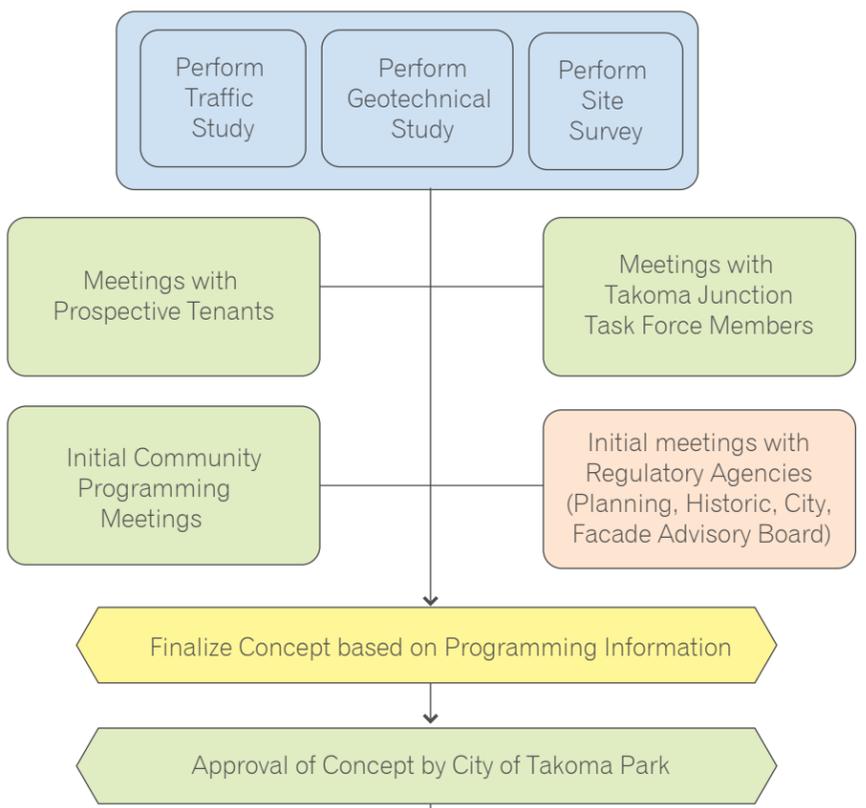
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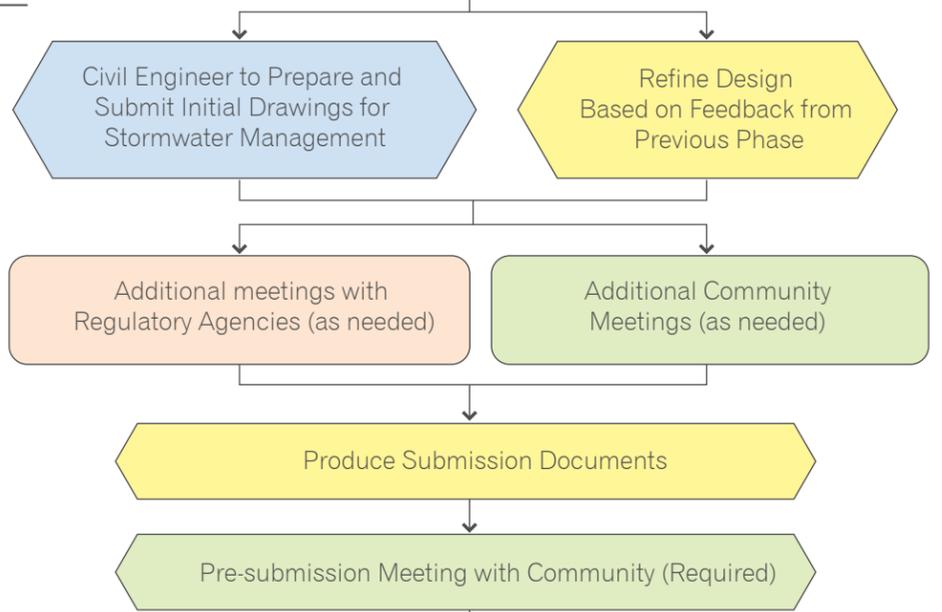
Shapes



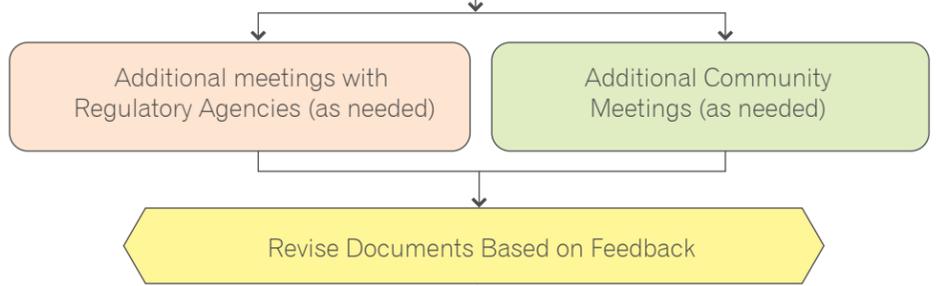
1. Finalize Programming and Concept Design



2. Schematic Design and Preparation of Initial Submission of Preliminary Project Plan and Site Plan Documents



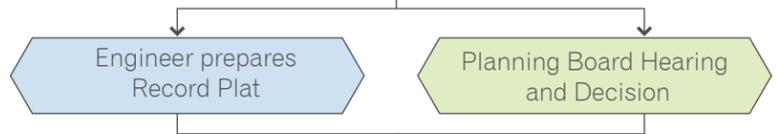
3. Submit Initial Preliminary Project Plan and Site Plan Documents



4. Submit Final Project and Site Plan Documents



5. Planning Board Review



6. Preparation of Permit and Construction Drawings

