

PROJECT DESCRIPTION: Site Description

The Fairland View property is one of the three undeveloped properties remaining within the Fairland Road section of the Fairland Planning Area. The site is generally flat, and currently supports two residences with ancillary sheds and a barn. Little significant vegetation exists on the site; the 33-inch back walnut tree and the 20-inch Linden tree will be cleared, as will the hedgerow along the drainage channel that bisects the site transversely. There are no wetlands or stream buffers on the property.

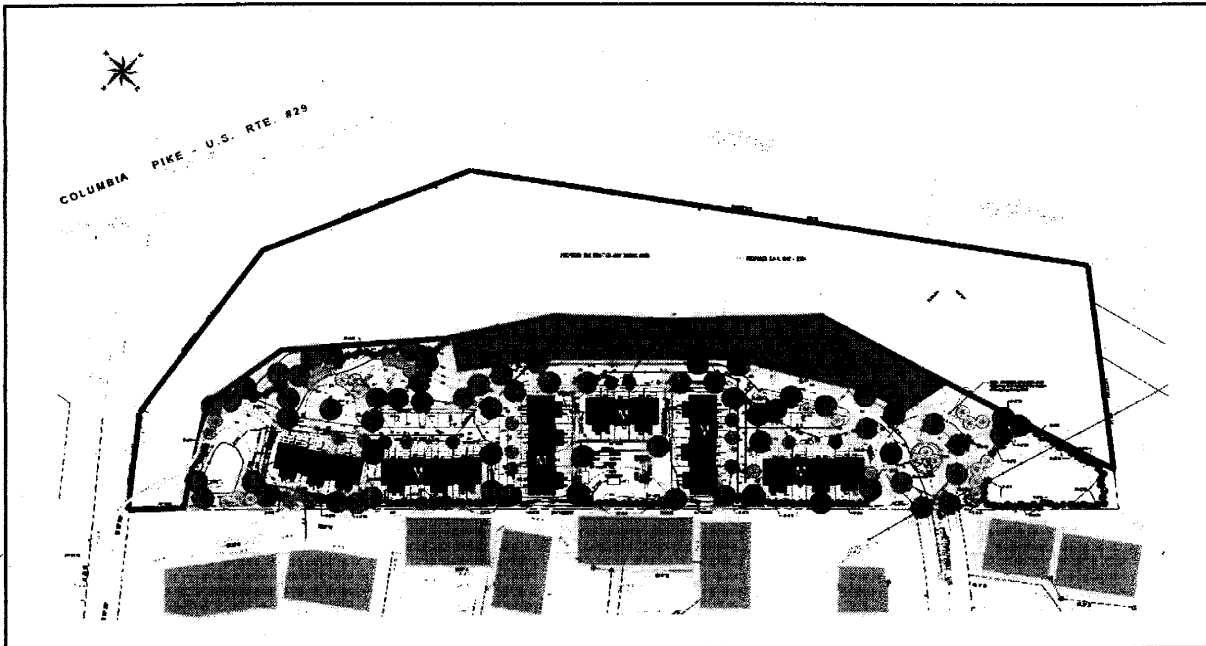


The Fairland View property as viewed in orthographic photo. Note the Tanglewood neighborhood adjoining the site to the south; the Verizon buildings are located at the lower left.

PROJECT DESCRIPTION: Proposal

The proposed site plan is organized as three groups of townhouses appended to the south side of the curved, internal access drive. The private drive, convex in plan, follows the edge of the buildable envelope—the SHA alignment proposed for ICC Corridor 1 (see discussion under *Issues of Review*, page 6) and its accompanying berm. Thus, the shape of the development itself is formed, if not dictated, by the setting of this ICC as well as the applicant's compliance with the requirements of the Planning Board to file an amendment for the smaller development.

The placement of this internal driveway essentially encloses the new subdivision as a “cup handle” that is attached to the existing townhouse development to the south, Tanglewood. In defining this edge condition, the placement of the private street orients the new neighborhood inward, to itself, protected visually, physically, and acoustically from the adjacent Columbia Pike and the ICC (Corridor 2) to the north.



The amended site plan proposed for the Fairland View property. Note the solid red line showing the SHA taking for the alignment of Corridor 1, selected as the preferred location by the State of Maryland. The dark green strip adjacent to the (light green) ROW represents the landscaped berm for visual screening and noise attenuation.

The placement of the buildings identifies a simple massing pattern: A central core, flanked by two “wings,” lines of townhouses that extend the reach of the massing to the east and west. The single loaded drive follows almost exactly the SHA boundary, terminating in a landscaped cul-de-sac at the western site boundary. The smaller clusters, set with rear lots against the south property line and existing Tanglewood neighborhood, establish a the strong building line—orienting the subdivision in relation to the berm that forms the northern boundary. Thus, the resulting scheme clearly illustrates the limitations imposed by the SHA taking, revealing the limited “slice” of land area available for creating a residential community.

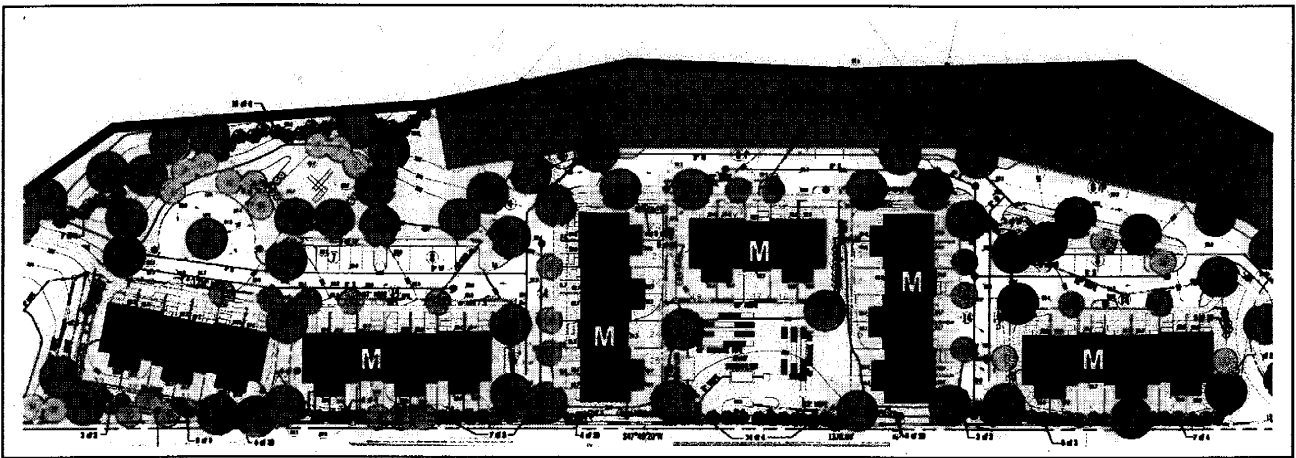
The site design, however, manages to define well the internal street system, and, by the central core's massing with the two linear extensions of houses, creates “neighborhoods within a neighborhood,” that mediate the excessive linearity of the development. More importantly, the three mini-neighborhoods establish, vis-à-vis a loose grid, a satisfactory terminus to the overall Fairland Road development pattern, organizing by reference, numerous layers of townhouse development to the south.

The housing itself is oriented in front-to-front fashion, that is, unit fronts face the internal streets, reinforcing the “public” realm and demarcating the “private” realm of the back yards. The building design varies per each “stick”

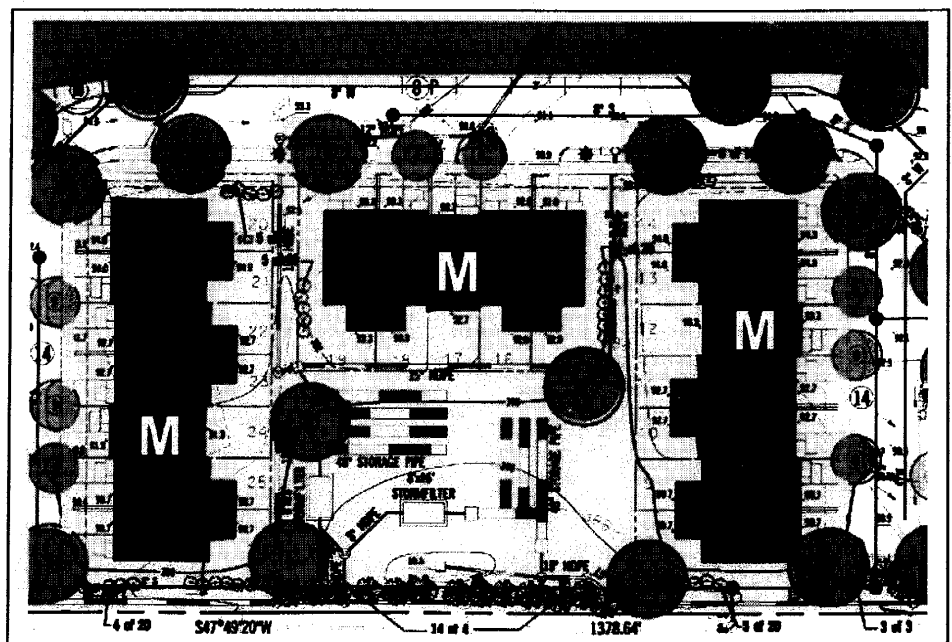
of townhouses, numbering from 5 to 7 units per structure, with alternating unit depth, footprint, and rear massing. The resulting array of house size and shape will enhance the perspective views of the streets and offer a range of pricing and unit size for prospective residents. MPDUs are distributed evenly throughout the site, well integrated with the market rate units.

A formal play lot, its perimeter articulated by varied size and species of planting, rests in the open space at the western edge of the afforested berm near the terminal cul-de-sac. Each cluster features a sitting and picnic area; another substantial picnic area, with table and benches, is sited near the subdivision entrance, with direct connection to the proposed ICC trail and in close proximity to the MNCPPC Tanglewood Neighborhood Park. An Open Play Area is efficiently sited to accommodate the underground stormwater management facility.

Vehicular and pedestrian access to the site is provided at the southeast corner of the site, via Stravinsky Drive. The privacy of the prospective neighborhood is enhanced by the circuitous vehicular entry sequence: Access from Fairland Road is accomplished via Brahms Avenue to Schubert Drive to Stravinsky Drive. The plan proposes pedestrian access from Fairland Road.



The housing is arranged in three distinct areas: a center core, and two “flanks.” Note the locations of MPDUs [M] are distributed throughout the site.



The center core of the housing complex is organized in as an inverted “U.” The project seeks to create a small-scale neighborhood street.

ANALYSIS: Conformance to Zoning Regulation

PROJECT DATA TABLE			
Fairland View	Site Plan 8-05007	R-60 MPDU	Site Plan 8-05007A
Development Standard	Total Areas	Permitted/Reqd	Proposed
Gross Site Area			
Total Gross Tract Area	12.08 acres		
Public Dedication	Stravinsky Drive		0.28 acres (12,401 sf)
Previous Public Dedication	Fairland Road		100' ROW (previous dedication)
SHA Taking ICC	US 29 (Columbia Pike)		6.58 acres approx.
Total Net Tract			6.40 acres
Proposed Use	Residential Townhouse		
Development Standards RT-60 MPDU			
Lot Area (minimum)		1,500 sf	1,600 sf
Density (standard)		6.10 DU/acre [73 units)]	3.2 DU/acre [39 units]
MPDUs		12.5% (5 units)	12.5% (5 units)
Building Setbacks			
From public street		20 feet minimum	20 feet minimum
From adjoining lot - rear		15 feet minimum	20 feet minimum
Side Yard not adj to same zone			
Building Height			
		3 stories/40 feet	3 stories/40 feet
Building Coverage			
		N/A	11.5% net tract
Impervious Area		N/A	26.1% net tract
Green Area			
Green Area per unit		2,000 sf/unit	4,700 sf/unit net tract
Green Area Total		78,000 sf	180,000 sf net tract
Parking			
Standard	2.95 spaces/unit	78 spaces	78 residential + 37 surface = 115

ANALYSIS: Recreation

FAIRLAND VIEW 8-05007 Amendment						
DEMAND POINTS	Tots	Children	Teens	Adults	Seniors	TOTALS
<i>per 100 units</i>	D1	D2	D3	D4	D5	
Townhouses per 100 units	17.00	22.00	18.00	129.00	7.00	193.00
TH # units = 39	6.63	8.58	7.02	50.31	2.73	75.27
PROJECT DEMAND	6.63	8.58	7.02	50.31	2.73	75.27
SUPPLY POINTS						
On Site						
Picnic/Sitting (3)	3.00	3.00	45.00	15.00	6.00	1.00
Open Play Area I	6.00	9.00	12.00	31.00	2.00	60.00
Play Lot	0.00	9.00	3.00	4.00	1.00	17.00
Pedestrian System	0.66	1.72	1.40	22.64	1.23	27.65
On Site Total	9.66	22.72	61.40	72.64	10.23	176.65
Off Site						
Calverton Gateway Park	62.1 acres					
Play Lot	0.00	9.00	3.00	4.00	1.00	
Softball Field	2.00	15.00	20.00	40.00	2.00	
Baseball Field	2.00	15.00	20.00	40.00	2.00	
Tennis Courts	0.00	1.50	10.50	24.00	1.00	
Off Site Total	4.00	40.50	53.50	108.00	6.00	
SUPPLY/DEMAND RATIOS						
On Site Ratio	1.46	2.65	8.75	1.44	3.75	
Off Site Ratio	0.60	4.72	7.62	2.15	2.20	

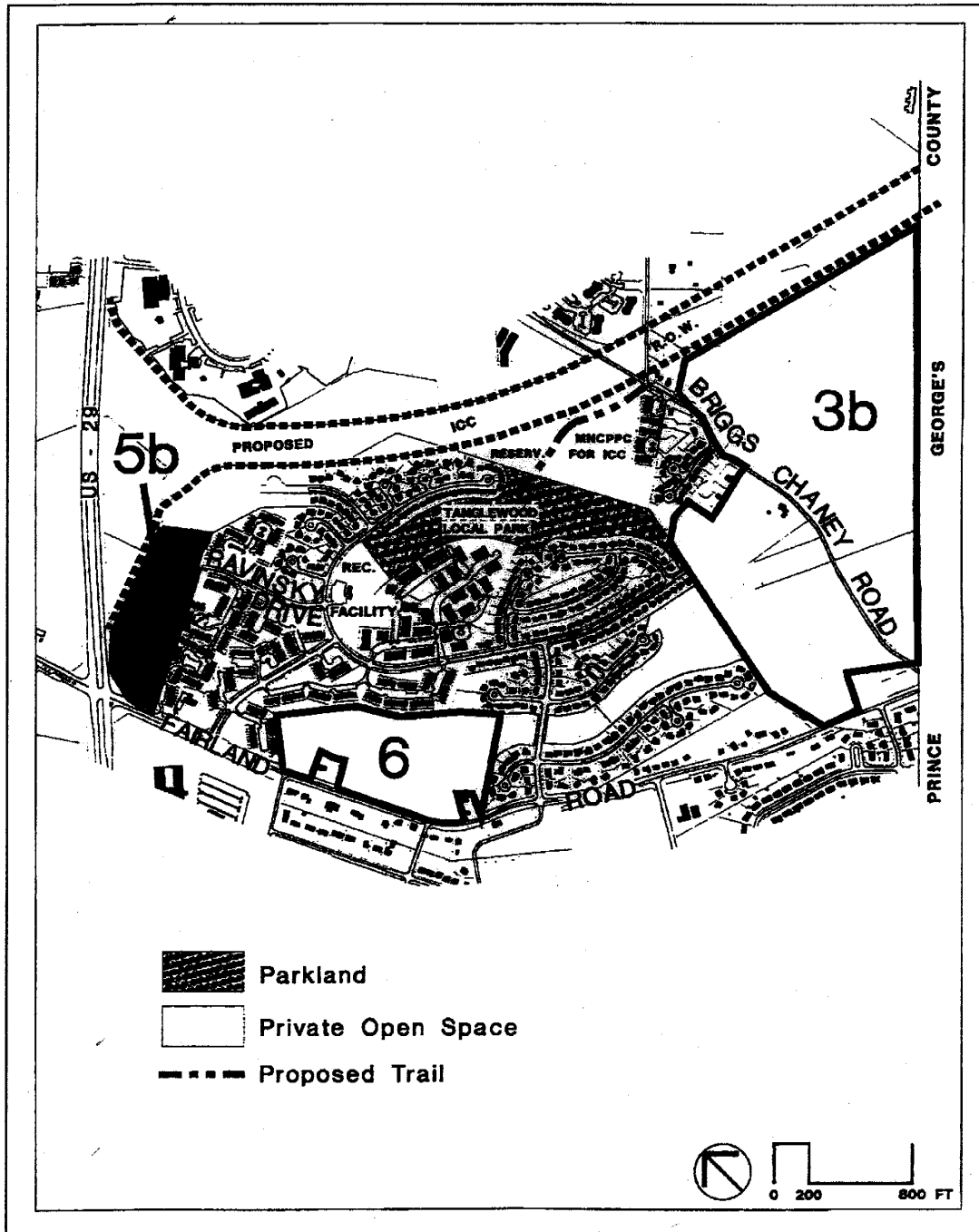
ANALYSIS:

Conformance to Master Plan

The Baum Property is located in the Tanglewood section as identified in the 1997 Fairland Master Plan. The plan makes the following recommendations for this property:

- Encourage clustering for traffic noise mitigation and access constraints
- Provide access through Stravinsky Drive

In addition, a Class I bike path is recommended for the south side of Fairland Road (opposite the site frontage); a commuter bikeway is recommended for US 29. The status of any bike path associated with the ICC is indeterminate.



Local Area Transportation Review

Based on the applicant's traffic study, the applicant will provide improvements to the Fairland Road approach to its intersection with US 29. The proposed improvements will create adequate capacity to accommodate traffic associated the subject development. [See attached Transportation Planning Memo, dated July 13, 2005.]

Forest Conservation

The Fairland View Property employs the MPDU Optional Method of development. The subject property, with a gross tract area of 12.08 acres, includes no forest clearing. There are no streams or wetlands on the property. A Category I Conservation Easement will be placed on 1.09 acres of afforestation on site within the perimeter berm.

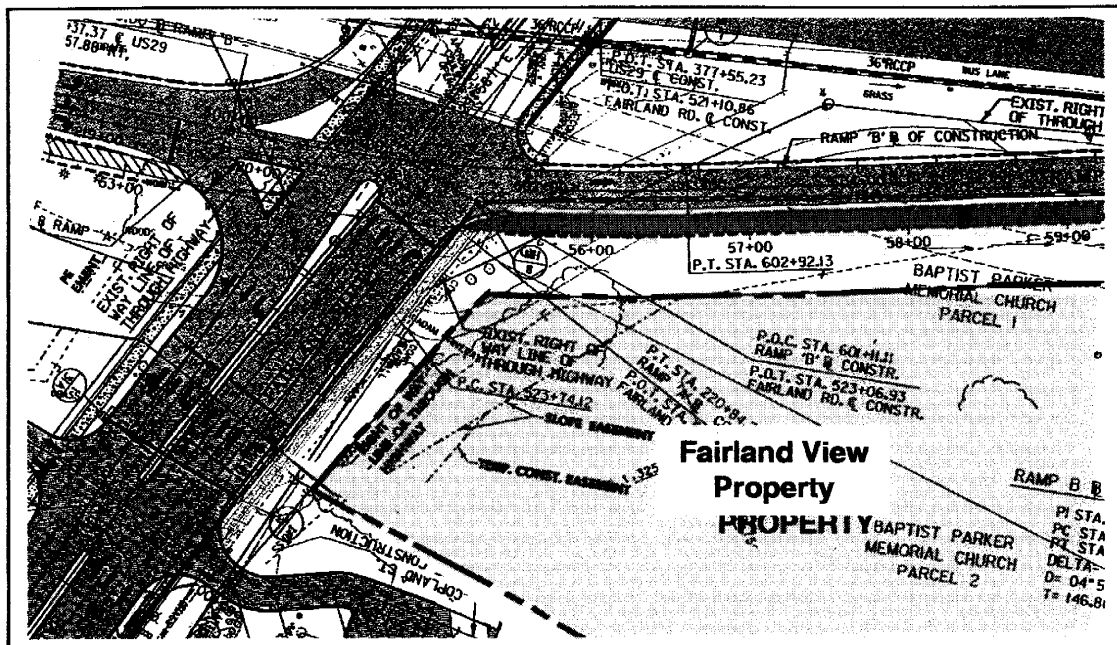
Housing Impact Statement

Regarding the Fairland View site (formerly named The Baptist Church Parcel) at the northeast intersection of Columbia Pike and Fairland Road, the proposal is for 39 townhouses, including a proposal to provide 5 moderately priced dwelling units (MPDUs) on site. Housing staff reviewed the plan and MPDU calculations, did a preliminary search of records related to special needs housing and existing affordable apartments, and reviewed aerial photography provided by Development Review. Housing staff finds that the calculations are correct, and that of the 39 units proposed by the developer, 34 will be market rate units and 5 will be MPDUs:

$$39 \text{ DUs} * .125 \text{ (MPDU Minimum Requirement)} = 4.87$$

4.87 must be rounded upwardly and then yields 5 MPDUs

Because the aerial photography reveals several structures, housing staff reviewed several databases related to special needs housing and rental apartments, and could find no indication that any special needs housing or affordable apartment buildings are located on site. Upon developer confirmation that the structures do not provide any opportunity for affordable housing, the net gain in affordable housing is 5 MPDUs. Further, housing staff commends the developer for the proposed dispersion of MPDUs throughout the site. Such integration of moderately priced units among the market rate units should prove successful from both sales and social perspectives.



February 2005 SHA proposal for Fairland Road reconstruction. The Feb 005 proposal allows for sidewalk within the right-of-way frontage (shown in yellow) There appears to be sufficient room for street trees, as considered by the State Highway. The 1997 Master Plan calls for a commuter bike path (shown in orange) on Columbia Road.

FINDINGS: For Site Plan Review

1. *The Site Plan is consistent with an approved development plan or a project plan for the optional method of development if required.*

Not applicable.

2. *The Site Plan meets all of the requirements of the zone in which it is located.*

See data table above.

3. *The location of the building and structures, the open spaces, the landscaping, recreation facilities, and the pedestrian and vehicular circulation systems are adequate, safe and efficient.*

a. Location of Buildings

The overall site development of the Fairland View property is determined entirely by the imposition of the surrounding roadways and the selected alternative for the alignment of the ICC. These linear throughways establish the formal perimeter of the site, constraining available land area, and limit the access to one main driveway. The placement of the roadway against the indispensable noise berm requires careful organization of the central housing cluster and placement of the two subordinate lines of houses. To this end, the plan creates a satisfactory residential pattern, responding to the adjoining existing subdivision, and providing a loose grid, that is pleasing in its role as the “end” of several layers of townhouse development. [See also, *Development Proposal*, pages 11-12.]

Clearly, this is a plan oriented to itself, forced to look inward, while attempting to restrain external intrusion. This approach to site planning presents a logical solution to a site that, on the face of it, cannot relate successfully to four of its five boundaries. The lack of a street presence, or extension to any public realm, also presents a challenge to this design—particularly with respect to the small “public” window open to Fairland Road. The small glimpse of site frontage offers the only connection to the public available, and should be enhanced to the greatest degree possible. Staff recommends additional curbside street trees subject to SHA approval, and additional landscape treatment for screening the parking and rear yards—elements that can enhance the only public aspect of Fairland View.

b. Open Spaces

The site’s open spaces are, by nature of the site’s constraints, assigned to the residual spaces that remain along private streets and the east and west edges, and corners. The placement of the Play Lot at the private street terminus utilizes the residual space to great effect, anchoring the tip, and capping the tip of the landscaped noise berm. The provision of visible recreation amenities at the far ends of the site balances the design vis-à-vis design elements and enhances accessibility. Sitting areas are provided for each housing cluster, well sited within their small pockets of green space. The open play area at the far eastern end functions dually for recreation and the underground storm water management facility. The essentially “private” open space created by the central housing core additionally functions as the underground storm water quantity management. Staff recommends the addition of two benches and extension of landscaping to further define this space.

c. Landscaping and Lighting

The landscaping and lighting is adequate, safe, and efficient. The tight constraints imposed by the surrounding roadways and rights-of-way severely limit the development capacity of the site, and its corresponding usable open space. Landscaping consists of evergreen screening at the adjoining subdivision line, and street trees along the private streets, provided as a mixture of shade

and ornamental trees. A mixture of evergreen, ornamental and shade trees are proposed for the Fairland Road frontage; however, staff recommends that formal street trees be provided along the road frontage with the sidewalk, subject to DPWT or SHA approval.

Landscaping for the noise mitigation berm consists of approximately 50,500 square feet of planting, including Red Maple, Tulip Poplar, White Pine, White Oak, Red Oak, Virburnum, and Arrowwood. Staff recommends further review of the berm for design dimensions, plant spacing and species, and noise mitigation effectiveness, prior to signature set. Design of the berm is crucial to achieving a satisfactory level of compatibility: visually, physically and acoustically.

d. Recreation

The proposed development offers adequate, safe and efficient recreational amenities. On site recreation includes a 10,000 square foot Open Play Area (that functions additionally as the surface of the storm water management facility), a Play Lot, two small sitting areas, and a picnic area near the trail connection to the ICC. The site's proximity to the Tanglewood Neighborhood Park and to the trails through the stream valley offers access to additional recreational amenities.

e. Vehicular and Pedestrian Circulation

Vehicular and pedestrian circulation is adequate, safe, and efficient. The vehicular circulation system consists of a single entry point from the Stravinsky Drive cul-de-sac, extended linearly along the site's longitudinal axis, terminating in a private cul-de-sac. The public road roundabout is connected to the main thoroughfare of Fairland Road via circuitous tertiary subdivision roads. The private streets that serve the interior of Fairland View are well placed, with respect to vehicular maneuvering and direct pedestrian passage. The plan provides for a direct pedestrian connection to Fairland Road.

Staff recommends a shift in the placement of the street trees to allow the trees to be planted within the curbside grass panel and the separation of the sidewalk from the vehicular travel lane.

4. *Each structure and use is compatible with other uses and other Site Plans and with existing and proposed adjacent development.*

The proposed housing is compatible with the established patterns of the Tanglewood Neighborhood. The entrance to the new subdivision via Stravinsky Drive is well defined by the public street's cul-de-sac terminus and its landscaped roundabout. The private internal streets, along with the building placement, create a loose grid that provides logical relationships in building massing and site navigation, particularly with respect to the established residential form of the townhouse subdivisions to the south.

Clearly, the greatest challenge to compatible development for this site rests with its adjacency to Columbia Pike and ICC location. This "isolationist" site design is protected from the major roadways by its landscaped berm. This design strategy can successfully mitigate the intrusion of roadway effects only to the degree the berm achieves acoustical design function and attractiveness proportional to its intended source of mitigation—that is, the dimensions, placement, grading, height, and landscape species and density must demonstrate sufficient engineering and thoughtful landscape architecture to provide a humane environment for future residents.

Staff has included a condition of approval requiring further review of the berm prior to signature set.

5. *The Site Plan meets all applicable requirements of Chapter 22A regarding forest conservation and Chapter 17 regarding Water Resource Protection.*

The plan conforms to the requirements of Chapter 22A for forest conservation by the applicant's provision of 1.32 acres of on site afforestation.