

PARENT MEMORIAL BAPTIST CHURCH

REC'D	LIBER	FOLIO
1	S 18-18-25	466-14
2	S 48-15-18	183-02
3	S 50-00-32	187-25
4	S 35-30-28	188-03
5	S 43-02-00	232-32
6	S 12-06-13	124-84
7	S 28-42-27	170-80
8	S 28-01-48	44-35
9	S 47-50-18	88-46
10	N 35-47-20	191-59
11	N 04-33-14	283-37
12	N 28-57-40	311-89
13	N 06-37-48	805-87
14	S 43-14-43	294-87

SEE SIMPLE AREA 244740
50.77 ACRES ±
SHOWN TRUST REG. 2007
RECORDED INSTRUMENT 227-228-288-8

RICHARD B. JACKSON, ETUC ID

REC'D	LIBER	FOLIO
1	S 52-25-14	186-79
2	S 05-31-05	4-47
3	N 28-37-20	150-83
4	S 20-21-21	13-87

SEE SIMPLE AREA 3565
56.77 ACRES ±
SHOWN TRUST REG. 2007
RECORDED INSTRUMENT 211-212-213-214

FARLAND PARK ASSOCIATION, INC.

REC'D	LIBER	FOLIO
1	S 02-31-05	13-84
2	N 28-37-20	143-35
3	N 27-50-18	43-02
4	S 20-21-21	58-18
5	S 22-25-14	55-21

SEE SIMPLE AREA 3565
56.77 ACRES ±
SHOWN TRUST REG. 2007
RECORDED INSTRUMENT 211-212-213-214

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
STATE ROADS COMMISSION

RIGHT OF WAY PROJECT U.S. ROUTE 28
NORTH OF PATRIAM ROAD
COUNTY HARFORD

PROJECT NO. 28-20-20-01
SCALE 1" = 40'

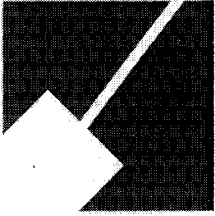
DATE 10/11/04
DRAWN BY [Signature]
CHECKED BY [Signature]

APPROVED BY [Signature] DATE 10/11/04
PROJECT NO. 28-20-20-01
CONSTRUCTION PROJECT NO. 28-20-20-01

APPROVED BY [Signature] DATE 10/11/04
PROJECT NO. 28-20-20-01
CONSTRUCTION PROJECT NO. 28-20-20-01

APPROVED BY [Signature] DATE 10/11/04
PROJECT NO. 28-20-20-01
CONSTRUCTION PROJECT NO. 28-20-20-01

Attachment No. 2



MARYLAND-NATIONAL CAPITAL
PARK & PLANNING COMMISSION
FOREST CONSERVATION PLAN RECOMMENDATIONS

TO: Mary Beth O'Quinn, Development Review Division

SUBJECT: Preliminary Forest Conservation Plan # 8-05007A
Site Plan Fairland View (site plan amendment)

SENT VIA FAX TO: Don Rohrbaugh, SSI (fax: 301-947-7704)

The subject Forest Conservation Plan has been reviewed by Environmental Planning to determine if it meets the requirements of Chapter 22A of the Montgomery County Code (Forest Conservation Law). The following determination has been made:

SUBMISSION ADEQUACY

Adequate as submitted

RECOMMENDATIONS

Approve subject to the following conditions:

Required site inspections by M-NCPPC monitoring staff (as specified in "Trees Technical Manual")

Approval of the following items by M-NCPPC staff prior to DPS issuance of the sediment and erosion control permit:

Tree Protection Plan

Afforestation/Reforestation Planting Plan

Submittal of financial security to M-NCPPC prior to clearing or grading.

Record plat to show appropriate notes and/or easements. Agreements must be approved by M-NCPPC staff prior to recording plats.

Submittal of electronic version of signed final forest conservation plan to be submitted to Environmental Planning prior to clearing or grading. Electronic files must have Environmental Planning approval signature, be in PDF format, and be in only one file.

Maintenance agreement to be reviewed and approved by M-NCPPC staff prior to first inspection of planted areas.

Others: **a. 1.07 acres of afforestation area to be placed in Category I conservation easement. Easement to be shown on record plat.**

b. The final FCP should include the following information:

- **A modified plant list that includes more evergreen species, such as American holly and inkberry. Also, staff recommends using deciduous species such as American beech.**
- **Details on site preparation, sequence of inspections, site maintenance, use of deer protection measures, etc.**

SIGNATURE: Candy Bunnag (301) 495-4543
Environmental Planning Division

DATE: July 7, 2005

MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
REVIEW OF SUPPLEMENTAL INFORMATION
(PRELIMINARY, SITE PLANS)

TO: Marybeth O'Quinn
Development Review Division

FROM: Candy Bunnag
Environmental Planning Division

DATE: 6/30/05

SUBJECT: Plan # 8-05007A, Fairland View (Site Plan Amendment)

The above-referenced information has been reviewed to determine if it meets requirements of the Guidelines for Environmental Management of Development in Montgomery County, and other county regulations that may apply. The following recommendation is made:

Staff recommends approval of the site plan amendment with the following conditions:

1. The proposed development shall comply with the conditions of the final forest conservation plan. The applicant shall satisfy all conditions prior to recording of plat(s) or Montgomery County Department of Permitting Services issuance of sediment and erosion control permits.
2. Signature set of site plan to include end walls for townhouse unit nos. 14, 20, and 39 to provide some noise attenuation for outdoor deck areas. Details of these end walls to be submitted for staff review and approval as part of the signature set of site plan.
3. Prior to signature set of the amended site plan, the applicant must provide and commit to implement a noise abatement study prepared by a professional engineer with competency in acoustical analysis. The study shall demonstrate and certify that, if built to recommended acoustical standards, all proposed building shells for residential dwelling units located within the projected, exterior noise impact area of 65 dBA, Ldn or higher will attenuate projected exterior noise levels to an interior noise level not to exceed 45 dBA, Ldn. The analysis of exterior noise levels must use the projected worst-case scenario for combined traffic noise levels for the ICC, Rte. 29, and Fairland Rd., incorporating information from the latest available SHA ICC Environmental Impact Statement and related technical reports and plans. Any subsequent changes in building shell materials or coverage that may affect acoustical performance shall be approved by an acoustical engineer prior to approval of building permit for the unit(s).
4. Prior to release of the first building permit for the subdivision, the following items must be met:
 - a. There shall be certification from an acoustical engineer that the building shell for residential dwelling units are designed to attenuate projected exterior noise levels to an interior level of no more than 45 dBA, Ldn. Any subsequent changes in building shell materials or coverage that may affect acoustical performance shall be approved by an acoustical engineer prior to implementation;
 - b. The builder shall commit to construct the residential units in accordance with the acoustical specifications identified by the acoustical engineer;
 - c. The builder or an authorized agent shall disclose in writing to all prospective purchasers that these homes will be affected by traffic noise from current and possible future roadway projects, including the proposed ICC ramp/interchange and Fairland overpass. The builder shall also identify all noise mitigation measures to be used in the subdivision. Such notification will be accomplished by inclusion of this information in all sales contracts, brochures and promotional documents (including any illustrative site plan(s) on display within any sales-related offices), in Homeowner Association documents, and by inclusion in all subdivision and site plans, and with all Deeds of Conveyance. Notification language shall be provided to M-NCPPC staff for approval prior to issuance of first building permit.

REVIEW DRAFT

July 13, 2005

MEMORANDUM

TO: Mary Beth O'Quinn
Development Review Division

VIA: Shahriar Etemadi, Supervisor
Transportation Planning

FROM: Cherian Eapen, Planner/Coordinator
Transportation Planning
301-495-4525

SUBJECT: Site Plan No. 8-05007-A
Site Plan Amendment – Fairland View
Stravinsky Drive/Fairland Road
Fairland/White Oak Policy Area

This memorandum summarizes Transportation Planning staff's review of the subject Site Plan Amendment to amend the previously approved Site Plan for 73 single-family attached (townhouse) dwelling units on the property. This amendment, to limit the site development impact to outside of any potential Intercounty Connector (ICC) impact area, reduces the density on the site to 39 townhouse units. The property is in an R-60 Zone within the Fairland/White Oak Policy Area.

RECOMMENDATIONS

Transportation Planning staff recommends the following conditions as part of the transportation-related requirements to approve this Site Plan Amendment:

1. At the US 29/Fairland Road intersection, with Maryland State Highway Administration (SHA) approval, re-stripe the eastbound Fairland Road approach to Columbia Pike (US 29) to a left, left, through, through/right lane combination (from existing left, left/through, through, right lane combination).
2. Provide a lead-in sidewalk from Fairland Road to the site.

3. Provide adequate sidewalks, handicapped access ramps and crosswalks within the site in coordination with the Montgomery County Department of Permitting Services (DPS).

DISCUSSION

Site Location, Access, Circulation and Transportation Facilities

The site is located within the Tanglewood community of Fairland, within the northeast quadrant of US 29/Fairland Road intersection, and is proposed to have access to Fairland Road via Stravinsky Drive, Schubert Drive and Brahms Avenue.

The Corridor 1 alignment of the proposed Intercounty Connector (ICC) is to the north of the property, with an interchange at US 29 to the northwest corner of the property. The master-planned US 29/Fairland Road interchange is to the southwest corner of the property.

Proposed Intercounty Connector

The Intercounty Connector is proposed as a limited-access east-west highway intended to link areas between I-270 to the west and I-95/US 1 to the east, through central/eastern Montgomery and western Prince George's Counties. At present, the ICC planning process is moving forward with the State's recently announced selection of Corridor 1 as its preferred alternative for construction.

The ICC planning process had concurred on two final alternative alignments called Corridor 1 and Corridor 2. Corridor 1 was the southern alignment that generally followed the alignment incorporated in the area master plans for the ICC. To the east of Georgia Avenue (MD 97), Corridor 2 followed an alignment to the north of Corridor 1 that is not represented in any area master plans. Based on information available in the *Draft Environmental Impact Statement (DEIS)*, the proposed Corridor 1 alignment interchange with Columbia Pike (US 29) physically impacted the proposed Fairland View development (see Attachment No. 1 and Attachment No. 2). As part of ongoing studies, SHA will further analyze Corridor 1 and submit a *Final Environmental Impact Statement (FEIS)* document to the FHWA this fall. After reviewing the FEIS, the FHWA will make a final determination on the project in a Record of Decision, which is expected to occur by end of this year.

At the time of preliminary plan, the Fairland View development was required to place in reservation the area shown on Attachment No. 2 (information provided by SHA, dated March 17, 2004; called the "Reservation Area") until the earlier of (a) September 1, 2005; or (b) a final Record of Decision is issued by the Federal Highway Administration (FHWA), and that Record of Decision does not include the Reservation Area, or any portions thereof, within the final ICC alignment. If FHWA issued a final Record of Decision that included the Reservation Area, the applicant was required to dedicate the Reservation Area, and submit a revised Site Plan that located all dwelling units and infrastructure (e.g., roads, public areas, etc.) related to the subdivision outside of the Reservation Area. Staff notes that this Site Plan Amendment addresses

the ICC related reservation issue and locates all development on the property outside of the Reservation Area.

Local Area Transportation Review

A traffic study was required for the original Preliminary Plan associated with this Site Plan Amendment, per the *Local Area Transportation Review (LATR) Guidelines*, since the initial development with 74 townhouses was estimated to generate 30 or more peak-hour trips during the typical weekday morning (6:30 – 9:30 a.m.) and evening (4:00 – 7:00 p.m.) peak periods. It is noted that the above finding is true for the current Site Plan Amendment as well.

The consultant for the applicant submitted a traffic study (dated June 11, 2004) that presented the traffic-related impacts of the development on the nearby roadway intersections during weekday morning and evening peak periods. Staff review of the above traffic study indicated that the study complied with the requirements of the *LATR Guidelines* and the traffic study scope provided by the staff. The traffic study estimated that the initial Fairland View Preliminary Plan with 74 townhouses would generate approximately 36 peak-hour trips during the weekday morning peak-period and 61 peak-hour trips during the weekday evening peak-period. A summary of the above is provided in Table 1.

**TABLE 1
SUMMARY OF SITE TRIP GENERATION
FAIRLAND VIEW – 74 TOWNHOUSES**

Time Period	Trip Generation		
	In	Out	Total
Weekday Morning Peak-Hour	6	30	36
Weekday Evening Peak-Hour	41	20	61

Notes:

1. Based on M-NCPPC trip generation rates for townhouses.
2. The subject Site Plan Amendment, with 39 townhouses, was estimated to generate approximately 19 peak-hour trips during the weekday morning peak-period and 32 peak-hour trips during the weekday evening peak-period.

A summary of the capacity analysis/Critical Lane Volume (CLV) analysis results for the study intersections for the weekday morning and evening peak hours within the respective peak periods, as provided in the traffic study is presented in Table 2. As shown in Table 2, under Total traffic conditions, CLV values at the study intersections were either below the FY 2005 Fairland/White Oak congestion standard of 1,500, or with an applicant identified roadway improvement (lane designation changes to the eastbound Fairland Road approach to US 29 from existing left, left/through, through, right lane combination to a left, left, through, through/right lane combination) did not exceed the respective CLV under Background traffic conditions. Staff finds that this improvement is required for the subject development even with the reduced site density of 39 townhouses. It is noted that this mitigation improvement is also being utilized by two other pending preliminary plans (Montgomery Auto Park; 1-04101 and 1-04106).

**TABLE 2
SUMMARY OF CAPACITY CALCULATIONS (CLV)
FAIRLAND VIEW – 74 TOWNHOUSES**

Intersection	Traffic Conditions							
	Existing		Background		Total		Total w/Applicant Funded Imps	
	AM	PM	AM	PM	AM	PM	AM	PM
US 29/Fairland Rd	1,541	1,485	1,560	1,491	1,569	1,504	1,544	1,459
Fairland Rd/Brahms Ave/Verizon Access ¹	823	727	832	733	5.1	6.5	--	--
Fairland Rd/Musgrove Rd/Marlow Farm Rd ¹	765	605	774	620	9.0	7.9	--	--
Schubert Dr/Stravinsky Dr/Access Dr	117	117	117	117	153	179	--	--
Schubert Dr/Brahms Ave	256	275	256	275	291	331	--	--

Notes:

1. Source: Fairland View Traffic Study. The Traffic Group, Inc. June 11, 2004.
 2. FY 2005 Congestion Standard for Fairland/White Oak Policy Area: 1,500
- ¹ Background and Total Traffic Conditions reflect proposed DPWT improvements along Fairland Road. Total traffic conditions reflect operation of the intersection with a roundabout/traffic circle.

SE:CE:gw

Attachments

- cc: Piera Weiss
 Dan Hardy
 Mary Goodman
 Cathy Conlon
 Greg Leck
 Sarah Navid
 Greg Cooke
 Wes Mitchell
 Wes Guckert
 Al Blumberg

mmo to mboq on fairland view sp-a-07122005.doc