



Meeting Summary December 6, 2017

Attendance

Panel Members: Don Taylor, Chair
Bob Gorman, Vice Chair
Hank Alinger (recused)
Fred Marino
Sujit Mishra (excused)
Juan Rodriguez (recused)
Julie Wilson

DPZ Staff: Valdis Lazdins, George Saliba, Yvette Zhou

1. **Call to Order** – DAP Chair Don Taylor opened the meeting at 7:04 p.m.

2. **Review of Plan #17-15 Erickson Living at Limestone Valley – Clarksville, MD**

Developer: Erickson Living Properties II, LLC
Engineer: Bohler Engineering
Architect: Marks Thomas Architects

Background

Staff clarified the DAP review process and their responsibilities for the Erickson at Limestone Valley project. The project proposes a Community Enhancement Floating (CEF) zone, which involves multiple steps and review by different County boards. They are the County Council for the General Plan update, and the Zoning Board and Planning Board related to the CEF zone criteria and the site plan. The DAP's role is to provide design and planning recommendations to the Department of Planning and Zoning in order to better craft a report to the Planning Board when it considers the case. In turn, the Zoning Board will consider the Planning Board's recommendations, as well as DAP recommendations and the DPZ staff report, as it considers the case. Ultimately, the Zoning Board will decide on the CEF zone and the related site plan. The DAP's role is to advise on design related topics and issues, not the merits of changing the General Plan or whether it is a good idea to develop this site or not. DAP recommendations should address development character, scale, and fit within the confines of surrounding land uses and development patterns.

Applicant Presentation

The applicant gave a multimedia overview of the project. The site fronts the west side of Clarksville Pike, between Sheppard Lane and Linden Linthicum Lane, and is approximately 62 acres. It consists of portions of three different parcels, two of which are zoned Rural Conservation-Density Exchange Option (RC-DEO) and are used for agriculture. The third is zoned B-2 and contains a gasoline fueling station.

Erickson projects are continuum of care campuses with 85% of the units allocated for independent living and the remaining 15% for assisted care, memory care, and skilled nursing care. Ideally, for these

facilities, walking destinations should be within 750 feet. Facilities include direct access to medical care and robust activity spaces.

The development will consist of two neighborhoods, each with a community center to accommodate activities for residents, and 1,200 independent living units spread over multiple buildings. An additional ~240 units are for assisted living, memory care, and skilled nursing. Each clubhouse will have multiple restaurant areas to provide dining choices to residents. There are 1,680 parking spaces proposed, including 1,380 garage spaces and 300 surface spaces. Parking for residents will be underneath buildings rather than on surface lots, allowing for more green space. The project will likely be constructed in phases over 7-10 years, depending on market conditions.

Proposed architectural elements looked to nearby precedents, including gabled roofs, dormers, chimneys, and cupolas. Predominant materials will be stone, siding, and brick. Buildings will range in size from single to five stories and include features such as bay windows and porches. The buildings along Clarksville Pike will have a front yard feel, with intervening green spaces between the buildings and the road.

Outdoor amenity areas include walking paths, courtyards, seating areas, and gardens. Publicly accessible amenity spaces include a linear park, dog park, tot lot, and a community garden. The streetscape along Clarksville Pike includes a 10' wide multi-use pathway, a secondary 8' wide walkway, which is set back from the multi-use pathway and lined with trees. The linear park includes bike racks and seating areas. The intent is to delineate between private and public space using a low-profile fence that blends in with the site. Decorative acorn style street lights will be installed along Clarksville Pike to enhance the pedestrian feel.

The existing Freestate gas station will be relocated at the corner of the site and includes a retail store and canopy. The retail building is located closer to the road. Primary site access will be from Clarksville Pike. Secondary access will be from a new public road, extending west from the Clarksville Pike and Linden Linthicum Lane intersection, which also provides access to the gas station. Traffic related community enhancements include a five lane ROW, including two lanes each direction with a center turning lane on Route 108. The dedicated turn lane will mitigate left turn back-ups at Clarksville Pike and Sheppard Lane. The Sheppard Lane/Clarksville Pike intersection will be realigned to improve safety and to add a dedicated right turn lane. The extension of Linden Linthicum Lane will allow left turn access onto Clarksville Pike from a signalized intersection.

Staff Presentation

The project is located along Clarksville Pike and is subject to the Clarksville Pike Streetscape Plan and Design Guidelines (CPDG). The DAP is also reviewing the project because it proposes a CEF zone. Staff requested the DAP evaluate the orientation, layout, and configuration of the site plan, pedestrian and vehicular circulation, the primary entrance at Clarksville Pike, architecture, scale, building materials, functionality of building services, sustainable design elements, and amenity areas.

DAP Questions and Comments

Amenity Spaces:

DAP commented that the dog park, community garden, and tot lot are not ideally located for public use and there is no nearby parking. DAP also noted that these amenities are not within walking distance for many Erickson residents. The DAP recommended public amenity spaces be more centrally located and more responsive to the desires of the Clarksville community. Some DAP members said the public parks and amenity spaces shown on the plan are residual slivers of green space that lack parking for users. They are also not accessible to the greater River Hill Community and nor do they contribute to a dynamic main street concept, as defined in the Route 108 Design Guidelines. DAP suggested the

development should result in public spaces that also serve the broader Clarksville community. They should be accessible, carefully planned to support pedestrians and a dynamic main street concept. The current amenity spaces appear to be an afterthought, rather than a design driver.

Site Design:

DAP further said that the plan was too inwardly focused and that as a gated community, it would be difficult to integrate with the wider Clarksville community. The layout should activate the Clarksville Pike frontage and allow views through the site to the forests and fields beyond. Public and private spaces should be better integrated and maintain a welcoming and community friendly feel, paying attention to the scale and materials of walls and fences.

While the project includes dining and other community attractions, they are private and do not support, nor do they contribute to a dynamic main street character. The Route 108 frontage needs to be re-evaluated and connections should be made to the broader community, as recommended in the design guidelines. When DAP asked if the welcome center would be available for public use, the applicant responded that they are open to this idea. DAP also suggested a restaurant and other buildings and amenities should be open to the public along Clarksville Pike.

DAP asked about another access point given the number of units. The applicant said that residents typically stop relying on their cars after living in an Erickson facility 6-12 months. They also provide medical services on-site and shuttle residents off-site. DAP encouraged another curb cut on Linden Linthicum Lane extended, closer to Clarksville Pike, which would provide a more direct route to the new signalized intersection at Route 108.

DAP asked about internal walkways and connections between buildings. The applicant responded that the bridges and walkways will be enclosed.

DAP asked about trash and recycling operations and the applicant responded that buildings will have collection rooms on each floor. Materials will be picked up and brought to a central on-site collection facility and then be picked by a private vendor. All trash and recycling will be stored in a building in trash compaction and recycling rooms.

DAP recommended that the gas station building could be more visible from Clarksville Pike, but not necessarily the canopy and fueling area. The current line between public and private needs to be clear for retail along 108.

The DAP asked if standard 30' tall shoe box lighting is proposed? The applicant responded that shoe box lighting is proposed, primarily in parking areas, with LED fixtures mounted on 16' high poles.

Architecture:

DAP asked, if as shown on section C, whether the parking garage in the six and a half story building near Sheppard Lane would be seen from off-site. The applicant submission suggests that buildings will range from 4-5 stories, with taller ones located farther down the sloping site. However, Section C shows a 6.5 story structure at the care facility, which may be visible from Clarksville Pike. It is not described as such in the submittal. The DAP asked the applicant whether the text or Section C was correct and if the above grade parking would be visible from 108 and Sheppard Lane. The applicant responded that the building materials could be carried through this elevation so that the garage better blends with the building.

DAP commented that the design of the clubhouse and welcome center, both high profile and visible buildings, should be re-evaluated. The applicant concurred that the elevations were very conceptual at

this time. DAP commented that the clubhouse offered special opportunities for an architectural statement and that it was on a main axis with Clarksville Pike. As such, it is an important structure that needs to be designed appropriately. The welcome center also provides an opportunity for an architectural statement and the applicant should consider reflecting the precedent examples offered by the applicant. The welcome center should be an interface between the project and the public spaces and constructed of high quality materials.

DAP encouraged the applicant to locate lower profile buildings along Clarksville Pike.

DAP agreed that the architecture of the apartment buildings was compatible with nearby multi-family architecture.

DAP noted the architectural features such as the dormers, gables, and chimneys do a good job of breaking up the mass and scale of the larger residential buildings.

DAP asked what materials will be used for the gas station. The applicant responded the retail store will be brick and glass and the gas canopy will have a hipped or gabled roof.

The DAP asked what sustainable design elements are being proposed. The applicant responded that LED lighting, VRF mechanical systems, and sustainable stormwater management techniques will be installed.

DAP Motions for Recommendations

DAP Vice Chair Bob Gorman made the following motion:

1. Study the loop road between the two neighborhoods and provide better access to Linden Linthicum Lane extended and its intersection with Route 108. Seconded by DAP member Julie Wilson.

Vote: 4-0 to approve

DAP Chair Don Taylor made the following motion:

2. Redesign the Route 108 frontage, including the gas station, the welcome center, and the first residential building, so that they better interface with the community. Seconded by DAP Vice Chair Bob Gorman.

Vote: 4-0 to approve

DAP member Julie Wilson made the following motion:

3. Evaluate the entire frontage area along Clarksville Pike so that it is better integrated with the community, in terms of use and design. Seconded by DAP member Fred Marino.

Vote: 4-0 to approve

DAP Vice Chair Bob Gorman made the following motion:

4. Provide parking for public amenity spaces. Seconded by DAP member Julie Wilson.

Vote: 4-0 to approve

DAP member Fred Marino made the following motion:

5. Review the letter from River Hill Community Association and discuss with them the proposed public amenities. Seconded by DAP Chair Don Taylor.

Vote: 4-0 to approve

DAP Chair Don Taylor made the following motion:

6. Open up views to woodlands, wetlands and fields beyond. Seconded by DAP member Julie Wilson.

Vote: 4-0 to approve

DAP member Julie Wilson made the following motion:

7. Make the welcome center and clubhouse more architecturally special and possibly reflect the agricultural character. Seconded by DAP Chair Don Taylor.

Vote: 4-0 to approve

DAP member Julie Wilson made the following motion:

8. Develop pedestrian and bike connections to the wider community. Seconded by DAP Vice Chair Bob Gorman.

Vote: 4-0 to approve

DAP Chair Don Taylor made the following motion:

9. That the applicant return to DAP for a second review after revising the plans. Seconded by DAP Vice Chair Bob Gorman.

Vote: 4-0 to approve

3. Other Business and Informational Items

The DAP will have a special meeting on December 13, 2017, replacing the December 20, 2017, meeting, which was canceled.

4. Call to Adjourn

DAP Chair Don Taylor adjourned the meeting at 8:30p.m.