



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB
Item No. 3
4/8/04

March 29, 2004

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Jeffrey Zyontz, Chief
County-wide Planning Division

Mary Dolan *MD*
County-wide Planning Division

FROM: Michael Zamore: 301-495-2106, for the Park and Planning Department *WAZ*

PROJECT: Fairland Road Improvements
From Columbia Pike (US29) to Prince George's County
CIP Project No. 509337

REVIEW TYPE: Forest Conservation Plan (No. MR 02813-DPW&T-1)

APPLICANT: Montgomery County Department of
Public Works and Transportation

APPLYING FOR: Plan Approval

COMMUNITY-BASED PLANNING TEAM AREA: Eastern County (Fairland)

RECOMMENDATION: APPROVAL WITH CONDITIONS

Staff recommends that the Board approve the Forest Conservation Plan with the following conditions:

1. Prior to tree removal on park property at Fairland Road DPWT must:
 - a. Obtain a park permit to clear trees on Calverton-Galway Park. Park permit will include tree planting requirements to mitigate the loss of trees on parkland.

- b. Hold a pre-construction meeting with the M-NCPPC Inspector and M-NCPPC park arborist to review and approve limits of disturbance.
2. No staging and storage of materials and equipment without the prior approval of the M-NCPPC park manager, park arborist, and park inspector.
3. On parkland, tree protection fencing shall consist of four foot high, 14 gauge welded wire attached to 6 foot steel posts driven 18 inches into the ground and placed no further than 10 feet apart, erected at the limits of disturbance. The tree protection fencing shall be made clearly visible to all construction personnel and shall be installed prior to any clearing and grading activities on the site.
4. A final FCP including sediment and erosion control plan and a detailed tree save plan, must be approved by M-NCPPC prior to sediment and erosion control permitting.

PREVIOUS BOARD ACTION

The Planning Board reviewed the draft Facility Planning Prospectus for the Fairland Road project on May 3, 2001. On November 27, 2002, the Planning Board reviewed and commented on the Fairland Road Improvements mandatory referral, without a Preliminary Forest Conservation Plan. At time of review the project was approved with the following Landscaping and Environment comments to the Montgomery County Department of Public Works and Transportation (DPWT):

1. The proposed landscape panel between the curb and sidewalk should be seven feet wide. Landscape panels should be planted with street trees in areas without closely spaced driveways.
2. Modify the typical fifty-foot spacing of street trees where necessary to accommodate the irregular spacing of driveways and retention of existing trees.
3. Minimize impacts to large trees where possible by adjusting the proposed slopes to reduce construction activity within the critical root zones of these trees. Reducing the width of the Verizon driveway opening and elimination of the splitter island should be considered.
4. Plant ornamental trees and other landscaping in the proposed roundabouts. Provide an enhanced landscape treatment at other intersections to provide a transition between segments of roadway with different street tree locations.
5. A final Forest Conservation Plan (FCP), including a detailed tree save plan, must be approved by M-NCPPC prior to grading or land disturbance.

DPWT has already responded to the abovementioned Landscaping and Environment comments. When the Board approved the Mandatory Referral, the outside dimension of the traffic circle at Brahms Avenue was 124' to reflect a one-lane roundabout. It is now 165' to accommodate a two-lane roundabout to match the traffic forecast SHA has for the US29/Fairland Road interchange. SHA was not very far along in its design at the time of the Mandatory Referral of DPWT's project. Consequently, one of the Board's recommendations was that DPWT should continue to coordinate with SHA on the design of this project. The two-lane roundabout is the result of this coordination.

The original scenario was that DPWT would build the one-lane roundabout and SHA would come back later to reconstruct it at a higher grade. SHA has since asked DPWT to build the roundabout to its ultimate size and elevation so that it would be completed before they started work on the interchange. The extended LOD will now result in the removal of 1 specimen tree and 3 significant trees that had previously been saved. These removals were not necessary for the DPWT phase but would have been required for the SHA phase of the project. Staff does not object to their removal.

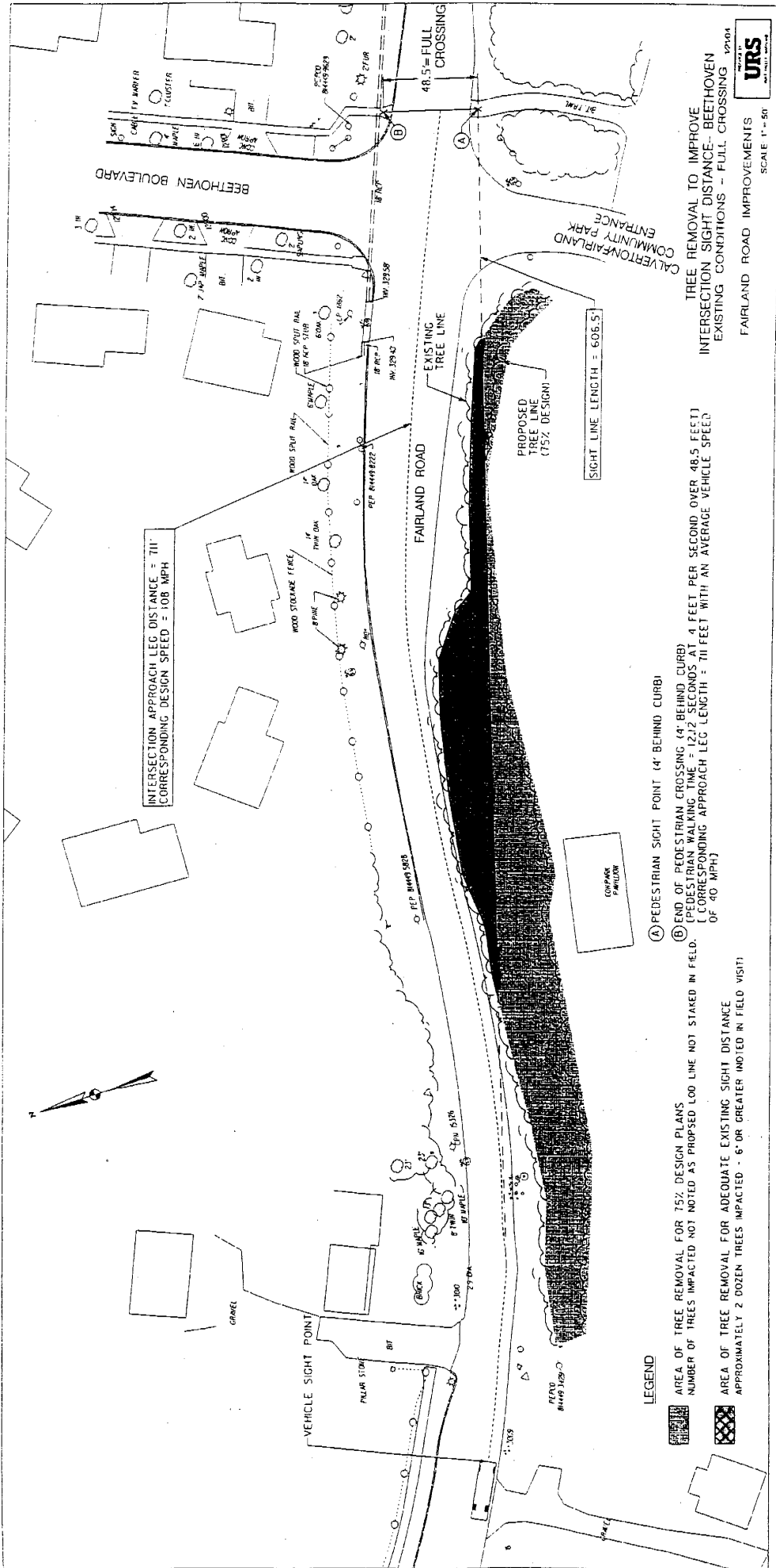
STAFF ANALYSIS

The LOD area for the entire Fairland Road project is 15.1 acres. Existing forest cover within this area is 1.5 acres, all of which DPWT intends to remove. Forest Conservation Law requires that this removal and the loss of specimen trees must be replaced at a 1:1 ratio. The applicant is proposing to meet this requirement through road landscaping credits (0.3 acre) and replanting (1.2 acres) in an off-site reforestation bank established by DPWT (Advanced Reforestation CIP No.500112).

Prior to the start of the road project (e.g. this spring), DPWT intends to remove 40,284 square feet of forest on the south side of Fairland Road along the northern boundary of Calverton-Galway Park property, to improve intersection sight distance to Beethoven Boulevard and thereby improve motorist and pedestrian safety (see attached map). This includes 8,050 square feet on Calverton-Galway Park property. DPWT has submitted a park permit application and plans showing the area of tree removal on park property along Fairland Road. The permit has not been issued because parties agreed that the permit should be withheld pending Planning Board approval of the preliminary FCP. Staff agrees that the additional removal is necessary to address a current traffic hazard and recommends that the FCP, including the proposed forest clearing for immediate safety, be approved with the above conditions.

Tree Protection Measures

Large trees in the area are part of the aesthetics of the community and every effort must be made to protect them. Several of these large trees near the LOD are listed as saved when in fact their critical root zones may be significantly impacted by construction. In that regard tree protection fencing shall protect all trees and tree save areas shown to be preserved on the FCP.



INTERSECTION APPROACH LEG DISTANCE = 711'
CORRESPONDING DESIGN SPEED = 108 MPH

(A) PEDESTRIAN SIGHT POINT (14' BEHIND CURB)

(B) END OF PEDESTRIAN CROSSING (4' BEHIND CURB)
(PEDESTRIAN WALKING TIME = 12.2 SECONDS AT 4 FEET PER SECOND OVER 48.5 FEET)
(CORRESPONDING APPROACH LEG LENGTH = 711 FEET WITH AN AVERAGE VEHICLE SPEED OF 40 MPH)

AREA OF TREE REMOVAL FOR 75% DESIGN PLANS
NUMBER OF TREES IMPACTED NOT NOTED AS PROPOSED L00 LINE NOT STAKED IN FIELD.

AREA OF TREE REMOVAL FOR ADEQUATE EXISTING SIGHT DISTANCE
APPROXIMATELY 2 DOZEN TREES IMPACTED - 6" OR GREATER (NOTED IN FIELD VISIT)

TREE REMOVAL TO IMPROVE
INTERSECTION SIGHT DISTANCE - BEETHOVEN
EXISTING CONDITIONS - FULL CROSSING



FAIRLAND ROAD IMPROVEMENTS
SCALE 1" = 50'

LEGEND



