

November 19, 2004

MEMORANDUM

TO: Joel Gallihue, Zoning Analyst
Development Review Division

FROM: Glenn Kreger, Silver Spring/Takoma Park Team Leader *GK*
Community-Based Planning Division

SUBJECT: National Park Seminary Rezoning

The Community-Based Planning Division has reviewed the proposed rezoning of the National Park Seminary (NPS) property in North Silver Spring. We believe that the proposed redevelopment is generally consistent with the goals and objectives in the August 2000 *North and West Silver Spring Master Plan*, including:

- Preserving historic resources (e.g. the National Park Seminary Historic District)
- Maintaining the residential character of the neighborhoods
- Protecting residential neighborhoods from commercial cut-through traffic
- Encouraging the maintenance and preservation of housing
- Creating a pedestrian-friendly environment (e.g., by constructing new sidewalks)
- Preventing the encroachment of incompatible land uses adjacent to residential neighborhoods
- Improving trail connections

Although the Master Plan states that a "minor master plan amendment" should be prepared if the proposed reuse of the NPS cannot be accommodated by the existing R-90 zoning, we believe that this recommendation should be viewed as guidance rather than a requirement that a Master Plan amendment precede rezoning. The pending rezoning application requests rezoning to the PD-15 zone. The PD zones are floating zones that can be requested by property owners whether or not the relevant master plan specifically recommends PD zoning. The pertinent requirements are that 1) the master plan recommends residential densities of at least 2 dwelling units per acre; and 2) the site meets certain minimum area requirements. (One of these requirements is that the PD zoning would help to preserve historic structures.) The NPS site satisfies these criteria.

Since the proposed redevelopment recommends residential uses and it would achieve the major goals of the approved master plan, we see no benefit to the community of a lengthy master plan process. The rezoning process involves as much community participation and has the same decision-makers as would a master plan amendment. We therefore conclude that both the proposed development and the process are consistent with the intent of the master plan.

GK:tv: N:\dept\divcp\kreger\NPS rezoning

Attachment 4

A-4

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760
301-495-4500, www.mncppc.org

MEMORANDUM

DATE: November 23, 2004

TO: Joel Gallihue
Community Based Planning Division

FROM: Taslima Alam *TBA*
Development Review Division

SUBJECT: Board of Appeals Petition No. G-828

The proposed development requires subdivision. Prior to the release of any building permits the applicant will be required to submit a Preliminary Plan Application pursuant to Chapter 50 of the Subdivision Regulation and a Site Plan application pursuant to Chapter 59D-3 of the zoning ordinance and record a plat in the land records pursuant to Chapter 50 of the Subdivision Regulation.



November 22, 2004

MEMORANDUM

TO: Joel Gallihue, Development Review Division

VIA: Glenn Kreger, Community-Based Planning, Team Leader

FROM: Margaret K. Rifkin, Community-Based Planning, Urban Designer *MKR*

SUBJECT: National Park Seminary PD-15 Rezoning

I have reviewed the submittal referenced above and recommend **approval**. This is an excellent proposal. The following recommendations focus on urban design aspects of the submittal. Page references refer to the bound submittal document.

The following features of the submittal should be among those considered for inclusion as binding elements:

1. The provision of a public trail system, connecting Rock Creek Park and the Glen with interpretive elements and historic statues included in the design. Ensure that the Glen continues to provide "*passive recreation activities to the existing neighbors.*" (Page 24).
2. "*Plant materials selected for the Property should have their foundation in replicating the existing native forest as well as providing unique ornamental species associated with the historical... campus.*" (Page 24)

The following comments concern design features that should be considered at appropriate stages of the review process, which also include preliminary plan and site plan review.

1. **Public access to the trailhead for Rock Creek Park:** (pages 22-23,25) the proposal describes a pocket park at the trailhead at the "*visual terminus of a public street.*" It states, "*The Park will include an interpretive plaque with seating and a layered shrub and tree-planting scheme.*"

The design should be inviting and provide high visibility to the public from

Linden Lane so users can find it easily. It should include clearly marked, visually legible landscape features (such as, planting design, hardscape design, lighting, signs) that direct people from the trailhead to the Glen and back. Consider a sign that directs trail users arriving by car to park on Linden Lane. Provide ramps at curbs for good bike/stroller access to the Park.

- 2. Pedestrian system, access to the glen and entry design:** In keeping with the submittal proposal (page 20) to ensure permanent public access to the glen, a clear, legible link to the glen from Linden Lane should be provided. The experience of walking from the Rock Creek Park Trail to the glen and back should be a safe and pleasant experience, if not delightful. There should be a series of landscaped spaces, and focal points along the way with places to sit. Every effort should be made to enhance the walking experience and transform it from being a walk through parking areas to one with its own special attributes.

Organize the pedestrian connections and enhanced open spaces to create a system. Provide focal points and sight lines that lead trail users through the site. For example, consider relocating the parking spaces near the American bungalow so that trail users passing through the passage drive next to the heating plant, can see as their destination ahead, open space and focal landscape features or architectural features rather than parked cars. Consider designing the area at the front of the gym to announce the entry to the historic district for those arriving via the Rock Creek Park Trail, since this is the main pedestrian route to the glen. Consider expanding the designed landscape entry area by relocating some of the parking. If there is adequate parking then consider eliminating some of the spaces to enhance the design of the trail experience. Provide a good system of signs for trail users.

- 3. Relationship of new structures on Linden Lane to historic buildings:** This and other features of the proposal related to historic preservation and character, will be reviewed by the National Park Service, the Maryland Historic Trust, the Montgomery County Historic Preservation Commission as well as the Planning Board's historic preservation staff. Therefore these comments are intended to acknowledge the importance of these elements and at the same time acknowledge the role of these other entities in the review. The historic character of the site is so critically important that this review would not be complete without the following comments.

Ensure that historic buildings are not overshadowed or dwarfed by new structures. Ensure that buildings that currently read as prominent or as focal points in the setting still read as such even with new buildings. Of particular interest is the gymnasium building and its setting. The building is prominently located on Linden Lane and currently serves as a landmark. It is also in the sight lines of motorists, bicyclists and pedestrians approaching the site from

both directions on Linden Lane.

The design and location of new structures should allow the gymnasium to continue to read as the major feature from the sight lines of those approaching the site.

As described in the submittal proposal, the following new structures will be along Linden Lane in the vicinity of the gym:

North of Linden Lane the proposal shows ^{rows of} four to eight 18 foot wide townhouse, three to four stories in height, with a private roof deck on each, and two-car garages with alley access. They are designed to be consistent with the architecture of the historic district reflecting the southwestern mission & Tudor styles.

South of Linden Lane the proposal shows 32-foot wide courtyard homes & 24-foot wide townhomes. They are wider and lower than the proposed townhouses across the street and they are designed to be consistent with the neighborhood outside the historic district through the use of porches & gabled roofs. These were originally characterized as being two stories in height however, the design has been revised so that they will sit on slab and be one half story higher than originally described in the proposal.

These new townhouses along Linden Lane should visually read as a second tier of structures relative to the gym and not as focal points or dominant features in the setting.

4. **Road design – Linden Lane:** The design should minimize the widening of Linden Lane to the greatest extent possible to be consistent with the character of the existing nearby neighborhoods and with the original campus design. The following should be considered for the streetscape design:
 - a. A sidewalk on each side preferably five feet in width. This will allow adequate space for neighboring, walking in company, accessing transit and also provides an option for bicyclists, such as the inexperienced and young, to ride off-road to the Rock Creek Park Trailhead.
 - b. A landscape panel with trees on each side preferably six feet in width. Ensure that the soil in the tree panel is amended to ensure longevity and health of the trees.
 - c. Street trees selected and placed to enhance the unique qualities of the site. For example, consideration should be given to selecting a type of Linden for the street tree since the street is named “Linden Lane”. If Lindens are not used then consideration should be given to using newer cultivars of American elms that are disease resistant, to provide

a grand canopy over the street. If overhead wires in front of the proposed townhouses on one side of the street (the south side) make the use of these trees inappropriate, then consider placing the trees only on the north side of the street and creating a future canopy over the street in that way.

On the south side of the street, where there are more overhead wires and no on-street parking, consider creating a full but lower, planted buffer in the tree panel, including shrubs and herbaceous plants with smaller trees interspersed. This will buffer the pedestrians from the travel lanes that are next to the curb, and create a more inviting public space between the buildings and the street. It will also provide variety in the planting design consistent with that of the historic district to the east, and the residential community to the west. Both these neighboring areas have many trees planted in irregular patterns that shade the street. Neither area has rows of streets trees evenly placed.

5. **Landscape Design:** (page 22) The goals include connecting " *new construction to the existing historic structures by preserving many of the existing landscape features, restoring important focal point elements of the plan and creating a landscape planting strategy that complements the native landscape with the planting improvements implemented over the life of the campus. The resulting National Park Seminary campus should be a park for the entire community, a campus that is welcoming and open, providing strolling opportunities, seating areas for relaxation and open areas for play. There are many hidden treasures within the Property and the Applicant's goals will be to link these elements to the existing community.*"

The proposal describes a concept for the landscape including a plant palette that take into consideration the character of the historic landscape as well as the use of native plants (pages 22 & 24) for ecological reasons. In areas that are next to or connect to Rock Creek Park, native plants are particularly encouraged. The applicant should avoid planting non-native invasive species where they can travel into the park.

In addition, the submittal proposal is to reestablish walking trails and states that historic statuary may be reintroduced. The restoration of historic statuary is strongly encouraged. (Page 20).


MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

 THE MARYLAND-NATIONAL CAPITAL
 PARK AND PLANNING COMMISSION

 8787 Georgia Avenue
 Silver Spring, Maryland 20910-3760
 301-495-4500, www.mncppc.org

DATE: December 6, 2004
TO: Joel Gallihue, Senior Planner
VIA: Michael Ma, Supervisor Development Review *Ma*
FROM: Robert A. Kronenberg, Planner Coordinator *Rak*
 301 495-2187

PROJECT: National Park Seminary Site-Development Plan
 ReZoning Case #G-828

Staff appreciates all of the coordination efforts made by the applicant to provide more detailed information at this phase of the regulatory process. Site Plan staff supports the proposed development application and believes the site plan review process will be expedited, since many of the issues have been addressed by staff and the applicant. Staff also recognizes the green tape process for affordable housing projects by which the Development Plan is being processed.

Zoning Case and Development Plan

The major issues relevant to the zoning case revolve around the right-of-way for Linden Lane and location of houses to the street, compatibility with the surrounding neighborhood, environmental impacts to the stream buffer, the historic nature of the site and pedestrian connectivity to the surrounding community and internally within the site.

Affordable Housing

The seminary site is a magnificent setting for a mix of unit styles and architecture that will provide much needed affordable housing in Silver Spring for Montgomery County. The plan proposes 20 percent affordable units as well as the internal relocation of the Catholic Charities to one of the existing buildings to be remodeled. Affordable housing, including the required 12.5 percent Moderately Priced Dwelling Units (MPDUs) should be dispersed throughout the site and campus setting.

Historic Setting

The applicant is retaining the existing historic setting and designation as well as many of the existing buildings on the site due to the involvement of the Maryland Historic Trust and the Historic Preservation Commission. Staff fully supports the efforts by the applicant to include restoration of the existing buildings on the site in the application, and blend the proposed architecture with the site and surrounding neighborhood. The proposed buildings and design features should be compatible with the existing structures and surrounding neighborhood in terms of height, mass and architectural features within the historic setting.

Attachment 6

A-10

Please address the following comments with the submittal of the Site Plan:

Circulation

1. Provide detailed information about the Linden Lane right-of-way with respect to paving width, green panels for street trees, sidewalk width and location of utilities and utility easements. Site Plan staff supports a smaller planting area and sidewalk (5-foot-wide green panel and 5-foot-wide sidewalks), as long as modifications to the green panels and sidewalks are approved by M-NCPPC-Transportation and the Montgomery County Department of Public Works and Transportation. A section of the streetscape should be provided to show relationship of the existing and proposed buildings to the recommended right-of-way width and improvements.
2. Provide a circulation plan that outlines all of the pedestrian and vehicular movement, both public and private.
3. The access to the existing path to Joseph Park (part of Rock Creek Park) should be public and easily accessible. Signs should be provided to enable pedestrians and bicyclists to access the trail from Linden Lane.

Site Plan

1. Provide architectural drawings of the proposed buildings, including the proposed height and dimensions.
2. Provide the height of all of the existing buildings to show relationship to proposed uses.
3. Landscaping and Lighting will be addressed in detail at Site Plan. Staff recommends that the applicant consider the following issues:
 - a. Appropriate street tree planting along Linden Lane.
 - b. Screening and buffering of adjacent uses (i.e. proposed housing to maintenance/warehouse building)
 - c. Alley treatment in the islands. Explore different paving treatments where planting is not a viable solution.
 - d. Screening requirements for parking facilities adjacent to a public road and proposed dwelling units. Planting shall not occur within the public utility easement (PUE).
 - e. Address lighting in the public and private areas, considering the character of the neighborhood and historic setting. Heights of poles, types of fixtures, wattage (overhead, bollard and wall mounted fixtures) needs to be carefully thought out with the mix of units and their locations.
4. The utility plans should address potential conflicts with planting in the alleys and avoid utilities in the front yards, specifically gas and electric meters.
5. Recreation requirements will be addressed in detail at Site Plan. Staff recommends that the applicant consider the following issues in conjunction with the Site Plan:
 - a. Show the location of all of the passive and active recreation areas, whether within buildings or dedicated areas on the property.
 - b. Provide the recreation tabulations in conformance with the Recreation Guidelines.

- c. Pathways and trails associated with the site and recreation requirements should be accessible and clearly signed.
- d. Consider historic documentation as part of the recreation package (i.e. signs, markers).

Staff requests electronic files (JPeg or PDF) of the proposed site plan, landscape plan and any renderings, sections and images to illustrate the design elements of the site plan as part of the staff report.



December 9, 2004

MEMORANDUM

TO: Joel Gallihue, Planner
Community-Based Planning Division

VIA: Shahriar Etemadi, Supervisor
Transportation Planning

FROM: Maureen Decker, Planner/Coordinator
Transportation Planning

SUBJECT: Local Map Amendment G-828
The National Park Seminary Property
North and West Silver Spring Master Plan
Silver Spring/Takoma Park Policy Area

This memorandum is Transportation Planning staff's Adequate Public Facilities review of the subject Local Map Amendment application to provide for a total of 280 dwelling units.

RECOMMENDATIONS

To support approval of this application for Local Map Amendment, Transportation Planning staff recommends the following conditions as part of the transportation requirements, and at the applicant's cost for approval of this application at the subsequent Preliminary Plan application. The conditions shall be subject to review and approval of the Department of Public Works and Transportation in collaboration with Transportation Planning staff.

1. Limit the number of dwelling units to 98 townhouses, 169 multi-family units, and 13 single-family units for a total of 280 units.
2. Dedicate a 35-foot right-of-way from the centerline of Linden Lane, on the east side between Capital Beltway and the northern lot line for the Swiss Chalet (approximate Stations 21+10 and 27+60).

Attachment 7

A-13

3. Dedicate 54 feet of full width right-of-way on Linden Lane (referenced in the County Executive letter dated November 10, 2004) between the private drive near the Japanese Pagoda, and Stephen Sitter Lane (approximate Stations 29+82 and 39+43). In this section, provide 28 feet of pavement that includes two ten-foot travel lanes, eight-foot parallel parking along one side of the street. The remaining right-of-way will provide for six-foot planting strips that contain trees, five-foot wide concrete sidewalks, and two-foot strips behind the sidewalks for utility poles, all on both sides of the street.
4. Dedicate a 35-foot right-of-way from the centerline of the road, on the north side of Linden Lane between Stephen Sitter Lane and the eastern property line near the CSX bridge (approximate Stations 40+00 and 42+75). In this section, a standard 70-foot right-of-way and primary residential roadway improvements are being recommended, per the County Executives letter dated November 10, 2004.
5. Provide an off-road, shared-use bikeway/pedestrian path for public access, that is generally parallel to Linden Lane, between the concrete and stone bridge road and private drive entrance, near the Japanese Pagoda (approximate Stations 26+60 and 29+82).
6. Upgrade the existing path to an off-road, shared-use bikeway standard, for public access, between the regional Rock Creek Park Trail and Linden Lane.
7. Provide pro rated share of costs, based on traffic volumes, for a traffic signal at the intersection of Linden Lane and Brookville Road, whether built as a public project or by a private developer. If a final decision is made that intersection reconstruction is to occur rather than the installation of a traffic signal, the pro rated share of costs shall be applied to intersection reconstruction costs.

DISCUSSION AND FINDINGS

Vehicular Access, Circulation, and Parking

National Park Seminary consists of 31.79 acres of land with frontage along Linden Lane in the Silver Spring/Takoma Park Policy Area. The property extends from the southern side of the Capital Beltway right-of-way to approximately 300 feet west of the CSX right-of-way, along Linden Lane.

Private streets and existing driveways provide access to all the residential dwellings, except the five single-family dwelling units that gain access from Woodstock Avenue and Woodstock Court. The Development Plan layout creates a total of two new intersections and a modification to the existing three-legged Linden Lane and Stephen Sitter Lane. The new intersection will be a four-legged intersection.

The proposed Development Plan provides 535 parking spaces. The required parking spaces for this development are 503. The final number of parking spaces will be determined at the time of site plan. On-street parking will be accommodated along one side of Linden Lane, between Woodstock Avenue and Stephen Sitter Lane.

Transportation Planning staff concludes that the access, circulation, and parking spaces provided for the proposed development are safe, and will operate efficiently. Minor adjustments, if needed, will be addressed during the development review phase.

Local Area Transportation Review

A traffic study was submitted to determine the impact of this rezoning application on the local area transportation system, and was reviewed under the *Local Area Transportation Review (LATR) Guidelines*, adopted and approved July 1, 2004.

The proposed development consists of 98 townhouses, 169 multi-family units, and 13 single-family units. They are expected to generate a total of 135 and 202 additional peak hour trips during the morning and evening weekday peak periods respectively. The site's generated peak hour trips were added to the existing and background traffic (from approved but unbuilt developments) to form the total future traffic. All traffic was assigned to three intersections in the study area. The intersections analyzed were 1) Seminary Road and Forest Glen Road, 2) Brookville Road and Linden Lane, and 3) Second Avenue and Linden Lane. It was determined that all intersections operate within the congestion standard of 1600 Critical Lane Volume (CLV) for the Silver Spring/Takoma Park Policy Area.

The results of the analyses shown in the table below.

Morning Peak Hour Traffic				
Intersection	Existing CLV	Background CLV	Total CLV	Congestion Standard CLV
Seminary Road (MD 192) and Forest Glen Road	937	997	1018	1600
Brookville Road and Linden Lane	814	978	1017	1600
Second Avenue and Linden Lane	731	832	842	1600

Evening Peak Hour Traffic				
Intersection	Existing CLV	Background CLV	Total CLV	Congestion Standard CLV
Seminary Road (MD 192) and Forest Glen Road	900	933	943	1600
Brookville Road and Linden Lane	1017	1102	1153	1600
2 nd Avenue and Linden Lane	1054	1104	1162	1600

Transportation Planning staff finds the proposed development will not exceed the congestion standard of 1600 CLV in the Silver Spring/Takoma Park Policy Area and therefore, it passes the LATR test.

As part of the traffic study scoping, staff requested a signal warrant analysis for existing, background, and total future conditions at the intersection of Linden Lane and Brookville Road since it was identified in the *North and West Silver Spring Master Plan* for future improvements. The results of the warrant analysis indicate that minimum requirements in the *Manual of Uniform Traffic Control Devices* for traffic signalization are met for existing volumes. The additional background and total traffic will not increase the number of hours that the warrant requirements will be met. The warrants that the intersection met are:

- Warrant #1 - Condition A – Minimum Vehicular Volume
- Warrant #1 - Condition B – Interruption of Continuous Traffic
- Warrant #1 - Condition C – Combination of Warrants A & B
- Warrant #2 - Four Hour Volume
- Warrant #3 - Peak Hour Volume

The *Master Plan* recommends improvements to the intersection of Brookville Road and Linden Lane. The improvement study of this intersection is high on the County’s Priority List, and it is also part of the State’s Number One Project Planning Priority List. A traffic signal could be an interim solution to a long range improvement plan for this location.

Transportation Planning staff recommends that the applicant participate in funding of installation of a traffic signal at this location. The Applicant’s contribution is justified because it mitigates their trips at this location, and potentially enhances safety and convenience for the residents of the development, and the neighboring communities.

Public Transit

The Montgomery County Ride-On Bus Route Number 4 (Kensington to Silver Spring) passes through the site along Linden Lane. The bus route provides access between the Armory and Knowles, and the Silver Spring Metro Station. Currently, the closest stops to the site are at the Mormon Temple, Walter Reed Medical Center (limited access) and near the intersection of Second Street and Linden Lane. The intersection of Second Street and Linden Lane is approximately sixth-tenths of a mile east of the site, and the Mormon Temple is approximately one mile west. The Forest Glen Metro Station is approximately 1.5 miles northeast of the site and the Silver Spring Metro Station is nearly two miles south of the site.

The study proposes to improve pedestrian network along the frontage and within the internal roadways to encourage use of public transportation.

Pedestrian Access and Bikeways

Pedestrian counts were conducted as part of the traffic study and indicated that major activity does not exist at any of the study area intersections. The Circulation Plan shows an extensive pedestrian network for the site. The *Master Plan* specifically recommends an off-road bikeway along the east side of Linden Lane between the Beltway and the entrance to the old carriage road at Ireland Drive. Additionally, it states: "*The path should generally parallel to Linden Lane and will require careful design to ensure its location is compatible with the National Park Seminary Historic District and its potential reuse.*" The *Master Plan* also recommends providing an on-street bikeway along Linden Lane between the old carriage road, Ireland Drive, and Georgia Avenue for experienced cyclists and notes that a continuous sidewalk connection provides a secondary option for bicyclists traveling through the area. It also shows an existing off-road connection between the regional Rock Creek Park Trail and Linden Lane.

Transportation Planning staff finds guidance in the *Master Plan* to recommend:

- a. construction of an eight-foot, shared-use path, between the Capital Beltway right-of-way and the stone and concrete bridge;
- b. an off-road, shared-use bikeway, and pedestrian path, for public access, that is generally parallel to Linden Lane, between the concrete and stone bridge road and private drive entrance, near the Japanese Pagoda; and
- c. an off-road, shared-use bikeway, and pedestrian path, for public access, between the regional Rock Creek Park Trail and Linden Lane.

Roadways

The *Master Plan* designates Linden Lane, between Fraser Avenue and Stephen Sitter Lane as a commercial/industrial road with a 70-foot right-of-way, and a 40-foot pavement width. It recommends that the road retains classification but reduces pavement width and right-of-way to reflect new standards. The *Master Plan* is silent on Linden Lane, west of Stephen Sitter Lane.

The Seminary Advisory Board consisting of Save our Seminary, Forest Glen Park Citizen' Association, Linden Lane expressed concerns to the applicant, the Department of Public Works and Transportation, the County Executive, and Maryland-National Capital Park and Planning Commission's (M-NCPPC) staff regarding, among other issues, the desire for a narrow right-of-way, and pavement on Linden Lane to preserve existing character, and provide a traffic calming effect.

The applicant and the regulatory agencies have worked together to formulate a reduced cross-section not only to address citizen concerns but also to minimize the impact to the environment and historic sites.

As the result, staff recommends that the applicant provide two ten-foot travel lanes, one eight-foot parking lane along the curbside, two five-foot sidewalks, and two two-foot strips for utility poles beyond the sidewalks. This cross section will be provided between Stephen Sitter Lane and the private drive near the Pagoda. An agreement has not been reached on the dimension of the planting strip for trees, and the overall right-of-way dimension. The Transportation Planning staff and the Department of Public Works staff support the need for 54-foot right-of-way consisting of two six-foot planting strips, per the County Standards, while the applicant has applied for waiver to provide a 52-foot right-of-way by incorporating two five-foot planting strips.

The applicant's waiver states that the two additional feet cannot be accommodated without impacting residential density south of Linden Lane due to location of historic structures to the north, and significant specimen trees to the south. The County Standard indicates that there should be no trees planted in strips less than six-feet.

The Development Plan indicates that the building location will be finalized at the time of Preliminary and Site Plans.

Other Citizen Concerns

The Seminary Advisory Board has raised a number of issues with the applicant, the Department of Transportation, the County Executive, and M-NCPPC staff. Each issue related to Planning Board actions is briefly discussed below, if not previously discussed:

- a. Have the developer mitigate traffic, appoint a County transportation coordinator, and establish a Ride-On Bus from Forest Glen Metro and Montgomery Hills shopping area.

Additional traffic by this application does not trigger the requirements for a Traffic Mitigation Agreement or the incorporation of Trip Reduction Methods.

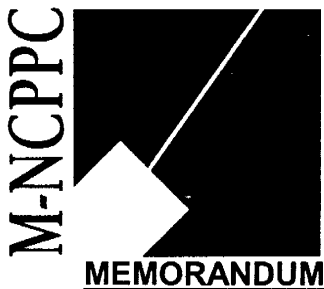
- b. Incorporate traffic calming elements into the design of Linden Lane to reduce speed, unsafe driving practices, and cut-through traffic.

The proposed narrow lane width will potentially have a calming effect on traffic traveling through this section of Linden Lane.

Other concerns expressed were related to requesting the County linkage for the metro station and Montgomery Hills shopping area. Also, to establish bus routes from the site and surrounding communities to Forest Glen Medical Center and the Forest Glen Metro Station.

MD:gw

mmo to Gallihue re G-828 Nat Pk Seminary



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

DATE: December 6, 2004

TO: Joel Gallihue, Development Review Division

VIA: Mary Dolan, Countywide Planning Division, Environmental *MD*

FROM: Marion Clark, Countywide Planning Division, Environmental *(m)*

SUBJECT: Zoning Application No. G-828
Forest Glen Seminary

Recommendation

Environmental Planning staff recommends **approval** of this application. Staff recommends that this plan generally meets the purpose clause of the PD-15 zone and findings required for the Development Plan, however staff believes the following comments must be addressed in subsequent reviews:

- 1) Applicant must submit a Final Forest Conservation Plan (FCP) at time of site plan submission. This plan must demonstrate full compliance with the requirements of Forest Conservation Law Section 22A-12. A detailed Tree Save Plan shall be prepared by an ISA certified arborist as part of the FCP.
- 2) Environmental impacts occur in three places on the Development Plan. Adjusting parking lot layouts; shifting, removing, or re-mixing units; and using innovative stormwater management techniques will help remove these impacts from sensitive areas. The following issues shall be addressed at time of site plan review:
 - o Removal of impervious surface and stormwater management measures encroaching into the stream valley buffer and encroaching on critical root zone of 60" county co-champion tree in the northwest corner of the site.
 - o Preservation of highest priority forest (as defined on Natural Resource Inventory/Forest Stand Delineation) in the southwest corner of the site where encroachment on forest is shown with residential units, pathways and stormwater management structures.
 - o Removal of optional bridge connection and associated impervious surface from edge of northern traffic circle to edge of existing impervious driveway on south side of creek.

Attachment 8

A-20

- 3) The Department of Permitting Services (DPS) must approve a Stormwater Management Concept Plan. Environmental design techniques for stormwater management recommended by the U.S. Green Building Council Leadership in Energy and Environmental Design (LEED) program can be provided to assist in removing stormwater management from high priority forest. These techniques include some or all of the following:
- Pervious pavers used to reduce impervious surface in additional areas.
 - Natural treatment systems such as vegetated infiltration strips or bioswales.
 - Use of green roofs.

Discussion

Staff finds that this rezoning request meets the purpose of the PD-15 zone “to preserve and take the greatest possible aesthetic advantage of trees and, in order to do so, minimize the amount of grading necessary for construction of a development.”

Furthermore, Development Plans required by this zone must meet specific findings of Section 59-D-1.61 of the Zoning Ordinance. The required finding for environmental issues states,

“That by its design, by minimizing grading and by other means, the proposed development would tend to prevent erosion of the soil and to preserve natural vegetation and other natural features of the site. Any applicable requirements for forest conservation under Chapter 22A and for water resource protection under Chapter 19 also must be satisfied. The district council may require more detailed findings on these matters by the planning board at the time of site plan approval as provided in division 59-D-3.”

The Natural Resource Inventory/Forest Stand Delineation (NRI/FSD) indicates two forest stands within the area of development. The first stand, known as “the Glen”, is 12.08 acres of high to moderate priority forest surrounding Rock Creek. The majority of canopy trees in the stand are specimen size at greater than 30” dbh, however there is a county co-champion 60” Red Oak in good condition located in the northwest corner of the site. Soils associated with this forest stand are from the highly erodible Brinklow-Brocktown channery silt loams on 15%-25% slopes.

The site design in this area minimizes grading by reusing existing structures. Existing structures are planned for conversion to affordable housing units and a community center. Furthermore, new residential units are designed to be concentrated within the existing development envelope and preserve as much of the high priority forest stand as possible.

Although the structures are sited to preserve natural features and vegetation, a new parking lot, driveway and stormwater management structures are shown in environmentally sensitive areas. The parking lot along with a stormwater management outfall extends into the stream valley buffer, removes highest priority forest, and

encroaches into more than one-third of the critical root zone of the 60" Red Oak. This development is located on steep slopes with erodible soils. Staff recommends that the parking lot and stormwater outfall be redesigned to minimize damage to sensitive natural features during the site plan approval process.

Another area of concern is an optional bridge crossing and impervious surfaces (parking spaces and drive) associated with the bridge. The bridge is shown spanning the stream valley buffer between the Windmill and Statue 2 on the northern portion of the site. Construction of the bridge could permanently or temporarily disrupt wildlife habitat, cause sedimentation of the stream bed, compact the stream substrate in the area of construction, remove high priority forest, introduce toxins such as petroleum from automobiles, and increase water temperature from stormwater runoff and reduced forest cover. Environmental staff recommends removal of optional bridge and associated impervious surfaces.

The southwest corner of the plan presents the third area of concern. The NRI/FSD indicates a 0.45 acre highest priority forest stand in good condition. Eighteen significant and specimen trees ranging from 27" – 50" diameter breast high are located within the forest stand. The forest stand also signals the location of a trailhead for Rock Creek Stream Valley Park owned by Maryland National Capital Park and Planning Commission. The most recent Development Plan demonstrates that the applicant has worked to move units out of the high priority forest, however staff believes the units can be shifted further or removed to preserve the entire stand. Similarly, stormwater management facilities to handle the south side of the development must be reduced or redesigned to avoid impact on the forest. A switchback trail to accommodate the trailhead must also be realigned at the site plan approval stage to avoid disturbance to the highest priority forest.

Forest Conservation – Chapter 22A

This development has an approved Natural Resource Inventory/Forest Stand Delineation (#4-04358). A Preliminary Forest Conservation Plan has been submitted and will be reviewed on a detail level during the site plan review process. Staff believes this development plan can meet requirements of the Forest Conservation Law at the time of site plan approval. A Category I Forest Conservation Easement will be required for any forest that is credited for forest save. This will include both highest priority forest stands (12.08 acre and 0.45 acre) indicated on the NRI/FSD. Construction of paved or impervious surface trails is not permitted within Category I Forest Conservation Easements, however natural surface trails are allowed. All trails appearing on the Development Plan shall be reviewed and approved at the time of site plan approval.

Stormwater management- Chapter 19

A Stormwater Management Concept Plan has not been approved by DPS. An approved Stormwater Management Concept Plan is required at the time of Preliminary Plan approval. The existing development was constructed prior to Montgomery County stormwater management regulations, so does not currently have stormwater controls. All new development and some existing development will be required to meet full water quality and quantity control. The Environmental staff believes use of innovative stormwater management techniques will be beneficial to the protection of water and forest

A-22

resources.

Environmental Guidelines

This site is not located within a Special Protection Area or Primary Management Area. This site has extensive high priority forest surrounding two tributaries of Rock Creek. There are steep slopes ranging from 15%-25% and greater along with highly erodible Brinklow Brocktown channery silt loam soils over much of the stream valley. Buildings and roadways encroach in some areas of the Glen on the northern side of the site. Four bridges historically spanned the Rock Creek tributaries and two bridges connected roads to the campus. The one automobile bridge remaining does not cross the stream. Pedestrians currently cross the stream on a small stone footpath. Environmental staff recommends against any new or replacement stream crossings.

Water Quality

The site of this rezoning request is located in the Capital View tributary subwatershed of the Lower Rock Creek watershed. The *Countywide Stream Protection Strategy (CSPS)* assesses this tributary as having poor stream and habitat conditions. The subwatershed is designated a Watershed Restoration Area.