


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

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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).

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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.

<b>Morning Peak Hour Traffic</b>				
<b>Intersection</b>	<b>Existing CLV</b>	<b>Background CLV</b>	<b>Total CLV</b>	<b>Congestion Standard CLV</b>
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 <sup>nd</sup> 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

mno to Gallihue re G-828 Nat Pk Seminary



## MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760MEMORANDUM

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

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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.

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- 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

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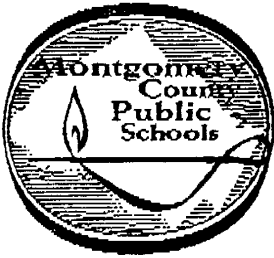
resources.

### **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.



850 Hungerford Drive \* Rockville, Maryland \* 20850-1747

Telephone (301)

279-3333

December 9, 2004

Mr. Joel Gallihue  
Community Based Planning  
Maryland-National Capital Park and Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

Dear Mr. Gallihue:

This letter is sent in response to rezoning application G-828, known as "National Park Seminary", or "Forest Glen Seminary—Walter Reed Annex." This property is located on Linden Lane, adjacent to the Walter Reed Army Center, in the Forest Glen area of Silver Spring, Maryland. The applicant is requesting a rezoning from the current R-90 to PD-15. The plan includes 13 single family detached houses, 98 townhouses, and 166 multi-family units. The estimated student generation for this plan is 43 elementary, 22 middle, and 23 high school students.

This property is located within the Woodlin Elementary School and Sligo Middle School attendance areas. At the high school level this property is served by the Downcounty High Schools Consortium and is located in the base area for Albert Einstein High School. However, in this consortium of high schools students may choose to attend any one of five high schools, Albert Einstein, Montgomery Blair, John F. Kennedy, Northwood, or Wheaton high schools.

Enrollment at Woodlin Elementary School is projected to exceed capacity for the next six years by approximately 20 to 25 students. At this time there are no additions to capacity planned for this school. Enrollment at Sligo Middle School is projected to stay within capacity for the next six years. Enrollment at Albert Einstein High School is projected to exceed capacity for the next six years. Enrollment at other Downcounty Consortium high schools is projected to be within capacity in the next few years and stay within capacity thereafter. Trends in student choice patterns are just developing in the high school consortium and adjustments to enrollment forecasts for these high schools may be expected in the future. Please see the enclosed information from the Requested FY2006 Capital Budget and Amendments to the FY2005-2010 Capital Improvements Program.

The current Annual Growth Policy (AGP) schools test finds capacity adequate in the Albert Einstein cluster, and in the other clusters that make up the Downcounty Consortium

Sincerely,

A handwritten signature in black ink, appearing to read "Lavorgna".

Joseph J. Lavorgna, Director  
Department of Planning and Capital Programming

JJL:bc

Enclosure

Attachment 9

Copy to: Mr. Bowers, Mr. Crispell, Ms. Turpin

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## HISTORIC PRESERVATION COMMISSION

Douglas M. Duncan  
County Executive

Julia O'Malley  
Chairperson

November 18, 2004

Derick Berlage, Chairman  
Montgomery County Planning Board  
Maryland-National Capital Park and Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910

Re: Zoning Application No. G-828, National Park Seminary Development Plan

Dear Mr. Berlage and Board Members:

The Montgomery County Historic Preservation Commission supports the request by Forest Glen Venture, LLC to rezone the property known as the National Park Seminary Historic District from R-90 to PD-15. It is understood that the change is necessary in order to allow enough new residential construction to finance rehabilitation of the historic buildings. With this in mind, the Commission also supports the accompanying development plan with the following comments to the Planning Board. We recommend that the Planning Board support the applicant's desire to minimize the widening of Linden Lane to the greatest extent possible. In addition, we agree with and encourage fast-tracking this project for the sake of the rapidly deteriorating historic buildings.

The National Park Seminary Historic District is a unique and unequalled historic site in Montgomery County and the State of Maryland containing a collection of eclectic historic buildings constructed over twenty-nine years – from 1887 to 1916. Situated between the Capital Beltway and the Walter Reed Army Medical Center Annex, the site, landscaping, and even the relationship to the glen are important facets of the significance of the former girls school. The Commission believes that the plan as presented at the October 13, 2004 HPC meeting reflects a balance of new construction with the rehabilitation of nearly 100 percent of the historic buildings. Given the combination of factors driving the plan (environmental, urban planning and historic preservation) the applicant is working towards a plan that is sensitive to the historic context, environment, and adjacent neighborhood.

Thank you for your attention in this matter. If you have any additional questions, please do not hesitate to contact the Commission's staff at 301-563-3400.

Sincerely,

Julia O'Malley  
Chair, Historic Preservation Commission

cc: Steven Robins (Lerch, Early & Brewe)





September 23, 2004

Jeffrey I. Riese, AICP  
Engineer III  
Office of Project Development  
Department of Public Works and Transportation  
101 Quince Orchid Drive  
Gaithersburg, MD 20878

Joel Gallihue, AICP  
Community Planner  
Montgomery County Department of Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, MD 20910

**RE: National Park Seminary Historic District  
Proposed Changes to Linden Lane**

Dear Mr. Riese and Mr. Gallihue:

Recently, the Alexander Company/Eakin Youngentob Partnership submitted a ROW waiver request concerning the segment of Linden Lane adjacent to the National Park Seminary historic campus. While it is understood that standards imposed by the Department of Public Works and Transportation dictate a dedication of a 70' ROW, the Linden Civic Association fully supports the ROW waiver request. This support is, in no small part, based upon the understanding that there are complex parameters involved in this development with goals to ensure the rehabilitation of the historic structures and the maintenance of the character of the local area. The ROW waiver support is also based upon the relationship of this segment of Linden Lane to other segments and local neighborhood streets.

The Alexander Company was selected to redevelop The National Park Seminary Historic District because of its expertise in adaptive reuse of historic structures. Plans that would make this section of Linden Lane into a standard DPWT Alternative Primary Residential Road are inconsistent with the County's Executive's selection of the Alexander Company and inconsistent with goals to preserve the residential character of the neighborhoods. Most significantly, the proposed site plan is dependent upon the ability to construct new residences that are necessary for funding the rehabilitation of the historic resources. Failure to grant the requested ROW waiver could result in significant alterations to the plan and could compromise the goals of the developer that are supported by the community in this process.

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September 22, 2002

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The waiver request, however, does not address an additional concern of the local community. DPWT's standard would increase the paved roadway from approximately 20 feet to 26 feet. This proposed action is fundamentally inconsistent with the aesthetics of the historic development, inconsistent with other adjacent sections of Linden Lane, encourages dangerous vehicular speeds in a section that is bottlenecked by narrower roads, and compromises the goals of the community to maintain the character of the district. It should be noted that the roadway itself is an important and integral component of the historic district. Improvements to Linden Lane should be restricted to:

- Increasing pedestrian safety through raised crosswalks and effective signage;
- Decreasing cut through and speeding traffic through the use of traffic calming elements;
- Maintaining the character of the existing neighborhoods;
- Improving the storm water management along the entire stretch of Linden Lane.

The goals of the community are fully aligned with those of the Alexander Company to maintain and enhance the intrinsic character of the historic district in a manner consistent with the adjacent neighborhoods. As such, the Linden Civic Association fully supports the proposed ROW waiver with the additional request that the pavement be restricted to a maximum width of 20'.

The Duncan administration has encouraged and actively promoted community involvement in this redevelopment process. Linden Civic Association urges DPWT and M-NCPPC to open the road widening process to obtain community comment.

Sincerely,

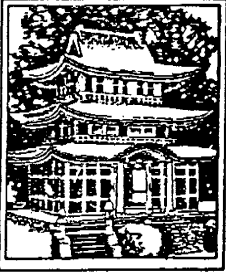
Philip L. Oliveati  
President Linden Civic Association

1917 Locust Grove Road  
Silver Spring, MD 20910  
301 495 0714

CC: Douglas Duncan, County Executive  
Arthur Holmes, DPWT

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**SAVE OUR  
SEMINARY**



**AT FOREST GLEN**

P.O. Box 8274  
Silver Spring, MD 20907

RECEIVED  
1446  
OCT 12 2004

October 7, 2004

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Derick Berlage, Chairman  
Montgomery County Planning Board  
Maryland-National Capital Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, MD 20910

RE: National Park Seminary PD-15 Rezoning Submission  
Forest Glen Venture, L.L.C.

Dear Mr. Berlage:

I am writing to you on behalf of the board and members of Save Our Seminary in Forest Glen (SOS) and as a homeowner in the Forest Glen Park neighborhood. I know that you are aware of the proposal of Forest Glen Venture, LLC to redevelop the National Park Seminary Historic District and several adjacent acres. We have been very encouraged by their commitment to preservation, their site plan, their exciting designs for in-fill housing, and their efforts to work with the community.

However, we have a significant concern that we hope you and the members of the Planning Board will be able to resolve. It is my understanding that in preliminary discussions with Forest Glen Ventures, Department of Public Works and Transportation (DPWT) staff has argued that the roadway and the right-of-way of a large section of Linden Lane must be widened. Clearly, Linden Lane needs to be improved with curbs, sidewalks, and raised crosswalks, and the relocation of utility poles. However, it is essential to retain the 20 foot roadway and limit the right-of-way to 40 feet. Anything wider would have negative consequences on the adjacent neighborhoods and on the project itself.

As you know, SOS spent many years looking for a new, economically viable use for the seminary. We have worked hard to gain the support of community residents, despite the increase in traffic that will result from redevelopment. Traffic mitigation is an essential element of a successful project and retaining the existing narrow streets is the single, most effective thing that the county can do to control traffic around the seminary. Widening Linden Lane will encourage more cut-through traffic, more automobile trips by local residents, at greater speeds, and with less attention to pedestrians.

A widened Linden Lane will be completely alien to the character of the National Park Seminary Historic District and the adjacent neighborhoods. As an historic preservation organization, SOS is concerned that the 54 foot right-

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of-way being proposed by DPWT staff will set houses so far back from the street that the residential and campus-like sense of place that is the heart of the adaptive reuse plan will be destroyed.

One last point: we have all known from the beginning of this project that preservation of two dozen very poorly maintained buildings would be extraordinarily expensive. Every foot of excess right-of-way reduces the number and quality of new houses that are needed to subsidize historic preservation.

As you know, the redevelopment of the National Park Seminary is a unique project that demands tremendous effort and flexibility from us all. I hope you will take a close look at plans to widen Linden Lane and insist that priority be given to protecting the character of the seminary and our neighborhoods.

Thank you for your help on this matter and for your long-standing support of Montgomery County neighborhoods.

Sincerely,



Fred Gervasi  
President