



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

## **Memorandum**

Date: March 17, 2004

To: Robert Kronenberg

From: Sharon K. Suarez, AICP, Housing Coordinator  
Research and Technology Center

Subject: National Seminary Site

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Housing staff believes that the seminary site is a magnificent setting for this very exciting project, which proposes to provide a market-mix of residential units while restoring a campus of historic structures significant to Montgomery County. Housing staff enthusiastically supports the applicant's proposal to provide 20% affordable units (including MPDUs) and continues to highly recommend that these units be dispersed throughout the site.



DEPARTMENT OF PERMITTING SERVICES

Douglas M. Duncan  
County Executive

Robert C. Hubbard  
Director

January 24, 2005

James King  
Vika, Inc.  
20251 Century Boulevard, Suite 400  
Germantown, MD 20874

Re: Stormwater Management **CONCEPT** Request  
for National Park Seminary  
Preliminary Plan #: 1-05054  
SM File #: 215267  
Tract Size/Zone: 32.18 Ac./PD-15  
Total Concept Area: 21.0 Ac.  
Parcel(s): P880  
Watershed: Lower Rock Creek

Dear Mr. King:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above mentioned site is acceptable. The stormwater management concept consists of on-site channel protection measures via under ground storage and porous pavement; on-site water quality control via "StormFilters", separator sand filters, porous pavement, water quality unit/hydrodynamic structures, sheet flow to buffer and infiltration. Onsite recharge is not required. Channel protection volume is not required for areas 5E, 6, 7C, 8, 9A, 9E because the one-year post development peak discharge is less than or equal to 2.0 cfs.

Please submit a revised stormwater management concept for water quantity and water quality control for review and approval, which incorporates the following items:

The following items will need to be addressed during the detailed sediment control/stormwater management plan stage:

1. Prior to permanent vegetative stabilization, all disturbed areas must be topsoiled per the latest Montgomery County Standards and Specifications for Topsoiling.
2. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
3. An engineered sediment control plan must be submitted for this development.
4. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.
5. Use the latest MCDPS design standards.
6. All covered parking areas must drain to WSSC. Provide mechanical drawings at time of plan submittal to verify this condition.
7. Resubmit within two weeks a stormwater management proposal for drainage area 10 A&B. The drainage area to separator sand filters is limited to 1 (one) acre.



255 Rockville Pike, 2nd Floor • Rockville, Maryland 20850-4166 • 240/777-6300, 240/777-6256 TTY

8. You must provide save conveyance for all outfalls to the stream. Please stake out the outfall locations and set up a field meeting prior to plan submittal.
9. SVI, if feasible, may be provided in lieu of a stormwater management obligation fee. Actual location of SVI will be determined prior to plan submittal and may not be as depicted on plan view.

This list may not be all-inclusive and may change based on available information at the time.

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 is required.

This letter must appear on the sediment control/stormwater management plan at its initial submittal. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact David Kuykendall at 240-777-6332.

Sincerely,



Richard R. Brush, Manager  
Water Resources Section  
Division of Land Development Services

RRB:dm CN215267.National Park Seminary.DWK

cc: R. Weaver  
S. Federline  
SM File # 215267

QN - Onsite/Waived; Acres: 12.5/8.5  
QL - Onsite/Waived; Acres: 19.8/1.2  
Recharge is/is not provided

**MONTGOMERY COUNTY DEPARTMENT OF PERMITTING SERVICES  
WATER RESOURCES SECTION**

255 Rockville Pike, 2nd Floor, Rockville, Maryland 20850-4153

Date: February 24, 2005

**MEMO TO:** Michael Ma, Supervisor  
Development Review Committee, MNCPPC

**FROM:** David Kuykendall  
Water Resources Section, MCDPS

**SUBJECT:** Stormwater Management Concept Plan/100-Year Floodplain Review  
Site Plan # 8-05024, National Park Seminary  
Project Plan #  
Preliminary Plan # 1-05054, DPS File # 215267  
Subdivision Review Meeting of February 28, 2005

The subject plan has been reviewed to determine if it meets the requirements of Executive Regulation 7-02AM for stormwater management and Executive Regulation 108-92 AM for a 100year floodplain. The following summarizes our findings:

**SM CONCEPT PLAN PROPOSED:**

- On-site:**  CPv  WQv  Both  
 **CPv** < 2cfs, not required  
 On-site/Joint Use  Central (Regional): waived to  
 Existing  Concept Approved January 24, 2005  
 **Waiver:**  CPv  WQv  Both  
 Approved on January 24, 2005  
 **Other**

**Type Proposed:**

- Infiltration  Retention  Surface Detention  Wetland  Sand Filter  
 Separator Sand Filter  Non Structural Practices  Other

**FLOODPLAIN STATUS:** 100 Year Floodplain On-Site  Yes  No  Possibly

- Provide source of the 100Year Floodplain Delineation for DPS approval:  
 Source of the 100-Year Floodplain is acceptable.  
 Submit drainage area map to determine if a floodplain study (> or equal to 30 acres) is required.  
 Dam Breach Analysis:  Approved  Under Review:  
 100-Year Floodplain study:  Approved  Under Review:

**SUBMISSION ADEQUACY COMMENTS:**

- Provide verification of Downstream notification.

**RECOMMENDATIONS:**

- Approve  as submitted  with conditions (see approval letter)  
 Incomplete; recommend not scheduling for Planning Board at this time.  
 Hold for additional information. See below  
 Comments/Recommendations: Relocate trail and or manholes on sheet SP-6 so that the trail does not go over the manholes. All outfalls may have to be extended for safe conveyance as per site visit prior to detailed plan submittal. Need to contact Nadine Piontka, 240-777-6334, to discuss outfall into the wetland with the Wetlands Committee. Provide separate stormwater parcels, see parcel A & B. Show conceptual stormwater management on composite sheets. No stormwater structures or easements allowed in the stream valley buffer without MNCPPC approval. Stormwater management easements are not to be shown across property lines.



February 28, 2005

**MEMORANDUM**

TO: Cathy Conlon  
Development Review Division

FROM: Tania Tully, Senior Planner  
Historic Preservation Section

SUBJECT: Review of Site Plan – **DRC Meeting February 28, 2005**

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The following site plan affects historic properties:

**8-05024 National Park Seminary:** The proposed site plan is located on the site identified as a *Master Plan Site #36/01, National Park Seminary Historic District*. The Historic Preservation Commission (HPC) reviewed the development plan for this property on October 13, 2004 and recommended its support at that time. The Commission also reviewed and supported an early version of the site plan and continues to support the fast-tracking of this important adaptive reuse project. Staff offers the following comments:

- The width of Linden Lane should be kept as narrow as possible.
- More information is requested regarding the proposed parking structure before formal comments can be made. The possibility is not rejected out-of-hand, but elevation drawings showing how it sits in the landscape and its compatibility with the historic buildings could alleviate any concerns.
- The proposed parking structure will need a Historic Area Work Permit (HAWP).
- Staff should continue to be consulted regarding the proposed signage for the interpretive trail.
- Although the current pedestrian and vehicular plans appear to be consistent with the historic setting, please provide staff with clear existing and proposed circulation plans.
- Staff should continue to be consulted regarding the proposed lighting fixtures within the historic district.
- Staff should continue to be consulted regarding landscaping around the historic buildings.
- The proposed entry plinth is a bit large. Something subtler would be more appropriate.
- The applicant has already received a HAWP to begin rehabilitation and selective demolition.
- Staff will continue to work with the applicant as more HAWPs are filed.

**MEMORANDUM**

**March 23, 2005**

**TO: Cathy Conlon, Subdivision Supervisor, Development Review Division  
Richard Weaver, Subdivision Review, Development Review Division  
Robert Kronenberg, Site Plan Review, Development Review Division**

**FROM: Doug Powell, Plan Review Coordinator, Park Planning and Resource  
Analysis Unit, Countywide Planning Division**

**RE: The National Park Seminary Property, Plan #1-05054 & #8-05024**

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Park Planning and Resource Analysis staff has reviewed the above Plan and requests the following Conditions of Approval:

- Applicant to dedicate to M-NCPPC the land identified as Parcel B to be added to current adjacent parkland. Land to be conveyed at time of record plat, to be free of trash and unnatural debris and to not include any stormwater management facilities. Boundaries to be adequately staked and signed as acceptable to M-NCPPC staff to delineate parkland from private property.
- Applicant to construct an 8' wide, paved trail through Parcel B to connect with the existing hard surface trail that accesses the Rock Creek Stream Valley Park trail system. Trail to be field located as acceptable to M-NCPPC staff and to be constructed to park standards and specifications.
- Establish a public use loop trail system within the property and provide for public access and use of the trails by establishing Public Use Trail Easements throughout the applicable areas of open space (particularly within "The Glen"). Include adequate public access between Parcel B and the on site trail system, including public access from Parcel B to Linden Lane. Areas and trails available for public use to be adequately signed as acceptable to M-NCPPC staff.



**MONTGOMERY COUNTY DEPARTMENT OF ENVIRONMENTAL PROTECTION  
WATERSHED MANAGEMENT DIVISION**

Rockville Center - 255 Rockville Pike, Suite 120 - Rockville, Maryland 20850-4166  
Telephone No. 240-777-7700 - FAX No. 240-777-7715

**SUBDIVISION PLAN REVIEW: MNCPPC Development Review Committee (DRC)  
Comprehensive Water Supply and Sewerage Systems Plan Issues**

MNCPPC File Number: **G-828**

DRC Meeting Date: **02/28/2005**

**12/13/2004**

**10/04/2004**

Subdivision Plan Name: **THE NATIONAL PARK SEMINARY PROPERTY**

Proposed Development: **Zoning case: R-90 to PD-15. 277 - 280 mixed residential units.**

Watershed: **Lower Rock Creek**

Zoning: **R-90**

Planning Area: **Silver Spring**

Site Area: **31.99 acres**

Location: **Linden Ln.**

Engineer: **VIKA Inc. 703-442-7800**

**Water Supply and Sewerage Systems (as specified on the subject subdivision plan or plan application)**

**Proposed Water Supply:**

**Proposed Wastewater Disposal:**

Community (public) **WATER** system

Community (public) **SEWER** system

**Existing Service Area Categories: Water: W - 1**

**Sewer: S - 1**

Water/Sewer Plan Map Amendment: **--**

**Water Supply Comments:**

**Sewerage System Comments:**

Yes; the water supply system is consistent with the existing water service area category

Yes; the sewerage system is consistent with the existing sewer service area category

**\*Additional Comments:**

8-05024 (DRC 2/28/05): Please note comments below from the 10/4/04 DRC meeting.

1-05054 (DRC 12/13/04): Please note comments below. (12/7/04)

G-828 (DRC 10/4/04): When this project reaches plat, DEP will need to coordinate with the project engineer on the change in use of the existing buildings to estimate the change in wastewater flows from the site. -- 10/01/2004

Prepared by: **Alan SoukupShelley Janashek**

Date prepared:

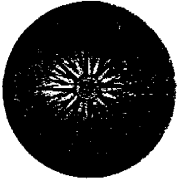
**WSSC Comments on Items for February 28, 2005, Development Review Committee Meeting**  
(revised 2/23/05)

File Number	Project Name	Comments
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8-05024	National Park Seminary	<p>Water and sewer extensions required. All sewers need to be 15 feet or more from building foundation. See comments on 1-05054. Hydraulic Planning Review has been submitted to WSSC, DA4146Z05, Forest Glen. Currently assigned for review to Ann Russell, 301-206-8823.</p>
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Unless otherwise noted, all extensions require Requests for Hydraulic Planning Analysis and need to follow the System Expansion Permit (SEP) Process. Contact WSSC's Development Services Center (301-206-8650) or visit the Development Services on WSSC's web-site ([www.wsscwater.com](http://www.wsscwater.com)) for information on requesting a Hydraulic Planning Analysis and additional requirements for extensions. Contact WSSC's Permit Services (301-206-4003) for information on service connections and on-site system reviews.





March 30, 2005

**MEMORANDUM**

TO: Catherine Conlon, Acting Supervisor  
Development Review Division

Robert Kronenberg  
Development Review Division

VIA: Shahriar Etemadi, Supervisor  
Transportation Planning

FROM: Maureen Decker, Planner/Coordinator  
Transportation Planning

SUBJECT: Preliminary Plan # 1-05054  
Site Plan # 8-05024  
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 (APF) review of the subject application for a total of 280 dwelling units.

**RECOMMENDATIONS**

To support approval of the above-referenced preliminary and site plans, Transportation Planning staff recommends the following conditions as part of the APF test for transportation requirements related to approval of these applications:

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. Provide the following for Linden Lane:
  - a. Dedicate a 35-foot right-of-way from the centerline of Linden Lane, on the east side between Newcastle Avenue and the existing private bridge. Widen the existing pavement to 26 feet, install curb and gutter, and build a five-foot

sidewalk (at face of curb) on the east side of the street. Preserve existing guardrail along east side only.

- b. Repair existing private bridge and execute a related Maintenance and Liability Covenant, as required by Montgomery County Department of Public Works and Transportation (DPWT).
  - c. Dedicate a 26-foot wide right-of-way from the centerline of Linden Lane, between the existing private bridge and the proposed lot line of Lots 59 (new lot) and lot 58 (Swiss Chalet); widen existing pavement to a 26-foot total width; and install curb and gutter on the east side only.
  - d. Widen existing pavement to a 20-foot total width; install curb and gutter, and dedicate additional right-of-way as necessary to have a two-foot width behind the curb, along frontage of Lots 58 (Swiss Chalet), and 57 (Japanese Pagoda), on east side only.
  - e. Mill and overlay Linden Lane between Capital Beltway and Woodstock Avenue, and reconstruct existing speed hump, as required by Montgomery County Department of Permitting Services (DPS).
  - f. Dedicate 52 feet of full width right-of-way (26-foot wide from the centerline) on Linden Lane between the private driveway at the Japanese Pagoda (Lot 57), and Stephen Sitter Lane. In this section, provide 28 feet of pavement that includes two ten-foot travel lanes and eight-foot parallel parking along one side of the street. The remaining right-of-way will provide for five-foot planting strips, five-foot wide concrete sidewalks, and two-foot wide strips behind the sidewalks, on both sides of the street. Execute a Maintenance and Liability Covenant for all infrastructure and improvements behind curb.
  - g. Provide raised crosswalk along Linden Lane at Street B, and execute a Maintenance and Liability Covenant, as required by DPS.
  - h. Dedicate a 35-foot right-of-way from the centerline of the road, on north side of Linden Lane between Stephen Sitter Lane and the eastern property line near Smith Drive. In this section, provide a standard 70-foot right-of-way primary residential roadway, with 36-foot wide final paving with curb and gutter. The remaining right-of-way will provide for five-foot wide planting strips, five-foot wide concrete sidewalks, and two-foot wide strips behind the sidewalks on the north side only.
3. Dedicate additional right-of-way as necessary to provide for a two-foot wide maintenance strip behind the curb on Woodstock Avenue and Woodstock Court, along Lots 40, 41, 42, and 43. Install curb and gutter and sidewalks along Woodstock Avenue and Woodstock Court as required by DPWT. Truncate right-of-way line at Lot 41 to provide a two-foot wide strip behind sidewalk.
  4. Provide an eight-foot off-road, shared-use bikeway for public use, generally parallel to Linden Lane between the existing private bridge and private driveway, near the Japanese Pagoda (Lot 57).

5. Upgrade the existing path to an off-road, shared-use bikeway standard for public use between the regional Rock Creek Park Trail and Linden Lane.
6. Provide a pro rated share of the cost, based on traffic volumes, for installation of a traffic signal at the intersection of Linden Lane and Brookville Road, by public or private developer, if required by DPWT. If DPWT decides that intersection reconstruction rather than the installation of a traffic signal is needed, the pro rated share of costs shall be applied to intersection reconstruction costs.
7. Design private streets to the tertiary residential street standards.
8. Comply with the conditions in DPWT's letter dated March 18, 2005, and DPS' letter dated March 25, 2005, unless otherwise amended.
9. Record the Highland Avenue abandonment simultaneously with the recordation of plat for this preliminary and site plan.

## DISCUSSIONS

### 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 for the five single-family dwelling units that gain access from Woodstock Avenue and Woodstock Court. The preliminary 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 roadway design, sidewalks and right-of-way widths reflect the goals of balancing historic preservation while providing safe vehicular, and pedestrian passage within and through the National Park Seminary property. The reduced pavement widths, coupled with the proposed raised crosswalk on Linden Lane at Street B, and the reconstruction of the existing speed hump provide traffic-calming effects on Linden Avenue within the limits of the property.

The proposed preliminary plan provides 579 parking spaces if the optional parking deck is constructed; otherwise 528 spaces will be provided. The required parking spaces for this development are 504. The final number of parking spaces will be determined at the time of site plan review for Phase 2. 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 adequate, safe, and will operate efficiently. Minor adjustments, if needed, will be made in coordination with the Department of Permitting Services.

## Local Area Transportation Review

A traffic study was submitted to determine the impact of this 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 traffic study assumed 75 percent of the site generated traffic will be oriented to/from Georgia and Second Avenues. A regional transportation model was used to determine the assignment of traffic to all directions. Orientation of majority of traffic to the east and south of the project is due to the concentration of employment centers in Silver Spring, Maryland, and Washington, District of Columbia areas. It is also due to travelers using the beltway to reach other employment centers. The other 15 percent of the traffic is oriented to/from Seminary Road, and ten percent is oriented to Jones Mill Road. These trip distributions and assignments are consistent with the Local Area Transportation Review Guidelines for the Silver Spring/Takoma Park Super District 2, which is based on data in the census journey-to-work information in the regional model. 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 1,600 Critical Lane Volume (CLV) for the Silver Spring/Takoma Park Policy Area.

The results of the analyses are shown in the table below:

<b>Morning and Afternoon Peak Hour Critical Lane Volumes</b>				
<b>Intersection</b>	<b>Existing CLV AM (PM)</b>	<b>Background CLV AM (PM)</b>	<b>Total CLV AM (PM)</b>	<b>Congestion Standard CLV</b>
Seminary Road (MD 192) and Forest Glen Road	937(900)	997 (933)	1,018 (943)	1,600
Brookville Road and Linden Lane	814 (1,017)	978 (1,102)	1,017(1,153)	1,600
Second Avenue and Linden Lane	731 (1,054)	832 (1,104)	842 (1,162)	1,600

Transportation Planning staff finds the proposed development will not exceed the congestion standard of 1,600 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 result in any additional warrants requirement. The intersection met the following warrants:

- 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. DPWT has the sole authority to approve a traffic signal at this location.

### 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 no major activities exist at any of the study area intersections. The circulation plan shows an extensive pedestrian network for the site. The *Master Plan* 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 (existing gravel in Parcel A). 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.

The *Silver Spring/Takoma Park Master Plan* recommends:

- a. An eight-foot minimum, off-road, shared-use bikeway and pedestrian path for public use, that is generally parallel to Linden Lane, between the existing private bridge road and private driveway, near the Japanese Pagoda (Lot 57), and
- b. Upgrading the existing path to an off-road, shared-use bikeway and pedestrian path for public use, 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 Citizens’ Association, Linden Lane, expressed concerns to the applicant, the DPWT, the County Executive, and Maryland-National Capital Park and Planning Commission’s (M-NCPPC) staff the desire for a narrow right-of-way, and pavement on Linden Lane to preserve existing character, and provide a traffic-calming effect, among other issues.

The applicant and the regulatory agencies have worked together to formulate a reduced cross-section for Linden Lane between Stephen Sitter Lane and Woodstock Avenue 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 provides two ten-foot travel lanes, one eight-foot parking lane along the northern curbside, two five-foot planting strips, two five-foot sidewalks, and two two-foot maintenance strips beyond the sidewalks within a 52-foot wide right-of-way. This cross section will be provided between Stephen Sitter Lane and the private driveway near the Japanese Pagoda.

Where the historic buildings constrain the right-of-way at Lots 57 (Japanese Pagoda) and 58 (Swiss Chalet), staff recommends a 20-foot wide total paving section and extending the right-of-way to maintain two-feet behind the curb and gutter.

Staff recommends a 26-foot wide right-of-way from the centerline and a total pavement width of 26-feet where other historic features such as walls constrain lot size, and the road's sharp curve on a down slope exists at this location. This is necessary for safety reasons and still provides a consistency with the near by reduced right-of-way on Linden Lane between Woodstock Avenue and Stephen Sitter Lane.

### Other Citizen Concerns

The Seminary Advisory Board has raised a number of issues with the applicant, the DPWT, 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.

Traffic created 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 between Stephen Sitter Lane and Woodstock Avenue, coupled with the existing speed hump, and proposed raised crosswalk near Street B will potentially have a calming effect on traffic traveling through this section of Linden Lane. This application does not trigger any congestion threshold criteria that would require traffic mitigation measures off-site. Therefore, requests for reduction in cut-through traffic, traffic-calming measures, and sidewalks outside the limits of the project must follow the procedures as outlined by the Montgomery County Department of Public Works and Transportation.

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. All these concerns must be addressed by County agencies and are not the issues related to review of this application.

MD:gw



## HISTORIC PRESERVATION COMMISSION

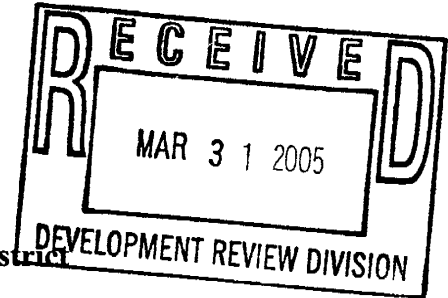
Douglas M. Duncan  
County Executive

Julia O'Malley  
Chairperson

March 30, 2005

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

Re: Site Plan Application No. 8-05024  
*Master Plan Site #36/01, National Park Seminary Historic District*



Dear Mr. Berlage and Board Members:

The Montgomery County Historic Preservation Commission continues to support redevelopment of the National Park Seminary by Forest Glen Venture, LLC. The Commission understands that changes and compromises are 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 site plan with the following comments to the Planning Board.

We understand that the final width and right-of-way (ROW) of Linden Lane has yet to be finalized. We want to reiterate the Commission's stand that it should be left as narrow and rustic as possible. As we see it there are two segments of Linden Lane under discussion – Stephen Sitter Avenue to Woodstock Avenue (South) and Woodstock Avenue to the Beltway (North). Because of the proposed new construction along the Southern segment, the Commission is not opposed to the roadway as currently proposed. One important aspect of the proposal is the 21' drive lane. Although the Commission would prefer not to see additional paving for on street parking, we believe that permanent traffic calming measures, such as bump-outs could mitigate the additional paving. It is also important that tree plantings along the historic side of Linden Lane, are as rustic and irregular as possible.

Given the concessions and compromises being made on the Southern segment, the Commission feels very strongly that the Northern segment be altered as little as possible. One of the significant characteristics of the National Park Seminary Historic District is its relatively rural location and rustic setting. Although changes over time, including the addition of the Beltway and the Walter Reed Army installation have lessened this feel, Linden Lane, in its narrowness and lack of sidewalks, has retained its historic integrity and feel. The Commission would not oppose unifying this segment to a consistent 21' drive lane, and is



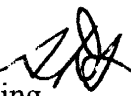




March 25, 2005

**MEMORANDUM**

TO: Cathy Conlon and Robert Kronenberg, Development Review

FROM: Stephen D. Federline, Supervisor   
Countywide Environmental Planning

SUBJECT: Preliminary Plan # 1-05054 and Site Plan # 8-05024: NATIONAL park  
Seminary

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**Recommendation**

Countywide Environmental Planning staff recommends **approval** of these preliminary and site plan applications and the related forest conservation plan, subject to the following conditions:

1. Forest Conservation
  - a. The proposed development shall comply with the conditions of the final forest conservation plan. The applicant shall satisfy all conditions prior to recording of plat(s) or Montgomery County Department of Permitting Services (MCDPS) issuance of sediment and erosion control permits.
  - b. Record plat of subdivision shall reflect a Category One conservation easement over all remaining areas of environmental buffer, and forest conservation, with a blanket category two tree preservation easement tied to a tree protection plan for specific trees which are to remain (e.g., the Three Sisters Oaks) outside the buffer. Amendments to allow preservation of historic elements of the site may be proposed, and must be resolved prior to record plat approval.
2. Noise Attenuation
  - a. Certification from an acoustical engineer that the building shell for residential dwelling units to be constructed within the unmitigated 65 dBA Ldn noise contour, is designed to attenuate projected exterior noise levels to an interior level not to exceed 45 dBA Ldn, and 40 DBA Ldn for all bedrooms.

- b. Applicant shall comply with all recommendations from the acoustical engineer to ensure that constructed units achieve acceptable interior noise level as specified above. Any changes in materials and construction that may affect acoustical performance of the structures shall be approved by an acoustical engineer prior to their implementation.
- c. An enforcement mechanism suitable to MNCPPC Legal Department shall be in place prior to signature set approval.

### **3. Environmental Buffer, Priority Forest and Tree Minimization**

- a. Garage design shall minimize disturbance to forested steep slopes in environmental buffer, in line with March 18, 2005 letter from Alexander Company regarding the parking structure design. Minimization elements shall include drive aisle widths no greater than 22', and minimal size parking spaces as feasible. Arborist recommendations for nearby trees shall be prepared following redesign.
- b. Compensation for environmental buffer impacts shall be implemented in the form of several enhancements to the remaining buffer areas. These enhancements shall include, but are not limited to, the following measures:
  - 1) Enhancements to the forest structure, and a plan for invasives control management and supplemental plantings as necessary for the Glen
  - 2) Remedial measures for buffer and stream stabilization, including sensitive removal of man-made debris, stabilization of eroded slopes, and stream channel stabilization in selected location(s).<sup>1</sup>
  - 3) Afforestation to the area within the buffer currently in lawn at the southeast corner of the site adjoining the phase II entrance drive.
- 4. Existing and possible new/relocated pathways within the remaining environmental buffer area shall be located to both maintain historically-significant connections and maximize environmentally sensitive surfaces, wherever feasible.

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<sup>1</sup> A major area in need of stream stabilization was identified in a field visit in March, 2005. Stabilization shall be implemented which may be in addition to DPS' formal requirements, and in coordination with and approval by DPS in conjunction with the Sediment and Erosion Control Plan.

## **DISCUSSION**

**Environmental Buffers** Several areas of the environmental buffer have existing encroachments that include buildings to be preserved, and new buildings where disturbance had already occurred. Full restoration of the buffer to natural conditions would be contrary to the historical restoration for these nationally recognized historic landmark. Therefore, compensation for the encroachments is appropriate after minimization has been fully examined, and is the basis for the conditions above that enhance the existing conditions of the remaining environmental buffer as compensation for the supportable and minimized encroachments.

**Transportation Noise Impacts and Mitigation** Staff has reviewed the noise analysis/monitoring results and recommended mitigation measures performed by Miller, Beam, and Paganelli, Inc. dated January 21, 2005, and concurs in the noise measurements which include noise from the Beltway and the railroad tracks. In regard to mitigation proposals, staff believes that the preferred mitigation methods on this Phase I portion of the site is acoustical treatment to assure acceptable interior sound levels. While an extension of the exiting Beltway barrier may provide some additional mitigation to exterior levels, staff believes that the benefit will be minimal for the reasons cited in the report

In this specific situation, noise impacts are amplified by the very high peaks and tonal quality associated with the train and its required warning whistle, together with the noise from the adjoining Beltway/I-495. Given the high pitched whistle noise, staff recommends that acoustical treatment be taken to the higher standard of 40 dBA FOR THE BEDROOM AREAS ONLY, with the standard 45 dBA Ldn applicable elsewhere.

This approach is consistent with the more restrictive standards (5 dBA lower) for noise having unique tonal characteristics included in the County Noise Ordinance (Chapter 31B), and has been approved by the Planning Board in the Traville site plan where residential units adjoined Shady Grove Road carrying large volumes of quarry trucks.

While mitigation of the rail noise by barrier may be feasible (TBD during the Phase II review), staff suggests that any noise-tolerant uses on the site be located along the railway.

### **Forest Conservation Plan**

Forest conservation requirements have been met with the retention of 8.70 acres of the 11.7 acres of existing forest on the site. However, the forest conservation plan should be amended to address the above recommendations for forest enhancement, invasives control, supplemental planting, and stabilization. Specific recommendations are included in the attached final FCP approval sheet.