



Robert L. Ehrlich, Jr., *Governor*  
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*  
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

September 8, 2005

Ms. Cathy Conlon  
Supervisor, Development Review  
Subdivision Division  
Maryland National Capital  
Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, MD 20910-3760


Re: Montgomery County  
MD 28 General  
Rock Creek Woods  
File Nos. ~~1-06010 & 8-06007~~

Dear Ms. Conlon:

The State Highway Administration (SHA) would like to thank you for the opportunity to review the preliminary plan and site plan applications for the Rock Creek Woods development. We have completed our review and have no comments at this time.

If additional information is required from SHA regarding this project, please do not hesitate to contact Mr. Gregory Cooke at 410-545-5602, Mr. John Borkowski at 410-545-5595, or by using our toll free number in Maryland only, 1-800-876-4742 (x-5602 for Greg, x-5595 for John). You may also E-mail Greg at [gcooke@sha.state.md.us](mailto:gcooke@sha.state.md.us) or John at [jborkowski@sha.state.md.us](mailto:jborkowski@sha.state.md.us). Thank you for your cooperation.

Very truly yours,



Steven D. Foster, Chief  
Engineering Access Permits Division

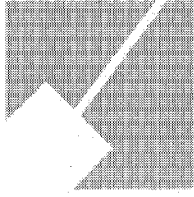
SDF/jb

cc: Mr. Darrell Mobley (Via E-mail)  
Mr. Augustine Rebish (Via E-mail)  
Mr. Richard Weaver, M-NCPPC (Via E-mail)

My telephone number/toll-free number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • [www.marylandroads.com](http://www.marylandroads.com)



**THE MARYLAND-NATIONAL CAPITAL PARK AND  
PLANNING COMMISSION**

**Department of Park & Planning, Montgomery County, Maryland**

8787 Georgia Avenue, Silver Spring, Maryland 20910

**MEMORANDUM**

**TO:** Cathy Conlon, Supervisor, Development Review  
Laxmi Srinivas, Development Review

**FROM:** Mark Pfefferle, Environmental Planning Division

**DATE:** March 9, 2006

**SUBJECT:** Preliminary Plan 120060100  
Site Plan 820060070  
Rock Creek Woods

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The Environmental Planning staff has reviewed the preliminary and site plans referenced above and recommends approval preliminary forest conservation plan dated February 24, 2006 with the following conditions:

1. Compliance with the preliminary forest conservation plan conditions of approval.
2. Applicant to incorporate a detailed tree save plan, prepared by an ISA certified arborist, into the final forest conservation plan for all specimen trees impacted by the proposed limits of disturbance.
3. Applicant to plant supplemental native canopy trees within the retained forest, as recommended by the applicant's arborist.

**DISCUSSION**

**Background**

The subject property is located outside of Rockville near the intersection of Baltimore Road and Ashleigh Woods Court. The property is adjacent to Rockville High School. The subject property has a gross tract area of 9.4 acres. The site includes 4.86 acres of existing forest. The subject property also includes the existing Beth Tivka Center and associated infrastructure. There are no streams or wetlands on the property, though the stream buffer of an offsite stream carries onto the property. The site is located in Rock Creek watershed, which is classified as Use I-P stream.

**Environmental Guidelines**

There are no streams, wetlands, or floodplains on the subject, though the stream buffer of an offsite stream carries onto the property. The stream buffer is located along the eastern portion

of the property and is 0.08-acres in size. The developer will impact the stream buffer through the removal of 0.07-acres of forest in the public utility easement that parallels Baltimore Road. Public utility easements must be parallel and contiguous to public roadways and free and clear of all obstructions. This is a standard requirement of the utility companies. On this plan, it is necessary to remove the forest in the stream valley buffer, which along Baltimore Road, to provide a clear path for utilities. There are no other proposed encroachments into the stream buffer.

### **Forest Conservation**

The property contains 4.86 acres of existing forest. The applicant is proposing to retain 1.48 acres of forest and remove 3.38 acres of forest. This results in a forest conservation planting requirement of 1.55 of which 0.17-acres will be planted on site and the remainder offsite at a forest conservation bank owned and operated by the applicant.

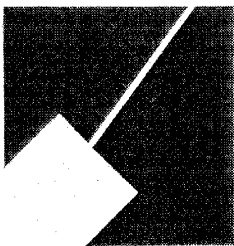
One of the binding elements of the rezoning case addresses forest retention. This binding element states "1.53 (66,650 sq.ft.) designated on this SDP as "Forest Retention" or "Existing Woodlands" will be retained as forest and dedicated in its entirety to public parkland, unless during subdivision or site plan review, the Planning Board direct that all or part of the forest or woodlands should instead be placed in a conservation easement, in which case applicant will comply with the Planning Board's instructions." As previously stated, the applicant is proposing to retain 1.48 acres of forest and 0.05-acres of "woodland" that does not meet the definition of forest. The 0.05-acre woodland is contiguous to forest on adjoining parkland, but in itself does not meet the definition of forest as per the forest conservation law. Combining the 1.48-acre forest retention area and the 0.05-acre woodland retention area results in compliance with the binding element.

During the rezoning case there was concern over the loss of forest in a forest stand that is located between the proposed townhouses and Baltimore Road. This area is not in environmental buffer but is identified as a high priority area for forest retention. An existing driveway to serve the Park property to the north bounds this forest stand. The applicant's forest conservation plan retains the existing forest stand, except for forest along the public utility easement, removes the existing driveway, and shows planting in place of the driveway. The intent is to enlarge the existing forest stand.

The applicant has retained the services of an arborist and a report was submitted as part of the rezoning case and re-submitted as part of the combined preliminary and site plan reviews. The report identifies the specimen trees to be removed and retained. The arborist report does not provide detail tree-by-tree specific tree protection mechanisms. In addition, the arborist recommends additional indigenous plantings to enhance the existing species composition in the forest retained.

### **RECOMMENDATIONS**

Environmental Planning staff recommends approval of the preliminary plan of subdivision and the site plan. The plan submitted complies with the Chapter 22A of the forest conservation regulation and the Binding Element related to Forest Retention.



March 15, 2006

**MEMORANDUM**

TO: Richard Weaver, Planner/Coordinator  
Laxmi, Srinivas, Senior Planner  
Development Review Division

VIA: Shahriar Etemadi, Supervisor  
Transportation Planning

FROM: Ed Axler, Planner/Coordinator  
Transportation Planning

EA

SUBJECT: Preliminary Plan No. 120060100  
Site Plan No. 820060070  
Rock Creek Woods  
Aspen Hill Policy Area

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This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject preliminary plan to create 30 residential lots on Parcel P895 and the northern portion of Parcel N951 and a separate parcel for the house of worship, Tikvat Israel Synagogue, on the southern portion of Parcel N951. Parcels N951 and P895 have the same property owner.

**RECOMMENDATIONS**

Transportation Planning staff recommends the following conditions as part of the APF test for transportation requirements related to the subject preliminary and site plans. Staff recommendations are also based on previous Local Map Amendment Application No. G-822 to rezone the land from a R-200 zone to a RT-8 zone:

1. Limit the preliminary plan and site plan to a maximum of 30 townhouses on Parcel P895 and a portion of Parcel N951 and retaining the existing house of worship on Parcel N951.
2. Coordinate with the Montgomery County Department of Public Works and Transportation (DPWT), and the Montgomery County Department of Permitting Services (DPS) to upgrade Baltimore Road to County's primary residential street standards with dedication for at least 35 feet of right-of-way from its centerline in accordance with DPWT's letter dated March 7, 2006.

3. Construct a five-foot sidewalk from the proposed driveway from Baltimore Road on Parcel P895, through the frontage of Parcel N951, and to Rockville High School's driveway adjacent to Parcel N951 southern property line.

## DISCUSSION

### Site Location

The site, Parcels P895 and N951, is located on the northeast side of Baltimore Road and on the east side of Rockville High School.

### Vehicular Access Points and Internal Circulation

The proposed site access point for the townhouses is from Baltimore Road on Parcel P895. The existing driveway on Parcel P895 from Baltimore Road leads to a park house on the adjacent Maryland-National Capital Park and Planning Commission property and is to be removed given that the park house has a second driveway from Baltimore Road. The existing house of worship on Parcel N951 has two site access points from Baltimore Road.

The lead-in driveway from Baltimore Road and internal streets are proposed as private streets with a 20-foot-wide pavement and five-foot-wide sidewalks. Although the existing grade may be steep along the northern side of Baltimore Road on Parcel P895, the lead-in driveway design conforms to private streets in other townhouse communities in the County.

### Nearby Transit Service

Transit service is not directly available on this segment of Baltimore Road however; Ride-On route 45 operates along another segment of Baltimore Road to the southwest of Twinbrook Parkway.

### Pedestrian and Bicycle Facilities

The proposed preliminary plan and site plan will not adversely affect the existing pedestrian and bicycle facilities, but would improve them as follows:

1. As discussed in Recommendation No. 3, a five-foot-wide sidewalk will be constructed along the north side of Baltimore Road frontage of Parcels N951 and P595. This sidewalk will provide a safe pedestrian path from the site's driveway extending west to Rockville High School and the nearest bus stop at Twinbrook Parkway.
2. For internal circulation, five-foot-wide sidewalks will be provided along the internal streets and leading in from Baltimore Road. Direct pedestrian connections are not proposed from within the site to the adjacent Rockville High School and Tikvat Israel Synagogue because of steep slopes and security concerns.

3. The City of Rockville and DPWT are jointly funding a project to upgrade the existing substandard sidewalks along the south side of Baltimore Road under their Capital Improvements Program Project No. 509036, Transportation Improvements near Schools. This project is to reconstruct the sidewalks to be a five-foot-wide with a three-foot green panel from the main entrance of Rockville High School through Rock Creek Regional Park, and stopping at Parkvale Road. The proposed upgrade would provide for a better access to the Rock Creek Hiker-Biker Trail and the Rock Creek Shopping Center (nearest neighborhood shopping center). Construction of this pedestrian facility is anticipated to start when public school closes for summer vacation this year.

#### Safety Concerns along the Site's Frontage on Baltimore Road

Safety concerns were raised by the local residents and the officials at Rockville High School regarding excessive speeds on Baltimore Road by some motorists where there is poor drainage causing slippery conditions along the frontage of Parcel 895. Substandard vertical and horizontal curves through Rock Creek Regional Park have also been identified as substandard.

To address these concerns, accident data was obtained from 1997 to 2003 along Baltimore Road between Parkvale Road and Twinbrook Parkway. The attached table gives the number of reported accidents by year, for different nearby roadway segments, and by the time of day. As shown in the attached table, most of the accidents were reported along Baltimore Road west of Rockville High School and east of Rock Creek Regional Park as highlighted with bolded numbers. This result is contrary to the assumption that more accidents were occurring in front of Rockville High School, along the site frontage, and through the Park. In addition, the number of total reported accidents was within a typical range for a primary residential street even with a larger percentage of the high school student driving this segment of the road.

Even though accident records do not provide quantitative data to support the assumption that excessive accidents are occurring along these segments of Old Baltimore Road, the proposed upgraded cross-sectional improvements described in Recommendation No. 2 would improve the drainage and safety along the site's frontage of Baltimore Road to mitigate the substandard conditions.

#### Montgomery County Master-Planned Roadways and Bikeways

In accordance with the *Aspen Hill Master Plan*, the master-planned roadways and bikeways within Montgomery County are as follows:

1. Baltimore Road is designated as a two-lane primary residential street, P-17, with a 70-foot right-of-way.
2. Parkvale Road is designated on the Master Plan's "Proposed Street and Highway Plan" as a primary residential street that has a 70-foot right-of-way.
3. Norbeck Road (MD 28) is designated as a four-lane divided major highway, M-18, with a 150-foot right-of-way and a proposed Class III bikeway.

## City of Rockville's Master-Planned Roadways and Bikeways

In accordance with the *City of Rockville Comprehensive Master Plan and Bikeway Master Plan*, the master-planned roadways and bikeways within the City of Rockville are discussed below. The master-planned right-of-way widths are not specified in their *Comprehensive Master Plan*. Rockville's primary residential streets have two traffic lanes and connect neighborhood streets to arterials. Primary residential streets are considered as Class I or Class II, where the traffic volume on Class I primary residential street exceeds 5,000 vehicles per day.

1. Baltimore Road is designated as a "primary residential Class I street" with an existing shared-used path on the south side between Rock Creek Regional Park and Gladstone Drive.
2. Twinbrook Parkway is designated as a "primary residential, Class I street" with a signed-shared roadway with possible bike lanes between Baltimore Road and McAuliffe Drive.

## The Adequacy of Public Transportation Facilities

For Local Area Transportation Review (LATR), the proposed development of 30 townhouses are projected to generate 14 peak-hour trips during the weekday morning peak period (6:30 to 9:30 a.m.) and 25 peak-hour trips during the weekday evening peak period (4:00 to 7:00 p.m.). A traffic study was not required to satisfy LATR because the proposed land use generates less than 30 peak-hour trips during the weekday morning and evening peak hours.

Under the current *Annual Growth Policy*, Policy Area Transportation Review is no longer required as part of APF test.

EA:gw  
Attachment

cc: Jim Crawford  
Rick Earp - DPWT  
Steve Kaufman - L&B  
Ivy Leung  
Ed Papazian - Kimley-Horn

mmo to Weaver re Rock Creek Woods 120060100

| Segment of Baltimore Road                  | Time of Day  | Number of Reported Accidents by Year |      |      |      |      |      |      | Total |
|--|--|--------------------------------------|------|------|------|------|------|------|-------|
|  |  | 1997                                 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 |       |
| <b>East of the Site:</b>                   |  |                                      |      |      |      |      |      |      |       |
| Between Parkvale Road to Rock Creek Park   | Start & End of Rockville High School Classes                             | 0                                    | 0    | 0    | 2    | 0    | 1    | 0    | 3     |
|  | Weekday AM & PM Peak Periods   | 2                                    | 0    | 0    | 0    | 1    | 1    | 0    | 4     |
|  | 24-Hour Total  | 2                                    | 1    | 0    | 5    | 1    | 2    | 0    | 11    |
|  | Start & End of Rockville High School Classes                             | 0                                    | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
| Through Rock Creek Regional Park           | Weekday AM & PM Peak Periods   | 0                                    | 1    | 0    | 0    | 0    | 0    | 0    | 1     |
|  | 24-Hour Total  | 1                                    | 1    | 1    | 0    | 0    | 0    | 0    | 3     |
|  | <b>Along the Site/ Parcel P895 &amp; Synagogue/Parcel N95 IFrontage:</b> |                                      |      |      |      |      |      |      |       |
| Opposite Ashleigh Woods Court              | Start & End of Rockville High School Classes                             | 0                                    | 0    | 1    | 0    | 0    | 1    | 0    | 2     |
|  | Weekday AM & PM Peak Periods   | 0                                    | 0    | 0    | 0    | 1    | 0    | 0    | 1     |
|  | 24-Hour Total  | 0                                    | 0    | 2    | 0    | 1    | 1    | 0    | 4     |
|  | <b>West of the Site:</b>   |                                      |      |      |      |      |      |      |       |
| At the Rockville High School / City Border | Start & End of Rockville High School Classes                             | 0                                    | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
|  | Weekday AM & PM Peak Periods   | 0                                    | 0    | 0    | 0    | 1    | 0    | 0    | 1     |
|  | 24-Hour Total  | 0                                    | 0    | 0    | 1    | 2    | 1    | 0    | 4     |
|  | Start & End of Rockville High School Classes                             | 0                                    | 0    | 0    | 0    | 1    | 1    | 0    | 2     |
| Rockville High School to Twinbrook Pkwy    | Weekday AM & PM Peak Periods   | 2                                    | 0    | 2    | 0    | 2    | 3    | 0    | 9     |
|  | 24-Hour Total  | 3                                    | 2    | 3    | 0    | 3    | 3    | 1    | 15    |
|  | Start & End of Rockville High School Classes                             | 0                                    | 0    | 1    | 2    | 1    | 3    | 0    | 7     |
| Total from Parkvale Road to Twinbrook Pkwy | Weekday AM & PM Peak Periods   | 4                                    | 1    | 2    | 0    | 5    | 4    | 0    | 16    |
|  | 24-Hour Total  | 6                                    | 4    | 6    | 6    | 7    | 7    | 1    | 37    |