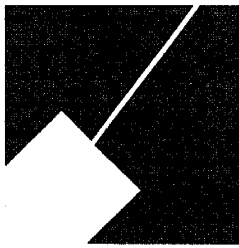


M-NCPPC



**MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING**

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

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

MCPB  
ITEM NO. 11  
4-27-2006

April 13, 2006

**MEMORANDUM**

**TO:** Montgomery County Planning Board

**VIA:** Jeffrey Zyortz, Chief *JZ*  
County-wide Planning Division

Richard C. Hawthorne, Chief *RCH*  
Transportation Planning

Glenn Kreger, Team Leader *GK*  
Community-Based Planning

**FROM:** Larry Cole: 301-495-4528, for the Park and Planning Department *LC*

**PROJECT:** Dale Drive Sidewalk  
From Mansfield Road to Hartford Avenue  
CIP No. 509036

**REVIEW TYPE:** Mandatory Referral No. 05810-DPW&T-1

**APPLICANT:** Montgomery County Department of  
Public Works and Transportation

**APPLYING FOR:** Plan Approval

**COMMUNITY-BASED PLANNING TEAM AREA:** Silver Spring-Takoma Park

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**RECOMMENDATION: APPROVAL WITH COMMENTS TO DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION.**

Staff recommends that the Board approve the proposed project (see Attachment 1: Vicinity Map) with the following comments to Department of Public Works and Transportation (DPWT):

1. We applaud your staff for their work in creating an attractive design for this project that greatly improves pedestrian accessibility and safety for the community, as well as one that is sensitive to the needs of the individual property owners.
2. We will dedicate the property needed to construct the sidewalk adjacent to Dale Drive Neighborhood Park so that it will be in the public right-of-way. A park permit will be required for work on land that is to remain park property.
3. No staging and no storage of materials and/or equipment will be allowed on Park property without the prior approval from Park Inspector.
4. Provide a handrail along the proposed sidewalk near the top of the culvert headwall on park property opposite Galveston Street.
5. Access to the park driveway and the park house must be maintained at all times.
6. Provide a lead-in sidewalk on the east side of the park driveway. Minimize the slopework in this area and shorten the guardrail if possible.
7. A Tree Save Plan approved by our staff is required for this project.

**PREVIOUS BOARD ACTION:** None

### **PROJECT DESCRIPTION**

This project would construct a curb and concrete sidewalk along the north side of Dale Drive between Mansfield Road and Hartford Avenue. The sidewalk would generally be five feet wide with a three-foot-wide landscape panel where it is separated from the curb, and would be seven-and-a-half feet wide where it is between a retaining wall and the curb (see Attachment 2).

Almost 800 linear feet of retaining wall would be constructed to create space for the sidewalks, with heights varying from about two feet six inches to eleven feet. Wall heights at the entrance to the stairways leading to front doors would generally be in the range of five to six feet. Retaining walls would be topped with 3'6" high ornamental fences.

### **STAFF ANALYSIS**

Dale Drive is classified in the East Silver Spring Master Plan as an arterial roadway. The western limit of the proposed project would connect with a sidewalk on the north side of Dale Drive that was constructed by DPWT a few years ago. At the eastern end, beyond Hartford Avenue, the topography becomes very steep and the park is inaccessible from the road. Instead of continuing the sidewalk along the north side of Dale Drive, pedestrians would cross at the Sligo Creek

Park/Dale Drive Neighborhood Park driveway opposite Hartford Avenue at an existing sidewalk to the south side of Dale Drive, which continues on to Piney Branch Road. Sidewalks along Piney Branch Road north of Dale Drive were constructed by State Highway Administration about seven years ago.

The combination of all these projects greatly improves pedestrian accessibility and safety in this area. This sidewalk in particular would provide the community with better access to Sligo Creek Park, as well as to the No. 3 Ride-On bus, which has rush hour service along Dale Drive between the Silver Spring and Takoma Park Metro stations.

This is an ambitious construction project to retrofit Dale Drive with a sidewalk in an area with very steep topography.

### **Retaining Walls**

Retaining walls would be needed in front of two-thirds of the homes on the north side of Dale Drive within the project limits because of the existing steep grades. Many of these homes already have long flights of stairs to reach the front door. In addition to the retaining walls, portions of these stairs would need to be rebuilt.

These walls would have an architectural finish (see Attachment 3) and would be topped by ornamental fences for safety (see Attachment 4). Staff concurs with the proposed design of these items.

### **Driveways and Bumpouts**

One deft design detail that has been used on this project is the proposed bumping out of the curb at most of the driveways within the project limits (see Attachment 5). The bumpout serves two purposes. It provides some measure of traffic-calming along Dale Drive, but it also moves the slope of the driveway out of the sidewalk, enabling pedestrians, particularly those in wheelchairs, to travel along the sidewalk on a level surface.

The project plans call for the contractor to maintain access to the homes during construction, as well as maintaining on-street parking for those homes that do not have off-street garages or driveways.

### **Pedestrian Accessibility at Intersections and Safety**

Dual handicap ramps would be provided at each intersection corner per Americans for Disabilities Act Best Practices to provide the shortest crossing distance for pedestrians, as well as to give directional guidance to blind pedestrians.

### **Landscaping**

While there is insufficient room to provide street trees because of site constraints, private trees and landscaping would be preserved wherever possible. Where existing plant material is required

to be removed, it would be replaced with similar materials. Staff believes that the proposed landscaping plan is a good design.

## **Environmental**

The project has an approved Natural Resource Inventory/Forest Stand Delineation #4-06077E. The project is exempt from Forest Conservation requirements. A Tree Save Plan has been submitted and comments sent to DPWT.

## **Park Impacts**

Approximately 350 linear feet of sidewalk would be built adjacent to Dale Drive Neighborhood Park, part of Sligo Creek Park. Because the park property line actually extends into the roadway, most of this construction would be on park property. *Staff recommends that the necessary right-of-way be dedicated so that the proposed sidewalk is in the roadway right-of-way.* The approximate area of right-of-way transfer would be 5,800 square feet. A park permit would also be needed for 1,127 square feet of temporary slope easement to perform work outside the proposed right-of-way.

Opposite Galveston Street, there is an existing 36-inch culvert that empties into the park with a fairly steep drop-off. *Staff recommends that a handrail be provided at the top of the slope to protect pedestrians on the proposed sidewalk from the drop-off.*

The existing trench drain across the park driveway is proposed to be removed and replaced with a standard inlet on the west side of the driveway to catch roadway runoff before it enters park property. The park driveway also serves a park house that is located immediately west of the driveway. Access to the park driveway and the house must be maintained at all times.

*Staff recommends that a lead-in sidewalk be provided on the east side of the driveway so that pedestrians walking between the sidewalk and the park do not have to walk in the throat of the driveway* (see Attachment 6). Staff also recommends that the slopework on the east side of the driveway be minimized and that the guardrail be shortened if possible.

## **PUBLIC OUTREACH**

DPWT held one public meeting for this project on January 15, 2002 that 20 residents attended. They plan to hold a second public meeting this summer.

## **SUMMARY**

Staff believes that DPWT staff has done an excellent job in designing a sidewalk in an area with extremely difficult topography and very tight space constraints. We recommend that the Board approve the project with the proposed comments.

LC:gw  
Attachments

mno to MCPB re Dale Drive Sidewalk 05810-DPWT-1



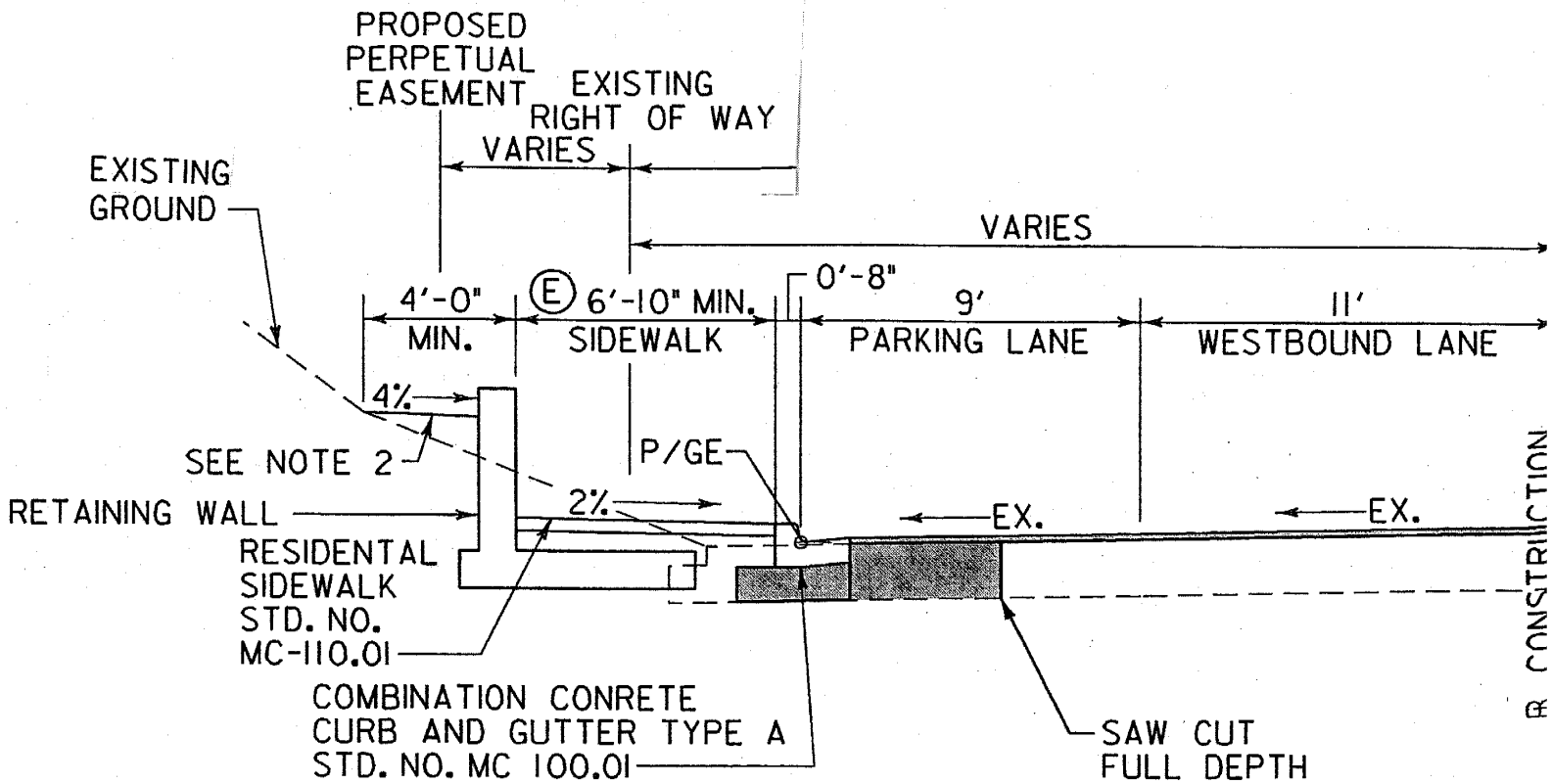
MONTGOMERY COUNTY

PROJECT LENGTH = 0.36 MILES

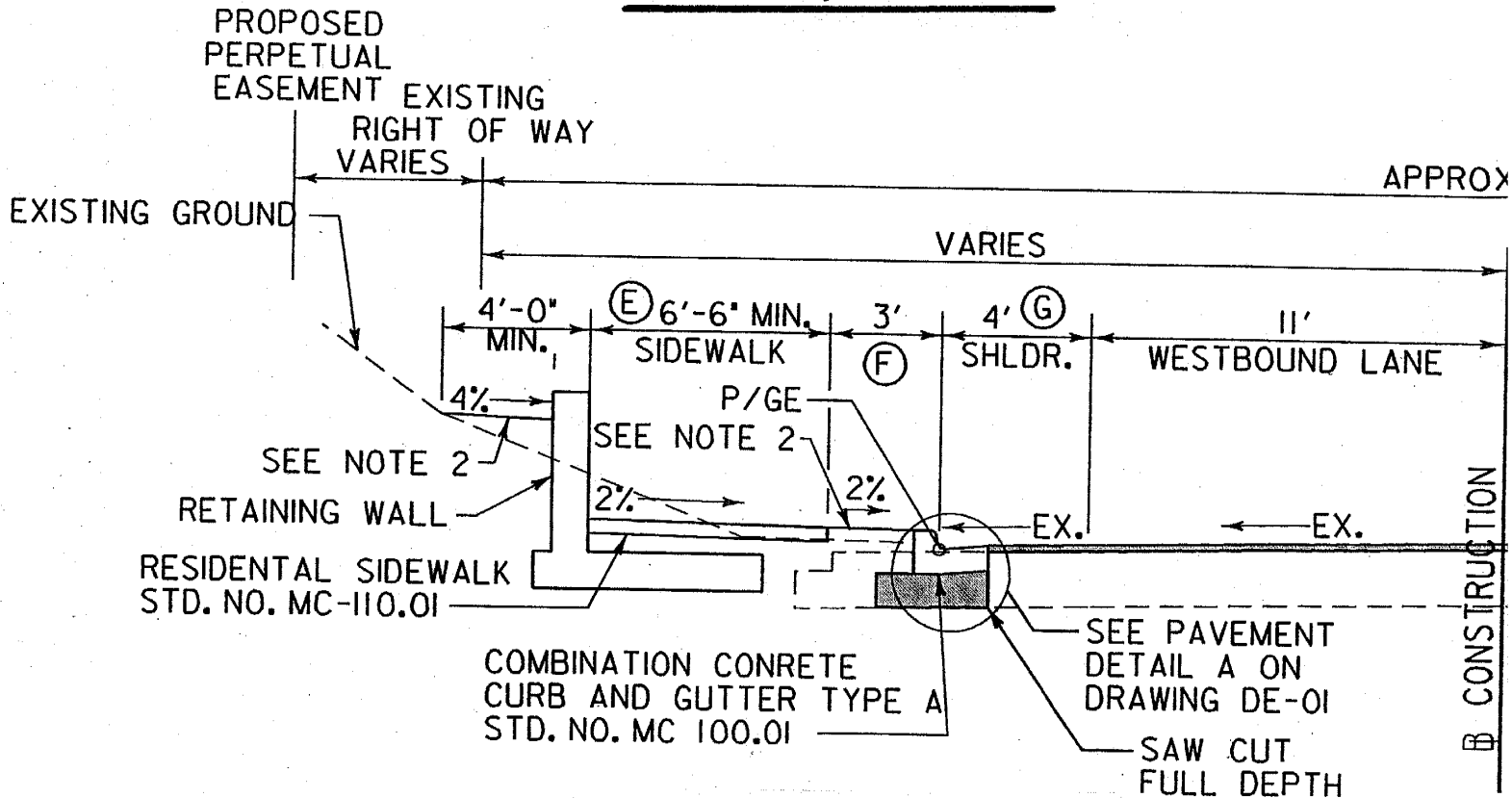
VICINITY MAP

SCALE : NONE

Attachment 1



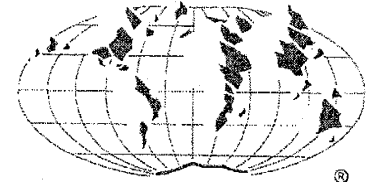
Typical Section with Sidewalk Adjacent to Curb



Typical Section with Landscape Panel

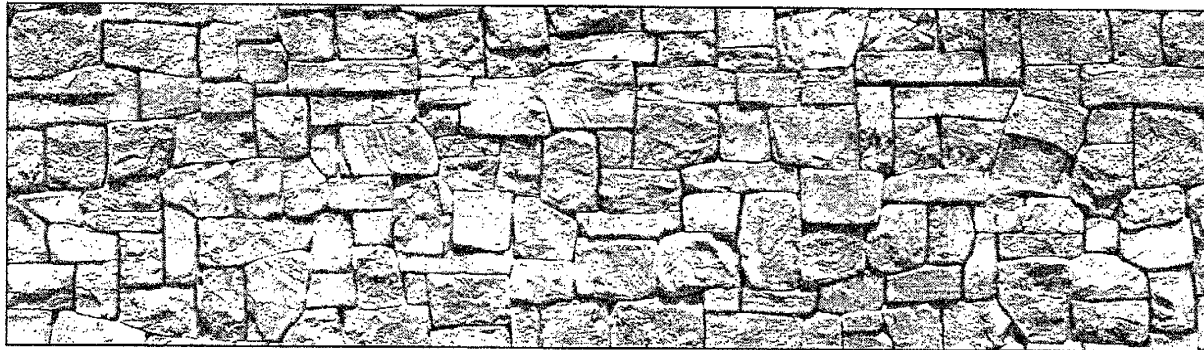
# FORM LINER

CUSTOM ROCK



INTERNATIONAL

Hi-Lite™ · Multi-Lite™ · Cut-Lite™



(Patterns not to scale.)

## Pattern #1206: Royalite Stone

Available in three grades	Average number of uses *	Maximum Relief	Average Relief	Liner Thickness	Stone Size
Hi-Lite™	20-40*				
Multi-Lite™	8-15*	1 3/4"	1"	4"	3" to 16"
Cut-Lite™	1-4*				

### Form Liner Description:

- Cost effective
- High relief
- Easy to attach
- Works with all forming systems
- Cuts like wood
- Lightweight liners
- Patterns and textures that replicate natural stone
- Highly durable urethane liner with plywood backer
- Custom patterns available upon request
- Please call for more information

### Custom Rock International

1156 Homer Street  
Saint Paul, Minnesota 55116

800-637-2447  
651-699-1345  
fax 651-699-1830

[www.custom-rock.com/ws](http://www.custom-rock.com/ws)

### Mid-Atlantic Distributor:

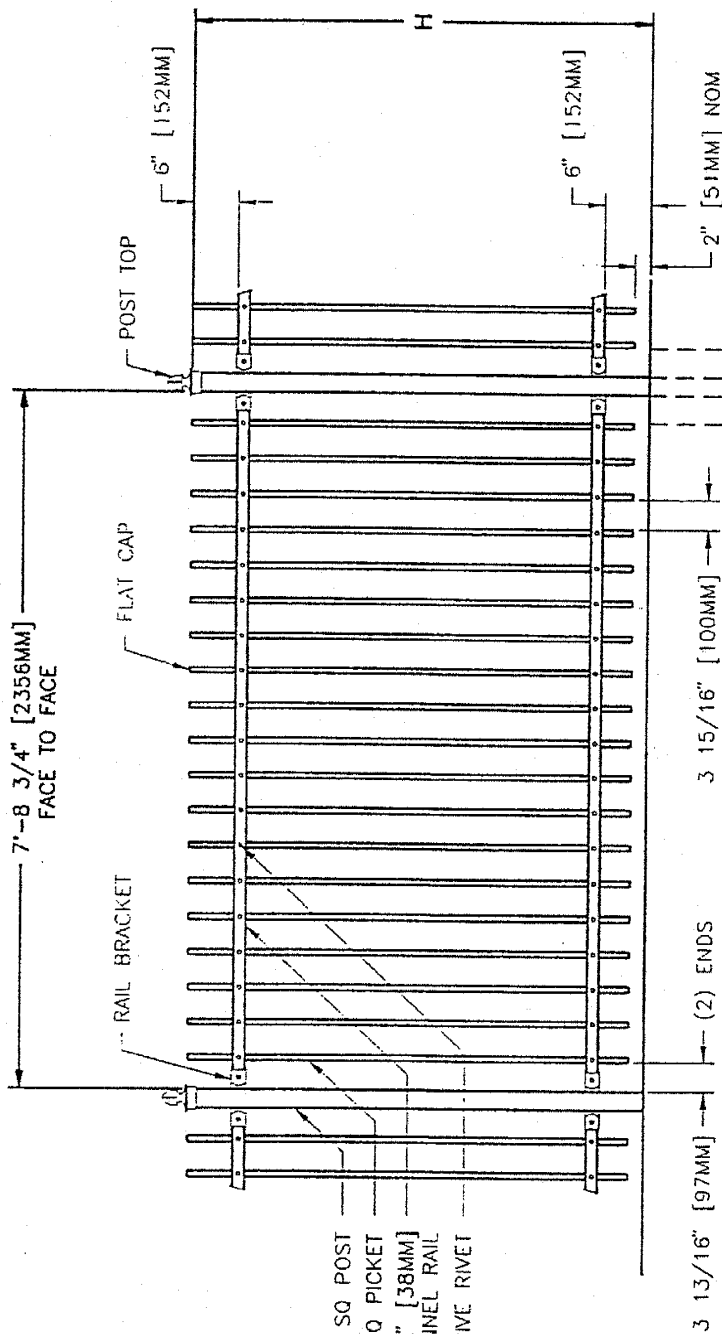


11460 Cronridge Drive Suite 132  
Owings Mills, MD 21117  
410 356-9677 Phone  
410 356-2198 Fax  
[www.huntvalleycontractors.com](http://www.huntvalleycontractors.com)

\*Note: Average number of uses varies by use, handling, and project - call for information

© Custom Rock International 2000  
Use of Custom Rock™ Form Liner Systems are protected by one or more of the following United States Patents: U.S. Patent No. 5,255,134; U.S. Patent No. 815,386,963; U.S. Patent No. 815,232,646 and U.S. Patent No. 5,536,557. Additional patents pending.

WS-131-0201



- SO POST
- 3/4" [19MM] SO PICKET
- 1 3/8" [35MM] X 1 1/2" [38MM] U-CHANNEL RAIL
- INDUSTRIAL DRIVE RIVET

POST TOP OPTIONS	
STANDARD	
BALL	
5T	

FENCE SECTION ELEVATION  
SEE DWG 6-1800 FOR 1" PICKETS

- NOTES:
1. METRIC DIMENSIONS ARE NOMINAL EQUIVALENTS TO U.S. DIMENSIONS.
  2. SPECIFICATIONS SHOWN CAN BE CHANGED BY THE MANUFACTURER ONLY.
  3. FOOTING WIDTH TO BE (4)X POST WIDTH.

NOM HEIGHT (H)
3'-0" [914MM]
3'-6" [1067MM]
4'-0" [1219MM]
5'-0" [1524MM]
6'-0" [1829MM]
7'-0" [2134MM]
8'-0" [2438MM]



MONUMENTAL  
IRON WORKS

ESTATE FENCE - STYLE K

NOM 8' SECTION LENGTH - 3/4" PICKETS

DWG:	6-1700
BY:	JRR
DATE:	04-28-95
REV:	A
REV DATE:	04-28-95
LAYER:	1
SCALE:	1/2" = 1'-0"





DAVID B. LEE  
ACCT 01049934  
PART OF BLOCK L LOT  
239 DALE DRIVE  
LIBER 19700 FOLIO 7

DAVID B. LEE  
ACCT 01049923  
BLOCK H LOT 7  
239 DALE DRIVE  
LIBER 19700  
FOLIO 742

GUERINO J.  
CALEMINE III  
& DARIA V.  
ZAKHAROVA  
ACCT 01055228  
BLOCK H LOT 6  
241 DALE DRIVE  
LIBER 28823  
FOLIO 409

CHRISTOPHER M. GORDON ETUX  
ACCT 01053058  
BLOCK H LOT 5  
245 DALE DRIVE  
LIBER 11379 FOLIO 791

JOHN M. WEIDI  
ACCT 0105  
PART OF BLOCK  
237 DALE I  
LIBER 1477 I

F 1308000  
N 484400

POT STA. 100+00.00  
P.C. STA. 100+25.75  
MANSFIELD ROAD

N RATHBONE  
IE M VANBUREN  
01052203  
ALE DRIVE  
95 FOLIO 208

SIDEWALK

PROPOSED RETAINING WALL I

RELOCATE STAIRWAY

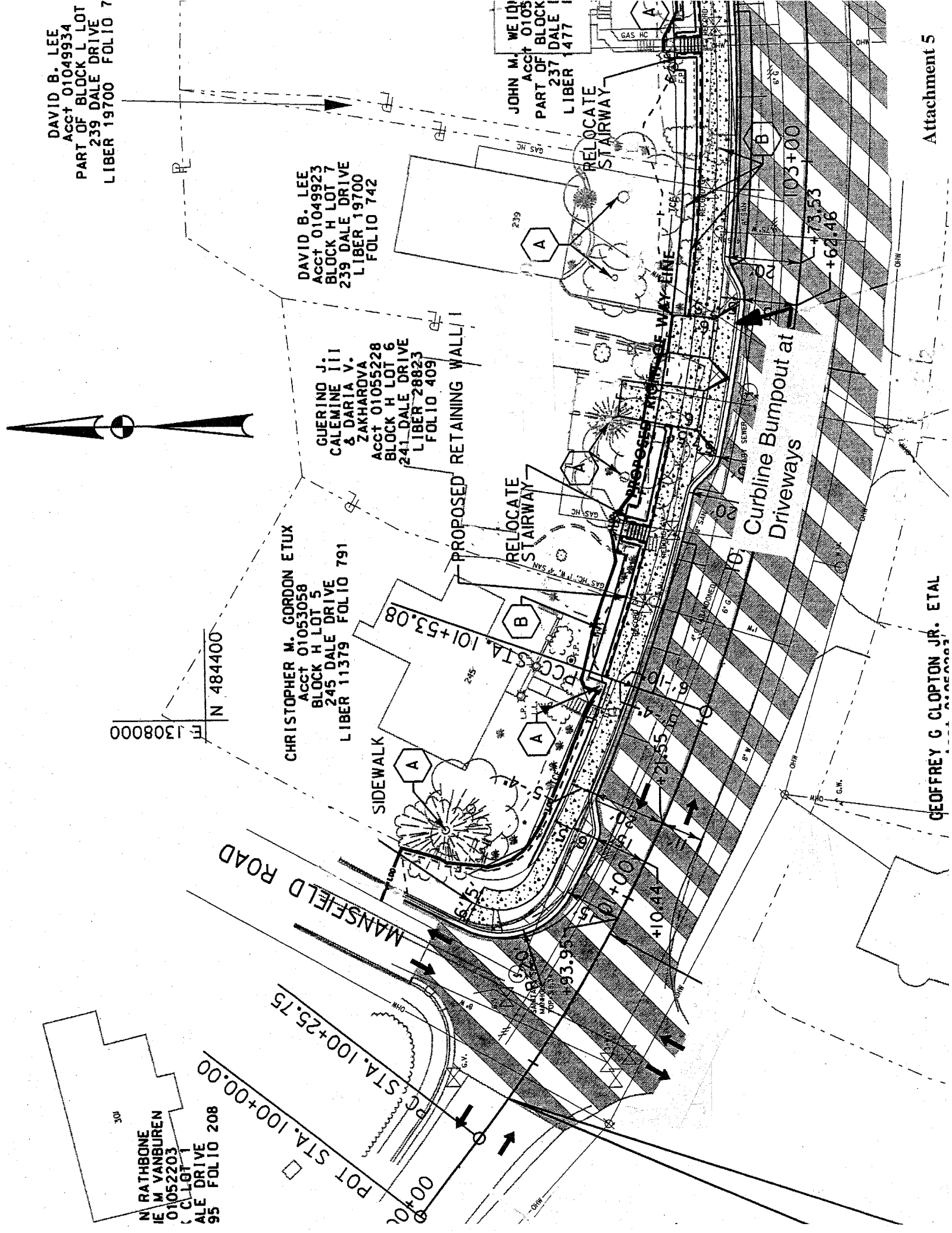
RELOCATE STAIRWAY

PROPOSED RIGID SE-WAY LINE

Curbline Bumpout at Driveways

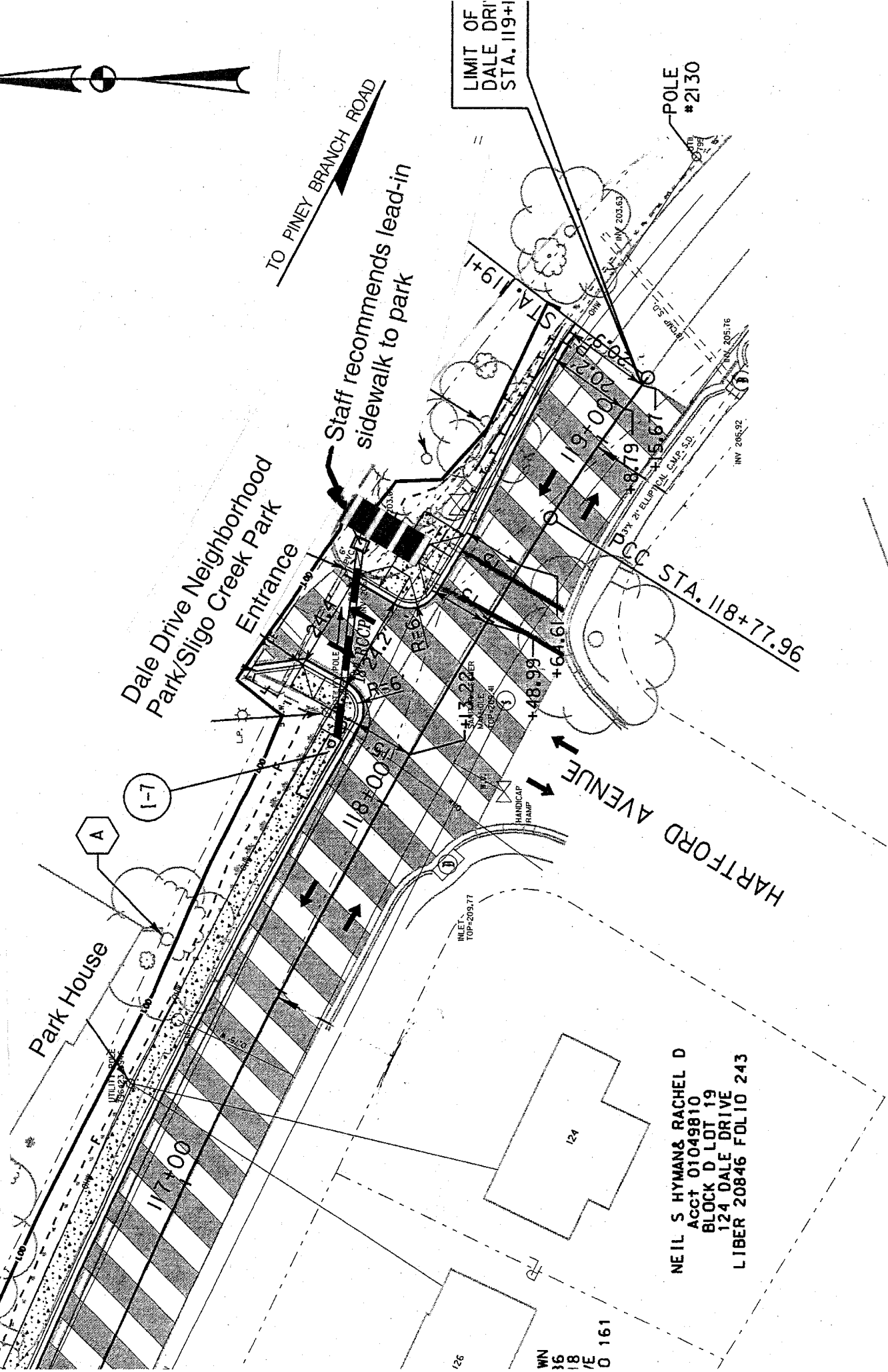
GEOFFREY G CLOPTON JR. ETAL

Attachment 5





Provide a handrail at the top of slope between the proposed sidewalk and the culvert.



MICHAEL B KRAFT & EER  
 ACC# 00966330  
 LOT 1  
 120 DALE DRIVE

Attachment 6

NEIL S HYMAN & RACHEL D  
 ACC# 01049810  
 BLOCK D LOT 19  
 124 DALE DRIVE  
 LIBER 20846 FOLIO 243