

January 13, 2005

**MEMORANDUM**

TO: Marybeth O'Quinn, Planner Coordinator  
Catherine Conlon, Acting Supervisor  
Development Review Division

VIA: Shahriar Etemadi, Supervisor  
Transportation Planning

FROM: Maureen Decker, Planner-Coordinator  
Transportation Planning

SUBJECT: Baum Property  
48 New Townhouses  
Preliminary Plan # 1-04098  
Site Plan # 8-05012  
Damascus Policy Area

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This memorandum is Transportation Planning staff's Adequate Public Facilities review of the subject application for a development consisting of 48 townhouses. The Preliminary Plan and Site Plan applications were determined complete on June 11, 2004, and October 5, 2004, respectively.

**RECOMENDATION**

To support the approval of the preliminary and site plans, Transportation planning staff recommends the following conditions as part of the requirements of Local Area Transportation Review and Policy Area Review:

- 1) The applicant shall construct an eight-foot, shared use asphalt path, along the north side of Valley Park Drive, from the southern property line to Ridge Road (MD 27), as part of an agreement with Montgomery County Department of Public Works and Transportation to construct the eight-foot bike path through the limits of the Baum Property frontage as part of C.I.P. # 509944.

- 2) The applicant shall dedicate all road rights-of-way and construct all roads shown on the approved site plan to the full width mandated by the Damascus Master Plan and to the design standards imposed by all applicable road codes. Only those roads (or portions thereof) expressly designated on the site plan, "To Be Constructed By Montgomery County C.I.P. Project No. 509944" are excluded from this condition.

### **Local Area Transportation Review**

The applicant has submitted a traffic statement and staff concurs that the proposed development will generate 24 trips in the morning and 42 trips in the afternoon weekday peak hour. Since the preliminary plan was submitted before July 1, 2004, the old rule for APF test is applied and therefore, projected peak hour trips being fewer than fifty, a Local Area Transportation Review is not required.

### **Site Access, Circulation and Pedestrian Facilities**

The property fronts Valley Park Drive, and is accessible from Street "A", a private street, 100 feet west of Valley Park Drive off of Coltrane Drive. The applicant's plan provides 66 garage spaces, and 35 perpendicular parking spaces, for a total of 101 parking spaces. The development requires 96 parking spaces. Sidewalks are provided along both sides of the private street. They will ultimately connect to sidewalks on Coltrane Drive and to the eight-foot shared asphalt pedestrian path along the west side of Valley Park Drive. Montgomery County Ride On provides one weekday, peak hour bus route along Ridge and Woodfield Roads.

### **Road Classifications and Bikeways**

Valley Park Drive is classified as an arterial (A-25) roadway that connects Ridge Road (MD 27) to Woodfield Road (MD 124). A three-thousand-foot length of Valley Park Drive, through and beyond the limits of the applicant's property frontage is currently part of Montgomery County Capital Improvements Project (CIP) #509944 for the construction of a modified closed arterial cross section. The project construction is scheduled to be awarded in June of 2005, and construction is anticipated to be complete in July of 2006. As part of an agreement with Montgomery County Department of Public Works and Transportation (MCDPWT), the applicant will build an eight-foot shared use asphalt bikeway/pathway between the southern property edge and Ridge Road (MD 27), and MCDPWT will build the bikeway/pedestrian path through the limits of the Baum Property. The finished bikeway along Valley Park Drive will connect Magruder Branch Trail to Ridge, and Woodfield Roads.

### **Annual Growth Policy Area Review**

The proposed site is located in the Damascus Policy Area, which had a remaining capacity of 833 jobs, and 308 houses, under the FY 2004 Annual Growth Policy, and as of June 30, 2004.

MD:gw

mno to O'Quinn re Baum Prop 1-04098 8-05012.DOC



DEPARTMENT OF PUBLIC WORKS  
AND TRANSPORTATION

Douglas M. Duncan  
County Executive

Arthur Holmes, Jr.  
Director

January 5, 2005

Ms. Cathy Conlon  
M-NCPPC  
Development Review  
8787 Georgia Avenue  
Silver Spring, Maryland 20910

Dear Ms. Conlon,

Montgomery County Department of Public Works and Transportation will build an 8 foot shared asphalt bikeway/pedestrian path through the limits of the Baum Property frontage as part of CIP #509944.

Sincerely,

Edgar A. Gonzalez  
Deputy Director for Transportation Policy

cc: Karen Carpenter—APEX Engineering  
Shahriar Etemad—M-NCPPC Transportation Planning  
Michael Ma—M-NCPPC Development Review  
Tom Marshall—Elm Street Development  
Mary Beth O'Quin—M-NCPPC Development Review  
Jeff Riese—MCDPW&T




Office of the Director



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

Department of Park & Planning, Montgomery County, Maryland  
8787 Georgia Avenue, Silver Spring, Maryland 20910

**MEMORANDUM**

TO: Mary Beth O'Quinn, Development Review 

FROM: Mark Pfefferle, Environmental Planning Division

DATE: January 13, 2005

SUBJECT: Site Plan 8-05012  
Preliminary Plan 1-04098  
Baum Property

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The Environmental Planning staff has reviewed the preliminary and site plans referenced above and recommends approval of the plans with the following condition:

1. Compliance with the conditions of the approval of the final forest conservation plan.

**Background**

The subject property is located outside of Damascus near the intersection of Valley Park Drive and Ridge Road. The property is located between the Magruder Park and Damascus Manor subdivision and will be accessed by Coltrane Drive and Valley Park Drive. The subject property has a gross tract area of 6.32 acres. This includes 4.63 acres of forest. The remainder of the property is mowed lawn. There are no streams or wetlands on the property, 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 0.14-acres in size. The site is located in Great Seneca watershed, which is classified as Use I-P stream.

**Forest Conservation**

The property contains 4.63 acres of forest. Approximately 2.2-acres of the site and forest is included in a County CIP project for the construction of Park Valley Road. The forest removal associated with the construction of this road is incorporated into the forest conservation plan already approved by the Planning Board for the road project. After deducting the forest included in the forest conservation plan for Park Valley Road 2.24 acres of forest remains on the subject property. The applicant is proposing to remove all 2.24 acres of forest and therefore has a planting requirement of 1.98 acres. The applicant is proposing to meet the planting requirements through a combination of onsite landscape credit and offsite planting.



## DEPARTMENT OF PERMITTING SERVICES

Douglas M. Duncan  
County Executive

September 29, 2004

Robert C. Hubbard  
Director

Ms. Karen Carpenter  
Apex Engineering  
15850 Crabbs Branch Way, Suite 200  
Rockville, MD 20855

Re: Stormwater Management **CONCEPT** Request  
for Baum Property  
Preliminary Plan #: 1-04098  
SM File #: 212671  
Tract Size/Zone: 6.3acres/RT-8  
Total Concept Area: 6.3acres  
Watershed: Great Seneca Creek

Dear Ms. Carpenter:

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 a concrete vault. Water quality control will be provided via a StormFilter. The recharge requirement is waived because of site constraints.

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.

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 not 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 Blair Lough at 240-777-6335.

Sincerely,



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

RRB:dm bli

cc: R. Weaver  
S. Federline  
SM File # 212671

QN - on; Acres: 6.3  
QL - on; Acres: 6.3  
Recharge is not provided

11/01/04

**TO: Richard Weaver, Subdivision Review, Development Review Division  
Cathy Conlon, Subdivision Supervisor, Development Review Division  
Michael Ma, Site Plan Supervisor, Development Review Division**

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

**RE: Park and Natural Resources Issues involved in plan 1-04098, Baum  
Property**

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**1-04098  
Baum Property**

- Dedication to M-NCPPC of the portions of the subject property that are located south of Valley Park Drive to be added to parkland know as Magruder Branch Stream Valley Park. Dedicated parkland to be transferred to M-NCPPC at time of record plat and adequately staked and identified.
- Applicant to provide adequate access from the community to adjacent parkland.



September 2, 2004

**MEMORANDUM**

**TO:** Montgomery County Planning Board

**VIA:** Jeffrey Zyontz, Chief *JZ*  
County-wide Planning Division  
Judy Daniel, AICP: 301-495-4559 *JD*  
Community-Based Planning

**FROM:** Michael Zamore: 301-495-2106 and *MZ*  
Larry Cole: 301-495-4528, for the Park and Planning Department *LC*

**PROJECT:** Valley Park Drive  
CIP No. 509944

**REVIEW TYPE:** Forest Conservation Plan and  
Mandatory Referral No. 04810-DPW&T-1

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

**APPLYING FOR:** Plan Approval

**COMMUNITY-BASED PLANNING TEAM AREA:** Rural

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**RECOMMENDATIONS:**

**Forest Conservation Plan**

Staff recommends that the Board approve the Forest Conservation Plan of the proposed project (see Attachment 1: Location Map), with the following conditions:



1. Compliance with conditions of the approval of the Forest Conservation Plan prior to Montgomery County Department of Public Schools release of the sediment and erosion control permit.
2. Show root-pruning lines for impacted specimen/significant trees, and at forest edges along the limits of disturbance.

### **Mandatory Referral**

Staff recommends that the Board approve the Mandatory Referral of the proposed project, with the following comments:

1. Offset the proposed sidewalks from the curb or increase the width of the sidewalks adjacent to the curb by at least two feet.
2. Consider widening the proposed sidewalk on one side of Valley Park Drive to eight to ten feet to provide better accommodation for off-road bicyclists, including those wishing to access the Magruder Branch Trail.
3. Staff recommends that the disturbed area at the bottom of the wall be replanted with trees.
4. Provide ten-foot-wide handicap ramps for the trail on each side of Valley Park Drive and in the refuge island at the trail crossing.
5. Provide additional pavement for the trail on the north side of Valley Park Drive to allow more maneuvering room to compensate for the sharper angle at which the trail will meet the road, and provide a removable bollard to prevent vehicular access to the trail.

**PREVIOUS BOARD ACTION:** The design of this project was reviewed by the Planning Board on December 12, 1998. Department of Public Works and Transportation's (DPWT) responses to the Board's comments at that time are shown as Attachment 2.

### **PROJECT DESCRIPTION**

The project consists of the construction of 1,100 feet of Valley Park Drive from its current terminus west of the western leg of Shell Drake Circle to a point approximately 800 feet west of Woodfield Road (MD 124) (see Attachment 3). The portion of the roadway between the terminus of this project and Ridge Road is being built by a private developer. Approximately 450 feet of roadway between the project start and the midpoint of the existing Valley Park Drive between the two legs of Shell Drake Circle would also be reconstructed as part of this project.

The roadway would be constructed as reduced-width, closed-section arterial road – 26-foot pavement width curb-to-curb, curb and gutter, and a five-foot sidewalk on the north side of the roadway with an eight-foot landscape panel (see Attachment 4).

An additional 1,400 feet of sidewalk with curb and gutter would be constructed along both sides of the existing segment of Valley Park Drive east of the present terminus. The sidewalks would be constructed immediately adjacent to the curb.

A connection from Coltrane Drive to the proposed section of Valley Park Drive would be provided to serve the Damascus Manor neighborhood (see Attachment 5). Once that connection is made, the existing connection of Running Valley Lane to Ridge Road (MD 27) would be removed. That portion of Running Valley Lane is located on private property by means of an easement which terminates when Valley Park Drive is constructed and the alternate connection is made.

## STAFF ANALYSIS

Valley Park Drive would provide a much-needed and long-planned through-traffic connection between Ridge Road (MD 27) and Woodfield Road (MD 124) and would provide an alternative to the more congested roads in the Damascus business district for residents of the adjacent neighborhoods. The project would also provide alternate means of access for emergency equipment to the existing homes in the area as well as those now being constructed by a private developer.

### Roadway Typical Section

#### New Roadway

The typical section chosen for this roadway is non-standard. Arterial roadways are typically built with a 24-foot roadway with open shoulders or a 50-foot roadway with curb and gutter. The section chosen for Valley Park Drive more closely resembles a reduced-width primary road standard – 24-foot of pavement width plus curb and gutter, for a total pavement width of 26 feet. In the new segment of roadway, a five-foot sidewalk with an eight-foot landscape panel with street trees would be provided.

#### Existing Roadway

An additional 1,400 feet of sidewalk with curb and gutter would be constructed along both sides of the existing segment of Valley Park Drive east of the present terminus to the western intersection of Shell Drake Circle. The proposed sidewalks would be constructed on both sides of the road adjacent to the curb, with street trees behind the sidewalks. While this design has been chosen to reduce slope impacts, the design does not conform to American Association of State Highway and Transportation Officials recommendations, which call for sidewalks adjacent to curbs to be two feet wider than elsewhere.

The additional two feet would provide a safety zone for pedestrians to be farther away from traffic and out of the range of overhanging mirrors. Particular attention should be paid to this issue on this project since the proposed roadway width is much less than usual, bringing vehicles and sidewalk users much closer together. Two additional feet would also provide room for traffic signs so that the sidewalk is not obstructed. ***Staff recommends that where sidewalks are adjacent to the curb their width be increased by two feet.*** A greater increase should also be considered to provide better accommodation of off-road bicyclists. This topic is discussed in greater detail below in the Current Master Plan Work section.

## **Slope Impacts**

The project would be constructed on the slopes of the Upper Magruder Branch Stream Valley and passes through Upper Magruder Branch Park. The reduced-width typical section noted above would greatly reduce impacts on the long, steep slopes encountered on the project site. Since the roadway would in effect be constructed on a shelf cut into the hillside, any widening of the shelf would involve greater cuts and fills. The road as designed has been well located to minimize impacts to the largest trees on the site and in Upper Magruder Branch Park. Any widening of the sidewalks, as recommended by staff, would require greater slope impacts in some areas.

No new stream crossing is proposed as part of this project. The narrow roadway section avoids requiring additional fill adjacent to the stream.

The proposed curb would prevent drivers from accidentally traversing adjacent slopes, although areas with the steepest slopes would be provided with a guardrail also. The closed-section roadway would also reduce the likelihood of erosion since runoff would be piped from the roadway, rather than run in ditches along the top of the slope.

## **Magruder Branch Trail**

Magruder Branch Trail crosses the existing segment of Valley Park Drive just east of Shelldrake Circle. The trail crosses the road on a skew at a non-intersection location. This is not a desirable situation but is not known to have been a problem since Valley Park Drive ends here and the road is now for local access only. Most users of the road know where the crossing is and that they should be cautious.

Since Valley Park Drive would become a through-road by construction of this project, the crossing is proposed to be improved by constructing a trail refuge on Valley Park Drive (see Attachment 6). Safety would also be enhanced by drivers being forced to slow down as they make the slight deviation around the refuge island.

Staff believes that the proposed trail crossing is a good design, but that a couple of changes are needed. The handicap ramps on the southern leg of the trail, and in the refuge island need to be increased in width from five feet to ten feet so that trail use is not constricted at the crossing. Also, additional pavement is needed for the trail on the north side of Valley Park Drive to allow more maneuvering room to compensate for the sharper angle at which the trail will meet the road, and a removable bollard is needed to prevent vehicular access to the trail, as is called for on the other side of the road.

## Current Master Plan Work

The Countywide Park Trail Plan is anticipated to be amended to reflect a new concept for east-west connectivity between park trails and will recommend the following:

- Identify the importance of a sidewalk or bike path along Valley Park Drive to access this trail connection and, including special treatment for the Ridge Road crossing to ensure safety for those using the connection.

The proposed sidewalks along Valley Park Drive would meet this Trail Plan recommendation. However, the Staff Draft of the Damascus Master Plan will more specifically recommend that a bike path be provided along Valley Park Drive. The design of this project, which has been on hold for a number of years, would not conform to the latest recommendations.

Staff believes that the inclusion of a bike path along Valley Park Drive at this late stage of the project might require some substantial redesign because of the steep slopes involved and delay the project's schedule. However, *widening the proposed five-foot sidewalk to an eight- to ten-foot bike path should be considered as part of this project*, especially since the steep slopes would make the possibility of a follow-up project to widen the sidewalks later very unlikely.

Whether or not the sidewalk is widened to bikeway width, *staff believes that the proposed sidewalks' use as a connection to the park trails increases the need to provide a greater separation between sidewalk users and vehicular traffic.*

## Proposed Retaining Wall

A 450-foot long retaining wall is proposed approximately thirty feet off the pavement edge of Valley Park Drive, beginning 100 feet east of Coltrane Drive and extending westward. Catalog cuts for the type of wall to be used have been provided and staff finds them acceptable.

The plans reflect a maximum wall height of approximately twenty feet. Safety fencing atop the wall would be provided to prevent accidental falls. The vertical face of the wall would not be visible from the roadway but would face toward the park. The Board recommended in its last review of this project that screening of this wall be provided for the view from the park. DPWT responded that a strip of forest would need to be cut down to provide this screening but staff disagrees. *Staff recommends that the disturbed area at the bottom of the wall be replanted with trees.*

## **Connection to Ridge Road (MD 27)**

A connection from Coltrane Drive to the proposed section of Valley Park Drive would be provided to serve the Damascus Manor neighborhood. Once that connection is made, the existing connection of Running Valley Lane to Ridge Road (MD 27) would be removed. That portion of Running Valley Drive is located on private property very close to an existing lane by means of an easement. This easement will terminate when Valley Park Drive is constructed and the alternate connection is made.

## **Intersection at Ridge Road**

At the time of the last review, residents expressed some concern about the proximity of two intersections along Ridge Road - Valley Park Drive and Oak Drive - which are approximately 500 feet apart. Oak Drive is the access road to John T. Baker Middle School. Ridge Road is classified as an arterial road for which the recommended minimum intersection spacing is 600 feet by DPWT standards or 750 feet by State Highway Administration's standards. While the spacing is less than standard, the Oak Drive intersection already exists and the adjacent area has been developed.

In the work on the Damascus Master Plan update however, staff will recommend that the northern end of Oak Drive be realigned to tie intersect Ridge Road opposite the proposed Valley Park Drive. Oak Drive, which was not classified as a Master Plan road in the 1993 Damascus Master Plan, is recommended to be a Primary Residential roadway in the update. The Damascus Master Plan update is not yet an approved and adopted document and there is no schedule for this realignment, but staff believes that this is the ultimate solution to this problem. In the meantime, once the subject road is opened, DPWT will examine the warrants for a traffic signal at the Ridge Road/Valley Park Drive intersection.

## **Forest Conservation Law Compliance**

The project is subject to the Forest Conservation Act and a 1:1 replacement ratio for forest removal. As per the Forest Conservation Act, the project has an approved Natural Resource Inventory/Forest Stand Delineation, and a Forest Conservation Plan (FCP).

The FCP shows a total of 2.13 acres of forest, all of which the applicant proposes to remove. This removal includes two significant trees (one 29-inch and one 26-inch Tulip-poplar). Their removal is unavoidable as they are near the actual road alignment and within the road right-of-way. This removal includes four specimen trees. Their removal is unavoidable as they are either on the actual road alignment or within the road right-of-way. The total planting requirement is 2.13 acres of forest. The applicant has proposed a combination of landscaping and street trees (0.43 acres), onsite reforestation (0.71 acres), and off-site planting in an existing approved reforestation bank (0.99 acres). The amount of forest to be planted meets the 1:1 replacement ratio required. Therefore, the FCP submitted for this project meets the requirements for Section 22A-12(f) of the Montgomery County code.

## **Water Quality**

The project site is located within the Magruder Branch of the Upper Great Seneca Creek Watershed. Magruder Branch is a large tributary that begins in South Damascus. The *Countywide Stream Protection Strategy* (CSPS, 1998) lists stream conditions as 'fair' and habitat conditions as 'good'.

Despite this listing, Magruder Branch has been impacted from higher density land uses in older development in and around Damascus. Streams show varying degrees of degradation, and sediment deposition is already obvious. CSPS has categorized Magruder Branch subwatershed as a Watershed Restoration Area. The recommended management approach for such areas encourages projects to utilize all available opportunities to retrofit controls in older developments and high-density areas. For example, the subwatershed contains a system of vernal pools that supports a diverse amphibian community, built as mitigation for an adjoining hiker-biker trail system.

The project proposes no new stream crossing and the proposed stormwater management work meets the CSPS watershed management requirement. The Damascus Wastewater Treatment Plant (WWTP) is located in the Magruder Branch subwatershed.

## **Stormwater Management**

Many of the newer communities within the subwatershed contain stormwater controls, and large tracts of forested parkland protect much of the stream valley. The new roadway will increase impervious surface area by 1 to 2 acres. The proposed roadway improvements will drain mainly to an existing stormwater pond on adjoining private property and all roadway runoff will be channeled away from Magruder Branch Stream Valley Park.

Computations indicate that the pond will adequately provide quality and quantity management for the proposed roadway improvements. Silt fences alone will not be allowed as perimeter control. Site grading will be limited as much as possible and immediate stabilization will be emphasized for such grading.

## **BACKGROUND**

### **Private Development**

This project has been delayed for several years because of a stall in the construction of a previously proposed Housing Opportunities Commission development at the Ridge Road end of the project, a development that was approved in 1992. This residential project is instead being built by a private developer who is constructing the segment of Valley Park Drive between DPWT's western project limit and Ridge Road.

The Baum property, another proposed development, is within the limits of the DPWT project and Preliminary Plan 1-04098 is currently under review by staff. The right-of-way necessary to construct Valley Park Drive would be dedicated.

## **Master Plan**

The construction of Valley Park Drive as an arterial road between Ridge Road (MD 27) and Woodfield Road (MD 124) is called for in the Damascus Master Plan, Approved and Adopted in June 1982. Valley Park Drive was initially intended to be a primary road, but was upgraded to an arterial in order to avoid an additional crossing of Upper Magruder Branch by a more southerly road, as recommended in the 1966 Damascus Master Plan.

The Master Plan calls for several rungs of the ladder to provide connections between Ridge Road (MD 27) and Woodfield Road (MD 124). Bethesda Church Road between these two roads was completed as an arterial road by DPWT a few years ago.

Sweepstakes Road is an existing primary road which was planned to be reconstructed to improve the vertical alignment of the roadway. During the County Council's discussions concerning the CIP in 1998, the Sweepstakes Road project was dropped for two reasons. First, improving the road might have increased the possibility that traffic-calming measures would later be requested by residents because of the higher design speed for this fairly straight connection between the two State roads. Second, since the Valley Park Drive project has a higher classification as an arterial, the Council gave it a higher priority to be constructed first. Even though the improvements to Sweepstakes Road were dropped, traffic-calming measurements were subsequently requested by the public and installed by DPWT.

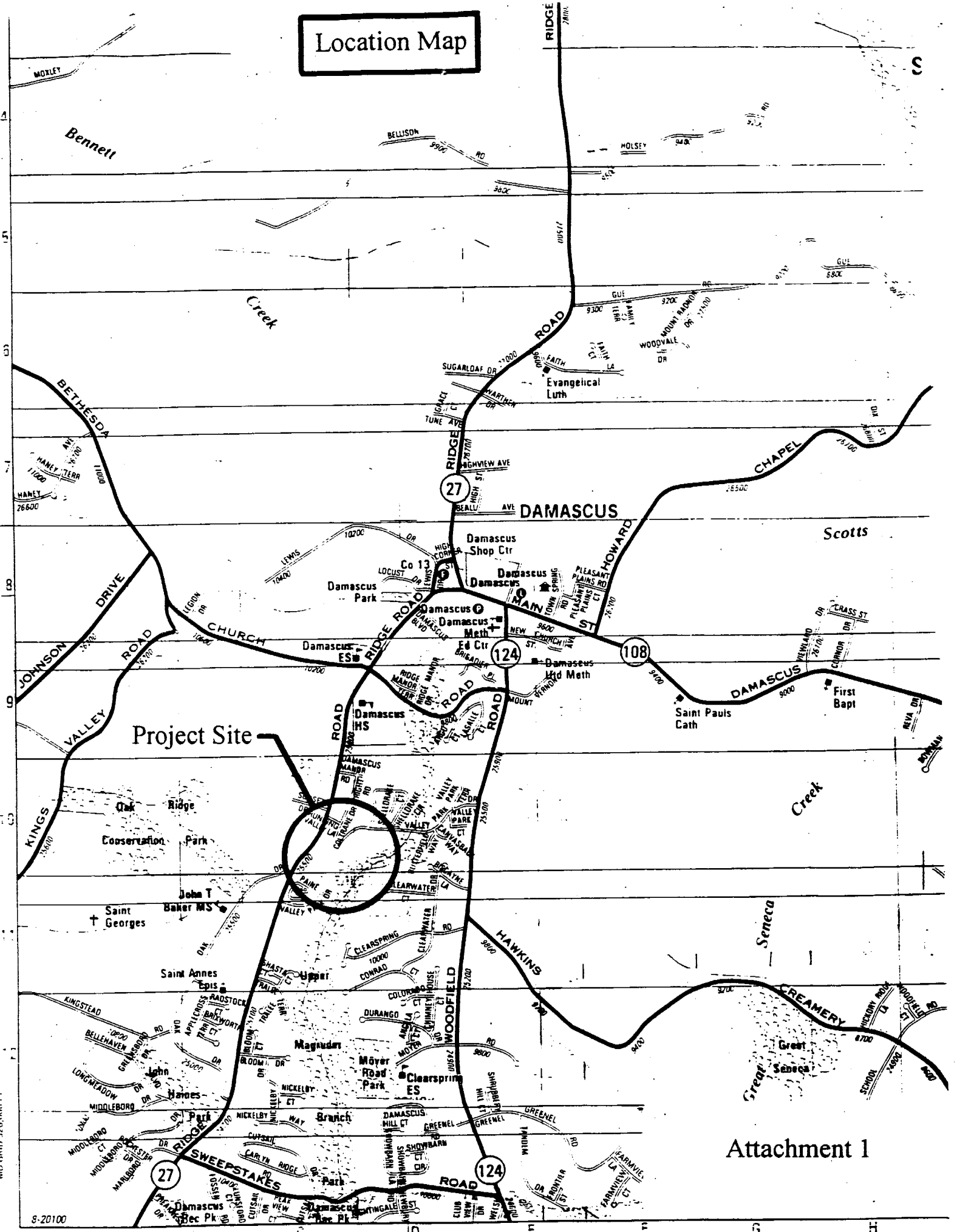
## **Public Coordination**

A public meeting sponsored by DPWT to discuss this project was held on April 21, 1998, at Damascus High School. In addition to the Ridge Road intersection, residents also expressed some concern about the road being opened to through-traffic rather than local access only which is the present condition. Their concern was with the volume of traffic, which is anticipated to increase with the opening of this arterial road, and with the operating speed. Staff believes that operating speeds will not be great on this road as both the design speed (35 mph) and posted speed (30 mph) are lower than standard. The narrower than standard pavement width may also help to keep operating speeds low.

LC:gw  
Attachments

mno to MCPB re MR Valley Park Drive

# Location Map



Project Site

Attachment 1





DEPARTMENT OF PUBLIC WORKS  
AND TRANSPORTATION

Douglas M. Duncan  
County Executive

Michael C. Hoyt  
Acting Director

August 4, 2004

RECEIVED  
1254  
AUG 09 2004

Mr. Derick Berlage, Chairman  
Montgomery County Planning Board  
Maryland National Capital Park and Planning Commission  
8787 George Avenue  
Silver Spring, MD 20910-3760

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

Subject: Valley Park Drive, CIP #509944  
Mandatory Referral

Mr. Berlage:

The Planning Board reviewed the referenced project on June 18, 1998. The following is in response to the comments provided to DPWT by the Board on June 23, 1998.

Comment 1: Move the Magruder Branch Trail crossing to the intersection of the eastern leg of Shelldrake Circle and widen the adjacent portion of sidewalk to eight feet. Provide advance warning signage along both the trail and Valley Park Drive and provide a marked crosswalk on the pavement.

Response: *Magruder Branch Trail crossing at Valley Park Drive has been moved to the eastern leg of Shelldrake Circle as requested. It has been realigned and a refuge island has been provided. This will provide a shorter and safer crossing distance for trail users. A typical five foot sidewalk will be maintained throughout the project. Typical signing for this project will be provided by the Division of Operations including advance warning for the trail.*

Comment 2: Align the sidewalk ramps at the western leg of Shelldrake Circle.

Response: *The sidewalk ramps at the western leg of Shelldrake Circle have been aligned.*

Comment 3: Provide details of the proposed retaining wall with subsequent plan submissions for review by our staff. The proposed wall should have an appropriate aesthetic treatment such as stone facing. Provide landscape screening of this wall for the view from the park and provide safety fencing atop the wall.

Response: *The proposed retaining wall will be located outside of park property, therefore, details have not been submitted for M-NCPPC review. However, we have attached drawings to this letter which should provide answers to questions of aesthetics. There are many examples of this type of wall around the county's roadways. The contractor may provide*



Division of Capital Development

101 Monroe Street, Ninth Floor • Rockville, Maryland 20850-2540 • 240/777-7220, FAX 240/777-7277.

Attachment 2

Derick Berlage  
August 4, 2004  
Page 2

an "equal" product. We will require a stone facing. In order to provide a row of trees for screening, a strip of the existing forest would need to be cut down. In the interest of forest conservation, the existing forest will be left to provide natural screening. A safety fence will be provided atop the wall.

Comment 4: Provide landscape plans with subsequent plan submissions for review by our staff. These plans should reflect proper grading and planting on park property in the area to be disturbed. A Park permit will be required for all disturbance on parkland.

Response: *Landscaping plans were first submitted to the M-NCPPC, Environmental Division along with the FCP on May 27, 2003. Subsequent submissions have been made incorporating comments. To date, the plans have not been approved. The total park area disturbed is less than 1100 square feet. Proper regrading and planting (grass seed) will be provided. The M-NCPPC Parks Unit has reviewed and approved the plans. FCP approval is required prior to permit.*

If you have any questions please do not hesitate to call our Project Manager, Mr. Jon Hutchings, at 240-777-7224.

Sincerely,

For B.J.



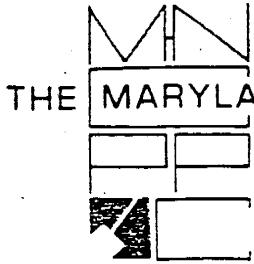
Bruce E. Johnston, P.E.  
Chief

cc: Jon Hutchings  
Tim Cupples  
Joel Magram  
Project file/Read file

Attachments: Plans (3 sets)  
Checklist  
Retaining wall details

BEJ:JH:ahe

Rob Elder



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

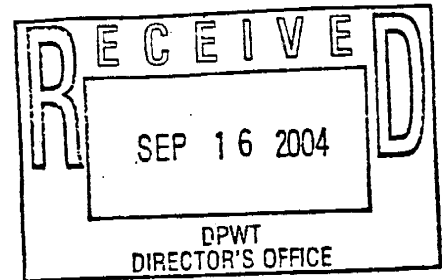
8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

(301) 495-4605

Montgomery County Planning Board  
Office of the Chairman

September 9, 2004

Mr. Michael C. Hoyt  
Deputy Director  
Department of Public Works and Transportation  
Executive Office Building, 10<sup>th</sup> Floor  
101 Monroe Street  
Rockville, MD 20850



RE: Valley Park Drive  
CIP No. 509944  
Forest Conservation Plan and  
Mandatory Referral No. 04810-DPW&T-1

Dear Mike Mr. Hoyt:

The Planning Board reviewed the Valley Park Drive project at our regularly scheduled meeting on September 9, 2004, and approved the Forest Conservation Plan with conditions, and approved the Mandatory Referral with comments. These conditions and comments are enumerated below.

**FOREST CONSERVATION PLAN CONDITIONS:**

1. Comply with the conditions of the approval of the Forest Conservation Plan prior to Montgomery County Department of Permitting Services release of the sediment and erosion control permit.
2. Show root-pruning lines for impacted specimen/significant trees, and at forest edges along the limits of disturbance.

**MANDATORY REFERRAL COMMENTS:**

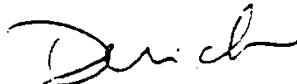
1. Offset the proposed sidewalks from the curb or increase the width of the sidewalks adjacent to the curb by at least two feet.
2. Consider widening the proposed sidewalk on one side of Valley Park Drive to eight to ten feet to provide better accommodation for off-road bicyclists, including those wishing to access the Magruder Branch Trail.

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3. Replant the disturbed area at the bottom of the wall with trees.
4. Provide ten-foot-wide handicap ramps for the trail on each side of Valley Park Drive and in the refuge island at the trail crossing.
5. Provide additional pavement for the trail on the north side of Valley Park Drive to allow more maneuvering room to compensate for the sharper angle at which the trail will meet the road, and provide a removable bollard to prevent vehicular access to the trail.

Thank you for your attention to this matter. If you have any questions or comments concerning our review, please call Larry Cole at 301-495-4528.

Sincerely,



Derick P. Berlage  
Chairman

DPB:LC:gw

cc: Judy Daniel  
Dilip Pandya  
Michael Zamore  
Jorge Valladares