



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB
Item #
5/3/07



MEMORANDUM

DATE: April 13, 2007

TO: Montgomery County Planning Board

VIA: Rose Krasnow, Chief *RK*
Catherine Conlon, Supervisor *CC*
Development Review Division

FROM: Erin Grayson (301-495-4598) *EG*
Development Review Division

REVIEW TYPE: Preliminary Plan Review

APPLYING FOR: Subdivision to create 42 lots for 6 one-family residential dwelling units and 36 townhouse units, including a minimum of 12.5% moderately priced dwelling units (MPDUs)

PROJECT NAME: Baldwin Landing (formerly Linden Grove)

CASE #: 120070290

REVIEW BASIS: Chapter 50, Montgomery County Subdivision Regulations

ZONE: R-90/TDR-13

LOCATION: Northeast Quadrant of intersection of Yellowstone Way and Chieftain Avenue

MASTER PLAN: Shady Grove

APPLICANT: Winchester Homes

ENGINEER: Gutschick, Little & Weber, P.A.

ATTORNEY: Holland & Knight LLP

FILING DATE: October 26, 2006

HEARING DATE: May 3, 2007

RECOMMENDATION: Approval subject to the following conditions:

- 1) Approval under this preliminary plan is limited to 42 lots for 6 one-family detached residential dwelling units and 36 townhouse units. 12.5% of the total number of dwelling units must be Moderately Priced Dwelling Units (MPDUs).
- 2) No clearing, grading, or recording of plats prior to approval of the certified site plan .
- 3) Final approval of the number and location of dwelling units, MPDUs, site circulation, parking, sidewalks, signs, sitting areas and tot lots will be determined at site plan.
- 4) Record plat must reflect serialization and liber/folio reference for all TDRs utilized by the development.
- 5) The applicant must comply with the conditions of approval for the preliminary forest conservation plan. The applicant must meet all conditions prior to the recording of plat(s) or MCDPS issuance of sediment and erosion control permit(s), as applicable.
- 6) The applicant must comply with the conditions of the MCDPS stormwater management approval dated January 30, 2007.
- 7) Record Plat shall reflect all areas under Homeowners Association control and specifically identify stormwater management parcels.
- 8) The applicant shall comply with conditions of MCDPWT letter dated December 15, 2006, unless otherwise amended.
- 9) The applicant must provide the following with the required site plan:
 - a. Determine and provide for a feasible and effective traffic calming measure at the intersection of Yellowstone Way and Chieftain Avenue. Coordinate with the Montgomery County Department of Public Works and Transportation (DPWT), which is now coordinating with the Old Derwood community, to consider alternative calming measures along the local residential streets.
 - b. Provide handicapped ramps at the corners of the intersections of Yellowstone Way/Private Road "A" and the two private alleys.
- 10) The applicant shall dedicate all road rights-of-way shown on the approved preliminary plan to the full width mandated by the Master Plan unless otherwise designated on the preliminary plan.
- 11) The applicant shall construct all road rights-of-way shown on the approved preliminary plan to the full width mandated by the Master Plan and to the design standards imposed by all applicable road codes. Only those roads (or portions thereof) expressly designated on the preliminary plan, "Private Road A, Private Road B, Private Alley" are excluded from this condition.
- 12) The record plat must reflect a public use and access easement over all private streets and adjacent parallel sidewalks.
- 13) The applicant must provide an ingress/egress easement for access to Derwood Methodist Church Cemetery.
- 14) The Adequate Public Facility (APF) review for the preliminary plan will remain valid for sixty-one (61) months from the date of mailing of the Planning Board opinion.
- 15) Other necessary easements must be shown on the record plat.

SITE DESCRIPTION

The Baldwin Landing site, pictured on the following page and in (Attachment A – Vicinity Map) is a 4.03-acre unrecorded parcel located at the intersection of Yellowstone Way and Chieftain Avenue. The subject property is within the Old Derwood community, a community addressed in the *2006 Shady Grove Sector Plan*. The site is zoned R-90/TDR-13. Surrounding zoning includes R-200 south of the site, I-1 and R-90 to the west, PD-2 to the north and R-200 and PD-2 east of the site. Derwood Bible Church, located at 16011 Chieftain Avenue, currently exists on the subject property. The site is located approximately ¼ mile from the Shady Grove Metro Station. The entire property is in the Upper Rock Creek watershed but outside the Rock Creek Special Protection Area. There are no forests, stream buffers, wetlands, steep slopes or highly erodible soils onsite.



PROJECT DESCRIPTION

The applicant proposes to develop the site using the optional method of development. As a result, the proposed plan includes 36 lots to accommodate 36 townhouses, 6 of which are MPDUs, and 6 lots for 6 one-family detached dwelling units. Access to dwelling units 1-26 is proposed from Private Road A extending from Yellowstone Way to Chieftain Avenue. Private Road B extends from Private Road A to serve lots 27-35 and two private alleys also extend from Private Road A to serve lots 1-26. A tot lot and sitting area are proposed at the intersection of Private Road A and Private Road B. Parcel A, located in the northwest corner of the property, is

a proposed HOA parcel to accommodate a stormwater management facility. An access easement is proposed from Private Road B to allow for maintenance of the facility.

The need for on-site stormwater management and a minimum of 50% green area limits development on the submitted preliminary plan to 42 dwelling units. The preliminary plan utilizes 22 Transferable Development Rights (TDRs). Proposed TDRs are less than the 2/3 required by the zoning ordinance and the applicant requests a waiver of the requirement. This request is discussed in greater detail later in this report.

Attachment B – (Proposed Plan)

Attachment C – (Applicant’s Justification for Waiver of TDR Requirement)

ANALYSIS AND FINDINGS

Master Plan Compliance

The Approved and Adopted 2006 *Shady Grove Sector Plan* includes specific recommendations for the site. The Plan recommends R-90/TDR-13 (one-family residential) zoning for the 4.03-acre Derwood Bible property, permitting townhouses, but recommending single-family units fronting Yellowstone Way. To maintain compatibility with the adjacent single-family residential neighborhood, a maximum of 52 units with Transferable Development Rights (TDRs) is recommended. The applicant’s proposed 42 units and use of TDRs is consistent with these recommendations.

A specific recommendation of the Plan is to maintain “the existing interconnected street pattern and deter non-local traffic through the neighborhood with traffic circles at the intersection of Yellowstone Way and Chieftain Avenue, and at Derwood Road and Squire Court” (p. 40). The proposed development achieves the interconnected street system described in the Sector Plan.

Community-Based Planning and Transportation Planning staff explored several alternatives to implement the Sector Plan recommendations for a traffic circle at the intersection of Yellowstone Way and Chieftain Avenue. Based on the road standards for a traffic circle, specifically a 60-foot diameter, such a circle would require additional acquisitions of right-of-way from adjacent properties. Instead, implementation of further traffic calming measures to address cut-thru traffic at the time of site plan review is recommended.

The Baldwin Landing preliminary plan begins to implement the historic interpretive program in the Shady Grove Master Plan through placement of a historic marker at the northeast corner of the Yellowstone Avenue and Chieftain Way intersection.

Attachment E – (Agency Correspondence)

Transportation

Site Location and Vehicular Access Points

The subject property is located within the Old Derwood community on the south side of Redland Road between the CSX Railroad tracks and Crabbs Branch Way. The vehicular access points are proposed from Yellowstone Way and Chieftain Avenue.

Available Transit Service

The Shady Grove Metrorail Station on Redland Road is located across from the site (within an 800-foot straight-line distance, or 2,000 feet walking distance if using the sidewalks). Ride-On routes 53 and 57 operate along Redland Road. Ride-On route 53 also operates along (nearby) Crabbs Branch Way.

Sector-Planned Recommended Roadways and Bikeways

In accordance with the *2006 Shady Grove Sector Plan*, the nearby sector-planned roadway designation and bikeway facilities are as follows:

1. Redland Road is designated as a business district street, B-1, with a recommended 100 foot right-of-way and Class I, shared use path, SP-53.
2. Crabbs Branch Way is designated as an arterial, A-262, with a recommended 80-foot right-of-way and Class III, bike lane, B10.

Yellowstone Way and Chieftain Avenue are not listed in the Sector Plan. Yellowstone Way is classified as a secondary residential street with a 60-foot-wide right-of-way. Chieftain Avenue is classified as a tertiary residential street with a 50-foot-wide right-of-way. The applicant's plan shows the necessary additional dedication from the centerlines of Yellowstone Way and Chieftain Avenue. Private roads and alleys are proposed for the internal streets.

Pedestrian Facilities

Four-foot-wide sidewalks are provided along the internal private roads, some internal alleys, the Yellowstone Way frontage, and the Chieftain Avenue frontage. Handicapped ramps are provided at most of the corners of the internal private roads and alleys. Beyond the immediate site within the Old Derwood community, many of the existing local streets do not have sidewalks or, if existing, they are substandard. We have recommended the construction of missing handicapped ramps as a condition of approval of the subsequent site plan application.

Controlling Non-Local Traffic Through the Old Derwood Community

The *2006 Shady Grove Sector Plan* recommends discouraging non-local traffic from using the local residential streets within the Old Derwood community between Redland Road and Indianola Way. Vehicular traffic is generated by the following external and internal land uses:

1. Shady Grove Metrorail Station north of the community.
2. Maryland's Vehicle Emissions Inspection Program Station in the northwest corner of the community.
3. Industrial land uses along the western side of the community.
4. Nearby car dealerships located along MD 355 (that conduct new car test drives through the community).

One of the traffic calming measures recommended on page 40 of the Sector Plan is a traffic circle at the intersection of Yellowstone Way and Chieftain Avenue. The current standard traffic circle (MC-211.01), per the County Road Code, is too large to be retrofitted within the rights-of-way of Yellowstone Way and Chieftain Avenue. DPWT is currently working with the community to implement other traffic calming measures and does not support installing a traffic circle at this location. Staff recommends the Planning Board consider installation of alternative traffic calming measures at this location once agreed upon by the community and DPWT. Consequently, a final decision regarding such measures must be deferred to site plan approval. Besides enhancing local vehicular circulation, traffic calming is important to improve pedestrian safety given the existing substandard facilities.

Transportation Mitigation Requirements

The subject site is located inside the boundary of the Greater Shady Grove Transportation Management District, but as a one-family residential development, the applicant is not required to participate in the Greater Shady Grove Transportation Management Organization.

Adequacy of the Public Transportation Facilities

The proposed residential development generates the following peak hour trips within the weekday morning peak period (6:30 to 9:30 a.m.) and the weekday evening peak period (4:00 to 7:00 p.m.):

Type of Housing Unit	No. of Units	Weekday Peak Hour	
		Morning	Evening
Single-Family Detached Units	6	6	7
Single-Family Attached Units/Townhouses	36	17	30
Total Single-Family Units	42	23	37

A traffic study was required to satisfy Local Area Transportation Review (LATR) because the proposed residential development generates 30 or more peak hour trips during the weekday evening peak hour. Attachment D – (CLV Analysis) shows the results of Critical Lane Volume (CLV) analysis for the studied intersections.

The CLVs at the intersection of Redland Road and Crabbs Branch Way exceed the 1,800 congestion standard for the Shady Grove Policy Area during the weekday evening peak hour in

the existing traffic condition. The intersection capacity will increase through publicly funded improvements included in the DPWT Capital Improvements Program (CIP) Project No. 500010 (Redland Road from Crabbs Branch Way to Needwood Road). As part of this CIP project, lane use on eastbound Redland Road will be reconfigured from a separate right-turn lane to a combined through and right-turn lane. The resulting increased capacity will reduce the CLVs during the evening peak hour in the background, and total improved traffic conditions below the 1,800 standard. Proposed vehicle and pedestrian access for the subdivision will be safe and adequate with the proposed public improvements.

Access Via Private Streets

Section 50-29(a)(2) of the Subdivision Regulations states that individually recorded lots shall abut on a street or road which has been dedicated to public use, or which has acquired the status of a public road. Multifamily and condominium units which are not located on individually recorded lots may abut a private street or right-of-way. The proposed subdivision includes townhouse lots with frontage on private streets. A finding needs to be made, therefore, that the private streets will have the status of a public road. In staff's opinion, this finding must be based upon the proposed roads being: fully accessible to the public; accessible to fire and rescue vehicles, as needed; and designed to minimum public road standards, except for right-of-way and pavement widths.

In this subdivision, it is staff's opinion that the proposed streets which provide frontage to individually recorded lots will meet the minimum standards necessary to make the finding that they have the status of a public road. The roads provide: minimum pavement widths and turning radii needed for fire and rescue access; appropriate circulation pattern and terminus; adequate parking design; and sidewalks. A public use easement will be recorded over the roads to ensure unrestricted public access.

Attachment D – (CLV Analysis)

Attachment E – (Agency Correspondence)

Environment

Environmental Guidelines

The applicant submitted a Natural Resource Inventory/Forest Stand Delineation (NRI/FSD) for the subject site prior to submission of the preliminary plan of subdivision. Environmental Planning staff recertified the NRI/FSD 420010810 on March 8, 2006. There are no environmentally sensitive areas on the subject site. The Planning Board's "Environmental Guidelines" do not apply to this site.

Forest Conservation

The applicant submitted a preliminary forest conservation plan with the preliminary plan of subdivision. The applicant proposes to increase the residential density by utilizing transferable

development rights (TDRs). Under Section 22A-12(f) of the Forest Conservation law, plans that utilize an optional method of development, such as TDRs, must either retain or plant a certain percentage of the property as forest. Since the site has no existing forest, 15 percent of the property must be afforested. However, properties that are in high-density residential zones with no forest onsite can meet the forest planting requirements through tree canopy coverage. The applicant proposes to meet the 15 percent requirement by planting street trees so that in 20 years 15 percent of the subject site will be covered with canopy. The preliminary forest conservation plan submitted satisfies the requirements of the Forest Conservation Law, including Section 22A-12(f).

Stormwater Management

The MCDPS Stormwater Management Section approved the stormwater management concept for the project on January 30, 2007. The concept includes on-site water quality control via one surface sand filter and on-site recharge via the use of pervious concrete for the sidewalks and driveways. A waiver of channel protection volume was granted based upon the proximity of the site to the existing regional stormwater management facility (Crabbs Branch) and the inability to provide on-site control per DPS requirements, as stated in the conceptual stormwater management report.

Attachment E – (Agency Correspondence)

Compliance with the Subdivision Regulations and Zoning Ordinance

This application has been reviewed for compliance with the Montgomery County Code, Chapter 50, the Subdivision Regulations and Chapter 59, the Zoning Ordinance. The application complies with all applicable sections, as further discussed below. The proposed lot sizes, widths, shapes and orientations are appropriate for the location of the subdivision. A summary of the dimensional requirements of the R-90/TDR-13 zone and compliance to those standards is included in attached Table 1. The application has been reviewed by other applicable county agencies, all of whom have recommended approval of the plan.

TDR Use on Subject Property

This application is subject to Section 59-C-1.393 of the Zoning Ordinance, entitled “Development Approval Procedures Under the Optional Method of Development”. The applicant requests a waiver of provision (b) of this section, which states:

“(b) Such a preliminary plan must include at least two-thirds of the number of development rights permitted to be transferred to the property under the provisions of the applicable master plan approved by the district council. However, upon a finding by the planning board that for environmental or compatibility reasons it would be desirable to permit a lower density, the two-thirds requirement may be waived.”

The maximum number of TDRs that can be applied to the site is 38. Two-thirds of this maximum equates to 26. The plan utilizes 22 rather than the required 26 TDRs. The applicant's justification for a waiver of the minimum TDR requirement is that the resulting subdivision will be more compatible with adjacent development. This issue was addressed in the *2006 Shady Grove Sector Plan* which recommends constructing one-family detached dwelling units along Yellowstone Way to achieve compatibility between the proposed subdivision and existing lots in the confronting Old Derwood neighborhood. The preliminary plan conforms to this recommendation, however, the use of detached dwellings makes it impossible to achieve the additional density that would be required to utilize 2/3 of the TDRs. Since the plan meets the standards for compatibility outlined in the applicable master plan, staff supports a waiver of the requirement to provide at least 2/3 of the permitted TDRs.

In addition to provision (b) above, provision (d) of this section must be addressed. This section states:

“(d) The planning board must approve a request to utilize development rights if the request:

- (1) Does not exceed the limitation on the density or number of dwelling units permitted in the zone and in the applicable master plan approved by the district council;
- (2) Is in accordance with the provisions of this chapter;
- (3) Is in accordance with chapter 50, title "Subdivision of Land;"
- (4) Is consistent with other recommendations of the master plan approved by the district council; and
- (5) Achieves a desirable development compatible with both site conditions and surrounding existing and future development.”

This satisfies the requirements of Section 59-C-1.393(d) in that the proposed subdivision does not exceed the maximum density or number of dwelling units permitted, complies with the standards of the R-90/TDR-13 zone, and meets all applicable sections of Chapter 50, the Subdivision Regulations.

Citizen Correspondence and Issues

The applicant presented the proposal to the Shady Grove Advisory Committee in November 2006. Another meeting was held with surrounding neighbors in Old Derwood at the Derwood Bible Church. The Committee questioned the size of the play area, why the stormwater management facility could not be consolidated with the adjacent County facility, and discussed parking issues within the development and along Yellowstone Way. Members suggested parking restrictions be placed on Yellowstone Way and Chieftain Avenue to prevent Metro riders from parking on these streets and to ensure pedestrian safety on Yellowstone Way. Questions regarding the Sector Plan recommendation for a traffic circle and traffic light at Redland Road and Yellowstone Way were also raised.

The Department of Permitting Services no longer permits stormwater management in regional facilities. Therefore, the stormwater management facility must remain on-site. Preliminary plan revisions by the applicant produced a plan with a larger play area, no longer directly adjacent to the stormwater management parcel. Sidewalks along Yellowstone Way, Chieftain Avenue and Private Road A were implemented to enhance pedestrian safety in the community. The implementation of traffic-calming measures at the time of site plan will address concerns regarding vehicular circulation.

CONCLUSION

The proposed lots meet all requirements established in the Subdivision Regulations and the Zoning Ordinance, and comply with the recommendations of the *2006 Shady Grove Sector Plan* Master Plan. Access and public facilities will be adequate to serve the proposed lots, and the application has been reviewed by other applicable county agencies, all of whom have recommended approval of the plan. Therefore, approval of the application with the conditions specified above is recommended.

Attachments

Attachment A – Vicinity Development Map

Attachment B – Proposed Development Plan

Attachment C – (Applicant's Justification for Waiver of TDR Requirement)

Attachment D – (CLV Analysis)

Attachment E – (Agency Correspondence)

TABLE 1: Plan Checklist and Data Table

Plan Name: Baldwin Landing				
Plan Number: 120070290				
Zoning: R-90/TDR-13				
# of Lots: 42				
# of Outlots: 0				
Dev. Type: Optional Method				
PLAN DATA	Zoning Ordinance Development Standard	Proposed for Approval on the Preliminary Plan	Verified	Date
Minimum Lot Area	To be determined at site plan	3600 sf (one-family), 900 sf (townhouse) are min. proposed	EH	4/19/07
Lot Width	To be determined at site plan	Established at site plan	EH	4/19/07
Lot Frontage	To be determined at site plan	Established at site plan	EH	4/19/07
Setbacks Front	To be determined at site plan	Established at site plan	EH	4/19/07
Side	To be determined at site plan	Established at site plan	EH	4/19/07
Rear	To be determined at site plan	Established at site plan	EH	4/19/07
Height	To be determined at site plan	Established at site plan	EH	4/19/07
Green Space	50% Min.	51%	EH	4/19/07
Max Resid'l d.u. per Zoning	52 dwelling units	42 dwelling units	EH	4/19/07
MPDUs	12.5% of total	6 MPDUs	EH	4/19/07
TDRs	26	22	EH	4/19/07
Site Plan Req'd?	Yes		EH	
FINDINGS				
SUBDIVISION				
Lot frontage on Public Street	Yes			
Road dedication and frontage improvements	Yes		Agency letter	12/15/06
Environmental Guidelines	Yes		Staff memo	4/13/07
Forest Conservation	Yes		Staff memo	4/13/07
Master Plan Compliance	Yes		Staff memo	4/4/07
ADEQUATE PUBLIC FACILITIES				
Stormwater Management	Yes		Agency letter	1/30/07
Water and Sewer (WSSC)	Yes		Agency Comments	11/6/06
Well and Septic	N/A			

Local Area Traffic Review	Yes	Staff memo	4/6/07
Fire and Rescue	Yes	Agency letter	11/20/06

LINDEN GROVE (120070290)



Map compiled on November 09, 2006 at 2:44 PM | Site located on base sheet no - 221NW08

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MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING
 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
 8787 Georgia Avenue - Silver Spring, Maryland 20910-3760



Research & Technology Center

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1 inch = 600 feet
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GLWGUTSCHICK, LITTLE & WEBER, P.A.

CIVIL ENGINEERS, LAND SURVEYORS, LAND PLANNERS, LANDSCAPE ARCHITECTS

October 25, 2006

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

Re: **Linden Grove** (f.k.a. Derwood Bible Church)
TDR Waiver Request and Justification

Dear Ms. Conlon:

The proposed Linden Grove development is a + 4.03 Acre corner property consisting of 42 single family attached and detached residential dwelling units developed under the Moderately Priced Dwelling unit (MPDU) provisions of the R-90/TDR-13 zoning category (using the optional method). Under 59-C-1.33 in the Montgomery County Zoning Code, Transfer Development Rights (TDRs) zones developed under the optional method of development must comply with 59-C-1.332, 59-C-1.39, and guidelines contained in the applicable Master Plan. Under 59-C-1.393(b) of the optional method of development standards, this plan is required to provide at least two-thirds of the number of Transfer Development Rights (TDRs) specified per the applicable Master Plan. On behalf of our client, Winchester Homes, we are requesting a waiver of 59-C-1.393(b). The planning board is allowed to waive the two-thirds requirement in cases, like this, where compatibility of the site justifies permitting a lower density.

Development of the site is limited by the applicable sector plan. The Shady Grove Sector Plan (Resolution No. 15-1283) specifies "Support a mix of townhouse and single family detached units to be developed." It also recommends, "Limiting housing units to 52 units and ensure compatibility with adjacent single family residences." Finally, the Shady Grove Sector Plan lays down the following guidelines, "Buildings should be oriented toward the street and be no higher than three stories. Single-family detached units must front Yellowstone Way to provide a transition to existing residential development." The subject plan implements this Sector Plan recommendation by fronting single family detached homes along Yellowstone. The result is enhanced compatibility, but an overall reduction of density. Additional restriction to the site development comes from the required 50% green area as specified under 59-C-1.395, with the proposed plan providing approximately 57% green area.

The TDR maximum allowed is 38 (see attached calculation sheet). Two-thirds (66%) of 38 equals 25.3 which rounds to 26 as a minimum number of TDRs. The plan proposed utilizes 22 TDRs (57.8%), only four units less than required.

In conclusion, we believe that Winchester's plan implements the Sector Plan's competing recommendation of achieving compatibility and maximizing density on a property near to metro.

The result is that 22 TDRs will be needed for the 42 unit development. We respectfully submit that this is exactly the situation where a waiver of a portion of the 2/3rds requirement is appropriate.

Sincerely,



Lynn Skillman Gulley, RLA

Attachment: TDR Calculation

Linden Grove

Preliminary Plan

TDR Density Calculations

Site Area:	4.03Ac.
Existing Zone:	R-90/TDR-13
Development Method:	TDR optional method

R-90 Base Density Allowed:	(4.03Ac. x 3.6du/Ac.)	14du
Master Plan Allowed Density:	(4.03Ac. x 13du/Ac.)	52du
Maximum TDRs Allowed:	(52du - 14)	38du

Density Shown:		
	Townhouses:	36du
	<u>Single Family Detached:</u>	<u>6du</u>
	Total:	42du

Maximum MPDU Density Allowed:	(52du x 1.22)	63du
MPDUs Required:	(12.5%)	6du
MPDUs Shown:	(12.5%)	6du
TDRs to be used:	(42du provided - 14 base - 6 MPDUs)	22 TDRs
Minimum TDRs Required:	(38du x 2/3rds)	26 TDRs

Table 1 – Critical Lane Volume (CLV) Analysis for Studied Intersections

Intersection	Weekday Peak Hour	Traffic Condition		
		Existing	Background	Total
Redland Road & Somerville Drive	Morning	638	660	663
	Evening	872	882	886
Redland Road & Yellowstone Way	Morning	469	473	483
	Evening	765	773	789
Redland Road & Crabbs Branch Way	Morning	923	938	938
	Evening	2,064*	1,591**	1,591**
Yellowstone Way & Chieftain Avenue	Morning	218	218	224
	Evening	116	116	132
Chieftain Avenue & Site Access Point	Morning	-----	-----	8
	Evening	-----	-----	12
Yellowstone Way & Site Access Point	Morning	-----	-----	22
	Evening	-----	-----	69
Yellowstone Way & Derwood Street	Morning	122	122	132
	Evening	91	91	108
Derwood Street & Derwood Road	Morning	137	137	147
	Evening	124	124	141
Frederick Road & Indianola Way	Morning	1,421	1,440	1,443
	Evening	1,315	1,328	1,334
Indianola Way & Derwood Road	Morning	616	616	626
	Evening	432	432	449
Crabbs Branch Way & Indianola Drive	Morning	1,277	1,277	1,278
	Evening	1,168	1,168	1,168

* The CLV exceeds the 1,800 congestion standard.

** CLVs are reduced by the improvement funded in DPWT CIP Project No. 500010.



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

April 11, 2007

MEMORANDUM

TO: Erin Grayson, Planner
Development Review Division

VIA: Shahriar Etemadi, Supervisor
Transportation Planning

FROM: Ed Axler, Planner/Coordinator
Transportation Planning

SUBJECT: Preliminary Plan No. 120070290
Subdivision File Name: Linden Grove
(Also known as Balding Landing, Bennett Knolls, or Derwood Bible Site)
Shady Grove Policy Area

This memorandum is Transportation Planning staff's Adequate Public Facilities (APF) review of the subject preliminary plan in the R-90/TDR-13 zone. The subject preliminary plan would supersede the previously approved Preliminary Plan No. 120020070 for the existing house of worship on this site.

RECOMMENDATIONS

We recommend the following conditions as part of the APF test for transportation requirements related to the subject preliminary plan case:

1. The proposed development must be limited to 6 single-family detached units and 36 single-family attached units/townhouses that replace the existing house of worship.
2. The applicant must provide the following with the subsequent site plan:
 - a. Determine and provide for a feasible and effective traffic calming measure at the intersection of Yellowstone Way and Chieftain Avenue.

Coordinate with the Montgomery County Department of Public Works and Transportation (DPWT), who are now coordinating with the Old Derwood community, to consider alternative calming measures along the local residential streets.

- b. Provide missing handicapped ramps at the corners of the intersections of Yellowstone Way/private road "A" and two private alleys.

DISCUSSION

Site Location and Vehicular Access Points

The subject residential site is located within the Old Derwood community on the south side of Redland Road between the CSX Railroad tracks and Crabbs Branch Way. Within this community, the site is located in the southeastern corner of Yellowstone Way and Chieftain Avenue. The vehicular access points are proposed from Yellowstone Way and Chieftain Avenue.

Available Transit Service

The Shady Grove Metrorail Station on Redland Road is located across from the site (within an 800-foot straight-line distance, or 2,000 feet walking distance if using the sidewalks). Ride-On routes 53 and 57 operate along Redland Road. Ride-On route 53 also operates along (nearby) Crabbs Branch Way.

Sector-Planned Recommended Roadways and Bikeways

In accordance with the *Shady Grove Sector Plan*, the nearby sector-planned roadway designation and bikeway facilities are as follows:

1. Redland Road is designated as a business district street, B-1, with a recommended 100-foot right-of-way and Class I, shared use path, SP-53.
2. Crabbs Branch Way is designated as an arterial, A-262, with a recommended 80-foot right-of-way and Class III, bike lane, B10.

Yellowstone Way and Chieftain Avenue are not listed in the *Sector Plan*. Yellowstone way is classified as a secondary residential street with a 60-foot-wide right-of-way. Chieftain Avenue is classified as a tertiary residential street with a 50-foot-wide right-of-way. The applicant's plan shows the necessary additional dedication from the centerlines of Yellowstone Way and Chieftain Avenue. Private roads and alleys are proposed for the internal streets.

Pedestrian Facilities

Four-foot wide sidewalks are provided along the internal private roads, some internal alleys, the Yellowstone Way frontage, and the Chieftain Avenue frontage. Handicapped ramps are provided at most of the corners of the internal private roads and alleys. Beyond the immediate site within the Old Derwood community, many of the existing local streets do not have sidewalks or, if existing, are substandard. We have recommended the construction of missing handicapped ramps as a condition of approval of the subsequent site plan application.

Controlling Non-Local Traffic Through the Old Derwood Community

The *Shady Grove Sector Plan* recommends discouraging non-local traffic from using the local residential streets within the Old Derwood community between Redland Road and Indianola Way. Vehicular traffic is generated by the following external and internal land uses:

1. Shady Grove Metrorail Station to the north of this community.
2. Maryland's Vehicle Emissions Inspection Program Station in the northwest corner of this community.
3. The industrial land uses along the western side of this community.
4. The nearby car dealerships located along MD 355 (that conduct new car test drives through this community).

One of the traffic calming measures recommended on page 40 of the *Sector Plan* is a traffic circle at the intersection of Yellowstone Way and Chieftain Avenue. The current standard traffic circle, MC-211.01, in the Road Code is too large to be retrofitted within the rights-of-way of Yellowstone Way's secondary and Chieftain Avenue's tertiary residential streets. DPWT is currently working with the community to implement other traffic calming measures within the community, and does not support installing a traffic circle at this location. We recommend that the Planning Board consider it acceptable to install an alternative traffic calming measure at this location that would be agreed to by the community and DPWT. This would be to replace the traffic circle and to defer the final decision to the time of the site plan. Waiting until site plan would give DPWT more time to identify an alternative effective calming measure that the community supports. Besides enhancing local vehicular circulation, traffic calming is important to improve pedestrian safety, given the existing substandard facilities.

Transportation Mitigation Requirements

The subject site is located inside the boundary of the Greater Shady Grove Transportation Management District, but, as a single-family residential development, the applicant is not required to participate in the Greater Shady Grove Transportation Management Organization.

Adequacy of the Public Transportation Facilities

The proposed residential development generates the following peak hour trips within the weekday morning peak period (6:30 to 9:30 a.m.) and the weekday evening peak period (4:00 to 7:00 p.m.):

Type of Housing Unit	No. of Units	Weekday Peak Hour	
		Morning	Evening
Single-Family Detached Units	6	6	7
Single-Family Attached Units/Townhouses	36	17	30
Total Single-Family Units	42	23	37

A traffic study was required to satisfy Local Area Transportation Review (LATR) because the proposed residential development generates 30 or more peak hour trips during the weekday evening peak hour. Table 1 (attached) shows the results of Critical Lane Volume (CLV) analysis for the studied intersections.

The CLV at the intersection of Redland Road and Crabbs Branch Way exceed the 1,800 congestion standard for the Shady Grove Policy Area during the weekday evening peak hour in the existing traffic condition. The intersection capacity will be increased by publicly-funded improvements included in the DPWT Capital Improvements Program (CIP) Project No. 500010, Redland Road from Crabbs Branch Way to Needwood Road. As part of this CIP project, the lane use on eastbound Redland Road will be reconfigured from a separate right-turn lane to a combined through and right-turn lane. This increased capacity will reduce the CLVs during the evening peak hour in the background and total improved traffic conditions below the 1,800 standard.

EA:mj
Attachment

Cc: Jon Hutchings
Marcy Katzman
Barbara Kearney – Research pipeline analyst
Chuck Kines
Karen Kumm-Morris
Mike Lenhart
Greg Leck
Stacy Silber
Fiona Thomas
Nkosi Yearwood

mmo to Grayson for Linden Grove 1-07029.doc



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Memo

To: Erin Grayson
Development Review Division

From: Nkosi Yearwood
Community-Based Planning

Re: Baldwin Landing preliminary plan (#1-200070290)

Date: April 4, 2007

Staff Recommendation: APPROVAL

Baldwin Landing, formerly Linden Grove, preliminary plan (#1-200070290) is a residential development for the existing Derwood Bible Church located at the intersection of Chieftain Avenue and Yellowstone Way. This is the first residential development from the recently approved Shady Grove Sector Plan. The following represent Community-Based Planning Division comments.

Background

Since the Pre-Preliminary Plan submittal, the applicant has made several revisions to the proposal including: A development name that incorporates historic references of Old Derwood; revision of stormwater management; and a new layout with new open space location and residential units orientation.

Compliance with Sector Plan

This preliminary plan is consistent with recommendations of the Approved and Adopted 2006 Shady Grove Sector Plan. The Plan recommends R-90/TDR-13 (single-family residential) zoning for the 4-acre Derwood Bible property permitting townhouses and single-family dwellings with single-family units fronting Yellowstone Way. A maximum of 52 units with Transferable Development Rights (TDRs) is recommended in order to be compatible with the adjacent single-family residential neighborhood.

The submitted preliminary plan proposes 42 dwelling units due to the area need for on-site stormwater management (SWM) and 50 % requirement for green area. The preliminary plan proposes 22 Transferable Development Rights (TDRs), instead of 26 TDRs, and is seeking a waiver of four TDRs.

A specific recommendation of the Plan is to maintain "the existing interconnected street pattern and deter non-local traffic through the neighborhood with traffic circles at the intersection of Yellowstone Way and Chieftain Avenue, and at Derwood Road and

Squire Court” (p.40). The proposed development achieves the interconnected street system described in the Sector Plan.

Community-Based Planning and Transportation Planning staff explored several alternatives to implement the Sector Plan recommendations for a traffic circle at the intersection of Yellowstone Way and Chieftain Avenue. However, based on the road standards for a traffic circle, including 60 feet in diameter would require additional acquisitions of right-of-way from adjacent properties. We recommend that at the time of site plan review, further traffic calming measures to address cut-thru traffic.

The proposed development begins to implement the historic interpretive program as recommended in the Sector Plan for the Old Derwood neighborhood.

Community Comments

The applicant presented the proposal to the Shady Grove Advisory Committee in November 2006. Another meeting was held with surrounding neighbors in Old Derwood at the Derwood Bible Church. The Committee questioned the size of the play area, why the stormwater management facility could not be consolidated with the adjacent County facility, and discussed parking issues within the development and along Yellowstone Way. Members were concerned that parking restrictions occur on Yellowstone Way and Chieftain Avenue to prevent Metro uses from parking on these streets, and pedestrian safety on Yellowstone Way. Questions were also asked about the Sector Plan recommendation for a traffic circle and traffic light at Redland Road and Yellowstone Way. The preliminary plan responds to many residents’ concerns and future refinement at site plan will respond to others.

Site Plan Items

The applicant must address the following items at site plan review:

- Provide details on the proposed historic /interpretative marker.
- Integrate Moderated Price Dwelling Units (MPDUs) throughout the development instead of adjacent to each other.
- Provide traffic calming measures such as neck downs, curb extensions, or a non-standard traffic circle at the intersection of Yellowstone Way and Chieftain Avenue.
- Provide a streetscape plan with closely spaced street trees and sidewalks along Yellowstone Way and Chieftain Avenue.



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MEMORANDUM

TO: Cathy Conlon, Supervisor, Development Review
Erin Grayson, Senior Planner, Development Review

FROM: Mark Pfefferle, Planning Coordinator, Environmental Planning Division

DATE: April 13, 2007

SUBJECT: Preliminary Plan 12007027
Baldwin Landing a.k.a. Linden Grove

The Environmental Planning staff has reviewed the preliminary plan referenced above. Staff recommends approval of the preliminary plan of subdivision and the preliminary forest conservation plan with the following conditions:

1. Applicant must comply with the conditions of approval of the preliminary forest conservation plan.

Background

The 4.03-acre property is located near Redline Road and Yellowstone Way in Derwood. The Derwood Bible Church is currently located on the property that is located at 16011 Chieftain Avenue in Derwood. There are no forests, stream buffers, wetlands, steep slopes or highly erodible soils onsite. The applicant proposes to construct 36 residential units on the property by using a combination of single-family houses and townhouses. The entire property is in the Upper Rock Creek watershed but outside the Rock Creek Special Protection Area and is zoned R90/TDR 13.

Environmental Guidelines

The applicant submitted a Natural Resource Inventory/Forest Stand Delineations (NRI/FSD) for the subject site prior to submission of the preliminary plan of subdivision. Environmental Planning staff recertified NRI/FSD 420010810 on March 8, 2006. There are no environmentally sensitive areas on the subject site.

Forest Conservation

The applicant submitted a preliminary forest conservation plan with the preliminary plan of subdivision. The applicant is proposes to increase the residential density by utilizing transferable development right (TDRs). Under Section 22A-12(f) of the Forest Conservation law, plans that utilize an optional method of development, such as TDRs, must either retain or plant a certain percentage of the property in forest. Since the site has no existing forest the requirement, 15 percent of the property must be in forest. However, properties that are in high-density residential zones with

no forest onsite can meet the forest planting requirements through tree canopy coverage. The applicant proposes to meet the 15percent requirement by planting street trees so that in 20 years 15 percent of the subject site will be covered with canopy. The preliminary forest conservation plan submitted satisfies the requirements of 22A-12(f) of the Montgomery County code.

RECOMMENDATION

Environmental Planning recommends approval of the preliminary plan of subdivision with the conditions stated above.



FIRE MARSHAL COMMENTS

DATE: 11-20-06
TO: PLANNING BOARD, MONTGOMERY COUNTY
FROM: TYLER MOSMAN
RE: LINDEN GROVE 1-20070290

PLAN APPROVED.

1. Review based only upon information contained on the plan submitted **11-6-06**. Review and approval does not cover unsatisfactory installation resulting from errors, omissions, or failure to clearly indicate conditions on this plan.
2. Correction of unsatisfactory installation will be required upon inspection and service of notice of violation to a party responsible for the property.

cc: Department of Permitting Services

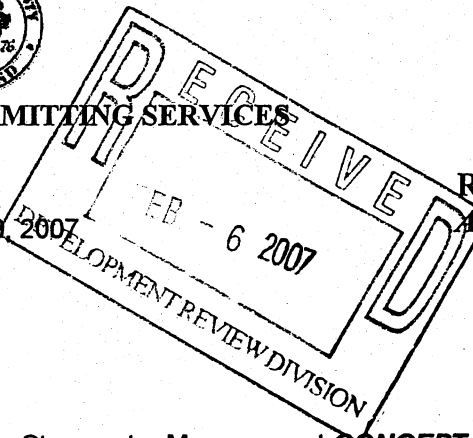


DEPARTMENT OF PERMITTING SERVICES

Isiah Leggett
County Executive

January 30, 2007

Reginald Jetter
Acting Director



Mr. Seth C. Churchill, P.E.
Gutschick, Little & Weber, P.A.
3909 National Drive, Suite 250
Burtonsville, Maryland 20866

Re: Stormwater Management **CONCEPT** Request
for Linden Grove
Preliminary Plan #: 120070290
SM File #: 226605
Tract Size/Zone: 4.03 Ac./ R-90/TDR-13
Total Concept Area: 4.03 Ac.
Lots/Block: 42 Lots proposed
Parcel: P 184
Watershed: Upper Rock Creek

Dear Mr. Churchill:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above mentioned site is **conditionally acceptable**. The stormwater management concept consists of on-site water quality control via 1 surface sandfilter and on-site recharge via the use of pervious concrete for the sidewalks and driveways. A waiver of channel protection volume is hereby granted based upon the sites proximity to the existing regional stormwater management facility (Crabbs Branch) and the inability to provide on-site control per DPS requirements as stated in the conceptual stormwater management report.

The following **conditions** 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. Pervious concrete must be used for all driveways and sidewalks per your discussion with Mike Geier of my staff.
6. Safe and non-erosive conveyance must be provided from the proposed outfall to the stream channel below Crabbs Branch Regional. The existing conveyance channel to the stream is currently being redesigned by the Montgomery County DPW&T. You should contact the DPW&T design section to ensure that the channel is designed to accommodate runoff from this site.

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



WSSC Comments

November 6, 2006 Development Review Committee Meeting

2. 1-20070290

LINDEN GROVE

Water and sewer mainline extensions are required. There appears to be insufficient right-of-way easement widths for proposed water and sewer mainlines in "Private Alley" and "Private Road B". The proposed WSSC easement should not overlap the PUE. Delineate the proposed WSSC right-of-way easements on the Preliminary plan and label the PUE.

Please note that a minimum right-of-way width of 30 feet is required for both water and sewer lines installed in the same right-of-way at normal depth. The minimum right-of-way width for one extension, either water or sewer installed at normal depth, is 20 feet. Installation of deep water and/or sewer mains will require additional right-of-way width. The minimum clearance between a building and a WSSC pipeline is 15 feet. Based on WSSC requirements, the absolute minimum spacing between adjacent buildings with both water and sewer lines between them is 40 feet with a preference of 45 to 50 feet. Balconies and other building appurtenances are not to be within the right-of-way. Also water and sewer should maintain 5 feet separation from storm drain pipeline/structures and other utilities.

An Amendment revision package will be required for DA4541Z07 to reflect building layout and water and sewer main alignment changes as shown in this plan.

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) 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.



DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION

Isiah Leggett
County Executive

Arthur Holmes, Jr.
Director

December 15, 2006

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

RE: Preliminary Plan #1-20070290
Linden Grove

Dear Ms. Conlon:

We have completed our review of the preliminary plan dated 10/24/06. This plan was reviewed by the Development Review Committee at its meeting on 11/20/06. We recommend approval of the plan subject to the following comments:

All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to DPS in the package for record plats, storm drain, grading or paving plans, or application for access permit. Include this letter and all other correspondence from this department.

1. Show/label all existing planimetric and topographic details specifically storm drainage and driveways adjacent and opposite the site on the preliminary plan.
2. Necessary dedication for Chieftain Ave and improving it to tertiary residential roadway standards along the site frontage.
3. Necessary dedication for Yellowstone Way and improving it to secondary residential roadway standards along the site frontage.
4. Grant necessary slope and drainage easements. Slope easements are to be determined by study or set at the building restriction line.
5. Perform the necessary adjustments so driveway aprons do not cross the property lines.
6. The sight distances study has been accepted. A copy of the accepted Sight Distances Evaluation certification form is enclosed for your information and reference.

Division of Operations

101 Orchard Ridge Drive, 2nd Floor • Gaithersburg, Maryland 20878
240-777-6000 • 240-777-6013 TTY • 240-777-6030 FAX
www.montgomerycountymd.gov

Ms. Catherine Conlon
Preliminary Plan No. 1-20070290
Date December 15, 2006
Page 2

7. We did not receive complete analyses of the capacity of the downstream public storm system(s) and the impact of the post-development runoff on the system(s). As a result, we are unable to offer comments on the need for possible improvements to the system(s) by this applicant. Prior to approval of the record plat by the Department of Permitting Services (DPS), the applicant's consultant will need to submit this study, with computations, for review and approval by DPS. Analyze the capacity of the existing downstream public storm drain system and the impact of the post-development ten (10) year storm runoff on same. If the proposed subdivision drains to an existing closed section street, include spread and inlet efficiency computations in the impact analysis.
8. Record plat to reflect denial of access along Chieftain Ave and Yellowstone Way except for the private street.
9. Waiver from the Montgomery County Planning Board for lot(s) on a private right of way.
10. Private common driveways and private streets shall be determined through the subdivision process as part of the Planning Board's approval of a preliminary plan. The composition, typical section, horizontal alignment, profile, and drainage characteristics of private common driveways and private streets, beyond the public right-of-way, shall be approved by the Planning Board during their review of the preliminary plan.
11. In accordance with Section 49-35(e) of the Montgomery County Code, sidewalks are required to serve the proposed subdivision. Sidewalks are to be provided along the site frontage according to associated DPWT standard street section unless the applicant is able to obtain a waiver from the appropriate government agency.
12. In accordance with Section 50-35(n) of the Montgomery County Code, we recommend the Montgomery County Planning Board require the applicant to construct an off-site sidewalk along Yellowstone Way to connect with Redland Road and also a connection from private alley to Yellowstone Way.
13. Curb radii for intersection type driveways should be sufficient to accommodate the turning movements of the largest vehicle expected to frequent the site. However Driveways curb returns should not cross the property lines. Also provide proper spacing between the driveways curb returns and public utilities features.
14. The proposed private streets must be sufficiently wide to accommodate two-way vehicular traffic. Private streets are to be designed to allow an SU-30 truck to circulate without crossing the centerline nor the curbline.
15. The owner will be required to submit a recorded covenant for the operation and maintenance of private streets, storm drain systems, and/or open space areas prior to MCDPS approval of the record plat. The deed reference for this document is to be provided on the record plat.
16. Geometrics for the intersections of private street with Yellowstone Way and Chieftain Ave will be reviewed by the Department of Permitting Services as part of their review of the building permit application. Included in that review will be the design of any necessary left turn storage lanes and/or acceleration/deceleration lanes. We advise the applicant to submit their traffic

Ms. Catherine Conlon
Preliminary Plan No. 1-20070290
Date December 15, 2006
Page 3

volume data to the DPS Right-of-Way Permitting and Plan Review Section (in advance of their building permit applications) to verify their intersection improvement requirements and the acceptability of their design.

17. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
18. The applicant needs to submit a truck circulation plan for review by the M-NCPPC and MCDPS. This plan should delineate the proposed movements on-site between the anticipated access locations. Also coordinate with David Wagaman at 240-777-6400 Division of Solid Waste about their requirements for recycle/trash truck access and movement.
19. If the proposed development will alter any existing street lights, signing, and/or pavement markings, please contact Mr. Fred Lees of our Traffic Control and Lighting Engineering Team at (240) 777-6000 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
20. Trees in the County rights of way - species and spacing to be in accordance with the applicable DPWT standards. A tree planting permit is required from the Maryland Department of Natural Resources, State Forester's Office [(301) 854-6060], to plant trees within the public right of way.
21. Please coordinate with DPWT division of Transit Services about their requirements and project impacts on their network.
22. Please coordinate with Department of Fire and Rescue about their requirements for emergency vehicle access.
23. Provide driveway access for the stormwater management facilities per associated DPS guidelines.
24. Permit and bond will be required as a prerequisite to DPS approval of the record plat. The permit will include, but not necessarily be limited to, the following improvements:
 - A. Street grading, paving, curbs and gutters, sidewalks and handicap ramps, storm drainage and appurtenances, and street trees along Chieftain Ave and Yellowstone way per items 2 and 3 above.
 - B. Construct four (4) foot wide concrete sidewalk per item 12 above if required as an off-site amenity by the Montgomery County Planning Board.
 - C. Improvements to the existing public storm drainage system, if necessitated by the previously mentioned outstanding storm drain study. If the improvements are to be maintained by Montgomery County, they will need to be designed and constructed in accordance with the DPWT Storm Drain Design Criteria.
 - D. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.
 - E. Erosion and sediment control measures as required by Section 50-35(j) and on-site stormwater

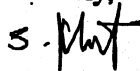
Ms. Catherine Conlon
Preliminary Plan No. 1-20070290
Date December 15, 2006
Page 4

management where applicable shall be provided by the Developer (at no cost to the County) at such locations deemed necessary by the Department of Permitting Services (DPS) and will comply with their specifications. Erosion and sediment control measures are to be built prior to construction of streets, houses and/or site grading and are to remain in operation (including maintenance) as long as deemed necessary by the DPS.

- F. Developer shall provide street lights in accordance with the specifications, requirements, and standards prescribed by the Traffic Engineering and Operations Section.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact me at sam.farhadi@montgomerycountymd.gov or (240) 777-6000.

Sincerely,



Sam Farhadi, P.E., Senior Planning Specialist
Development Review Group
Traffic Engineering and Operations Section
Division of Operations

m:/subdivision/farhas01/preliminary plans/ 1-20070290, Linden Grove.doc

Enclosures (2)

cc: Michael Lemon, Winchester Homes
Lynn Skillman Gulley, Gutschick, Little & Weber
Stacy Plotkin Silber, Holland & Knight
Joseph Y. Cheung; DPS RWPPR
Sarah Navid; DPS RWPPR
Shahriar Etemadi; M-NCPPC TP
Gregory Leck, DPWT TEOS
Preliminary Plan Folder
Preliminary Plans Note Book



MONTGOMERY COUNTY, MARYLAND
 DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
 DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

 Facility/Subdivision Name: Linden Grove

 Preliminary Plan Number: 1-

 Street Name: Yellowstone Way

 Master Plan Road
 Classification: Secondary

 Posted Speed Limit: mph

 Street/Driveway #1 (Private A)

 Street/Driveway #2 ()

Sight Distance (feet)

OK?

 Right 250

 Left 310
✓
✓

Sight Distance (feet)

OK?

 Right

 Left

 Comments:

 Comments:

GUIDELINES

 Classification or Posted Speed
 (use higher value)

Tertiary	-	25 mph
Secondary	-	30
Business	-	30
Primary	-	35
Arterial	-	40
	-	(45)
Major	-	50
	-	(55)

 Required
 Sight Distance
 in Each Direction*

150'
200'
200'
250'
325'
400'
475'
550'

*Source: AASHTO

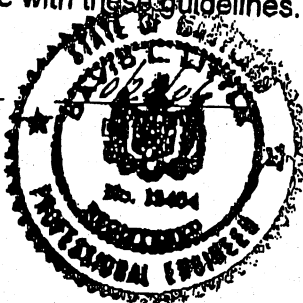
Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

ENGINEER/ SURVEYOR CERTIFICATE

I hereby certify that this information is accurate and was collected in accordance with these guidelines.

Paul H. Butler
 Signature

12464
 PLS/P.E. MD Reg. No.



Montgomery County Review:

☒ Approved

☐ Disapproved:

 By: SF

 Date: 12/1/04

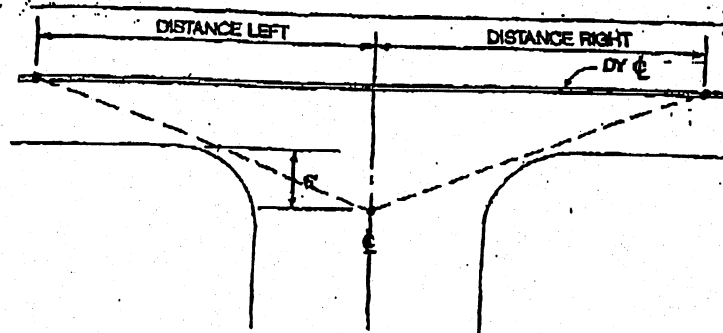
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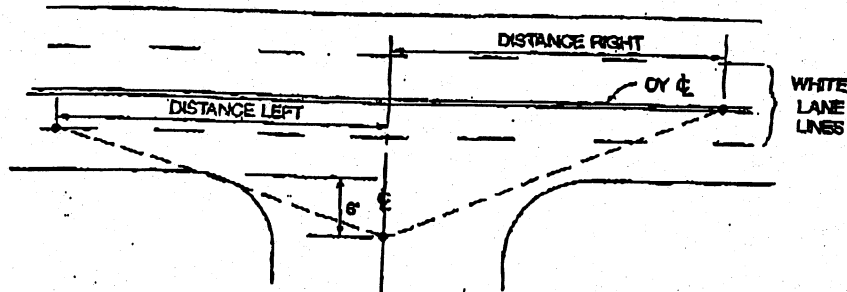
MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION ATTACHMENT

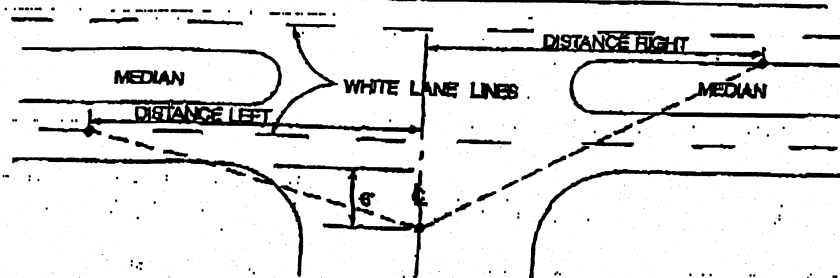
2 LANE UNDIVIDED ROADWAY



MULTI-LANE UNDIVIDED ROADWAY



MULTI-LANE DIVIDED ROADWAY





MONTGOMERY COUNTY, MARYLAND
 DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
 DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: Linden Grove Preliminary Plan Number: 1-

Street Name: Chieftain Ave Master Plan Road Classification: Tertiary

Posted Speed Limit: _____ mph

Street/Driveway #1 (Private A) Street/Driveway #2 (_____)

Sight Distance (feet) OK?
 Right 241 ☒
 Left 735 ☒

Sight Distance (feet) OK?
 Right _____ ☐
 Left _____ ☐

Comments: _____

Comments: _____

GUIDELINES

Classification or Posted Speed
 (use higher value)

Tertiary	-	25 mph
Secondary	-	30
Business	-	30
Primary	-	35
Arterial	-	40
		(45)
Major	-	50
		(55)

Required
 Sight Distance
 in Each Direction*

150'
 200'
 200'
 250'
 325'
 400'
 475'
 550'

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

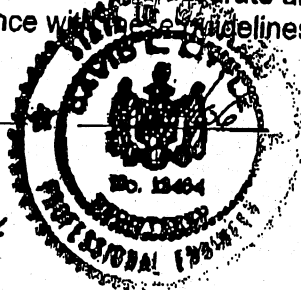
*Source: AASHTO

ENGINEER/ SURVEYOR CERTIFICATE

I hereby certify that this information is accurate and was collected in accordance with these guidelines.

[Signature]
 Signature

12464
 PLS/P.E. MD Reg. No. 12464



Montgomery County Review:

☒ Approved

☐ Disapproved:

By: SF

Date: 12/1/06

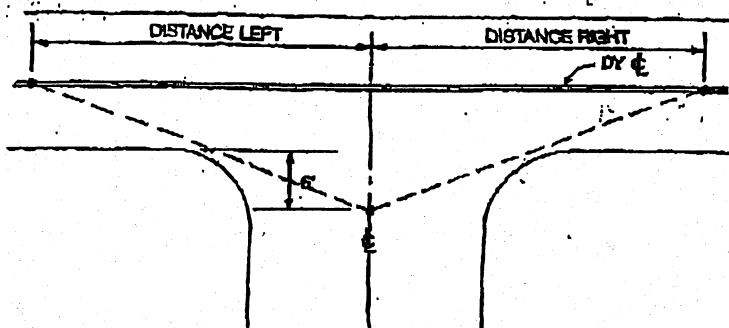
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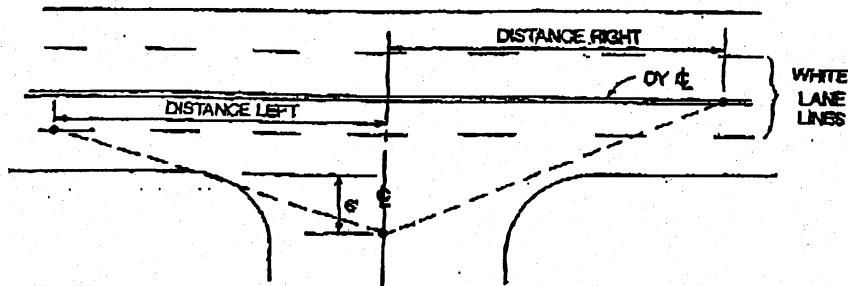
MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION ATTACHMENT

2 LANE UNDIVIDED ROADWAY



MULTI-LANE UNDIVIDED ROADWAY



MULTI-LANE DIVIDED ROADWAY

