

Current Project - Department Review Status

820210080

Rev Cycle	Group Name	Reviewer Name	Review Status	Review Comments
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	WSSC	Garrett Watkins Garrett.Watkins@wsscwater.com	Recommend for Approval	
	AREA TRANSPORTATION	Patrick Reed patrick.reed@montgomeryplanning.org	Revisions Requested	<p>Street B:</p> <p>1. As stated on numerous occasions during review of previous plan iterations, and as documented in those Plan's comments, Department transportation staff continue to believe the layout for Street B is not ideal for two reasons. The format creates a conflict point where two uncontrolled left turns are made without stop control in a location with no head-on visibility. Because the road has been widened at the perpendicular location to support truck access, the turn can be made at slightly higher speeds, increasing the potential for conflict. The Applicant was conditioned previously at preliminary plan to examine ways to improve the safety of Street B. We believe a tabled crossing should be provided, or speed tables or stop signs, to reduce speeds. Propose an intervention to mitigate the less than ideal design. Staff expects some measure to be proposed to continue to justify the acceptability of the design.</p> <p>2. Per previous comments, please provide sidewalks on both sides of private street B or clearly delineate a continuous walking path across the driveway entries through use of alternative paving, such as pavers, brick, or less desirable, stamped asphalt</p> <p>Previous Conditions:</p> <p>3. Propose triggers for the improvements. We expect some of the conditioned bicycle and pedestrian improvements to provided with this phase of the development, and these should be shown on the Plan, or noted.</p> <p>Sidewalks & Pedestrian Facilities – General:</p> <p>4. Per County's new Complete Streets Design Guidelines, sidewalks should be 6' (typ.). All sidewalks shown on the plan should be increased by a foot. Please provide dimensions on subsequent submissions.</p>

Current Project - Department Review Status

			<p>5. There need to be crossings on all intersection legs of Stonehenge Place ("Northpark Drive") and Street A. Please revise to show crosswalks and crossings.</p> <p>6. There is a location on street A exist where there is a diagonal curb ramp (i.e. apex ramp). Two separate ramps should be provided and should be oriented in the direction of crossing. The curb radii may need to be adjusted to accommodate separate ramps.</p> <p>7. There is a location at the eastern stub of street D where the crossing over the southern leg is slightly skewed diagonal. Reorient the stub to create a perpendicular intersection with straight, shortest-path crossings.</p> <p>Access:</p> <p>8. Propose a mechanism, such as an easement, to ensure that the sidewalk and roadway along both Street A and Street B are publicly traversable in perpetuity by foot and by vehicle (for example, a public access easement). These were accepted as private for design and construction, but the right to public access is a priority and should be maintained.</p> <p>Montrose Road Master-Planned Division:</p> <p>9. Given Council's Vision Zero policy priority, the master-planned median on Montrose Road requires further discussion. In some locations, a partial median may be appropriate and should be shown on the plan. Because division is master-planned per the 2018 Master Plan of Highways and Transitways and is also shown in the relevant design guidelines, its provision is a master-plan compliance issue that should be weighed by the Board if not provided. If conditioned, appropriate phasing triggers may be considered.</p> <p>Park Bike Parking:</p> <p>10. Please provide short term bicycle parking within the large park on Stonehenge Place. Staff recommends appx. 5 inverted U racks and recommends location proximate to the breezeway.</p> <p>11. Please provide short term bicycle parking within the mall park on East Jefferson. Staff recommends appx. 2 inverted U racks and</p>
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Current Project - Department Review Status

				recommends they be positioned proximate to the breezeway.
	AREA SITE PLAN	Tamika Graham Tamika.Graham@montgomeryplanning.org	Revisions Requested	<p>Please see change marks on the plan and comments below.</p> <p>Prior Conditions/Site</p> <ol style="list-style-type: none"> 1.An inset or additional sheet should be provided of the overall 4 phases approved, with a highlight on the first phase under review. 2.Please add a label to the Future Development Site on all relevant site and landscape sheets if it will be grassed until future phases proceed. 3.Please ensure the Breezeway is labeled between Street C and Towne Rd. 4.The LOD shown along Montrose Parkway should comply with Condition of Approval #9e to match the approved PFCP. 5.Please clarify on plans sheets (i.e. Sheet 1.08) which lower level 2-over-2's will be MPDU's per DHCA's approval (condition #31). 6.Please clarify how the proposed Site Plan achieves the Preliminary Plan Condition of Approval #41 and #42 7.Please add notes for location of undergrounding of existing utilities. 8.Please clarify if permeable pavement is proposed in any of the parking areas. <p>Recreation Guidelines</p> <ol style="list-style-type: none"> 1.Staff acknowledges the effort to provide both active and passive recreation facilities within the two parks. Recreation Guidelines prioritizes facilities for special needs. As previously requested, Staff encourages the use of an inclusionary play area or an element that meets the requirements for special needs use. 2.Staff would like to further coordinate to maximize recreation points in phase 1 where possible. <p>Landscaping</p> <ol style="list-style-type: none"> 2.Please reevaluate tree spaces to provide sufficient tree canopy for pedestrian areas along private and public roads. 3.Plantings along Montrose Road and Montrose Parkway could be better utilized to screen traffic views. Please address. 4.Please add a footnote on the overall landscape plan (L1.01) to the sheet with the planting details. 5.Some sheets note 6.5' high fence (i.e. L1-06 and other site sheets). Please revise to 6.6'. 6.The landscape buffer schedule on Sheet L1.06 should match the approved Resolution. Inkberry quantity is 68. 7.Sheets L1.06 and L1.07 – please show initial planting heights on all

Current Project - Department Review Status

				<p>planting schedules.</p> <p>8.All landscape sheets need to have appropriate tree and shrub symbols within the legend that match the drawing for review (“proposed trees” does not provide sufficient detail). (Sheet L1.01 through Sheet L.1.14)</p> <p>9.Please clarify if signage and sculpture are the same on Sheet L1.09. Please provide separate detail for proposed signage.</p> <p>10.Sheet L1.08 – add bike rack to the north of the park near Street B.</p> <p>11.Sheets L1.04 & L1.05 – please add footnote for where the associated planting schedule is located.</p> <p>12.Please at footnote for #1 & #2 size for proposed grasses and groundcover (Sheet L1.07).</p> <p>13.Townhouse units #23 and #24 are extremely affected by headlight glare from all traffic turning onto Street B. Please clarify if the typical landscaping will vary for these townhouse units. Please show these specific units on Sheet L1.14 for review.</p> <p>14.Please add proposed townhouse unit numbers on Sheet L1.14.</p> <p>Lighting</p> <p>1.Per the zoning code, on-site illumination must be 0.5 footcandles or less at the lot line. Several places throughout the Site exceed this minimum. Please address.</p> <p>2.Sheet LT.1.1 – Please provide consistent lighting levels for townhomes closest to the two parks. There is much lower lighting along first row of townhouses next to western park.</p> <p>3.Please clarify if ground level lighting will be provided along open space walkways (beyond the proposed line lighting primarily used in the central park stage area). Please include the detail.</p> <p>4.Townhouse #120, that aligns with the park walkway, appears to have higher footcandles than the surrounding townhouses. Please address.</p>
	ROW PERMITTING	Sam Farhadi sam.farhadi@montgomerycountymd.gov	Revisions Requested	Please see DPS-RPP Eplan comments.
	AREA MASTER PLAN	Nkosi Yearwood nkosi.yearwood@montgomeryplanning.org	Incomplete	
	MCPS	< MAKE SELECTION >	Incomplete	
	SEDIMENT & STORMWATER	Dave Kuykendall david.kuykendall@montgomerycountymd.gov	Denied	SM concept was denied on 12/30/2020. I have uploaded a copy of the denial letter in the supporting Documents folder. Address all items and resubmit to DPS for review.
	HOUSING &		Incomplete	

Current Project - Department Review Status

	COMMUNITY AFFAIRS			
	PEPCO	Francis Azebaze Francis.Azebaze@exeloncorp.com	Incomplete	Hello, please provide the utility drawing? Is there a job aid on how to approve the E-plans? If so, can you please email it to me? Thank you
	WASHINGTON GAS	Jared Martin WGLMontReviews@enengineering.com	Recommend for Approval	There are WGL facilities in the project limits. See the attached quad map for details. When final plans are available, please provide them to WGL for final review.
	ZONING & ENFORCEMENT	Melissa Goutos Melissa.Goutos@montgomerycountymd.gov	Recommend for Approval	See minor markups within the plans. Please add the setback and height information for the detached house and the accessory structures for those lots to the "Site Data Table". Setbacks for accessory structures are established by the site plan approval process. Please note all signs must be designed in accordance with Division 6.7 of the Montgomery County Zoning Ordinance. Per Section 7.4.2, any sign not listed in Division 6.7, or that does not satisfy the requirements in Division 6.7, shall require a sign variance from the Sign Review Board.
	FIRE & RESCUE	Marie LaBaw marie.labaw@montgomerycountymd.gov	Revisions Requested	820210080 NORTH PARK AT MONTROSE PHASE 1 1) Turning movements are shown as inadequate near Alley 1 2) Alley 1 is identified as truck access for 1 stick of 4 units. There shall be at least 10 feet clear between edge of truck access and building face. 3) Turning movements are shown as inadequate near Alley 2. 4) Sticks of four story townhouses are equipped with an FDC. Show each FDC. The FDCs shall be located relevant to the address street with the corresponding servicing hydrant on the address street. 5) Alley 6 is identified as truck access for 1 stick of 6 units. There shall be at least 10 feet clear between edge of truck access and building face.
	AREA ENVIRONMENTAL	Steve Findley steve.findley@montgomeryplanning.org	Revisions Requested	Please see changemarks. Thank you.
	PARK PLANNING	Dominic Quattrocchi Dominic.Quattrocchi@montgomeryparks.org	Recommend for Approval	The Park Department is not pursuing ownership of the "Central Park." Due to the down sloping nature of the proposed park, the topography needs to be addressed to make the park visible from street for broad public invitation and use.

Current Project - Department Review Status

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	<p>AREA DESIGN</p>	<p>Natasha Fahim Natasha.Fahim@montgomeryplanning.org</p>	<p>Revisions Requested</p>	<p>Staff supports this development as it provides housing options close to White Flint Metro Station with a central public open space along Montrose Parkway.</p> <p>We appreciate the applicant’s collaborative approach and responsiveness to Staff’s comments through the previous stages. Our remaining comments are minor and more focused on the architecture of the buildings, which is typically addressed during site plan review.</p> <p>Following are comments for further discussion:</p> <p>Site layout</p> <ol style="list-style-type: none"> 1. The curb radii into some of the alleys behind the townhomes on the east and north side of the central open space are large and diminish the character of a safe pedestrian environment by widening crosswalk dimensions and allowing cars to turn at faster speeds. Staff recommends tightening all curb radii throughout the development to no more than 25 feet. Where fire and service truck access are required, staff recommends utilizing mountable curbs in those specific locations. 2. It appears that all the existing street trees along Montrose Parkway are approximately 60’ or more on center. Large species street trees along Montrose Parkway should be approximately 30’ – 35’ on center. Staff strongly recommends planting additional trees to create a much denser line of street trees along this major corridor to buffer and protect people on the Breezeway and to help mitigate storm water run off and heat island effect. An additional street tree should also be planted along the East Jefferson Street Frontage. <p>Architecture</p> <ol style="list-style-type: none"> 1. Please provide side elevations for the two-over-two buildings. There are locations in the site plan that the side elevation will be fully exposed to the public realm of sidewalks and parks such as the stick directly

Current Project - Department Review Status

			<p>north of the central open space. Staff recommends providing architectural treatment on these high visible side elevations that is commensurate to the designs, fenestration and details of the front elevations. Additionally, please provide a site map showing the locations of highly visible side elevations where such enhanced architectural treatments will be applicable.</p> <p>2. The front elevation for the two-over-two units seems to be overpowering due to the extra height caused by sloped roofs. Staff recommends considering flat or near flat roofs on these buildings to reduce the size of the overall mass of the building and to be more compatible with the surrounding townhomes. These buildings should also have a stronger cornice at the third or fourth floor.</p> <p>3. All of the townhouses and two-over-two units are clearly vertical in nature. Staff suggests that for the two-over-two units, the thin setback aligning with the entry doors and windows above be removed so that there is only one vertical plane at each unit's elevation. Too many vertical changes exacerbate the overpowering vertical nature of these buildings. The door and change in window size are sufficient to project an "A-B" rhythm at these building elevations.</p> <p>4. There is a brick band running right above the entrance canopy in all two-over-two elevations as well as the town homes. Staff recommends moving this brick band to the level of the second floor window sills, to express the first floor as a more robust base to the building.</p> <p>5. At the high visibility side elevations of the townhouses, provide a more substantial cornice or frieze trim at the top of the cementitious siding elevation, similar in size and character to deeper cornice at the masonry portion of the elevation. Additionally, the windows at this high visibility end should have window frame trim commensurate to the front elevations with jambs, headers and sill trim details.</p> <p>6. Staff recommends providing a heavier cornice at the town homes roof lines which will help to create a more prominent top for these buildings.</p> <p>7. Although a small detail, all the doors at the townhouses and 2 over 2s are shown as the exact same color. Staff recommends that a wide range of colors of front doors be allowed in order to provide variety and individual uniqueness for the different inhabitants.</p>
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Current Project - Department Review Status

	PLANNING DESIGN	Paul Mortensen paul.mortensen@montgomeryplanning.org	Revisions Requested	Please see Area Design comments from Natasha Fahim for the consensus Planning Design comments from this team. Of particular concern, the fire truck access diagram shows that standard truck turning radii at all corners within this development can currently be achieved and maintained. If possible, please narrow down radii where possible to reduce pedestrian crossing widths and to slow down auto speeds around corners.