



DEPARTMENT OF TRANSPORTATION

Mark Elrich
County Executive

Al R. Roshdieh
Director

February 28, 2019

Mr. Matthew Folden, Planner Coordinator
Area 1 Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan No. 120170170
Westwood Shopping Center
Traffic Impact Study
Traffic Signal Warrant Study

Dear Mr. Folden:

We have completed our review of the Local Area Transportation Review and Transportation Policy Area Review dated June 14, 2018, and Traffic Signal Warrant Study dated June 18, 2018. Both reports were prepared by Wells + Associates. As noted in your transmittal letter, this study was prepared in accordance with the 2013 LATR Guidelines and 2012-2016 Subdivision Staging Policy. Total development evaluated by the analysis includes:

PHASE I: the redevelopment of the existing grocery store/retail center located on the west side of Westbard Avenue allow for the construction of up to:

- 127,480 square feet of retail space
- 42,494 square feet of restaurant space
- 5074 square feet of office space
- 190 multi-family apartment building
- 72 townhouse dwelling units

PHASE II includes the redevelopment of the Manor Care facility, a gas station, a surface parking lot and the Westwood II office/retail building located on the east side of Westbard Avenue allowing for the construction of up to:

- 5,000 square feet of retail
- 220-unit multi-family apartments
- 32 townhomes

Office of the Director

101 Monroe Street 10th Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178 FAX

www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

We offer the following comments:

Local Area Transportation Review (LATR)

1. We defer to the Maryland State Highway Administration for comments regarding state-maintained roadways, including River Road (MD 190) and Massachusetts Avenue (MD 396).
2. For Access Point 17 on Page 59, there are no lane uses shown. However, Page 61 shows volumes in this corresponding location. We recommend the report be updated to resolve this inconsistency.
3. We accept the consultant's conclusion that post-development Critical Lane Volumes for the studied intersections will not exceed the congestion level threshold of 1,600 CLV for the Bethesda-Chevy Chase policy area.

Pedestrian and Bicycle Impact Statement (PBIS)

1. The consultant provided an evaluation of the pedestrian, bicycle and transit infrastructure for the studied intersections and roads. The report identified the location of sidewalk ramps for each pedestrian intersection. However, it did not state if any of the sidewalks are encumbered by overhead utilities, grates, etc. We recommend the report be updated to address this concern.
2. Page 79 notes that the presence of nearby bikeshare facilities. It should also note that this site has been recommended for two (2) new bikeshare stations within the project limits.

Transportation Policy Area Review (TPAR)

1. Appendix A, Page A20 includes email communication between M-NCP&PC and the consultant which documents that TPAR mitigation payments are no longer being collected.

Traffic Signal Warrant Study

1. The consultant provided a Traffic Signal Warrant Study for the intersections of the future realigned Westbard Avenue and Ridgefield Road, Westbard Avenue and future Street A (Westbard Circle), and Westbard Avenue and future Street A (south site access) for both existing and total traffic conditions.
2. "This signal warrant study is an update to the submitted signal warrant study dated March 22, 2017, to reflect a revised development program and access configuration as well as additional supplemental analysis requested during the LATR scoping and review process for informational purposes."
3. A thirteen (13) hour turning movement count was conducted on May 17, 2018 at the intersection of Westbard Avenue/Ridgefield Road.

4. At the time Westbard Avenue is realigned, the applicant is responsible for the removal of the existing traffic signal and conduits at the intersection of Ridgefield Road and Westbard Avenue. The applicant is also responsible for providing conduit at both intersection 11 and 17 as shown in the TIS. This conduit will need to be installed with the realigned Westbard Avenue.
5. Future Westbard Avenue and Ridgefield Road intersection

Consultant's recommendation: Does not recommend a traffic signal be installed since none of the warrants are met for either phase 1 or full-buildout. Furthermore, based upon these results, the consultant recommends that the existing traffic signal be removed when the intersection is redesigned.

MCDOT Recommendation: MCDOT reviewed the analysis for a traffic signal at this location and determined that we cannot definitively deny or recommend a traffic signal at this location. The applicant will be required to provide conduit at this location. Between six months and one year after issuance of the use and occupancy certificate for the commercial building, the applicant must submit a traffic signal warrant study for this and Westbard Avenue and Street "A" intersection to MCDOT. If the traffic signal(s) is warranted, the applicant will be required to construct and install the signal, at their expense.

6. Future Westbard Avenue and future Street A (Westbard Circle) intersection

Consultant's recommendation: Does recommend a traffic signal be installed since Warrant 1B is met with full buildout.

MCDOT Recommendation: MCDOT reviewed the analysis for a traffic signal at this location and determined that we cannot definitively deny or recommend a traffic signal at this location. The applicant will be required to provide conduit at this location. Between six months and one year after issuance of the use and occupancy certificate for the commercial building, the applicant must submit a traffic signal warrant study for this and Westbard Avenue and Street "A" intersection to MCDOT. If the traffic signal(s) is warranted, the applicant will be required to construct and install the signal, at their expense.

7. Future Westbard Avenue and future Street A (south site access) intersection

Consultant's recommendation: Does recommend a traffic signal be installed since Warrant 1A, 1b and 1C are met with full buildout.

MCDOT Recommendation: MCDOT recommends a traffic signal be installed with the first phase of development. The traffic signal should be operating prior to issuance of the use and occupancy certificate for the commercial building.

SUMMARY

1. The findings of the LATR were accepted. We concur with the vehicular-related findings of

Mr. Matthew Folden
Preliminary Plan No. 120170170
February 28, 2019
Page 4

adequacy, but request the following additional information:

- a. Please clarify the inconsistency between Pages 59 and 61 regarding Access Point 17 as discussed above in Comment 4 of the LATR section of this letter.
2. We concur with the applicant finding that no TPAR payment is required.
3. We offer the following comments regarding the Traffic Signal Warrant Study:
 - a. We recommend the applicant install a box and two 4-inch conduits for the traffic signals at the realigned Westbard Avenue and future Ridgefield Road and realigned Westbard Avenue and Street A (Westbard Circle) prior to MCDOT taking over the maintenance of the roads.
 - b. The developer shall be responsible for the removal of the existing traffic signal and conduit at the intersection of existing Westbard Avenue and Ridgefield road. Timing of this will be determined at the permit stage.
 - c. We recommend the applicant complete a new traffic signal warrant study at the future Westbard Avenue intersections with Ridgefield Road (realigned) and Street A (Westbard Circle).

Thank you for the opportunity to review this report. If you have any questions or comments regarding this letter, please contact Mr. William Whelan, our Development Review Area Engineer for this project, at william.whelan@montgomerycountymd.gov or (240) 777-2173.

Sincerely,



Rebecca Torma-Kim, Manager
Development Review Team
Office of Transportation Policy

cc: Letters notebook

cc-e: Sam Stiebel, Equity One (Northeast Properties), LLC
Andrew Bradshaw, Johnson Bernat Associates, Inc.
Erin Girard, Linowes and Blocher, LLP
Kwesi Woodroffe, SHA District 3
Nancy Randall, Wells + Associates
Kamal Hamud, MCDOT DTEO
William Whelan, MCDOT OTP

