

Current Project - Department Review Status

120170170

Rev Cycle	Group Name	Reviewer Name	Review Status	Review Comments
1	AREA ENVIRONMENTAL	Marco Fuster marco.fuster@montgomeryplanning.org	Revisions Requested	Plans need considerable revisions before they can be scheduled for the Planning Board. See changemarks.
	COUNTY TRANSPORTATION Billy Whelan william.whelan@montgomerycountymd.gov		Incomplete Review Task but Comments Provided	<ol style="list-style-type: none"> Based upon the current plan submittal, MCDOT is not prepared to write a conditional approval letter for this project at this time. We recommend the applicant address the following: <ul style="list-style-type: none"> Please provide a point-by-point response (and applicable studies) to the unresolved transportation comments discussed in our September 21, 2016 Sketch Plan review letter. Briefly restated, these concerns include: <ul style="list-style-type: none"> Justification to remove the existing traffic signal at Ridgfield/Westbard intersection; signal warrant analyses for the proposed new traffic signals Location and spacing of median breaks and provision for left-turn storage Master Plan recommendation to allow on-street parking during off-peak hours Typical section(s) for relocated Westbard Avenue, Ridgfield Road, and proposed Public Road A. Address our previous recommendation to combine the two green space sections into a single eight (8) foot wide SWM/landscaping section Underground existing overhead utilities along relocated Westbard Avenue Location and details of the Master Plan recommended-transit hub Provision for four (4) bikesharing stations throughout the site Transportation Demand Management measures/Traffic Mitigation Agreement Coordinate with MCDOT Office of Transportation Policy, Division of Traffic Engineering & Operations, and Division of Transit Services to resolve issues concerning the transportation-related issues of the project and requested design exceptions. The TIS is currently under review. MCDOT has yet to receive traffic signal warrant analyses and queuing analyses as requested in our September 21, 2016 Sketch Plan review letter. The Design Exceptions package was received and is currently under review. <ul style="list-style-type: none"> Design Public Street A in accordance with commercial business

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		<p>district standards. The centerline radius should meet that needed for the 25 mph target speed of an urban business district street. Address proposed traffic operations at the north curve on proposed Public Street A.</p> <ul style="list-style-type: none"> o Please address MCDOT's sight distance concerns at reduced radii turns on Street A. For traffic safety and operational reasons, MCDOT does not support locating the truck loading docks on the segments of Public Street A immediately west of relocated Westbard Avenue; they should be located off the proposed private streets and/or the section of Public Street A parallel to relocated Westbard Avenue in accordance with MCDOT commercial entrance spacing criteria. 4. Relocate loading dock access to Buildings 1 & 3 further away from Westbard Avenue on Street A (between stations 3+00 and 12+00), and resubmit truck turning templates accordingly. 5. The truck turning template for Building 9 fails. 6. The storm drain study is currently under review. 7. We defer to the M-NCPPC for the design, construction, operations, and maintenance of the proposed private streets. 8. Record plat to reflect Private Open Space covenant for private streets, storm drains, and open space areas. 9. Permit and bond will be required. 10. Additional comments and recommended conditions of approval will be provided after DOT has had completed its review of the requested Sketch Plan response and related studies. 11. Coordinate with Stacy Coletta for proposed transit-related improvements. Ms. Coletta can be reached at Stacy.Coletta@montgomerycountymd.gov and 240-777-5836. <p>Westwood Shopping Center Preliminary Plan: Project # 120170170 (113 lots proposed; 25.95 acres)</p> <ul style="list-style-type: none"> • Stormwater Management proposed is woefully inadequate. There is a required ESD volume of 123,561 cf and the applicant proposes 43,142cf- a proposed treatment of only 35% of what is required by law. The applicant on Page 4 of the SWM Computations state that the Willett Branch Greenway dedication precludes the use of structural stormwater practices. The Department of Parks does not agree and does not support the use of fee-in-lieu funds and waivers to offset such a large treatment deficit. Greater commitment to onsite treatment is necessary. The adopted Westbard Sector Plan clearly states (pg 58) to maximize potential benefits, SWM treatment should be done onsite whenever feasible, and the use of waivers should be limited.
<p>PARK PLANNING</p>	<p>Dominic Quattrocchi Dominic.Quattrocchi@montgomeryparks.org</p>	<p>Comments Provided</p>

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- Proposed Manor Care townhomes in the environmental buffer conflict with the Sector Plan recommendations for environmental restoration and reforestation
- On sheet P.P. 4.0 or a separate sheet, provide existing and proposed impervious area
- Show proposed park dedication areas, open space areas and areas proposed for afforestation with acreages provided.
- Provide notations and graphical representation of the Willett Branch Greenway where appropriate.
- All buildings drawn on lots that abut areas of park dedication should allow for reasonable access to dedicated parkland for purposes of maintenance and policing. Access points to be clarified at site plan.
- The trail behind Westwood II should not be indicated as "by others." The applicant is designing and building the trail there.
- The stream behind Westwood II should be shown as "to be constructed as a modified naturalized channel by applicant"
- The stairs shown behind the HOC building extension to the ENE should be shown to hug the building to minimize encroachment into the stream buffer
- APB (Applicant's Proposed Boundary) should be changed to APD (Applicant's Proposed Dedication) on all sheets.
- Provide area of proposed Civic Green (north of Proposed Building 2).
- Show trail alignments as conceptual and provided note that future trail alignment to be determined at Site Plan with guidance from M-NCPPC Dept of Parks staff.
- Interim trail connection at west end of HOC Building (Building 7) should not be termed "interim."
- Size of HOC parking and building extension are of concern to the Parks due to significant proposed buffer encroachment and proposed parkland encroachment. The Willett Branch is envisioned