

Plan Review - Department Review Status

Project Name: **H159**

Workflow Started: **04/25/2025 12:10 PM**

Report Generated: **07/11/2025 10:11 AM**

CYCLE	DEPARTMENT	STATUS	REVIEWER
1	COUNTY TRANSPORTATION	Revision Requested	Deepak Somarajan
	HOUSING & COMMUNITY AFFAIRS	Recommend For Approval	Maggie Gallagher
	AREA MASTER PLAN		Sophie Kotzker
	AREA SITE PLAN	Revision Requested	Troy Leftwich
	AREA ENVIRONMENTAL	Incomplete	Amy Lindsey
	DPS ZONING	Recommend For Approval	Melissa Goutos
	FIRE & RESCUE		Marie LaBaw
	AREA TRANSPORTATION	Revision Requested	Justine Gonzalez-Velez
	AREA DESIGN	Revision Requested	Natasha Fahim
	AREA SUBDIVISION	Revision Requested	Emily Tettelbaum
Exhibit 90 (j) OZAH Case No: LMA H-159			

REVIEW COMMENTS

REF #	CYCLE	REVIEWED BY	TYPE	FILENAME	DISCUSSION	STATUS
5	1	HOUSING & COMMUNITY AFFAIRS Maggie Gallagher 7/1/25 4:27 PM	Comment Continue working with DHCA throughout the Development Review and Building Permit processes to ensure the MPDUs provided follow the regulations set in Chapter 25A. The MPDUs must not be clustered within the development (no more than 3 MPDUs near eachother) with a reasonable distribution throughout. All townhome MPDUs must have a minimum of 3 bedrooms and 1.5 baths.			Info Only
6	1	AREA MASTER PLAN Sophie Kotzker 7/8/25 11:30 AM	Comment The below comments include the applicable language from the Master Plan and the General Plan. Staff is still determining master plan conformance. The subject application site is located within the Colesville community as designated by the White Oak Master Plan (see Figure 1, p. xiii), and in the limited growth area as designated by Thrive Montgomery 2050. 1997 White Oak Master Plan: -Master Plan notifies: "master plans generally look ahead about 20 years from the date of adoption, although it is intended that they be updated and revised about every ten years. It is			Info Only

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			<p>recognized that the original circumstances at the time of plan adoption will change over time, and that the specifics of a master plan may become less relevant as time goes on" (p. viii). -Master Plan describes the Colesville community as "mostly low-density, single-family detached residential in nature with a scattering of townhouses tucked throughout" (p. 9). -Master Plan "envision[s] the [plan area] remaining residential in nature. In-fill development will follow the established residential pattern" (p. 13). -Master Plan's land use and zoning goal as stated: "ensure livable communities for the future by protecting and strengthening their positive attributes and encouraging development that will enhance the communities' function, sense of place, and identity" (p. 16). -Master Plan's housing objective as stated: "maintain housing for people of varying incomes, ages, and lifestyles, and continue to provide a variety of housing types that will permit households with changing needs to find suitable accommodations within the White Oak Master Plan area" (p. 18). -Master Plan's housing recommendations include "encourage the development of innovative housing and a variety of housing types of for all income ranges" (p. 18). -Master Plan includes a general land use and zoning objective "protect and strengthen existing neighborhood character and pattern of land use" (p. 38) and subsequent recommendations: "retain existing zoning designations in residential neighborhoods" (p. 38), and "encourage new residential development within residential neighborhoods that is compatible with the surrounding neighborhoods and community" (p. 38). Thrive Montgomery 2050 (the General Plan) - Compact Growth: "The Limited Growth area (medium blue) contains the mainly suburban residential communities where limited, organic growth is envisioned to meet localized needs for services, provide a diverse range of housing choices, and increase racial and socioeconomic integration to achieve Complete Communities" (p. 72). -Housing: the General Plan recommends to "encourage the production of more housing to better match supply with demand," to "plan for a wide range of housing types and sizes to meet diverse needs," and to "promote racial and economic diversity and equity in housing in every neighborhood" (p. 132-133).</p>			
7	1	AREA SITE PLAN Troy Leftwich 7/9/25 5:51 PM	<p>Comment</p> <p>Coordinate with staff to develop more feasible layout options that support the requested CRNF or another zone. Discuss alternative Floating Zone options with staff to determine the most appropriate zone Ensure the layout addresses screening requirements and height compatibility (CRNF). Final design is not required at this stage, but it should demonstrate the</p>			Unresolved

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			potential to meet these standards. Confirm frontage improvements along Notley Road and determine if will be continued onto adjacent park land. Confirm with SHA and DOT the necessary improvements at the intersection of New Hampshire Avenue and Notley Road. Verify MPDU requirements with staff. Explore opportunities to connect the projects interior green spaces with the adjacent senior housing development and nearby park to create continuous greenways and pedestrian connections. Discuss potential improvements to the adjacent park with staff. Provide a total parking estimate in the current data table (show visitor parking). Justify the requested the 60' height. Include precedent images of proposed unit types and amenity spaces. Confirm whether utilities along Notley Road will be placed underground.			
8	1	COUNTY TRANSPORTATION Deepak Somarajan 7/10/25 2:04 PM	Changemark Changemark note #01 Significant Comments: The following comments shall be addressed in the preliminary plan/site plan: 1. New Hampshire Avenue (MD-650): a. Per the Master Plan, it is classified as a Boulevard with a minimum right-of-way of 120-ft, 6 planned lanes. b. Per Bicycle master Plan, Sidepath (Both Sides). c. Show the right-of-way dimension on the plan to match the roadway cross section. d. The right-of-dedication must comply with the master plan. e. We do not recommend access to New Hampshire Avenue. f. We defer to MDSHA for improvements along this roadway. 2. Notley Road: a. Per the Master Plan, it is classified as a Neighborhood Connector with a minimum right-of-way of 70-ft, 2 planned lanes. b. The current location of the road appears to be highly skewed toward the north side of the right-of-way. Show the right-of-way dimension on the plan to match the roadway cross section. The provided cross-section is acceptable if the applicant intends to dedicate additional ROW or substantially realign the road. The right-of-dedication must comply with the master plan. a. Per Bicycle master Plan, Sidepath (East Side) 3. The TIS comments were issued on May 20th, and please clarify if those comments were addressed. Submit the revised synchro files. We have not received a TIS review fee. Please submit the fee as soon as possible so we can complete the review. 4. How many visitor parking spaces are currently proposed onsite? The number of parking spaces provided onsite appears to be insufficient and should be increased to adequately accommodate the visitor demand. 5. One existing bus stop is on the site frontage. This should be identified on the plans. Please coordinate with Mr. Wayne Miller at Wayne.Miller2@montgomerycountymd.gov about bus stop placement and any required improvements. 6.	H-159 10.i.b. Notley Road FZP02.pdf		Unresolved

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			<p>Show the property line across from the subject property. 7. Sight Distance: Submit a completed, executed MCDOT Sight Distances Evaluation form, for all existing and proposed site entrances onto County-maintained roads, for our review and approval. Please refer the new sight distance form: https://www.montgomerycountymd.gov/dot-dir/Resources/Files/SightDistanceForm.pdf. 8. Storm Drain Study: a. Submit a storm drain study if any portion of the subject site drains to the Montgomery County public storm drain system. Please refer the storm drain checklist: https://www.montgomerycountymd.gov/dot-dir/Resources/Files/StormDrainRevChecklist.pdf. 9. Design all access points and alleys to be at-grade with the sidewalk / sidepath, dropping down to street level between the sidewalk / sidepath and roadway. 10. The applicant is responsible for relocating utilities along existing roads to accommodate the required roadway improvements. 11. The Forest conservation Easement may not overlap any other easement, including slope and grading easements. 12. A permit and bond will be required as a prerequisite to DPS approval of the record plat.</p>			
9	1	AREA DESIGN Natasha Fahim 7/10/25 8:32 PM	<p>Comment</p> <p>This LMA application proposes transforming seven single-family lots into a denser residential block by providing internal streets and two street connections to Notley Road. We believe that the redevelopment of this site should be done in a manner that is sympathetic to the neighborhood context, in line with the General Plan's recommendations for growth corridors, and that it should provide an opportunity to create connections to the existing county park to the west. The following are Staff's comments for further discussion: Compatibility with the existing single-family homes along Notley Road: Staff appreciates the provision of rear-loaded townhomes along Notley Road, which eliminates individual driveway curb cuts and creates a pedestrian-friendly streetscape along this residential road. However, as proposed, Staff believes the layout, featuring long, multi-unit townhomes, overpowers the character of the existing single-family homes across the street and does not offer compatibility with the established residential community. Staff recommends that the applicant explore alternative layouts. 1. Explore other smaller-scale residential unit types to offer diversity. 2. Provide shorter sticks of townhomes along Notley Road 3. Relocating the proposed private street on the west side of the site to the property line on the west to open up the visual and physical connection to the existing park. 4. Explore narrowing down the northern linear park</p>			Unresolved

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			and providing a larger green space along Notley Road to be used by the broader community. The east/west internal street to the north can have a wonderful tree-lined path from New Hampshire to the existing county park. 5. Create an ample, open space for the broader community along Notley Road. * Urban Design Staff is happy to prepare and share sketches, provided by our urban design team, that explain each of these suggestions if the applicant would like to set up a follow-up meeting after the DRC. On-street parking spaces for visitors: Adequate onsite parking must be provided for visitors. Future street connection to the north parcel: Staff suggests exploring connectivity to the north parcel or, at a minimum, allocating a right-of-way at the terminus of the proposed north-south private street for a future street connection to the parcel on the north, in case the senior housing complex is redeveloped or connections to New Hampshire Avenue are consolidated in the future. Townhome's alignment along New Hampshire Road: Along all streets and park edges, the proposed building should align with the fronting street or park to create a continuous street wall for the fronting street or park. Connection to the existing park on the west: Provide a visual and physical connection from the community to the existing park to the west.			
10	1	AREA TRANSPORTATION Justine Gonzalez-Velez 7/10/25 9:11 PM	Changemark Transportation-MNCPPC-1 1. New Hampshire Avenue is classified as a Boulevard under the Master Plan of Highways and Transitways with a master planned right of way of 120 feet. 1.1. Record Plat No. 1767 shows an existing 100 feet of right-of-way. 1.2. Additional dedication is required to achieve the master planned right-of-way. 1.3. Please label and dimension the street classification and the required right-of-way dedication.	H-159 10.i.b. Notley Road FZP02.pdf		Unresolved
11	1	AREA TRANSPORTATION Justine Gonzalez-Velez 7/10/25 9:11 PM	Changemark Transportation-MNCPPC-2 2. Per the 2024 Complete Streets Design Guide, please provide the following design parameters for New Hampshire Avenue: - Sidewalk, 11-foot-wide (see requirements from the Bicycle Master Plan) - Street buffer, 8-foot-wide (closed section drainage) - Maintenance buffer, 2-foot-wide Frontage zone, 7-foot-wide	H-159 10.i.b. Notley Road FZP02.pdf		Unresolved
12	1	AREA TRANSPORTATION Justine Gonzalez-Velez 7/10/25 9:11 PM	Changemark Transportation-MNCPPC-3 3. The Bicycle Master Plan calls for an 11-foot-wide asphalt sidepath along New Hampshire Avenue. 3.1. The 11-foot-wide concrete sidewalk per the Complete Streets Design Guide is no longer required. Instead, an 11-foot-wide asphalt sidepath should be constructed.	H-159 10.i.b. Notley Road FZP02.pdf		Unresolved

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			3.2. Please illustrate, label, and dimension the required 11-foot-wide sidepath. 3.3. Show sidepath termination/transition at the end of the required segment along the frontage of the Subject Property.			
13	1	AREA TRANSPORTATION Justine Gonzalez-Velez 7/10/25 9:11 PM	Changemark Transportation-MNCPPC-4 4. Notley Road is classified as a Neighborhood Connector under the Master Plan of Highways and Transitways with a master planned right-of-way of 70 feet. 4.1. Additional dedication is required to achieve the master planned right-of-way. 4.2. Please label and dimension the street classification and the required right-of-way dedication.	H-159 10.i.b. Notley Road FZP02.pdf		Unresolved
14	1	AREA TRANSPORTATION Justine Gonzalez-Velez 7/10/25 9:11 PM	Changemark Transportation-MNCPPC-5 5. Per the 2024 Complete Streets Design Guide, please provide the following desing parameter for Notley Road: - Sidewalk, 6-foot-wide (see requirements from the Bicycle Master Plan) - Street buffer, 6-foot-wide (closed section) Maintenance buffer, 2-foot-wide	H-159 10.i.b. Notley Road FZP02.pdf		Unresolved
15	1	AREA TRANSPORTATION Justine Gonzalez-Velez 7/10/25 9:11 PM	Changemark Transportation-MNCPPC-6 6. The Bicycle Master Plan calls for a 10-foot-wide asphalt sidepath along Notley Road. 6.1. The 6-foot-wide concrete sidewalk per the Complete Streets Design Guide is no longer required. Instead, a 10-foot-wide asphalt sidepath should be constructed. 6.2. Please illustrate, label, and dimension the required 10-foot-wide sidepath. 3.3. Show sidepath termination/transition at the end of the required segment along the frontage of the Subject Property.	H-159 10.i.b. Notley Road FZP02.pdf		Unresolved
16	1	AREA TRANSPORTATION Justine Gonzalez-Velez 7/10/25 9:11 PM	Changemark Transportation-MNCPPC-7 7. Please provide cross-sections for all the proposed private alleys.	H-159 10.i.b. Notley Road FZP02.pdf		Unresolved
17	1	AREA TRANSPORTATION Justine Gonzalez-Velez 7/10/25 9:11 PM	Changemark Transportation-MNCPPC-8 8. For clarity purposes, please label all private streets and alleys with "A, B, C, D" - both in the cross-sections and the drawings.	H-159 10.i.b. Notley Road FZP02.pdf		Unresolved
18	1	AREA TRANSPORTATION Justine Gonzalez-Velez 7/10/25 9:12 PM	Changemark Transportation-MNCPPC-9 9. Please provide a justification to why you are proposing private streets, instead of public streets.	H-159 10.i.b. Notley Road FZP02.pdf		Unresolved
19	1	AREA TRANSPORTATION Justine Gonzalez-Velez	Changemark Transportation-MNCPPC-10 10. Upon resubmission, at Preliminary Plan stage, please submit road grade plans and sight distance for	H-159 10.i.b. Notley Road FZP02.pdf		Unresolved

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		7/10/25 9:12 PM	all new streets and alleys. 9.1. Existing public streets are subject to sight distance evaluation from MCDOT and MDOT-SHA.			
20	1	AREA TRANSPORTATION Justine Gonzalez-Velez 7/10/25 9:12 PM	Changemark Transportation-MNCPPC-11 11. Please indicate how many parking spaces the proposed development will be providing for visitors.	H-159 10.i.b. Notley Road FZP02.pdf		Unresolved
21	1	AREA TRANSPORTATION Justine Gonzalez-Velez 7/10/25 9:12 PM	Changemark Transportation-MNCPPC-12 12. Please identify the existing bus stop on the plans/drawings. 12.1. Coordinate any requirements or improvements to the bus stop with Mr. Wayne Miller from MCDOT.	H-159 10.i.b. Notley Road FZP02.pdf		Unresolved
22	1	AREA TRANSPORTATION Justine Gonzalez-Velez 7/10/25 9:12 PM	Changemark Transportation-MNCPPC-13 13. Please address MCDOT's comments about the Transportation Impact Study (TIS) issued on May 20th.	H-159 10.i.b. Notley Road FZP02.pdf		Unresolved
23	1	AREA TRANSPORTATION Justine Gonzalez-Velez 7/10/25 9:12 PM	Changemark Transportation-MNCPPC-14 14. MNCPPC will be providing comments about the Transportation Impact Study (TIS) in the following weeks. 14.1. Please hold resubmission of the TIS until all transportation agencies, including MDOT-SHA, have provided comments.	H-159 10.i.b. Notley Road FZP02.pdf		Unresolved
24	1	AREA TRANSPORTATION Justine Gonzalez-Velez 7/10/25 9:12 PM	Changemark Transportation-MNCPPC-15 15. Upon resubmission, at Preliminary Plan stage, provide width and length dimensions for the driveways.	H-159 10.i.b. Notley Road FZP02.pdf		Unresolved
25	1	AREA TRANSPORTATION Justine Gonzalez-Velez 7/10/25 9:12 PM	Changemark Transportation-MNCPPC-16 16. Design all access points to be at-grade with sidewalk, dropping down to street level between the sidewalk and street.	H-159 10.i.b. Notley Road FZP02.pdf		Unresolved
26	1	AREA TRANSPORTATION Justine Gonzalez-Velez 7/10/25 9:12 PM	Changemark Transportation-MNCPPC-17 17. Please refer to Fire and Rescue for pavement width requirements and access adequacy.	H-159 10.i.b. Notley Road FZP02.pdf		Unresolved
27	1	DPS ZONING Melissa Goutos 7/10/25 9:41 PM	Comment More parking info needed at the time of CSP.			Info Only
28	1	AREA SUBDIVISION Emily Tettelbaum 7/11/25 8:41 AM	Comment From Darcy Buckley at Montgomery Parks: Montgomery Parks supports Planning staff's recommendation to explore opportunities to connect the project's interior green spaces with the adjacent			Unresolved

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			senior housing development and the adjacent Colesville Manor Park to create continuous greenways and pedestrian connections. Explore extending the Notley Road frontage improvements to the Colesville Manor Park entrance to ensure safe pedestrian access.			
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