



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

MCPB

ITEM# _____
DATE: 04/12/07



MEMORANDUM

DATE: March 30, 2007

TO: Montgomery County Planning Board

VIA: Richard Hawthorne, Chief
Shahriar Etemadi, Supervisor *BEH*
Transportation Planning Division

FROM: Ed Axler, Planner/Coordinator (301) 495-4525 *EA*

REVIEW TYPE: Adequate Public Facilities (APF) Review

APPLYING FOR: Future Building Permit 3,650-Square-Foot Bank with Drive-Through ATMs

PROJECT NAME: Chevy Chase Bank at Tolson Center

CASE NO.: APF200701

REVIEW BASIS: Chapter 50-35(k), Montgomery County Subdivision Regulations

ZONE: C-2

LOCATION: Located on the south side of Old Georgetown Road (MD 187), approximately 250 feet east of Executive Boulevard

SECTOR PLAN: White Flint

APPLICANT: Chevy Chase Bank, FSB

CIVIL ENGINEER: Greenhorne & O'Mara, Inc.

ATTORNEY: Lerch Early & Brewer, Chartered

FILING DATE: October 24, 2006

HEARING DATE: April 12, 2007

RECOMMENDATION

We recommend approval, pursuant to Section 50-35(k), Montgomery County Subdivision Regulations, and subject to the following conditions:

- 1) The applicant must limit the future building permit to a 3,650-square-foot bank with four drive-through ATMs.
- 2) The site access must be from Old Georgetown Road using the same existing curb cut and be coordinated with the Maryland State Highway Administration (SHA), Engineering Access Permits Division, as necessary.
- 3) Prior to the release of a building permit, the applicant must contribute to the Montgomery County Department of Public Works and Transportation (DPWT) Capital Improvements Program (CIP) Project No. 509995, Conference Center Intersection Improvements, to cover the cost of reconfiguring the lane usage on the westbound approach of Old Georgetown Road at the intersection with Rockville Pike (MD 355).
- 4) The applicant must install one inverted-U bike rack at a location in front of the bank's main entrance as agreed upon by the Transportation Planning staff.
- 5) This Adequate Public Facilities (APF) approval shall be valid for sixty (60) months from the date the Planning Board's opinion is mailed.

I. PROJECT LOCATION

The subject bank site is located on the south side of Old Georgetown Road (MD 187), approximately 250 feet east of Executive Boulevard (refer to Attachment No. 1, location map). Currently, the site has a vacant, quality, sit-down (Japanese) restaurant of 7,276 square feet, as shown on the aerial photograph (refer to Attachment No. 2, aerial photograph). The applicant is proposing to remove the existing building and replace it with a bank branch that has a drive-in (refer to Attachment No. 3, applicant's site plan).

II. PROJECT DESCRIPTION

The proposed bank is located on part of existing Lot 6, Block 1 (refer to Attachment No. 4, tax map) that will be re-platted as proposed Lot 10, Block 10 (refer to Attachment No. 5, proposed record plat) using the minor subdivision provisions for existing commercial lots. The existing adjoining Lot 5 and Lot 6 were previously recorded as Recorded Plat No. 504-94 or No. 9232 in 1969 (refer to Attachment No. 6, original record plat). Part of Lot 6 was re-platted Recorded Plat No. 610-54 in 1999 (refer to Attachment No. 7, modifying record plat). Minor Subdivision Application No. 2-20070770 was filed for the proposed Lot 10 with a 40,000-square-feet (or 0.92 acre) lot area.

III. ANALYSIS AND FINDINGS ON TRANSPORTATION-RELATED ISSUES

A. Master Plan Roadways and Bikeways

In accordance with the *North Bethesda/Garrett Park Master Plan*, the master-planned roadways and bikeways are as follows:

- 1) Old Georgetown Road is designated as a six-lane divided major highway, M-4, with a 120-foot right-of-way.
- 2) Executive Boulevard is designated as a four-lane business district street, B-7, with:
 - a) A 120-feet right-of-way northwest of Old Georgetown Road without a bikeway.
 - b) An 80-foot right-of-way southeast of Old Georgetown Road with a Class 2 bikeway.

In accordance with the *Countywide Bikeways Functional Master Plan*, the master-planned bikeway along Executive Boulevard is designated as a bike lane, BL-25.

B. Master-Planned Transportation Demand Management Requirements

The subject site is located within the boundary of the North Bethesda Transportation Management District (TMD). As a commercial use with fewer than 25 employees, a Traffic Mitigation Agreement (TMAg) is not required. But participation in the North Bethesda Transportation Management Organization (TMO) is encouraged to assist with achieving and maintaining the non-auto driver mode share goal for workers in the North Bethesda TMD.

C. Available Public Transportation Services

Ride-On routes 5 and 26 operate along the roadway segments of Executive Boulevard and Old Georgetown Road, connecting Montrose Road with Rockville Pike (MD 355). Ride-On route 81 operates along Executive Boulevard between Montrose Road and Marnelli Road. The entrance to the White Flint Metrorail Station is approximately 3/8 of a mile away from this site and can be accessed by walking west along Old Georgetown Road and then south along Rockville Pike.

D. Adequacy of the Public Transportation Facilities

The proposed redevelopment of the subject site would generate a net increase in 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.), as shown in the following table:

Type of Land Use	Square Feet	Weekday Peak Hour			
		Morning		Evening	
		New	Total	New	Total
Proposed Drive-In Bank	3,650	24	45	89	167
Existing Vacant Restaurant	7,276	0	0	5	5
Net Increase in Peak Hour Trips		24	45	84	162

Total trips include new, diverted, and pass-by trips. Diverted, and pass-by trips are those that are already on the road, but stop at the bank on their way along the route they are traveling.

A traffic study was required to satisfy APF/Local Area Transportation Review (LATR) because the proposed redevelopment of the site is expected to generate 30 or more peak hour trips during the weekday morning and evening peak hours. The table below shows the result of the critical lane volume (CLV) analysis for studied intersections:

Intersection	Weekday Peak Hour	Traffic Condition			
		Existing	Background	Total	Total Improved
Executive Boulevard & Old Georgetown Road	Morning	1,654	1,767	1,767	-----
	Evening	1,497	1,675	1,675	-----
Old Georgetown Road & Site Driveway	Morning	768	836	861	-----
	Evening	838	1,022	1,120	-----
Old Georgetown Road & Rockville Pike	Morning	1,376	1,548	1,551	1,509
	Evening	1,384	1,864*	1,873*	1,860*
Executive Boulevard & Marinelli Road	Morning	418	519	520	-----
	Evening	518	614	616	-----
Old Georgetown Road & Nicholson Lane	Morning	1,547	1,599	1,606	-----
	Evening	1,596	1,710	1,732	-----

* This CLV value exceeds the 1,800 congestion standard for the White Flint Policy Area.

The CLV value at the intersection of Old Georgetown Road and Rockville Pike exceeds the 1,800 congestion standard during the evening peak hour. The applicant proposes an improvement at this location described in the recommended condition of approval (No. 3) for this application (above). The improvement involves reconfiguration of the westbound approach on Old Georgetown Road from a separate right-turn lane to a combined right-turn and second through lane.

Although the CLV value in the evening total improved traffic condition still exceeds the 1,800 standard, LATR test is satisfied because the proposed improvement reduces the total future CLV below the CLV calculated for the background condition.

Under the existing traffic volume condition, this intersection operates at an acceptable congestion level whereas the proposed improvement to reconfigure the westbound approach lane would not be required at this time. To assure that this reconfiguration is provided when it is required in the future, the applicant should contribute to DPWT's active CIP Project No. 509995 for Conference Center Intersection Improvements (refer to Attachment No. 8). Refer to Attachments 9 and 10 for DPWT and SHA comments.

IV. CITIZEN CORRESPONDENCE AND ISSUES

This application predates any specific requirements for application notice or meetings between the applicant and interested parties. However, the applicant has actively contacted the adjoining and confronting property owners for this application. Written notice of the public hearing date has been given to adjacent and confronting property owners as well as local civic and homeowners associations. No citizen comments have been submitted as of the date of this report.

V. CONCLUSION

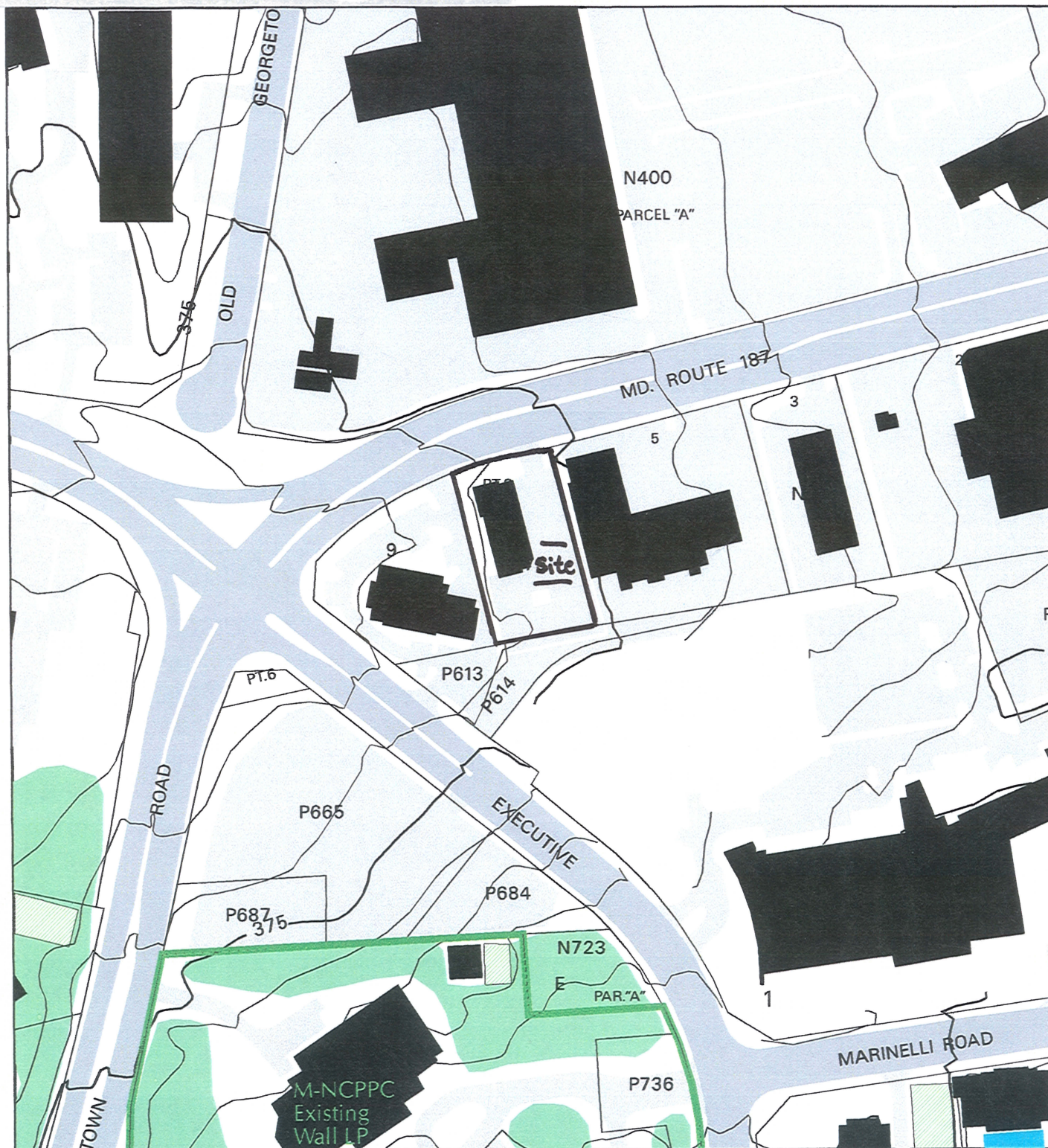
As a commercial redevelopment plan on previously recorded property in the C-2 zone, the subject property is eligible for review of adequate facilities without review of a preliminary plan. Our analysis of this property includes that Section 50-35(k) of the Subdivision Regulations that will be satisfied to allow release of a future building permit with the recommended conditions of approval. Therefore, we recommend approval of the application.

Attachments

Attachment 1 Vicinity Development Map
Attachment 2 Aerial Photograph showing the Existing Building
Attachment 3 Site Plan for the Proposed Chevy Chase Bank
Attachment 4 Tax Map showing Lot 6
Attachment 5 Proposed Record Plat for Lot 10, Block 1
Attachment 6 Record Plat No. 504-94 for Existing Lot 5 and 6
Attachment 7 Record Plat No. 610-54 for Existing Lot 9
Attachment 8 Project Description Form for Montgomery County DPWT CIP Project
Attachment 9 DPWT letter dated March 28, 2007
Attachment 10 SHA letter dated February 26, 2007

EA:mj

CHEVY CHASE BANK OF TOLSON CENTER



Map compiled on March 28, 2007 at 8:59 AM | Site located on base sheet no - 215NW06

NOTICE

The planimetric, property, and topographic information shown on this map is based on copyrighted Map Products from the Montgomery County Department of Park and Planning of the Maryland - National Capital Park and Planning Commission, and may not be copied or reproduced without written permission from M-NCPPC.

Property lines are compiled by adjusting the property lines to topography created from aerial photography and should not be interpreted as actual field surveys. Planimetric features were compiled from 1:14400 scale aerial photography using stereo photogrammetric methods.

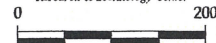
This map is created from a variety of data sources, and may not reflect the most current conditions in any one location and may not be completely accurate or up to date. All map features are approximately within five feet of their true location. This map may not be the same as a map of the same area plotted at an earlier time as the data is continuously updated. Use of this map, other than for general planning purposes is not recommended. - Copyright 1998

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

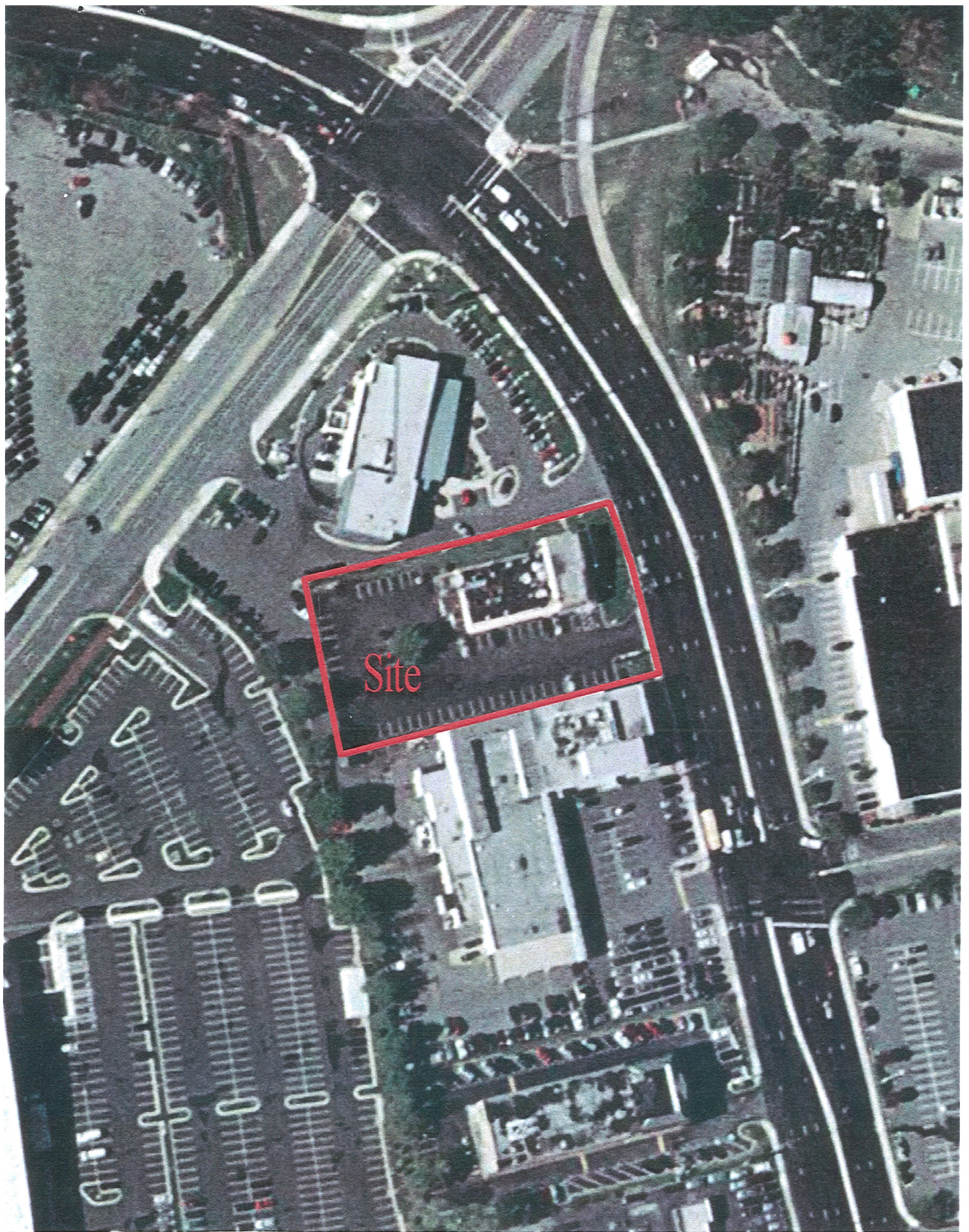
Key Map



Research & Technology Center

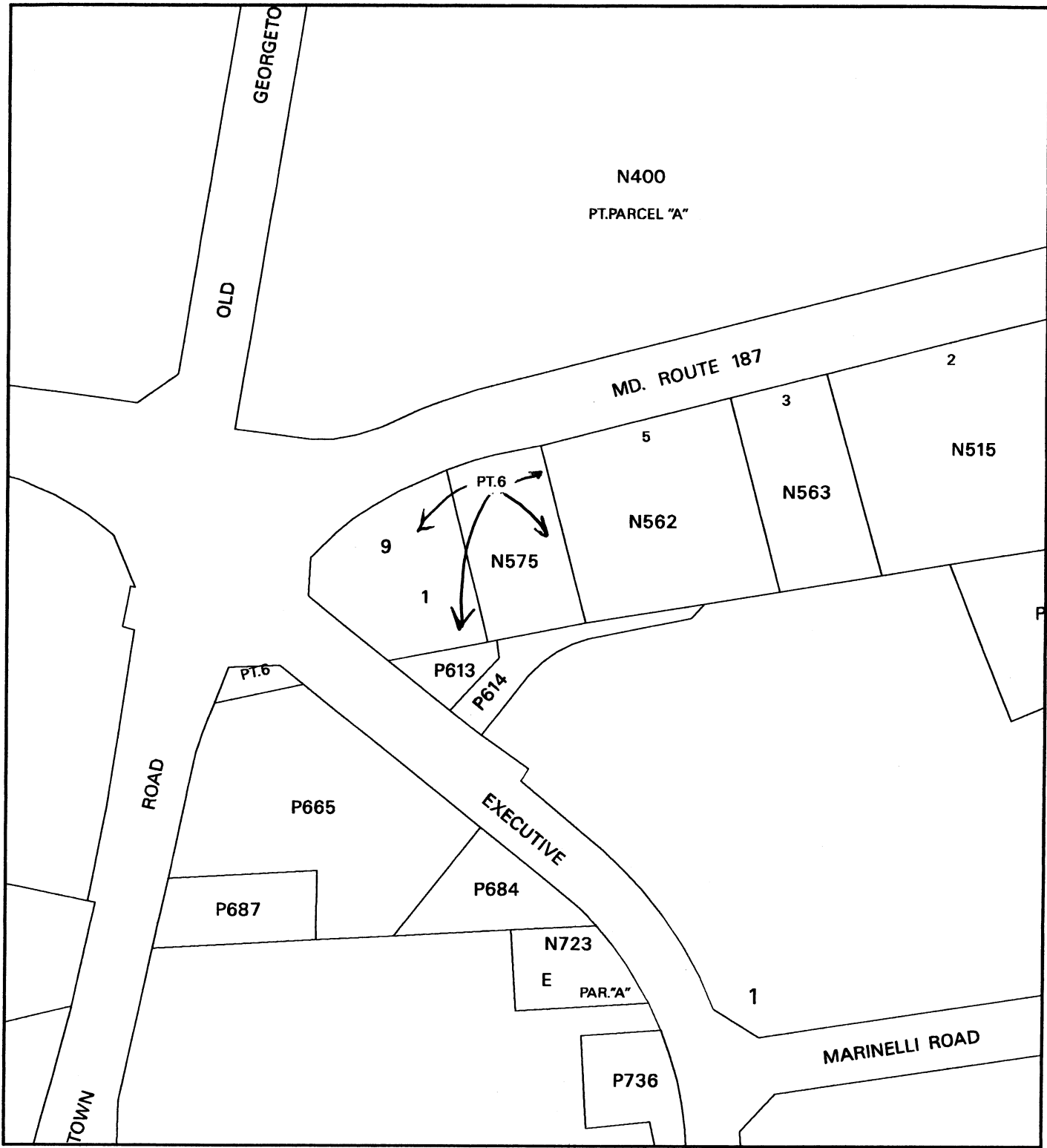


1 inch = 200 feet
1 : 2400



Attachment 2 Aerial Photograph - Existing Building

CHEVY CHASE BANK OF TOLSON CENTER



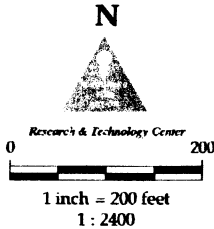
Map compiled on March 28, 2007 at 8:50 AM | Site located on base sheet no - 215NW06

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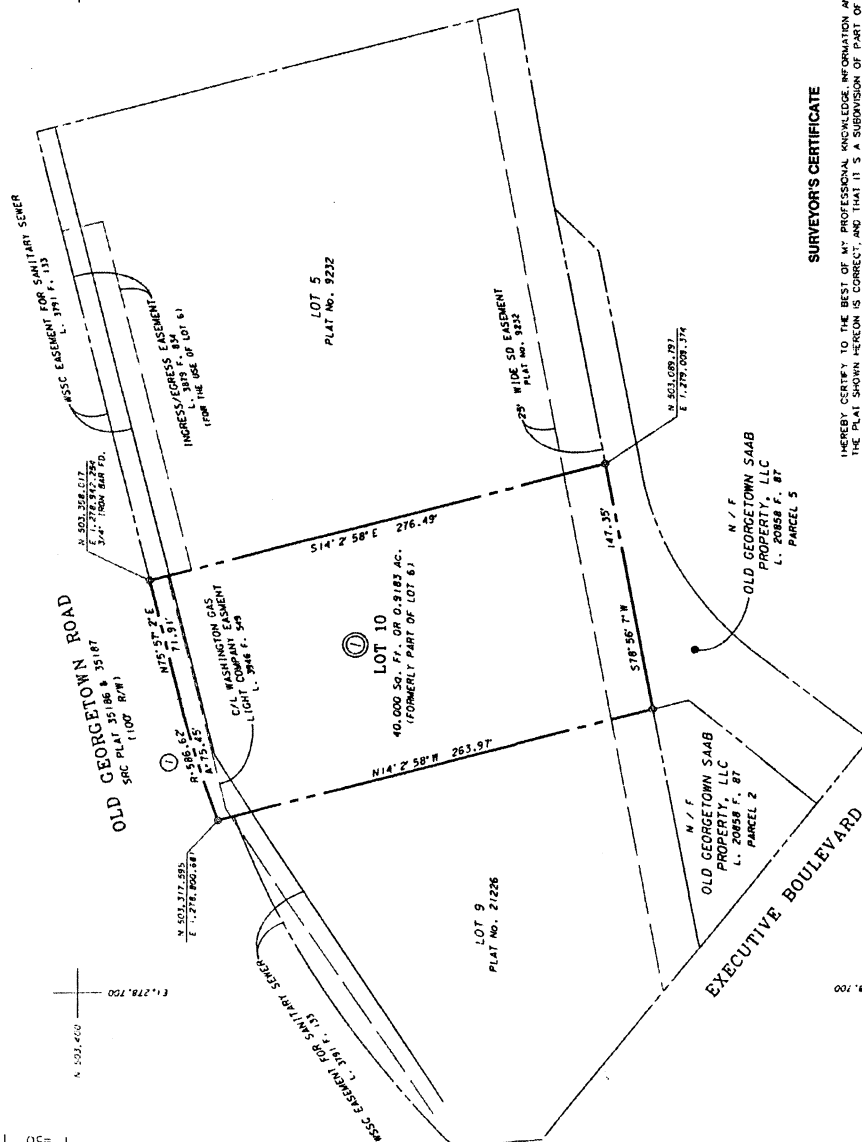


Attachment 4 Tax Map showing Lot 6

OWNER'S CERTIFICATE

THE CHIEF CLERK, OWNERS OF THE PROPERTY DESCRIBED HEREIN, HEREBY ADOPT THIS PLAN OF SUBDIVISION, AND ESTABLISH THE BUILDING RELOCATION LINES.

CURVE TABLE				
RADIUS	ARC	DELTA	TANGENT	CHORD BEARING
586.62'	75.45'	07°22'09"	37.78'	N72°15'58"E



SURVEYOR'S CERTIFICATE

HEREBY CERTIFY TO THE BEST OF MY PROFESSIONAL KNOWLEDGE, INFORMATION AND BELIEF, THAT THE PLAN SHOWN HEREIN IS CORRECT, AND THAT IT IS A SUBDIVISION OF PART OF THAT PARCEL OR PORTION OF LAND SHOWN AS LOT 6 ON A PLAN OF SUBDIVISION TITLED "LOT 5 & 6, BLOCK 1, TOLSON SUBDIVISION," RECORDED AMONG THE LAND RECORDS OF MONTGOMERY COUNTY, MARYLAND AS PLAN NO. 8232.

FURTHER CERTIFY THAT ONCE CHARGED, AS DESCRIBED IN THE OWNERS' DECLARATION, ALL PROPERTY INTERESTS IN THE LAND SHOWN ON THIS PLAN WILL BE SET AS DEDICATED HEREON IN ACCORDANCE WITH THE PROVISIONS OF SECTION 502A(MF) OF THE MONTGOMERY COUNTY CODE.

THE TOTAL AREA OF THIS PLAT OF SUBDIVISION IS 40,000 SQUARE FEET OR 0.9183 ACRES OF LAND. THERE IS NO ROAD DEDICATION BY THIS PLAT.

W. JOSEPH HINES
PROFESSIONAL LAND SURVEYOR
MARYLAND REGISTRATION NO. 10877

AREA TABULATION		
PARCEL 9	40,000 S.F.	0.9183 Ac.
TOTAL AREA	40,000 S.F.	0.9183 Ac.

FOR PUBLIC WATER AND SEWER SYSTEMS
Maryland National Capital Park & Planning Commission
Montgomery County Planning Board

Approved: _____

Chairman

Secretary Treasurer

MNCIP&PC File NO.

ATE=8/3/2008 DGN=1-071292\071292 PUA.DGT-441-1\071292\071292 PUA prt THH=P:\Proj\Fontables\Mandarin\Montgomery\VF move\1H SC AFE=50 BOT=0

**SUBDIVISION RECORD PLAT
TOLSON CENTER
LOT 10, BLOCK 1**

LOT 6, BLOCK 1
WHEATON (13th) ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND
SCALE: 1" = 50' AUGUST, 2006

GREENHORNE & O'MARA INC.

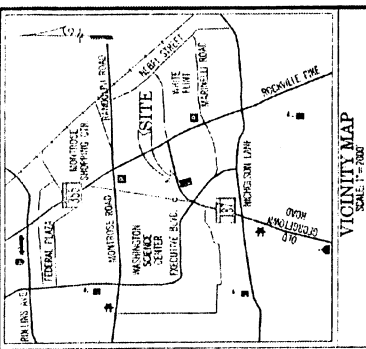
ENGINEERS-PLANNERS-SURVEYORS
20410 CENTURY BOULEVARD, SUITE 200
GERMANTOWN, MARYLAND 20874
PHONE (301) 444-8787 FAX (301) 444-8181

Recorded

Plot No.

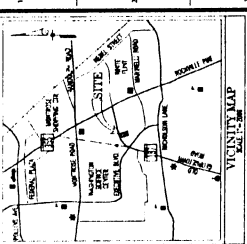
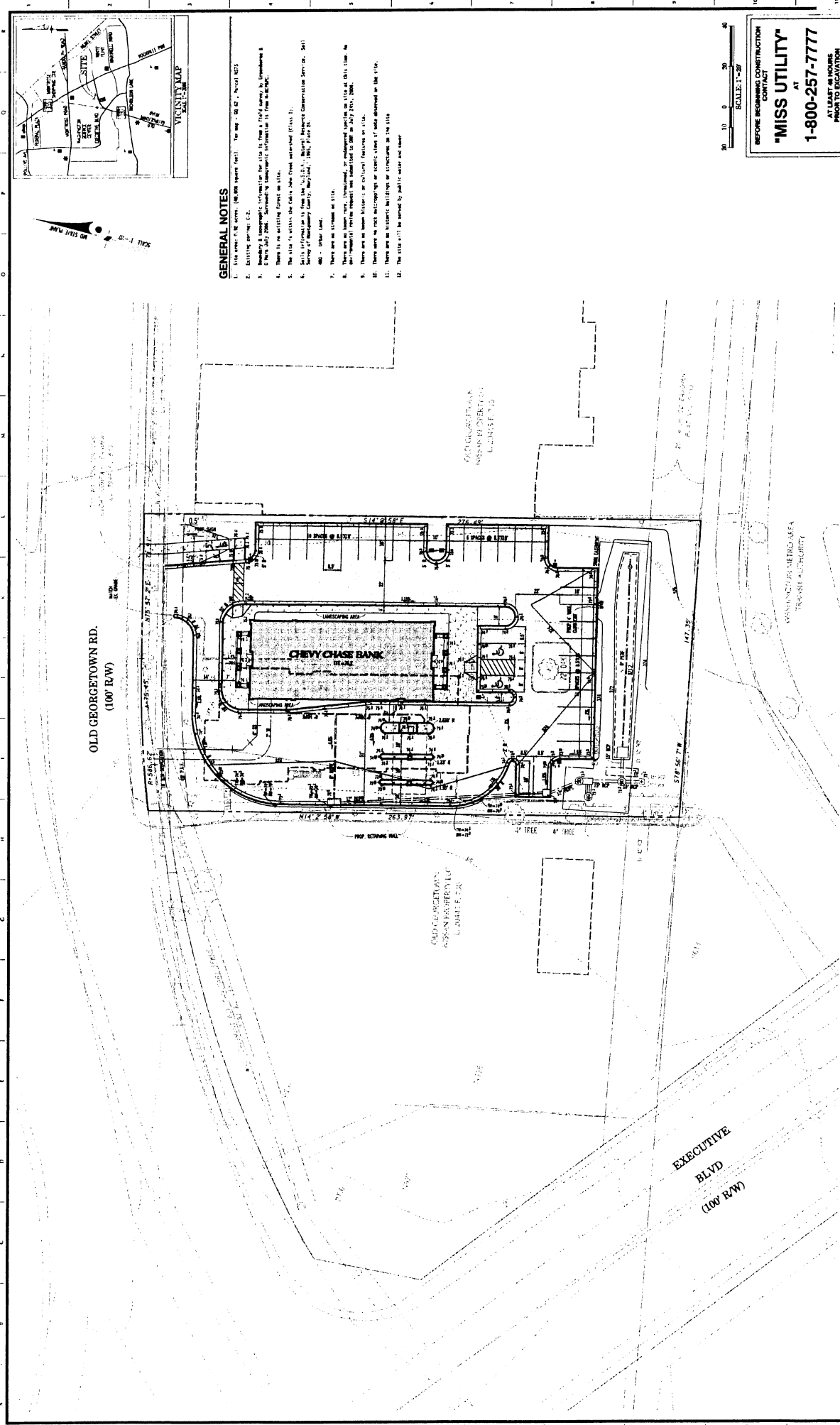
Days

CSA
No.
R. .p



SUBDIVISION NOTES

- ALL TERMS, CONDITIONS, AGREEMENTS, LIMITATIONS OR REQUIREMENTS ASSOCIATED WITH ANY PRELIMINARY PLAN, SITE PLAN, PROJECT PLAN OR OTHER PLAN ALLOWING DEVELOPMENT OF THIS PROPERTY APPROVED BY THE MONTGOMERY COUNTY F.L.A.N.N.I.N.G. BOARD ARE INTENDED TO SURVIVE THE PLAN OR ANY AMENDMENT HERETO AS APPROVED OR SUBSEQUENTLY APPROVED BY THE OFFICIAL PUBLIC FILES FOR ANY SUCH PLAN ARE MAINTAINED BY THE PLANNING BOARD AND ARE AVAILABLE FOR PUBLIC REVIEW DURING NORMAL BUSINESS HOURS.
- THE PROPERTY SHOWN HEREON IS SUBJECT TO THE REQUIREMENTS OF THE MONTGOMERY COUNTY FOREST CONSERVATION LAW OF 1982 INCLUDING APPROVAL OF A FINAL FOREST CONSERVATION PLAN BY THE MONTGOMERY COUNTY BOARD OF SUPERVISORS. A COPY OF THE APPROVED PLAN MAY BE REVIEWED AT 8787 GEORGIA AVENUE, SILVER SPRING, MD.
- PUBLIC WATER AND SEWER EXIST AT THIS PROPERTY.
- THIS PROPERTY IS ZONED C2
- TITLE INFORMATION STATEMENT: THIS SUBDIVISION RECORD PLAT IS NOT INTENDED TO SHOW EVERY WATER AFFECTING OWNERSHIP OR USE, NOR EVERY WATER RESTRICTING THE OWNERSHIP OR USE OF THIS PROPERTY. THE SUBDIVISION RECORD PLAT IS NOT INTENDED TO REPLACE AN EXAMINATION ON FILE OR TO SUBSTANTIALLY AFFECT ANY TITLE.
- TAX MAP REFERENCE: TAX MAP C082 PARCELS 1N575
- THIS PLAT CONFORMS WITH THE REQUIREMENTS OF SECTION 30-35A OF THE MONTGOMERY COUNTY SUBDIVISION REGULATION, BEING CHAPTER 50 OF THE COUNTY CODE. THIS PLAT INCLUDES CONSOLIDATING THE RESIDUAL PORTION OF LOT 6 INTO A SINGLE LOT AS PROVIDED FOR IN SECTION 30-35A(2)(A).
- THIS PLAT IS IN THE DATUM OF THE MONTGOMERY STATE PLANE COORDINATE SYSTEM (NAD 83) WITH A CONFORMED SCALE FACTOR OF 0.99999130.



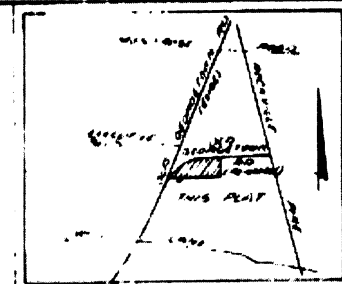
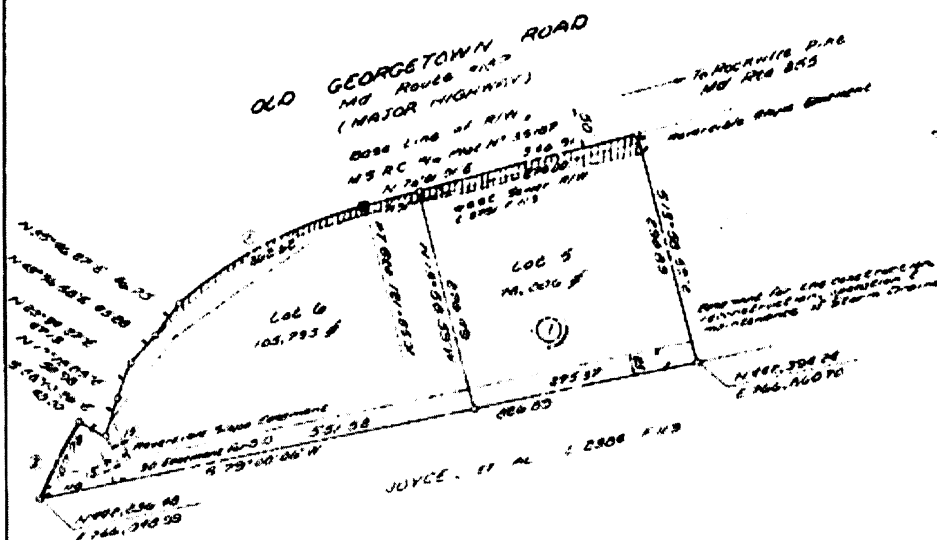
GENERAL NOTES

1. Site area is 1.0 acre (43,560 square feet). The map is 100' x 100'.
2. Existing survey is 100' x 100'.
3. Boundary & topographic information for this site is from a 1994 survey by Greenhorn & O'Mara, dated July 2004. Surveying information is from the 1994 survey.
4. There is no existing street on this site.
5. The site is within the Chevy Chase Creek watershed (EPA 11).
6. Site information is from the 1994 survey. Surveying information is from the 1994 survey.
7. There are no structures on this site.
8. There are no structures on this site.
9. There are no structures on this site.
10. There are no structures on this site.
11. There are no structures on this site.
12. The site will be used for parking and other purposes.

BEFORE BEGINNING CONSTRUCTION
CONTACT
"MISS UTILITY"
AT
1-800-257-7777
AT LEAST 48 HOURS
PRIOR TO EXCAVATION

OWNER/DEVELOPER: CHEVY CHASE BANK, F.S.B. CORPORATE FACILITY 5501 WISCONSIN AVE, 9TH FLOOR ATTN: MR. JOSEPH TEANSON, JR. PHONE: 240-495-7032		ENGINEER: GREENHORNE & O'MARA CONSULTING ENGINEERS 2840 CENTURY BOULEVARD, SUITE 200, GAITHERSBURG, MARYLAND 20878 PHONE: (301) 444-8821 FAX: (301) 444-8818 WWW.G&O-ENG.COM FIDELITY + CRENSHAW - CERTIFICATE OF PROFESSIONAL ENGINEERING - VTD-004 - VTD-10004		SITE PLAN CHEVY CHASE BANK AT LEAST 48 HOURS PRIOR TO EXCAVATION L 308.09 E 759 PARCEL N575 LOT: 16 IN ELECTION DISTRICT MONTGOMERY COUNTY, MARYLAND	
NO.	REVISION	DATE	BY	SCALE	1" = 20'
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					

L'ARIVE DATA									
AT	THRU	IN	OUT	IN	OUT	IN	OUT	IN	OUT
1	000 00	00 00 00	000 00	00 00 00	000 00	00 00 00	000 00	00 00 00	000 00
2	000 00	00 00 00	000 00	00 00 00	000 00	00 00 00	000 00	00 00 00	000 00



VICINITY MAP
SCALE 1" = 100'

OWNERS' DEDICATION

WE, UNIVERSITY ASSOCIATES, a limited partnership, by Milton Poirier, General Partner, do hereby certify that the General Partners, members of the board, shall not participate herein, during the life of the contract, with or on the part of the University of Maryland, either as an expert or shown for the construction, reconstruction, operation or maintenance of storm drains, and establish also easements to fill the gaps or streets as required by Montgomery County, and to all other easements granted herein and determined after all required public improvements, drilling and easements have been fully completed and have been accepted for maintenance by Montgomery County, Maryland.

There are no sales of stock, sales, lease or trusts on the property included in this plan. It is understood that certain needs of trust and the parties in interest thereto have herein indicated their assent to this plan.

DATE Feb 4, 1969

UNITED STATES

MONTROSE ASSYNTES
A Limited Partnership

MAF - 1965

SURVEYOR'S CERTIFICATE

I hereby certify that the above shown heretofore is correct, that it is a subdivision of part of the land conveyed by Daniel C. Taylor, et al., to Montrose Associates, a limited partnership and by deed dated April 28, 1963 and recorded in Liber 835-4 of Folio 103 and that it includes a recitation of said deed. Book 11, Taxon Clerk as recorded in Plat 3-66, Plat 3-56 among the land Records of Montgomery County, Maryland. There are no other maps or plans been submitted.

The total area of this tract is 183,761 square feet and 218.17 acres of land. There is no street dedication on this plot.

Date Feb 6, 1969

Date Feb 5, 1963

Robert L. Hanson
ROBERT L. HANSON

RECORDED _____
PLAY ROOM _____
PLAY NO _____

4TH ELECTION DISTRICT

LOT 386 BLACK

TOLSON CENTER

MONTGOMERY COUNTY, MARYLAND
SCALE 1"=100' JAN. 1969

HANSON: DEN OUTER

ENGINEERS AND SURVEYORS
LAND PLANNING CONSULTANTS
TRAILING AVENUE, BRIDGEMAN, MD
PHONE 30. 427-3670

304-A-1
304-94

MARYLAND STATE ARCHIVES

CURVE TABLE					
Curve	Radius	ΔK	Defl.	Deflected Sloth	O-Off
C	500.07	177.7	187.18	5.342031	228.41
D	520.07	172.0	176.45	5.370157	230.47

[illegible]

DATE	_____
NAME	_____
ADDRESS	_____

(a) Beam Element

MACRIS, HENDRICKS & GLASCOCK, P.A.
ENGINEERS • PLANNERS • SURVEYORS
9220 WIGHTMAN ROAD, SUITE 120
MONTGOMERY VILLAGE, MD 20886
(301) 670-0840

99-357

MSA SSL1249-27138

45-012

Attachment 8 Description Form - DPWT CIP Project**Conference Center Intersection Improvements -- No. 509995**

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
North Bethesda-Garrett Park
None

Date Last Modified
Required Adequate Public Facility

January 3, 2006
YES

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	308	267	1	40	30	10	0	0	0	0	0
Land	182	8	0	174	174	0	0	0	0	0	0
Site Improvements and Utilities	467	99	8	360	240	120	0	0	0	0	0
Construction	433	137	24	272	242	30	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,390	511	33	846	686	160	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	450	0	0	450	290	160	0	0	0	0	0
Development Approval Payment	909	480	33	396	396	0	0	0	0	0	0
Investment Income	31	31	0	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)**DESCRIPTION**

This project provides for reconstruction of various intersections in North Bethesda which are needed to support development of the Montgomery County Conference Center. The project consists of improvements, or alternative traffic mitigation measures, at the intersections listed below.

Service Area

North Bethesda.

JUSTIFICATION

Studies show that intersection improvements in the North Bethesda area are needed to mitigate the impact of the Conference Center.

Plans and Studies

A review of impacts to pedestrians, bicycles and ADA requirements (Americans with Disabilities Act of 1991) is addressed by this project. A pedestrian impact analysis has been completed for this project.

Cost Change

Not applicable.

STATUS

Current status:

MD 355/Montrose Road/Randolph Road - construction complete
Rockville Pike (MD 355) @ Old Georgetown Road - construction complete
Rockville Pike (MD 355) @ Nicholson Lane - improvements are no longer warranted
Randolph Road/Nebel Street - improvements are no longer warranted (2nd left turn lane construction on Nebel Street reduced CLV)
Old Georgetown Road/Nicholson Lane/Tilden Lane - improvements are no longer warranted
Montrose Road/Farm Haven Drive - improvements will be addressed - superseded by the Montrose Parkway project
Montrose Road/Tildenwood Drive - improvements will be addressed - superseded by the Montrose Parkway project
Rockville Pike (MD 355) @ Twinbrook Parkway - construction FY07
Randolph Road/Parklawn Drive - improvements are no longer warranted
Old Georgetown Road/Tuckerman Lane - proposed improvements superseded by MSHA project
MD 355/Tuckerman Lane - improvements are no longer warranted

OTHER

To the extent that other developments are also responsible, in part, for improvements covered under this project, they will be required to participate in a pro-rata share of improvements covered. Improvements covered herein will not be available to satisfy the Adequate Public Facility requirements of the development without such participation. In coordination with DPWT, developers will be asked to participate as a condition of subdivision approval.

FISCAL NOTE

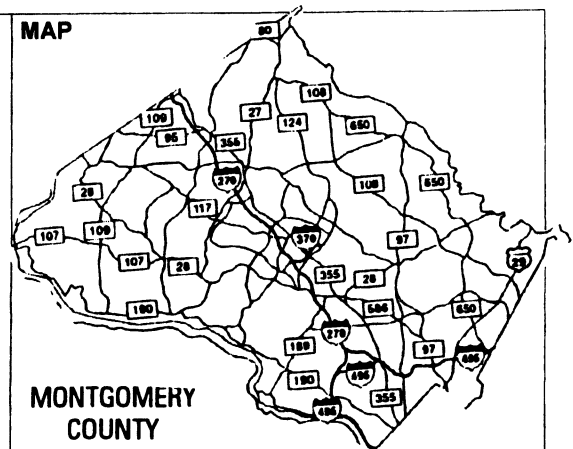
The debt service for the G.O. bonds issued for the project will be supported by profits from the Conference Center and from Room Rental and Transient Tax revenues.

**APPROPRIATION AND
EXPENDITURE DATA**

Date First Appropriation	FY99	(\$000)
Initial Cost Estimate		1,634
First Cost Estimate		
Current Scope	FY05	1,390
Last FY's Cost Estimate		1,390
Present Cost Estimate		1,390
Appropriation Request	FY07	0
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		1,390
Expenditures/		
Encumbrances		872
Unencumbered Balance		518
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Department of Economic Development
Office of Management and Budget
Department of Finance
Office of the County Attorney
Maryland-National Capital Park and Planning
Commission
Maryland State Highway Administration
Conference Center-Design
Conference Center
Intersection and Spot Improvements
Montrose Parkway West
Nebel Street Extended

MAP

Attachment 9 DPWT letter dated March 28, 2007 1/



DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION

Isiah Leggett
County ExecutiveMemorandum
March 28, 2007Arthur Holmes, Jr.
Director

To: Ed Axler, Planner/Coordinator
Transportation Planning
The Maryland-National Capital Park and Planning Commission

Via: Gregory M. Leck, Manager *gml*
Development Review Group
Traffic Engineering and Operations Section

From: David C. Adams, Engineer III *DC*
Development Review Group
Traffic Engineering and Operations Section

Subject: Review of the Traffic Impact Study for the Building Permit for the Proposed
Chevy Chase Bank Building at 11575 Old Georgetown Road, White Flint (Metro)
Policy Area

Background:

The proposed redevelopment is the replacement of a restaurant at 11575 Old Georgetown Road with a Chevy Chase Bank Branch with two drive-through lanes.

The congestion standard in the White Flint (Metro) Policy Area is 1,800.

The constant calculates that the proposed redevelopment will generate a net 24 AM and 84 PM peak hour trips above the existing restaurant trip generation numbers.

The one Critical Intersection, Old Georgetown Road (MD 187)/Old Georgetown Road/Rockville Pike (MD 355), exceeds the Policy Area Standard of 1,800 CLVs for only the Evening Peak Hour, with a Background PM CLV of 1,864. The site will raise the PM CLV to 1,873.

The consultant proposes to mitigate site traffic by changing westbound Old Georgetown Road's right-turn lane to a through/right lane; thus providing an Improved Total PM CLV from 1,863 to 1,860, less than the Background 1,864.

Division of Operations

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Attachment 9 DPWT letter dated March 28, 2007 2/2

ChevyChaseBank@11575 Old Georgetown Road

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Review:

The consultant has proposed an improvement to mitigate Site Traffic. We do not support implementing the proposed lane use designation at this time. Instead, we recommend the applicant determine the costs of his improvements and contribute those funds to DPWT CIP No. 509995, Conference Center Intersection Improvements.

We will implement the proposed traffic sign and pavement markings at such time such changes are needed to improve traffic operations at this intersection.

Summary:

We recommend the approval for Chevy Chase Bank at 11575 Old Georgetown Road for LATR purposes provided the applicant contribute his implementation costs to DPWT CIP No. 509995, Conference Center Intersection Improvements.

Cc: Phillip Naithram, Chevy Chase Bank

Kevin Sitzman, Wells & Associates

Ray Burns, MSHA, EAPD

Emil Wolanin

Bruce Mangum

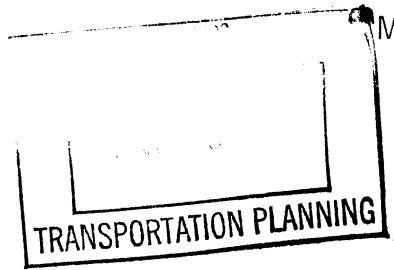
ChevyChaseBank@11575OldGeorgetown.28March2007.dca.doc



Martin O'Malley, Governor
Anthony Brown, Lt. Governor

John D. Porcari, Secretary Designate
Neil J. Pedersen, Administrator

Maryland Department of Transportation



February 26, 2007

Re: Montgomery County
MD 187
Chevy Chase Bank

Mr. Shahriar Etemadi
Transportation Coordinator
M-NCPPC
8787 Georgia Avenue
Silver Spring, Maryland 20910

Dear Mr. Etemadi:

Thank you for the opportunity to review the Traffic Impact Study Report by Wells and Associates, LLC dated December 18, 2006 (received by the EAPD on January 30, 2007) that was prepared for the proposed Chevy Chase Bank development in Montgomery County, Maryland. The major report findings and the Maryland State Highway Administration (SHA) comments and conclusions are as follows:

- Access to the property that will be re-developed from an existing Restaurant to a 3,650 square foot Drive-Thru Bank is proposed from one (1) existing right-in/right-out site access driveway on MD 187.
- The traffic consultant determined that the proposed development would negatively impact the MD 355 at MD 187 (Old Georgetown Road) intersection. Therefore, the report recommended the restriping of westbound Old Georgetown Road from the existing 1 left turn lane, 1 through lane, and 1 free-flow right turn lane –to- 1 left turn lane, 1 through lane, and 1 through/right lane.

In conclusion, SHA concurs with the report findings. Therefore, SHA recommends that the M-NCPPC condition the applicant to design and construct the roadway improvements at the MD 355 at MD 187 intersection as described above. Roadway improvement plans and traffic signal modification plans should be submitted to SHA for our review and comment.

My telephone number/toll-free number is _____

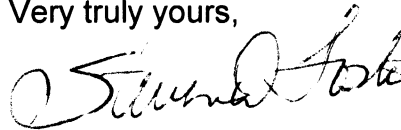
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Mr. Shahriar Etemadi
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Unless specifically indicated in SHA's response on this report, the comments contained herewith do not supersede previous comments made on this development application. If there are any questions on any issue requiring a permit from SHA on this application, please contact Raymond Burns at (410) 545-5592 or rburns1@sha.state.md.us. If you have any questions or comments regarding the enclosed traffic report comments, please contact Larry Green at (410) 995-0090 x20.

Very truly yours,

A handwritten signature in black ink, appearing to read "Steven D. Foster", written in a cursive style.

Steven D. Foster, Chief
Engineering Access Permits Division

cc: Mr. Ed Axler, M-NCPPC Montgomery County
Mr. Raymond Burns, SHA EAPD
Mr. Robert French, SHA Office of Traffic & Safety
Mr. Larry Green, Daniel Consultants, Inc.
Mr. Kevin Sitzman, Wells and Associates, LLC
Mr. Morteza Tadayon, SHA Travel Forecasting Section
Mr. Errol Stoute, SHA Traffic Development & Support Division
Mr. Jeff Wentz, SHA Office of Traffic & Safety