



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

Staff Report: Site Plan 820080130 Chevy Chase Bank at Ashton

ITEM #: 4B

MCPB HEARING DATE: April 10, 2008

REPORT DATE: March 24, 2008

TO: Montgomery County Planning Board

VIA: Rose Krasnow, Chief
Robert Kronenberg, Supervisor
Development Review Division

FROM: Joshua Sloan, Coordinator
Development Review Division
301.495.4597
Joshua.Sloan@mncppc.org



APPLICATION

DESCRIPTION: 3,172 square foot bank and drive-through on 1.10 acres in the C-1 and Sandy Spring/Ashton Rural Village Overlay Zones; located in the southeast quadrant of the intersection of Olney Sandy Spring Road (MD 108) and Porter Road. Part of the Ashton Village Center area within the Sandy Spring/Ashton Master Plan

APPLICANT: Chevy Chase Bank, FSB

FILING DATE: November 1, 2007

RECOMMENDATION: Approval with conditions

EXECUTIVE SUMMARY:

The proposed development would create one free-standing, brick building for a bank with a drive-through. Ingress to the site is from Porter Road and egress is to Porter Road and a right-out only to MD 108. The building is set forward on the site and is detailed and landscaped to conform to the design recommendations of the Master Plan. Parking is in the rear of the site and stormwater management is controlled with a bio-retention pond behind the parking. Homeowners on Porter Road are concerned about the increased traffic delaying their access to MD 108.

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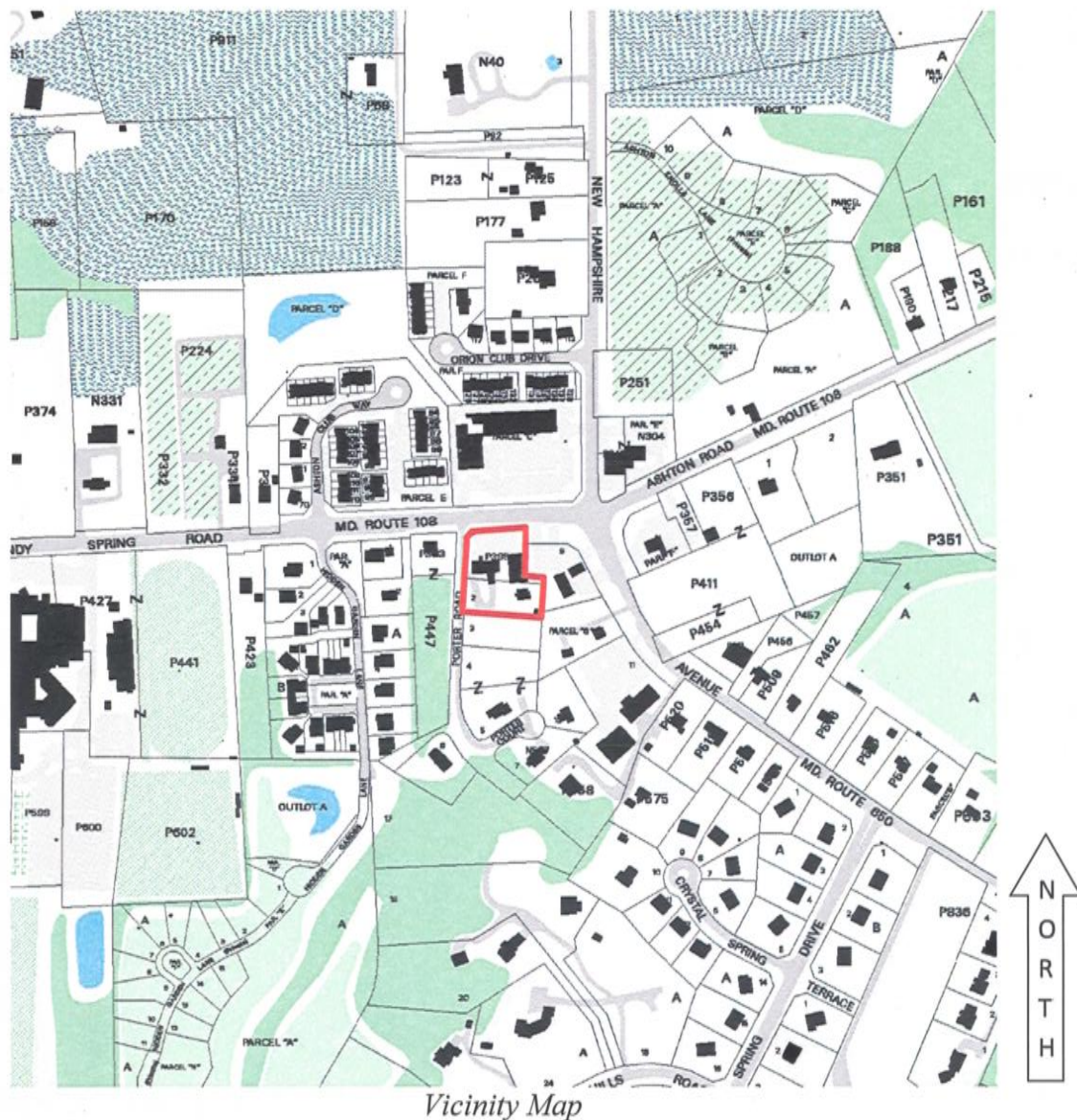
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SITE DESCRIPTION

Vicinity

The subject site is located at the southeast quadrant of Olney Sandy Spring Road (MD 108) and Porter Road, which is approximately 150 feet west of New Hampshire Avenue. Directly east of the site is a gas station/auto service facility and the Alloway office building. Abutting the southern property line of subject site is an R-90 parcel also owned by the Applicant and beyond that property are four other lots within the R-90 zone. The properties to the west of the site consist of additional R-90-zoned detached homes as well as a vacant parcel. A small strip mall with retail and service uses sits behind a parking lot across MD 108 to the north; a group of townhouses is located adjacent to the west of this shopping center.



The pending Ashton Meeting Place and Derrick's Addition to Ashton proposals are located approximately 200 feet to the east, across New Hampshire Avenue. All three of these developments are being coordinated with regard to street trees, sidewalks, lighting, and the recommended Master Plan design guidelines. The general context of this area is envisioned to be a village center within a rural landscape.

Site Analysis

The subject site is currently occupied by several buildings that are variously used as a restaurant, greenhouse, and residence. These buildings will be demolished to accommodate the new bank use. Most of the site is paved or built-out, resulting in an existing 66% impervious area. The site is currently served by public water (W-1) and sewer (S-1).



Aerial Photo (looking south)

The subject site is within the Northwest Branch watershed (Class IV) with soils classified as 2B-Glenelg, which are not highly erodible and are adequate for the proposed use. There are no known rare, threatened, or endangered species on site; there are no forests, 100-year floodplains, stream buffers, wetlands, or steep slopes on site. There are no known historic properties or features on site.

Previous Approvals

Proposal

[illegible]

Page 5

Because of the recommendations of the Master Plan, the building has been located as close to MD 108 as feasible. Unfortunately, due to vehicular egress restrictions that limit egress from the site to eastbound 108 only, westbound traffic must exit from Porter Road. Thus, there is a driveway in front of the bank to direct westbound, drive-through traffic to Porter Road. This driveway, however, has been designed to be as unobtrusive and pedestrian-friendly as possible. It is elevated at the wide, brick pedestrian sidewalk from MD 108 to the front entrance to help create an active front and further the Master Plan goal of walkability.

A parking lot for 30 spaces is provided behind the building and a bio-retention facility is proposed beyond this parking area to accommodate stormwater management for the site. Several large trees on the eastern property line are being saved and an arborist's report has been submitted to ensure the trees' proper care during construction.

Street trees and lamp posts will be installed and coordinated with the other pending developments in the area to create a proper streetscape. On-site landscaping, walls, and lighting are minimal but designed to enhance the pedestrian orientation and mitigate the mass of the building and to screen parking. The bio-retention pond and Porter Road frontage are especially heavily planted. Seating is provided at the front entrance and bicycle facilities are provided near the front walk.

PROJECT ANALYSIS

Master Plan

The subject site is located within the Village Center area of the Sandy Spring/Ashton Master Plan. This area is subject to the design recommendations of the Master Plan and to the Sandy Spring/Ashton Rural Village Overlay Zone (Overlay Zone) as well as the underlying C-1 Zone.

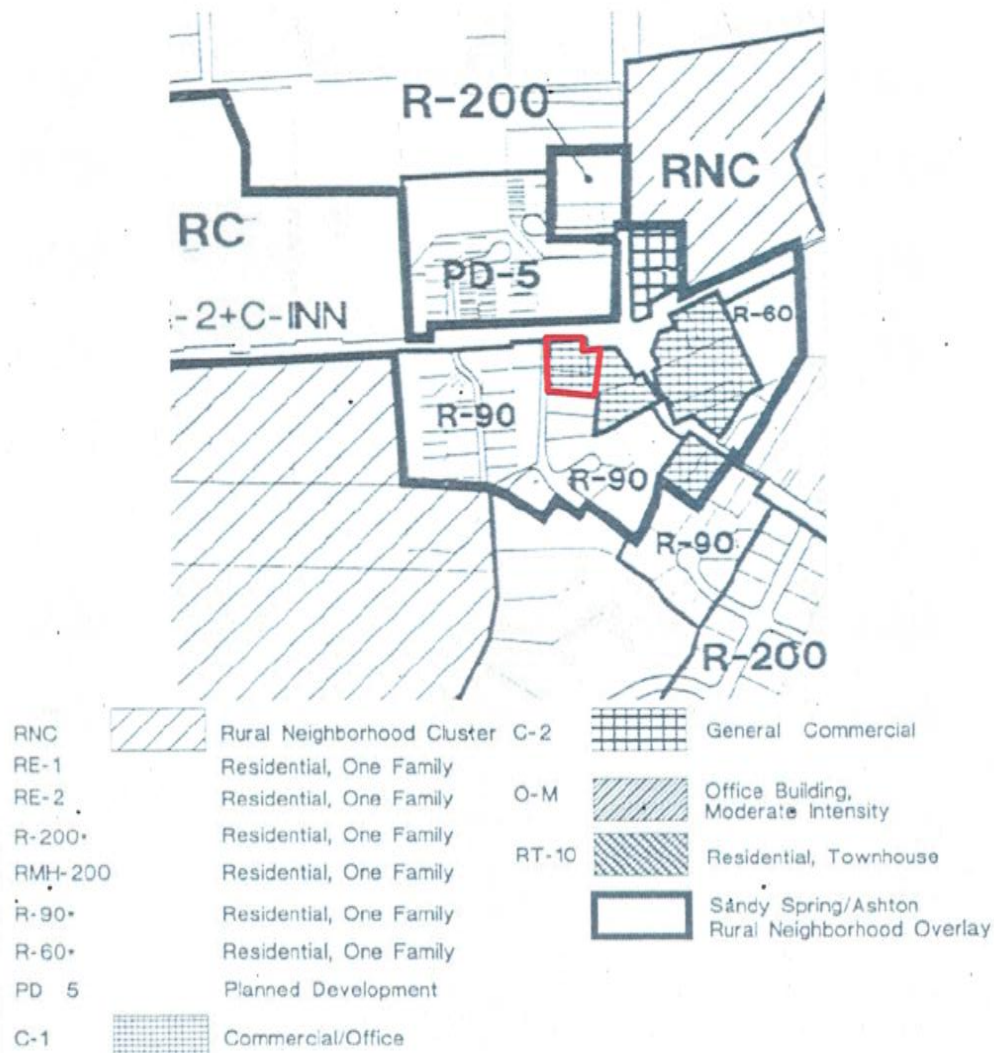
There are numerous recommendations in the Master Plan regarding building placement, circulation, parking, landscaping, and environmental goals for sites in the Village Centers. These recommendations are important to the community as the following excerpt makes clear:

This Plan emphasizes "rural villages" as one of the important elements of rural character in Sandy Spring/Ashton. The village centers provide for the business of daily life also. The rural character of the village centers is of great value to the community. There is concern about the future economic and social health of these village centers. This Plan acknowledges and addresses these issues to the extent possible through land use and design recommendations. (Page 29)

The specific goals that provide for the future economic and social health of the Ashton Village Center are (pages 31-32, 38):

- Apply the Overlay Zone to allow flexibility in design, while providing for design review.
- Balance the need for increased road capacity along MD 108 with the need to maintain a "main street" character.
- Increase commercial density, while balancing intent to maintain the small scale of the existing centers.

- Encourage use of traditional village design compatible in form with the Sandy Spring Historic District.
- Encourage “active fronts” on buildings.
- Encourage a land-use mix of stores and homes.
- Create pedestrian traffic with appropriate uses and designs.
- Provide services for local residents.
- Create small parking areas that are well-landscaped, preserve trees, and compatible with nearby uses.
- Place off-street parking out of view of common space and active fronts.
- Provide lighting consistent with the area’s character.
- Maintain the existing scale of Ashton village center and encourage improvements to its character.
- Allow modest expansion of Kimball’s Market [the subject site] by expanding the area of C-1 Zoning to include the 0.5 acres adjacent the Market.



Village Centers Zoning Plan

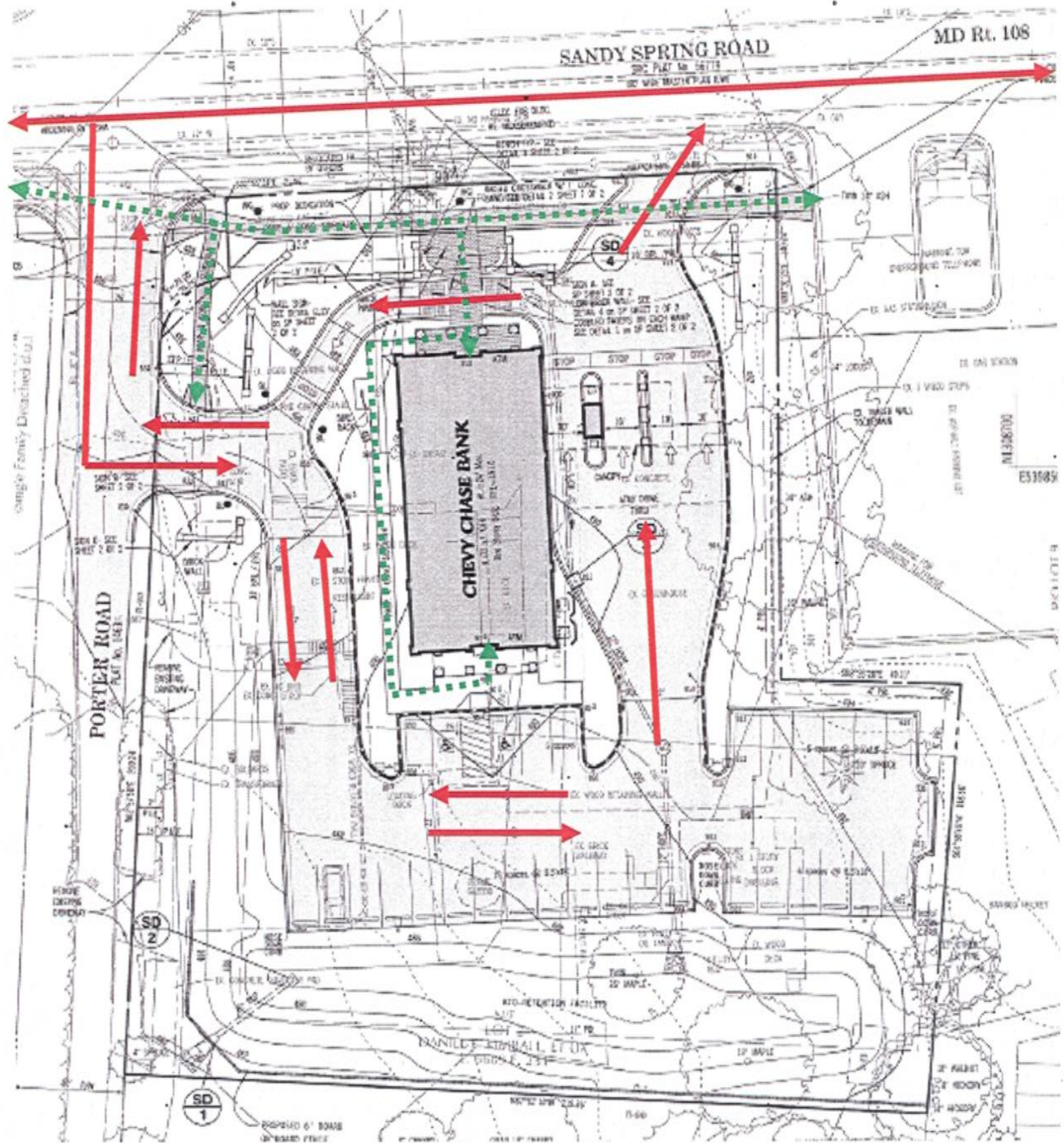
The proposed development addresses these recommendations in a number of ways. It proposes a moderately sized building with a street-front entrance in a semi-traditional federal style. The street frontage is planted with appropriate trees and lit with appropriate fixtures, which are being coordinated with the other pending projects in the area, to establish a main street character. There are ample sidewalks and ramps, as well as benches and bike facilities, for pedestrians and cyclists. The off-street parking is placed in the rear of the site and is screened by plantings and the proposed building itself.

Transportation and Circulation

A local area transportation review (LATR) and a policy area mobility review (PAMR) were completed as part of the preliminary plan review. The PAMR trip mitigation requirement is only for one trip and will be finalized with the MC Department of Public Works and Transportation prior to approval of the Certified Site Plan. According to the LATR, as a result of congestion created by this and other approved and pending projects, the intersection of MD 108 and MD 650 will need to be improved to accommodate the expected increases in traffic volume before any new development can occur in the area. A MD State Highway Administration (SHA) project was intended to be completed at this intersection to accommodate existing, proposed, and future traffic volume, but funding is not appropriated for the project at this time. Thus, any developments that are pending will have to complete the intended improvements prior to the use-and-occupancy of their properties. Although it is likely that State financing of this improvement may be appropriated once certain site plan approvals are granted and rights-of-way can be dedicated, the completion of the State-recommended improvements are a condition of approval for all developments that affect this intersection.

With respect to traffic and circulation on and adjacent to the subject site, vehicular ingress is limited to a driveway on Porter Road approximately 60 feet from MD 108 and egress is limited to this driveway and a right-out only at the northeast corner of the site. This right-out restriction is due to a deceleration lane for southbound traffic along the subject site's frontage that will be created as part of the necessary intersection improvements. Internal vehicular circulation is basically a counter-clockwise motion from the ingress driveway to the parking lot behind the building and then through or past the drive-through on the east side of the building. At that point, westbound traffic will cross in front of the building and exit onto Porter Road and eastbound traffic will exit directly in front to the drive-through onto MD 108. Curb delineations and lane widths along the MD 108 frontage have been designed by SHA and are reflected in the site plan.

Sidewalks are provided along MD 108, partially up Porter Road, up to the front entrance of the bank and around the west side of the building. Bicycle racks are provided adjacent to the internal sidewalk and the Applicant is in discussions with SHA about the provision of a bus shelter within the MD 108 right-of-way. Two van-accessible handicapped parking spaces are provided and ramps are proposed at all intersections. If approved by SHA, the Applicant will provide an at-grade crossing of the right-out driveway onto MD 108, i.e., a flush sidewalk across the driveway rather than ramps down and up to the road grade. This will further enhance the focus on pedestrian orientation in the area.



Circulation Plan

Environment

As mentioned in the Site Analysis, there are not many environmental features on the subject site, which is heavily built-out and paved. There are, however, three significant trees on the eastern property line – a 14" locust, a 34" ash, and a 16" walnut – that are being protected according to the recommendations of a certified arborist. There are a number of trees near the southeast corner of the lot that are also being protected. There is no forest on site but there is an afforestation requirement, which will be met on-site by planting native trees.

The subject site is within the Northwest Branch stream system, a tributary of the Anacostia River. And because this site is a Use IV (recreational trout waters) watershed, minimizing impervious area and maximizing groundwater recharge are important goals. To this end, the Master Plan specifically recommends “the use of best management practices for stormwater management, and sediment and erosion control measures for developing properties (page 67)”. In response, the proposed development would create five times the required amount of green space for a C-1 zoned site and the amount of on-site impermeable surface is decreased from the existing 66% coverage to 44% coverage. Further, on-site stormwater management is being captured in a bio-retention facility that will allow stormwater to slowly recharge the groundwater supply while cleaning and filtering it through natural processes.

Development Standards

The subject site is zoned C-1 and is within the Sandy Spring/Ashton Rural Village Overlay Zone. Projects within the C-1 Zone are not typically subject to site plan review, but section 59-C-18.183 of the Montgomery County Zoning Ordinance requires that a site plan for any development (except for one-family detached residences) within the Overlay Zone “must be approved under the provisions of Section 59-C-18.174”. This section, from the Chevy Chase Neighborhood Retail Preservation Overlay Zone, includes additional findings including that the development meet “all of the requirements of this overlay zone as well as the applicable requirements of the underlying zone”.

The purpose of the C-1 Zone is to provide convenience shopping facilities that have a “neighborhood orientation and which supply necessities usually requiring frequent purchasing with a minimum of consumer travel. In addition, such facilities should not be so large or so broad in scope of services as to attract substantial amounts of trade from outside the neighborhood.” The proposed bank is a quintessential neighborhood facility and will be accessible by foot or bicycle from area neighborhoods and other shopping amenities, such as the proposed Ashton Meeting Place development. Given that there are a number of banks around the region, it is anticipated that only local residents and commuters that already use MD 108 & MD 650 through Ashton will be drawn to the bank. The purpose of the Overlay Zone furthers the goals of the C-1 Zone with regard to scale and use.

Specifically, the purposes of the Overlay Zone are to “preserve and enhance the rural village character” of the village centers and to encourage “a compatible relationship” between new and existing structures “particularly in terms of scale, siting, design features, and orientation on the site”. The proposed development has a quasi-traditional design concept, but does sufficiently address the scale, siting and orientation issues of the village center as detailed in the Findings section of this report.

The following data table indicates the proposed development’s compliance with the Zoning Ordinance.

Project Data Table for the C-1 and Sandy Spring/Ashton Rural Village Overlay Zone

Development Standard	Permitted/Required	Proposed for Approval
Building Height (feet)	24 ¹	24
Building Setbacks (feet)		
Right-of-Way (MD 108)	0 ²	25
Right-of-Way (Porter Road)	10	60
Rear (east property line)	0	60
Side (south property line)	17	110
Parking Setbacks (feet)		
Right-of-Way (MD 108)	10	10
Right-of-Way (Porter Road)	30	30
Rear (east property line)	4	4
Side (south property line)	17	40
Green Area (% of lot)	10	50
Floor Area Ratio (FAR)³	0.75	0.06
Building Area (square feet)	41,955	3,172
Parking Facility Internal Landscaping (%)	5	5
Parking Spaces	10	30 ⁴

COMMUNITY OUTREACH

The Applicant has met numerous times with various civic organizations and with Staff. The Applicant has met all proper signage, noticing, and submission meeting requirements. Staff has met separately with citizen representatives to discuss this plan, especially with regard to conformance with the Master Plan. We have received one phone call, which raised a concern about congestion on Porter Road, but have received no other correspondence.

¹ The Overlay Zone allows commercial building heights up to 30 feet (which is allowed in the C-1 zone) if the Board finds that the additional height is compatible with the adjoining uses and is consistent with the intent of the master plan.

² A 10-foot setback is typically required from the right-of-way unless a "mainstreet" type of development is recommended in a master or sector plan, which applies in this case.

³ FAR is not typically required for a C-1 zoned project, but is limited within the Overlay Zone to 0.75.

⁴ Including 2 van accessible handicapped spaces; a bicycle rack for two bikes is also provided.

FINDINGS

1. *The site plan conforms to all non-illustrative elements of a development plan or diagrammatic plan, and all binding elements of a schematic development plan, certified by the Hearing Examiner under Section 59-D-1.64, or is consistent with an approved project plan for the optional method of development, if required, unless the Planning Board expressly modifies any element of the project plan.*

Neither a development plan, diagrammatic plan, schematic development plan, nor a project plan were required for the subject site.

2. *The site plan substantially conforms to the design guidelines for new development contained in the approved and adopted Sandy Spring/Ashton Master Plan.*

The proposed site plan substantially conforms to the design guidelines of the Master Plan in a number of respects. The building is placed with an accessible entrance on MD 108 and provides a "main street" character through the use of street trees and lamp posts, the entry portico with a large sidewalk, and benches, low walls, and plantings. The building, although monumental in design, is small in mass and height is traditional in form, and is softened by plantings. Although allowed to build out to 0.75 FAR and up to 30 feet in height, the proposed building is only at a 0.06 FAR and 24 feet in height.

The pedestrian connections, bicycle rack, and entry points maintain an easily navigated pedestrian atmosphere and the signage is low and incorporated into the site details. Finally, parking is sited in the rear of the lot and screened from view on each side with heavily planted landscaped areas.

3. *The site plan is consistent with the recommendations in the approved and adopted Sandy Spring/Ashton Master Plan.*

The proposed development is consistent with the recommendations of the Master Plan. It provides local residents with necessary services which are near residential areas and other shopping facilities. Further, the proposed development meets the land use and zoning recommendations of expanded commercial use balanced with the existing scale of the village center.

4. *The site plan meets all the requirements of the Overlay Zone as well as the applicable requirements of the underlying zone.*

The proposed use is allowed in both the Sandy Spring/Ashton Rural Village Overlay Zone and the C-1 Zone, and the site plan fulfills the purposes of each zone by providing small-scale neighborhood services in a village setting.

As the project data table on page 11 indicates, the site plan meets all of the development standards of the Sandy Spring/Ashton Rural Village Overlay Zone and the underlying C-1 Zone. With respect to building height, setbacks, and density the proposed development

is under all the maximum standards allowed. With respect to green space the proposed development provides five times more than the amount required, thus allowing for a greater amount of permeable surface and landscaped open space.

5. *The locations of buildings and structures, open spaces, landscaping, recreation facilities, and pedestrian and vehicular circulation systems are adequate, safe, and efficient.*

The buildings and structures of the proposed development are located near the MD 108 right-of-way, which is appropriate for the “main street” character envisioned by the Master Plan. These locations provide easy access to the building from adjoining sidewalks and the low walls provide a sense of scale and allow for signage to be incorporated into the design rather than obtrusively free-standing. These building and wall locations are adequate and efficient, while meeting the aesthetic recommendations of the Master Plan, and do not pose any safety concerns on the site.

The open space that is provided is heavily landscaped and serves many purposes. In various areas it provides a screen for the parking, a space for stormwater management, a traditional foundation planting area for the building, and as a colorful space for ornamental plantings. Street trees and lighting are provided along the street in concert with other proposed development in the area to create a unified streetscape in the village center. Interior lighting will create enough visibility to provide safety but not so much as to cause glare on the adjacent roads or properties. There are no recreation facilities required for this site plan, but benches and a bicycle rack are provided. The open spaces, landscaping, and site details adequately and efficiently address the needs of the proposed use and the recommendations of the Master Plan, while providing a safe and comfortable environment.

Pedestrian access from adjacent sidewalks adequately and efficiently integrates this site into the growing commercial center of Ashton Village. Safety is enhanced by flush sidewalks, crosswalks, and special paving delineations at intersections. Given the constraints of vehicular access to and from MD 108, the design efficiently directs traffic through the site with minimal impacts to pedestrian circulation. As designed, the paved area for both pedestrians and vehicles reduces imperviousness on site from the existing conditions and is set as far from protected trees as possible. This balance of design with the site, the recommendations of the Master Plan, and the needs of the use is an efficient and adequate means to provide a safe atmosphere for pedestrians, cyclists, and vehicles.

6. *Each structure and use is compatible with other uses and other site plans and with existing and proposed adjacent development.*

The proposed bank is compatible with the adjacent and confronting retail uses as well as proposed site plans that will help transform Ashton into an inviting, walkable, village center. The subject site plan and the pending Ashton Meeting Place, (a larger commercial and residential project) and Derrick’s Addition to Ashton (a gas station, office, and retail project) will greatly enhance the availability and accessibility of

commercial conveniences in Ashton. As proposed, this area will provide the services and amenities to meet most local residents' day-to-day needs.

The structure itself is in scale with the nearby office and service station as well as the confronting retail mall. The proposed structure is set forward enough from the R-90 properties on Porter Road to have little effect and these structures are allowed to build to 35 feet, whereas the proposed bank will have a maximum height of 24 feet.

7. *The site plan meets all applicable requirements of Chapter 22A regarding forest conservation, Chapter 19 regarding water resource protection, and any other applicable law.*

The proposed development is not subject to water resources protection but is subject to the forest conservation law.

The stormwater management concept consists of on-site water quality control via construction of a bio filter. Onsite recharge is not required because this is a redevelopment project. Channel protection volume is not required because the one-year post development peak discharge is less than or equal to 2.0 cubic feet per second.

RECOMMENDATION AND CONDITIONS

Staff recommends approval of site plan 820080130, Chevy Chase Bank at Ashton, for one free-standing, 3,172 square-foot bank and drive-through on 1.10 gross acres. All site development elements shown on the site and landscape plans stamped "Received" by the M-NCPPC on February 28, 2008 are required except as modified by the following conditions.

1. Preliminary Plan Conformance

The proposed development must comply with the conditions of approval for preliminary plan 120070580 as listed in the Planning Board Resolution unless amended. This includes but is not limited to all references to density, rights-of-way, dedications, easements, transportation conditions, DPWT conditions, and DPS stormwater conditions.

2. Forest Conservation

The proposed development must comply with the conditions of the preliminary forest conservation plan. The Applicant must satisfy all conditions prior to the recording of a plat(s) or to the issuance of sediment and erosions control permits by the Montgomery County Department of Permitting Services.

- a. A certified arborist must be present at the pre-construction meeting, during construction, and after construction to implement specific tree protection measures as identified in the "Tree Preservation Report" prepared by Christopher Erb of Bartlett Tree Experts.
- b. The specific location of three protection fencing may be adjusted in the field by the M-NCPPC inspector, in coordination with the certified arborist, at the pre-construction meeting.

- c. The forest conservation worksheet on the Preliminary and Final Forest Conservation Plans must be revised to show the afforestation and conservation thresholds and the afforestation requirement to be 0.17 acres.
- d. The Applicant must revise the Landscape Plan and Preliminary and Final Forest Conservation Plan to include native shade trees as landscape trees that will create a total of 7,405 square feet (0.17 acres) of tree canopy coverage at 20 years. These trees must be located outside the stormwater management easement.

3. Development Program

The Applicant must construct the proposed development in accordance with a development program that will be reviewed and approved prior to the approval of the Certified Site Plan. The development program must include the following items in its phasing schedule:

- a. Street lamps and sidewalks must be installed within six months after street construction is completed. Tree planting may wait until the next growing season.
- b. On-site sidewalks, benches, and installation of the bicycle rack must be installed prior to release of any building occupancy permit.
- c. Clearing and grading must correspond to the construction phasing to minimize soil erosion and must not occur prior to approval of the Final Forest Conservation Plan, Sediment Control Plan, and M-NCPPC inspection and approval of all tree-save areas and protection devices.
- d. The development program must provide phasing for installation of on-site landscaping and lighting.
- e. The development program must provide phasing of dedications, stormwater management, sediment and erosion control, afforestation, trip mitigation, and other features.

4. Certified Site Plan

Prior to approval of the Certified Site Plan the following revisions must be made and/or information provided subject to Staff review and approval:

- a. Include the final forest conservation approval, stormwater management concept approval, development program, inspection schedule, and site plan resolution on the approval or cover sheet.
- b. Eliminate sheets 5 and 6 from set.
- c. Add a note to the site plan stating that "M-NCPPC staff must inspect all tree-save areas and protection devices prior to clearing and grading".
- d. Modify data table to reflect development standards enumerated in the staff report.
- e. Correct plant lists on landscape plan and modify plantings to fulfill forest conservation requirements.
- f. Ensure consistency of all details and layout between site plan and landscape plan.
- g. Provide limits of disturbance and bike rack detail.
- h. Clarify lighting detail symbols and notation and provide bollard height.

APPENDICES

- A. DPS stormwater management concept approval.
- B. SHA comment letter.
- C. Transportation Planning Staff memorandum.
- D. Environmental Planning Staff memorandum.



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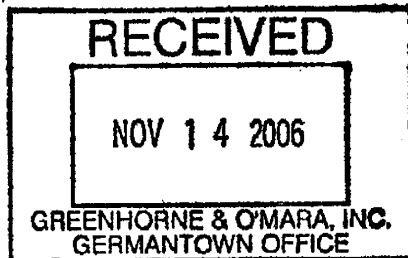
DEPARTMENT OF PERMITTING SERVICES

Douglas M. Duncan
County Executive

November 9, 2006

Robert C. Hubbard
Director

Ms. Kim Currano
Greenhorne & O'Mara, Inc.
20410 Century Boulevard, Suite 200
Germantown, MD 20874-1187



Re: Stormwater Management **CONCEPT** Request
for Chevy Chase Bank at Ashton
Preliminary Plan #: N/A
SM File #: 229266
Tract Size/Zone: 1.03 acres / C-1
Total Concept Area: 1.03 acres
Lots/Block: N/A
Parcel(s): P395
Watershed: Northwest Branch

Dear Ms. Currano:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above mentioned site is **acceptable**. The stormwater management concept consists of on-site water quality control via construction of a bio filter. Onsite recharge is not required because this is a redevelopment project. Channel protection volume is not required because the one-year post development peak discharge is less than or equal to 2.0 cfs.

The following **items** will need to be addressed **during** the detailed sediment control/stormwater management plan stage:

1. Prior to permanent vegetative stabilization, all disturbed areas must be topsoiled per the latest Montgomery County Standards and Specifications for Topsoiling.
2. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
3. An engineered sediment control plan must be submitted for this development.

This list may not be all-inclusive and may change based on available information at the time.

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 is **not** required.

This letter must appear on the sediment control/stormwater management plan at its initial submittal. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.



If you have any questions regarding these actions, please feel free to contact Mark Etheridge at 240-777-6338.

Sincerely,



Richard R. Brush, Manager
Water Resources Section
Division of Land Development Services

RRB:dm mce

cc: C. Conlon
S. Federline
SM File # 229266

QN -ON; Acres: 1
QL - ON; Acres: 1
Recharge is not provided



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

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

Maryland Department of Transportation
December 12, 2007

Ms. Catherine Conlon
Supervisor, Development Review
Subdivision Division
Maryland National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

Re: Montgomery County
Chevy Chase Bank at Ashton
File #: 8-20080130
MD 108 (Sandy Spring Road)
Mile Post: 16.55

Dear Ms. Conlon:

The State Highway Administration (SHA) appreciates the opportunity to review the site plan application for the Chevy Chase Bank at Ashton development. We offer the following comments:

- Currently, funding for the MD 108/MD 650 intersection improvements as part of an SHA Consolidated Transportation Program (CTP) project are not available. The project has no official timeline for design completion or construction. Due to this project's updated status, the developer will be required to complete the intersection improvements at the MD 108/MD 650 intersection, which would include the following:
 - The widening of eastbound and westbound MD 108 to provide one left-turn lane, one through lane, and one right-turn lane;
 - The lengthening of the northbound MD 650 left and right-turn lanes, and
 - The construction of a center left-turn lane along MD 108 from MD 650 to Porter Road.

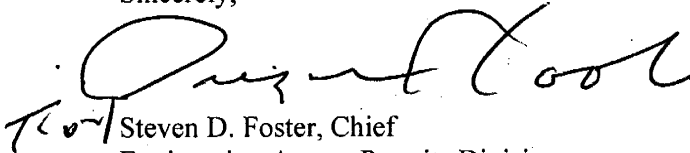
This condition was reflected in our September 26, 2007 response letter for the review of the development's traffic impact study.

- The intersection improvements, access to the site including the right-out only exit point, and all additional improvements within the State right-of-way are subject to all requirements for an access permit that must be obtained from this office.
- A sight distance evaluation will need to be resubmitted to this office to address both stopping sight distance and intersection sight distance. Please resubmit the evaluations sheets using the forms provided based on the design speed of the roadway, 50 miles per hour. Completed forms must be signed and sealed by a licensed professional engineer.
- Right-of-way dedications/donations along MD 108 need to be in accordance with the Master Plan of Highways. SHA will require that right-of-way dedications/donations be platted to SHA standards. These plats must be submitted in hard copy format for review, checking and final issuance. Please contact Mr. Daniel Andrews of the Plats and Surveys Division @ 410-545-8860 for additional information. For questions regarding the plat review process, please E-mail Mr. Andrews at dandrews@sha.state.md.us. Additionally, please contact Mr. Paul Lednak, District 3 Right of Way Chief at 310-513-7470 for information regarding the deed process.

Ms. Catherine Conlon
Page 2

If you have any questions or require additional information, please contact John Borkowski at 410-545-5595 or by using our toll free number in Maryland only at 1-800-876-4742.

Sincerely,

A handwritten signature in black ink, appearing to read "Steven D. Foster". The signature is fluid and cursive, with the first name "Steven" being more prominent and the last name "Foster" written in a more compact, cursive style.

Steven D. Foster, Chief
Engineering Access Permits Division

SDF/gfc/jab

Encl. Sight Distance Evaluation Form

cc: Ms. Kim Currano / Greenhorne & O'Mara / 20410 Century Boulevard, Suite 200, Germantown,
MD 20874
Mr. Shahriar Etemadi / M-NCPPC
Mr. Joshua Sloan / M-NCPPC
Mr. Sam Farhadi / Montgomery County DPW&T
Mr. Jeff Wentz *sent via e-mail*
Ms. Kate Mazzara *sent via e-mail*
Mr. Augustine Rebish *sent via e-mail*
Mr. David Phillips *sent via e-mail*
Mr. Daniel Andrews *sent via e-mail*
Mr. Paul Lednak *sent via e-mail*



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

C

13

March 12, 2008

MEMORANDUM

TO: Cathy Conlon, Supervisor
Development Review Division

VIA: Shahriar Etemadi, Supervisor *DKH*
Transportation Planning *for*

FROM: Cherian Eapen, Planner/Coordinator *CE*
Transportation Planning
301-495-4525

SUBJECT: Preliminary Plan No. 120070580
Site Plan No. 820080130
Proposed Chevy Chase Bank at Ashton
Lot 2 of Thomas Subdivision and Parcel P395
Southeast Quadrant of Olney-Sandy Spring Road and Porter Road
Rural (Patuxent) Policy Area

This memorandum presents Transportation Planning staff's Adequate Public Facilities (APF) review for a Chevy Chase Bank ("Applicant") proposed within the southeast quadrant of Olney-Sandy Spring Road (MD 108) and Porter Road in Ashton. The 3,172 square-foot bank with three drive-through windows is being proposed on a site that currently accommodates a restaurant (the Sol de Italia Restaurant), a nursery/landscaping business (in an adjacent structure), and a residential dwelling. The entire site is zoned C-1, and is within the Sandy Spring/Ashton Rural Village Overlay Zone.

RECOMMENDATIONS

Transportation Planning staff recommends that the following conditions be part of the transportation-related APF requirements to approve this application:

1. The Applicant must limit future development on the site to a 3,172 square-foot bank with three drive-through windows.

2. The Applicant must dedicate and show on the record plat the following rights-of-way (consistent with the 1998 Approved and Adopted *Sandy Spring/Ashton Master Plan*):
 - a. Olney-Sandy Spring Road (MD 108) – minimum of 40 feet from the roadway right-of-way centerline.
 - b. Porter Road – minimum of 30 feet from the roadway right-of-way centerline.

The final record plat must also reflect dedication of necessary truncation at public street intersection corners.

3. The Applicant must meet all Montgomery County Department of Public Works and Transportation (DPWT) requirements for Porter Road enumerated in their letter dated February 4, 2008, including a potential Public Improvement Easement along Porter Road to accommodate construction of the required sidewalk and a recorded covenant for potential future construction/reconstruction of Porter Road (see Attachment No. 1).
4. The Applicant must fully implement, with approval from Maryland State Highway Administration (SHA), required frontage and access improvements along MD 108 and New Hampshire Avenue (MD 650), as well as capacity improvements at the MD 108 intersections with MD 650 and with Porter Road, prior to the release of building occupancy permits for the proposed development (see Attachments No. 2 and No. 3 – SHA letters dated December 12, 2007, and September 26, 2007). The Applicant may participate with other developments in the area (currently, Preliminary Plan No. 120080070 – Ashton Meeting Place and Preliminary Plan No. 120070330 – Derrick's Addition to Ashton) in implementing these improvements. The improvements must be consistent with currently unfunded improvements or future SHA design for the above intersection and its approaches under Contract No. MO3175187, and must include:
 - a. Widening of the west leg of MD 108 to provide separate eastbound left, through, and right turn lanes, including a center left-turn lane along MD 108 between MD 650 and Porter Road,
 - b. Widening of the east leg of MD 108 to provide separate westbound left, through, and right turn lanes,
 - c. Lengthening of the northbound MD 650 left and right turn lanes,
 - d. Construction of a five-foot wide sidewalk along the south side of MD 108 (between MD 650 and 150 feet west of Porter Road) and along the east side of MD 650 (along both Ashton Meeting Place and Derrick's Addition to Ashton site frontage), and
 - e. Construction of an eight-foot wide shared-use path along the north side of MD 108 (along Derrick's Addition to Ashton site frontage to just west of Ashton Club Way) and along the west side of MD 650 between MD 108 and Crystal Spring Drive.
5. The Applicant must submit to staff DPWT concurrence on the proposal to provide Non-Auto Facilities under Policy Area Mobility Review (PAMR) to mitigate one (1) peak-hour trip prior to the Certified Site Plan. The Applicant must fully implement the PAMR requirement(s) prior to the release of building permits for the proposed development. The

Applicant may participate with other developments in the area (currently, Preliminary Plan No. 120080070 – Ashton Meeting Place and Preliminary Plan No. 120070330 – Derrick’s Addition to Ashton) in implementing required PAMR trip mitigation measures.

DISCUSSION

Site Location, Vehicular/Pedestrian Access, Transit and Land Uses

The proposed Chevy Chase Bank will be located along MD 108 within the southeast quadrant of MD 108 and Porter Road in Ashton. The site currently is developed with retail/residential uses and has a restaurant (the Sol de Italia Restaurant), a nursery/landscaping business, and a residential dwelling. The proposed bank will be approximately 250 feet west of MD 650 and will be within the Ashton Village Center. Sandy Spring Village Center is to the west of the site along MD 108.

Within the study area, both MD 108 and MD 650 are two-lane roadways; with its intersection corners developed with retail/office uses. Porter Road is an unimproved public secondary residential street to the south of MD 108 that runs along the western property boundary. The roadway is aligned with the Ashton Village Residential Subdivision/Shopping Center driveway to the north side of MD 108. In addition to the site, Porter Road serves as access to MD 108 for four residential dwellings.

Inbound traffic from MD 108 will access the bank via a Porter Road driveway approximately 60 feet from MD 108. Outbound traffic from the bank will have access to MD 108 via the Porter Road driveway and via a right-out only driveway from the site (to eastbound MD 108). Required future roadway, sidewalk, and bike path improvements along MD 108 will enhance accessibility to the site from both MD 108 and MD 650.

Metrobus Route Z2 services the area and runs along the south leg of MD 650 and the west leg of MD 108, and has several stop locations in Ashton.

Master Plan Roadway and Pedestrian/Bikeway Facilities

The 1998 Approved and Adopted *Sandy Spring/Ashton Master Plan* includes the following master-planned roadways, pedestrian and bikeway facilities:

1. Ashton Road (MD 108): An east-west arterial (A-92) with a minimum right-of-way width of 80 feet and a maximum of 2-3 travel lanes between the Howard County line to the east and Dr. Bird Road to the west. The roadway is recommended as the “Main Street” for the Sandy Spring and Ashton Village Centers. A shared-use path (SP-37) is recommended in the *Countywide Bikeways Functional Master Plan* for MD 108 along its north side between Howard County line to the east and Olney Master Plan area to the west.
2. New Hampshire Avenue (MD 650): A north-south two-lane major highway (M-12) with a minimum right-of-way width of 120 feet to the south of MD 108 and a minimum right-of-way width of 80 feet to the north of MD 108. The master plan identifies a desire line for a local trail along MD 650 to the south of MD 108. A shared-use path (SP-15) is recommended

in the *Countywide Bikeways Functional Master Plan* for MD 650 along its west side between MD 108 to the north and Ednor Road to the south.

Nearby Transportation Improvement Projects

DPWT's Capital Improvement Program (CIP) currently includes the following nearby transportation improvement project:

- MD 108 Sidewalk: This DPWT project includes the construction of missing links of sidewalk along the south side of MD 108 between Hidden Garden Lane to the east (just to the west of Porter Road) and Norwood Road to the west (approximately 4,000 feet), and a sidewalk along the east side of Norwood Road to the south of MD 108 (approximately 350 feet). The eastern limit for this project, Hidden Garden Lane, is also the western limit for the unfunded SHA's MD 650/MD 108 project. The proposed improvement provides for a continuous sidewalk connection along the south side of MD 108 from east of MD 650 to south of Norwood Road, connecting both Ashton and Sandy Spring Village Centers. The project is anticipated to start construction in July 2008, and currently has a finish date of February 2010.

In addition to the above project, SHA currently has two unfunded projects in the area. These include:

- A project for safety improvements along MD 108 (including construction of a bike path along the north side of MD 108) between Brooke Road and Bentley Road in Sandy Spring (SHA Contract No. MO4055130), and
- The planned capacity improvement project at the MD 108/MD 650 intersection (SHA Contract No. MO3175187). SHA worked with the applicant for Ashton Meeting Place and Derrick's Addition to Ashton to design the proposed capacity improvements at this intersection.

Adequate Public Facilities Review

As part of the APF test, a Local Area Transportation Review (LATR) test was required for the subject use since the development was estimated to generate 30 or more peak-hour trips during the typical weekday morning (6:30 a.m. – 9:30 a.m.) and evening (4:00 p.m. – 7:00 p.m.) peak periods. The APF test for the subject development also required the Policy Area Mobility Review (PAMR) test under the new Growth Policy since the application for the proposed use was filed after January 1, 2007. The use also generated more than three new peak-hour trips and was located in a policy area that required mitigation (Rural East Policy Area with a required 5% trip mitigation).

The Applicant submitted a traffic study dated January 2007 (Updated August 2007) that examined traffic-related impacts of the development on nearby intersections. A draft PAMR analysis dated January 8, 2008, was also submitted by the Applicant. Our review of the study and the draft PAMR analysis indicated that these complied with the requirements of the *2007 Local Area Transportation Review/Policy Area Mobility Review Guidelines*.

- Local Area Transportation Review

The traffic analysis estimated that the use proposed on the site – a 3,172 square-foot bank with three drive-through windows – would generate approximately 39 total peak-hour trips during the weekday morning and 146 total peak-hour trips during the weekday evening peak-periods. After accounting for uses that currently exist or previously existed on the site, the net trip generation for the proposed use was estimated to be 15 and 114 trips for the morning and evening peak-hours, respectively. A summary of the above is presented in Table 1.

**TABLE 1
SUMMARY OF SITE TRIP GENERATION
PROPOSED CHEVY CHASE BANK, ASHTON**

Proposed Density	Morning Peak-Hour			Evening Peak-Hour		
	In	Out	Total	In	Out	Total
<i>Drive through bank – 3,172 SF</i>	22	17	39	73	73	146
“New” or “Primary” Trips – 21% (Evening Peak)	22	17	39	16	15	31
“Pass-by/Diverted” Trips – 79% (Evening Peak)	--	--	--	57	58	115
<i>Trip credit for displaced uses</i>	9	15	24	18	14	32
Total Net “New” or “Primary” Trips	13	2	15	8	8	16
Total Net “Pass-by/Diverted” Trips	--	--	--	47	51	98
Total Net Trips	13	2	15	55	59	114

Source: Integrated Transportation Solutions, Inc.; Chevy Chase Bank – Ashton – Supplementary Analysis; January 2007; Updated August 2007.

A summary of the capacity/Critical Lane Volume (CLV) analysis results for the study intersections for the weekday morning and evening peak-hours within the respective peak-periods from the traffic study is presented in Table 2.

As shown in Table 2, the weekday morning and evening peak-hour capacity analysis presented in the traffic study indicated that under Total (or Build) Traffic Conditions, with the roadway/intersection improvements, CLV values at the study intersections would be below the applicable congestion standards. Therefore, the application satisfies the LATR requirements of the APF test.

TABLE 2
SUMMARY OF INTERSECTION CAPACITY CALCULATIONS
PROPOSED CHEVY CHASE BANK, ASHTON

Intersection	Traffic Conditions							
	Existing		Background		Total		Total w/ Improvements	
	AM	PM	AM	PM	AM	PM	AM	PM
MD 108/MD 650 ¹	1,215	1,240	1,303	1,414	1,310	1,416	1,081	1,229
MD 108/ Porter Rd/Ashton Village Drwy ¹	986	905	1,027	972	1,048	1,046	1,030	993
MD 108/Brooke Rd/Meetinghouse Rd ²	1,219	1,267	1,358	1,436	1,359	1,438	1,359	1,438
MD 108 and Norwood Rd ²	1,234	1,245	1,350	1,429	1,351	1,431	1,351	1,431

Source: Integrated Transportation Solutions, Inc.; Chevy Chase Bank – Ashton – Supplementary Analysis; January 2007; Updated August 2007.

Note: Congestion standard for those intersections that straddle two or more policy areas will be the higher of the respective policy area congestion standard.

¹ Congestion Standard for Rural (Patuxent) Policy Area: 1,350.

² Congestion Standard for Olney Policy Area: 1,450.

- **Policy Area Mobility Review**

As noted earlier, as part of the APF test, this preliminary plan was required to meet the PAMR test under the 2007-2009 Growth Policy and mitigate 5% of its new peak-hour trips. With a net of 15 and 16 new peak-hour trips during the morning and evening peak-periods, respectively (as summarize in Table 1), the trip mitigation requirement for the proposed use was calculated to be 1 trip (i.e., 16 new evening peak hour trips x 0.05).

To meet the requirements of the APF test, the Applicant has submitted a PAMR statement dated January 8, 2008, as a supplement to the August 2007 LATR traffic study, proposing to install static transit information signs, bike lockers, or a bus shelter in the area to mitigate the one trip and meet the PAMR requirement. The PAMR mitigation proposal is currently under review by DPWT staff.

Since final approval of the PAMR mitigation proposal is still pending, we recommend that the Planning Board require the Applicant to submit DPWT concurrence on the proposal to provide Non-Auto Facilities under PAMR to mitigate one (1) peak-hour trip, prior to the submission of a Certified Site Plan. Staff recommends that the Applicant also be required to fully implement the PAMR requirement(s) prior to release of building permits for the proposed development.

Improvements to Porter Road

As noted earlier, Porter Road is an unimproved public secondary residential street to the south of MD 108 that runs along the western property boundary. The roadway terminates approximately 700 feet south of MD 108. Porter Road currently provides access to MD 108 for four residential dwellings. During the plan review process, residents along Porter Road expressed

concerns regarding the presence of bank-related traffic on Porter Road and the ability of the residents along Porter Road to access MD 108.

Porter Road right-of-way as it exists today along site frontage was dedicated in 1941 when the Thomas Subdivision was created, of which Lot 2 and Parcel P395 are part of. The property across from the site was not part of Thomas Subdivision. Therefore, only half of the required 60 feet of right-of-way for a secondary residential street was dedicated at that time along site frontage. Further to the south, Porter Road was dedicated to its full width of 60 feet where the roadway passed through the subdivision.

The preliminary plan proposes inbound access to the bank from MD 108 via Porter Road, through a driveway approximately 60 feet from MD 108. Outbound traffic from the bank would access MD 108 via the Porter Road driveway as well as a right-out only driveway from the site (to eastbound MD 108). To accommodate additional site-related traffic, the Applicant is proposing frontage improvements along Porter Road up to the proposed access driveway to the site, including widening of the roadway pavement to 26 feet and providing a four-foot wide sidewalk. The Applicant is also required by DPWT as part of preliminary plan approval to execute a recorded covenant for potential future construction/reconstruction of Porter Road.

Given the limited number of existing/possible future residential units along Porter Road (less than eight) and the minimal bank-related traffic (approximately one inbound and one outbound vehicle per minute during the peak hour) that will be on Porter Road, and the proposed improvements to Porter Road and to its intersection with MD 108, staff believes that access to the bank via Porter Road is safe and feasible.

SE:CE:tc

Attachments

cc: Joshua Sloan
Bill Barron
Candy Bunnag
Chuck Kines
Larry Cole
John Borkowski
Greg Leck
C. Craig Hedberg

mno on ccb-a.doc



DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION

Isiah Leggett
County Executive

Arthur Holmes, Jr.
Director

February 4, 2008

Ms. Catherine Conlon, Subdivision Supervisor
Development Review Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan #1-20070580
Chevy Chase Bank at Ashton

Dear Ms. Conlon:

We have completed our review of the preliminary plan revised on 10/02/07. This plan was reviewed by the Development Review Committee at its meeting on April 4, 2007. We recommend approval of the plan subject to the following comments:

All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to DPS in the package for record plats, storm drain, grading or paving plans, or application for access permit. Include this letter and all other correspondence from this department.

1. Right of way dedication for Sandy Spring Road in accordance with the Master Plan and as necessary for Porter Road also truncation at the intersection of aforementioned streets.
2. Grant necessary slope and drainage easements. Slope easements are to be determined by study or set at the building restriction line.
3. In accordance with Section 50-35(n) of the Montgomery County Code, we recommend the Montgomery County Planning Board require the applicant to construct sidewalk with streetscaping per Sandy Spring/Ashton Master Plan.
4. Prior to approval of the record plat by the Department of Permitting Services (DPS), the applicant's consultant will need to obtain the approval of grade establishments for new public streets from DPS.
5. A Public Improvements Easement may be necessary along Porter Road, in order to accommodate the required sidewalk construction. Prior to submission of the record plat, the applicant's consultant will need to determine if there is sufficient right of way to permit this sidewalk construction. If not, the applicant will need to either dedicate additional right of way or execute a Declaration of Public Improvements Easement document per appropriate DPWT standard road section. That document is to be recorded in the Land Records of Montgomery County, with the liber and folio referenced on the record plat.

Division of Operations

Ms. Catherine Conlon
Preliminary Plan No. 1-20070580
Date February 4, 2008
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6. The sight distances study has been accepted. A copy of the accepted Sight Distances Evaluation certification form is enclosed for your information and reference.
7. In accordance with Section 49-35(e) of the Montgomery County Code, sidewalks are required to serve the proposed subdivision. Sidewalks are to be provided along the site frontage between the proposed entrance and Sand Spring Road unless the applicant is able to obtain a waiver from the appropriate government agency.
8. The parking layout plan will be reviewed by the Department of Permitting Services at the site plan or building permit stage, whichever comes first. To facilitate their review, that plan should delineate and dimension the proposed on-site travel lanes, parking spaces, curb radii, handicap parking spaces and access facilities, and sidewalks. The applicant may wish to contact Ms. Sarah Navid of that Department at (240) 777-6320 to discuss the parking lot design.
9. For safe simultaneous movement of vehicles, we recommend a driveway pavement width of no less than twenty four (24) feet to allow vehicles to enter and exit the site without encroaching on the opposing lanes. This pavement width will permit an inbound lane width of fourteen (14) feet and an exit lane width of ten (10) feet.
10. Curb radii for intersection type driveways should be sufficient to accommodate the turning movements of the largest vehicle expected to frequent the site. However Driveways curb returns should not encroach adjacent properties frontages. Also provide proper spacing between the driveways curb returns and public utilities features.
11. The parking lot travel lanes are to be designed to allow a WB-50 truck to circulate without crossing the centerline nor the curbline.
12. The applicant needs to submit a truck circulation plan for review by the M-NCPPC and MCDPS. This plan should delineate the proposed movements on-site between the anticipated access locations, the proposed truck loading spaces, and the proposed dumpsters. The truck circulation pattern and loading position should be designed for counter-clockwise entry and for a left-side backing maneuver. Passenger vehicle travel ways should be separated from the expected truck patterns and storage areas. The applicant may also need to provide documentation of their proposed delivery schedules. Also coordinate with David Wagaman at 240-777-6400 Division of Solid Waste about their requirements for recycle/trash truck access and movement.
13. On the site plan, delineate the location and dimensions of the proposed truck loading and/or dumpster spaces.
14. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans With Disabilities Act.
15. Where perpendicular parking spaces border a sidewalk, a two (2) foot vehicle overhang is assumed. The applicant should either provide a seven (7) foot wide sidewalk or wheelstops within those parking spaces.
16. The owner will be required to submit a recorded covenant for the operation and maintenance of private streets, storm drain systems, and/or open space areas prior to MCDPS approval of the

Ms. Catherine Conlon
Preliminary Plan No. 1-20070580
Date February 4, 2008
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record plat. The deed reference for this document is to be provided on the record plat.

17. The owner will be required to furnish this office with a recorded covenant whereby said owner agrees to pay a prorata share for the future construction or reconstruction of Porter Road (including sidewalk), whether built as a Montgomery County project or by private developer under permit, prior to DPS approval of the record plat. The deed reference for this document is to be provided on the record plat.
18. Access and improvements along Sandy Spring Road (MD 108) as well as its intersection with Porter Road as required by the Maryland State Highway Administration.
19. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
20. If the proposed development will alter any existing street lights, signing, and/or pavement markings, please contact Mr. Fred Lees of our Traffic Control and Lighting Engineering Team at (240) 777-6000 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
21. Trees in the County rights of way - species and spacing to be in accordance with the applicable DPWT standards. A tree planting permit is required from the Maryland Department of Natural Resources, State Forester's Office [(301) 854-6060], to plant trees within the public right of way.
22. Please coordinate with Department of Fire and Rescue about their requirements for emergency vehicle access.
23. Provide driveway access for the stormwater management facilities per associated DPS guidelines.
24. Please coordinate with DPWT division of Transit Services about their requirements and project impacts on their network and additional PIE / right of way for the future bus stop shelter.
25. Public Improvements Agreement (PIA) will be an acceptable method of ensuring construction of the required public improvements within the County right of way. The PIA details will be determined at the record plat stage. The PIA will include, but not necessarily be limited to, the following improvements:
 - A. Street grading, paving, curbs and gutters, sidewalks and handicap ramps, storm drainage and appurtenances, and street trees along Porter Road from the existing road centerline to improve it to secondary residential roadway standards between and including the proposed entrance and Sandy Spring Road.
 - B. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.
 - C. Erosion and sediment control measures as required by Section 50-35(j) and on-site stormwater management where applicable shall be provided by the Developer (at no cost to the County) at such locations deemed necessary by the Department of Permitting Services (DPS) and will comply with their specifications. Erosion and sediment control measures are to be built prior to

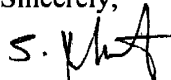
Ms. Catherine Conlon
Preliminary Plan No. 1-20070580
Date February 4, 2008
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construction of streets, houses and/or site grading and are to remain in operation (including maintenance) as long as deemed necessary by the DPS.

- D. Developer shall ensure final and proper completion and installation of all utility lines underground, for all new road construction.
- E. Developer shall provide street lights in accordance with the specifications, requirements, and standards prescribed by the Traffic Engineering and Operations Section.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact me at sam.farhadi@montgomerycountymd.gov or (240) 777-6000.

Sincerely,



Sam Farhadi, P.E.
Development Review Group
Traffic Engineering and Operations Section
Division of Operations

m:/subdivision/farhas01/preliminary plans/ 1-20070580, Chevy Chase Bank at Ashton.doc

Enclosures (1)

cc: Joe Pearson, Chevy Chase Bank
John Sekerak, Greenhorn & O'Mara
Stuart Barr, Lerch, Early & Brewer
Joseph Y. Cheung; DPS RWPPR
Sarah Navid; DPS RWPPR
Henry Emery; DPS RWPPR
Shahriar Etemadi; M-NCPPC TP
Gregory Leck, DPWT TEOS
John Borkowski, MSHA
Preliminary Plan Folder
Preliminary Plans Note Book

MONTGOMERY COUNTY
SIGHT DISTANCE EVALUATION

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Facility/Subdivision Name: CHEVY CHASE BANK AT ASHTON Preliminary Plan #: 1-20070580

Street Name: PORTER ROAD Master Plan Classification: TERTIARY

Posted Speed Limit: 25 MPH (ASSUMED)

Street/Drwy. 1 (ENTRANCE) Street/Drwy. 2 (_____)

Sight Distance (feet) OK?
Right 234 _____
Left 297 _____

Sight Distance (feet) OK?
Right _____
Left _____

Comments: Site distance to the right
extends across MD-108 Sandy Spring
Road into the existing entrance
for the shopping center.

Comments: _____

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance In Each Direction#
Tertiary - 25	150
Secondary - 30	200
Business - 30	200
Primary - 35	250
Arterial - <u>40</u>	325
(45)	400
Major - 50	475
(55)	550

Source AASHTO

Sight distance is measured from an eye height of 3.5 feet at a point on the centerline of the driveway (or side street), 6 feet back from the face of curb or edge of traveled way of the intersecting roadway, to the furthest point along the centerline of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing.)

ENGINEER/SURVEYOR CERTIFICATE

I hereby certify that this information is accurate and was collected in accordance with these guidelines.

Kim Cerna

Signature

PE # 25768



Accepted By: SF

Date: 2/4/08



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

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

December 12, 2007

Ms. Catherine Conlon
 Supervisor, Development Review
 Subdivision Division
 Maryland National Capital
 Park & Planning Commission
 8787 Georgia Avenue
 Silver Spring, Maryland 20910-3760

Re: Montgomery County
 Chevy Chase Bank at Ashton
 File #: 8-20080130
 MD 108 (Sandy Spring Road)
 Mile Post: 16.55

Dear Ms. Conlon:

The State Highway Administration (SHA) appreciates the opportunity to review the site plan application for the Chevy Chase Bank at Ashton development. We offer the following comments:

- Currently, funding for the MD 108/MD 650 intersection improvements as part of an SHA Consolidated Transportation Program (CTP) project are not available. The project has no official timeline for design completion or construction. Due to this project's updated status, the developer will be required to complete the intersection improvements at the MD 108/MD 650 intersection, which would include the following:
 - The widening of eastbound and westbound MD 108 to provide one left-turn lane, one through lane, and one right-turn lane;
 - The lengthening of the northbound MD 650 left and right-turn lanes, and
 - The construction of a center left-turn lane along MD 108 from MD 650 to Porter Road.

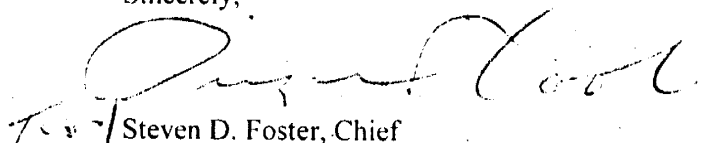
This condition was reflected in our September 26, 2007 response letter for the review of the development's traffic impact study.

- The intersection improvements, access to the site including the right-out only exit point, and all additional improvements within the State right-of-way are subject to all requirements for an access permit that must be obtained from this office.
- A sight distance evaluation will need to be resubmitted to this office to address both stopping sight distance and intersection sight distance. Please resubmit the evaluations sheets using the forms provided based on the design speed of the roadway, 50 miles per hour. Completed forms must be signed and sealed by a licensed professional engineer.
- Right-of-way dedications/donations along MD 108 need to be in accordance with the Master Plan of Highways. SHA will require that right-of-way dedications/donations be platted to SHA standards. These plats must be submitted in hard copy format for review, checking and final issuance. Please contact Mr. Daniel Andrews of the Plats and Surveys Division @ 410-545-8860 for additional information. For questions regarding the plat review process, please E-mail Mr. Andrews at dandrews@sha.state.md.us. Additionally, please contact Mr. Paul Lednak, District 3 Right of Way Chief at 310-513-7470 for information regarding the deed process.

Ms. Catherine Conlon
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If you have any questions or require additional information, please contact John Borkowski at 410-545-5595 or by using our toll free number in Maryland only at 1-800-876-4742.

Sincerely,



Steven D. Foster, Chief
Engineering Access Permits Division

SDF/gfc/jab

Encl. Sight Distance Evaluation Form

cc: Ms. Kim Currano / Greenhorne & O'Mara / 20410 Century Boulevard, Suite 200, Germantown, MD 20874
Mr. Shahriar Etemadi / M-NCPPC
Mr. Joshua Sloan / M-NCPPC
Mr. Sam Farhadi / Montgomery County DPW&T
Mr. Jeff Wentz *sent via e-mail*
Ms. Kate Mazzara *sent via e-mail*
Mr. Augustine Rebish *sent via e-mail*
Mr. David Phillips *sent via e-mail*
Mr. Daniel Andrews *sent via e-mail*
Mr. Paul Lednak *sent via e-mail*



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

State Highway
Administration

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

Maryland Department of Transportation

September 26, 2007

Re: Montgomery County
MD 108
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 Updated Traffic Impact Study Report by Integrated Transportation Solutions (ITS), Inc. dated August 2007 (received by the EAPD on August 22, 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 3,172 square foot Drive-In Bank is proposed from one (1) full movement site access driveway on Porter Road and one (1) right-out only site access driveway on MD 108.
- The developer's traffic consultant assumed the construction of improvements at the MD 108/MD 650 intersection as part of an SHA Consolidated Transportation Program (CTP) project. Improvements as part of this project included: 1) the widening of eastbound and westbound MD 108 to provide 1 left turn lane, 1 through lane, and 1 right turn lane, 2) the lengthening of the northbound MD 650 left and right turn lanes, and 3) the construction of a center left turn lane along MD 108 from MD 650 to Porter Road.
- With the inclusion of the improvements in the vicinity of the MD 108/MD 650 intersection, the traffic report determined that the proposed development would not cause any studied intersection to exceed the congestion standard as established by the M-NCPPC within the Olney Policy Area (CLV less than or equal to 1,475) and the Patuxent Policy Area (CLV less than or equal to 1,400).

My telephone number/toll free number is _____

Maryland Relay Service for Impaired Hearing or Speech: 1-800-735-2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410-545-0300 • www.marylandroads.com

Mr. Shahriar Etemadi
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As long as the improvements identified above at the MD 108/MD 650 intersection are constructed as planned, SHA concurs that the proposed development will not cause any studied intersection to exceed the Olney Policy Area and Patuxent Policy Area congestion standard thresholds as established by the M-NCPPC. However, if SHA's project does not move forward, the Chevy Chase Bank developer will be responsible for all improvements at the MD 108/MD 650 intersection.

The SHA policy regarding intersection level of service requires that all intersections function at a level of service "D" or better in the design year with full build-out of the given project. Given that the Montgomery County policy differs from that of SHA regarding the need for mitigation at off-site intersections, the SHA will defer to the local criteria. However, any proposed mitigating roadway improvements impacting a State-controlled roadway must be reviewed and approved by the SHA.

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 John Borkowski at (410) 545-5595 or jborkowski@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.

Sincerely,



Steven D. Foster, Chief
Engineering Access Permits Division

cc: Mr. John Borkowski, SHA EAPD
Mr. Cherian Eapen, M-NCPPC Montgomery County
Mr. Robert French, SHA Office of Traffic & Safety
Mr. Larry Green, Daniel Consultants, Inc.
Mr. Craig Hedberg, ITS, Inc.
Mr. Morteza Tadayon, SHA Travel Forecasting Section
Mr. Errol Stoute, SHA Traffic Development & Support Division
Mr. Jeff Wentz, SHA District 3 Office



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

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MEMORANDUM

DATE: March 5, 2008

TO: Neil Braunstein, Planner Coordinator, Development Review Division
Joshua Sloan, Planner Coordinator, Development Review Division

FROM: Candy Bunnag, Planner Coordinator, Environmental Planning,
Countywide Planning Division

SUBJECT: Preliminary Plan 120070580 and Site Plan 820080130, Chevy Chase Bank
at Ashton

RECOMMENDATION:

The Environmental Planning staff has reviewed the preliminary plan and site plan referenced above. Staff recommends approval of the preliminary plan of subdivision and site plan with the following conditions:

1. The proposed development shall comply with the conditions of the preliminary forest conservation plan. The applicant shall satisfy all conditions prior to recording of plat(s) or Montgomery County Department of Permitting Services (MCDPS) issuance of sediment and erosion control permits. Conditions include, but are not limited to:
 - a. A certified arborist must be present at the pre-construction meeting, during construction, and after construction to implement specific tree protection measures as identified in the "Tree Preservation Report" prepared by Christopher Erb of Bartlett Tree Experts.
 - b. Specific location of tree protection fencing may be adjusted in the field by the M-NCPPC inspector, in coordination with the certified arborist, at the pre-construction meeting.
 - c. Forest conservation worksheet on the Preliminary and Final Forest Conservation Plans must be revised to show the afforestation and conservation thresholds and the afforestation requirement to be 0.17 acre.
 - d. Revise the Landscape Plan and Preliminary and Final Forest Conservation Plans to include native, shade trees as landscape trees that will create a total of 7405 square feet (0.17 acre) of tree canopy coverage at 20 years. These trees must be located outside of the stormwater management easement.

BACKGROUND

The 1.1-acre site is zoned C-1 and contains an existing restaurant structure, greenhouse, one-story dwelling, an asphalt parking lot, and an area of concrete and gravel. There are individual trees along the eastern property line and on the southern edge of the site. A 34-inch white ash, which is of specimen size, is located along the northeastern property boundary.

The site lies within the Northwest Branch (Use IV waters) watershed. There are no streams, wetlands, floodplains, environmental buffers, or forest on the site.

Forest Conservation

The applicant proposes to protect the specimen white ash at the northeastern edge of the property. A tree protection plan proposed by a certified arborist identifies specific protection measures that should be implemented to save the ash. The tree protection plan has been incorporated into the Final Forest Conservation Plan.

Under the Forest Conservation Law, the proposed project is required to afforest 0.17 acre. The Final Forest Conservation Plan proposes to meet the afforestation requirement by planting nine red maples as credit for tree cover. Staff recommends that only five of these maples may be given afforestation credit. Staff does not recommend four maples to be given afforestation credit because these maples will be planted within the proposed stormwater management (SWM) facility. Trees and any other vegetation planted in SWM facilities are subject to a SWM easement which allow for the removal and replacement of vegetation within the SWM facility for the purposes of any maintenance measures required by the County. Staff recommends that more native, shade trees are planted on the outside of the SWM facility for landscaping purposes on the site and that such trees may be given afforestation credit. The total afforestation credit that is required for the site is 7405 square feet. Based on the current forest conservation plan, the project has 4535 square feet of afforestation credit for native, landscaped trees that are outside the SWM facility. An additional 2870 square feet of afforestation credit is required.

RECOMMENDATION

Environmental Planning staff recommends approval of the preliminary plan of subdivision, site plan, and forest conservation plan with conditions.