



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

MCPB
Item #
4/10/08



MEMORANDUM

DATE: March 28, 2008

TO: Montgomery County Planning Board

VIA: Rose Krasnow, Chief *RK*
Catherine Conlon, Subdivision Supervisor *CC*
Development Review Division

FROM: *NB* Neil Braunstein, Planner Coordinator (301-495-4532)
Development Review Division

REVIEW TYPE: Preliminary Plan of Subdivision

APPLYING FOR: One commercial lot

PROJECT NAME: Chevy Chase Bank at Ashton

CASE #: 120070580

REVIEW BASIS: Chapter 50, Montgomery County Subdivision Regulations

ZONE: Sandy Spring/Ashton Rural Village Overlay Zone; C-1

LOCATION: Southeast quadrant of the intersection of Porter Road and Olney Sandy Spring Road (MD 108)

MASTER PLAN: Sandy Spring/Ashton

APPLICANT: Chevy Chase Bank

ENGINEER: Greenhorne & O'Mara

ATTORNEY: Lerch, Early & Brewer

FILING DATE: January 17, 2007

HEARING DATE: April 10, 2008

RECOMMENDATION: Approval subject to the following conditions:

- 1) Approval under this preliminary plan is limited to one lot for a 3,172-square-foot bank with three drive-up lanes.
- 2) The applicant must comply with the conditions of the preliminary forest conservation plan. The applicant must 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 and at times during and after construction, as specified in a schedule recommended by the arborist and approved by MNCPPC staff, 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 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. The applicant must revise the forest conservation worksheet on the preliminary and final forest conservation plans to show the afforestation and conservation thresholds. The afforestation requirement is 0.17 acre.
 - d. The applicant must 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 7,405 square feet (0.17 acre) of tree canopy coverage at 20 years. These trees must be located outside of the stormwater management easement.
- 3) The record plat must provide for dedication of 80 feet of right-of-way, as measured from the opposite right-of-way line, for Olney Sandy Spring Road (MD 108). The record plat must also provide for dedication of necessary truncation at public street intersection corners.
- 4) The applicant must construct all road and sidewalk improvements within the rights-of-way shown on the approved preliminary plan to the full width mandated by the master plan and to the design standards imposed by all applicable road codes.
- 5) Prior to the release of building permits for the proposed development, the applicant must construct or participate on a pro-rata share in providing, with approval from Maryland State Highway Administration (MDSHA), 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. If any of the road improvements identified in this condition either are now, or become, obligations of other development projects, applicants of other development projects may participate on a pro rata basis in the joint funding of such improvements. Basis of participation on a pro rata share is the sum of total peak hour trips generated by the subject development relevant to the particular improvement over the sum of total peak hour trips generated by all developments required by the Planning Board to participate in the construction of the particular improvement. The improvements must be consistent with currently unfunded improvements or future MDSHA design for the above intersection and its approaches under design 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).
 - 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.
- 6) The applicant must mitigate one peak-hour trip under the requirements of Policy Area Mobility Review (PAMR). Prior to approval of the certified site plan, the applicant must submit to MNCPPC documentation of Montgomery County Department of Public Works and Transportation (MCDPWT) concurrence with the applicant's proposal to mitigate one peak-hour trip by providing two bus pads with benches or other mitigation in the project vicinity approved by MNCPPC staff with MCDPWT concurrence.
 - 7) Prior to the release of building permits for the proposed development, the applicant must fully implement the PAMR requirement(s) by providing two bus pads with benches or other mitigation as approved by MNCPPC staff with MCDPWT concurrence.
 - 8) The applicant must comply with the conditions of the MCDPS stormwater management approval dated November 9, 2006.
 - 9) The applicant must comply with the conditions of the MCDPWT letter dated February 4, 2008, unless otherwise amended.
 - 10) The applicant must comply with the conditions of the MDSHA letters dated September 26, 2007, and December 12, 2007.
 - 11) The applicant must satisfy provisions for access and improvements as required by MCDPWT prior to recordation of plat(s) and by MDSHA prior to issuance of access permits.
 - 12) No clearing, grading or recording of plats prior to certified site plan approval.
 - 13) Final approval of the number and location of buildings, on-site parking, site circulation, and sidewalks will be determined at site plan.
 - 14) The record plat must show other necessary easements.
 - 15) The Adequate Public Facility (APF) review for the preliminary plan will remain valid for sixty-one (61) months from the date of mailing of the Planning Board resolution.

SITE DESCRIPTION

The subject property, pictured below and in Attachment A (Vicinity Map), consists of one recorded lot and one unrecorded parcel totaling 1.28 acres located in the southeast quadrant of the intersection of Porter Road and Olney Sandy Spring Road (MD 108). The site is located

within the Sandy Spring/Ashton Rural Village Overlay Zone, with C-1 as the base zone. The property is developed with a restaurant that has driveway access from Porter Road and Olney Sandy Spring Road (MD 108).

Properties to the north of the site are developed with townhouse residences and retail uses in the PD-5 zone. Properties to the south and west are developed with one-family residences in the R-90 zone. Properties to the east are developed with commercial uses in the C-1 zone, including a gas station, an office building, and a bank, and to the northeast is a vacant commercial building in the C-2 zone.

The subject property is located within the Northwest Branch watershed. There are no streams, wetlands, floodplains, environmental buffers, or forest cover on the property. There are three significant trees on the subject property. One of these, a white ash, is a specimen tree. It is located on the eastern property line, and it is not proposed to be removed by the project.



PROJECT DESCRIPTION

The application proposes to create one 1.05 acre lot for a proposed bank. The bank is proposed to be housed in a one-story, 3,172 square-foot building with three drive-through lanes. A driveway on Porter Road is proposed to provide access to the 30-space parking lot. An additional driveway on Sandy Spring Road (MD 108) is proposed to serve as a right-turn exit only. A bio-retention facility to hold stormwater is proposed near the southern property line.

(Attachment B – proposed plan)

ANALYSIS AND FINDINGS

Master Plan Compliance

The Sandy Spring/Ashton Master Plan recommends that development in the Ashton village center conform to the following guidelines:

- Encourage use of traditional village design with buildings facing the main road.
- Create pedestrian traffic with uses and designs that invite frequent visits.
- Encourage stores and other uses that provide services to local residents.
- Place most off-street parking out of view of common space and active fronts, rather than between buildings and the street.

In addition, the master plan specifically recommends that the southern of the two properties that comprise the site be rezoned from R-90 to C-1. This was accomplished by a sectional map amendment in 1998.

The application complies with the recommendations adopted in the Master Plan in that the proposed building fronts the main road (Olney Sandy Spring Road – MD 108), the site will generate pedestrian traffic due to the provision of pedestrian access directly from the sidewalk on MD 108, the bank use will provide a service to local residents, and the parking has been placed at the rear of building, away from the main street.

Public Facilities

Roads and Transportation Facilities

Vehicle and Pedestrian Access and Transit

Within the study area, both MD 108 and MD 650 are two-lane roadways with intersection corners developed with retail and 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 shopping center driveway to the north side of MD 108. In addition to this site, Porter Road serves as access to MD 108 for four dwellings.

Inbound traffic from MD 108 will access the bank via a Porter Road driveway, located approximately 60 feet from MD 108. Outbound traffic from the bank will have access to MD 108 via both the Porter Road driveway and 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. Pedestrian access is via a proposed walkway that will connect the public sidewalk on MD 108 to an entrance to the

building. Pedestrians will be able to cross an intervening drive aisle safely because the walkway will be on a raised brick crosswalk that will encourage drivers to pass over the crosswalk slowly.

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 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

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

- MD 108 Sidewalk: This MCDPWT 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 MDSHA’s unfunded 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, MDSHA currently has two unfunded projects in the area. These are:

- 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 (MDSHA Contract No. MO4055130), and
The planned capacity improvement project at the MD 108/MD 650 intersection (MDSHA Contract No. MO3175187). MDSHA worked with the applicants for the proposed Ashton Meeting Place and Derrick's Addition to Ashton to design the proposed capacity improvements at this intersection.

Adequacy of Roads and Other Transportation facilities

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 2007-2009 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 and 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 total 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</i> – 3,172 SF	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 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 and 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).

Since final approval of the PAMR mitigation proposal is still pending, we recommend that the Planning Board require the applicant to submit documentation of concurrence by MCDPWT on the proposal to provide two bus pads with benches under PAMR to mitigate one 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 requirements 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.

The 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 a part. 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 the 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 MCDPWT as part of preliminary plan approval to execute a recorded covenant for potential future construction of Porter Road.

Given the limited number of existing and possible future residential units along Porter Road (less than eight) and the minimal bank-related traffic 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 adequate.

Other Public Facilities and Services

Public facilities and services are available and will be safe and adequate to serve the proposed development. The Property will be served by public water and public sewer systems. The application has been reviewed by the Montgomery County Fire and Rescue Service who have determined that the Property has appropriate access for fire and rescue vehicles. Other public facilities and services, such as schools, police stations, firehouses and health services, are operating according to the Growth Policy resolution currently in effect and will be safe and adequate to serve the Property. Electrical and telecommunications services are also available to serve the Property.

Environment

The subject property is substantially developed with 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 at the northeastern property boundary. The site lies within the Northwest Branch watershed (Use IV waters). There are no streams, wetlands, floodplains, environmental buffers, or forest on the site.

The applicant proposes to protect the specimen white ash at the northeastern boundary of the property. A tree protection plan (Attachment C) 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 Montgomery County 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 be given afforestation credit. Staff does not recommend four maples 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 be planted on the outside of the SWM facility for landscaping purposes on the site and that such trees be given afforestation credit. The total afforestation credit that is required for the site is 7,405 square feet. Based on the current forest conservation plan, the project has 4,535 square feet of afforestation credit for native, landscaped trees that are outside the SWM facility. An additional 2,870 square feet of afforestation credit is required by Condition 2d of the staff recommendation. As conditioned, the plan meets all applicable requirements of the county Forest Conservation Law.

The MCDPS Stormwater Management Section approved the stormwater management concept for the project on November 9, 2006. The stormwater management concept includes on-site water quality control through construction of a bio-filter. On-site recharge is not required because this is a redevelopment project. Channel protection is not required because the one-year post-development peak discharge is less than two cubic feet per second.

Compliance with the Subdivision Regulations and Zoning Ordinance

This application has been reviewed for compliance with the Montgomery County Code, Chapter 50, the Subdivision Regulations. The application meets all applicable sections. The proposed lot size, width, shape and orientation are appropriate for the location of the subdivision.

The lot was reviewed for compliance with the dimensional requirements for the C-1 zone as specified in the Zoning Ordinance. The lot as proposed will meet all the dimensional requirements for area, frontage, width, and setbacks in that zone. A summary of this review is included in attached Table 1. The application has been reviewed by other applicable county agencies, all of whom have recommended approval of the plan.

Citizen Correspondence and Issues

Although this plan submittal pre-dated any requirements for a pre-submission meeting with neighboring residents, the applicant held meetings with interested citizens on December 19, 2006, April 17, 2007, and October 9, 2007. In addition, written notice was given by the applicant and staff of the plan submittal and the public hearing date.

In response to the meetings and notice, staff received one letter from a nearby resident and one form letter that was signed by 13 nearby residents (Attachment D). The letters raised two issues. First, residents object to the use of Porter Road by the commercial traffic that would be generated by the proposed bank. They point out that Porter Road is quiet and has low traffic volumes, has a substandard pavement width, is not maintained by Montgomery County, and is used by children who walk to school. With respect to this concern, staff has concluded that the addition of the vehicle trips associated with the bank to Porter Road will not significantly impact

the intersection of Porter Road and Olney Sandy Spring Road (MD 108). Porter Road is proposed to be widened to 26 feet of pavement, per County standards, from the intersection at MD 108 to the proposed bank's driveway entrance, a distance of approximately 80 feet. A sidewalk is also proposed from the bank's driveway to the intersection of MD 108, giving school children and other pedestrians an alternative to walking in the street. Beyond that point, the road is not proposed to be physically changed from its current condition, and project-generated traffic will not continue on Porter Road south of the bank's driveway.

Second, the residents are concerned that the proposed above-ground stormwater bio-retention pond will pose a hazard to neighborhood children and will be aesthetically unattractive. With respect to this concern, staff notes that the proposed bio-retention pond will have a maximum water depth of nine inches and will hold water for one day for a typical rainfall and up to no more than two days for a more intense rainfall. This does not appear to present a significant safety hazard. The bottom of the facility will be planted with vegetation, softening the appearance of the pond. Staff notes that an underground stormwater management facility was proposed with the initial plan submittal, but it was not approved by the DPS stormwater review section.

CONCLUSION

The proposed lot meets all requirements established in the Subdivision Regulations and the Zoning Ordinance and complies with the recommendations of the Sandy Spring/Ashton Master Plan. Access and public facilities will be adequate to serve the proposed lot, and the application has been reviewed by other applicable county agencies, all of whom have recommended approval of the plan. Therefore, approval of the application with the conditions specified above is recommended.

Attachments

Attachment A – Vicinity Development Map
Attachment B – Proposed Development Plan
Attachment C – Tree Preservation Report
Attachment D – Citizen Correspondence
Attachment E – Agency Correspondence Referenced in Conditions

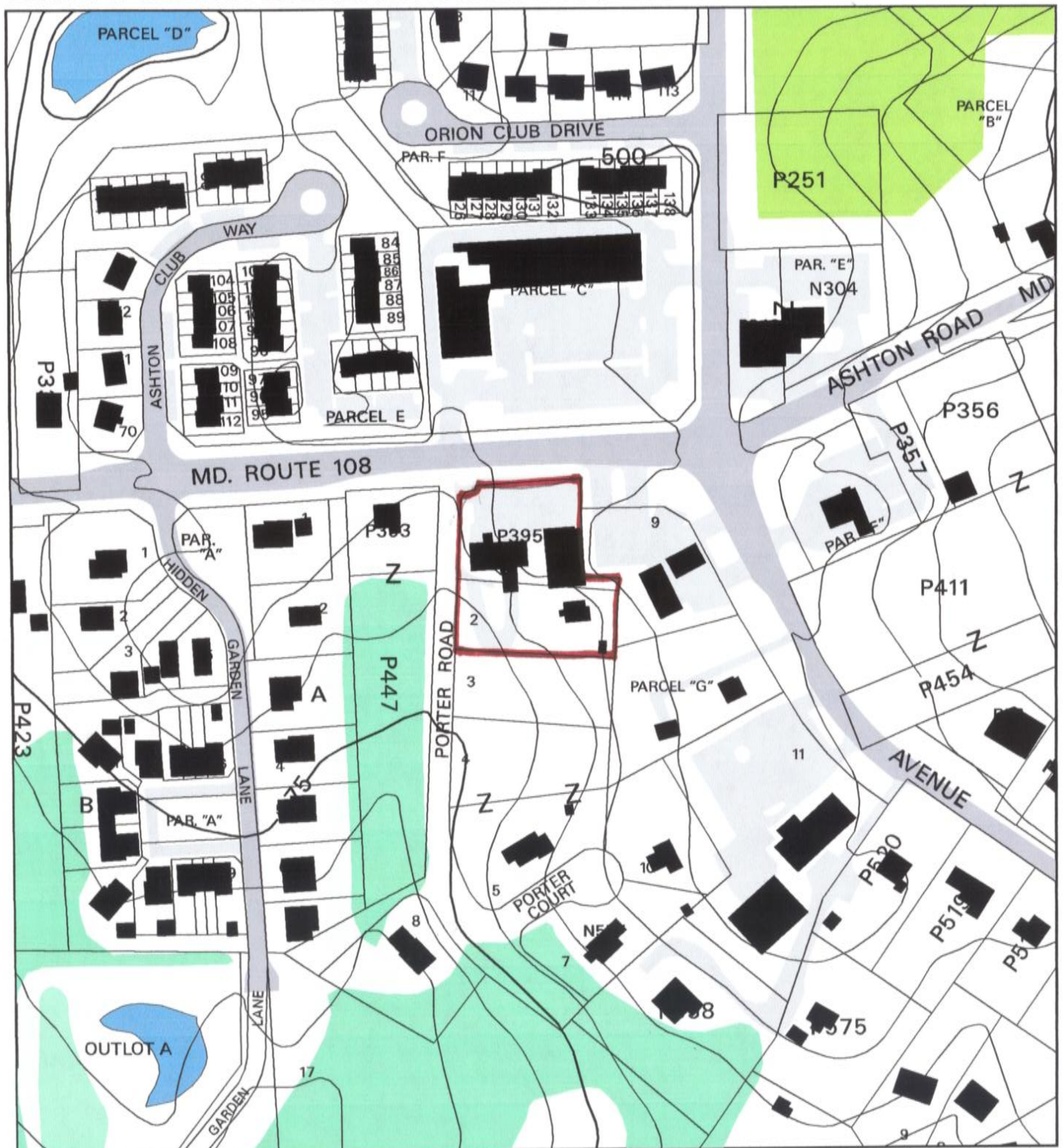
Table 1: Preliminary Plan Data Table and Checklist

Plan Name: Chevy Chase Bank at Ashton				
Plan Number: 120070580				
Zoning: C-1; Sandy Spring/Ashton Rural Village Overlay Zone				
# of Lots: 1				
# of Outlots: 0				
Dev. Type: Commercial				
PLAN DATA	Zoning Ordinance Development Standard	Proposed for Approval by the Preliminary Plan	Verified	Date
Minimum Lot Area	Not specified	45,851 sq. ft. minimum	NB	3/21/08
Lot Width	Not specified	168 ft. minimum	NB	3/21/08
Lot Frontage	Not specified	151 ft. minimum	NB	3/21/08
Setbacks				
From streets	0 ft. Min. from MD 108 10 ft. Min. from Porter Road	Must meet minimum ¹	NB	3/21/08
From south PL	17 ft. Min.	Must meet minimum ¹	NB	3/21/08
From east PL	0 ft. Min.	Must meet minimum ¹	NB	3/21/08
Height	24ft. Max.	May not exceed maximum ¹	NB	3/21/08
Max Resid'l Comm'l s.f. per Zoning	41,955 sq. ft.	3,172 sq. ft.	NB	3/21/08
Green Area	10% Min.	55% Min.	NB	3/21/08
TDRs	N/a		NB	3/21/08
Site Plan Req'd?	Yes		NB	3/21/08
FINDINGS				
SUBDIVISION				
Lot frontage on Public Street	Yes		NB	3/21/08
Road dedication and frontage improvements	Yes		Agency letter	2/5/08
Environmental Guidelines	Yes or N/a		Staff memo	
Forest Conservation	Yes or Exempt		Staff memo	
Master Plan Compliance	Yes		Staff memo	6/13/07
ADEQUATE PUBLIC FACILITIES				
Stormwater Management	Yes		Agency letter	11/9/06
Water and Sewer (WSSC)	Yes		Agency comments	3/26/07
10-yr Water and Sewer Plan Compliance	Yes		Agency comments	3/26/07
Local Area Traffic Review	Yes		Staff memo	3/12/08
Policy Area Mobility Review	Yes		Staff memo	3/12/08
Transportation Management Agreement	No		Staff memo	3/12/08
Fire and Rescue	Yes		Agency letter	1/11/08

¹ As determined by MCDPS at the time of building permit.

CHEVY CHASE BANK AT ASHTON (120070580)

Attachment A



Map compiled on March 07, 2007 at 12:30 PM | Site located on base sheet no - 224NW01

NOTICE

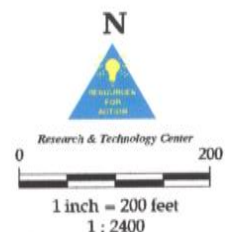
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MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 Georgia Avenue - Silver Spring, Maryland 20910-3760

Key Map

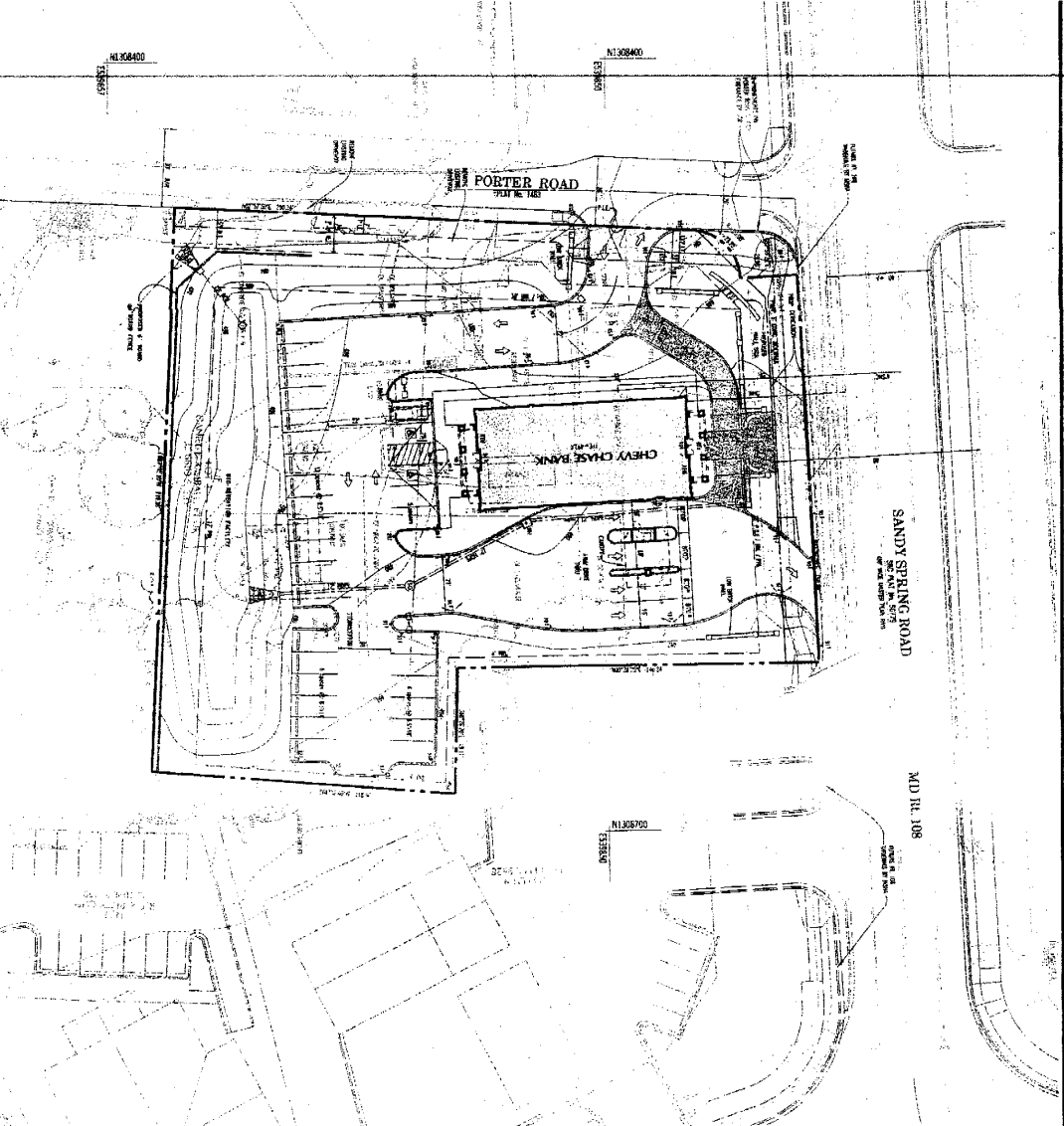


CHEVY CHASE BANK

GREENHORNE & O'MARA
CONSULTING ENGINEERS

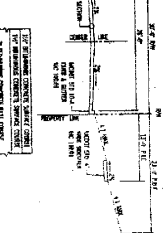
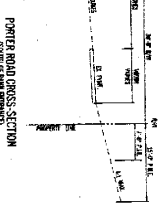
CHEVY CHASE BANK
AT ASHTON

1 of 1



1. Surveyed by and for the City of Chevy Chase, Md. and approved by the Board of Commissioners of the City of Chevy Chase, Md. on 10/10/00.

Scale: 1" = 20'



DEVELOPMENT STANDARDS (C-1 with 100' Right of Way, Chevy Chase)

TABLE 1: DEVELOPMENT STANDARDS

Category	Minimum	Maximum
Lot Area (sq. ft.)	10,000	100,000
Front Setback (ft.)	10	20
Side Setback (ft.)	5	10
Front Yard (sq. ft.)	100	1,000
Side Yard (sq. ft.)	50	500
Height (ft.)	10	20
Number of Units	1	10
Number of Stories	1	2
Number of Parking Spaces	1	10
Number of Driveways	1	10
Number of Access Drives	1	10
Number of Landscaping	1	10
Number of Trees	1	10
Number of Shrubs	1	10
Number of Flowers	1	10
Number of Grasses	1	10
Number of Other Plants	1	10

GENERAL NOTES

1. The City of Chevy Chase, Md. is a home rule municipality and is subject to the provisions of the Maryland Home Rule Act, Chapter 293, of the Annotated and Code of Maryland, 1987.

2. The City of Chevy Chase, Md. is a home rule municipality and is subject to the provisions of the Maryland Home Rule Act, Chapter 293, of the Annotated and Code of Maryland, 1987.

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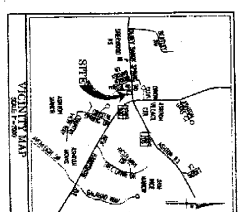
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Planning Board copy



BARTLETT TREE EXPERTS

12200 NEBEL STREET, ROCKVILLE, MD 20852-2687 • (301) 881-8550 • FAX (301) 881-9063

Tree Preservation Report

The following recommendations are for the specimen Ash along the eastern property line. The existing shed needs to be removed first. The tree should then be pruned. Next root pruning, mulching, and tree protective fencing/signs needs to be done. Lastly fertilization and pest management need to be done.

Tree Pruning

Prune 37" Ash located at the left side of property according to the following specifications:

- Clean to remove all dead, diseased and broken branches that are 1" in diameter and larger throughout crown to improve health and appearance and reduce risk of branch failure.

Remove all resulting debris.

Root Pruning

Root prune 37" Ash located at the left side of property to reduce the risk of root damage and subsequent decay within the critical root zone. Roots will be pruned with a root cutter at a distance of approximately 10 feet from the stem to a depth of approximately 16 inches in depth. Trenches will be backfilled with soil.

Mulching

Supply and install approximately 2-4" layer of wood chips. The area should extend 10 feet from the root collar of the 37" Ash located at the left side of property. Mulch helps to improve soil moisture conditions, moisture retention and protects the plant from mechanical injury.

Tree Protection Fence/Signs

Install approximately 60 feet of tree protection fencing.

Provide 3 tree protection signs placed approximately 20 foot apart along tree protection Fencing.

Detail: Tree Protection Fence

The 6 foot steel tee posts shall be set no more than 6 feet on-center and driven 2' deep to support 4' wide 2"x4" 14/14 gage galvanized wire mesh fence. Top of posts should be flagged for visibility and the fence panels should be flagged with three equally spaced pieces of bright flagging tape as well.

Signs should be posted on the fence at about 20' intervals to notify workers that the fence provide protection for the trees.



THE F.A. BARTLETT TREE EXPERT COMPANY
SCIENTIFIC TREE CARE SINCE 1907





BARTLETT TREE EXPERTS

12200 NEBEL STREET, ROCKVILLE, MD 20852-2687 • (301) 881-8550 • FAX (301) 881-9063

Fertilization

Apply Bartlett Boost NK 32-0-10 to 37" Ash located at the left side of property to help maintain plant health during construction.

Bartlett Boost N-K is specifically formulated by the Bartlett Tree Research Laboratories to meet the nutrient requirements of woody landscape plants. Boost N-K contains no phosphorus and is designed for use near sensitive waterways and watershed where phosphate run-off and leaching is a concern. Boost release N-K its nutrients gradually to the plant over an entire growing season this further reducing the potential for leaching. Boost is mixed with water and injected directly into the critical root zone of the plant thereby reducing the potential for nutrient runoff.

Provide 1 treatment.

Estimated date of completion: 5/30/2008.

• Date is approximate. Fertilization should be performed before construction begins.

Pest Management

Treat 37" Ash located at the left side of property to help suppress borers.

Chemical: Onyx.

Provide 2 treatments.

Estimated dates of completion: 5/30/2008, 8/30/2008.

Christopher Erb

MD Tree Expert #892

ISA Certified Arborist #NY-0294

MD Pesticide #1329-18453



THE F.A. BARTLETT TREE EXPERT COMPANY
SCIENTIFIC TREE CARE SINCE 1907



AUG. 8.2007 2:24PM

NO.107 P.1

Attachment D

COPY
*Original on File
in DRD*

Stephen & Naomi Scoville
17810 Porter Road
Ashton, MD 20861
301-570-9523

Park and Planning
Chairman Office
Attention: Neil Braunstein,

RE: CASE No 120070580 Chevy Chase Bank at Ashton

Dear Mr. Braunstien,

It has come to our attention that Chevy Chase Bank is planning to build a bank located at 12 Olney Sandy Spring Road in Ashton. It has been discussed that State Highway is planning to have the entrance from Porter Road.

We are strongly opposed to the use of Porter Road for commercial bank traffic. Porter Road has been privately maintained by the residents of Edward Thomas Subdivision since 1941. The addition of bank traffic will make it difficult for us to enter our homes and will present a danger to the children who walk to school. We receive mail at the corner of Porter and Route 108 as the post office will not deliver mail on our "PRIVATE" road.

The county has not maintained Porter Road or provided services such as trash collection and snow removal. It is often necessary for us to park at the end of the road (in the area where the BANK is proposing to use) during a snow storm in order to get our vehicles out. The state has been allowing water to run off of route 108 requiring us to constantly repair the road at our expense.

I have included a copy of the State Highway 2003 -2004 MAARS locator manual (page 612) which shows that the state has classified Porter Road as a private road belonging to the Edward Thomas Subdivision.

Please consider another design alternative for the entrance to the bank. I do not believe the bank has any legal right to use this road for commercial use. Please add me to the list of notifications for the Planning Board meetings regarding this project.

Cheers,

Stephen E. Scoville

Stephen E. Scoville

JUL-19 AUG. 8.2007P 2:24PM DPS-WELL&SEPTIC

240776314

NO.107

P.2

Maryland
State Highway Administration
Office of Traffic and Safety - Traffic Safety Analysis Division

2003 - 2004

MAARS

**Locator
Manual**

**MONTGOMERY
COUNTY**

March 27, 2007

Mr. Bill Baron
8787 Georgia Avenue, Suite 300
Silver Spring, MD 20910

Mr. Baron:

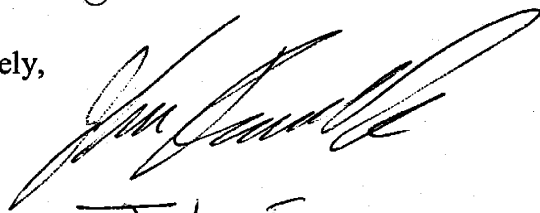
There are two concerns that have recently been brought to our attention concerning the proposed Chevy Bank in Ashton, MD.

Our first concern is the use of an above ground storm water management pond. It is the request of the residents of Porter Road, and the surrounding neighborhoods that all storm water management be kept underground. An above ground storm water management pond is a highly aesthetically unattractive facility that we are encouraging you not to implement at this location. The landscaping of our community is extremely important to us and we are extremely opposed to the construction of a facility that will deduct from the appeal that the Ashton Community currently maintains. In addition we view this as a serious safety concern because of the high number of young children in the neighborhood. They range in age between 2 and 12 years of age. There are also many other children from surrounding neighborhoods that use Porter Road as a pedestrian access to the 7-Eleven / Ashton Village Center across the street.

Our second concern is access into the bank from Porter Road. With the high volume of children that access the shopping center from Porter Road, we strongly oppose using Porter Road as an access point into the bank. The Porter Road community is highly opposed to the current residential driveway being used as a commercial access way to the proposed Chevy Chase Bank. We would very much appreciate keeping our quaint and quite residential access free from commercial traffic.

Your attention to these two concerns is greatly appreciated. Please direct any questions concerning this correspondence to Dave Berkheimer at (301) 252-2545 or email sdberk@msn.com

Sincerely,



John Founas

17826 Hidden Garden Lane

Ashton, MD 20861

(301) 260-2431

Signatories to form letter regarding Chevy Chase Bank at Ashton

John Foundas
17826 Hidden Garden Lane
Ashton, MD 20861

J. Nadine Berkheimer
4 Porter Court
Ashton, MD 20861

Eugenie G. Lackey
17830 Hidden Garden Lane
Ashton, MD 20861

Frederick Meyer
3 Porter court
Ashton, MD 20861

Richard A. Slocum
17834 Hidden Garden Lane
Ashton, MD 20861

James Doan
17808 Hidden Garden Lane
Ashton, MD 20861

Nicole L. Kuchinski
17809 Hidden Garden Lane
Ashton, MD 20861

Ernest Holmboe
17813 Hidden Garden Lane
Ashton, MD 20861

D. Lethbridge
17801 Hidden Garden Lane
Ashton, MD 20861

Kuchak Jalali
108 Olney Sandy Spring Road
Ashton, MD 20861

Regina Warsaw
17817 Hidden Garden Lane
Ashton, MD 20861

Digna Marquez
17824 Hidden Garden Lane
Ashton, MD 20861

Dave Berkheimer
5 Porter Road
Ashton, MD 20861



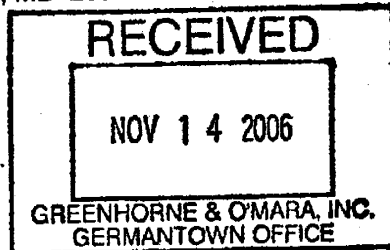
DEPARTMENT OF PERMITTING SERVICES

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



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

FEB - 8 2008

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

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

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

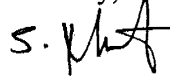
Ms. Catherine Conlon
Preliminary Plan No. 1-20070580
Date February 4, 2008
Page 4

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

Page 2 of 2

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

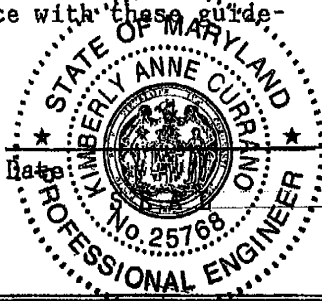
I hereby certify that this information is accurate and was collected in accordance with these guidelines.

Kim Ceras

Signature

PE# 25768

PLS/P.E. MD Registration No.



Accepted By: SF

Date: 2/4/08



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

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



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

State Highway
Administration

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.

My telephone number/toll-free number is _____

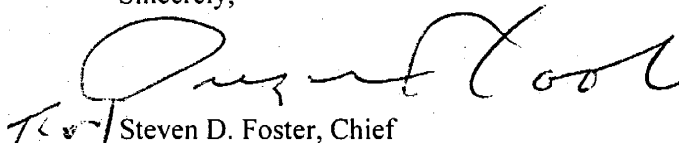
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410-545-0100

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,


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*