



CVS Ashton: Preliminary Plan and Site Plan

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Staff Report Date: 12/08/14
revised 12/11/14

Description

CVS Ashton:

***A. Preliminary Plan No. 120140220: CVS Ashton**

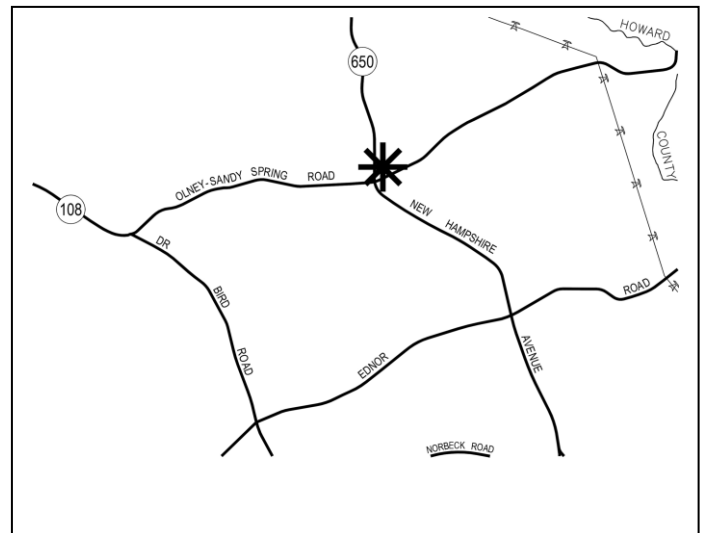
Request to create one (1) lot for a 12,800 square foot Drug Store use, located in the north east quadrant of the intersection of New Hampshire Ave (MD 650) and Ashton Road (MD 108), 1.91 acres, C-2 Zone, Sandy Spring Ashton Rural Village Overlay Zone, 1998 Sandy Spring/Ashton Master Plan

Staff Recommendation: Approval with Conditions

***B. Site Plan No. 820140150: CVS Ashton**

Request to construct a 12,800 square foot Drug Store, located in the north east quadrant of the intersection of New Hampshire Ave (MD 650) and Ashton Road (MD 108), 1.91 acres, C-2 Zone, Sandy Spring Ashton Rural Village Overlay Zone, 1998 Sandy Spring/Ashton Master Plan

Staff Recommendation: Approval with Conditions



Applicant: JC Bar Properties

Submittal Date: 8/11/14

Summary

- Application is consistent with the 1998 Sandy Spring/Ashton Master Plan.
- Includes the construction of a 10 foot wide shared use path recommended in the Countywide Bikeways Master Plan.
- Applications conform to all applicable standards of the C-2 zone and are consistent with the requirements of the Sandy Spring/Ashton Rural Village Overlay zone.
- Proposed building is 28 feet tall which requires Planning Board Approval since it exceeds the 24 foot height limit established in the Overlay Zone.
- Applications include a Forest Conservation Plan.

SECTION 1

PRELIMINARY PLAN: RECOMMENDATIONS AND CONDITIONS

Staff Recommendation: Approval of the Preliminary Plan, with the following conditions:

1. This Preliminary Plan is limited to one lot for 12,800 square feet of commercial uses.
2. The Planning Board accepts the recommendations of the Montgomery County Department of Transportation (“MCDOT”) in its letter dated September 5, 2014, and hereby incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MCDOT provided that the amendments do not conflict with other conditions of the Preliminary Plan approval.
3. The Planning Board accepts the recommendations of the Maryland State Highway Administration (“MDSHA”) in its letter dated ~~August 12, 2014~~ **September 30, 2014**, and hereby incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MDSHA provided that the amendments do not conflict with other conditions of the Preliminary Plan approval.
4. Prior to issuance of access permits, the Applicant must satisfy the provisions for access and improvements as required by MDSHA.
5. The Planning Board accepts the recommendations of the Montgomery County Department of Permitting Service (“MCDPS”) – Water Resources Section in its stormwater management concept letter dated April 23, 2014, and hereby incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MCDPS – Water Resources Section provided that the amendments do not conflict with other conditions of the Preliminary Plan approval.
6. The Planning Board accepts the recommendations of Fire and Rescue in its letter dated December 9, 2014, and hereby incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by Fire and Rescue provided that the amendments do not conflict with other conditions of the Preliminary Plan approval.
7. The Applicant must dedicate and show on the record plat the dedication for the master-planned width of New Hampshire Avenue as shown on the Preliminary Plan.
8. The Applicant must construct all road 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. Only those roads (or portions thereof) expressly designated on the Preliminary Plan “To Be Constructed By _____” are excluded from this condition.

9. The certified Preliminary Plan must contain the following note:

Unless specifically noted on this plan drawing or in the Planning Board conditions of approval, the building footprints, building heights, on-site parking, site circulation, and sidewalks shown on the Preliminary Plan are illustrative. The final locations of buildings, structures and hardscape will be determined at site plan approval. Please refer to the zoning data table for development standards such as setbacks, building restriction lines, building height, and lot coverage for each lot. Other limitations for site development may also be included in the conditions of the Planning Board's approval.

10. The record plat must show necessary easements.
11. The Adequate Public Facility ("APF") review for the Preliminary Plan will remain valid for eighty-five (85) months from the date of mailing of this Planning Board Resolution.
12. No clearing, grading or recording of plats prior to approval of the Certified Site Plan.
13. Prior to record plat, equipment on the adjacent HOA parcel, including but not limited to trailers and concrete jersey walls, must be removed.

SITE PLAN: RECOMMENDATIONS AND CONDITIONS

Staff Recommendation: Approval of the Site Plan with the following conditions:

Conformance with Previous Approvals

1. Preliminary Plan Conformance

The Applicant must comply with conditions of approval for Preliminary Plan No. 120140220.

Environment

2. Forest Conservation & Tree Save

The Applicant must comply with the conditions of the final forest conservation plan, which must be satisfied prior to the recording of a plat or the issuance of sediment and erosion control permits by the Montgomery County Department of Permitting Services.

3. Stormwater Management

The Applicant must comply with the conditions of the Stormwater Management Concept dated April 24, 2014, unless an amendment is approved by the Montgomery County Department of Permitting Services.

Parks, Open Space, & Recreation

4. Maintenance of Public Amenities

a. The Applicant is responsible for maintaining all publicly accessible amenity areas and associated features, including, but not limited to, the pavers, seating, and Ashton community sign.

Transportation and Circulation

5. Transportation / Vehicular Circulation / Pedestrian Circulation

Prior to plat recordation, the Applicant must satisfy MCDPS requirements to construct the following pedestrian improvements:

- a. A 10-foot shared use path with appropriate ADA ramps along the Subject Property's frontage on MD 108 (Ashton Road).
- b. A 5-foot sidewalk along northbound MD 650 (New Hampshire Avenue) with appropriate ADA ramps and crosswalk from the 10-foot shared use path on MD 108 to the existing sidewalk that currently terminates at the northern end of the Subject Property.
- c. A 5-foot wide lead walk to connect the sidewalk on MD 650 to the sidewalk that runs parallel to the approved building.

Site Plan

6. Site Design

a. The exterior character, proportion, materials, and articulation must be substantially similar to the illustrative elevations shown on the submitted architectural plans.

7. On-Site Lighting

- a. The lighting distribution and photometric plan with summary report and tabulations must conform to IESNA standards for commercial development.
- b. All on-site, down- light fixtures must be full cut-off fixtures.
- c. Deflectors shall be installed on all fixtures causing potential glare or excess illumination, specifically on the perimeter fixtures abutting the adjacent residential properties.

- d. Illumination levels shall not exceed 0.5 footcandles (fc) at any property line abutting county roads and residential or agricultural properties.
- e. The height of the light poles shall not exceed 21 feet including the mounting base.

8. Surety

Prior to issuance of first building permit within each relevant phase of development, the Applicant must provide a performance bond or other form of surety in accordance with Section 59-D-3.5(d) of the Montgomery County Zoning Ordinance with the following provisions:

- a. The Applicant must provide a cost estimate of the materials and facilities, which, upon staff approval, will establish the initial surety amount.
- b. The amount of the bond or surety shall include plant material, on-site lighting, recreational facilities, site furniture, and entrance piers within the relevant phase of development.
- c. Prior to issuance of the first building permit, Applicant must enter into a Site Plan Surety & Maintenance Agreement with the Planning Board in a form approved by the Office of General Counsel that outlines the responsibilities of the Applicant and incorporates the cost estimate.
- d. The bond/surety shall be tied to the development program, and completion of plantings and installation of particular materials and facilities covered by the surety for each phase of development will be followed by inspection and reduction of the surety.

9. 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:

- f. Street lamps and sidewalks must be installed within six months after street construction is completed. Street tree planting may wait until the next growing season.
- a. On-site amenities including, but not limited to, sidewalks, benches, trash receptacles, and bicycle facilities must be installed prior to release of any building occupancy permit.
- b. 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.
- c. The development program must provide phasing for installation of landscaping and lighting.
- d. Landscaping associated with each parking lot and building shall be completed as construction of each facility is completed.
- e. Pedestrian pathways and seating areas associated with each facility must be completed as construction of each facility is completed.
- f. The development program must provide phasing of dedications, stormwater management, sediment and erosion control, afforestation, trip mitigation, and other features.

10. Certified Site Plan

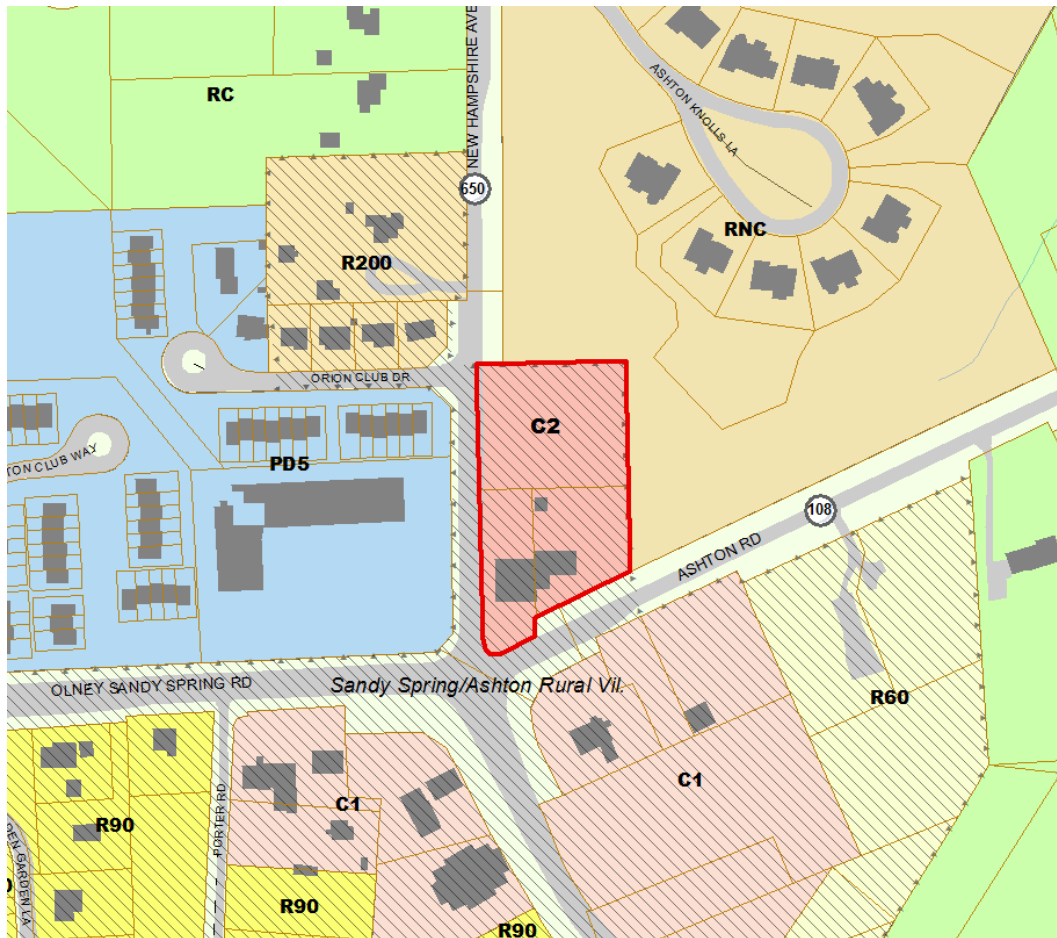
Prior to approval of the Certified Site Plan the following revisions must be made and/or information provided subject to Staff review and approval:

- a. Include the final forest conservation approval, stormwater concept approval, development program, inspection schedule, and site plan resolution on the approval or cover sheet.
- b. Modify data table to reflect development standards enumerated in the staff report.
- c. Ensure consistency of all details and layout between site plan and landscape plan.

SECTION 2: CONTEXT AND PROPOSAL

SITE DESCRIPTION

The property consists of parcels N304, P343, and P251 on Tax Map JT342 which is located in the north east quadrant of the intersection of New Hampshire Ave (MD 650) and Ashton Rd (MD 108) (“Subject Property” or “Property”). The Subject Property is approximately 1.91 acres (83,224 sf) in size; zoned C-2 and is within the Sandy Spring/Ashton Rural Village Overlay Zone which incorporates additional requirements and additional zoning restrictions. The Subject Property is located within the “Ashton Village Center” of the 1998 Sandy Spring/Ashton Master Plan (Attachment A).



Vicinity Map

The Subject Property is in the vicinity of both commercial and residential properties and is bound on the north and east by Rural Open Space associated with the Ashton Knolls one-family detached community developed under the Rural Neighborhood Cluster zone. Northwest of the Subject Property, on the north side of Orion Club Drive is R-200 zoned property also developed with one-family homes. The properties to the west of New Hampshire Ave and to the south side of Orion Club Drive are developed with townhouses and a single story commercial shopping center (Ashton Village Center). The southwest quadrant of the intersection is occupied by a gas station and the southeast quadrant is occupied by a bank which includes a three aisle drive-through.

The Subject Property is improved with a 4,894 square foot commercial building formerly operating as Kimball's Garage (Free State Gas Station) which is referenced in the Master Plan. The southern half of the Subject Property is almost entirely paved, aside from the commercial building which is utilized as a trailer rental facility. Access to the Subject Property from both MD 108 and MD 650 is currently undefined with no curb and gutter that restricts vehicular movements at any given location. The existing trailer sales and service use also appears to be encroaching on to the adjacent property (Ashton Knolls Rural Open Space parcel). The north half of the Subject Property is unimproved and primarily unused.

The Subject Property's topography gently slopes from west to east, but it is primarily flat. The Subject Property is located within the Patuxent River watershed; this portion of the watershed is classified by the State of Maryland as a Use IV-P watershed. There are no streams, wetlands, 100-year floodplains, or environmental buffers located on, or adjacent to the Subject Property, nor are there any steep slopes, highly erodible soils, or forests.

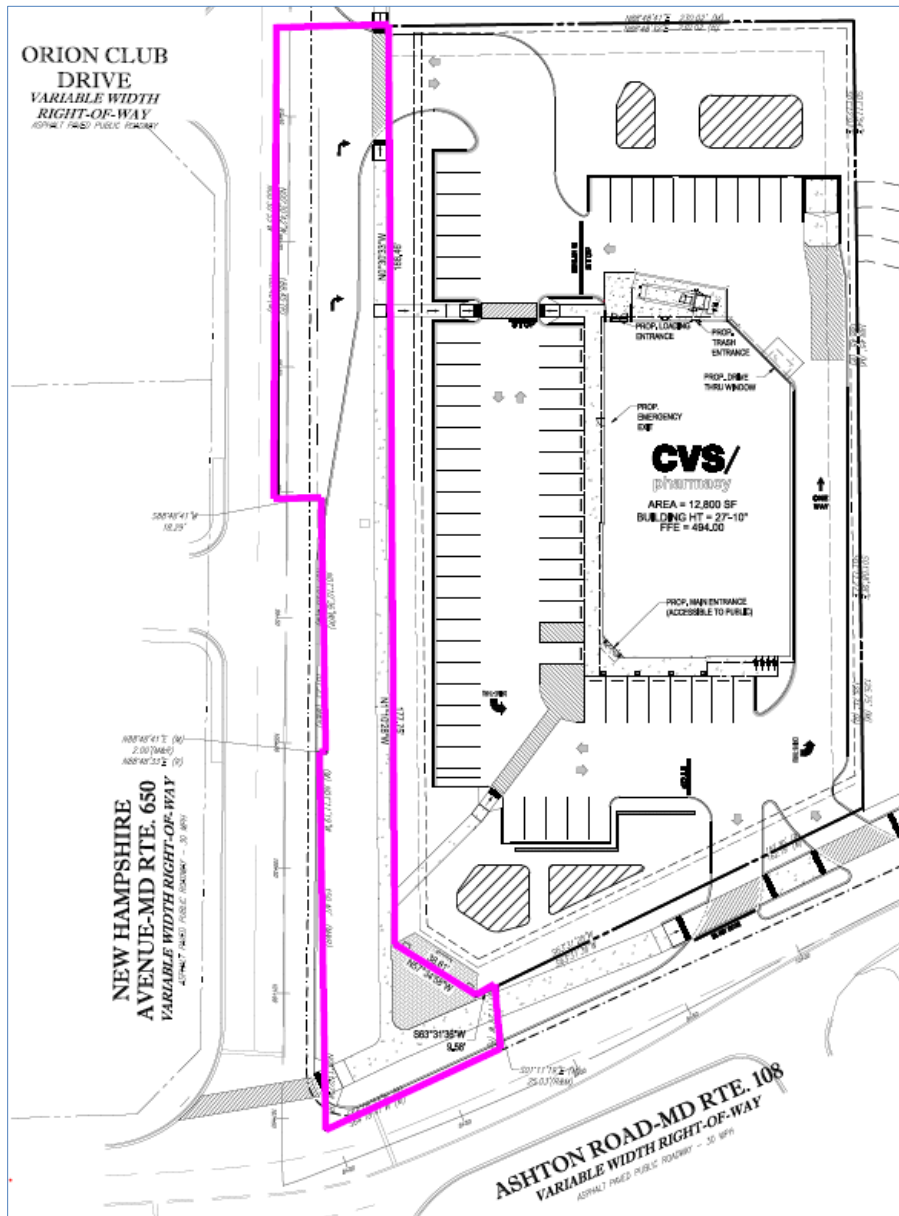
PREVIOUS APPROVALS

In 2006 and 2007 two applications were filed requesting approval of a 3,300 square foot automobile filling station, a 2,062 square foot office, and 6,775 square foot of office on the Subject Property. The preliminary plan (Derricks Addition to Ashton No. 120070330) and site plan (Derricks Addition to Ashton No. 820070070) applications were never scheduled for the Planning Board and have subsequently been withdrawn by default.

PROJECT DESCRIPTION

The Applicant requests to consolidate three parcels (N304, P343, and P251) to create a single lot for the development of a 12,800 square foot CVS Pharmacy (Drug Store use) and on-site parking for 67 vehicles, 2 motorcycles and 4 bicycles. A community gathering area with benches and a community sign will be constructed at the southwest corner of the Subject Property and a master planned shared use path will be constructed along the frontage of MD 108. The Applicant is dedicating an additional 16,808 square feet of right-of-way along the frontage of New Hampshire Ave and MD 108, which results in a net lot area of 66,416 square feet. The existing commercial building and parking will be removed. The CVS Pharmacy will be accessed from both MD 108 and New Hampshire Avenue.

SECTION 3: PRELIMINARY PLAN REVIEW



Area of ROW Dedication

PRELIMINARY PLAN: ANALYSIS AND FINDINGS

Conformance to the Master Plan

The proposed subdivision substantially conforms to the recommendations adopted in the 1998 Sandy Spring/Ashton Master Plan in that it provides a neighborhood serving use while maintaining a

compatible scale with the surrounding area that incorporates elements of the existing built environment.

The proposed Application is consistent with the The Subject Property is with the “Ashton Village Core”, general design guidelines for the Sandy Spring and Ashton Village Centers in addition to specific recommendations for each Village Center. The Master Plan recommends a Rural Village Overlay zone for both Sandy Spring and Ashton. The Master Plan provides development guidelines to be used in connection with development in the Overlay zones. The guidelines (p 31-2) include:

- “Encourage use of traditional village design....
- Encourage active fronts on buildings, such as porches and street entrances.
- Encourage a land use mix of stores and homes by maintaining the existing mix of commercial and residential zoning within the village centers.
- Create pedestrian traffic with uses and designs that invite frequent visits by all members of the community.
- Encourage stores and other uses that provide services to local residents and are at a compatible scale.
- Encourage use of the Sandy Spring Historic District as a source for design.”

The same guidelines state that development in the Villages should include:

- “Create small parking areas that are well landscaped, preserve trees and compatible with nearby uses both day and night.
- Place most off-street parking out of view of common space and active fronts, rather than between buildings and the street.
- Provide lighting that is consistent with the area’s character in terms of style, scale and intensity.”

Exceptional circumstances:

The following characteristics of the Subject Property contributed to the proposed design: including the building location, parking and site circulation. The following “circumstances“ limit the developable area and the design options of the proposed development.

1. Shape of the Property- The southwest corner of the property has an acute angle as it meets the intersection. Due to the acute angle of the southwest corner, the rectangular building could not be oriented parallel to both streets.
2. Width of the Property- The narrow width of the lot limits the design options for locating the building and providing setbacks for compatibility.
3. Site access points- In order to limit conflicts with the MD 108 and MD 650 intersection, site access to and from MD 108 and New Hampshire Avenue could only be located at the southeastern and northern corners of the Property. Locating the access at any other point along the Ashton Road frontage would create an unsafe conflict for vehicles. The proposed access point creates the most efficient on-site circulation pattern. The predetermined access points contributed significantly to the parking lot layout and drive-thru location.

4. Corner Lot- The lot fronts on two roads meaning it has two front yards and only on side yard. Locating the parking entirely in the side or rear yard along both roads as recommended by the Master Plan would be difficult.
5. Stormwater management- Current stormwater management practices require stormwater treatment be distributed throughout the Property. In this case, given the narrowness of the Property, little space was available to distribute the facilities east and west of the building. The locations of the ESD facilities were located in the available space in the northeast corner and in the acute angled portion of the Property.
6. Adjacent Development -The other three quadrants have parking between the buildings and MD 108 and MD 650 (below). Two of the quadrants also have a substantial landscape buffer as is proposed in the Site Plan.



Existing Conditions

Throughout the review process the Applicant has made numerous design modifications that implement the Master Plan's design guidelines. As recommended by the Master Plan the proposed building was specifically designed using some of the design elements and characteristics present in Sandy Spring including elements within the historic district. The Nichols Building and Christopher's Hardware store were also used as examples. The proposed building has a mansard style roof, grey 3-dimensional shingles, hardieplank siding which mimics wood clapboard, dormers, paneled columns and windows, a cupola, and a porch covering the entryway, all of which are indicative of the surrounding rural area. Increased landscaping along the Ashton Road frontage, combined with efforts to move the building

towards the streets and reduce the number of parking spaces at the building entrance, helps invite pedestrian traffic and create a more hospitable experience for travelers along both MD 108 and New Hampshire Avenue. The Applicant used the acute angle of the Subject Property at the intersection to increase the pedestrian realm and blend the development into the existing commercial core of Ashton. The Application also included a pedestrian seating area at the intersection of Ashton Road and New Hampshire Avenue where the Subject Property comes to a point. The pedestrian seating area includes patio pavers, three benches and a Ashton community sign that accents the entryway into the Ashton Village Core and creates an inviting area that is functional and aesthetically pleasing.

The amount of parking between the building and street has been reduced. Although spaces remain in this location, the project will meet the intent of the recommendation to create “parking areas that are well landscaped...and compatible with nearby uses”. The building location was restricted by the acute angle of Subject Property’s southwest corner. The building could not be oriented directly on the street, but in consideration of site circulation, the building had to be located further back. In addition to the aforementioned site constraints, the adjoining residential community was concerned about potential light pollution from the parking lot if it had been located behind the building. The adjoining property to the east and north is rural open space established as part of the “Ashton Knolls” community. The Applicant worked closely with the Ashton community and specifically with the Ashton Knolls residents to propose a development that minimized the impact (i.e. noise, headlight glare) on the residential development and the rural open space. As a result of these extensive outreach efforts, the Applicant proposes to locate the drive-through along the interior property line, abutting the open space parcel. All parking will be screened by a landscape buffer and the parking along the frontage of Ashton Road is buffered by the landscape strip and a 4 foot tall brick/masonry wall which meets Master Plan guidelines for small, well-landscaped parking areas out of view of common space

Transportation and Adequate Public Facilities (APF)

Site Access, Parking, and Public Transportation

Access will be via a right-in/right-out entrance along eastbound MD 108 and a full movement access point on New Hampshire Avenue that will align with Orion Club Drive on the west side of New Hampshire Avenue.

The Applicant will construct a ten-foot shared use path along Ashton Road in front of the Subject Property and a 5-foot wide sidewalk on New Hampshire Avenue as indicated in the *Countywide Bikeways Functional Master Plan*. Additionally, the Applicant proposes two internal lead-walks that will connect the building to the sidewalks in the right-of-way. The first sidewalk will connect the main entrance of the building to the sidewalk along New Hampshire Avenue. The second lead-walk is located approximately 60 feet south of the access drive to New Hampshire Avenue and provides access to the site for pedestrians on New Hampshire Avenue.

In accordance with the Zoning Ordinance parking requirements for commercial buildings, 67 off-street parking spaces are provided. There are three handicap spaces as well as motorcycle spaces, bike racks and a loading area. All pedestrian connections and crossings are ADA compatible.

The Washington Metropolitan Area Transit Authority (WMATA) Route Z2 provides bus service adjacent to the Subject Property. The route connects the Olney area to the Silver Spring Metrorail Station by way

of MD 108, New Hampshire Avenue, and Colesville Road (Route 29) with 30 minute headways Monday through Friday during the morning and afternoon peak periods. The closest bus stops to the Subject Property are across the intersection of MD 108 and New Hampshire Avenue.

Master Plan Transportation Facilities

The Master Plan and 2005 Countywide Bikeways Functional Master Plan contain the following recommendations for nearby roadway/bikeway facilities:

- New Hampshire Avenue (MD 650): An arterial road (A-13) with two travel lanes (one lane in each direction) with a right-of-way of 80 feet.
- MD 108: An arterial road (A-92) with two travel lanes (one lane in each direction) with a right-of-way of 80 feet.
- An off-road shared-use path (SP-37) on MD 108 in front of the Subject site.

As reflected by the Preliminary Plan this Application implements all of the recommendations specified above.

Local Area Transportation Review (LATR)

The proposed use generates 30 or more vehicle trips during the morning or evening peak-hours. Therefore, the application is subject to Local Area Transportation Review. The peak-hour trip generation estimated for the proposed development was based on trip generation rates included in the *LATR & TPAR Guidelines*. A trip generation summary is presented in Table 1, which shows that the proposed development would generate a total of 44 new peak-hour trips during weekday morning peak period and 65 new peak-hour trips during weekday evening peak period after the pass-by reduction is taken in account. A pass-by trip reduction is assumed because traffic is already using the adjacent roadway and enters the site as intermediate stop on their way from or to another destination.

Table 1: Site Trip Generation

Proposed Development	Sq. Ft.	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Retail Pharmacy (ITE-881)	12,800	23	21	44	63	64	127
<i>Pass-by Reduction (PM-49%)</i>		<u>---</u>	<u>---</u>	<u>---</u>	<u>-31</u>	<u>-31</u>	<u>-62</u>
Net Total Trips		23	21	44	32	33	65

A traffic study dated May 1, 2014, was submitted to determine the impact of the proposed development on the area transportation system. Five local intersections were identified as critical intersections for analysis to determine whether they meet the applicable congestion standard. Four of five intersections are located in the Rural East Policy Area with a Critical Lane Volume (CLV) standard of 1,350. The fifth intersection at Brooke Road/Meeting House Road and Ashton Road (MD 108) is located in the Olney Policy Area with a CLV standard of 1,450. The proposed development’s trips were added to the existing and the background traffic (trips generated from approved but unbuilt developments) to determine the total future traffic. The total future traffic was assigned to the critical intersections to evaluate the total future CLVs. The result of CLV calculation is shown in the Table 2 below. All intersections analyzed are currently operating at acceptable CLV congestion standards and will continue to do so under the background development condition, and total future traffic condition with the proposed use on the Subject Property.

Table 2: Summary of Critical Lane Volume (CLV) Calculations

Intersection	Critical Lane Volume (CLV) Standard	Existing Traffic		Background Traffic		Total Future Traffic	
		AM	PM	AM	PM	AM	PM
New Hampshire Avenue (MD 650) & Ashton Road (MD 108)	CLV Standard 1,350	943	1,019	1,007	1,115	1,021	1,146
	Exceed CLV	no	no	no	no	no	no
New Hampshire Avenue (MD 650) & Ednor Road	CLV Standard 1,350	778	924	804	974	812	985
	Exceed CLV	no	no	no	no	no	no
Brooke Road/Meeting House Road & Olney Sandy Spring Road (MD 108)	CLV Standard 1,450	1,032	815	1,068	874	1,076	885
	Exceed CLV	no	no	no	no	no	no
New Hampshire Avenue (MD 650) and Orion Club Drive/Site Access 1	CLV Standard 1,350	438	410	485	462	499	534
	Exceed CLV	no	no	no	no	no	no
New Hampshire Avenue (MD 650) and Site Access 2 (on MD 650)*	CLV Standard 1,350	---	---	---	---	589	589
	Exceed CLV	---	---	---	---	no	no

*Intersection does not exist today. It is an uncontrolled access.

Transportation Policy Area Review (TPAR)

The Subject Property is located in the Rural East Policy Area. According to the 2012-2016 Subdivision Staging Policy (SSP), the Rural East Area is exempt from the roadway test and transit test; therefore, no TPAR payment is required.

As conditioned, the Preliminary Plan for the proposed 12,800 square foot drug store with one drive-through will satisfy the LATR and TPAR requirements of the APF review.

Other Public Facilities and Services

The Preliminary Plan has been evaluated by MCDOT, and the MDSHA, both of which support the transportation elements of the Preliminary Plan.

The Washington Suburban Sanitation Commission determined that there is an existing 12-inch water main and an 8-inch sewer line in New Hampshire Ave, which is adequate to serve the proposed development.

The Montgomery County Department of Fire and Rescue Service determined that the Property has adequate access for fire and rescue vehicles by transmittal dated December 9, 2014 (Attachment E).

Other public facilities and services, such as police stations, firehouses and health services are currently operating within the standards set by the Subdivision Staging Policy Resolution currently in effect. The Application is not subject to a School Facilities Payment because it is a commercial development.

ENVIRONMENTAL GUIDELINES

The Natural Resource Inventory/Forest Stand Delineation (NRI/FSD) No.420141270 for the Subject Property was approved on April 16, 2014. The Subject Property contains no forest, and no trees greater than 24" diameter at breast height. Topography is generally flat but sloping from west to east away from New Hampshire Avenue. There are no streams, wetlands, or environmental buffers on the Subject Property. The Subject Property is within the Patuxent River watershed; a Use IV-P watershed. The Countywide Stream Protection Strategy (CSPS) rates streams in this section of the watershed as good overall condition.

FOREST CONSERVATION

The final forest conservation plan (FFCP) proposes no forest clearing and no forest retention. The FFCP generates a 0.33 acre afforestation planting requirement. The afforestation planting requirement is generated because the amount of onsite forest is below the afforestation threshold. The Subject Property has a 15 percent afforestation threshold for the net tract area. The Applicant is proposing to meet the entire 0.33 acres planting requirement through an off-site mitigation bank. The Application meets all applicable requirements of the county Forest Conservation Law.

The MCDPS Water Resource Section approved the stormwater management concept on April 23, 2014 (Attachment F) which includes the use of micro biofiltration to meet the required stormwater management goals.

Compliance with the Subdivision Regulations and Zoning Ordinance

The lot was reviewed for compliance with the dimensional requirements of the C-2 and Sandy Spring/Ashton Rural Village Overlay zones as specified in the Zoning Ordinance. The lot will meet all the dimensional requirements for area, frontage, and width, and the building can be accommodated within the setbacks in that zone. A summary of this review is included in Table 3.

Table 3: Preliminary Plan Data Table: C-2 Zone within Sandy Spring/Ashton Rural Village Overlay

PLAN DATA	Required/Allowed	Proposed
Minimum Lot Area	None	66,416 sq. ft. minimum
Lot Width	None	120 ft. minimum
Lot Frontage	None	Approx. 700 ft. total
Setbacks		
Front	10 ft. Min.	Determined at Site Plan
Side	None	Determined at Site Plan
Rear	None	Determined at Site Plan
Green Area	10% min.	31.7%
Maximum Commercial square footage per Zoning	None	12,800 sq. ft.
Height (max)	42 feet (C-2) / 30 (SSRVO)	Determined at Site Plan
Site Plan Required	Yes- Per SSRVO Zone	See below

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

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 taking into account the recommendation for C-2 zoning and Overlay zone included in Master Plan, and for the type of development or use contemplated. The lot is appropriately dimensioned to accommodate the commercial use.

SECTION 4: SITE PLAN REVIEW

ANALYSIS AND FINDINGS – Sec 59 D 3.4 (c)

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.*

This finding does not apply to the Application because neither a Development, Diagrammatic, Schematic Development, nor a Project Plan were required for this Property.

2. *The site plan meets all of the requirements of the zone in which it is located, and where applicable conforms to an urban renewal plan approved under Chapter 56.*

The Subject Property is zoned C-2 and within the Sandy Spring/Ashton Rural Village Overlay zone. The purpose of the C-2 zone is to, “provide locations for general commercial uses representing various types of retail traders, businesses and services for a regional or local area”. The Property is located at a major intersection of two state roads that are frequently used by local residents, and commuters from Howard County. Given the Property’s location on a prominent corner, it can be concluded that the proposed drug store will provide an easily accessible and valuable service to the local and regional area.

The purpose of the Sandy Spring/Ashton Rural Village Overlay zone is to:

- a) Preserve and enhance the rural character of the Sandy Spring and Ashton Village Centers by ensuring an attractive and traditional pattern of houses, commercial establishment, open spaces and their relationship to the roadways.
- b) Encourage a compatible relationship between new or expanded houses or businesses and traditional neighborhood structures that reflects the best of local village character, particularly in terms of scale, siting, design features, and orientation on the site.

A drug store is a permitted use in the C-2 zone and the Sandy Spring/Ashton Rural Village Overlay zone. The Application meets all requirements of the C-2 and Overlay zone and fulfills the purpose of both the C-2 zone and Sandy Spring/Ashton Rural Village Overlay zone. In accordance with Sec. 59-C-18.182, the development connects into existing public water and sewer located in the New Hampshire Ave ROW.

As stated in Sec.59-C-18.185, the Overlay zone encourages parking in the side and rear yard, but allows for parking in the front yard in exceptional circumstances. The exceptional circumstances for this project are described in the following:

- Shape of the Property- The southwest corner of the property has an acute angle as it meets the intersection. Due to the acute angle of the southwest corner, the rectangular building could not be oriented parallel to both streets.

- Width of the Property- The narrow width of the lot limits the design options for locating the building and providing setbacks for compatibility.
- Site access points- In order to limit conflicts with the MD 108 and MD 650 intersection, site access to and from MD 108 and New Hampshire Avenue could only be located at the southeastern and northern corners of the Property. Locating the access at any other point along the Ashton Road frontage would create an unsafe conflict for vehicles. The proposed access point creates the most efficient on-site circulation pattern. The predetermined access points contributed significantly to the parking lot layout and drive-thru location.
- Corner Lot- The lot fronts on two roads meaning it has two front yards and only on side yard. Locating the parking entirely in the side or rear yard along both roads as recommended by the Master Plan will be difficult.
- Stormwater management- current stormwater management practices require stormwater treatment be distributed throughout the Property. In this case, given the narrowness of the Property, little space was available to distribute the facilities east and west of the building. The locations of the ESD facilities were located in the available space in the northeast corner and in the acute angled portion of the Property.
- Adjacent Development -The other three quadrants have parking between the buildings and MD 108 and MD 650 (below). Two of the quadrants also have a substantial landscape buffer as is proposed in the Site Plan.

The acute angle of the lot in relation the intersection in addition to the proximity to the intersection, and width of the Property creates a circumstance that diminishes onsite circulation options. In order to achieve safe, adequate and efficient onsite circulation, provide all of the required parking and limit the uses impact on the adjacent residential development the Applicant could not provide all of the parking in the side and rear yard. However, to further achieve the Master Plan recommendation to screen parking, the Applicant has provided extensive landscaping and a four foot tall brick (or equivalent material) wall along the frontage of Ashton Road. The Applicant also incorporated the community gathering space to make the most of the unusable area closest to the intersection.

The Application meets the development standards of the C-2 zone with respect to parking, building height, setbacks, and green space. As shown in Table 4, the proposed development meets all of the standards, requirements, and applicable design guidelines of the C-2 zone and Sandy Spring/ Ashton Rural Village Overlay. The following data table indicates the proposed development's compliance with the Zoning Ordinance.

**Table 4: Project Data for the C-2 Zone and Sandy Spring/ Ashton Rural Village Overlay zone
Standard Method of Development**

Development Standard	Permitted/Required	Proposed
Building Height -Sec.59-C-18.182 (b)(2)	24' to 30' with PB approval*	27'-10"
Building Setbacks - Sec.59-C-4.353		
Front	10 ft. min.	67 ft. min.
Rear	N/A- Adj. to Ag zone	27.13 ft. min.
Side	N/A- Adj. to Ag zone	27.13 ft. min.
Parking Setbacks -		
Right-of-Way	10 ft.	16 ft. min.
Rear	NA- Adj. RNC Zone	4 ft. min.
Side	NA- Adj. RNC Zone	4 ft. min.
Green Area (% of lot) - Sec.59-C-4.354	10 % min.	31.7%
Floor Area Ratio (FAR) - Sec.59-C-4.352	0.75	0.19
Building Area	62,417 SF	12,800
Parking Facility Internal Landscaping	5 % min.	6.7 %
Parking Spaces (5 Sp/1,000 SF GFA)	64 spaces min.	67 spaces

* The maximum height in the C-2 zone is 42 feet; however the Overlay Zone that caps height at 30 feet. The proposed building is 27'10" feet tall and thus requires Planning Board approve to allow the increase in height. The additional 4 feet of building height is necessary to achieve the specific exterior design of the proposed building. As recommended by the Master Plan, the Applicant incorporated elements of existing buildings in Sandy Spring and Ashton. The exterior design of the building was tailored to blend in with the rural feel of Ashton and it was necessary to increase the building height to achieve a building that will be compatible with the area.

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

a. Locations of buildings and structures

The proposed 12,800 square foot building is located central to the lot and slightly east. The pharmacy drive-through aisle is one-way and runs south to north and is situated on the eastside of the Subject Property between the property line and building face. The main entry to the building is located on the southwest corner and is clearly identified by the columns and architectural details.

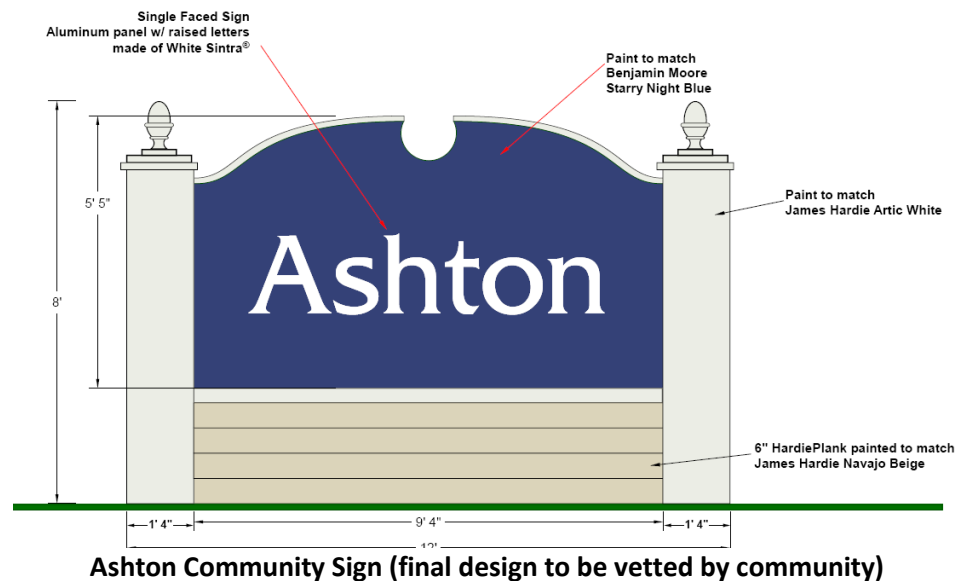
The location of the building in relation to the entrances provides safe and efficient circulation on-site. Vehicular access from MD 108 is right-in/right-out which eliminates potential conflicts turning left onto MD 108. Access from New Hampshire is a full movement with a partial

deceleration lane on northbound New Hampshire Ave that allows vehicles to decrease their speed prior to turning right into the Subject Property, thereby decreasing the possibility for a vehicular or pedestrian accident. The drive-through is one-way which creates a counter clockwise circulation pattern that limits congestion in the parking lot and allows for efficient service for patrons.

The drive-through aisle terminates at the pick-up window on the northeastern corner of the building which is chamfered to accommodate turning movements. The pick-up aisle has ample room for vehicle stacking on the east side of the building. The total width of the drive aisle including the pick-up aisle is 21 feet which allows for other vehicles to bypass those queuing at the pick-up window. Two rows of parking with a central drive aisle line the west side of the project and provide the required amount of parking on-site. The location of the building will be adequate and efficient and does not pose any safety concerns on the site.

b. Open Space

The C-2 zone establishes a minimum 10 percent green space requirement on the site and also requires that 5 percent of the parking facility to be landscaped. The total green space provided on the project is 31.7 percent which exceeds the minimum 21.7 percent. The parking facility landscaping is 6.7 percent of the total parking area. A community gathering area (optional public use space) is proposed at the southwest corner of the Subject Property between the sidewalk and parking area. The triangular area is defined by pavers, three benches and a community sign. The public space serves as a gathering space, and a point of definition for the Ashton Village Center. The seating area backs up to a micro-biofiltration that treats the stormwater and serves to improve the aesthetics of a busy intersection subtle way using pavers to define the area as it transitions from the concrete sidewalk.



c. Landscaping and Lighting

The landscaping plays a major role on this project. The stormwater management and landscaped green space is located along the frontage of MD 108 in order to establish compatibility with the surrounding commercial development by mirroring the existing green panels that are apparent with other commercial developments along MD 108 and New

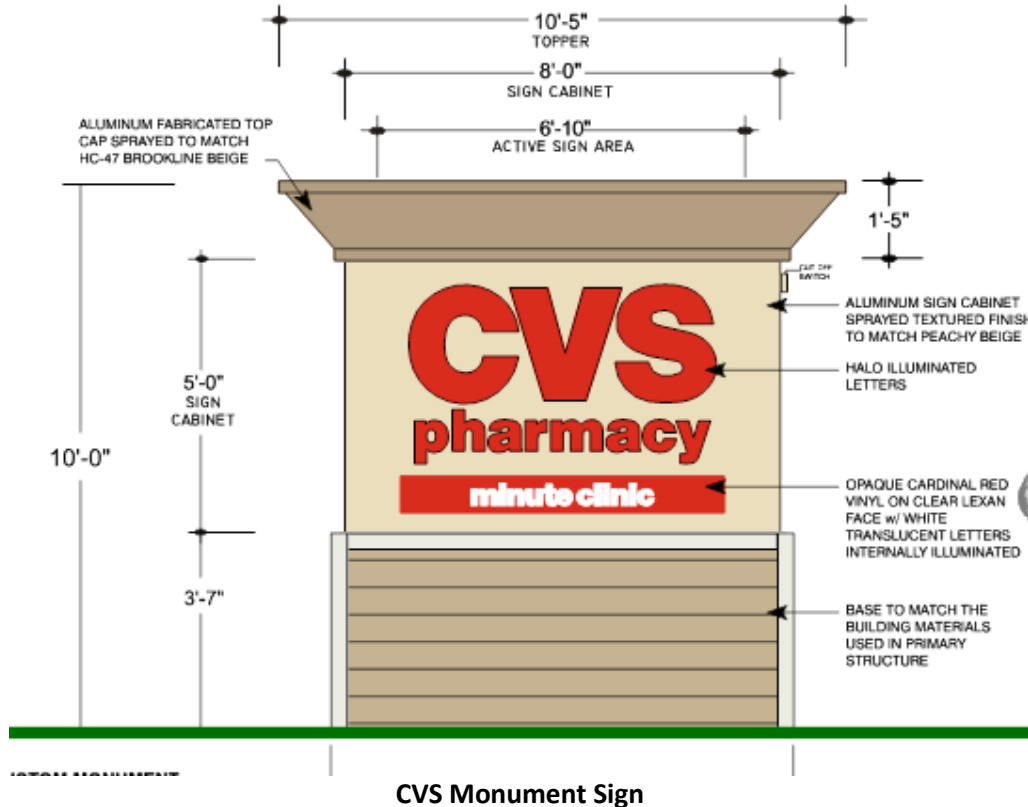
Hampshire Avenue, including the Ashton Village Center to the west, the Sandy Spring Bank to the south and the service station located in the southwest quadrant of the intersection.



Aerial Subject Property

Landscaping and a six foot tall screening fence also line the edge of the Subject Property that adjoins the Ashton Knolls Rural Open Space to address compatibility. The screening fence, along with strategically placed shade trees and evergreens will effectively shield the adjoining residences and Rural Open Space from car lights, noise and traffic movement associated with the parking facility and drive-through. Locating the drive-through, rather than surface parking, along the common property line also establishes compatibility because it limits the amount vehicular movement, potential glare that is typically associated with a parking lot. The large majority of the stormwater management is also located in the northeast portion of the Subject Property to provide additional buffer around the parking lot. The landscaping adequately and efficiently addresses the needs of the proposed use and the recommendations of the Master Plan, while providing a safe environment.

Lighting on-site consists of freestanding pole lights with full cutoffs ranging in height from 12 feet 21 feet and wall mounted sconces along the building perimeter. As recommended by the Master Plan, the proposed lighting is consistent with the area’s character in terms of style, scale and intensity. The lighting will create enough visibility to adequately illuminate the site to create a safe environment, but will not create excessive glare on to adjacent properties and rights-of-way. Both the CVS monument sign and flat wall mounted sign attached to the façade are backlit which provide adequate illumination and eliminate unnecessary light pollution at night. All site lighting provides adequate, safe and efficient illumination.



d. Pedestrian and Vehicular Circulation

Pedestrian safety and access is enhanced by several improvements including sidewalks along the frontages of the roadways. From those sidewalks there are two lead-in sidewalks, one south of the New Hampshire Avenue entrance and another from the community gathering area. Both pedestrian crossings are clearly marked with striped pavement leading to the building. An 8-foot wide sidewalk frames the west and south building faces, which acts as a buffer from the parking lot. Additionally, vehicle curb stops installed on the abutting parking spaces and bollards located at the building entrance insure a safe pedestrian environment. A bike rack is provided at the southeast corner of the building where bicycles can safely be stored without blocking pedestrian traffic on the sidewalk. The design provides easy access to the building from the adjoining sidewalks, shared-use path and parking lot.

The vehicular circulation design efficiently directs traffic into and through the site with minimal impacts to pedestrian circulation. The site will be accessible to vehicles from New Hampshire

Avenue and MD 108. Access from MD 108 is limited to right-in/right-out which provides access to vehicles traveling west which limits the number of vehicles entering the site and intersecting drive-through users. The limited access ingress from MD 108 funnels the majority of vehicles through the New Hampshire Avenue entrance and diminishes the possibility of vehicular impacts with vehicles attempting to enter the site from eastbound MD 108. Both access points feature stop controls creating a safer vehicular and pedestrian environment.



Perspective from intersection face the Property

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

The structures and use proposed are compatible with the existing adjacent and confronting uses as well as approved developments on adjacent land. The structure will house a drugstore and drive-through pharmacy, setback to allow for safe and adequate access and site circulation. The building location is compatible with the other three commercial developments at the intersection, which are also setback from the road, but that also have some parking between the building and road. The drive-through portion of the pharmacy features a single lane and is compatible with the adjacent Rural Open Space with the recommended fencing and vegetated screening. The architectural details (roof line, siding, molding, and columns) further the intent of the Master Plan which promotes enhancing the rural village character and use of traditional design established by existing buildings.



Building Elevations

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

ENVIRONMENTAL GUIDELINES

The Natural Resource Inventory/Forest Stand Delineation (NRI/FSD) #420141270 which identifies the environmental constraints and forest resources on the Subject Property was approved on April 16, 2014. As previously stated, the Subject Property contains no forest, no trees greater than 24" diameter and no streams, wetlands, or environmental buffers on the Subject Property. The Subject Property is within the

Patuxent River watershed; a Use IV-P watershed. The Countywide Stream Protection Strategy (CSPS) rates streams in this section of the watershed as good overall condition.

FOREST CONSERVATION

The forest conservation plan (FCP) proposes no forest clearing and no forest retention. The FCP generates a 0.33 acre afforestation planting requirement. The afforestation planting requirement is generated because the amount of onsite forest is below the afforestation threshold. Under the commercial industrial land use category (CIA) the property has a 15% afforestation threshold for the net tract area. The Applicant is proposing to meet the entire planting 0.33 acre requirement through an off-site mitigation bank. The Application meets all applicable requirements of the county Forest Conservation Law.

In accordance with Chapter 19, a stormwater management concept plan was submitted to The MCDPS Stormwater Management Section who approved the concept for the project on April 23, 2014. The approved concept proposes to meet the stormwater management goals using on-site micro bio filtration.

COMMUNITY OUTREACH

The Applicant has met all proper signage, noticing, and submission meeting requirements. Application signs were posted along the frontage of MD 108 and MD 650 on April 11, 2014. A community meeting was held on April 23, 2014 at the Sandy Spring Museum (17901 Bentley Road) where the project was presented to the 32 attendees (non-staff). The Applicant's presentation included the development process, the proposed development, traffic conditions and stormwater management improvements.

To date, Staff has received two letters (correspondence attached) and one phone call regarding the Application. In general the letters were in support of the Application, and the concerns regarding the CVS monument sign have been taken into account. Two issues were brought to the Applicant's attention; one being the size and massing of the proposed sign for the pharmacy, and the other regarding lighting. In response to the letters, the Applicant reduced the size of the sign and proposes backlighting that provides adequate illumination and limits lighting to the minimum amount necessary. All concerns have been adequately addressed by Staff and the Applicant.

CONCLUSION

Staff recommends approval of the preliminary Plan and Site Plan.

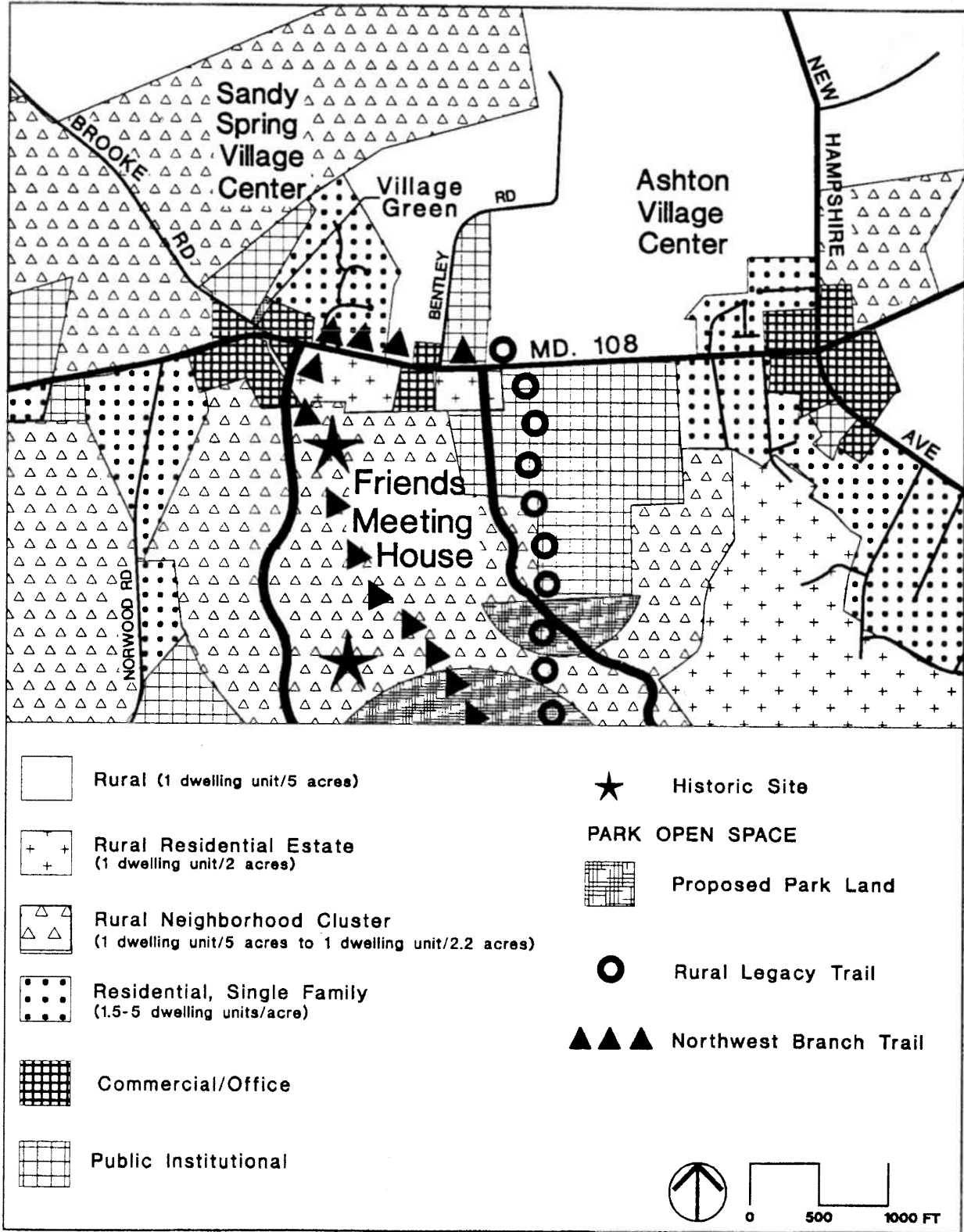
APPENDICES

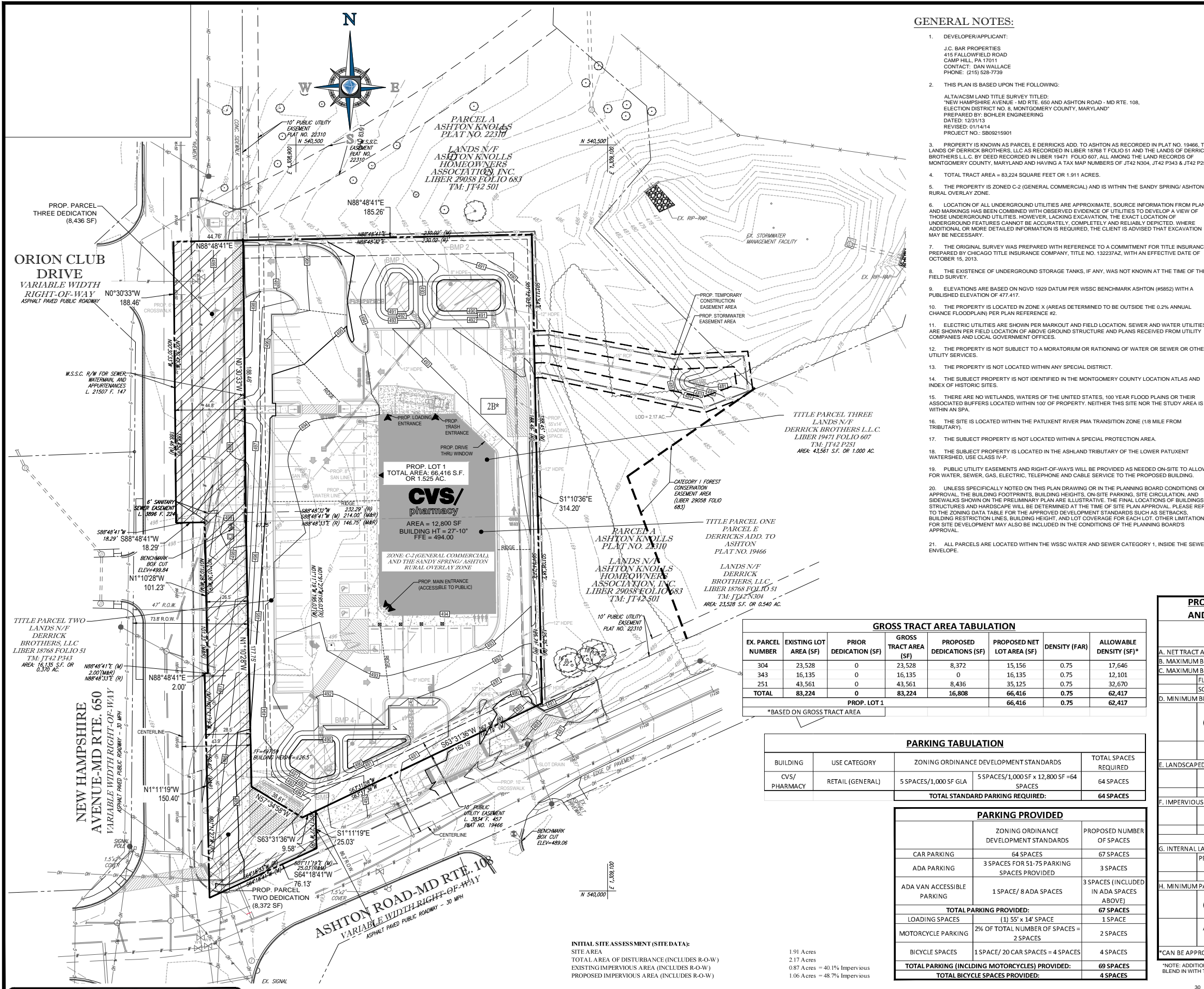
- A. Master Plan Map
- B. Preliminary Plan No.120140220
- C. MCDOT Letter
- D. MDSA Letter
- E. FDA Letter
- F. DPS SWM Letter
- G. Site Plan No. 120140150
- H. Correspondence

O: Area 3/Regulatory Planning/ CVS Ashton

VILLAGE CENTERS

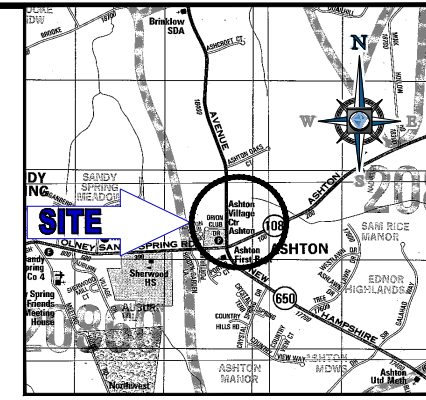
FIGURE 14





GENERAL NOTES:

- DEVELOPER/APPLICANT:
J.C. BAR PROPERTIES
415 FALLOWFIELD ROAD
CAMP HILL, PA 17011
CONTACT: DAN WALLACE
PHONE: (215) 528-7739
- THIS PLAN IS BASED UPON THE FOLLOWING:
ALTA/ACSM LAND TITLE SURVEY TITLED:
"NEW HAMPSHIRE AVENUE - MD RTE. 650 AND ASHTON ROAD - MD RTE. 108,
ELECTION DISTRICT NO. 8, MONTGOMERY COUNTY, MARYLAND"
PREPARED BY: BOHLER ENGINEERING
DATED: 12/31/13
REVISED: 01/14/14
PROJECT NO.: SB09215901
- PROPERTY IS KNOWN AS PARCEL E DERRICKS ADD. TO ASHTON AS RECORDED IN PLAT NO. 19466, THE LANDS OF DERRICK BROTHERS, LLC AS RECORDED IN LIBER 18768 FOLIO 51 AND THE LANDS OF DERRICK BROTHERS L.L.C. BY DEED RECORDED IN LIBER 19471 FOLIO 607, ALL AMONG THE LAND RECORDS OF MONTGOMERY COUNTY, MARYLAND AND HAVING A TAX MAP NUMBERS OF JT42 N304, JT42 P343 & JT42 P251.
- TOTAL TRACT AREA = 83,224 SQUARE FEET OR 1.911 ACRES.
- THE PROPERTY IS ZONED C-2 (GENERAL COMMERCIAL) AND IS WITHIN THE SANDY SPRING/ ASHTON RURAL OVERLAY ZONE.
- LOCATION OF ALL UNDERGROUND UTILITIES ARE APPROXIMATE. SOURCE INFORMATION FROM PLANS AND MARKINGS HAS BEEN COMBINED WITH OBSERVED EVIDENCE OF UTILITIES TO DEVELOP A VIEW OF THOSE UNDERGROUND UTILITIES. HOWEVER, LACKING EXCAVATION, THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE ACCURATELY, COMPLETELY AND RELIABLY DEPICTED, WHERE ADDITIONAL OR MORE DETAILED INFORMATION IS REQUIRED, THE CLIENT IS ADVISED THAT EXCAVATION MAY BE NECESSARY.
- THE ORIGINAL SURVEY WAS PREPARED WITH REFERENCE TO A COMMITMENT FOR TITLE INSURANCE PREPARED BY CHICAGO TITLE INSURANCE COMPANY, TITLE NO. 132237AZ, WITH AN EFFECTIVE DATE OF OCTOBER 15, 2013.
- THE EXISTENCE OF UNDERGROUND STORAGE TANKS, IF ANY, WAS NOT KNOWN AT THE TIME OF THE FIELD SURVEY.
- ELEVATIONS ARE BASED ON NGVD 1929 DATUM PER WSSC BENCHMARK ASHTON (#5852) WITH A PUBLISHED ELEVATION OF 477.417.
- THE PROPERTY IS LOCATED IN ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) PER PLAN REFERENCE #2.
- ELECTRIC UTILITIES ARE SHOWN PER MARKOUT AND FIELD LOCATION. SEWER AND WATER UTILITIES ARE SHOWN PER FIELD LOCATION OF ABOVE GROUND STRUCTURE AND PLANS RECEIVED FROM UTILITY COMPANIES AND LOCAL GOVERNMENT OFFICES.
- THE PROPERTY IS NOT SUBJECT TO A MORATORIUM OR RATIONING OF WATER OR SEWER OR OTHER UTILITY SERVICES.
- THE PROPERTY IS NOT LOCATED WITHIN ANY SPECIAL DISTRICT.
- THE SUBJECT PROPERTY IS NOT IDENTIFIED IN THE MONTGOMERY COUNTY LOCATION ATLAS AND INDEX OF HISTORIC SITES.
- THERE ARE NO WETLANDS, WATERS OF THE UNITED STATES, 100 YEAR FLOOD PLAINS OR THEIR ASSOCIATED BUFFERS LOCATED WITHIN 100' OF PROPERTY. NEITHER THIS SITE NOR THE STUDY AREA IS WITHIN AN SPA.
- THE SITE IS LOCATED WITHIN THE PATUXENT RIVER PMA TRANSITION ZONE (1/8 MILE FROM TRIBUTARY).
- THE SUBJECT PROPERTY IS NOT LOCATED WITHIN A SPECIAL PROTECTION AREA.
- THE SUBJECT PROPERTY IS LOCATED IN THE ASHLAND TRIBUTARY OF THE LOWER PATUXENT WATERSHED, USE CLASS IV-P.
- PUBLIC UTILITY EASEMENTS AND RIGHT-OF-WAYS WILL BE PROVIDED AS NEEDED ON-SITE TO ALLOW FOR WATER, SEWER, GAS, ELECTRIC, TELEPHONE AND CABLE SERVICE TO THE PROPOSED BUILDING.
- UNLESS SPECIFICALLY NOTED ON THIS PLAN DRAWING OR IN THE PLANNING BOARD CONDITIONS OF APPROVAL, THE BUILDING FOOTPRINTS, BUILDING HEIGHTS, ON-SITE PARKING, SITE CIRCULATION, AND SIDEWALKS SHOWN ON THE PRELIMINARY PLAN ARE ILLUSTRATIVE. THE FINAL LOCATIONS OF BUILDINGS, STRUCTURES AND HARDWARE WILL BE DETERMINED AT THE TIME OF SITE PLAN APPROVAL. PLEASE REFER TO THE ZONING DATA TABLE FOR THE APPROVED DEVELOPMENT STANDARDS SUCH AS SETBACKS, BUILDING RESTRICTION LINES, BUILDING HEIGHT, AND LOT COVERAGE FOR EACH LOT. OTHER LIMITATIONS FOR SITE DEVELOPMENT MAY ALSO BE INCLUDED IN THE CONDITIONS OF THE PLANNING BOARD'S APPROVAL.
- ALL PARCELS ARE LOCATED WITHIN THE WSSC WATER AND SEWER CATEGORY 1, INSIDE THE SEWER ENVELOPE.



LOCATION MAP
COPYRIGHT ADC THE MAP PEOPLE
PERMIT USE NO. 200602153-5
SCALE: 1"=200'

LEGEND

EXISTING NOTE	TYPICAL NOTE TEXT	PROPOSED NOTE
---	ONSITE PROPERTY LINE / R.O.W. LINE	---
---	NEIGHBORING PROPERTY LINE / INTERIOR PARCEL LINE	---
N 0°00' W 0.00'	BEARING LABEL	N 0°00' W 0.00'
---	DEDICATION AREA	---
---	EASEMENT LINE	---
---	SETBACK LINE	---
---	SOIL DIVIDE*	---
---	SOIL TYPE LABEL*	---

*NOTE: SOIL ON ENTIRE PROPERTY IS TYPE 2B, GLENELG SILT LOAM, 3-8% SLOPES

Resource Data Table

Existing Forest.....	0.00 acres
Non-tidal Wetlands	0.00 acres
Forest within the Non-tidal wetlands.....	0.00 acres
Existing Floodplain.....	0.00 acres
Forest within the Floodplain.....	0.00 acres
Existing Stream Buffer.....	0.00 acres
Forest within the Stream Buffer.....	0.00 acres

GROSS TRACT AREA TABULATION

EX. PARCEL NUMBER	EXISTING LOT AREA (SF)	PRIOR DEDICATION (SF)	GROSS TRACT AREA (SF)	PROPOSED DEDICATIONS (SF)	PROPOSED NET LOT AREA (SF)	DENSITY (FAR)	ALLOWABLE DENSITY (SF)*
304	23,528	0	23,528	8,372	15,156	0.75	17,646
343	16,135	0	16,135	0	16,135	0.75	12,101
251	43,561	0	43,561	8,436	35,125	0.75	32,670
TOTAL	83,224	0	83,224	16,808	66,416	0.75	62,417

*BASED ON GROSS TRACT AREA

PARKING TABULATION

BUILDING	USE CATEGORY	ZONING ORDINANCE DEVELOPMENT STANDARDS	TOTAL SPACES REQUIRED
CVS/ PHARMACY	RETAIL (GENERAL)	5 SPACES/1,000 SF GLA 5 SPACES/1,000 SF x 12,800 SF = 64 SPACES	64 SPACES
TOTAL STANDARD PARKING REQUIRED:			64 SPACES

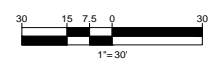
PARKING PROVIDED

ZONING ORDINANCE DEVELOPMENT STANDARDS	PROPOSED NUMBER OF SPACES	
CAR PARKING	64 SPACES	
ADA PARKING	3 SPACES FOR 51-75 PARKING SPACES PROVIDED	
ADA VAN ACCESSIBLE PARKING	1 SPACE/ 8 ADA SPACES	
TOTAL PARKING PROVIDED:		67 SPACES
LOADING SPACES	(1) 55' x 14' SPACE	
MOTORCYCLE PARKING	2% OF TOTAL NUMBER OF SPACES = 2 SPACES	
BICYCLE SPACES	1 SPACE/ 20 CAR SPACES = 4 SPACES	
TOTAL PARKING (INCLUDING MOTORCYCLES) PROVIDED:		69 SPACES
TOTAL BICYCLE SPACES PROVIDED:		4 SPACES

PROJECT DATA TABLE: C-2 ZONE (GENERAL COMMERCIAL) AND THE SANDY SPRING/ ASHTON RURAL OVERLAY ZONE

	ZONING ORDINANCE DEVELOPMENT STANDARDS	PROPOSED FOR SITE PLAN APPROVAL
A. NET TRACT AREA	NONE	66,416 SF OR 1.525 AC
B. MAXIMUM BUILDING HEIGHT	24' - 30' *	27'-10" *
C. MAXIMUM BUILDING AREA		
FLOOR-AREA RATIO (FAR)	0.75	0.19
SQUARE FOOTAGE	62,417	12,800
D. MINIMUM BUILDING SETBACKS		
FRONT PROPERTY LINE (ASHTON ROAD & NEW HAMPSHIRE AVENUE)	N/A	67 FT
ADJACENT TO AGRICULTURAL ZONE	N/A	27.13 FT
E. LANDSCAPED GREEN AREA		
PERCENTAGE OF NET TRACT AREA	10.0%	31.7%
SQUARE FOOTAGE	6,642	21,078
F. IMPERVIOUS AREA		
PERCENTAGE OF NET TRACT AREA	N/A	68.3%
SQUARE FOOTAGE	N/A	45,338
SURFACE PARKING FACILITY AREA		
G. INTERNAL LANDSCAPING		
PERCENTAGE OF PARKING LOT AREA	5.0%	6.7%
SQUARE FOOTAGE	1,368	1,819
H. MINIMUM PARKING SETBACKS		
FRONT PROPERTY LINE (ASHTON ROAD & NEW HAMPSHIRE AVENUE)	10' FROM RIGHT-OF-WAY	16 FT
ADJ. TO AGRICULTURAL ZONE	SAME AS ADJ. AGR. ZONE BUILDING SETBACK = 15'	20.5 FT

*CAN BE APPROVED BY STAFF DURING SITE PLAN REVIEW FOR HEIGHTS UP TO 30'
*NOTE: ADDITIONAL BUILDING HEIGHT WAS NECESSARY FOR THE SPECIALIZED EXTERIOR DESIGN MEANT TO BLEND IN WITH THE RURAL FEEL OF THE ASHTON AREA.



IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL OF THE DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THIS PROJECT. WORK SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS AND REQUIREMENTS OF THE MONTGOMERY COUNTY DEPARTMENT OF PUBLIC WORKS AND ENGINEERING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

INITIAL SITE ASSESSMENT (SITE DATA):

SITE AREA	1.91 Acres
TOTAL AREA OF DISTURBANCE (INCLUDES R-O-W)	2.17 Acres
EXISTING IMPERVIOUS AREA (INCLUDES R-O-W)	0.87 Acres = 40.1% Impervious
PROPOSED IMPERVIOUS AREA (INCLUDES R-O-W)	1.06 Acres = 48.7% Impervious

BOHLER ENGINEERING
CORPORATE OFFICE
WARREN, NJ
OFFICES:
ROCKFORD, VA
ALANY, NY
RODMAN, VA
CENTER VALLEY, PA
TAMPA, FL
SURVEYORS
PROJECT MANAGERS
ENVIRONMENTAL CONSULTANTS
LANDSCAPE ARCHITECTS

REVISIONS

REV	DATE	COMMENT	BY
1	11/14/14	LAYOUT CHANGE	CM

NOT APPROVED FOR CONSTRUCTION

PROJECT NO.: MB09215901
DRAWN BY: CM
CHECKED BY: HBS
DATE: 03/12/14
SCALE: 1"=30'
CAD L.D.: PPI

CVS ASHTON

FOR **CVS/pharmacy**
STORE #10321
LOCATION OF SITE
NEW HAMPSHIRE AVENUE
& ASHTON ROAD
MONTGOMERY COUNTY
ASHTON, MD 20861
WSSC GRID: 224N014
TAX MAP: JT342

BOHLER ENGINEERING
16701 MELFORD BLVD., SUITE 310
BOWIE, MARYLAND 20715
Phone: (301) 809-4500
Fax: (301) 809-4501
www.BohlerEngineering.com

M. K. JONES
PROFESSIONAL ENGINEER
11/21/14
I, MATTHEW J. JONES, CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME AND THAT I AM A LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND. LICENSE NO. 3898, EXPIRES 06/30/2025.

SHEET TITLE:
PRELIMINARY PLAN

SHEET NUMBER:
3
OF 3

REVISION 1



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Arthur Holmes, Jr.
Director

September 5, 2014

Richard Weaver, Supervisor
Area 3 Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan No. 120140220
CVS Ashton

Dear Mr. ^{Richard} ~~Weaver~~:

We have completed our review of the preliminary plan dated August 7, 2014. This plan will be reviewed by the Development Review Committee at its meeting on September 8, 2014. 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 the Department of Permitting Services 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. Delineate and dimension the dedication for New Hampshire Avenue (MD 650) and Ashton Road (MD 108); show distance from centerline.
 - A. Necessary dedication of Ashton Road (MD 108) in accordance with the master plan. (Note: Ashton Road is designated for a "share use path.")
 - B. In accordance with the master plan, the right-of-way should be 80 feet wide. Necessary dedication of New Hampshire Avenue (MD 650) in accordance with the master plan.

2. The Master Plan of Bikeways recommends a shared use path along Ashton Road (MD 108) and a signed shared roadway along New Hampshire Avenue (MD 650).
 - A. Based on the Master Plan of Bikeways, we recommend the sidewalk along Ashton Road (MD 108) is widen to 10 feet to provide for a shared use path.

Division of Traffic Engineering and Operations

100 Edison Park Drive, 4th Floor • Gaithersburg, Maryland 20878
Main Office 240-777-2190 • TTY 240-777-6013 • FAX 240-777-2080
trafficops@montgomerycountymd.gov

Mr. Richard Weaver
Preliminary Plan No. 120140220
September 5, 2014
Page 2

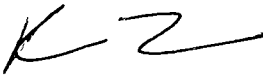
- B. The current location of the proposed sidewalk at the intersection of New Hampshire Avenue (MD 650) and Ashton Road (MD 108) does not provide pedestrian access to this intersection; therefore, it is recommended that the sidewalk be moved closer to the curb.
3. The parking layout plan will be reviewed 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 Mr. Sam Farhadi of that Department at (240) 777-6333 to discuss the parking lot design.
 4. 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.
 5. The parking lot travel lanes are to be designed to allow a WB-50 truck to circulate without crossing the centerline and the curbline.
 6. 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.
 7. Truck loading space requirements to be determined in accordance with the Executive Branch's "Off-Street Loading Space" policy.
 8. On the site plan, delineate the location and dimensions of the proposed truck loading and/or dumpster spaces.
 9. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans with Disabilities Act.

Mr. Richard Weaver
Preliminary Plan No. 120140220
September 5, 2014
Page 3

10. 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.
11. Access and improvements along New Hampshire Avenue (MD 650) and Ashton Road (MD 108) as required by the Maryland State Highway Administration.
12. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
13. If the proposed development will alter any existing street lights, signing, and/or pavement markings, please contact Mr. Dan Sanayi of our Traffic Engineering Design and Operations Section at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
14. If the proposed development will alter or impact any existing County maintained transportation system management component (i.e., traffic signals, signal poles, handboxes, surveillance cameras, etc.) or communication component (i.e., traffic signal interconnect, fiber optic lines, etc.), please contact Mr. Bruce Mangum of our Transportation Systems Engineering Team at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
15. Trees in the County rights of way – spacing and species to be in accordance with the applicable MCDOT standards. Tree planning within the public right of way must be coordinated with DPS Right-of-Way Plan Review Section.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact Rebecca Torma our Development Review Area Senior Planning Specialist for this project at rebecca.torma@montgomerycountymd.gov or (240) 777-2118.

Sincerely,

 *Rebecca Torma*
For
Gregory M. Leck, Manager
Development Review Team

Mr. Richard Weaver
Preliminary Plan No. 120140220
September 5, 2014
Page 4

m:/subd/tormar01/120140220, CVS Ashton

cc: Dan Wallace JC Bar Properties
Nicolas Speach Bohler Engineering
Carl Wilson, Jr. Traffic Group
Stacey Silber Lerch, Early, & Brewer
Preliminary Plan folder
Preliminary Plan letters notebook

cc-e: Matthew Folden M-NCPPC Area 3
Catherine Conlon M-NCPPC DARC
Scott Newill MDSHA AMD
Rebecca Torma MCDOT DTEO

Dan Wallace
JC Bar Properties
415 Fallowfield Road
Camp Hill, PA 17011
Phone (215) 528-7739

Nicholas Speech
Bohler Engineering
16701 Melford Blvd, Suite 310
Bowie, MD 21140
Phone (301) 809-4500

Carl Wilson Jr.
The Traffic Group, Inc.
9900 Franklin Square Dr, Suite H
Baltimore, MD 21236
Phone: (410) 931-6600

Stacey Silber
Lerch, Early, & Brewer
3 Bethesda Metro Center, Suite 460
Bethesda, MD 20814
Phone (301) 841-3833



State Highway
Administration

Maryland Department of Transportation

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

James T. Smith, Jr., *Secretary*
Melinda B. Peters, *Administrator*

September 30, 2014

Re: Montgomery County
MD 650
CVS - Ashton
SHA Tracking No. 14APMO022XX
Traffic Impact Study
Mile Point 13.7

Ms. Rebecca Boone
Area 3 Planning Division
Maryland-National Capital Park and Planning Commission (M-NCPPC)
Montgomery County Planning Department
8787 Georgia Avenue
Silver Spring, Maryland 20910

Dear Ms. Boone:

Thank you for the opportunity to review the comment-response letter prepared by The Traffic Group, dated August 19, 2014, for the proposed development of a CVS Pharmacy in Montgomery County, Maryland. The Maryland State Highway Administration (SHA) review is complete and we are pleased to respond.

The review determined the major report findings and the SHA comments and conclusions are as follows:

- Access to the 12,800 square foot drive-in pharmacy is proposed via one (1) full movement access along New Hampshire Avenue (MD 650) and a right-in/right-out access along Ashton Road (MD 108).
- The study analyzed the following intersections under existing, background, and future conditions:
 - MD 650 intersection with MD 108
 - MD 650 intersection with Ednor Road
 - MD 108 intersection with Brooke Road/Meeting House Road
 - MD 650 intersection with Orion Club Drive/Site Access
- The report concludes that the surrounding road network is capable of supporting the proposed development without the need for additional improvements.

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Ms. Rebecca Boone
14APMO022XX
Page No. 2
September 30, 2014

The SHA concurs with the report findings for this project as currently proposed and will not require the submission of any additional traffic analyses. However, an access permit will be required for all construction within the SHA right of way. Please submit seven (7) hard copies and one (1) electronic copy of design plans and a point-by-point response addressing the above comments to the SHA Access Management Division addressed to Mr. Steven D. Foster. This plan submittal must include a signing and pavement marking plan along with traffic signal plans (as applicable). Please reference the SHA Tracking Number on future submissions. Unless specifically indicated in the SHA response on this report, the comments contained herewith do not supersede previous comments made on this development. Please note that if this project has not obtained the SHA access permit and begun construction of improvements within five (5) years of this approval an updated analysis must be resubmitted for SHA review and concurrence that the proposed improvements continue to mitigate the development's traffic impacts prior to an extension of the approval. If you have any questions or comments regarding the enclosed traffic report comments, please contact Ms. Erica Rigby at (410) 545-8395 or via email at erigby@sha.state.md.us.

Sincerely,


Steven D. Foster, Chief Development Manager
Access Management Division

SDF/er

cc: Mr. Matt Baker, SHA RIPD
Ms. Rola Daher, SHA DSED
Ms. Mary Deitz, SHA RIPD
Mr. Robert French, SHA CPD
Mr. Carl R. Wilson, Jr., The Traffic Group
Mr. Subrat Mahapatra, SHA DSED
Mr. Mark McKenzie, SHA AMD
Ms. Anyesha Mookherjee, SHA District 3 – Traffic
Mr. Scott Newill, SHA AMD
Mr. Johnson Owusu-Amoako, SHA CPD
Mr. Saed Rahwanji, SHA TDSD
Ms. Erica Rigby, SHA AMD
Ms. Tina Saxon, SHA RIPD
Mr. Errol Stoute, SHA TDSD
Mr. Morteza Tadayon, SHA DSED
Mr. Dan Wallace, JC Bar Properties



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

Maryland Department of Transportation

James T. Smith, Jr., *Secretary*
 Melinda B. Peters, *Administrator*

August 12, 2014

Re: Montgomery County
 MD 650
CVS - Ashton
SHA Tracking No. 14APMO022XX
 Traffic Impact Study
 Mile Point 13.7

Ms. Katherine Holt
 Area 3 Planning Division
 Maryland-National Capital Park & Planning Commission
 (M-NCPPC)
 Montgomery County Planning Department
 8787 Georgia Avenue
 Silver Spring, Maryland 20910

Dear Ms. Holt:

Thank you for the opportunity to review the Traffic Impact Study (TIS) prepared by The Traffic Group, dated June 19, 2014, for the proposed development of a CVS Pharmacy in Montgomery County, Maryland. The Maryland State Highway Administration (SHA) review is complete and we are pleased to respond.

The review determined the major report findings and the SHA comments and conclusions are as follows:

- Access to the 12,800 square foot drive-in pharmacy is proposed via one (1) full movement along New Hampshire Avenue (MD 650) and a right-in/right-out along Ashton Road (MD 108).
- The study analyzed the following intersections under existing, background, and future conditions:
 - MD 650 intersection with MD 108
 - MD 650 intersection with Ednor Road
 - MD 108 intersection with Brooke Road/Meeting House Road
 - MD 650 intersection with Orion Club Drive/Site Access

My telephone number/toll-free number is _____
 Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Ms. Katherine Holt
14APMO022XX
Page No. 2
August 12, 2014

- The report concludes that the surrounding road network is capable of supporting the proposed development without the need for additional improvements.

Based on the information provided, please address the following comments in a point-by-point response:

1. The Maryland-National Capital Park and Planning Commission (M-NCPPC) July 1998 Sandy Spring/Ashton Master Plan includes this development and recommends:
 - a. MD 108 (Olney Sandy Spring Road/Ashton Road) should not be widened beyond three lanes to consist of two through lanes and one auxiliary turning lane or acceleration and deceleration lanes, except where already four lanes wide;
 - b. MD 650 (New Hampshire Avenue) should not be widened beyond two lanes but improved only with necessary acceleration and deceleration lanes; and,
 - c. Brooke Road should be improved and realigned slightly to improve pedestrian and vehicular movement at MD 108 (Olney Sandy Spring Road).

Also, note that M-NCPPC is currently developing the Sandy Spring Rural Village Plan, which will amend the M-NCPPC July 1998 Sandy Spring/Ashton Master Plan for central Sandy Spring only and may affect recommendations that address Brooke Road and its intersection at MD 108 (Olney Sandy Spring Road). M-NCPPC staff anticipates completing a draft plan in July 2014. Please coordinate with the M-NCPPC staff.

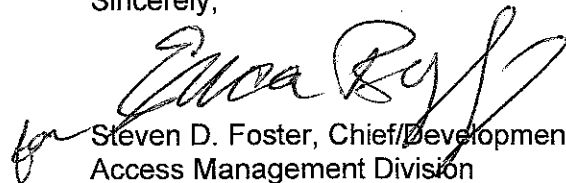
2. All roadway improvements to SHA roadway facilities should provide for and maintain full ADA-compliant access to existing and future transit facilities. Coordinate design with Ms. Lisa Choplin, Chief, Innovative Contracting Division (ICD), at 410-545-8824 or lchoplin@sha.state.md.us and Ms. Anyesha Mookherjee, Assistant District Engineer-Traffic, District 3 (D3), SHA, at 301-513-7404 or amookherjee@sha.state.md.us.
3. The M-NCPPC March 2005 Countywide Bikeways Functional Master Plan includes proposed shared-use path and bicycle lanes in the project area. Any improvements along the SHA right of way must include bicycle accommodations consistent with M-NCPPC & SHA policies, standards, and practices.
4. The TIS states that sidewalks and other pedestrian facilities such as pedestrian signals and push buttons are not present in all quadrants of the study intersections. Please provide sidewalks along the proposed CVS frontage. Any improvements along the SHA right of way must include pedestrian accommodations consistent with SHA policies, standards, and practices.

Ms. Katherine Holt
14APMO022XX
Page No. 3
August 12, 2014

5. The TIS states that the CLV sheets for MD 650 at Orion Club Drive state that due to SHA guidelines, left turns that occur in travel lanes that are shared with through movements were adjusted by a factor. This adjustment factor does not appear to have been applied to the CLV sheets for the intersections of MD 650 at MD 108, MD 650 at Ednor Road, and MD 108 at Brooke Road/Meetinghouse Road. Please revise the TIS to include the adjustment factors.
6. Please verify the existing lane use shown for westbound MD 108 approaching MD 650. While there are no pavement markings or overhead signs communicating an exclusive left-turn lane, the existing two lanes align with two receiving lanes on the other side of the intersection. According to the traffic count, there is a high volume of through vehicles in the evening which would suggest the approach is being utilized as two through lanes. Please update the analysis and report as necessary.
7. Please align the proposed Site Access 1 with Orion Club Drive.
8. Please add a partial deceleration lane be provided along northbound MD 650 for Site Access 1.

The SHA will require the submission of six (6) hard copies and one (1) electronic revised traffic impact study and a point-by-point response. Please send this information to the SHA Access Management Division addressed to Mr. Steven D. Foster to the attention of Ms. Erica Rigby and reference the SHA Tracking Number on the submission. Unless specifically indicated in SHA's response on this report, the comments contained herewith do not supersede previous comments made on this development application. Please keep in mind that you can view the reviewer and project status via the SHA Access Management Division's web page at (<http://www.roads.maryland.gov/pages/amd.aspx>). If you have any questions or comments regarding the enclosed traffic report comments, please contact Mr. Jack A. Goode, II at (301) 881-2545 or via email at jgoode@amtengineering.com.

Sincerely,


for Steven D. Foster, Chief Development Manager
Access Management Division

SDF/er/jg

cc: Mr. Matt Baker, SHA RIPD

Ms. Katherine Holt
14APMO022XX
Page No. 4
August 12, 2014

Ms. Rola Daher, SHA DSED
Ms. Mary Deitz, SHA RIPD
Mr. Robert French, SHA CPD
Mr. Jack A. Goode, II, A. Morton Thomas & Associates, Inc.
Mr. Carl R. Wilson, Jr., The Traffic Group
Mr. Subrat Mahapatra, SHA DSED
Mr. Mark McKenzie, SHA AMD
Ms. Anyesha Mookherjee, SHA District 3
Mr. Scott Newill, SHA AMD
Mr. Johnson Owusu-Amoako, SHA CPD
Mr. Saed Rahwanji, SHA TDSD
Ms. Erica Rigby, SHA AMD
Ms. Tina Saxon, SHA RIPD
Mr. Errol Stoute, SHA TDSD
Mr. Morteza Tadayon, SHA DSED
Mr. Dan Wallace, JC Bar Properties



FIRE MARSHAL COMMENTS

DATE: 09-Dec-14
TO: Nicholas Speech - nspeech@bohlereng.com
Bohler Engineering
FROM: Marie LaBaw
RE: CVS Ashton
120140220 82014150

PLAN APPROVED

1. Review based only upon information contained on the plan submitted **09-Dec-14** .Review and approval does not cover unsatisfactory installation resulting from errors, omissions, or failure to clearly indicate conditions on this plan.
2. Correction of unsatisfactory installation will be required upon inspection and service of notice of violation to a party responsible for the property.



DEPARTMENT OF PERMITTING SERVICES

Isiah Leggett
County Executive

Diane R. Schwartz Jones
Director

April 23, 2014

Mr. Matthew Jones, P.E.
Bohler Engineering
16701 Melford Boulevard, Suite 310
Bowie, MD 20715

Re: Stormwater Management **CONCEPT** Request
for CVS Ashton
Preliminary Plan #: N/A
SM File #: 262075
Tract Size/Zone: 1.91/C-2
Total Concept Area: 1.91ac
Lots/Block: N/A
Parcel(s): 251/304/343
Watershed: Lower Patuxent

Dear Mr. Jones:

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 proposes to meet required stormwater management goals via use of micro biofiltration.

The following **item(s)/condition(s)** will need to be addressed **during/prior to** the detailed sediment control/stormwater management plan stage:

1. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
2. An engineered sediment control plan must be submitted for this development.
3. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.
4. Landscaping shown on the approved Landscape Plan as part of the approved Site Plan are for illustrative purpose only and may be changed at the time of detailed plan review of the Sediment Control/Storm Water Management plans by the Mont. Co. Department of Permitting Services, Water Resources Section.
5. Off-site easements must be in place prior to the first detailed plan submission that allows the installation of the storm drain outfall on the adjacent property.

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**.

Mr. Matthew Jones, P.E.
April 23, 2014
Page 2

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 Thomas Weadon at 240-777-6309.

Sincerely,



Mark C. Etheridge, Manager
Water Resources Section
Division of Land Development Services

MCE: me 262075

cc: C. Conlon
SM File # 262075

ESD Acres:	1.91ac
STRUCTURAL Acres:	N/A
WAIVED Acres:	N/A

MCP-CTRACK

RECEIVED
0718
OCT 23 2014

From: John Salzberg <john.salzberg@verizon.net>
Sent: Wednesday, October 22, 2014 3:15 PM
To: MCP-Chair
Subject: Proposed CVS at route 108 and NH Avenue, Ashton

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Casey Anderson, Chair
Montgomery County Planning Board

Dear Mr. Anderson:

I am pleased to inform you that at a meeting on October 13 the Sandy Spring Civic Association approved the proposed plan for a CVS pharmacy at the corner of NH and route 108 with just one condition: that the CVS monument sign be lit in a manner more discrete than presently proposed. The Association suggests it could either be a gooseneck light affixed to the top of the sign, or from floodlights at ground level pointing up at the sign.

Sincerely yours,

John P. Salzberg, President
Sandy Spring Civic Association

RECEIVED
8732
OCT 29 2014

Garcia, Joyce

From: Anderson, Casey
Sent: Wednesday, October 29, 2014 10:27 AM
To: Garcia, Joyce
Subject: FW: Proposed CVS -Ashton
Attachments: cvs.docx

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

For c-track

From: joy turner [<mailto:joy.prconsultant@gmail.com>]
Sent: Wednesday, October 29, 2014 9:54 AM
To: Anderson, Casey
Subject: Proposed CVS -Ashton

Dear Mr. Anderson,

Attached is a letter in support of the proposed CVS in Ashton on the corner of New Hampshire Ave. and Olney-Sandy Spring Roads.

Regards,

Joy Turner

Joy Turner
17501 Norwood Rd., Sandy Spring, Maryland 20860
Turner.e.joy@gmail.com

October 28, 2014

Casey Anderson
Planning Board Chair
M-NCPPC
8787 Georgia Avenue
Silver Spring, MD 20910
Casey.Anderson@mncppc-mc.org

RE: Proposed CVS Ashton Maryland

Dear Mr. Anderson and Planning Board Members,

The proposed CVS Pharmacy is a perfect fit for the Sandy Spring/Ashton community and is in keeping with the Master Plan.

As a long time community resident and civic activist in the historic Sandy Spring/Ashton community, having served on the Board of the Sandy Spring Civic Association, Sandy Spring Museum, the George and Georgianna Campbell Sandy Spring Slave Museum and the Mid-County Citizens Advisory Board, I have worked diligently over numerous years to assist in providing services and amenities to our growing population while at the same time preserving the historic character of the community. I am in total support of the proposed CVS and its architectural design to be located at the intersection of New Hampshire Ave. and Olney Sandy Spring Roads.

The Proposed CVS Pharmacy meets the Master Plan guidelines as it:

- Provides convenient walkable shopping and safe crossings to a failing intersection
- Has an architectural aesthetic that compliments the rural character of the neighborhood
- Provides a gathering place
- Has a landscape aesthetic that enhances the rural character of the community
- Provides appropriate monument signage and lighting*

* *The lighting that CVS proposes for the signage is appropriate and should remain as originally proposed.*

- 1. The lighting provides visibility for the corner and encourages patronage whereas low level gooseneck or up-lighting would be inappropriate and incompatible with current signage lighting on the other 3 corners of the business intersection particularly at the entryway to the historic business district which has similar signage lighting. As an example: The Sandy Spring Museum goes unnoticed by many not residing in the immediate neighborhood which I believe has been a contributing factor to increasing patronage.*
- 2. The signage and lighting is located at a business intersection and no residences will be affected negatively by the proposed lighting.*
- 3. Similar signage has received permitting throughout the community and meets the required guidelines.*
- 4. Rural character does not mean regression to antiquated amenities that impede growth and prosperity.*

Additionally, I would like to commend the developers and owners of the proposed CVS for their outreach to the community, adaptability and flexibility in designing a structure that will provide services to enhance the Sandy Spring/Ashton community and addresses resident's needs for walkable appropriate commercial establishments.

I encourage the Planning Board to accept the CVS proposal as submitted.

Respectfully,

Joy Turner

Joy Turner

Turner.e.joy@gmail.com

From: Ajay Syngal [<mailto:ajays@smcmail.com>]
Sent: Monday, December 15, 2014 12:38 PM
To: johncarter@montgomeryplanning.org
Cc: Silber, Stacy P.
Subject: CVS Ashton

Dear Planning Board members,

Our community Ashton Knolls has been working with the representatives of CVS over the last year regarding their proposed development. They have listened to our suggestions and we support the final site layout and proposal. In particular, we appreciate that CVS has created a project that respects Ashton. We like that there is no parking in the rear of the proposed site and adjacent to our single family community, we appreciate the articulated 6 foot fence that divides our properties, the turn lane along New Hampshire Avenue into the CVS site, signage that ensures visitors will know to turn into CVS and the thoughtful building design.

Thank you.

Ajay Syngal
President
Ashton Knolls Community

Ajay Syngal
Manager, Residential Financial Services
Southern Management Corporation
Office: (301) 623-0115
Fax: (301) 474-2614
E-Fax: 1-866-407-8461
E-Mail: ajays@smcmail.com

Silber, Stacy P.

From: Laura Rubin <tiltrubin@gmail.com>
Sent: Thursday, April 24, 2014 3:40 PM
To: Silber, Stacy P.
Subject: New CVS in Ashton

Hi Ms. Silber,

I just want you to know that my husband and I are very much in favor of the new CVS at the corner of 108 and 650. I, for one, would transfer all my prescriptions there.

Thanks,
Laura Rubin
17506 Hidden Garden Lane
Ashton, Md. 20861