



**Site Plan, 820140080, TD Bank (Bethesda)**

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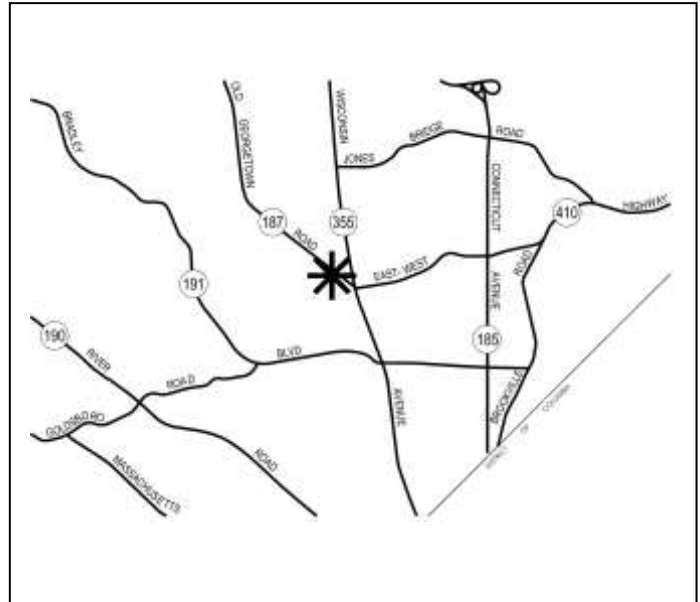
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**Staff Report Date: 09/05/2014**

**Description**

- Location: 7628 Old Georgetown Road & 4804 Moorland Lane, Bethesda
- Gross Tract Area: 17,827 square feet
- Net tract Area: 11,248 square feet
- Request: Approval of a site plan for a bank building and detached drive through facility including 1,199 square feet of on-site public use space;
- Split zoned within CBD-1 & C-T
- Master Plan: 1994 Bethesda CBD Sector Plan
- Applicant: TD Bank
- Filing Date: 1/21/2014



**Summary**

- Staff recommends approval of Site Plan 820140080 with conditions.
- Consolidation of parts of lots under minor subdivision process; exception to platting requirements under section 50-9(c).
- Site plan review is triggered by the redevelopment activity in the C-T portion of the Subject Property that is interdependent with the entire site.

## **RECOMMENDATION AND CONDITIONS**

Staff recommends approval of Site Plan Number 820140080, TD Bank (Bethesda), for a bank building and remote teller on 0.41 gross acres. All site development elements shown on the latest electronic version as of the date of this Staff Report submitted via ePlans to the M-NCPPC are required except as modified by the following conditions:

### **Public Use Space, Facilities and Amenities**

1.
  - a. The Applicant must provide a minimum of 1,199 sf square feet of public use space (16.7% of net lot area) on-site.
  - b. As a public amenity, the Applicant must construct the streetscape improvements, including the undergrounding of utilities, along the property's frontage on Old Georgetown Road, Woodmont Avenue and Moorland Lane, consistent with the Bethesda Streetscape Standards.
  - c. Prior to issuance of use and occupancy certificates for the commercial development, all public open space areas on the Subject Property must be completed.
2. The Applicant is responsible for maintaining and ensuring the long term maintenance of all publicly accessible amenities including, but not limited to, benches, bike racks and landscaping.

### **Transportation & Circulation/ Adequate Public Facilities (APF)**

3. The Applicant must limit future development on the Site to a 2,837 square foot bank with two drive-thru lanes.
4. The Applicant must dedicate and show on the record plat(s) the following:
  - a. Moorland Lane: 10 feet along the Subject Property frontage to achieve an ultimate right-of-way of 35 feet from the existing right-of-way centerline.
  - b. Old Georgetown Road (MD 187): Truncation of 25 feet at the intersection of Moorland Lane following dedication along Moorland Lane.
5. Provide 3 inverted "U" racks (short term public bicycle parking) for six bikes along the site frontage as shown on the Site Plan.
6. The Planning Board has accepted the recommendations of the Maryland State Highway Administration ("MD SHA") in its March 28, 2014 letter and subsequent e-mail dated August 7, 2014, and does hereby incorporate them as conditions of the Site Plan approval. Therefore, the Applicant must comply with each of the recommendations as

set forth in the letter, which may be amended by MD SHA, provided that the amendments do not conflict with other conditions of the Site Plan approval.

7. The Adequate Public Facility Review (APF) will remain valid for eighty-five (85) months from the date of mailing of the Planning Board Resolution for the Site Plan.

### **DPS Right-of-Way Section**

8. Prior to certified Site Plan approval the applicant must complete the following to the satisfaction of the DPS Right-of-Way Section:
  - a. Show that all movements for all access points for SU-30 truck can be satisfactorily accommodated. Otherwise movement restriction should be provided via traffic control device(s).
  - b. Show right-of-way clearly along Woodmont Avenue Provide a five foot free and clear ADA compliant sidewalk along the frontages. Include labeling and also provide the proper Public Improvement Easement (PIE) accordingly.
  - c. Provide Bethesda streetscaping along the site frontage. Any modification to the standards should be clearly specified.
  - d. Provide complete sight distance analysis for all the existing/ proposed driveways.
  - e. Provide written correspondence from the County bikeway coordinator that the design and installation specifications of the proposed private bike racks are acceptable.
  - f. Provide written correspondence from the MCDOT-Traffic Engineering and Operation Section that the proposed CIP lighting project along Old Georgetown Road does not conflict with proposed right-of-way improvements.
  - g. Provide written correspondence from the MCDOT- Transportation Systems Management Team that the proposed streetscape improvements do not conflict with the controller box at the intersection of Old Georgetown Road and Woodmont Avenue.

### **Environment**

9. The Planning Board has accepted the recommendations of the Montgomery County Department of Permitting Service ("MCDPS") – Water Resources Section in its stormwater management concept letter dated November 15, 2013 and hereby incorporates them as conditions of the Site Plan approval. Therefore, 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 Site Plan approval.

## **Site Plan**

### **10. Site Design**

- a) The exterior architectural character, proportion, materials, and articulation must be substantially similar to the schematic elevations shown on Sheet A-202 of the submitted architectural drawings, as determined by M-NCPPC Staff.
- b) Provide Architectural drawings for the remote teller and revise plans to reflect the associated height, coverage, and FAR.
- c) Provide brick paving materials on the proposed internal parking areas and driveways instead of asphalt paving. The materials should be similar to the brick paving on the West side of Moorland Lane.

### **11. Landscaping**

- a. Provide red maples (instead of zelkovas) along the Moorland Lane frontage per the Sector Plan recommendations on street trees (p.194).

### **12. Private Lighting**

- a) Prior to issuance of the first building permit, the Applicant must provide certification to M-NCPPC Staff from a qualified professional that the lighting plans conform to the Illuminating Engineering Society of North America (IESNA) standards for commercial development.
- b) All onsite down-light fixtures must be full cut-off fixtures.
- c) Deflectors will be installed on all proposed fixtures causing potential glare or excess illumination, specifically on the perimeter fixtures abutting the adjacent residential properties.
- d) Illumination levels must not exceed 0.5 footcandles (fc) at any property line abutting county roads and residential properties.

### **13. Site Plan Surety and Maintenance Agreement**

Prior to issuance of the first building permit, Applicant must enter into a Site Plan Surety and Maintenance Agreement with the Planning Board in a form approved by the Office of General Counsel that outlines the responsibilities of the Applicant. The Agreement must include a performance bond(s) 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) A cost estimate of the materials and facilities, which, upon Staff approval, will establish the surety amount.
- b) The cost estimate must include applicable Site Plan elements, including, but not limited to plant material, on-site lighting, site furniture, paving trash receptacles,

and associated improvements associated with the Site Plans. Surety to be posted prior to issuance of the building permit.

- c) The bond or surety shall be tied to the development program, and completion of all improvements covered by the surety for each phase of development will be followed by inspection and potential reduction of the surety.

14. Certified Site Plan

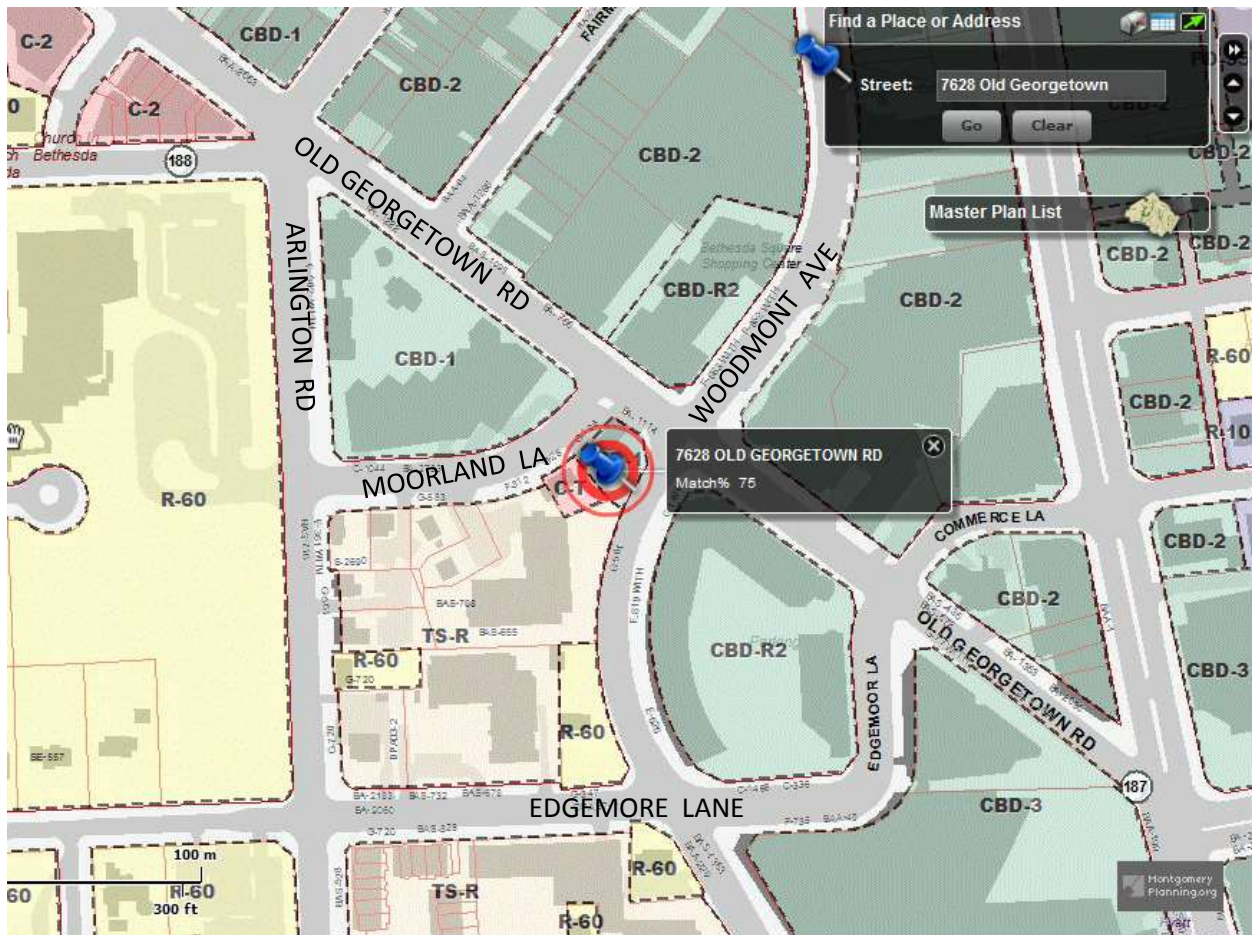
Prior to approval of the Certified Site Plan the following revisions must be made and/or information provided subject to Staff review and approval:

- a) Include the forest conservation exemption approval letter, stormwater management concept approval letter, development program, and Site Plan resolution on the approval or cover sheet(s).
- b) Add a note to the Site Plan stating that "M-NCPPC Staff must inspect all tree-save areas and protection devices prior to clearing and grading".
- c) Modify data table to reflect development standards enumerated in the Staff Report.
- d) Ensure consistency of all details and layout between Site and Landscape plans.

## SITE DESCRIPTION

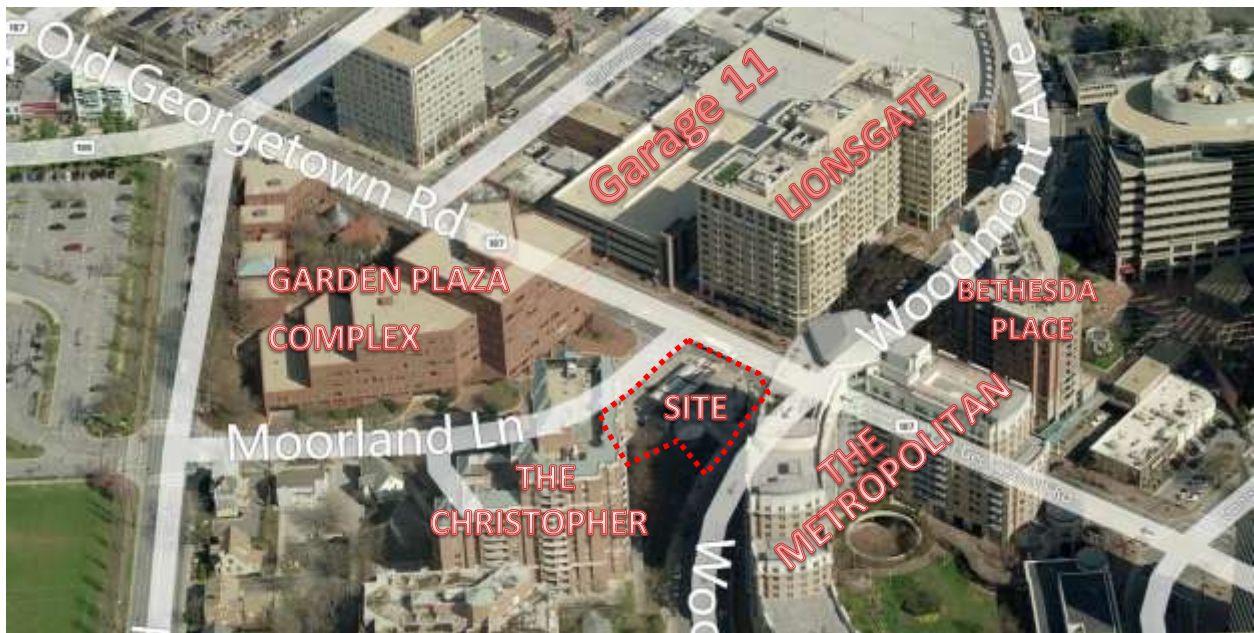
The project is located at 7628 Old Georgetown Road and 4804 Moorland Lane. The subject application (“Subject Property” or “Site”) is located within the Bethesda Central Business District (“CBD”) at the southwest quadrant of the intersection of Old Georgetown Road and Woodmont Avenue. A gas station currently occupies the portion of the site fronting Old Georgetown Road and a house built in 1928 (that has since been converted into office space and is currently used by a law firm) is located along Moorland Lane. The Site has street frontage on three sides with approximately 140 feet of frontage on Moorland Lane, 65 feet on Old Georgetown Road, and 100 feet on Woodmont Avenue. The net tract area of the Site is 11,248 square feet while the gross tract area of the Site is 17,827 square feet. The property is within the boundary of the 1994 Bethesda CBD Sector Plan and is south of the 2006 Woodmont Triangle Amendment area of the Sector Plan. The Woodmont Triangle Amendment includes recommendations for the Old Georgetown Road corridor, which is adjacent to the Subject Property.

## VICINITY



Vicinity Map

The Site is zoned Central Business District 1 (CBD-1) & Commercial Transition (C-T). Surrounding properties include The Christopher, an adjacent 13-story condominium to the southwest that contains four commercial units in the Transit Station Residential zone (TS-R). To the northwest is a medium-density, multi-use garden plaza complex which features a historic home and buildings up to eight stories in height. A four story Montgomery County Public Parking Garage (Garage 11) is located across Old Georgetown Road towards the north, which is adjacent to the Lionsgate high-rise condominiums that include retail space and underground parking. The Bethesda Place complex is located to the east and includes a mixed use of high-rise office buildings along with a variety of commercial and retail uses. The 14-story residential Metropolitan Apartments are located to the east. The Subject Property is approximately 850 feet from the Bethesda Metrorail station and bus transit center.



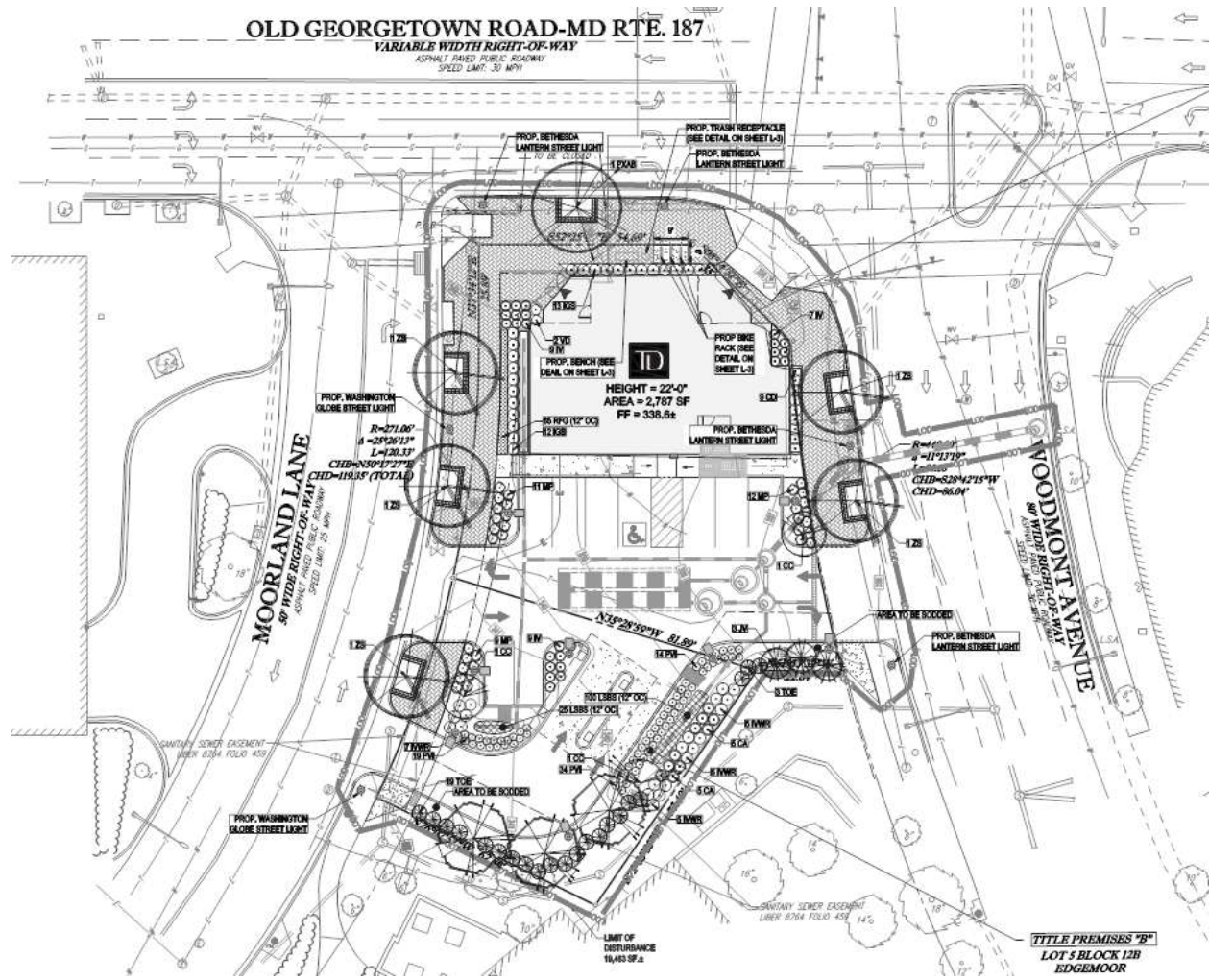
*Aerial Photo of the site and vicinity*

NORTH ↑

### **SITE ANALYSIS**

The Site has a gross tract area of 17,827 square feet and consists of an existing lot along with parts of lots that will be consolidated into one new lot under the minor subdivision process (refer to Attachment “A”). The property is currently 90% covered by impervious surfaces associated with the gas station and office uses. The property contains no forest or other significant environmental features.

## PROJECT DESCRIPTION



*Proposed Site Plan Features*

The Applicant proposes to redevelop the property and construct a single story 2,787 square-foot bank branch building that will be 15.3 feet in height, though the building will feature a tower element with a maximum height of 22 feet. The Site will include a remote drive through teller, onsite parking, landscaping, public open space, and also provide streetscape per the Bethesda standards.





*Proposed Architecture*

The Site is located within the Bethesda Parking Lot District, therefore the Applicant has the option to provide no on-site parking or fewer parking spaces than the standard requirements. However the applicant would need to pay a corresponding tax for parking that was not provided on the site. The baseline parking calculations for this site are determined by the use and size of the building, along with the proximity to the Metro station. A bank is considered as “general office” under definitions in the Zoning Ordinance section 59-A-2.1. The entrance to the bank building is proposed to be approximately 850 feet from the escalator to the Metro station. Therefore the base requirement for the parking associated with this project is 2.1 spaces per each 1000 gross square feet<sup>1</sup> or “GSF”. (A condition of approval is recommended regarding a correction needed on the parking calculations). Since the building is 2,787 square feet in size, 5.9 parking spaces are required (rounded to 6 spaces). The Applicant is proposing six standard parking spaces, two compact spaces, and one space that is compliant with ADA accessible guidelines, for a total of nine parking spaces.

The project also features an ATM vestibule that is readily accessible from the street frontage near the corner of Old Georgetown Road and Woodmont Avenue and is also located near the proposed bike racks. There are additional entrances to the bank, one of which is at the corner of Old Georgetown and Moorland and the third entrance is at the rear of the bank adjacent to the onsite parking.

The building itself will feature a full green roof and the Site design includes public open-space, onsite landscape, lighting, trash receptacles, and benches. The full Bethesda streetscape standards will be applied to all three applicable sides of the project and include six street trees, brick paving, and

<sup>1</sup> Per the table in the zoning ordinance under 59-E-3.2

Bethesda lanterns/Washington globe streetlights as applicable. Storm-water management will be addressed by bioretention areas, planter boxes, and underground filters in addition to the green roof.

## **ANALYSIS AND FINDINGS**

### **Public Facilities**

The Site currently has vehicular access on Old Georgetown Road (MD 187), Moorland Lane, and Woodmont Avenue. The project proposes eliminating the Old Georgetown Road access and limiting future vehicular access to two driveways on Moorland Lane and one driveway on Woodmont Avenue. The two driveways on Moorland Lane will serve as: 1) a full-movement site entrance/ exit (24 feet wide), and 2) an inbound drive-thru ATM entrance (15 feet wide). Both Moorland Lane access points converge within the Site to meet a site entrance/ exit point on Woodmont Avenue (24 feet wide). The Woodmont Avenue access point is limited to right-in/ right-out maneuvers due to the one-way (southbound) operation of Woodmont Avenue along the Site frontage.

Due to the small size of the Site and potential for relatively direct vehicular cut-through traffic between Old Georgetown Road, Moorland Lane, and Woodmont Avenue, Staff recommends (as a condition of approval) that the internal site drive aisles be constructed with decorative paving materials. This strategy is consistent with the lay-by associated with 7700 Old Georgetown Road (across Moorland Lane to the northwest) and would discourage cut-through traffic by providing a visual cue to motorists that the internal drive aisle is a shared space between pedestrians and vehicular traffic.

Pedestrian access will be provided along the entire site frontage in accordance with Bethesda streetscape standards. Additionally, entrances to the building will be oriented toward public sidewalks and six short-term bicycle parking spaces to promote non-automobile trips and pedestrian activity. The *Approved and Adopted 1994 Bethesda CBD Sector Plan* recommends that the intersection of Old Georgetown Road/ Woodmont Avenue have a turning radius of 25 feet to limit vehicle turning speeds and reduce pedestrian crossing distance. However, based on coordination with the Maryland State Highway Administration (MD SHA) and Montgomery County Department of Permitting Services, staff recommends that the current curb radius of 48 feet be maintained. This 48-foot wide radius is necessary to accommodate the heavy double right-turn lanes from Old Georgetown Road to Woodmont Avenue. Pedestrian safety measures in place at this intersection include a “No Turn on Red” restriction and countdown pedestrian signals.

The *Approved and Adopted 2005 Countywide Bikeways Functional Master Plan* designates Woodmont Avenue for master-planned bicycle lanes (BL-6); however, existing off-site roadway features (i.e. parking, operational elements, etc.) and limited site frontage on that street prevent piecemeal installation of those bicycle lanes as part of this project. If the bicycle lanes were implemented along the frontage, the result would be an interim condition comprised of a discontinuous and potentially unsafe bicycle facility (until the remainder of Woodmont Avenue was improved to continue the bicycle lanes). As a result of the existing off-site conditions and inability to provide safe and continuous bicycle lanes within the immediate project limits, Staff has directed the Applicant to show a conceptual alignment of the bicycle

lanes. This conceptual alignment demonstrates that the proposed development will not preclude future installation of the bicycle lanes by others.

The immediate area is well served by transit that includes the Red Line Bethesda Metrorail Station (located less than a ¼ mile to the southeast of the site), Metrobus, RideOn, and the Bethesda Circulator and future Purple Line. Specific transit routes near the Site include:

1. RideOn Bus Routes 29, 32, 30, 34, 36, 40, 47, 70
2. WMATA Metrobus Routes J2, J3, J4, J7, and J9

### **Master Plan Roadways and Pedestrian/Bikeway Facilities**

The 1994 *Bethesda CBD Sector Plan* and 2005 Countywide Bikeways Functional Master Plan have the following master-planned facilities along the property frontage:

1. Old Georgetown Road between the Sector Plan boundary to the north and Wisconsin Avenue (MD 355) to the south, as a major highway (M-4) with a minimum right-of-way width of 80 feet.
2. Woodmont Avenue, between the Sector Plan boundary to the north and Leland Street to the south, as an arterial roadway (A-68) with a minimum right-of-way width of 70 feet; master-planned bicycle lanes (BL-6) between Battery Lane and Bethesda Avenue.
3. The intersection of Old Georgetown Road/ Woodmont Avenue should have a turning radius of 25 feet to limit vehicle turning speeds and reduce pedestrian crossing distance.

### **Adequate Public Facilities Review**

A traffic statement (dated January 23, 2014) was submitted for the subject application per the *LATR/TPAR Guidelines* because the proposed development is estimated to generate less than 30 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. Trip generation, summarized in Table 1, shows that the proposed development will generate less peak hour traffic than the existing gasoline service station. As a development within the Bethesda CBD Policy Area, the project is exempt from the Transportation Policy Area Review (TPAR) transit test and is considered to be adequate under the TPAR roadway test. As a result, the proposed development satisfies 2012-2016 Subdivision Staging Policy without making a TPAR payment. Staff concludes that the proposed development satisfies the *LATR and TPAR* requirements of the APF review and will provide safe, adequate, and efficient access.

**TABLE 1  
SUMMARY OF SITE TRIP GENERATION  
7826 OLD GEORGETOWN ROAD  
PROPOSED TD BANK PROJECT**

Trip Generation	Morning Peak-Hour			Evening Peak-Hour		
	In	Out	Total	In	Out	Total
<b>Existing (Credit)<sup>2</sup></b>						
Gasoline Service Station (6 Pumping Stations) Pass-By Credit (60% AM/ 50% PM)	39 (23)	35 (21)	74 (44)	38 (19)	36 (18)	74 (37)
<b>Existing Credit Subtotal</b>	<b>16</b>	<b>14</b>	<b>30</b>	<b>19</b>	<b>18</b>	<b>37</b>
<b>Proposed Development (CBD Rates)</b>						
Drive-Thru Bank (2 Drive-Thru Lanes) Pass-By Credit (0% AM/ 47% PM)	11 --	8 --	19 --	27 (13)	28 (13)	55 (26)
<b>Proposed Development Subtotal</b>	<b>11</b>	<b>8</b>	<b>19</b>	<b>14</b>	<b>15</b>	<b>29</b>
<b>Net Decrease in Peak Hour Trips</b>						
Without Pass-By Credit	(28)	(27)	(55)	(11)	(8)	(19)
With Pass-By Credit	(5)	(6)	(11)	(5)	(3)	(8)

Source: Kimley-Horn Associates, Inc. Traffic Statement dated January 23, 2013.

**Master Plan**

Note: The Standard Method of development associated with this project **is not technically subject to Master Plan compliance**; however the project is in general conformance with the 1994 Bethesda Central Business District Plan which *recommended the promotion of a healthy economy including a broad range of business, service and employment opportunities at appropriate location*. The Plan also recommended continuing the development pattern of small-scale standard method infill. It further conforms to the Plan goals by preserving the predominantly low-density, low scale commercial character of the corridor (page 87) and through the planting of street trees and the extension of the streetscape improvements and by retaining the existing zoning along the south side of Old Georgetown Road.

<sup>2</sup> Existing vehicular trip generation credit is limited to the existing automobile filling station and does not account for the additional trips associated with the adjacent existing office in the CT zone that is also part of this application. Excluding the existing office trips makes the traffic impact analysis more conservative by accounting for a smaller existing trip credit toward the proposed development.

The parcel is located within the Old Georgetown Road Corridor of the Bethesda CBD Sector Plan which has a number of graphics and maps that identify recommendations for the Subject Property (pages 54, 60 & 81). However the graphics are clarified by the text on page 85 which reads:

*The Plan recommends low-density office use for the properties... on Moorland Lane near Old Georgetown Road. These properties are isolated from further TS-R development. For the parcel on Moorland Lane, the density should be limited to 1.0 FAR to coincide with the density allowed on the adjacent CBD-1 parcel. Office use may also continue on the Moorland Lane Parcel in the C-T zone.*

Bethesda CBD Sector Plan recommendations regarding transportation issues are appropriately addressed by the application as discussed in the preceding *Master Plan Roadways and Pedestrian/Bikeway Facilities* section of the this report and recommended conditions of approval.

The Site is not within the formal study area of the Woodmont Triangle Amendment to the 1994 Sector Plan however the Site is within the same Old Georgetown Road Corridor that is addressed by the CBD Plan and the Sector Plan amendment. The applicable recommendations on the Old Georgetown road corridor by are met by the significant aesthetic and pedestrian friendly upgrades provided by the proposed Bethesda streetscape (particularly when compared to the existing conditions associated with the aging gas station).

### **Environmental Guidelines and Forest Conservation**

The Subject Property is located in the Bethesda CBD and within the Willett Branch watershed which is a tributary to Little Falls Branch Stream, a Use I-P<sup>3</sup> watershed. The Site is not associated with any environmentally sensitive features such as forest areas, stream buffers, wetlands, 100 year floodplains steep slopes or specimen trees. Other than some minor patches of grass there is no landscaping or street trees associated with the Subject Property. Street trees are located on the opposite sides of the roadway from the Subject Property and nearby evergreen tree plantings occur with the immediately adjacent condominium property.

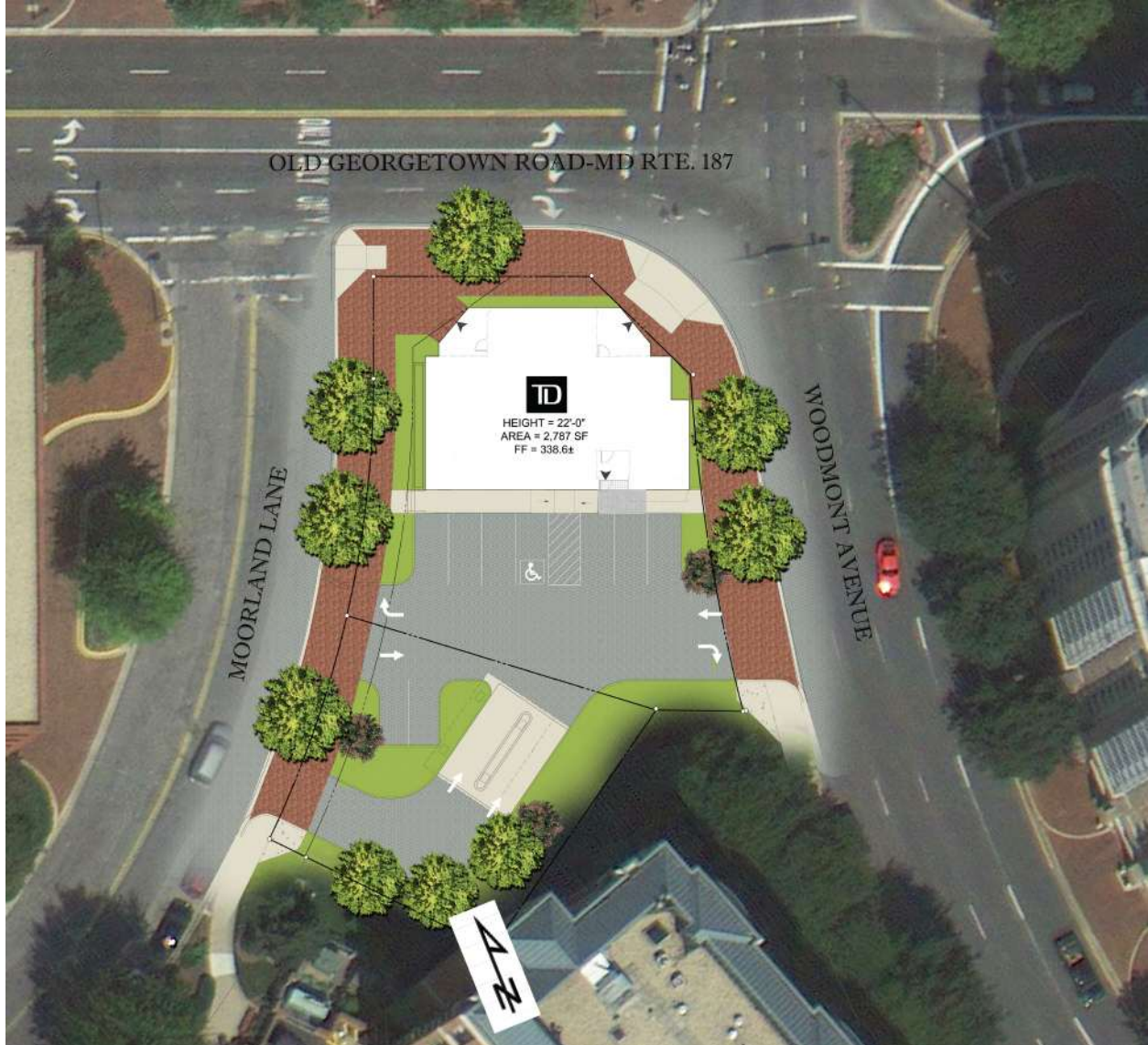
A forest conservation exemption was confirmed for the property on August 1, 2013. The project qualifies for a small property exemption under section 22A-5(s)(1) of the Montgomery County Forest Conservation Law- an activity occurring on a tract of land less than 1.5 acres with no existing forest, or existing specimen or champion tree, and the afforestation requirements would not exceed 10,000 square feet.

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<sup>3</sup> *Use I-P:*

*WATER CONTACT RECREATION & PROTECTION OF AQUATIC LIFE, AND PUBLIC WATER SUPPLY*

*Waters that are suitable for: water contact sports: play and leisure time activities where the human body may come in direct contact with the surface water; fishing; the growth and propagation of fish (other than trout); other aquatic life, and wildlife; agricultural water supply, industrial water supply, and use as a public water supply.*



*Illustrative Plan*

**Zoning Ordinance – 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.*

The application was not subject to a development plan, diagrammatic plan, schematic development plan nor a Project Plan.

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 site is zoned CBD-1 and C-T. As described in *Sec. 59-C-6.211 through 59-C-6.213* the **CBD-1 Zone** is intended for use in areas where higher densities are not appropriate. Furthermore, the purpose of CBD-1 Zone is to foster and promote the orderly development of the fringes of the Central Business Districts so that these areas will provide land uses at a density and intensity that will encourage small business enterprises and diverse living accommodations, while complimenting the uses in the interior portions of these districts and provide compatibility with the adjacent land uses outside of the CBDs. The proposed development is permitted within the zone and meets the purpose and requirements of the zone.

The purpose of the **C-T Zone** is to “provide sites for low-intensity commercial buildings which, singly or in groups, will provide an appropriate transition between one-family residential areas and high-intensity commercial development” (Sec. 59-C-4.301.) The proposed use is permitted within the zone and meets the purpose and requirements of the zone. The proposed Site Plan includes a low-intensity office use that meets the purpose of the C-T Zone. The development meets or exceeds all development standards of both zones as shown on the data table below. Regarding density, height, green area, and parking, the proposed development exceeds minimum requirements and is less than any allowed maximum restrictions. Regarding setbacks, the proposed structure and parking areas meet or exceed the minimum setbacks of the Zones.

The following data tables below indicate the proposed development’s compliance with the Zoning Ordinance. Only the standards that are affected by the proposed plan are listed; comprehensive modified data tables will be included on the Certified Site Plan. As the following project data table indicates, the site plan meets all of the development standards of the applicable zones. With respect to building height, setbacks, and density the proposed development is under all the maximum standards allowed. With respect to green space the proposed development provides onsite landscape beds, planter boxes and a green roof allowing for a greater amount of permeable surface and landscaped open space.

Project Data Table for the **CBD-1 Zone**, Standard Method of Development

<b>Development Standard Section 59-C-6.23.</b>	<b>Permitted/Required CBD-1</b>	<b>Proposed for Approval</b>
<b>Gross Tract Area</b>		
Existing lot area	N/A	8,296
Previously dedicated area	N/A	3,415
Total Gross Tract Area	N/A	11,711 sf
<b>Net Lot Area</b>		
Existing lot area	N/A	8,296
Proposed dedicated area	N/A	1,103
Net Lot Area	N/A	7,193
<b>Max. Building Coverage Section 59-C-6.232.</b>	75 % 5,394 sf	39% 2,787 sf
<b>Min. Public Use Space Section 59-C-6.233 (% of net lot area)</b>	10 719 sf	16.7 1,199 sf
<b>Max. Floor Area Ratio (FAR)</b>	1.0 Maximum	0.24
<b>Max. Building Height (feet)</b>	60	22'
<b>Min. Parking /Building Setbacks (feet)</b>		
Front	N/A	0
Rear	15'	54.0
Side (Woodmont Ave)	N/A	1.0'
Side(Moorland Lane)	N/A	0
<b>Green Area (% of lot)</b>	N/A	10
<b>Parking Spaces</b>	6* (2.1 per 1000 GSF)	6* (2.1 per 1000 GSF)

\*The site is located within a Parking Lot District; figures are based on standard requirement

7 spaces are provided in the CB-1 zone (2 other spaces are provided in the C-T zone)



Project Data Table for the **C-T Zone**, Standard Method of Development

<b>Development Standard Sec 59-C-4.30.</b>	<b>Permitted/Required C-T</b>	<b>Proposed for Approval</b>
<b>Gross Tract Area</b>		
Existing lot area	N/A	4,664
Previously dedicated area	N/A	1,452
Total Gross Tract Area	N/A	6,116 sf
<b>Net Lot Area</b>		
Existing lot area	N/A	4,664
Proposed dedicated area	N/A	609
Net Lot Area	N/A	4,055
<b>Max. Building Coverage Sec 59-C-4.303.</b>	30 % 1,216 sf	14.5% 589 sf
<b>Max. Floor Area Ratio (FAR) Sec 59-C-4.304.</b>	0.5 Maximum	0.10
<b>Max. Building Height (feet) Sec 59-C-4.303.</b>	24' Maximum	15.3'
<b>Min. Parking /Building Setbacks (feet) Sec 59-C-4.305.</b>		
Front	N/A	3.0'
Rear	15'	31.0'
Side (Woodmont Ave)	15'	20.0'
Side(Moorland Lane)	10'	19.0'
<b>Green Area (% of lot) Sec 59-C-4.306.</b>	10	10
<b>Parking Spaces</b>		2 within C-T zone

3. *The locations of buildings and structures, open spaces, landscaping, recreation facilities, and pedestrian and vehicular circulation systems are adequate, safe, and efficient.*
- a. The buildings and structures of the proposed development are located in a readily accessible configuration. The bank building is located near the street frontage of a major roadway. The location near the street and the associated major pedestrian corridor will facilitate pedestrian access to the Site. Furthermore bike racks are located near the ATM vestibule entrance. The parking is located near the rear entry of the building. These locations provide easy access to the building from adjoining sidewalks and parking. Furthermore the design also features a remote teller with two drive lanes. Staff finds the locations of the buildings and structures to be adequate and efficient, while meeting the aesthetic concerns of the area, and do not pose any safety concerns on the site.
  - b. The green space, open space, public use spaces are adequate and as demonstrated in the preceding tables exceed the requirements of the respective zones associated with the project.
  - c. The landscaping provides a streetscape per the Bethesda standards on three sides of the Site and includes canopy trees and shrubs along the southern property line adjacent to the existing condominium building. The landscaping provides an appropriate buffer from the surrounding uses and includes a number of native plantings that will be aesthetically pleasing and also provides benefits for local wildlife in addition to providing shading cooling and water uptake.
  - d. Recreation facilities are not required since the project is an office use and not subject to residential recreational requirements.
  - e. Pedestrian circulation access adequately and efficiently integrates this Site into the surrounding area. Safety is enhanced by several improvements such as eliminating the existing vehicular access from Old Georgetown Road (a major pedestrian corridor) and providing streetscape per the Bethesda standards. The distinctive brick paving associated with the Bethesda streetscape will distinguish the pedestrian corridors from the vehicular access areas on three sides of the site and also includes street trees that will provide pedestrians a buffer from the roadway. The building itself is readily accessible from the site and the general vicinity. The entrance to the building is approximately 850 feet away from the escalator of the nearby metro/transit station.
  - f. The vehicular circulation design efficiently directs traffic into and through the Site with minimal impacts to pedestrian circulation on the site. The proposal eliminates the existing Old Georgetown Road access and limits future vehicular access to two driveways on Moorland Lane and one driveway on Woodmont Avenue. The two driveways on Moorland Lane will serve as a full-movement site entrance/ exit and an inbound drive-thru ATM entrance. Both Moorland Lane access points converge within the site to meet a site entrance/exit point on Woodmont Avenue. The Woodmont Avenue access point is limited to right-in/right-out maneuvers due to the one-way (southbound) operation of Woodmont Avenue along the site frontage.

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

The proposed use is compatible with the adjacent and confronting roadways and residential uses as well as pending development plans. The immediate vicinity has been built out in recent decades and is not likely to redevelop in the foreseeable future.

The structures are compatible with the nearby buildings and existing features. The bank is sited near the busiest roadway frontage which both activates the adjacent streetscape areas while maximizing the buffer for the existing condominium.

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

The proposed development is subject to the forest conservation law; however exemption [42014016E](#) was confirmed on August 1, 2013. The project qualifies for a small property exemption under section 22A-5(s)(1) of the Montgomery County Forest Conservation Law- *an activity occurring on a tract of land less than 1.5 acres with no existing forest, or existing specimen or champion tree, and the afforestation requirements would not exceed 10,000 square feet.*

The proposed development is subject to Chapter 19 and meets all applicable requirements for water resources protection. The SWM concept was approved by the DPS Water Resources Section on November 15, 2013. The concept includes a green roof over the entire bank building, and roof drains connected to planter boxes along with structural treatments and filters. Additional bio-retention areas are also located onsite.

## **COMMUNITY OUTREACH**

The Applicant has met all proper signage, noticing, and submission meeting requirements. As of the date of this report, Staff has received one correspondence on this site plan application. The letter is from the Board of Directors for the adjacent Christopher Condominiums and expresses “enthusiastic support” of the Site Plan based on the improvements of reduced vehicular access/increased pedestrian safety, compatibility, and environmental and asthenic improvements over the existing conditions.

## **APPENDICES**

- A. Reviewing Agency Approval Letters
- B. Correspondence



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

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

MARYLAND DEPARTMENT OF TRANSPORTATION

March 28, 2014

Ms. Cathy Conlon  
Montgomery County Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910

RE: Montgomery County  
MD 187 (Old Georgetown Road)  
TD Bank - Bethesda  
SHA Tracking No: 14APMO011XX  
MNCPPC File No: 820140080  
Mile Post: 0.17

Dear Ms. Conlon:

Thank you for the opportunity to review the site development plan, dated February 25, 2014, for the proposed TD Bank - Bethesda in Montgomery County. The State Highway Administration (SHA) offers the following comments:

**Access Management Division Comments:**

1. Plans should be sealed and signed by a Professional Engineer (with PE Certification Note) or Professional Land Surveyor with every submittal. This information must be shown on each sheet.
2. The closing of the existing Shell Gas Station access on MD 187 and the improvements within SHA right of way will require an access permit.
3. Please provide detailed stormwater management and erosion and sediment control plans for review.
4. It is noted that the proposed streetscape sidewalk will be constructed using brick pavers. This sidewalk must be a minimum of 5 ft in continuous width in order to meet ADA compliance.
5. Update the legend on the cover sheet to include the proposed brick paver sidewalk.
6. Please include Detectable Warning Surfaces (MD 655.40) to all reconstructed SHA pedestrian ramps.
7. Show the centerline of MD 187.
8. The State Highway Administration requires that any right-of-way or easement donation (dedication) be platted to SHA standards. These standards may be found at <http://www.roads.maryland.gov>; - Business Center; - Surveyors Center; then follow the link to Developer Donation Plat Standards. Please contact Ms. Jane Heming, Chief, Records & Research Section, Office of Real Estate at 410-545-2829 or [jheming@sha.state.md.us](mailto:jheming@sha.state.md.us) for existing right-of-way information. Note that any plats produced for the SHA shall be on NAD83/91 datum. Please contact Mr. Dan Sain, Assistant Division Chief, Plats and Surveys Division at 410-545-8961 or [dsain@sha.state.md.us](mailto:dsain@sha.state.md.us) for SHA-GPS control location and information. All plats must be submitted in hard copy format for review, checking and final issuance. All subdivision plats that will be showing donated area must be approved by PSD prior to recordation at the County level. The first plat submission shall come through the Access Management Division directly to Mr. Steven Foster, attention of Mr. Erich Florence. Subsequent plat submissions may be made directly to the Plats and Surveys Division. Please contact Mr. Bill Carroll, Assistant Division Chief, Plats and Surveys Division at 410-545-8958 or [bcarroll2@sha.state.md.us](mailto:bcarroll2@sha.state.md.us) for additional information about the Donation Plat review process. Additionally, contact Mr. Paul Lednak, Chief, District 3 Right-of-Way at 301-513-7466 or via email at [plednak@sha.state.md.us](mailto:plednak@sha.state.md.us) for information about the Donation Deed requirements and procedures.

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.roads.maryland.gov](http://www.roads.maryland.gov)

9. Please place the following note on the first sheet of the plan set:

**The following standards (construction and temporary traffic control) are required for this project (list them out as shown below):**

- a) MD-xxx.xxx – Name of standard
- b) MD-xxx.xxx – Name of standard

**For all standards referred to on the plans the contractor must go to the Book of Standards which will have the most current version. The Book of Standards can be accessed at:**  
<http://apps.roads.maryland.gov/businesswithsha/bizStdsSpecs/desManualStdPub/publicationsonline/ohd/bookstd/index.asp>

**All items are to be constructed in accordance with the current version of the referenced standard at the time of construction.**

Further plan submittals should reflect the above comments. Please have the applicant submit six (6) sets of revised plans, a CD containing the plans and supporting documentation in PDF format and 2 copies of the hydraulic analysis, as well as a point by point response, to reflect the comments noted above directly to Mr. Steven Foster attention of Mr. Erich Florence. Please reference the SHA tracking number on future submissions. Please keep in mind that you can view the reviewer and project status via SHA Access Management Division web page at <http://www.roads.maryland.gov/pages/amd.aspx>. If you have any questions, or require additional information, please contact Mr. Erich Florence at 410-545-0447, by using our toll free number in Maryland only at 1-800-876-4742 (x0447) or via email at [eflorence@sha.state.md.us](mailto:eflorence@sha.state.md.us).

Sincerely,



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

SDF/JWR/EMF

Attachment

cc: Mr. Ed Axler, Montgomery County Planning/ [ed.axler@montgomeryplanning.org](mailto:ed.axler@montgomeryplanning.org)  
Mr. Bill Carroll, SHA – Plats and Surveys Division  
Mr. Patrick Fitzgerald, Bohler Engineering/ [pfitzgerald@bohlereng.com](mailto:pfitzgerald@bohlereng.com)  
Mr. Victor Grafton, SHA – District 3 Utility Engineer  
Ms. Jane Heming, SHA – Office of Real Estate  
Mr. Paul Lednak, SHA – District 3 Right of Way  
Mr. Mark McKenzie, SHA – Access Management Division Assistant Regional Engineer  
Ms. Anyesha Mookherjee, SHA – District 3 Assistant District Engineer - Traffic  
Mr. Scott Newill, SHA - Access Management Division Regional Engineer  
Mr. Michael Powell, owner/applicant – TD Bank/12000 Horizon Way, Mt. Laurel, NJ 08054  
Mr. John Ritter, SHA – District 3 Resident Maintenance Engineer – Fairland Shop  
Mr. Dan Sain, SHA – Plats and Surveys Division

Ms. Cathy Conlon  
SHA Tracking No.:14APMO011XX  
Page 3  
March 28, 2014

Mr. Brian Young, SHA – District 3 Engineer  
[Catherine.Conlon@montgomeryplanning.org](mailto:Catherine.Conlon@montgomeryplanning.org)

## Fuster, Marco

---

**From:** Scott Newill <SNewill@sha.state.md.us>  
**Sent:** Thursday, August 07, 2014 9:32 AM  
**To:** Folden, Matthew  
**Cc:** Fuster, Marco; Erich Florence  
**Subject:** Re: TD Bank Bethesda (820140080)

Matt,

According to our database, there hasn't been a recent review of this project. Our last comments were in March. At that time, we asked for direct submission to address our last comments. We have no objection to the development moving forward pending the developer applying for and receiving an access permit for any work within the right of way.

Scott

Sent from my iPad

On Aug 6, 2014, at 2:36 PM, "Folden, Matthew" <[matthew.folden@montgomeryplanning.org](mailto:matthew.folden@montgomeryplanning.org)> wrote:

Hi Scott,

The subject project is scheduled to go to the Planning Board on September 18. Can you give me an estimate of when you expect to issue an approval/ denial letter? The project has frontage (but not access) onto Old Georgetown Road.

Thanks,

Matt

**Matthew Folden** | Planner Coordinator

Maryland – National Capital Park and Planning Commission

Montgomery County Planning Department | Planning Area 1

8787 Georgia Avenue | Silver Spring, MD 20910-3760



DEPARTMENT OF PERMITTING SERVICES

Isiah Leggett  
County Executive

Diane R. Schwartz Jones  
Director

November 15, 2013

Matthew K. Jones, P.E.  
Bohler Engineering  
16701 Melford Blvd., Suite 310  
Bowie, MD 20715

Re: Stormwater Management **CONCEPT** Request  
for TD Bank 7628 Old Georetown Road  
Preliminary Plan #: Pending  
SM File #: 256353  
Tract Size/Zone: 0.3 Ac./CBD-1 & C-T  
Total Concept Area: 0.38 Ac.  
Lots/Block: 5, 12-15 / 12B  
Watershed: Little Falls Branch

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 ESD to the MEP with the use of green roof, planter box micro-bioretenion, and two micro-bioretenion areas. The remaining volume will be treated with a proprietary underground filter.

The following **items** will need to be addressed **during** 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. Must provide a flow splitter, according to MCDPS standards, for the structural proprietary filter.
6. The green roof is to be designed by a professional with green roof experience.
7. All storm water management practices are to have easements and covenants.

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




Matthew K. Jones, P.E.  
Page 2  
November 15, 2013

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 David Kuykendall at 240-777-6332.

Sincerely,



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

MCE: me CN 256353 TD Bank.DWK

cc: C. Conlon  
SM File # 256353

ESD Acres:	0.38
STRUCTURAL Acres:	0.15
WAIVED Acres:	0.00



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

August 1, 2013

Mr. Michael Powell  
TD Bank  
12000 Horizon Way  
Mt. Laurel, N.J. 08054

Re: Forest Conservation Exemption 42014016E; 7628 Old Georgetown Road; lots 5, 12-15  
(residue of) Block 12B, & lot 5 Block 12B; Edgemoor

Dear Mr. Powell:

Based on the review by staff of the Montgomery County Planning Department, the Forest Conservation Exemption Request submitted on July 29, 2013 for the plan identified above, is confirmed. The project site is exempt from Article II of the Montgomery County Code, Chapter 22A (Forest Conservation Law), Section 22A-5(S)(1). This exemption covers an activity conducted on a tract less than 1.5 acres with no existing forest, or existing specimen or champion tree, and the afforestation requirements would not exceed 10,000 square feet.

If you have any questions regarding these actions, please feel free to contact me by email at [david.wigglesworth@montgomeryplanning.org](mailto:david.wigglesworth@montgomeryplanning.org) or at (301) 495-4581. Please contact this inspector and the Montgomery County Department of Permitting Services Sediment Control inspector for a pre-construction meeting to verify the limits of disturbance prior to starting clearing and grading at the property..

Sincerely,

A handwritten signature in black ink that reads "David Wigglesworth".

David Wigglesworth  
Sr. Planner  
Development Applications & Regulatory Coordination

CC: 42014016E

Matthew K. Jones (Bohler Engineering)



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

December 19, 2013

Mr. Patrick D. Fitzgerald, P.E.  
Bohler Engineering  
16701 Melford Blvd, Suite 310  
Bowie, MD 20715

Re: Part of Lots 12, 13, 14 and 15, Block 12B – Edgemoor (~8,316 SF)

Dear Mr. Fitzgerald:

Planning staff has reviewed the information you provided for the above-referenced property – Part of Lots 12, 13, 14 and 15, Block 12B, Edgemoor. It is our finding that the subject property does qualify for an exception to the platting requirement pursuant to Sections 50-9(c) of the Montgomery County Subdivision Regulations. The deed history of the property indicates that in 1981, 3,968 square feet of land was conveyed from the subject property to Montgomery County, Maryland per deed recorded in Liber 5695 at Folio 48 of the Montgomery County Land Records; in 1985, 832 square feet of that conveyance was deeded back to the subject property per deed recorded in Liber 6890 at Folio 265 of the Montgomery County Land Records; and in 1987, 219 square feet of land was conveyed from the subject property to Montgomery County, Maryland per deed recorded in Liber 7849 at Folio 265 of the Montgomery County Land Records. These have been the only changes to the shape and size of the lots since their creation on May 13, 1940, per Plat No. 1232. Therefore, these parts of lot would not need to be recorded by record plat prior to issuance of a building permit, and they may be consolidated together, or with other lots, to create a new lot(s) through the minor subdivision process.

This letter does not waive the authority of any governmental agency and does not guarantee issuance of a building permit or imply exemption status to any other statute. You may wish to contact the Montgomery County Department of Permitting Services to understand any other limitations associated with the issuance of a building permit on this property.

If you have any questions regarding this transmittal, please contact me at 301-495-4542.

Sincerely,

Cathy Conlon, Supervisor  
M-NCPPC – DARC Division

cc: Christopher M. Ruhlen, Esquire  
Lerch, Early & Brewer, Chtd.

June 20, 2014

**VIA FIRST CLASS MAIL**

The Honorable Françoise Carrier, Chair  
and Members of the Montgomery County Planning Board  
Maryland-National Capital Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910

**Re: TD Bank Site Plan Application No. 820140080**

Dear Chair Carrier and Members of the Planning Board:

On behalf of The Christopher Condominium, we are writing to express our enthusiastic support for TD Bank's proposed development project at the southwest corner of Old Georgetown Road and Woodmont Avenue. The Christopher Condominium is located at 4808 Moorland Lane in Bethesda, Maryland, directly adjacent to the proposed TD Bank site. The Board of Directors has reviewed this project and members have expressed their desire to see the development move forward.

We support the proposed TD Bank branch building at this location for several reasons:

- Reduced vehicular traffic & fewer ingress and egress – safety improvement for pedestrians
- Low rise development – allays concerns of residents of a high rise building going up adjacent to The Christopher
- No longer an eye sore for residents overlooking the site – especially taking into account the green roof element of the design
- Less of an environmental concern
- Nicer finish with integrated greenery - the shrubs & brick sidewalk that will be added

We urge the Planning Board to approve this project and allow the redevelopment of this corner of the intersection to move forward. We thank you for the opportunity to present our views.

Sincerely,

The Board of Directors, The Christopher Condominium

Marilyn Lucht, Stephen Groh, Allan Chaudhuri & Jason Ribakow