



Item # 3

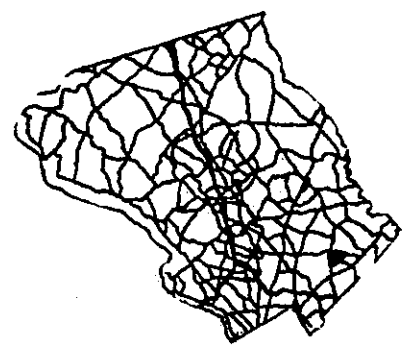
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MEMORANDUM

DATE: June 6, 2002
TO: Montgomery County Planning Board
VIA: Joseph R. Davis, Chief *JRD*
Larry Ponsford, Supervisor
Development Review Division
FROM: Robert A. Kronenberg, RLA *RAK*
Planning Department Staff
(301) 495-2187

REVIEW TYPE: Site Plan Review
APPLYING FOR: C-1 Zone; 2.04 Acres Property
3,200 sf of Commercial Office and 11,000 sf of Retail
PROJECT NAME: Colesville Chevy Chase Bank
CASE #: 8-02032
REVIEW BASIS: Site Plan Review Required in the C-1 Zone, Article 59-C-341.2
Site Plan Review Required for commercial properties adjacent to
residentially zoned properties, Zoning Regulations 59-E-2.81

ZONE: C-1 Commercial
LOCATION: Colesville
Northeast intersection of New Hampshire Avenue and Wolf Drive
MASTER PLAN: White Oak
APPLICANT: Chevy Chase Bank
FILING DATE: March 20, 2002
HEARING DATE: June 6, 2002



STAFF RECOMMENDATION: Approval of a 3,200 sf commercial office building, specifically a drive-in bank and an 11,000 sf retail building with the following conditions:

1. Standard Conditions dated October 10, 1995, Appendix A.
2. Conditions of MCDPS stormwater management concept approval dated March 5, 2002.
3. Prior to signature set approval, applicant to provide the following revisions and/or information:
 - a. Show all zoning lines, easements, buffers and ROWS
 - b. Sidewalks:
 - i. All internal sidewalks to be a minimum of 4 feet in width;

- ii. Provide painted crosswalks along New Hampshire Avenue where the sidewalk crosses the entrance;
 - iii. Identify and label the existing 6-foot bike path (PB-24, Class III) along New Hampshire Avenue. Replace the asphalt patches with concrete sections, minimum 5-foot sections;
 - iv. Provide a 5-foot wide concrete sidewalk from the intersection of New Hampshire Avenue to the access point into the site from Wolf Drive.
 - c. Provide a parking facilities plan for Phase I and Phase II of development, identifying the parking spaces allocated for the bank and retail use;
 - d. Provide tree protection measures for the existing trees on the northern property line and the 42" dbh Willow Oak at the proposed Wolf Drive entrance, to ensure trees remain healthy during construction activities;
 - e. Landscape and Lighting Plan to show the following:
 - i. Provide a lighting distribution plan showing details and specifications for lighting fixtures (fixtures, cut sheets, wattage, illumination summary, pole height, deflector shields); lighting levels shall follow the Illuminating Engineering Society of North America (IESNA), Lighting for Parking Facilities, RP-20-98, which recommends that light levels in parking lots where enhanced security is desired, not exceed a 15:1 Maximum to Minimum Uniformity Ratio;
 - ii. Distribution Plan to include any wall pack or wall mounted fixtures on the proposed building;
 - iii. Distribution Plan to include safety lighting methods to address after-hour lighting distribution;
 - iv. Light poles not to exceed 18 feet in height, except on the eastern boundary, adjacent to the residential neighborhood, which shall not exceed 14 feet in height;
 - v. All light fixtures shall be full cut-off fixtures;
 - vi. Deflectors to be installed on all fixtures causing potential glare or excess illumination, specifically on the adjacent residential property to the east;
 - vii. Illumination levels not to exceed 0.5 footcandles (fc) at any property line abutting a residential zone;
 - viii. Prior to signature set approval, the applicant shall apply for a variance with the Board of Appeals to install an 8-foot board-on-board wood fence to replace the existing 6-foot stockade fence for the entire length of the eastern boundary. In the event the applicant is denied the application for the 8-foot wood fence, a 6-foot 6-inch board-on-board wood fence will be constructed in that location. Fence to be installed immediately after a decision has been rendered by the Board of Appeals. Building permits can be issued prior to a decision from the Board of Appeals.
 - ix. Provide details for the proposed 6.5-foot or 8-foot wood fence on the eastern perimeter of the site. Label the 8-foot detail to conform to the application for the variance;
 - x. Planting within the entire 25-foot buffer on the eastern perimeter to be installed prior to completion of Phase I.
4. Applicant to improve the entrance into the site from New Hampshire Avenue,

consistent with MDSHA design standards and comments dated April 10, 2002. [See Appendix B] Applicant is limited to (1) one typical directional entrance along MD 650.

5. Applicant to close the existing entrance from Wolf Drive and replace it with an access further away from the intersection with New Hampshire Avenue, in accordance with MCDPW&T design standards.
6. Applicant to comply with the MNCPPC Transportation Planning Memorandum recommendations dated May 30, 2002. [See Appendix B]
7. Applicant to limit development under this Site Plan application to a 3,200 square foot Drive-in Bank facility and an 11,000 square foot general retail building. Applicant may construct additional General Retail or General Office development up to a square footage that will not generate more than 19 A.M. and 78 P.M. weekday Peak Hour Trips. Any additional development or alternative uses are subject to review and approval by the Planning Board.
8. Prior to the Planning Board release of a building permit for the bank, the applicant shall provide staff with a copy of the application of the demolition permit to be issued by the Montgomery County Department of Permitting Services for the existing Safeway building. The building shall be demolished and all debris removed from the site prior to the applicant accepting a use and occupancy permit for the bank facility.

PLANT SCHEDULE



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FOREST CONSERVATION PLAN NOTES

7. ARE ANY ADDITIONAL QUESTIONS RECOMMENDED, ETC. SHALL NOT BE STOPPED WITH
OF OF PROPOSED STATE AND LINE.
8. NO CLAIMS OF ADDITIONAL STATE WITH ADDITIONAL STATE REVISIONS MEASURES HAVE BEEN
MAINTAINED.
9. NO CLAIMS OF ADDITIONAL MEASURES (FOR FOREST CONSERVATION PLAN) MAY INCLUDE:
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FOREST CONSERVATION WORKSHEET

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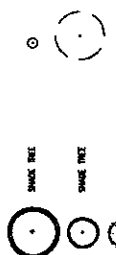
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GRAPHIC SCALE

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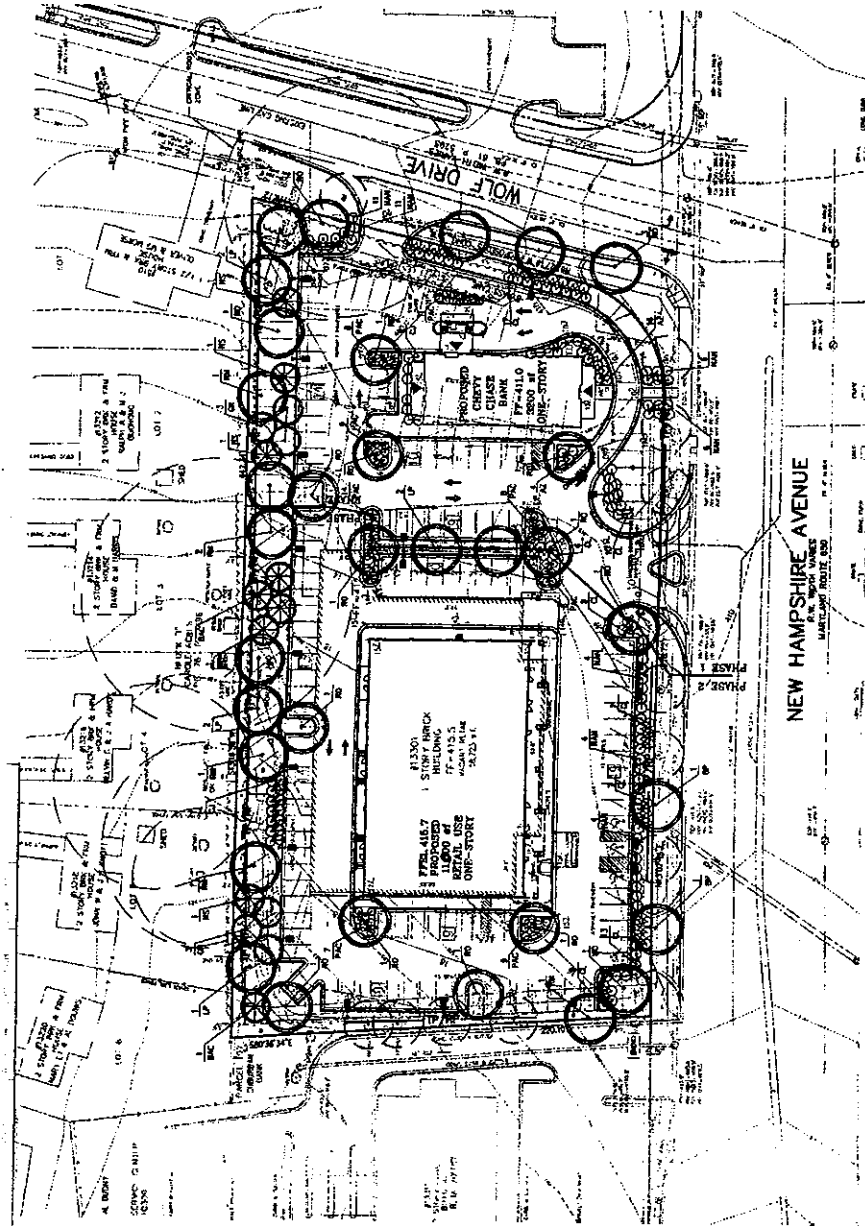
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COLESMILLE



THE END

CRASHING NOTE.
THE COSTING EXISTING BUILDING & APPURTENANCES ARE TO BE RECONSIDERED ON PHASE 2. THE INTRODUCTION OF PHASE 3 IS DEPENDENT ON THE MARKET. IN THE MEANTIME THE EXISTING BUILDING MAY BE USED FOR 11,500 SF OF RETAIL SPACE OR 14,500 SF OF OFFICE SPACE ON A COORDINATION OF BOTH. THE 20 LAMPSHIRE BLVD ON THE EASTERN PROPERTY LINE WILL BE PLANTED PRIOR TO OCCUPANCY OF PHASE 1.



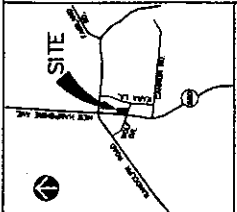
NEW HAMPSHIRE AVENUE

2025 CONVEYANCE STATE & COUNTY RECORDS
 2025 CONVEYANCE STATE & COUNTY RECORDS
 2025 CONVEYANCE STATE & COUNTY RECORDS

COLESVILLE DISTRICT
 CHEVY CHASE BANK
 MONTGOMERY COUNTY, MARYLAND

SITE AND GRADING PLAN

PROJECT/FILE NO.
 SHEET NO. 4



VICINITY MAP
 SCALE: 1" = 200'

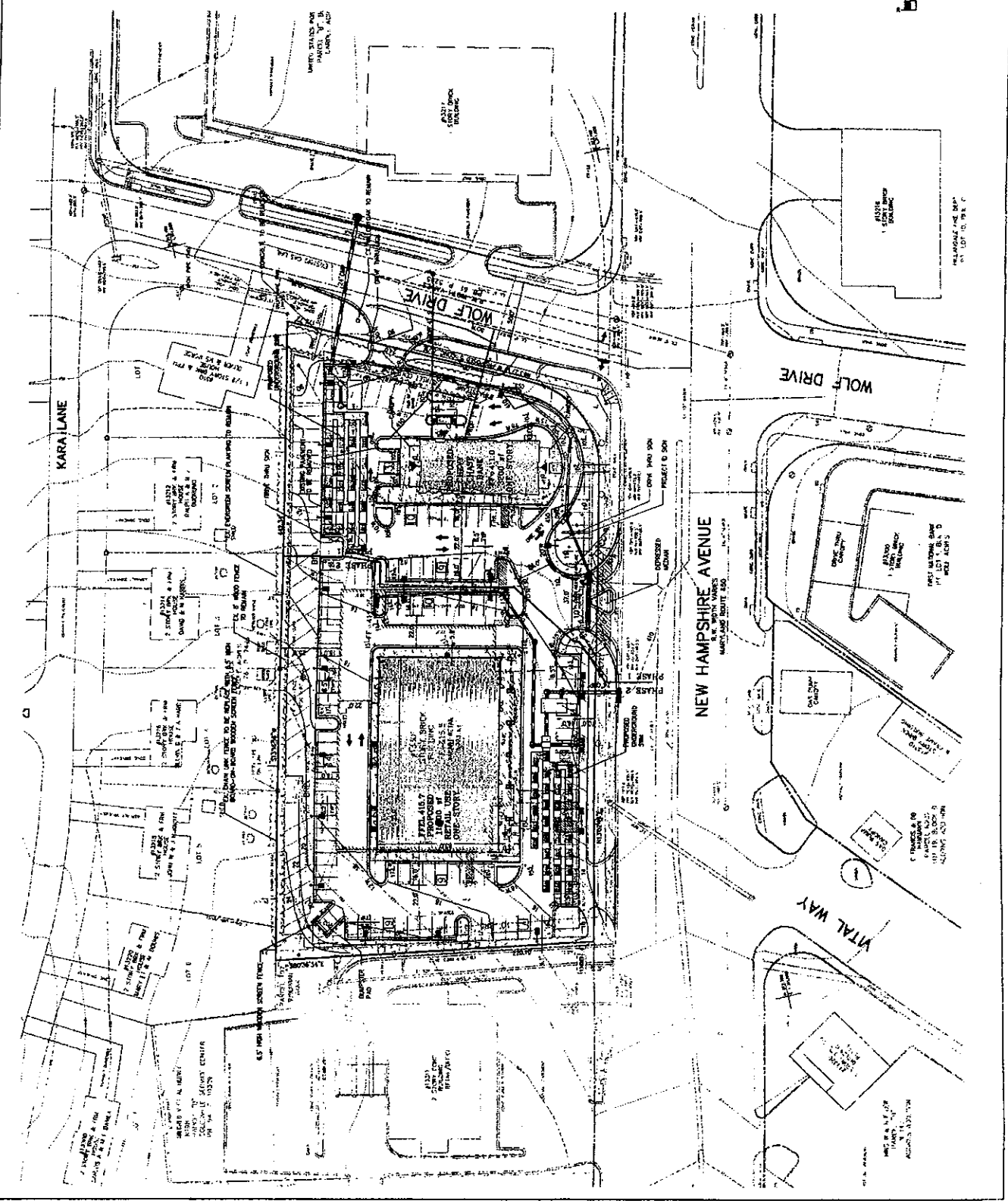
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PLANNING NOTE

THE EXISTING SURVEY BEING A RECONSTRUCTED ONE
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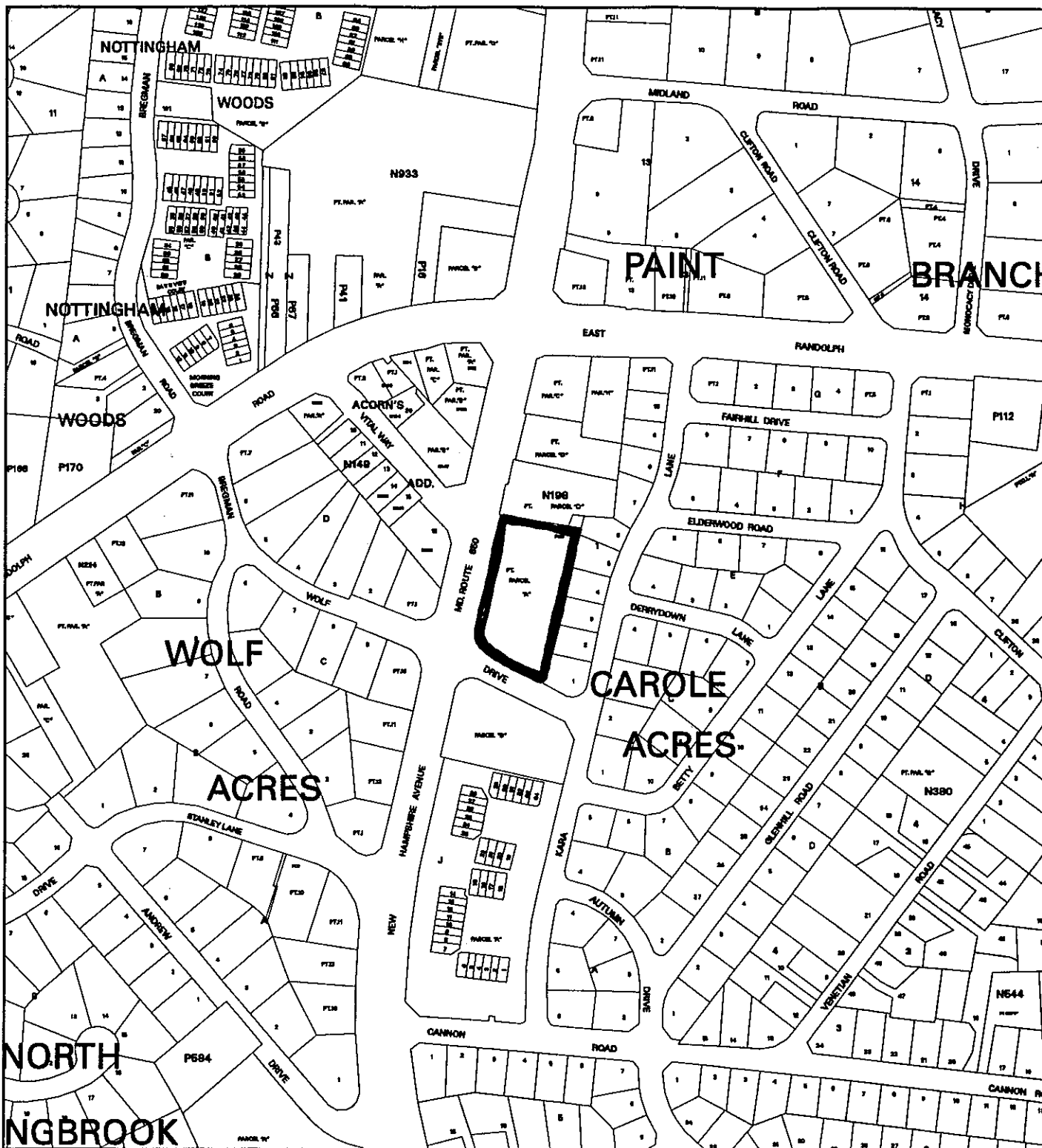
GRAPHIC SCALE
 1" = 200'



COLESVILLE
 CHEVY CHASE BANK
 MONTGOMERY COUNTY, MARYLAND
 PROJECT/FILE NO.
 SHEET NO. 4

VICINITY MAP FOR

COLESVILLE CHEVY CHASE BANK (8-02032)



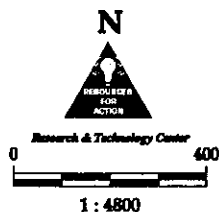
Map compiled on March 26, 2002 at 1:10 PM | Site located on base sheet no - 217NE01

NOTICE

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

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



SUMMARY OF ISSUES:

During the course of site plan review and discussion, staff and the applicant reviewed the location of the buildings, access to and from the site, screening of adjacent properties and lighting distribution. Design and placement of parking spaces was studied for adaptability to the site and more efficient vehicular circulation within the site. Additional landscaping was provided within the 25-foot buffer area for a more efficient screen of the building and parking from the adjacent residential properties.

Lighting was reviewed for visibility and safety of the users of the proposed buildings, and for any negative reflection or glare into adjoining residential properties. The applicant reduced the standard pole height for the fixtures and shielded the lights abutting the neighboring residential properties to the east.

The applicant was also limited to one entrance from New Hampshire Avenue (MD 650) by MDSHA to allow for safe alignment and sight distance. The existing access point into the site from Wolf Drive was also eliminated and relocated further east from the main intersection. The applicant has also agreed to pursue a variance to increase the fence height to 8-feet, if approved, at the property line, upon testimony and request from the Greater Colesville Citizens Association (GCCA). If the 8-foot fence is not approved, then the applicant will be required to construct a 6-foot 6-inch wood fence on the property line. The GCCA has voiced their support for the increased height of the fence.

The GCCA and the adjacent property owners had a number of concerns relevant to the phasing of the buildings, landscaping, lighting and most importantly, the removal of the existing Safeway building. The applicant has addressed all of their concerns and is willing to pursue a variance for the increased height of the wood fence on the eastern perimeter.

PROJECT DESCRIPTION: Surrounding Vicinity

The subject property is located at the northeast corner of New Hampshire Avenue (MD 650) and Wolf Drive, approximately 500 feet south from the intersection of East Randolph Road and New Hampshire Avenue. Access into the site from New Hampshire Avenue was limited to one right-in and right-out only entrance and exit. The existing entrance on Wolf Drive will be closed and relocated further from the New Hampshire Avenue intersection.

The adjacent commercial properties to the north and west across New Hampshire Avenue are zoned C-1 and consist of retail, office and banking facilities. The adjacent subdivision to the east (Carole Acres P.B. 76, P. 7496) and the post office south across Wolf Drive is zoned R-90.

The intersection of Randolph Road and New Hampshire Avenue consists of a mix of commercial and retail uses, surrounded on the outskirts by a mix of residential uses, primarily single-family detached homes.

PROJECT DESCRIPTION: Site Description

The site is presently occupied by an existing one level Safeway building and associated parking. The majority of the site is paved. There is a minimal amount of green area on the eastern perimeter, providing very little buffer to the adjacent residential properties. The existing parking on the eastern boundary is presently 5-feet+/- from the residentially zoned property.

The property presently has two access points from New Hampshire Avenue and an additional entrance from Wolf Drive. Access to the site is restricted to right-in, right-out turning movements due to concrete medians prohibiting left turns onto New Hampshire Avenue. There is a dedicated left turn lane from MD 650 at Wolf Drive.

This 2-acre site is part of Parcel A, Block C of Carole Acres subdivision. The residential properties (lots 1-6, Carole Acres) to the east are presently shielded by a 6-foot wood fence and a 30-foot tall row of cedars behind the fence. The frontage of the property contains a 6-foot wide concrete and asphalt sidewalk with minimal street tree planting. The sidewalk also serves as a planned Class III bikeway (PB-24).

The overall slope of the property is approximately 5-8% down toward New Hampshire Avenue.

VICINITY MAP FOR

COLESVILLE CHEVY CHASE BANK (8-02032)



Map compiled on March 26, 2002 at 1:32 PM | Site located on base sheet no - 217NE01

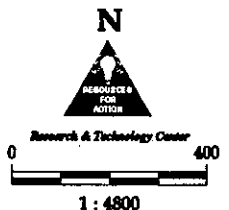
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MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8767 Georgia Avenue - Silver Spring, Maryland 20910-3760



PROJECT DESCRIPTION: Proposal

The current proposal for Site Plan consists of a 3,200 s.f. office pad site for a bank with a drive-in and an 11,000 sf pad site for retail. The retail pad site is located within the building envelope of the existing Safeway store, which will be demolished during Phase I. The bank site, including the drive-in, will be located on a separate pad site to the south of the proposed retail building. The construction of the site will be done in two phases: the bank site and reconstructed entrances on New Hampshire Avenue and Wolf Drive will be completed in Phase I, as well as the demolition of the existing Safeway building prior to occupancy of the bank site; and the retail building and associated parking will be completed during Phase II of construction.

Vehicular circulation into the site will be improved with a limited single access from New Hampshire Avenue and a reconstructed access point from Wolf Drive. Vehicular circulation for the bank site will consist of a one-way entrance on the western perimeter to serve the drive-in and parking, with drive aisles around the remainder of the building. Additional handicapped-accessible spaces are being provided for the site with clearly marked walkways into each building. Pedestrian circulation into the site has been improved with lead walks into the site and clearly marked crosswalks from New Hampshire Avenue. A 5-foot sidewalk is proposed along the north side of Wolf Drive. Each access point serving the site will also be clearly marked with painted crosswalks for pedestrian movement.

Landscaping consists of shade trees within the parking lot and a mix of evergreen, ornamental and shade trees on the northern and eastern perimeters of the property. The applicant has agreed to replace the existing 6-foot stockade fence with an 8-foot board-on-board fence to screen the adjacent residential properties to the east, if approved through the variance process by the Board of Appeals. If the variance is denied, the applicant will replace the existing fence with a 6.5-foot board-on-board fence. Shrub massing, in conjunction with the shade trees will assist in providing a necessary screen along New Hampshire Avenue. The streetscape for the commercial properties along New Hampshire Avenue will continue with the replacement and addition of Bradford Pears.

Lighting was reviewed for conformance to guidelines for parking facilities and adverse effects on adjacent residential properties. The applicant has reduced the pole height to 18 feet on the site from the existing conditions. The remaining poles on the eastern boundary will be lowered to 14 feet and equipped with deflector shields to avoid any negative glare or excess illumination on the adjacent residential property.

Presently, the parking and drive-aisle is approximately 5-feet from the property. The revised parking will be relocated 25 feet from the eastern boundary providing a necessary buffer from the adjoining residential properties. Landscaping for the entire perimeter will be installed in the 25-foot buffer strip to add to the screening during Phase I.

Storm Water Management Concept for the Site Plan was approved on May 5, 2001 by the Montgomery County Department of Permitting Services.

PROJECT DESCRIPTION: Prior Approvals

The subject property is a recorded parcel (Part of Parcel A, Block C) within the Carole Acres Subdivision.

ANALYSIS: Conformance to Master Plan

The proposal conforms to the 1997 Approved and Adopted White Oak Master Plan recommendations for environmental management and land use. The subject site is specifically defined as part of the "Colesville Community", which is in the northern portion of the Master Plan area.

Land Use

This property is located at the intersection of Wolf Drive and New Hampshire Avenue. Numerous commercial and retail businesses operate in this vicinity, especially to the north at the Randolph Road, New Hampshire Avenue intersection.

The Master Plan provides guidance for improving existing streetscapes along New Hampshire Avenue, improving buffer areas from adjoining residential properties and improving pedestrian access to residential properties from New Hampshire Avenue.

The damaged street trees within the right-of-way are being replaced and additional trees added with this application. A massing of shrubs and additional shade trees are proposed to screen the parking and add to the streetscape on New Hampshire Avenue. The replacement of the wood fence and the 25-foot landscape buffer will enhance the buffer from the adjoining properties. A 5-foot sidewalk is proposed along Wolf Drive for pedestrian access.

The proposed building will enhance the area and site and will be compatible with the surrounding neighborhood. The landscaping, screening and subsequent site improvements will significantly enhance the overall appearance and visual quality of the area.

Environmental

The subject site meets all of the requirements for forest conservation on-site, and the proposed structures will not impact any forest or specimen trees. Special protection measures are being taken for the preservation of the large trees on the northern property line and 42" dbh Willow Oak near the proposed Wolf Drive access point.

ANALYSIS: Conformance to Development Standards

PROJECT DATA TABLE

<u>Development Standard</u>	<u>Permitted/ Required</u>	<u>Proposed</u>
Lot Area (ac.):		2.04 acres
Green Area (%):	10%	31%
Impervious Area (%):		76%
Building Height (ft.)	30	25
Parking Setbacks (ft.):		
From R/W	10	10
From residential (R-90 Zone)	25	25
Side	4	4
Building Setbacks (ft.):		
From R/W on Master Plan	10	34.8
From Centerline not found on Master Plan	60	83.6
Rear (from adjacent residential)	25	68.4
Side (no yard except where yard Is provided)	10	65.6
Parking:		
Office (bank) 3,200 s.f. (2.9 sp./1000sf)	9.28	32
Retail 11,000 s.f.	<u>55</u>	<u>82</u>
Total	64.28	114
		(includes 5 hc)

FINDINGS for Site Plan Review:

1. The site plan is consistent with an approved development plan or a project plan for the optional method of development, if required. None required.
2. The site plan meets all of the requirements of the zone in which it is located.

See Project Data Table above.

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

- a. Location of Buildings

The proposed bank site, including a drive-in and retail building, is oriented in a safe and efficient manner. The existing Safeway building will be demolished during Phase I and prior to occupancy of the bank.

- b. Open Spaces

The Stormwater Management Concept for the proposed development was approved with conditions by the Montgomery County Department of Permitting Services (DPS) on May 5, 2001.

- c. Landscaping and Lighting

The 31 percent of green space proposed on the property adequately surpasses the required amount of 10 percent. The green space will include landscaping, grass and buffer areas within the parking facility and on the perimeter of the property. Existing parking abutting the residential properties to the east will be removed and replaced with parking and a 25-foot buffer strip from the property line with planting.

Landscaping on the site consists of shade trees within the parking area to create a cooling effect in the summer heat. A mixture of evergreen and deciduous trees, as well as shrub massing will provide screening from adjacent residential properties within the 25-foot buffer strip. The applicant has agreed to apply for a variance to construct an 8-foot board-on-board fence to replace the existing stockade fence on the eastern boundary of the site to provide additional screening for the residential properties.

Exterior lighting is designed in a safe and efficient manner for the building and

the ancillary parking area. Lighting was reviewed for safety and conformance to parking standards for commercial properties. Pole heights will be limited to 18 feet, except in the eastern boundary where the pole height is limited to 14 feet. Deflector shields will also be required to mitigate any negative glare or illumination on adjacent properties, specifically the residentially zoned properties of Carole Acres Subdivision.

e. Vehicular and Pedestrian Circulation

Vehicular and pedestrian circulation is safe and efficient and provides improved turning movement within the site.

There are two access points into the site: one from New Hampshire Avenue and one from Wolf Drive. Vehicular circulation is being improved with a relocated and more defined one-way out turning movement from New Hampshire Avenue. The two-way access point from Wolf Drive has been relocated for safety and efficiency considerations. Internal circulation will consist of one-way movement for the drive-in and two-way vehicular movement for the remainder of the parking lot. Additional handicapped-accessible spaces are being provided. Pedestrian circulation into the site has been improved with lead walks into the site and clearly marked crosswalks on New Hampshire Avenue. Each access point serving the site will also be clearly marked with painted crosswalks for pedestrian movement.

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

The relationship of the buildings is consistent with the surrounding commercial and retail uses. The activity associated with the proposed building will not cause any negative effect on the adjacent properties.

Landscaping within and around the site will significantly enhance the visual quality of the site and overall appearance of the road intersection.

Light poles and fixtures will be relocated and the pole height will be reduced in height to prevent glare or negative illumination on adjacent properties to the east.

5. The site plan meets all applicable requirements of Chapter 22A regarding forest conservation.

Forest conservation requirements, including credit for trees and landscaping is being mitigated on site within the parking islands and the 25 foot buffer area.

APPENDIX

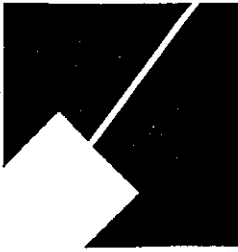
- A. Standard conditions dated October 10, 1995
- B. Documentation and memos from supporting agencies
- C. Letter from David and Martha Harris dated May 7, 2002
- D. Letter from the Greater Colesville Citizens Association dated May 8, 2002

APPENDIX A: STANDARD CONDITIONS OF APPROVAL DATED 10-10-95:

1. Submit a Site Plan Enforcement Agreement and Development Program for review and approval prior to plat recordation.
 - a. Development program to include a phasing schedule as follows:
 1. Street tree planting must progress as street construction is completed, but no later than six months after completion of the building and parking facilities.
 2. Clearing and grading to correspond to the construction phasing, to minimize soil erosion.
 3. Phasing of dedications, parking commitments, stormwater management and sediment/erosion control.
 4. The sequence of construction for the demolition of the existing Safeway building.
 - b. Site Plan Enforcement Agreement to delineate conditions of approval.
2. Signature set of site, landscape/lighting, forest conservation and sediment and erosion control plans to include for staff review prior to approval by Montgomery County Department of Permitting Services (DPS):
 - a. Limits of disturbance;
 - b. Methods and location of tree protection;
 - c. Conditions of DPS Stormwater Management Concept approval letter dated May 5, 2001;
 - d. Note stating the M-NCPPC staff must inspect tree-save areas and protection devices prior to clearing and grading;
 - e. The development program inspection schedule;
 - f. Street trees 50 feet on center along all public streets;
 - g. Lighting distribution plan to include details and specifications of all fixtures, as well as summary of illumination.
3. Forest Conservation Plan shall satisfy all conditions of approval prior to recording of plat and DPS issuance of sediment and erosion control permit.

4. No clearing or grading prior to M-NCPPC approval of signature set of plans.


G:\SP_STAFFRPT\8-02032.doc




May 30, 2002

MEMORANDUM

TO: Robert Kronenberg, Senior Planner
Development Review Division

VIA: Ronald C. Welke, Supervisor
Transportation Planning 

FROM: Ed Axler, Planner/Coordinator 
Transportation Planning

SUBJECT: Site Plan No. 8-02032
Colesville Chevy Chase Bank
Fairland/White Oak Policy Area

This memorandum is Transportation Planning staff's review of transportation requirements related to approval of the subject site plan and as a continuance of the Planning Board's public hearing on the May 16, 2002. The Adequate Public Facilities (APF) test is being reviewed at site plan for Phases I and II and for the future building permit because preliminary plan approval is not required.

RECOMMENDATIONS

Transportation Planning staff recommends the following conditions as part of the APF test for transportation requirements related to approval of this site plan and future building permit:

1. Limit the site plan to the number of peak-hour trips generated by the reuse of the vacated 18,723-square-foot Safeway supermarket during weekdays in the morning peak period (7:00 a.m. to 9:00 a.m.) and the evening peak period (4:00 p.m. to 6:00 p.m.):
 - a. For Phase I on the southern portion of the site, limit the site plan approval to a maximum of 3,200-square-foot bank with two drive-up ATM lanes.

- b. For Phase II on the northern portion of the site, limit the future redevelopment of the vacated 18,723-square-foot building to general retail uses of up to 11,000 square feet or to general office uses of up to 13,770 square feet. The difference in the number of peak-hour trips from the existing supermarket building minus the proposed bank with two drive-up ATM lanes results in a trip credit as follows:
 - i. 19 peak-hour trips during the weekday morning peak period.
 - ii. 78 peak-hour trips during the weekday evening peak period.

The number of peak-hour trip credits was used to determine the equivalent square footage of general retail uses and general office uses by dividing the trip credit by the appropriate trip-generation rate.

- c. Submit for further APF review the specific land use(s) proposed for the future Phase II redevelopment above the Phase I, 3,200-square-foot bank with two drive-up ATM lanes.
2. Enter into an Adequate Public Facilities Agreement with the Planning Board to retain the non-residential trip credit for the existing building previously used as a supermarket even though this vacant structure is to be demolished.
 3. Widen Wolfe Drive for a continuous 50-foot pavement from the intersection with New Hampshire Avenue (MD 650) to the proposed access point approximately 500 feet to the east.
 4. Provide one right-turn-in, right-turn-out only access to the site from New Hampshire Avenue as required by the Maryland State Highway Administration (SHA).
 5. Provide five-foot sidewalks along Wolfe Drive and improve the sidewalks along New Hampshire Avenue.
 6. Provide for a cross easement for north-south movements across the proposed lease line.

DISCUSSION

Site Location, Vehicular Accesses, and Pedestrian Access

The site, Part of Parcel "A", is located on the northeast side of New Hampshire Avenue and Wolfe Drive. The two existing curb cuts from New Hampshire Avenue are to be combined into one right-turn-in, right-turn-out only driveway for vehicular site access. The existing curb cut from Wolfe Drive is to be closed and a new two-way curb cut relocated approximately 500 feet east of the intersection with New Hampshire Avenue. Wolfe Drive is to be widened to 50 feet from New Hampshire Avenue to the new site access, as required by the Montgomery County Department of Permitting Services (DPS).

Pedestrian access is accommodated with the existing five to six-foot sidewalk on New Hampshire Avenue and proposed five-foot sidewalk on the north side of Wolfe Drive. Internal sidewalks are provided between the bank's front entrance and adjoining perpendicular parking spaces.

Vehicular Queuing in the Drive-Up ATM Lanes

Data on ATM use was collected during two 30-days periods in 2001 and two days in 2002 at an existing bank facility with two drive-up ATM lanes located in a shopping center on US 29 in Columbia, Maryland. During the Spring of 2001 and the Winter of 2001, the peak hours of use occurred from 4:00 p.m. to 6:00 p.m. As a worst case scenario, a maximum of 16 vehicles per hour drove through the ATM lanes on a Friday (e.g., January 18, 2002) before a three-day weekend in January 2002. On that day, at the most there was one vehicle at the ATM and only one other vehicle waiting in line. On a different Friday (e.g., May 17, 2002), a maximum of 13 vehicles per hour drove up to the ATM machines. On-site queuing can adequately be handled with a proposed capacity to store 12 vehicles in the drive-up ATM lanes.

Master Plan Roadway and Bikeway

According to the White Oak Master Plan, New Hampshire Avenue is designated as a major highway, M-12, with a 120-foot right-of-way and a Class I bikeway, PB-24. Wolfe Drive is a secondary residential street with an approximate 77-foot right-of-way.

Prior Subdivision Action

The site is on a recorded property as Record Plat No. 182-91 on September 21, 1962, which was prior to 1982 and the enactment of the APF Ordinance. Although the property was eligible to be a loophole property, the property was never registered in 1989 as a loophole property at the 13301 New Hampshire Avenue address. In addition, the loophole legislation has since expired at the end of July 2001.

Local Area Transportation Review

The vacated supermarket of 18,723 square feet would generate a trip credit of a conservative 58 peak-hour trips during weekdays in the morning peak period and a conservative 216 peak-hour trips during the evening peak period. For Phase I, the proposed walk-in bank and two drive-up ATM machines/lanes would generate 39 (or leave 19 remaining for Phase II) peak-hour trips during weekdays in the morning peak period and 138 (or leave 78 remaining for Phase II) peak-hour trips the evening peak period. The Phase II trip credit for the remaining peak-hour trips could be equivalent to 11,000 square feet of general retail uses or 13,770 square feet of general retail uses. The table below summarizes the trip credit calculation above.

Type of Land Use	Square Feet	Trip-Generation Source	Morning Peak Hour		Morning Peak Hour	
			Rate	Trips	Rates	Trips
Vacated Supermarket	18,723	LATR Guidelines	3.09	58	12.36	231
		ITE Trip Generation Report	3.25	61	11.51	216
		Used Lowest/Conservative No.	-----	58	-----	216
Walk-in Bank	3,200	ITE Trip Generation Report + Another ATM Driveway Count	12.19	-39	43.13	- 138
Drive-Up ATM	Two					
Trip Credit			-----	19	-----	78
General Retail	11,000	ITE Trip Generation Report	1.78		7.07	
General Office	13,770	ITE Trip Generation Report	1.38		2.24	

The trip-generation rates were obtained from the following sources:

1. General retail uses with a supermarket and general retail without a supermarket from the *Local Area Transportation Guidelines*.
2. Walk-in banks and supermarkets from the Institute of Transportation Engineers' *Trip Generation Report*.
3. Drive-up ATM machine use based on driveway counts of a comparable Chevy Chase Bank facility in Columbia, Maryland in January 18, 2001.

The change in non-residential land uses in Phase I and II generates no additional peak-hour trips during weekdays in the morning and evening peak periods. Therefore, a traffic study (to analyze the traffic impact at nearby intersections) is not required to satisfy Local Area Transportation Review (LATR).

Policy Area Review/Staging Ceiling Condition

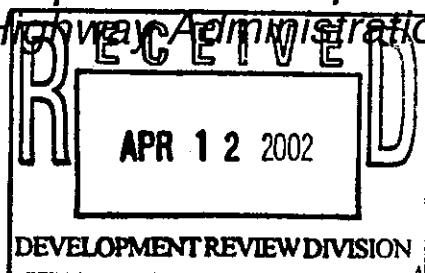
As of May 31, 2002, the transportation staging ceiling in the Fairland/White Oak Policy Area was a deficit of negative 1,126 jobs under the *FY 2002 Annual Growth*. The vacated supermarket of 18,723 square feet is equivalent to 47 existing jobs as a retail land use. The proposed bank of 3,200 square feet is equivalent to 13 jobs as an office use. The remaining 34 jobs are equivalent to 13,600 square feet of general retail uses, but this square footage would be reduced by the LATR limit of only 11,000 square feet.

EA:cmd

cc: Lee Cunningham
Mary Goodman
Marty Hutt



Maryland Department of Transportation
State Highway Administration



April 10, 2002

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Mr. Malcolm Shaneman
Acting Supervisor Development Review
Subdivision Division
Maryland National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910-3760

Re: Montgomery County
MD 650
Colesville Chevy Chase Bank
File No. 8-02032

Dear Mr. Shaneman:

This office reviewed the submitted plan and offer the following:

- Truncation and right-of-way dedication needs to be in accordance with the Master Plan of Highways.
- Access to this property is subject to the "Rules and Regulations" of this Administration with a permit issued by this office for entrance reconstruction and a storm drain connection.
- SHA will support (1) one typical directional entrance along MD 650. Please reference the attached standard.
- The term "denied access" is to be placed on the final record plat along the property that abuts MD 650, except at the approved entrance.
- Storm water drainage plans and computations are to be submitted for review.

If you have any questions, please contact Greg Cooke at 410-545-5595 or out toll free number in Maryland only 1-800-876-4742 (x5595). You may also email him at (gcooke@sha.state.md.us).

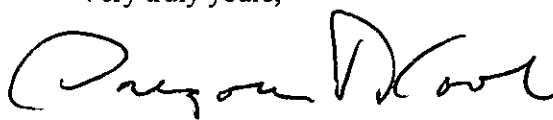
My telephone number is _____

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

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Malcolm Shaneman
Page 2
April 10, 2002

Very truly yours,

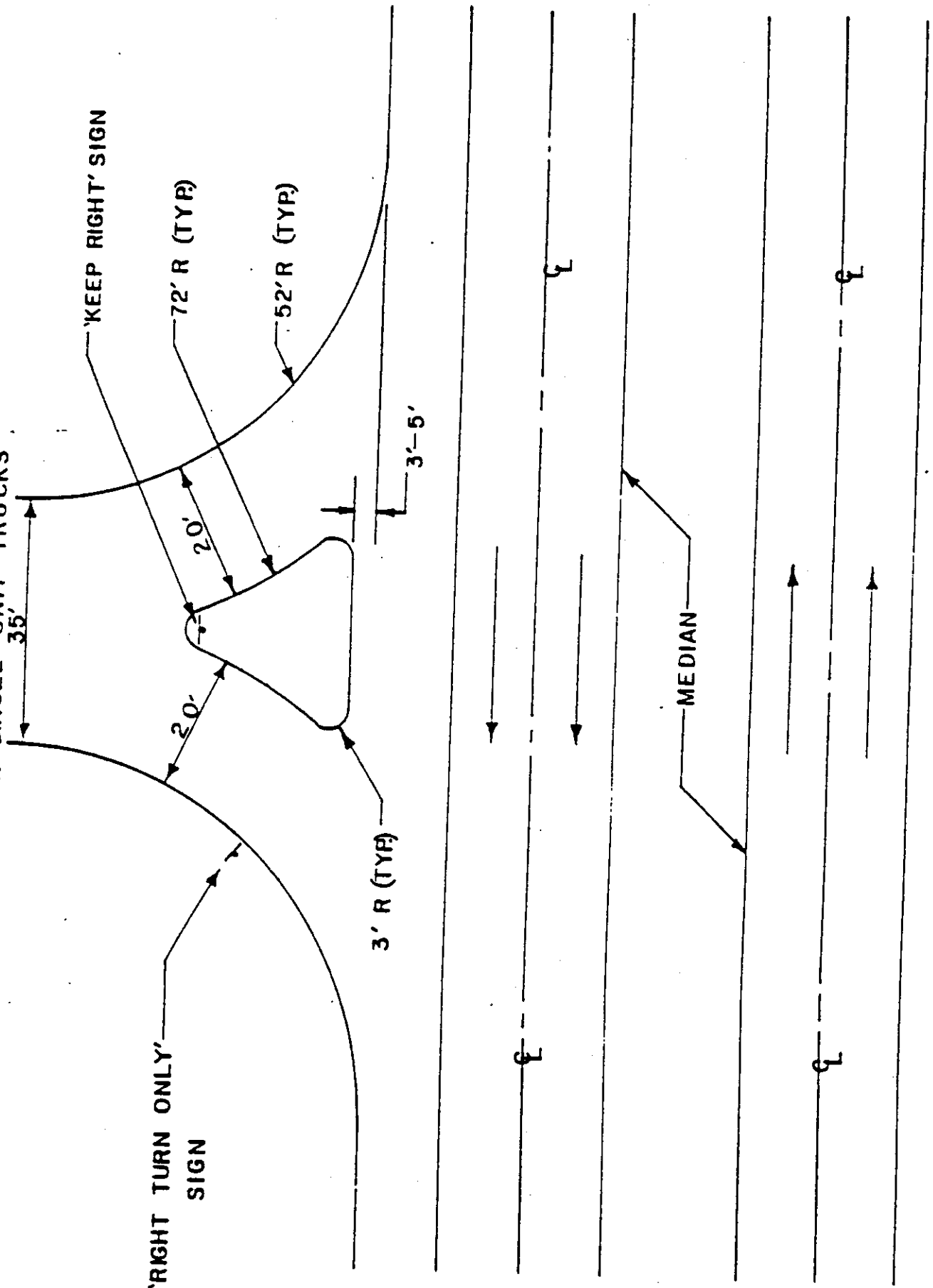

Ken Kenneth A. McDonald Jr., Chief
Engineering Access Permits
Division

Attachments

gc

cc: Mr. Charlie Watkins
Mr. Raleigh Medley
VIKA Inc.-W/attachment

TYPICAL DIRECTIONAL ENTRANCE ONTO A DIVIDED HIGHWAY — CONSIDERATION FOR SINGLE UNIT TRUCKS





DEPARTMENT OF PERMITTING SERVICES

Douglas M. Duncan
County Executive

Robert C. Hubbard
Director

March 5, 2002

Jeff Amateau
Vika, Inc.
20250 Century Blvd., Suite 220
Germantown, MD 20874

Re: Stormwater Management **CONCEPT** Request
for Chevy Chase Bank, Colesville
SM File #: 204965
Tract Size/Zone: 2.0 Ac/C-1
Total Concept Area: 2.0 Ac
Tax Plate: JP13
Parcel(s): Part of Parcel "A", Carole Acres
Liber/Folio: 19708/363
Montg. Co. Grid: 31E8
Watershed: Paint Branch

Dear Mr. Amateau:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above mentioned site is **acceptable**. The stormwater management concept consists of on-site water quantity control via underground storage, and water quality control via structural filtration.

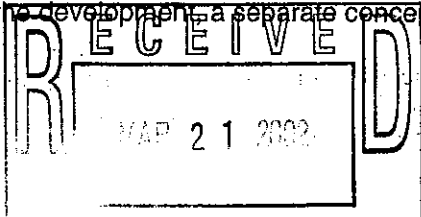
The following items will need to be addressed during the detailed sediment control/stormwater management plan stage:

1. The stormwater management concept contains two construction phases. These phases, including stormwater management, may proceed separately.
2. A waiver of water quality control for limited peripheral areas is not required. Water quality control for the proposed development is substantially met.
3. A detailed review of the stormwater management computations will occur at the detailed plan review stage.

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

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

This letter must appear on the sediment control/stormwater management plan at its initial submittal. 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.




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Jeff Amateau
March 5, 2002
Page 2

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

Sincerely,

A handwritten signature in black ink, appearing to read "Richard R. Brush". The signature is fluid and cursive, with the first name "Richard" and last name "Brush" clearly distinguishable.

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

RRB:enm.mce

cc: M. Shaneman
S. Federline
SM File # 204965

QN -ON; Acres: 2
QL - ON; Acres: 2



**MONTGOMERY COUNTY DEPARTMENT OF ENVIRONMENTAL PROTECTION
WATERSHED MANAGEMENT DIVISION**

Rockville Center - 255 Rockville Pike, Suite 120 - Rockville, Maryland 20850-4166
Telephone No. 240-777-7780 - FAX No. 240-777-7715

**SUBDIVISION PLAN REVIEW: MNCPPC Development Review Committee (DRC)
Comprehensive Water Supply and Sewerage Systems Plan Issues**

MNCPPC File Number: 8-02032

DRC Meeting Date: 04/08/2002

Subdivision Plan Name: Colesville Chevy Chase Bank

Proposed Development: 3200 sq.ft. offices/bank and 11500 sq.ft. retail (replacing existing retail space)

Watershed: Paint Branch

Zoning: C-1

Planning Area: Colesville-White Oak

Site Area: 2.04 acres

Location: Wolf Drive

Engineer: VIKI Inc. 703-442-7800

Water Supply and Sewerage Systems (as specified on the subject subdivision plan or plan application)

Proposed Water Supply:

Proposed Wastewater Disposal:

Community (public) WATER system

Community (public) SEWER system

Existing Service Area Categories: Water: W - 1

Sewer: S - 1

Water/Sewer Plan Map Amendment:

Water Supply Comments:

Sewerage System Comments:

Yes; the water supply system is consistent with the existing water service area category

Yes; the sewerage system is consistent with the existing sewer service area category

***Additional Comments:**

Will the new retail building (Phase II) use existing water and sewer hookups/connections, or will these be abandoned and replaced? WSSC may require that all existing and proposed on-site lines be shown on the plan.

When the record plat is submitted to MCDEP, the engineer should note the information on any existing development which is to be removed, along with the new development information.

Prepared by: Alan Soukup/Dorothy Pecson

Date prepared: 04/05/2002

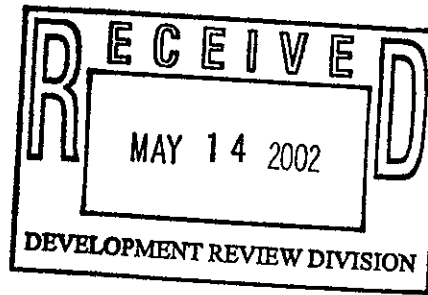
David and Martha Harris

Carol Acres Estates Team
13214 Kara Lane.
Silver Spring, Md. 20904

Phone 301 384-4063
Fax 301 879-3078

May 07, 2002

Mr. Arthur Holmes Jr. Chairman
Montgomery County Planning Board
8787 Georgia Ave.
Silver Spring, Md. 20910



Site Plan #: 8-02032
Dear Mr. Holmes:

We support the construction of the Chevy Chase Bank at New Hampshire Avenue and Wolf Drive in Silver Spring, Md. with the following caveats:

1. That the Bank of Blue Cedar Trees remain untouched. They serve as a barrier between the bank property, mine and my neighbors.

Any removal or change to these trees would greatly change my home environment.

These trees are a necessary element to our property. They provide shade and are homes to many local birds.

2. That an 8 foot fence be constructed to replace the existing 6 ft fence.

The 6 ft fence was too low. The former Safeway paid for additional barriers to neighbors who wished.

3. That the 25 ft setback rule be observed between my home and the Chevy Chase Property.

4. That a traffic study to determine the impact of traffic on Wolf Drive once the bank opens since we have serious traffic problems now.

5. Support **NO PARKING ON WOLF DRIVE** to reduce congestion should bank customers choose to park on the street.

6. That once construction onto bank property begins that the demolition of the former Safeway take place immediately so that the neighborhood be spared the eyesore of this dilapidated building.

7. That the lighting to the bank be so positioned that it will not be intrusive into bedrooms.

We look forward to having the Chevy Chase Bank as our neighbor and bank that the addition of the bank to our neighborhood would be a great asset.

Thank you for your continued cooperation in this regard.

Sincerely,

David and Martha T. Harris

Greater Colesville Citizens Association
Post Office Box 4087
Colesville, MD 20914

May 8, 2002

Mr. Arthur Holmes Jr., Chairman
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910 3760

RECEIVED
MAY 08 2002

Re: Site Plan File Number: 8-02032, Colesville Chevy Chase Bank

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

Dear Mr. Holmes,

Officials of the Chevy Chase Bank met with representatives of the Greater Colesville Citizens Association and residents whose property adjoins the site of their proposed office and commercial retail property. The concept of the bank building plans that was presented was favorably received. It would be a compatible addition to our community. The buffer areas were also suitable. Concern was expressed for the traffic patterns and the fate of the old Safeway Store that is proposed for demolition at some time in the future and the usage of the commercial retail structure that is proposed as a replacement. The Bank offered the residents an opportunity to suggest the desirable types of tenants. Such a list is being developed. Participants requested that the old Safeway Store not be leased pending its disposal and that it be demolished immediately. It is now an eyesore to the community and would be a nuisance to the neighbors as its air conditioning had become very noisy.

At the May meeting of the GCCA Executive Board it was moved and unanimously approved that we support the concept with the caveat that the Safeway building be demolished when Phase 1 of the project begins and that the following be done at the time the bank building is constructed.

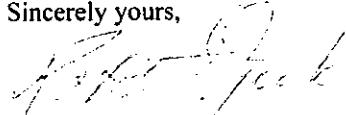
1. Bank of barrier cedar trees remains untouched.
2. Adherence to the proposed 25ft setback and trees along residential properties
3. Construction of an 8-ft. high board fence.

Note: These items were as proposed by the Bank.

The Board also requests that the traffic pattern on the lot and driveways be studied with reference to the severe traffic problems that exist on Wolfe Drive. Traffic currently backs up to Kara Lane when exiting to New Hampshire, is often blocked by vehicles waiting to enter the Post Office across the street from the Bank property, and road capacity is reduced as vehicles park along it. The problem is aggravated when Cannon Road traffic that would normally exit Cannon Road uses Wolfe Drive to make a left turn onto New Hampshire. A left turn off of Cannon Road is forbidden due to the lack of an adequate line of sight and accidents that have resulted therefrom. Kara Lane and Wolfe Drive are also used by vehicular traffic to by pass the traffic congestion at the New Hampshire/Randolph Road intersection one block to the North.

GCCA requests that the site plan be approved subject to the foregoing caveats.

Sincerely yours,



Robert G. Yeck, Chairman
Development Review Committee
Greater Colesville Citizens Association
Ph 301 384 5155
E-mail RGYeck@aol.com