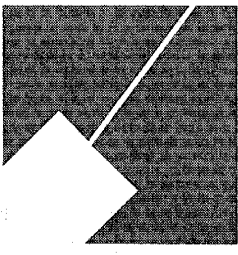


M-NCPPC



**MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING**

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760  
301-495-4500, www.mncppc.org

**MCPB**  
Item # 4  
March 23, 2006



**MEMORANDUM**

**DATE:** March 9, 2006

**TO:** Montgomery County Planning Board

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

**FROM:** Dolores Kinney, Senior Planner (301) 495-1321  
Development Review Division

**REVIEW TYPE:** Preliminary Plan Review

**APPLYING FOR:** Adequate Public Facilities Approval for Redevelopment of Parcel 4

**PROJECT NAME:** Bank of America - Woodmoor

**CASE #:** 120060460 (Formerly 1-06046)

**REVIEW BASIS:** Chapter 50, Montgomery County Subdivision Regulations

**ZONE:** C-4

**LOCATION:** Located at the northwest quadrant of the intersection of Lexington Drive and University Boulevard (MD 193)

**MASTER PLAN:** Four Corners

**APPLICANT:** Bank of America

**ENGINEER:** Bohler Engineering

**ATTORNEY:** Linowes and Blocher, LLP

**HEARING DATE:** March 23, 2006

**STAFF RECOMMENDATION:** Approval, pursuant to Chapter 50 of the Montgomery County Subdivision Regulations, and subject to the following conditions:

- 1) Approval under this preliminary plan is limited to a 3,000 square foot bank with three drive-through windows.
- 2) Applicant shall widen the southbound approach of Lexington Drive to provide a separate right-turn lane at the intersection with the westbound lanes of University Boulevard (MD 193). Coordinate the design details with the Montgomery County Department of Public Works and Transportation (DPWT) as a county road and the Maryland State Highway Administration (SHA) for the curb areas within the University Boulevard right-of-way.
- 3) Provide the following traffic control measures for internal vehicular and pedestrian circulation:
  - a. Provide five-foot wide sidewalks along Lexington Drive, upgraded sidewalks along westbound University Boulevard, lead-in sidewalks, and crosswalks at the intersection of Lexington Drive and westbound University Boulevard.
  - b. Provide signs and pavement markings at the Subject Property to minimize conflicts between motorists and pedestrians. Traffic control measures at the shopping center to be coordinated with Park and Planning Staff and the Montgomery County Department of Permitting Services (DPS).
  - c. Remove from the plan the proposed "no left turn" sign to prohibit northbound Lexington Drive traffic from turning left into the Woodmoor Shopping Center's east-west drive aisle.
  - d. Remove the combination of the painted pork chop, the stop bar, and the marking "STOP" sign from the western side of the Subject Property.
- 4) Build radii of curvature for the right turns in and out from westbound University Boulevard according to the requirements of the Maryland State Highway Administration (SHA).
- 5) All improvements stated above must be in place prior to issuance of the occupancy permit for the bank.
- 6) Access and improvements as required to be approved by MDSHA prior to issuance of access permits.
- 7) Compliance with conditions of MCDPWT letter dated, February 6, 2006, in coordination with the Department of Permitting Services (DPS), unless otherwise amended.
- 8) Compliance with the conditions of approval of the MCDPS stormwater management approval dated March 25, 2005.
- 9) The Adequate Public Facility (APF) review for the preliminary plan will remain valid for sixty-one (61) months from the date of mailing of the Planning Board opinion.
- 10) Other necessary easements.

## **SITE DESCRIPTION:**

The property, identified as Part of Parcel 4 (Subject Property), is located at the northwest quadrant of the intersection of Lexington Drive and University Boulevard (MD 193) (Attachment A). The Subject Property contains an existing commercial building, has a total tract area of 0.52 acres and is zoned C-4. The Subject Property is part of the Woodmoor Shopping Center.

## **PROJECT DESCRIPTION:**

This is a preliminary plan application for one (1) recorded parcel for the construction of a 3,000 square foot bank (Attachment B). The Subject Property is part of the Woodmoor Shopping Center property, which was recorded in 1937. This subdivision application is being reviewed as part of the Adequate Public Facilities test for the site. The existing parcel will not be re-recorded.

A two-story office building, which currently exists on the site, will be removed. Access to the site will be directly from Lexington Drive and University Boulevard. The property is exempt from forest conservation requirements but is subject to Local Area Transportation Review (LATR). The C-4 zone requires a minimum open space area of ten percent (10%). The plan proposes an open space area of 2,305 square feet, which is equivalent to 10.25% of the Subject Property.

## **DISCUSSION:**

### **Parcel History**

The Woodmoor Subdivision was created in 1937 by Moss Realty to include Parcels 1 through 4, Block 1. Thereafter, Parcel 4 was conveyed in its entirety from Moss Realty to Woodmoor, Inc. in 1937, and from Woodmoor Inc. to Woodmoor Development Corporation in 1938. Subsequently, in 1947, the western portion of Parcel 4 was conveyed from Woodmoor Development Corporation to G & C Properties Corporation, reserving a right-of-way easement for the owners of the remainder of Parcel 4. Also in 1947, the remainder of Parcel 4, was conveyed from Woodmoor Development Corporation to Springbrook Forest, Inc., and later in 1948, to Julian and Dorothy Goldman. The next conveyance was in 1948, from the Goldmans to the Potomac Electric Power Company (PEPCO) for the easterly portion of Parcel 4. Proceeding additional land transactions, the Subject Property, was ultimately reduced in size following the widening of University Boulevard which resulted in the current configuration as Part of Parcel 4.

### **Master Plan Compliance**

The Four Corners Master Plan does not specifically identify the Subject Property for discussion but does give general guidance and recommendations regarding zoning and land use. The plan recommends that this area maintain the existing zoning as adopted and stabilize the extent, location, and character of existing commercial land uses.

The proposed subdivision complies with the recommendations adopted in the master plan in that it is a request for commercial redevelopment.

The Master Plan supports the renovation and expansion of the Woodmoor Shopping Center with sensitive design to minimize the impacts on the adjacent neighborhood. It calls for landscape screening within the required setback on commercial properties abutting residential uses and within commercial parking lots pursuant to zoning regulations.

The master plan recommends sidewalk improvements on Lexington Drive from University Boulevard to Woodmoor Drive. The preliminary plan complies with the master plan recommendation and proposes a 5-foot wide sidewalk along that location.

### Parking

The proposed bank use requires a minimum of 17 parking spaces. The plan proposes 32 parking spaces on the Subject Property. The overall shopping center currently operates under a parking deficiency due to the impact of the widening of University Boulevard and Colesville Road. A parking waiver was requested by the applicant from DPS in order to proceed with the redevelopment of the Subject Property. The applicant believes that the drive-thru lanes will actually reduce the need for additional parking because customers will use the drive-thru lanes instead of parking and entering the bank. The waiver request, which was granted by DPS per their authority for standard method development in the zone, also permitted the reduction in the amount of landscaping. Additionally, improvements to the inbound/outbound entrance at University Boulevard (MD 193), which are part of this proposed plan, require the reconstruction of the entrance to a width of 25 feet and radii of 20 feet. Therefore, due to this improvement, two additional parking spaces will be lost leaving 30 parking spaces at the proposed bank site.

### **Transportation**

#### Adequate Public Facilities/Local Area Transportation Review

A bank with three drive-through windows is projected to generate the following number of peak-hour trips:

Site-Generated Peak-Hour Trips within the Weekday Peak Hours			
Morning (6:30 a.m. to 9:30 a.m.)		Evening (4:00 p.m. to 7:00 p.m.)	
New	Total	New	Total
8	37	30	137

Total trips include new, pass-by, and diverted trips, which are defined as:

1. New trips are trips with the primary purpose of using the bank's services.

2. Pass-by trips are trips that are taken for another primary purpose but stop at the bank while traveling along the same route.
3. Diverted trips are trips that are taken for another primary purpose but divert from their primary route to stop at the bank.

A traffic study was required to satisfy Local Area Transportation Review (LATR) because this proposed bank generates 30 or more peak-hour trips during the weekday morning and evening peak hours. The table below shows the critical lane volume (CLV) values at the analyzed intersections based on the results of the submitted traffic study:

Intersection	Weekday Peak Hour	Traffic Condition			
		Existing	Background <sup>2</sup>	Total	Total-Improved <sup>3</sup>
Lexington Drive and University Boulevard Westbound	Morning	777	777	778	675
	Evening	902	902	908	834
Lexington Drive and Eastbound University Boulevard	Morning	643	643	644	n/a
	Evening	699	699	703	n/a
US 29 and Westbound University Boulevard	Morning	1,917 <sup>1</sup>	1,917 <sup>1</sup>	1,917 <sup>1</sup>	n/a
	Evening	1,560	1,560	1,561	n/a
US 29 and Timberwood Avenue	Morning	1,973 <sup>1</sup>	1,973 <sup>1</sup>	1,973 <sup>1</sup>	n/a
	Evening	1,192	1,192	1,194	n/a
Lexington Drive and Woodmoor Shopping Center's Access Point	Morning	n/a	n/a	236	n/a
	Evening	n/a	n/a	271	n/a

<sup>1</sup> = The CLV value exceeds the CLV/congestion standard of 1,600 for intersections located within the Kensington/Wheaton Policy Area.

<sup>2</sup> = The CLV values in the background traffic condition equals the CLV values in the existing condition because there was no unbuilt, but approved development located near the analyzed intersections.

<sup>3</sup> = The CLV values with the improvement described in operational Recommendation # 2.

On the table above, the CLV values at three of the five intersections are less than 1,600 (i.e., the congestion standard of 1,600 in the Kensington/Wheaton Policy Area). At the intersections of US 29 with westbound University Boulevard and Timberwood Avenue, the site-generated traffic does not increase the congestion in the critical movements. As indicated, the CLV values in the background traffic condition are not increased and are equal to the value in the total traffic condition. Therefore, the site was

found to satisfy LATR guidelines with the recommended improvements (conditions 2-4).

### **Citizen Correspondence and Outreach**

Representatives from the Woodmoor-Pinecrest Citizens Association were very vocal with their concerns during the preliminary plan review process. The Development Review Division (DRD) met with the citizens on December 7, 2006 and facilitated a meeting on December 16, 2006, between the citizens and the applicant's representatives. DRD also received letters, e-mails and phone calls from the citizens expressing their concerns pertaining to the proposed bank site. In addition, the applicant has also had several meetings with the representatives from the Woodmoor Community.

#### Summary of Citizen Concerns

The primary issues identified by the citizen representatives included inadequate internal vehicular circulation on the proposed bank site and the overall shopping center property; existing and potential negative traffic impacts on Lexington Drive and University Boulevard; traffic signalization; lack of sidewalk access from Lexington Drive and the need to consolidate transit stops on University Boulevard.

#### *Internal Circulation*

The citizens indicated that the disbursement of vehicles from the drive-through lanes as proposed on the plan is problematic because there are several directions in which car travel could create internal circulation conflicts.

Staff's position: The plan proposes signage within the site to minimize circulation conflicts.

#### *Traffic impacts on Lexington Drive and University Boulevard*

The citizens indicated that access into the shopping center from Lexington Drive creates traffic conflicts. Additionally, vehicles exiting the site onto University Boulevard (MD 193) could create a potentially unsafe situation.

Staff's position: Staff is recommending that the applicant add an additional southbound lane on Lexington Drive, which should improve this situation. Further SHA is requiring an increase access area and radii at the University Boulevard entrance, to make the exit safe.

#### *Lack of sidewalks from Lexington Drive*

In a letter dated January 29, 2006, the president of the Woodmoor-Pinecrest Citizens Association indicated "there is no good sidewalk access to the shopping center from Lexington Drive."

Staff's position: It has been determined that a lead-in sidewalk from Lexington Drive was not feasible, however, the preliminary plan proposes the following:

- A five-foot sidewalk along Lexington Drive and upgraded along westbound University Boulevard.
- Two lead-in sidewalks into the site from westbound University Boulevard.
- Crosswalks across the northern leg of the intersection of Lexington Drive and westbound University Boulevard.

*The need to consolidate transit stops on University Boulevard.*

The citizens of the Woodmoor Community expressed concern regarding students of Blair High School crossing University Boulevard to reach two bus stops along westbound University Boulevard, east and west of Lexington Boulevard. Instead of crossing University Boulevard at the pedestrian crosswalk, the students have been observed crossing mid-block.

Staff's position: This particular issue is outside of the scope of this preliminary plan. However the Transportation Planning staff has informed the Department of Transit Service and Washington Metropolitan Area Transit Authority (WMATA) of the issue and recommended the investigation of pedestrian improvements at this location to discourage mid-block crossings and encourage safer crossings at the signalized intersections with crosswalks.

In Staff's opinion, the applicant's proposed plan addresses citizen concerns as much as possible.

#### **CONCLUSION:**

Staff's review of Preliminary Plan #120060460 (Formerly1-06046), Bank of America - Woodmoor, indicates that the plan conforms to the Four Corners Master Plan. The proposed preliminary plan is consistent with the master plan goal to encourage revitalization of the subject site. Staff also finds that the proposed preliminary plan complies with Chapter 50 of the Montgomery County Code, Subdivision Regulations, in that public facilities will be adequate to support and service the area of the proposed subdivision. As such, Staff recommends approval of the preliminary plan, subject to the above conditions.

#### **ATTACHMENTS:**

Attachment A	Vicinity Map
Attachment B	Preliminary Plan
Attachment C	Data Table
Attachment D	Agency Correspondence
Attachment E	Citizen Correspondence