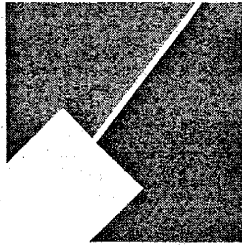


**AGENCY  
CORRESPONDENCE**

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](http://www.mncppc.org)

January 30, 2006

**MEMORANDUM**

**TO:** Dolores Kinney, Senior Planner  
Development Review Division

**FROM:** Glenn Kreger, Silver Spring/Takoma Park Team Leader  
Community-Based Planning Division

Handwritten initials 'GK' in black ink.

Miguel Iraola, Planner Coordinator  
Community-Based Planning Division

Handwritten signature of Miguel Iraola in black ink.

**SUBJECT:** Bank of America at Woodmoor  
Preliminary Plan #1-20060460

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The Community-Based Planning staff has reviewed the above-referenced Preliminary Plan for conformance with the December 1996 *Four Corners Master Plan*. The subject property is located in the northwest quadrant of the intersection of University Boulevard (MD193) and Lexington Drive. In October 2004, the Department of Permitting Services granted a waiver of parking requirements for the Woodmoor Shopping Center. We therefore recommend the approval of the proposed Preliminary Plan.

**Zoning and Land Use**

The subject 0.516-acre parcel is part of the existing Woodmoor Shopping Center. This site was once proposed for a KFC restaurant. The proposed KFC was dropped and the site is now proposed for a branch bank. The property is zoned C-4 which permits banks by right. The proposed bank will replace an existing commercial building. The proposed 0.13 FAR is less than the 0.25 FAR normally permitted by the zone. The proposed building height of 22 feet is less than the 30 feet normally permitted by the zone.

**Master Plan Conformance**

The *Four Corners Master Plan* recognizes that the long-term economic viability of the Woodmoor Shopping Center contributes to the health of the Four Corners commercial district. The Plan recommends the C-4 (limited commercial) zoning for the site, which was subsequently applied to the property.

The Master Plan supports renovation of the Woodmoor Shopping Center and expansion on site, thereby maintaining the edge between the commercial and residential areas in Four Corners. It also calls for sensitive design to minimize the impacts of the center on the surrounding neighborhood:

“When redevelopment or new development occurs, landscape screening should be provided within the required setbacks for commercial properties that abut residential uses and within the parking lots of commercial areas as required by the Zoning Ordinance. Landscaping should be used in conjunction with fences or walls and low, non-glare lighting fixtures to ensure compatibility with abutting residential areas.” (p. 32)

The effect of this recommendation was mitigated by the parking waiver granted by the Department of Permitting Services (DPS) in 2004, before the current plans were submitted. DPS has indicated that this waiver pertains to all the requirements of Section 59-E, even though the waiver specifically refers only to Section 59-E-3.7 (schedule of parking requirements). Such a waiver means that the applicant does not have to comply with the requirements for perimeter landscaping around the proposed parking lot. In accordance with the Master Plan recommendation, the applicant should install full cut-off light fixtures and lighting standards in keeping with the Illuminating Engineering Society of North America (IESNA) recommended practices.

### **Street Rights-of-Way**

University Boulevard is recommended for a 120-foot right-of-way. The Master Plan does not prescribe a specific right-of-way for Lexington Drive. In response to community concerns, the applicant has proposed a no left turn sign on northbound Lexington Drive at the entrance to the Woodmoor Shopping Center. Since this prohibition is intended to facilitate southbound traffic on Lexington Drive, we suggest that consideration be given to prohibiting left turns during only the morning peak period. Any prohibition on left turns into the shopping center from Lexington Drive needs to be accompanied by signage at University Boulevard/Lexington Drive to advise drivers of this restriction before they turn onto Lexington.

### **Bikeways**

The Master Plan recommends Lexington Drive/Pierce Drive for a Class III bikeway (signed shared roadway).

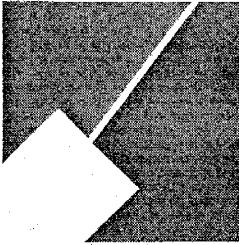
### **Sidewalks**

The Master Plan recommends sidewalk improvements on Lexington Drive from University Boulevard to Woodmoor Drive. The applicant has proposed a 5-foot wide sidewalk along their frontage.

**Community Outreach**

The applicant has had several meetings with representatives of the Woodmoor community. Vehicular and pedestrian circulation issues were the primary topics for discussion.

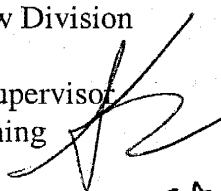
GK:tv: N:\dept\divcp\kreger\Woodmoor bank



February 17, 2006

Revised: March 3, 2006**MEMORANDUM**

TO: Dolores Kinney, Coordinator/Planner  
Development Review Division

VIA: Shahriar Etemadi, Supervisor  
Transportation Planning 

FROM: Ed Axler, Coordinator/Planner EA  
Transportation Planning

SUBJECT: Preliminary Plan No. 120060460  
Bank of America - Woodmoor  
Kensington/Wheaton Policy Area

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This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject preliminary plan to replace the existing two-story structure with a bank within the Woodmoor Shopping Center in the C-4 zone.

**RECOMMENDATIONS**

Transportation Planning staff recommends the following conditions as part of the APF test for transportation requirements related to this preliminary plan:

1. Limit redevelopment to a bank up to 3,000 square feet with three drive-through windows.
2. 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 within the pad site to minimize conflicts between motorists and pedestrians and between the motorists using the drive-through windows and parking to walk into the bank.
  - 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 and the painted pork chop with a stop bar and the marking "STOP" to direct exiting bank trips away from the close by shopping center exit to westbound University Boulevard.
  - ed. Provide traffic control measures as in (b) above to be determined by Park and Planning staff in cooperation with the Montgomery County Department of Permitting Services (DPS).
4. Build radii of curvature for the right turns in and out from westbound University Boulevard according to the approved requirements of the Maryland State Highway Administration (SHA).
  5. ~~If the number of parking spaces within the shopping center is reduced as the result of increased radii for the exit point required by SHA, applicant must obtain from DPS an approval for the reduced number of parking.~~
56. All improvements stated above must be in place prior to issuance of occupancy permit.

## DISCUSSION

### Site Location

The subject site is located on the northwest quadrant of Lexington Drive and the westbound University Boulevard where the eastbound and westbound lanes split into separated roadways through Four Corners at Colesville Road (US 29).

### Vehicle Access Points

The following access points are proposed in the plan:

1. Internal Vehicular Access Points for the Pad Site: Within the Woodmoor Shopping Center, one access point is proposed from the east-west, and two points are proposed from the north-south drive aisles. From the east-west drive aisle, a two-way access point is proposed approximately 30 feet west of its intersection with Lexington Drive. From the north-south drive aisle, another two-way access point is proposed approximately 30 feet north of its

intersection with the westbound University Boulevard. In the northwest corner of the pad site, a third one-way egress point is proposed from the drive aisle leading to the drive-through windows.

2. External Vehicular Access Points for the Woodmoor Shopping Center: The existing access points are as follows:
  - a. A full-movement access from Lexington Drive that is approximately 100 feet north of westbound University Boulevard.
  - b. A right-turn-in and right-turn-out access only exists directly from the westbound University Boulevard. SHA has requested that the radii of curvature be wider for the right turns in and out from westbound University Boulevard. The radius of curvature will be widened for the right-turn-in to permit wider turns and compensate for less than desirable sight distance to the east. The applicant's civil engineer is discussing the design of the radius of curvature for the right-turn-out with SHA.
  - c. A full-movement access from Timberwood Avenue that is approximately six car lengths east of US 29 – where only right turns to northbound US 29 are permitted.
3. External Vehicular Access for the Woodmoor Community to University Boulevard: The intersection of Lexington Drive with westbound University Boulevard is the only signalized access point for the western portion of the Woodmoor community along University Boulevard. In addition, the motorists entering the Woodmoor Shopping Center from northbound Lexington Drive must cross this southbound Lexington Drive queue when turning left into the shopping center, while motorists leaving the shopping center join the southbound queue. Concern has been raised that the green time appears to be too short for all vehicles stacked on the one-lane southbound approach of Lexington Drive to reach westbound University Boulevard in one traffic signal cycle. (This concern should be addressed with the ~~Montgomery County Department of Public Works and Transportation {DPWT}.~~) The lead vehicle in the southbound queue is prohibited from turning right on red at the signalized intersection with the westbound University Boulevard that if permitted could reduce the queue length. Recommendation No. 2 to construct a second southbound lane would reduce the excessive southbound queue from the Woodmoor community.

### Pedestrian and Bicycle Facilities

Pedestrian facilities would not be adversely impacted by the proposed redevelopment of the site as a bank. As required in Recommendation No. 3 and shown on the plan dated July 5, 2005, the following pedestrian improvements are currently proposed:

1. Sidewalks added along Lexington Drive and upgraded along westbound University Boulevard.
2. Two lead-in sidewalks are provided into the pad site from westbound University Boulevard.

3. Crosswalks are provided across the northern leg of the intersection of Lexington Drive and westbound University Boulevard.
4. Within the pad site, signs and pavement markings are provided to minimize conflicts between motorists and pedestrians, and between the motorists using the drive-through windows and those parking.

At two locations, additional signs and pavement markings were proposed on a the plan dated December 22, 2005. However, the additional signs and pavement markings do not improve the traffic circulation and only shift the shopping center and bank trips to another congested access point. Park and Planning staff will be working with the applicant and DPS to develop the most effective signing and pavement marking plan. In particular, Park and Planning staff disagrees with the following additions as stated Recommendation No. 3c:

1. A “no left turn” sign was proposed to prohibit northbound Lexington Drive traffic from turning left into the Woodmoor Shopping Center’s east-west drive aisle. This “no left turn” sign would require all motorists on University Boulevard to enter the Woodmoor Shopping Center from turn-right-in curbside along westbound University Boulevard. As a result, the traffic congestion would be increased on the internal north-south drive aisle. In addition, a sign alone does not prevent motorists from turning left and a physical barrier would be required -- such as a raised pork chop island at the east-west drive aisle leg.
2. A painted pork chop with a stop bar and the marking “STOP” was proposed to direct exiting bank trips away from the close by and congested shopping center exit to westbound University Boulevard. Instead, bank trips leaving the pad site and traveling westbound on University Boulevard would be added to the existing traffic congestion on the east-west drive aisle and Lexington Drive.

The community expressed the need to provide a new pedestrian connection between the Woodmoor Shopping Center and Lexington Drive. Better pedestrian access into the Woodmoor Shopping Center along the east-west drive aisle is a circulation issue that is outside the Bank of America’s pad site. The master plan recommends sidewalks within the community, but did not specify within this shopping center. The existing 20-foot-wide, steep east-west drive aisle would be too narrow to fit a sidewalk and difficult to comply with Americans for Disabilities Act maximum allowable slope/grade requirements.

#### Non-Local Traffic through the Woodmoor Community

The surrounding community has expressed concern regarding “cut-through” traffic on the residential streets in the northeast quadrant of westbound University Boulevard and US 29. Some motorists use the local streets of Lexington Drive, Pierce Drive, and Timberwood Avenue to avoid the congestion on the westbound University Boulevard and turn right onto northbound US 29 despite the existing traffic calming measures on Lexington Drive and Pierce Drive.



However the bank's trips would not contribute to the existing non-local traffic "cutting through" the residential streets. The bank's trips leaving the pad site can use the Woodmoor Shopping Center's internal northeast-southwest driveway instead of the neighborhood streets to travel to northbound US 29. By copy of this memo, DPWT should further investigate how to discourage the non-local traffic not related to this development.

Public Transit Availability

Ride On routes 9 and 19 and Metrobus routes C-2 and C-4 provide public transit service on University Boulevard. No transit service operates on the local residential street of Lexington Drive. Along nearby US 29, Ride On route 22 and six Metrobus Z routes provide public transit service.

Another concern expressed by the community was the unsafe crossing of westbound University Boulevard by Montgomery Blair High School students. Two bus stops are located along this segment of westbound University Boulevard on the east side and west side of Lexington Drive. At the bus stop on the west side of Lexington Drive, Montgomery Blair High School students riding public transit were observed crossing westbound University Boulevard when the queue of vehicles are waiting for the traffic signal at US 29 to turn green (i.e., mid-block crossings), instead of at the designed pedestrian crosswalk. The Blair Pedestrian Study provided for the design of pedestrian crosswalks that provide for a safer crossing of University Boulevard. By copy of this memo, Department of Transit Service and Washington Metropolitan Area Transit Authority should investigate pedestrian improvements to discourage mid-block crossings and encourage safer crossings at the signalized intersections with crosswalks.

Master-Planned Roadway and Bikeway

In accordance with the *Four Corner Master Plan*, University Boulevard is designated as a major highway, M-19 with a 120-foot right-of-way for each of the westbound and eastbound lanes and a bikeway, PB-7, Class III.

Lexington Drive is not listed in the Master Plan, but functions as a secondary residential street with a 60-foot right-of-way.

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 to use the bank's services.
2. Pass-by trips are trips that are taken for another primary purpose but stop at the bank 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 No. 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 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 superscript "1", the CLV values in the background traffic condition are not increased and are equal to the value in the total traffic condition.

EA:gw

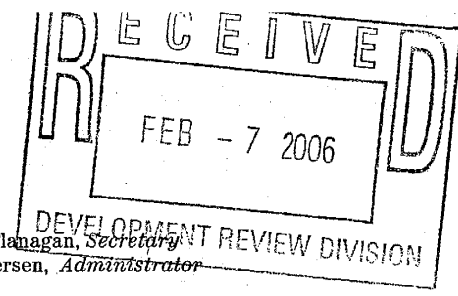
cc: Ray Burns – SHA  
Larry Glick - WMATA  
Glenn Kreger  
Phil McLaughlin - DTS  
Sarah Navid -DPS  
David Paine  
Joe Ucciferro – Bohler Engineer  
Emily Vaias – Linowes & Blocher  
Emil Wolanin – DPWT, Operation in Gaith.  
Carl Wilson – The Traffic Group

Revised mmo to Kinney re BOA 1-06046



Robert L. Ehrlich, Jr., *Governor*  
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*  
Neil J. Pedersen, *Administrator*



Maryland Department of Transportation

January 27, 2006

Ms. Cathy Conlon  
Supervisor, Development Review  
Subdivision Division  
Maryland National Capital  
Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

Re: Montgomery County  
Bank of America/Woodmoor  
Preliminary Plan #1-06046  
MD 193 @ Lexington Drive

Dear Ms. Conlon:

The State Highway Administration (SHA) appreciates the opportunity to review the revised preliminary plan and concept plan by the nearby resident Ms. Eileen Emmett, received at your office on January 23, 2006. SHA also received a copy of this revised preliminary plan and December 9, 2005 point-by-point response from the Linowes and Blocher LLP Attorneys at Law. We offer the following comments:

- SHA concurred with the findings and recommendations of the October 11, 2005 traffic impact study in our November 29, 2005 letter to Mr. Shahriar Etemadi. We both supported the proposed Lexington Drive improvements and required that the existing MD 193 entrance be reconstructed to meet current SHA commercial entrance standards.
- As stated in our November 18, 2005 letter to your office, any utility work within MD 193 rights-of-way will require a utility permit from SHA's District #3 Utilities Office. The developer/applicant should contact SHA's District Utility Office at 310-513-7350 for permitting requirements.
- SHA's hydraulic reviewer offered comments in a March 23, 2005 memorandum that was faxed to Bohler Engineering.
- Access to this property is subject to "Rules and Regulations" of this Administration. The required MD 193 entrance reconstruction and Lexington Drive improvements within MD 193 rights-of-way are subject to the terms and conditions of an access permit, which must be received from this office.
- This revised preliminary plan partially addresses the first comment in our November 18, 2005 letter. This plan shows the reconstruction of the existing MD 193 curb for the inbound portion (east side) of the existing depressed curb entrance. The existing outbound portion of this entrance is shown to remain as is. The applicant must revise this plan to show total reconstruction to a 25' wide with 20' radii commercial entrance. A sketch is attached for guidance.

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

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com

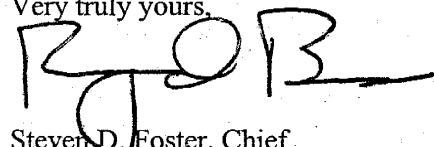
Ms. Cathy Conlon  
Page Two

*We realize that a parking waiver from Montgomery County's Department of Permitting Services may be necessary to accomplish this MD 193 entrance reconstruction. Two or three existing parking spaces will have to be eliminated to properly reconstruct this entrance to meet SHA standards. Please note that close proximity of these few parking spaces with the MD 193 entrance is the primary cause of the operational/safety problems described by comments 1 and 3 in a January 16, 2006 e-mail from Ms. Eileen Emmett. A fully reconstructed MD 193 commercial entrance to SHA's standards should also reduce the frequency of trucks using Lexington Road for access to and egress from the Woodmoor Shopping Center.*

The January 16, 2006 e-mail and subsequent alternate concept sketch plan from Ms. Eileen Emmett recommends that the existing MD 193 access be relocated further east to line-up with the existing "jug-handle" on-ramp. This location would also place this entrance near the middle of the proposed bank building. This building will only have about a 50' setback from MD 193. Access at this location would result in an entrance with little or no throat (depth). Outbound vehicles and vehicles trying maneuver in and out of the nearby parking spaces would block inbound vehicles, causing these vehicles to queue back into MD 193. This would be a significant operational and safety concern and SHA therefore does **not** support this recommendation. Ms. Eileen Emmett's January 16, 2006 access proposal may be feasible if and when this shopping center owner proposes a future, complete redevelopment of the site.

If you have any question, please contact Ray Burns at 410-545-5592 or our toll free number in Maryland only 1-800-876-4742.

Very truly yours,

  
for Steven D. Foster, Chief  
Engineering Access Permits Division

SDF/rbb

cc: Mr. Joseph Ucciferro \ Bohler Engineering  
Mr. Carl Wilson \ The Traffic Group, Inc.  
Mr. Shahriar Etemadi \ M-NCPPC  
Mr. Richard Weaver \ M-NCPPC  
Mr. Ed Axler \ M-NCPPC  
Mr. David Niblock \ Montgomery County DPS  
Ms. Eileen Emmett *sent via e-mail*  
Mr. Jeff Wentz *sent via e-mail*  
Mr. Darrell Mobley *sent via e-mail*  
Mr. Augustine Rebish *sent via e-mail*

