

January 16, 2006	Date of Eileen Emmet memo to Dolores Kinney, Park & Planning Staff with comments to revised Preliminary Plan Date of supplementary email from Eileen Emmet to Dolores Kinney with additional comments
January 29, 2006	Date of Woodmoor-Pinecrest Citizens Association letter to Cathy Conlon, Park & Planning Development Review with comments to revised Preliminary Plan
March 3, 2006	Submission of Plan and Letter to Staff for Planning Board

BANK OF AMERICA
 APPLICANT'S RESPONSE TO CITIZENS' ALTERNATIVES

Issue	Citizen's Suggestion	Applicant's Response
Lead-In Side Walk	Provide a 5-foot lead-in sidewalk along the edge of the residential retaining wall along the north.	A lead-in sidewalk at this location is not feasible because the driveway width is too narrow and a sidewalk built in this location would be too steep to meet ADA standards.
Parking Spaces at University Boulevard	Parking spaces just inside the University Avenue curb cut will interfere with vehicles entering and exiting the lot and cause traffic tie-ups. Either the spaces should be relocated, or the curb cut should be moved to a more visible location.	The Preliminary Plan has proposed to widen the access drive off of MD 193 to 25 feet, subject to the provision of a 20-foot radii commercial entrance. The enlarged radii eliminates 2-3 parking spaces at this location, thus further reducing vehicular movements in this area.
Dumpsters	The relocation of the existing dumpsters is not appropriate.	The Applicant's revised preliminary plan provides alternate pedestrian access, screening for the relocated dumpsters and does not eliminate any parking spaces.
Shopping Center Parking Deficiency	If the requirement for bank parking spaces is low, it does not make sense that the required spaces for the rest of the shopping center are isolated within the bank's parking footprint, across bank drive aisles. This solution is an unsafe path for pedestrians who will be shopping in the main shopping center building.	Required parking for the shopping center has been studied and analyzed on a center-wide basis during review of the preliminary plan and the granting of the parking waiver for the site by the Department of Permitting Service (DPS).
Delivery Truck Access	Delivery truck access and necessary turning radiuses should be shown on the plan to illustrate the truck size(s) and showing that they have sufficient space to navigate inside the lot and around turns.	The preliminary plan proposes to provide adequate drive aisle and access widths as requested by agency reviewers. The proposed bank only needs to accommodate deliveries from armored money vehicles, which have turning radii comparable to typical cars and trucks.
No-left Turn Sign	The new proposed no-left turn into the shopping center lot from Lexington may not be sufficient to prevent illegal turns because additional signage may not be readily visible or aesthetically desirable.	M-NCPPC Transportation Planning and DPWT advised against this measure in their February 17, 2006 memorandum, due to concerns it would create circulation problems from north and southbound University Boulevard and potential new cut-throughs within the neighborhood.
Lexington Drive Improvements	Separate correspondence with DPWT and State Highway has stated that widening Lexington Drive will not benefit residents who use it as the primary access to the neighborhood. Instead, the widening will benefit and absorb cut-through traffic and commercial access to the shopping center.	The Applicant's traffic consultant has demonstrated how this improvement to Lexington Drive will increase queuing capacity at Lexington Drive and MD 193, thereby benefiting both residents using Lexington Drive for access to MD 193 and shoppers exiting the Woodmoor Shopping Center onto Lexington Drive.
Pavement and Waiver of Landscaping	The amount of paving proposed and waivers on landscaping will negate any beneficial affect of having a new building on the site.	Once completed, the bank will provide more green space and landscaping than currently exists at this corner, thus improving the overall aesthetic of the Center.
Building Design	It is not clear whether their building design is in keeping with the appearance of the existing art deco shopping center.	Although not technically part of the preliminary plan, the Applicant believes that from a color and design perspective, this building will reflect with the character of the existing shopping center and otherwise

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**BANK OF AMERICA
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Issue	Citizen's Suggestion	Applicant's Response
Lighting	<i>Provide reductions in light levels at night so they don't spill onto the neighborhood street or homes.</i>	provide an aesthetically pleasing and appropriate look for this site. The Applicant has designed the proposed bank building with sensitivity to impacts on the adjacent neighborhood and will continue to explore ways to do so and work with the neighborhood to design lighting that minimizes "spill" during evening hours.
Internal Circulation	<i>There will be impacts of the internal routing of traffic, especially around the proposed bank location.</i>	The Applicant as attempted to balance the use of the MD 193 and Lexington Drive access points so that each can be used to its potential without overburdening or creating additional conflicts.
Traffic Impacts on Lexington Drive	<i>The proposed development will generate additional traffic impacts on an already stressed Lexington Drive and MD 193.</i>	The Applicant has proposed to make a major improvement to Lexington Drive, which will increase the capacity and functionality of the Lexington Drive/MD 193 intersection.
Existing Off-site Impacts	<i>The proposed plan will aggravate already existing off-site impacts.</i>	The Applicant has studied this site extensively and is already proposing to make improvements to Lexington Drive and the access point at University Boulevard. Existing cutthrough traffic impacts should not be worsened.
Traffic Circulation Pattern	<i>Circulate traffic in a counterclockwise pattern only around the bank structure.</i>	The Applicant and all involved agencies have studied site circulation extensively and believe that two-way circulation ensures the most effective use of the bank and bank drive-thru aisles on the site and allows site ingress and egress to be appropriately balanced between Md 193 and Lexington Drive.
Internal Signage	<i>Internal shopping-center way finding signs should guide drivers to exit paths that will lead them to eastbound, southbound, westbound and northbound traffic directions in a safe, non-disruptive manner.</i>	The Applicant agrees with the proposed condition contained in the Transportation Planning memorandum dated February 17, 2006 to provide signs and pavement markings within the pad site to minimize conflicts between motorists and pedestrians.
Impact of Lexington Drive Improvements	<i>The additional lane on Lexington Drive will not solve and may exacerbate an eastbound traffic weave exiting the shopping center.</i>	The provision of an additional lane on Lexington Drive was recommended and approved by DPS in their review of the Applicant's parking waiver. The Applicant's traffic study shows how this improvement will improve road and network conditions and address specific concerns of the neighborhood regarding efficient egress from both the shopping center and the neighborhood streets.
No Left-turn Restriction	<i>Proposed no left-turn restriction from Lexington Drive will shift turning movement from MD 193 to curb cut direction off MD 193, increasing the importance of this access point into the shopping center.</i>	Per MNCPPC, DPWT and SHA recommendations, left-turn restriction has been removed from Lexington Drive
Sight Distance	<i>Traffic exiting the shopping center onto MD 193 must contend with limited sight distance.</i>	The Applicant has submitted and is working towards approval of it sight distance study, per SHA requirements. The Applicant will demonstrate

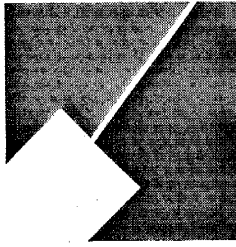
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BANK OF AMERICA
 APPLICANT'S RESPONSE TO CITIZENS' ALTERNATIVES

Issue	Citizen's Suggestion	Applicant's Response
Sidewalk Access	<p><i>Consideration of a small sidewalk median separating right-in and right-out movements at the MD 193 access point to discourage cross travel lane movements and increase pedestrian safety.</i></p> <p><i>There is no good sidewalk access to the shopping center from Lexington Drive.</i></p> <p><i>Consolidate the two Metrobus stops into one, located on University Boulevard between Lexington Drive and the shopping center curb cut.</i></p>	<p>that sight distance is adequate at this existing location.</p> <p>The Applicant has studied this proposal and discussed it with DPS, and has determined that this location is not large enough to accommodate the requested "pedestrian refuge" median and that there would be significant benefits gained by such a measure in terms of increased safety.</p> <p>The Applicant proposes to provide pedestrian access to the site via a sidewalk connection at the corner of Lexington Drive and MD 193.</p> <p>The Applicant notes that this community recommendation is not within its control. The Applicant, however, supports any recommendation to improve pedestrian and transit safety and efficiency and is willing to work with the Association and the County to implement any such recommendations.</p>
Consolidation of Metrobus Stops	<p><i>Consolidate the two Metrobus stops into one, located on University Boulevard between Lexington Drive and the shopping center curb cut.</i></p>	<p>The Applicant notes that this community recommendation is not within its control. The Applicant, however, supports any recommendation to improve pedestrian and transit safety and efficiency and is willing to work with the Association and the County to implement any such recommendations.</p>

(7)

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION8787 Georgia Avenue
Silver Spring, Maryland 20910-3760
301-495-4500, www.mncppc.org

April 19, 2006

MEMORANDUM

TO: Dolores Kinney, Coordinator/Planner
Development Review Division

FROM: Shahriar Etemadi, Supervisor
Transportation Planning

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

This is Transportation Planning staff's supplemental memorandum to the one dated February 17, 2006. It is to respond to the questions raised at the March 23, 2006 public hearing.

RECOMMENDATIONS

Transportation Planning staff recommends an additional condition for approval of this application as a transportation requirement related to this preliminary plan:

- Work with the Montgomery County Department of Public Works and Transportation (DPWT) to provide for the combination of traffic control signs and pavement markings to prevent vehicles queuing on southbound Lexington Drive to block the shopping center's access point.

DISCUSSION

The applicant has submitted a supplemental report to the previously submitted traffic study. Staff has reviewed the report and offers the following responses:

1. ***Cut-through Traffic*** within Woodmoor community from westbound University Boulevard to northbound US 29 or in the opposite direction.

Applicant has conducted a license plate study (origin-destination study) that indicates the cut-through traffic is an existing problem. A total of 327 vehicles in the **three hours of morning peak period** and 430 vehicles in the **three hours of evening peak period** were observed to cut through the community east and north of the shopping center.

There is no indication that relocation of the bank within the shopping center will make the existing situation significantly worse. Vehicles entering and exiting the bank site are provided with easy access and therefore traveling through the community seems unnecessary in order to avoid congestion.

The bank is not a new land use within the Woodmoor Shopping Center. It is being relocated to a new pad site within the same shopping center. The difference is the proposed drive-through windows that can be conveniently accessed **outside** the shopping center's parking area. By using the drive-through windows, the traffic circulation will be improved within the parking area. The bank customers no longer need to circulate within the center in search of parking spaces.

The proposed drive-through windows would increase the number of pass-by and diverted trips for the customers coming from the Woodmoor community or from outside. The outside pass-by trips would enter and exit along the same travel route on the westbound University Boulevard. The outside customers would probably modify their travel routes to use the bank's drive-through windows and are mostly expected to continue traveling along westbound University Boulevard and northbound US 29.

2. **Existing southbound queuing problem on Lexington Drive:** Existing southbound queuing problem on Lexington Drive will be exacerbated by vehicles on northbound traffic attempting to turn left into the shopping center.

The applicant has agreed to provide an additional lane on the southbound approach of Lexington Drive to reduce the length of the queuing by approximately one-third resulting in increased safety and efficiency of traffic operation at the intersection of westbound University Boulevard and Lexington Drive.

The applicant had proposed at one time to install signs to prohibit left turns from northbound Lexington Drive into the shopping center. This proposal was rejected by Planning and DPWT staff because any prohibition of left turns at this location will aggravate the traffic circulation in this area and may actually cause additional cut-through traffic within the residential street.

3. **Concerns regarding queuing on northbound Lexington Drive** caused by vehicles waiting to turn left into the shopping center while southbound traffic on Lexington is moving towards University Boulevard.

The segment of Lexington Drive between University Boulevard and the access road to the shopping center is approximately 150 feet in length and can store five vehicles. Approximately an average of one car needs to make a left turn every two minutes. We believe there could be sufficient gap in southbound traffic to allow for a vehicle to turn left every two minutes. The possibility of traffic spill over from Lexington Drive into University Boulevard is minimal.

Working with DPWT, the applicant will be required to provide combination of traffic control signs and pavement markings to prevent southbound traffic on Lexington Drive to block its intersection with the driveway into the shopping center. This could help to limit the problem of left turning traffic into the shopping center.

4. **On-site circulation** as it relates to traffic exiting the bank and making left or right to reach University Boulevard or US 29 respectively.

The applicant's proposal for a "pork chop" at University Boulevard and western access point to the shopping center was rejected by State Highway Administration. Staff does not support construction of a "pork chop" at this location either. Staff believes that this control measure will not make a qualitative difference in safety of the traffic operation. Separation of left and right turns from the bank shown in the plan will improve on-site circulation.

5. **Inadequate sidewalks along the shopping center driveway connecting to Lexington Drive.**

The existing grades along this driveway and its narrow width preclude any sidewalk that would provide for a minimum width and slope requirements to satisfy Americans for Disabilities Act. Adequate sidewalks are provided within the pad site to connect Lexington Drive with the shopping center.

6. **The Critical Lane Volume exceeding 1,600 that is the congestion standard for the intersection of University Boulevard and US 29** during the weekday morning peak hour.

Both intersections of US 29 with University Boulevard and Timberwood Avenue operate with a critical lane volume (CLV) that exceeds congestion standard of 1,600 CLV. Calculation of total future CLV condition (including the trips generated to the bank) results in a fraction of a CLV increase by 0.3 for westbound University Boulevard and US 29. The *LATR Guidelines* procedures used by the Transportation Planning staff have always included rounding the CLV values down if less than 0.5 and up if it is more than 0.5. This has been the established practice of Transportation Planning staff for many years. The practice assumes that we cannot have a fraction of a vehicle traveling through an intersection. Point three CLV was rounded down to equal to no change in CLV and therefore, the LATR requirement for this intersection was satisfied.

Even if the CLV value in the total traffic condition is increased by one, the applicant would not be required to improve the intersection of US 29/westbound University Boulevard because both the *LATR Guidelines* and *FY03-05 Annual Growth Policy - Policy Element* specifies that if the applicant has improved traffic operation and/or safety at one location, he or she has met the requirements of LATR. Following are from those publications:

- a. On the bottom of page 15 of the *LATR Guidelines*:

“If an applicant is participating in a traffic mitigation program and/or one or more intersection improvements to satisfy Local Area Transportation Review requirements, that applicant shall be considered to have met Local Area Transportation Review for any other intersection where the volume of trips generated by the site under consideration is less than five Critical Lane Movements.”

- b. On the bottom of page 8 of the *FY 2003-5 Annual Growth Policy – Policy Element*:

“If an applicant is participating in a traffic mitigation program or one or more intersection improvements to meet Local Area Transportation Review requirements, that applicant must be considered to have met Local Area Transportation Review for any other intersection where the volume of trips generated is less than five Critical Lane Movements.”

For this case the applicant has improved traffic operation along Lexington Drive and, therefore meets the LATR requirements.

7. Adequacy of parking within Woodmoor Shopping Center.

The Montgomery County Department of Permitting Services (DPS) had approved a parking waiver on October 6, 2004 for the entire Woodmoor Shopping Center. DPS held a public hearing on June 30, 2004 where public testimony was taken. The record was held open for ten more days for additional public comments until July 10, 2004. The director of DPS rendered the decision to approve the parking waiver request.

DPS provided the following information contained in the public records:

The proposed bank will replace the existing two-story office building for a net increase of 111 square feet. In accordance with Montgomery County Zoning Code Section 59-E-3.7, this increase in square footage would require an additional eight parking spaces that is equal to only four percent of the total parking spaces contained within the shopping center area.

The applicant submitted a parking waiver request that included a plan and parking survey. There are a total of 209 existing parking spaces in the shopping center at that time. The parking survey results were as follows:

- a. The maximum number of 149 parking spaces were occupied on Friday, May 7, 2004, in the highest 15-minute interval (between 4:30 and 4:45 p.m.) within three hours of 4:00 and 7:00 p.m.

- b. The maximum number of 203 parking spaces were occupied on Saturday, May 8, 2004, in the highest 15-minute interval (between 12:15 and 12:30 p.m.) within three hours of 10:00 a.m. to 2:00 p.m.

As shown in the parking survey above, the highest number of vehicles parking at one time (203 parking spaces occupied) in the shopping center was just below 209 parking spaces available. We believe that although the number of parking spaces is not meeting the requirement, the parking lot at the shopping center could accommodate the demand for parking.

EA:gw

mmo to Kinney re BOA - Woodmoor

6/4

CITIZEN
CORRESPONDENCE

Planning Board
Maryland National Capital Park and Planning Commission
8787 Georgia Ave.
Silver Spring, Md. 20910
April 11, 2006

Re: Bank of America at University Blvd. and Lexington Dr.

Dear board members,

Please consider the entire Woodmoor Shopping Center when you consider the proposed detached bank building. That plan will discourage multi-purpose trips because it favors staying in a car when using the bank but parking or walking when using the other stores. And those stores will have fewer parking spaces for their patrons.

Also, the large attached store fronting on University Blvd., across the parking lot from the proposed bank, will be vacant later this year. Renting the space will be harder with the construction and the reduced parking. If the bank moved into this space and added a drive-through "kiosk" by the side door, it would solve my concerns.

Thank you for your attention.

Yours truly,

Jean Dunnington

Jean Dunnington
10419 Lorain Ave.
Silver Spring, Md. 20901-2410
(301) 593-3619

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APR 13 2006

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

*The "Contact Us" link didn't work
from a library computer.*

MCP-Chairman

From: Janet Konschnik [cak_jbk@yahoo.com]
Sent: April 15, 2006 2:31 PM
To: MCP-Chairman
Subject: Woodmoor Bank of America Proposal

Dear Mr. Berlage,
I am vehemently opposed to the drive-through proposal because of the impact it would have on the neighborhood. There is already too much cut-through traffic, and this would increase it. It already takes as much as 5 minutes to get out of woodmoor at the Lexington Ave. intersection with University Blve. I can't imagine how long it would take with the extra traffic. The businesses and residents can ill afford to lose the necessary parking spaces or endure the added congestion and confused traffic patterns. Please oppose this plan. Thank you.

Sincerely,

Janet Konschnik
Woodmoor Resident
10207 Ridgemoor Drive
Silver Spring, MD 20901

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OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
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Mrs. John J. Dashner
10407 Brookmoor Dr.
Silver Spring, Maryland
20901

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THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Mr. Rick Pellegrini et al
Montgomery County Planning Board
M-NCPPC
8787 Georgia Avenue
Silver Spring, MD 20901

MCPB
May 4, 2006
Item #
Bank of America - Woodmoor
Preliminary Plan #120060460

Dear Sir:
We do hope the Planning Board
will deny Bank of America proposal
for a new bank place. In corner
around the intersection of University Boulevard
and Wisconsin Road is ~~already~~ already
contributing an abundance of congestion
& traffic around from more distant
places. That area has many parking
and other commercial, business, shops and
Bankers.

Ellen Dashner

MCP-Chairman

From: Suzanne.L.Bell@usdoj.gov
Sent: April 13, 2006 12:25 PM
To: MCP-Chairman
Subject: Bank of America Proposal

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APR 24 2006

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

Chairman Berlage:

I am a resident of Woodmoor/Four Corners and currently exit the area via Pierce and Lexington. In the morning, it can take me 10 minutes or more to exit the area on to University or Colesville. I believe the Bank America project will make this existing problem worse.

As a resident, I am excited by the prospect of business expansion in the area. However, I fear such expansion will have a negative impact on me and the other residents who live near the shopping center. I understand approval has been postponed until the Bank of America can prove that it will not be adding additional congestion or impact on the community. As a resident and a daily user of the subject streets, I am not optimistic the Bank of America can meet this burden. I hope this reality is a significant factor in the Planning Board's ultimate decision.

Thank you for your consideration.

Suzanne L. Bell
Deputy Director for Legal Recruitment and Outreach
Office of Attorney Recruitment and Management
U.S. Department of Justice
suzanne.l.bell@usdoj.gov
Ph: 202-514-3905
Fax: 202-514-0713

Woodmoor-Pinecrest Citizens Association

Mr. Byrne Peake
204 Williamsburg Drive
Silver Spring, MD 20901

April 23, 2006

Derick Berlage, Chairman
Montgomery County Planning Board
Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Dear Chairman Berlage:

Re: Woodmoor Shopping Center at Four Corners in Silver Spring:
Bank of America Relocation – Preliminary Plan #120060460

As president of the Woodmoor-Pinecrest Citizens Association (WPCA), I am requesting a postponement of the next hearing, from the currently scheduled date of May 11, 2006 to May 25, 2006 or after. These are the reasons for request:

- a. Following the initial hearing March 23, we expected to meet with the applicant to discuss our concerns and/or alternative site configurations. Instead, on April 14, we received additional traffic information that we would like more time to study and analyze because we are not convinced all the information requested on March 23 was provided.
- b. We have contacted Mr. Robert Hubbard of the Department of Permitting Services to request he review the previous 2004 parking waiver approval because support for the waiver was not approved or voted on by the WPCA, some adjacent neighbors on Pierce were not notified of the waiver request, and although shopping center tenants were not required to be notified, the impact to their businesses, and their opinion, should have been considered. (Refer to the attached letter to Mr. Hubbard for additional concerns.)
- c. The WPCA has its last scheduled monthly meeting on Wednesday, May 24 (until resuming in September). A postponement would allow enough time to complete the above-mentioned activities with time for discussion with the full WPCA, and prepare for the next scheduled Planning Board hearing.

Your consideration of this request would be greatly appreciated. If you have any questions, I can be reached at (301) 467-0672. Thank you

Sincerely,



Byrne Peake
President

Cc: Dolores Kinney, Cathy Conlon, Mike Pfetch (Vice President, WPCA)

Woodmoor-Pinecrest Citizens Association

Mr. Byrne Peake
204 Williamsburg Drive
Silver Spring, MD 20901

April 23, 2006

Mr. Robert C. Hubbard, Director
Department of Permitting Services
255 Rockville Pike, 2nd Floor
Rockville, MD 20850-4166

Dear Mr. Hubbard:

Re: October 6, 2004 Parking Waiver
Woodmoor Shopping Center/Bank of America
28 University Boulevard East
Silver Spring, Maryland

and subsequent approval request for:

Woodmoor Shopping Center at Four Corners in Silver Spring:
Bank of America Relocation – Park and Planning, Preliminary Plan #120060460
100 Lexington Drive

As president of the Woodmoor-Pinecrest Citizens Association (WPCA), I am writing to request that you revisit the above-mentioned parking waiver approval, both for the validity of the original waiver approval and for subsequent compliance in the preliminary plan currently before the Montgomery County Planning Board.

The initial Planning Board hearing on March 23, 2006 deferred the item. A follow-up hearing is currently scheduled for May 11; however, the WPCA has requested that the Planning Board postpone the item until May 25 or after to allow more time for this request and other studies. (Refer to Attachment A, April 23, 2006 letter to Chairman Berlage.)

These are the reasons for request:


1. At the only presentation to the WPCA by the applicant prior to the parking waiver request, in April 2004, although the response to the bank was generally favorable, detailed plans were not presented.
2. Support for the waiver was not approved or voted on by the WPCA (Refer to Attachment B, June 24, 2004 email and July 15, 2004 letter from Paul Manchester to Reginald Jetter.)
3. Some adjacent residents on Pierce Drive were not notified of the waiver request.
4. The impact to other shopping center tenant businesses, and their opinion, should have been considered.

5. The number of parking spaces that will be available after the proposed bank is constructed is significantly fewer than the number of spaces currently available. (Refer to Attachment C, March 15, 2006 Woodmoor Parking Spaces Summary.)
6. The location of the dumpsters is not acceptable (on a slope, in pedestrian aisles adjacent to handicapped-accessible parking spaces, at a central location in the lot where pedestrians cross paths with vehicles as they turn around and merge from several directions).
7. Exit queuing from the new bank drive aisles will block ingress into the shopping center and bank ingress lanes and exiting visibility is limited because of the sloping site.
8. Too many items do not conform to the Montgomery County Zoning Ordinance. (Refer to Attachment D, Bank of America Preliminary Plan Compliance Chart, 11/28/05.)
 - a) 59-E-2.71: Landscape strip area adjacent to a street right-of-way
 - b) 59-E-2.72: Perimeter landscape area adjoining property other than a street right-of-way
 - c) 59-E-2.73: Internal landscaping of surface parking facility
9. In order to grant a parking waiver, the proposed plan should respect the recommendations of the Four Corners Master Plan to reduce the impact of traffic, carefully integrate projects into the existing community, and protect the neighborhood from intrusive impacts, including pass-by traffic.
10. In order to grant a parking waiver, the proposed plan should meet Managing Maryland's Growth, Models and Guidelines for Infill Development, smart growth criteria for building orientation, parking, drive-throughs, sidewalks, trash and recycling receptacles, etc.

For your additional information, at the next subsequent presentation to the WPCA by the applicant, in September 2005, the residents expressed a number of concerns about the configuration of the plan (its impact on the Lexington Avenue, the only signalized exit from a large section of the neighborhood; pedestrian access to the back of the existing shopping center; access and visibility into and out of the lot onto University Boulevard and Lexington Drive; the number of drive-through lanes and subsequent congestion of vehicles backing up within the lot; relocation of the four existing dumpsters, the reduced number of parking spaces for other businesses, and the general "tight-fit" of the pad site configuration into the existing sloped lot.)

Your consideration of this request would be greatly appreciated. If you have any questions, I can be reached at (301) 467-0672. Thank you

Sincerely,



Byrne Peake
President

Cc: Chairman Derick Berlage, Montgomery County Planning Board
Cathy Conlon, M-NCPPC, Development Review Division Supervisor
Dolores Kinney, M-NCPPC, Development Review Division
Mike Pfetch (Vice President, WPCA)

July 15, 2004

**Paul B. Manchester
105 Lexington Drive
Silver Spring, MD 20901
(301) 593-5699**

Mr. Reginald T. Jetter
Department of Permitting Services
Division Chief, Casework Management
255 Rockville Pike, 2nd Floor
Rockville, MD 20850

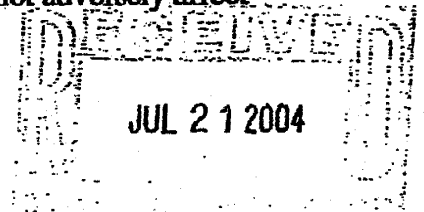
Dear Mr. Jetter:

I am the Chair of the Shopping Center Committee for the Woodmoor Pinecrest Citizens Association (WPCA). Our community is bounded by University Boulevard East, Colesville Road, Northwest Branch, and the Beltway, and lies directly behind the Woodmoor Shopping Center (Center).

I am writing with regard to the proposed move of the Bank of America branch from its current site in the Center to a pad site near the corner of Lexington Drive and University Boulevard. This proposal was presented in outline form at the April meeting of the WPCA by representatives of Bank of America and First Washington Realty, the managers of the Center.

The actual plans for this proposed move were submitted to you by Emily Vaias, Esq., on May 27, 2004, and revised on July 9, 2004. The WPCA has not voted on these plans because they were submitted after our May meeting, the last regular meeting until September. But based on the generally favorable response to the proposal at our April meeting and my subsequent discussions with members of the community, including those living near the site, I believe that a majority of the WPCA community supports this proposal, which would provide enhanced financial services to community members, as well as others.

Despite our general support for this proposal, we do have concerns about the adequacy of parking at the Center if this is approved. In particular, we are concerned about parking on neighborhood streets on Saturdays, the peak demand period for the Center. Overflow parking could be mitigated if the manager of the Center encourages employees to park elsewhere during this period, and if the manager closely monitors parking to ensure that only shoppers are parked at the Center. And in general, we believe that no further parking waivers should be granted beyond that requested by First Washington as part of this proposal. We also believe that adequate landscaping is essential to ensure that this proposed Bank of America branch does not adversely affect the residential nature of the adjoining properties.



memorandum sent to you by Sarah Navid, at the June 30 hearing, and in Ms. Vaias's letter of July 9. Based on my discussions with community members, I believe that a majority supports the changes in the July 9 letter, which would improve the flow of traffic in the Center; relocate and enclose the dumpsters, and provide for the removal of the tree on Lexington Drive.

In her June 22 memorandum, Ms. Navid suggested that the portion of Lexington Drive between the Center and University Boulevard (approximately 100 feet in length) be widened to three lanes, with one lane for right turns onto University Boulevard and one lane for left turns. We believe that this proposal would benefit residents by reducing the lines of cars backed up on Lexington Drive at this intersection and by allowing more cars to exit onto University Boulevard during the short green light. Concerns have been expressed that addition of a third lane could increase the flow of cut-through traffic in our community, but hopefully steps will be taken by Montgomery County and/or the Maryland State Highway Administration to reduce this problem. It might be possible to add a third lane without moving all of the utility poles currently located on that portion of Lexington Drive, which would reduce the cost of this proposal.

In closing, I wish to reiterate our support for this proposed relocation of the Bank of America branch in the Woodmoor Shopping Center.

Sincerely,



Paul B. Manchester

cc: Jae Collins, President, WPCA
Mike Pfetsch, Vice President, WPCA
Ronda Kent, Treasurer, WPCA
Sarah Navid, DPS
Emily Vaias, Esq.

Jetter, Reginald

From: Jetter, Reginald
Sent: Thursday, June 24, 2004 10:14 AM
To: 'paul_b_manchester@hud.gov'
Subject: RE: First Washington request for a parking waiver at Woodmoor Shopping Center

Mr. Manchester

You can wait until the hearing to comment on the parking waiver. The hearing is held by myself (Reginald Jetter) and David Niblock. After the hearing and after the record is closed (usually one or two weeks after the hearing) we write a recommendation for the Director, Department of Permitting Services, who will make the final decision.

Please let me know if you have additional questions.

Reginald Jetter

Reginald T. Jetter
 Department of Permitting Services
 Division Chief, Casework Management
 255 Rockville Pike, 2nd Floor
 Rockville, Maryland 20850
 240 777-6215

—Original Message—

From: Niblock, David
Sent: Thursday, June 24, 2004 9:50 AM
To: Jetter, Reginald
Subject: FW: First Washington request for a parking waiver at Woodmoor Shopping Center

—Original Message—

From: paul_b_manchester@hud.gov [mailto:paul_b_manchester@hud.gov]
Sent: Monday, June 21, 2004 11:25 AM
To: Niblock, David
Subject: First Washington request for a parking waiver at Woodmoor Shopping Center

Mr. Niblock: I am the Shopping Center Committee Chair for the Woodmoor Pinecrest Citizens Association (WPCA). I have received First Washington's request for a parking waiver relating to the proposed construction of the Bank of America branch at the Woodmoor Shopping Center. (I am also an adjoining property owner.)

We did not have the detailed plans from First Washington prior to the last WPCA meeting in May, thus the WPCA has not taken a position one way or the other on this waiver request. The WPCA is not scheduled to meet prior to the June 30 hearing, but if the WPCA Board is so inclined, it could take a position on the waiver prior to June 30.

I would like to preserve my option to comment on this waiver request, either on behalf of the WPCA or on my own behalf, if something should arise at the June 30 hearing. I don't know how formal your procedures are, thus I was wondering if I should sign up to testify in advance, in order to preserve this option, or if I could just comment at the hearing, if any matters on which we wish to comment arise.

6/24/2004

I was also wondering if this hearing is held before a Board (if there is one) or before the DPS Director and staff.

Paul Manchester
105 Lexington Drive

6/24/2004

WOODMOOR PARKING SPACES
March 15, 2006

Space Location	Required by Zoning Sec. 59-E-3.7	Assumed 1964 Waiver CBA-1595	Existing Spaces 3/12/2006	BA Proposal	
Front Lot			60	60	
Rear Lot					
Lower Section			110	109	
@ Kugler's			7	6	
Upper Section			50	32	
Total	336	217	227	207	* 209 prior to University Avenue curb improvement
Dumpster Location					
Lower			2	2	
(new) Middle				2	
Upper			4		
Total			6	4	

Notes:

Without University Curb Improvement
 DPS approved a loss of 8 spaces: $217 - 209 = 8$
 Actual loss: $227 - 209 = 18$

With University Curb Improvement
 $217 - 209 = 8 + 2 = 10$ spaces loss
 $227 - 209 = 18 + 2 = 20$ spaces loss

In 2004, prior to the parking waiver hearing, DPS counted 233 existing parking spaces.

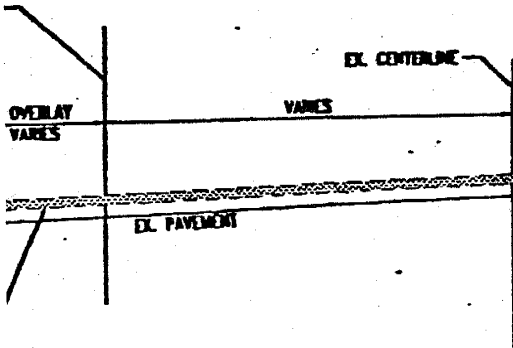
Number of spaces per code devoted solely to bank use = 15 per applicant, 17 per staff report

FROM 59-E-3.7) FOR
 CITY DEPARTMENT OF
 MS WARDEN IS ATTACHED

DO MEET ADA REQUIREMENTS.

COMPLIANCE CHART

SECTION	REQUIREMENTS	CALCULATIONS(REQUIRED/PROPOSED)	COMPLIANCE
59-C-4.577: PARKING.	ALL SUCH PARKING SHALL BE PROVIDED ON LAND WHICH IS IN THE C-4 ZONE AND SHALL BE APPROPRIATELY SCREENED FROM ADJACENT USES.	PROPOSED: ALL PARKING APPROPRIATELY SCREENED FROM NORTH AND WEST	COMPLIES
59-C-4.574: COVERAGE LIMITATIONS.	WITHIN THE C-4 ZONE, GREEN AREA SHALL BE PROVIDED FOR NOT LESS THAN 10% OF THE GROSS TRACT AREA.	GROSS TRACT AREA: 22,475 SQ. FT. REQUIRED 10%: 2,247.5 SQ. FT. PROPOSED: 10,25X (2,305 SQ. FT.)	COMPLIES
59-E-2.71: LANDSCAPE STRIP AREA ADJACENT TO A STREET RIGHT-OF-WAY	PARKING FACILITIES LOCATED ADJACENT TO A STREET RIGHT-OF-WAY SHALL PROVIDE A LANDSCAPING STRIP AT LEAST 10' IN WIDTH. A MINIMUM OF ONE SHADE/ORNAMENTAL TREE FOR EVERY 40' OF FRONTAGE SHALL BE PROVIDED AS WELL AS AN EVERGREEN HEDGE AT LEAST 3' IN HEIGHT.	LEXINGTON DRIVE REQUIRED: 10' BUFFER TOTAL LENGTH ALONG LEXINGTON DRIVE PARKING AREA: 77.5 LF./40=1.9 OR 2 TREES PROPOSED: 0-10' BUFFER AND ICE EVERGREEN HEDGE AT A MIN. OF THREE FEET IN HEIGHT AND 2 TS. RE. 193 (UNIVERSITY BOULEVARD) REQUIRED: 10' BUFFER TOTAL LENGTH ALONG RE. 193 PARKING AREA: 153.5/40= 3.8 OR 4 TREES PROPOSED: 0' BUFFER, NO EVERGREEN HEDGE, AND 2 GRBS	NON-COMPLIANCE
59-E-2.72: PERIMETER LANDSCAPE AREA ADJACENT PROPERTY OTHER THAN A STREET RIGHT-OF-WAY	PARKING LOT PERIMETER LANDSCAPE STRIP SHALL BE AT LEAST 4' IN WIDTH. SUCH AREA SHALL CONTAIN A MINIMUM OF 1 SHADE TREE FOR EVERY 40' OF LOT PERIMETER.	TOTAL LENGTH ALONG WESTERN PARKING AREA: 52.4 LF. REQUIRED: 52.4/40= 1.3 OR 1 SHADE TREE, 4' WIDE STRIP PROPOSED: 1 FPS, NO LANDSCAPED STRIP BETWEEN PARKING AND ADJACENT PROPERTY	NON-COMPLIANCE
59-E-2.73: INTERNAL LANDSCAPING OF SURFACE PARKING FACILITY	A MINIMUM OF 5% OF THE INTERNAL AREA OF A SURFACE PARKING FACILITY SHALL BE LANDSCAPED WITH SHADE TREES.	TOTAL SURFACE PARKING FACILITY: 6,958.30 SQ. FT. REQUIRED 5%: 347.9 SQ. FT. PROPOSED: 673.8 SQ. FT. (13.0%) OF INTERNAL LANDSCAPING (2 TS, 1 FPS)	COMPLIES
59-E-2.74: PLANTING ISLANDS	PLANTING ISLANDS WHICH ARE PARALLEL TO THE SIDES OF PARKING SPACES SHALL BE A MINIMUM OF 0.5' IN WIDTH.	PROPOSED: 3.5' MIN. WIDE PLANTING ISLANDS	NON-COMPLIANCE
59-E-2.75: TYPE OF PLANT MATERIAL	DECIDUOUS SHADE TREES WITH GROUND COVER OR LOW SHRUBS SHALL BE USED AS THE PRIMARY LANDSCAPE MATERIAL FOR PARKING AREAS.	PROPOSED: DECIDUOUS SHADE TREES, GROUND COVER, AND LOW SHRUBS USED FOR PRIMARY INTERNAL LANDSCAPE MATERIAL.	COMPLIES



TON DRIVE

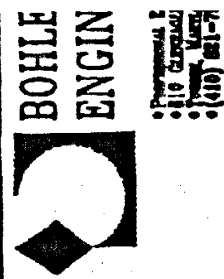
MISS UTILITY



BEFORE YOU DIG CALL
 1-800-33-7373
 PROJECT YOURSELF, SAVE YOUR
 NEIGHBOR, GETS NOTICE

THIS DRAWING DOES NOT INCLUDE NECESSARY COMPONENTS FOR CONSTRUCTION SAFETY. ALL CONSTRUCTION MUST BE DONE IN COMPLIANCE WITH THE OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970 AND ALL RULES AND REGULATIONS THEREIN APPLICABLE.

THE CONTRACTOR TO CALL MISS UTILITY TO HAVE ALL EXISTING UTILITIES MARKED 48 HOURS PRIOR TO ANY CONSTRUCTION.



Professional Engineer
 State of Maryland
 License No. 11107
 (410) 261-7171

BANK OF AMERICA
 PRELIMINARY PLAN

100 LEXINGTON DRIVE, TAX MAP #JP42, PARCEL 4
 SILVER SPRING, MONTGOMERY COUNTY, MARYLAND

REVISIONS

NO.	DATE	DESCRIPTION
1	1/24	REV. PER MNCPC

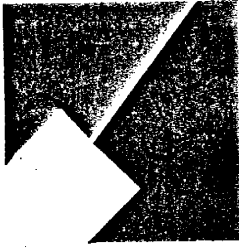
SCALE (H): 1"=20'
 (V):

DRAWN BY: RLB
 CHECKED BY: AJV
 DATE: 7/5/05
 DRAWING #: MDD42068
 CAD ID #: W42068PPT

SHEET NUMBER

1
 OF 2

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION8787 Georgia Avenue
Silver Spring, Maryland 20910-3760
301-495-4500, www.mncppc.orgMCPB
Item # 4
March 23, 2006MEMORANDUM

DATE: March 9, 2006

TO: Montgomery County Planning Board

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

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 ²	Total	Total-Improved ³
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 ¹	1,917 ¹	1,917 ¹	n/a
	Evening	1,560	1,560	1,561	n/a
US 29 and Timberwood Avenue	Morning	1,973 ¹	1,973 ¹	1,973 ¹	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

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

² = 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.

³ = 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.

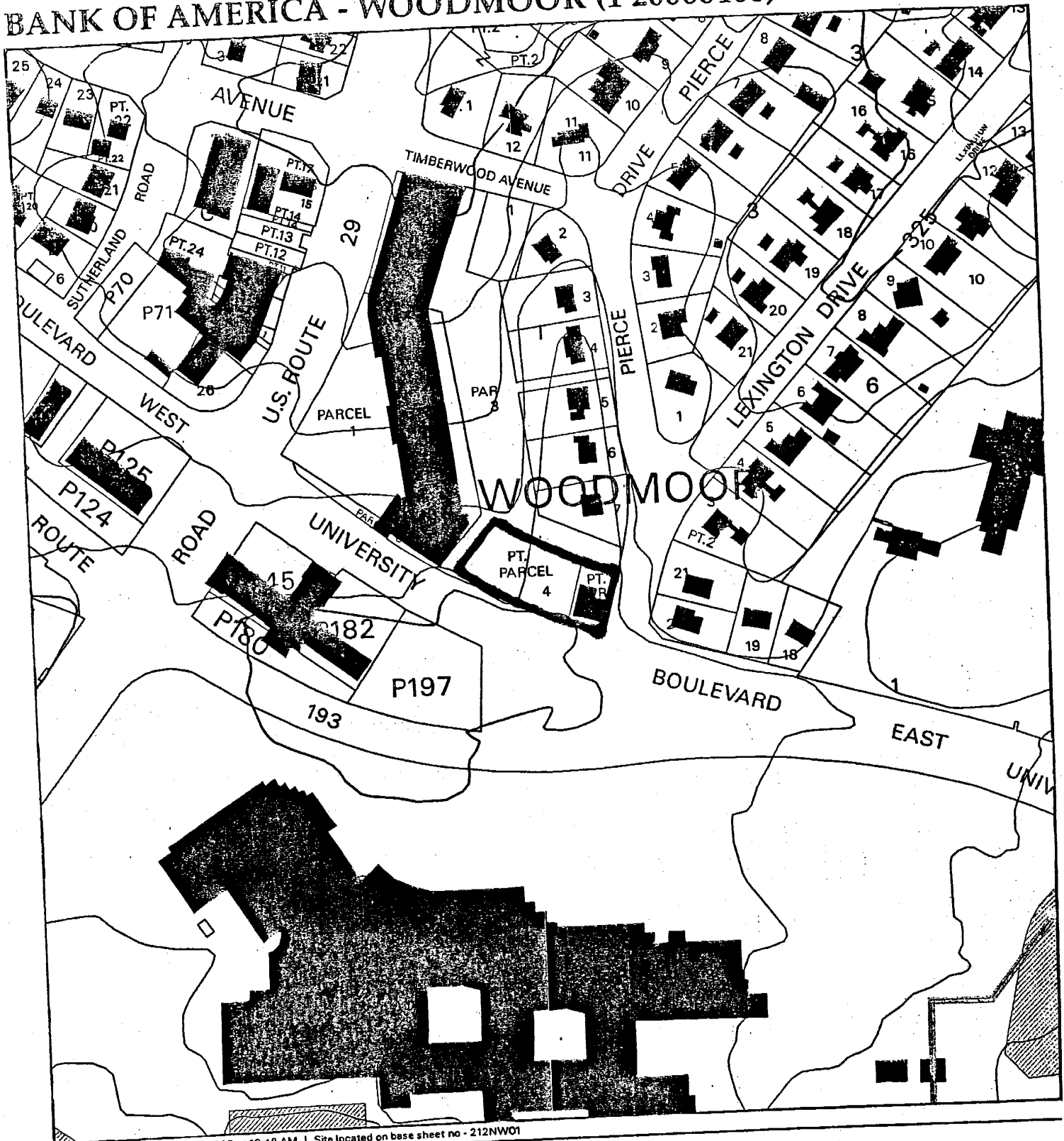
CONCLUSION:

Staff's review of Preliminary Plan #120060460 (Formerly 1-06046), 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

BANK OF AMERICA - WOODMOOR (1-20060460)



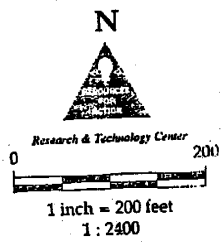
Map compiled on October 27, 2005 at 10:48 AM | Site located on base sheet no - 212NW01

NOTICE

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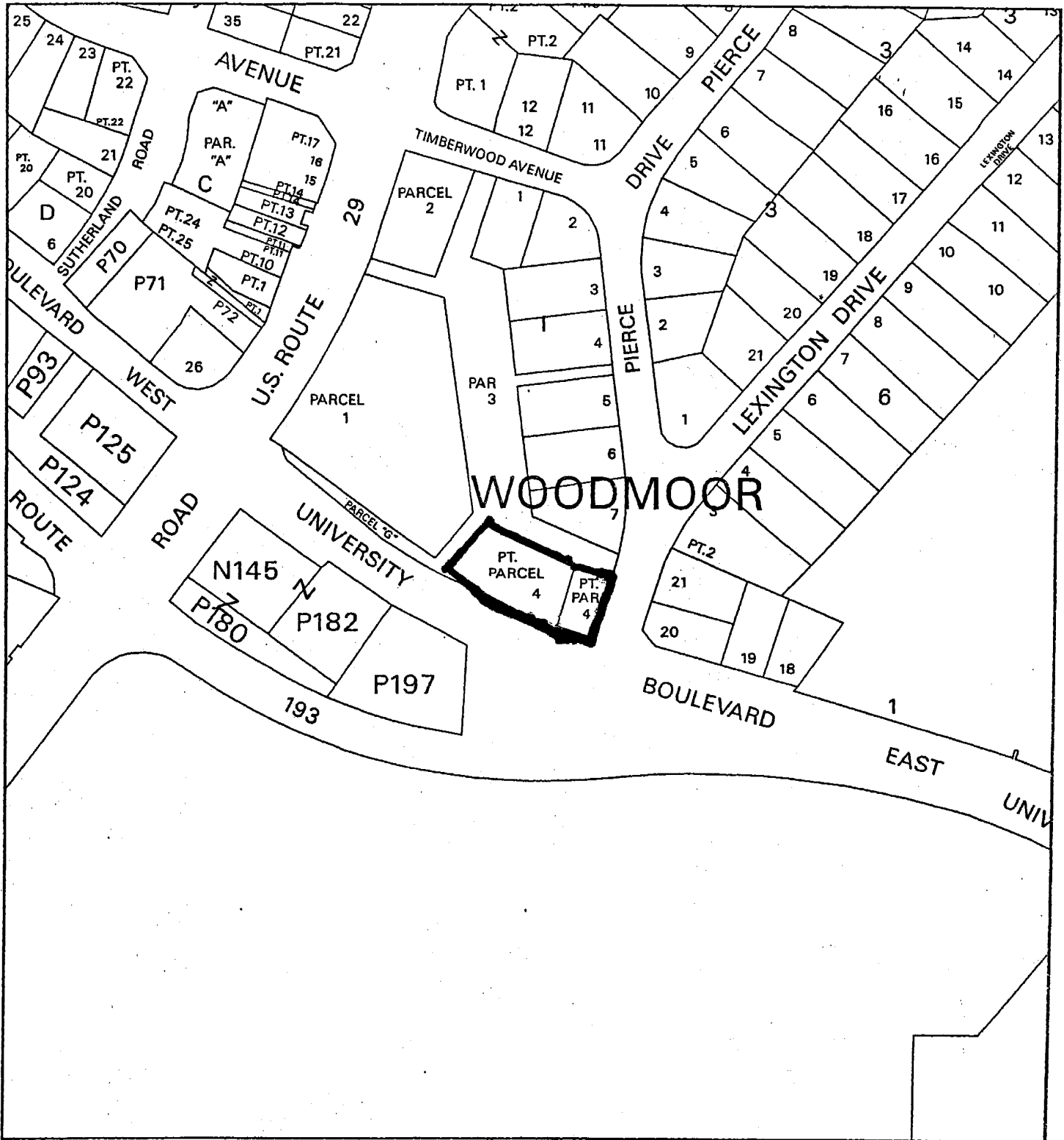
Property lines are compiled by adjusting the property lines to topography created from aerial photography and should not be interpreted as actual field surveys. Planimetric features were compiled from 1:14400 scale aerial photography using stereo photogrammetric methods.

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



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING
 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
 8787 Georgia Avenue - Silver Spring, Maryland 20910-3760

BANK OF AMERICA - WOODMOOR (1-20060460)



Map compiled on October 27, 2005 at 10:51 AM | Site located on base sheet no - 212NW01

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Key Map



N



Research & Technology Center



1 inch = 200 feet
1 : 2400



A.J. VOLANTH
 ARCHITECT
 100 LEXINGTON DRIVE, SUITE 100
 SILVER SPRING, MARYLAND 20910
 TEL: (301) 584-1000

BOHLER ENGINEERING, P.C.
 100 LEXINGTON DRIVE, SUITE 100
 SILVER SPRING, MARYLAND 20910
 TEL: (301) 584-1000

BANK OF AMERICA
 PRELIMINARY PLAN
 TAX MAP #P2, PARCEL 4
 SILVER SPRING, MONTGOMERY COUNTY, MARYLAND

DATE	1/1/88
SCALE	AS SHOWN
PROJECT	UNIVERSITY BLVD. MD. RTE. 193
CLIENT	UNIVERSITY OF MARYLAND
DESIGNER	A.J. VOLANTH
ENGINEER	BOHLER ENGINEERING, P.C.
APPROVED	
REVISIONS	



AIR PHOTO
 1/1/88
 PHOTO BY THE ARCHITECT

PLAN NOTES

1. THE PLAN IS A PART OF A LARGER PROJECT FOR THE DEVELOPMENT OF THE UNIVERSITY BLVD. MD. RTE. 193 CORNER.
2. THE PLAN IS A PART OF A LARGER PROJECT FOR THE DEVELOPMENT OF THE UNIVERSITY BLVD. MD. RTE. 193 CORNER.
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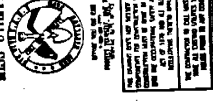
CONFORMANCE CHECK

ALL DIMENSIONS SHOWN ON THIS PLAN SHALL BE CONSIDERED AS SET BY THE CONTRACTOR.

ALL DIMENSIONS SHOWN ON THIS PLAN SHALL BE CONSIDERED AS SET BY THE CONTRACTOR.

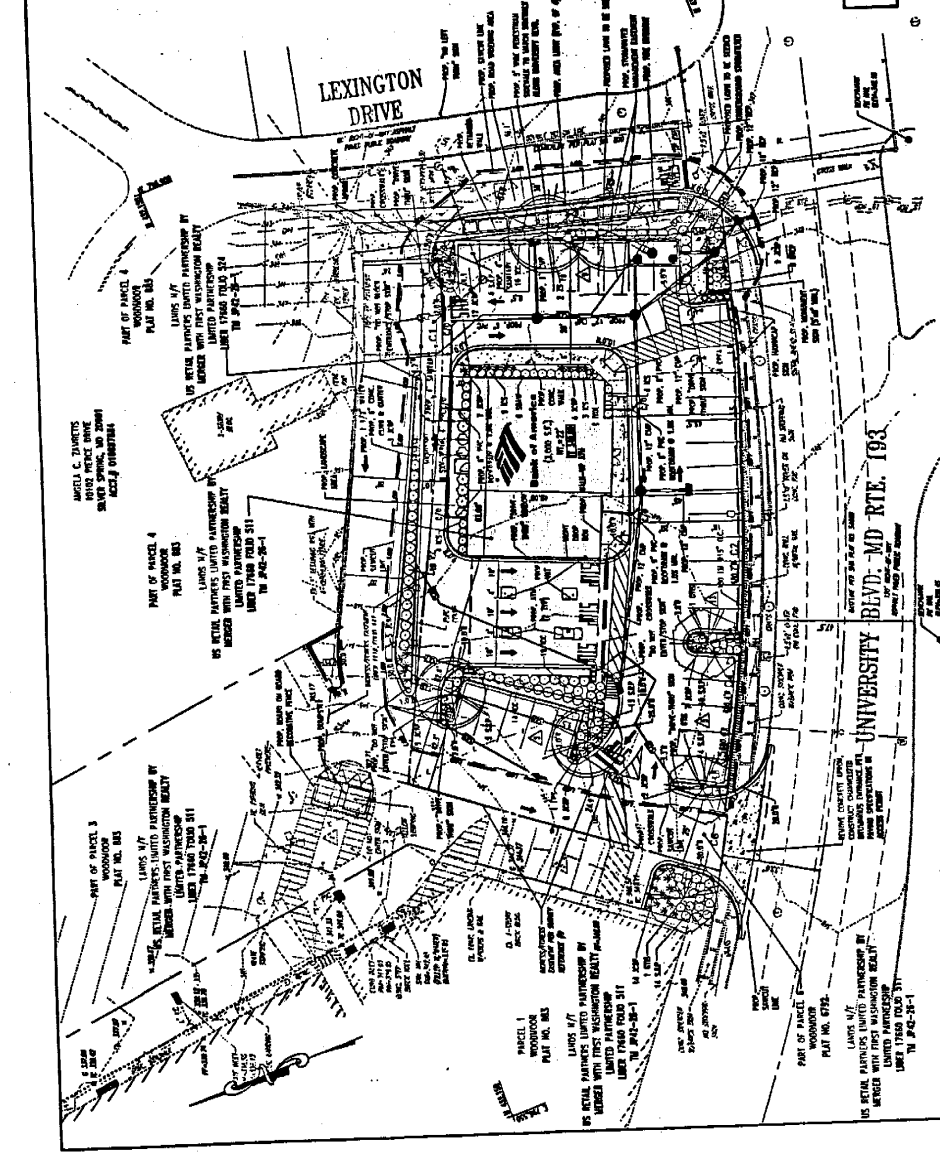
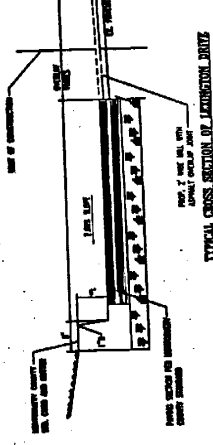
ALL DIMENSIONS SHOWN ON THIS PLAN SHALL BE CONSIDERED AS SET BY THE CONTRACTOR.

SECTION	DESCRIPTION	REMARKS
SECTION 1	GENERAL NOTES	SEE PLAN FOR ALL DIMENSIONS AND NOTES.
SECTION 2	FOUNDATION	FOUNDATION SHALL BE CONFORMED TO THE REQUIREMENTS OF THE MARYLAND BUILDING CODE.
SECTION 3	CONCRETE	CONCRETE SHALL BE CONFORMED TO THE REQUIREMENTS OF THE MARYLAND BUILDING CODE.
SECTION 4	STEEL	STEEL SHALL BE CONFORMED TO THE REQUIREMENTS OF THE MARYLAND BUILDING CODE.
SECTION 5	MECHANICAL	MECHANICAL SHALL BE CONFORMED TO THE REQUIREMENTS OF THE MARYLAND BUILDING CODE.
SECTION 6	ELECTRICAL	ELECTRICAL SHALL BE CONFORMED TO THE REQUIREMENTS OF THE MARYLAND BUILDING CODE.
SECTION 7	PLUMBING	PLUMBING SHALL BE CONFORMED TO THE REQUIREMENTS OF THE MARYLAND BUILDING CODE.
SECTION 8	PAINT	PAINT SHALL BE CONFORMED TO THE REQUIREMENTS OF THE MARYLAND BUILDING CODE.
SECTION 9	FINISHES	FINISHES SHALL BE CONFORMED TO THE REQUIREMENTS OF THE MARYLAND BUILDING CODE.
SECTION 10	LANDSCAPE	LANDSCAPE SHALL BE CONFORMED TO THE REQUIREMENTS OF THE MARYLAND BUILDING CODE.



MISS UTILITY

MISS UTILITY HAS BEEN ADVISED OF THE LOCATION OF ALL UTILITIES AND HAS AGREED TO BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES.



LANDSCAPE SCHEDULE

NO.	DESCRIPTION	QUANTITY	UNIT
1	PLANTING	100	SQ. FT.
2	PLANTING	200	SQ. FT.
3	PLANTING	300	SQ. FT.
4	PLANTING	400	SQ. FT.
5	PLANTING	500	SQ. FT.
6	PLANTING	600	SQ. FT.
7	PLANTING	700	SQ. FT.
8	PLANTING	800	SQ. FT.
9	PLANTING	900	SQ. FT.
10	PLANTING	1000	SQ. FT.

GRAPHIC SCALE

1" = 100' (AS SHOWN)

LINE TABLE

LINE	LENGTH	AREA	PERIMETER
1	100.00	10000.00	400.00
2	200.00	40000.00	800.00
3	300.00	90000.00	1200.00
4	400.00	160000.00	1600.00
5	500.00	250000.00	2000.00
6	600.00	360000.00	2400.00
7	700.00	490000.00	2800.00
8	800.00	640000.00	3200.00
9	900.00	810000.00	3600.00
10	1000.00	1000000.00	4000.00

UTILITY CONTRACTS

UNIVERSITY BLVD. MD. RTE. 193

UNIVERSITY OF MARYLAND

UNIVERSITY BLVD. MD. RTE. 193

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UNIVERSITY BLVD. MD. RTE. 193

UNIVERSITY OF MARYLAND



A.J. VOLANTH
 ARCHITECT

BOHLER ENGINEERING, P.C.
 ENGINEER

BANK OF AMERICA
 PRELIMINARY PLAN

DATE	1/1/88
SCALE	AS SHOWN
PROJECT	UNIVERSITY BLVD. MD. RTE. 193
CLIENT	UNIVERSITY OF MARYLAND
DESIGNER	A.J. VOLANTH
ENGINEER	BOHLER ENGINEERING, P.C.
APPROVED	
REVISIONS	

Preliminary Plan Data Table and Checklist

Plan Name: Bank of America – Woodmoor				
Plan Number: 120060460 (Formerly 1-060460)				
Zoning: C-4				
# of Lots: 1				
# of Outlots: 0				
Dev. Type: 3,000 square foot bank				
PLAN DATA	Zoning Ordinance Development Standard	Proposed for Approval on the Preliminary Plan	Verified	Date
Minimum Lot Area	N/A	22,477 sq.ft. is minimum proposed	<i>Duel</i>	March 6, 2006
Lot Width	N/A	Must meet minimum	<i>Duel</i>	March 6, 2006
Lot Frontage	100 ft. on an arterial or major road	Must meet minimum	<i>Duel</i>	March 6, 2006
Setbacks				
Front	10 ft. Min.	Must meet minimum	<i>Duel</i>	March 6, 2006
Side	0 ft. Min.	Must meet minimum	<i>Duel</i>	March 6, 2006
Rear	0 ft. Min.	Must meet minimum	<i>Duel</i>	March 6, 2006
F.A.R.	0.25 Max	0.13	<i>Duel</i>	
Height	30 ft. Max.	May not exceed maximum	<i>Duel</i>	March 6, 2006
Max Resid'l d.u. or Comm'l s.f. per Zoning	N/A	3,000 sq. ft.	<i>Duel</i>	March 6, 2006
Site Plan Req'd?	No	No	<i>Duel</i>	March 6, 2006
FINDINGS				
<i>SUBDIVISION</i>				
Lot frontage on Public Street	Yes	Yes	<i>Duel</i>	March 6, 2006
Road frontage improvements	Yes	Yes	DPWT memo/ SHA memo	February 6, 2006/ January 27, 2006
Environmental Guidelines	Yes	Yes	Environmental Planning memo	Dec. 13, 2005
Forest Conservation	Yes	Exempted	Environmental Planning memo	Dec. 13, 2005
Master Plan Compliance	Yes	Yes	Community Based Planning memo	January 30, 2006
<i>ADEQUATE PUBLIC FACILITIES</i>				
Stormwater Management	Yes	Yes	DPS memo	March 25, 2005
Water and Sewer (WSSC)	Yes	Yes	WSSC memo	November 7, 2005
Local Area Traffic Review	Yes	Yes	Transportation Planning memo	March 3, 2006
Fire and Rescue	Yes	Yes	MCFRS	January 24, 2006

**AGENCY
CORRESPONDENCE**