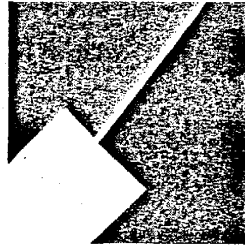


M-NCPPC



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

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

Miguel Iraola, Planner Coordinator  
Community-Based Planning Division

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

---

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).

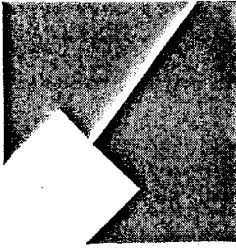
### **Sidewalks**

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.

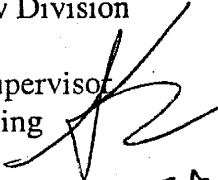
GK:tv: N:\dept\divcp\kreger\Woodmoor bank



February 17, 2006

Revised: March 3, 2006MEMORANDUM

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

---

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 curb-cut 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

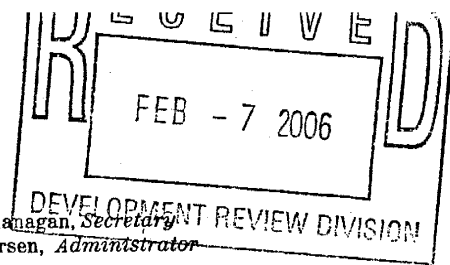
cc: Ray Burns – SHA  
Larry Glick - WMATA  
Glenn Kreger  
Phil McLaughlin - DTS  
Sarah Navid -DPS  
David Paine  
Joe Ucciferro – Bohler Engineer  
Emily Vaias – Linowes & Blocher  
Emil Wolanin – DPWT, Operation in Gaith.  
Carl Wilson – The Traffic Group

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

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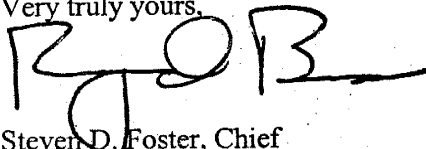
Ms. Cathy Conlon  
Page Two

*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.

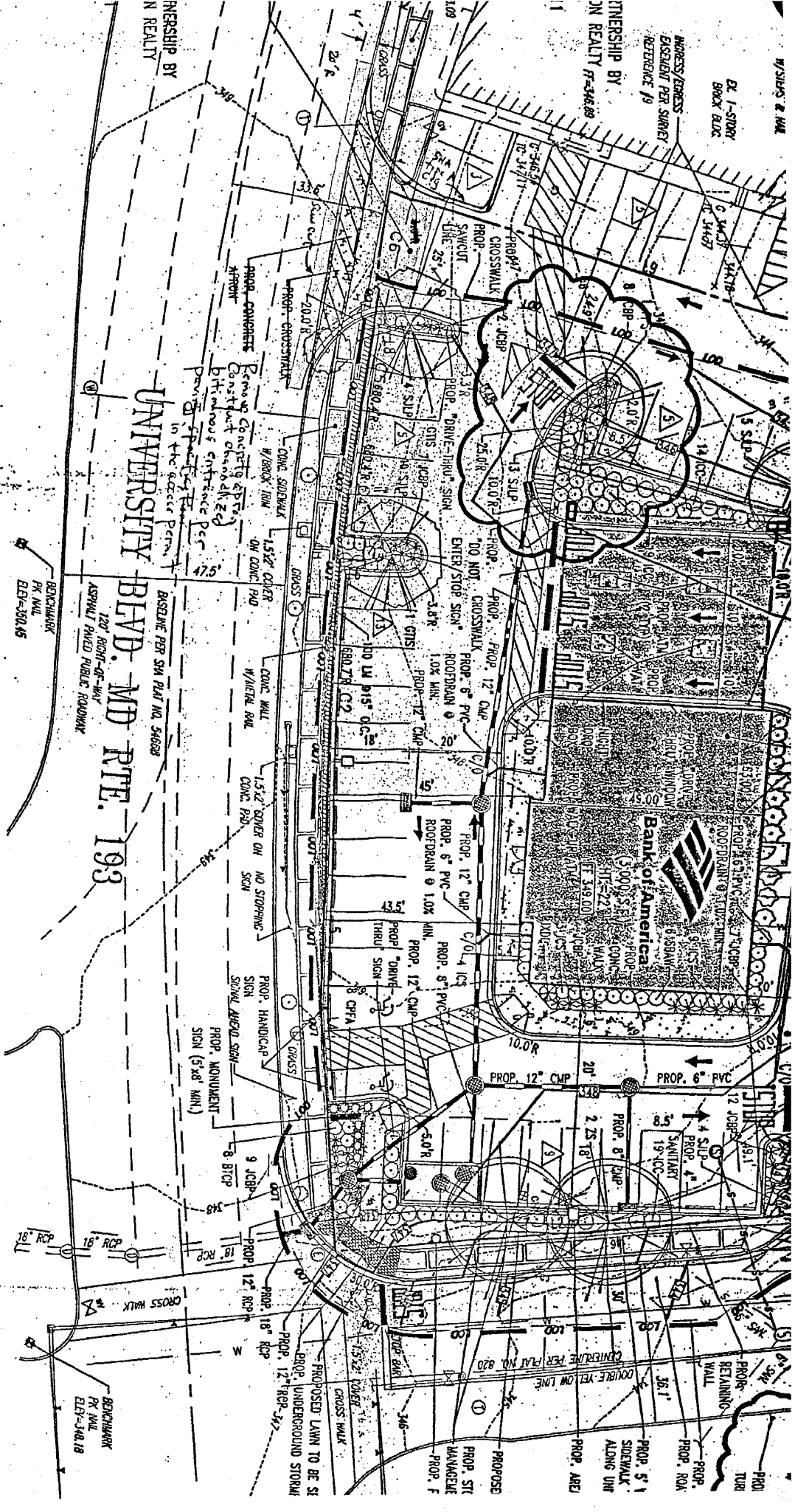
If you have any question, please contact Ray Burns at 410-545-5592 or our toll free number in Maryland only 1-800-876-4742.

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*



**LANDSCAPE SCHEDULE**

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
<b>SHADE TREES</b>					
FRS	2	FRAXINUS PENSYLVANICA 'SUMMIT'	SUMMIT GREEN ASH	2 1/2"-3" CAL. (8'-10" IN HEIGHT MIN.)	B48
GNS	2	QUERCUS BRANCANTHOS VAR. INTERMIS 'SHADYMASTER'	SHADYMASTER HONEYLOCUST	2 1/2"-3" CAL. (8'-10" IN HEIGHT MIN.)	B48
ZS	2	ZELKOVA SEROTINA 'GREEN VASE'	GREEN VASE ZELKOVA	2 1/2"-3" CAL. (8'-10" IN HEIGHT MIN.)	B48
<b>EVERGREEN SHRUBS</b>					
CFR	8	CHAENACTIS PUNGBEA 'TULTEPA ALBA MAJ'	MAJESTIC MAJESTIC		

MEMBERSHIP BY N REALTY  
 MEMBERSHIP BY N REALTY  
 SANITARY SEWER  
 WASHINGTON SUBURBAN SANITARY COMMISSION  
 DEVELOPMENT SERVICES GROUP

MEMBERSHIP BY N REALTY  
 MEMBERSHIP BY N REALTY  
 SANITARY SEWER  
 WASHINGTON SUBURBAN SANITARY COMMISSION  
 DEVELOPMENT SERVICES GROUP



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

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

Maryland Department of Transportation

November 18, 2005

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  
MD 193  
File-No. 1-20060440

Dear Ms. Conlon:

The State Highway Administration's (SHA) November 1, 2005 letter offered comments on the preliminary plan application for the Bank of America – Woodmoor development. Based on discussions during the November 7, 2005 Development Review Committee (DRC) meeting and recent site observations, we are hereby rescinding our November 1, 2005 comments and replacing these comments with the following:

- SHA supports continued access from MD 193. The existing depressed curb entrance must be reconstructed at its current location with a 25' wide channelized commercial entrance with 20' turning radii. We realize that a few existing parking spaces may have to be eliminated to accommodate this wider entrance. However, a reconstructed entrance to current SHA standards will function more efficiently and more safely than the existing depressed curb entrance.
- The traffic study is currently being reviewed by various SHA traffic offices. We anticipate completing a response letter to Mr. Shahriar Etemadi (M-NCPPC) by November 28, 2005.
- Access to the property is subject to the "Rules and Regulations" of this Administration. The required MD 193 access modifications are subject to the terms and conditions of an access permit, which must be received from this office.
- Any proposed utility connections and/or utility work within MD 193 rights-of-way will require a utility permit from SHA's District #3 Utility Office. The developer/applicant should contact Mr. Augustine Rebish, District #3 Utility Engineer @ 301-513-7350 for permitting requirements.

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DEVELOPMENT REVIEW DIVISION

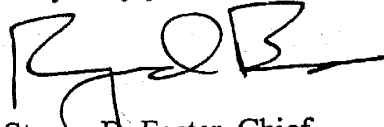
My telephone number/toll-free number is \_\_\_\_\_  
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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com

Ms. Cathy Conlon  
Page Two

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

Very truly yours,

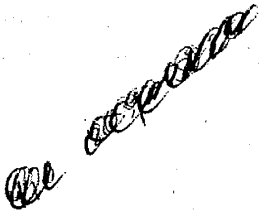


for

Steven D. Foster, Chief  
Engineering Access Permits Division

SDF/rbb

cc: Mr. Joseph J. Ucciferro \ Bohler Engineering  
Mr. Shahriar Etemadi \ M-NCPPC  
Mr. Richard Weaver \ M-NCPPC  
Mr. Darrell Mobley *sent via e-mail*  
Mr. Lee Starkloff *sent via e-mail*  
Mr. Augustine Rebish *sent via e-mail*





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

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

Maryland Department of Transportation

November 1, 2005

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

Re: Montgomery County  
MD 193  
Bank of America - Woodmoor  
File No. 1-20060440

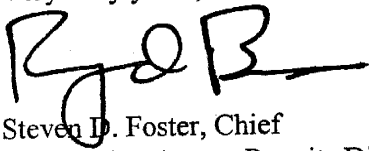
Dear Ms. Conlon:

The State Highway Administration (SHA) would like to thank you for the opportunity to review the preliminary plan application for the Bank of America - Woodmoor development. We have completed our review and offer the following comments:

- The term "denied access" is to be placed on the final record plat along the property frontage to MD 193 (University Boulevard). All access to the site will be from Lexington Drive.
- Access to this property is subject to the "Rules and Regulations" of this Administration with a permit issued by our District 3 office for proposed signing and utility connections within the State right-of-way. Please contact Mr. Augustine Rebish, District 3 Utility Engineer @ 301-513-7350 for permitting requirements.
- The traffic study is currently being reviewed by various divisions within SHA. A response letter will be provided to Mr. Shahriar Etemadi (M-NCPPC) by November 28, 2005.

If additional information is required from SHA regarding this project, please do not hesitate to contact Mr. Raymond Burns at 410-545-5592, Mr. John Borkowski at 410-545-5595, or by using our toll free number in Maryland only, 1-800-876-4742 (x-5592 for Ray, x-5595 for John). You may also E-mail Ray ([rburns1@sha.state.md.us](mailto:rburns1@sha.state.md.us)) or John ([jborkowski@sha.state.md.us](mailto:jborkowski@sha.state.md.us)). Thank you for your cooperation.

Very truly yours,

  
for Steven D. Foster, Chief  
Engineering Access Permits Division

SDF/RB/JAB

- cc: Mr. Darrell Mobley (Via E-mail)  
Mr. Augustine Rebish (Via E-mail)  
Mr. Richard Weaver, M-NCPPC (Via E-mail)  
Mr. Shahriar Etemadi, M-NCPPC (Via E-mail)  
Mr. Joseph J. Ucciferro (Bohler Engineering)

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

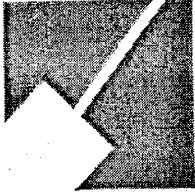
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • [www.marylandroads.com](http://www.marylandroads.com)



**WSSC Comments on Items for November 7, 2005, Development Review Committee Meeting**

File Number	Project Name	Comments
1-20060460	BANK OF AMERICA - WOODMOOR	Water and sewer lines about the property. Connections (maybe On-site) required.

Unless otherwise noted, all extensions require Requests for Hydraulic Planning Analysis and need to follow the System Expansion Permit (SEP) Process. Contact WSSC's Development Services Center (301-206-8650) or visit the Development Services on WSSC's web-site ([www.wsscwater.com](http://www.wsscwater.com)) for information on requesting a Hydraulic Planning Analysis and additional requirements for extensions. Contact WSSC's Permit Services (301-206-4003) for information on service connections and on-site system reviews.




**THE MARYLAND-NATIONAL CAPITAL PARK AND  
PLANNING COMMISSION**

Department of Park & Planning, Montgomery County, Maryland  
8787 Georgia Avenue, Silver Spring, Maryland 20910

**MEMORANDUM**

TO: Cathy Conlon, Supervisor, Development Review

FROM: Stephen D. Federline, Supervisor, Environmental Planning 

DATE: December 13, 2005

SUBJECT: Preliminary Plan 120060460 – Bank of America - Woodmoor

---

The Environmental Planning staff has reviewed the preliminary plan referenced above. Staff recommends **approval of the preliminary plan of subdivision with NO CONDITIONS.**

NOTE: Revised Recommendation NRI/FSD #4-05354E

Per previous correspondence dated July 14, 2005, Candy Bunnag of Environmental Planning determined that an exemption was not required for the then-proposed sediment control plan.

However, the submission of the preliminary plan now requires an exemption. This memo supersedes that earlier correspondence. A determination has been made that the plan qualifies for the following exemption:

**EXEMPTION:**

X Small Property

X Activity occurring on a tract less than or equal to 1 acre in size where activity will not result in the clearing of more than 30,000 square feet of existing forest, or any specimen or champion trees, and reforestation requirements would be less than 10,000 square feet.

MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
FOREST CONSERVATION RECOMMENDATIONS

TO: Development Review Division

SUBJECT: Project Name Bank of America - Woodmoor #120060460  
NRI/FSD #4-05354E REVISED RECOMMENDATION

Note: PER A PREVIOUS CORRESPONDENCE DATED JULY 14, 2005, CANDY BUNNAG OF ENVIRONMENTAL PLANNING DETERMINED THAT AN EXEMPTION WAS NOT REQUIRED FOR THE THEN-PROPOSED SEDIMENT CONTROL PLAN. HOWEVER, THE SUBMISSION OF THE PRELIMINARY PLAN NOW REQUIRES AN EXEMPTION.

This memo supercedes that earlier correspondence. A determination has been made that the plan qualifies for the following exemption:

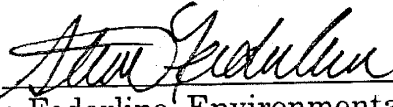
EXEMPTION:

X Small Property

X Activity occurring on a tract less than or equal to 1 acre in size where activity will not result in the clearing of more than 30,000 square feet of existing forest, or any specimen or champion trees, and reforestation requirements would be less than 10,000 square feet.

This property is not subject to a Tree Save Plan.

This property is not within a Special Protection Area.

Signature:  301-495-4550 Date: 012/13/05  
Steve Federline, Environmental Planning  
CountyWide Planning Division

cc: Joseph Ucciferro, Bohler Engineering (Fax 301-821-7987)

C4 2000



DEPARTMENT OF PERMITTING SERVICES

Douglas M. Duncan  
County Executive

Robert C. Hubbard  
Director

March 25, 2005

Mr. Joseph Uciferro  
Bohler Engineering, Inc.  
810 Gleneagles Court, Suite 300  
Towson, MD 21286

Re: Stormwater Management **CONCEPT** Request  
for Bank of America, Woodmore Shopping Ctr.  
Preliminary Plan #: N/A  
SM File #: 215609  
Tract Size/Zone: 0.516 acres / C-4  
Total Concept Area: 0.516 acres  
Lots/Block: Lot 1/1  
Parcel(s): Part of Parcel 4  
Watershed: Northwest Branch

Dear Mr. Uciferro:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above mentioned site is **acceptable**. The stormwater management concept consists of on-site water quality control via installation of a Stormfilter or equal. On-site recharge is not required for redevelopment projects. Channel protection volume is not required because the one-year post development peak discharge is less than or equal to 2.0 cfs. A waiver of on-site water quality requirements was made for 0.13 acres of developed area.

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

1. Prior to permanent vegetative stabilization, all disturbed areas must be topsoiled per the latest Montgomery County Standards and Specifications for Topsoiling.
2. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
3. An engineered sediment control plan must be submitted for this development.
4. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.
5. Because it is not possible to provide water quality control for approximately 0.13 acres of the proposed development, a waiver of water quality control requirements for that area is hereby granted.

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

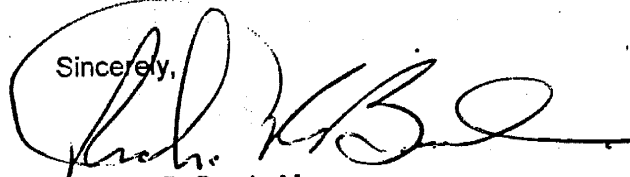
Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 is required for the waived portion of the site.



This letter must appear on the sediment control/stormwater management plan at its initial submittal. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

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

Sincerely,



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

RRB:dm mce

cc: R. Weaver  
S. Federline  
SM File # 215609

QN -ON; Acres: 0.55  
QL - ON; Acres: 0.35  
QL - SW; Acres: 0.13  
Recharge is/is not provided



DEPARTMENT OF PERMITTING SERVICES

Douglas M. Duncan  
County Executive

Department of Permitting Services 240-777-6240

Robert C. Hubbard  
Director

Waiver Request for Parking

Code: Zoning Ordinance	Section of Code: 59-F-3.7	Title of Code Section Subsection: Article E - Off Street Parking and Loading	Permit Number: N/A
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Applicant's Name and Address: Woodmoor Shopping Center/ Bank of America 8 University Boulevard East Silver Spring, Maryland	Project Name and Location: Relocation of in-line bank to a pad site, Woodmoor Shopping Center located at 28 University Boulevard East Silver Spring, Maryland
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Waiver Request Description  
Applicant seeks a waiver from Section 59-F-3.7 of the Montgomery County Zoning Ordinance (Schedule of Parking Requirements).

Conditions Necessitating Waiver Request  
Applicant proposes to construct a 3000 sq ft Bank building to an existing C-4 zoned shopping center. The project involves relocating the existing Bank of America in-line location to a new pad site located at the southern end of the shopping center adjacent to Lexington Ave. The shopping center currently has a parking deficiency. With the demolition of the existing two-story office building and the construction of the new bank pad to the bank will only generate a need for 8 additional parking spaces. The overall square footage of the center will increase by 111 square feet. The center had already received a Special Exception from the Montgomery County Board of Appeals, CBA-1595, granted in 1964. The proposed waiver for 127 parking spaces is only for an additional 8 spaces once construction is complete, in accordance with Sec. 59-F-3.7. Interior landscape islands which are required to be 8.5' in width are proposed to be 3.5' in width and the landscape strip adjacent to Lexington Ave. is from 0' to 9.5' in width, code indicated the min. width is 10'. Pursuant to Montgomery Zoning Ordinance Sec. 59-E-2.74 and Sec. 59-E-2.71 the total amount of required parking for this project is 336 parking spaces. Strict adherence to the requirements of Article E will result in the loss of this project.

PS Staff:  
Applicant will incorporate the relevant comments from Sarah Navid, Permitting Services Specialist, Right-of Way Permitting and Plan Review concerning the widening of Lexington Ave. adjacent to the Proposed Bank of America building.  
Based upon review of the record, including parking analyses and relevant testimony, it has been determined that the intent and spirit of the Code have been met. The Hearing Officer recommends approval of this waiver request.  
This waiver is to be granted to Woodmoor Shopping Center/ Bank of America, represented by Emily Vaias, Attorney, Linowes and Blocher LLP

Director's Comments:

Date: OCTOBER 6, 2004  
Approved  Denial   
Director *[Signature]*



DEPARTMENT OF PUBLIC WORKS  
AND TRANSPORTATION

Douglas M. Duncan  
County Executive

Arthur Holmes, Jr.  
Director

February 6, 2006

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

RE: Preliminary Plan #1-20060460  
Bank of America-Woodmoor

Dear Ms. Conlon:

We have completed our review of the preliminary plan dated 12/22/05. An older version of this plan was reviewed by the Development Review Committee at its meeting on 11/7/05. We recommend approval of the plan subject to the following comments:

All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to DPS in the package for record plats, storm drain, grading or paving plans, or application for access permit. Include this letter and all other correspondence from this department.

1. Show all existing planimetric and topographic details specifically paving, storm drainage, driveways adjacent and opposite the site, sidewalks and/or bikeways as well as existing rights of way and easements on the preliminary plan.
2. Necessary dedication for University Blvd and Lexington Drive as well as truncation at the corner of aforementioned streets.
3. Grant necessary slope and drainage easements. Slope easements are to be determined by study or set at the building restriction line.
4. We did not receive complete analyses of the capacity of the downstream public storm system(s) and the impact of the post-development runoff on the system(s). As a result, we are unable to offer comments on the need for possible improvements to the system(s) by this applicant. Prior to approval of the record plat by the Department of Permitting Services (DPS), the applicant's consultant will need to submit this study, with computations, for review and approval by DPS. Analyze the capacity of the existing downstream public storm drain system and the impact of the post-development ten (10) year storm runoff on same. If the proposed subdivision drains to an existing closed section street, include spread and inlet efficiency computations in the impact analysis.



Division of Operations

101 Orchard Ridge Drive, 2nd Floor • Gaithersburg, Maryland 20878  
240/777-6000, TTY 240/777-6013, FAX 240/777-6030

5. The sight distances study has **not** been accepted. Prior to approval of the record plat by DPS, the applicant's engineer will need to submit a revised sight distances certification. The revised form will need to reflect the correct classification for Lexington Drive (secondary residential roadway) to achieve a minimum of two hundred (200) feet of sight distance in each direction.
6. In accordance with Section 49-35(e) of the Montgomery County Code, sidewalks along the frontage are required to serve the proposed subdivision.
7. The parking layout plan will be reviewed by the Department of Permitting Services at the site plan or building permit stage, whichever comes first. To facilitate their review, that plan should delineate and dimension the proposed on-site travel lanes, parking spaces, curb radii, handicap parking spaces and access facilities, and sidewalks. The applicant may wish to contact Ms. Sarah Navid of that Department at (240) 777-6320 to discuss the parking lot design.
8. For safe simultaneous movement of vehicles, we recommend a driveway pavement width of no less than twenty four (24) feet to allow vehicles to enter and exit the site without encroaching on the opposing lanes. This pavement width will permit an inbound lane width of fourteen (14) feet and an exit lane width of ten (10) feet.
9. Curb radii for intersection type driveways should be sufficient to accommodate the turning movements of the largest vehicle expected to frequent the site.
10. In order to ensure adequate driveway capacity, particularly egress volume, provide a minimum fifty (50) foot tangent section before encountering cross traffic on-site, for all driveways.
11. The parking lot travel lanes are to be designed to allow a WB-50 truck to circulate without crossing the centerline nor the curb line.
12. The proposed private streets must be sufficiently wide to accommodate two-way vehicular traffic. Private streets are to be designed to allow an SU-30 truck to circulate without crossing the centerline nor the curb line.
13. The applicant needs to submit a truck circulation plan for review by the M-NCPPC and MCDPS. This plan should delineate the proposed movements on-site between the anticipated access locations, the proposed truck loading spaces, and the proposed dumpsters. The truck circulation pattern and loading position should be designed for counter-clockwise entry and for a left-side backing maneuver. Passenger vehicle travel ways should be separated from the expected truck patterns and storage areas. The applicant may also need to provide documentation of their proposed delivery schedules.
14. Truck loading space requirements to be determined in accordance with the DPWT "Off-Street Loading Space" policy.
15. On the site plan, delineate the location and dimensions of the proposed truck loading and/or dumpster spaces.



Ms. Catherine Conlon  
Preliminary Plan No. 1-20060460  
Date February 6, 2006  
Page 3

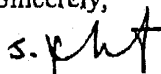
16. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans With Disabilities Act.
17. Where perpendicular parking spaces border a sidewalk, a two (2) foot vehicle overhang is assumed. The applicant should either provide a seven (7) foot wide sidewalk or wheelstops within those parking spaces.
18. For any parking facility containing more than fifty (50) parking spaces, the applicant needs to furnish bicycle parking facilities as required Section 59 E-2.3 of the Montgomery County Code. Accordingly, the applicant should provide either bike lockers or inverted "U" type bike racks.
19. The owner will be required to submit a recorded covenant for the operation and maintenance of private storm drain systems, and/or open space areas prior to MCDPS approval of the record plat. The deed reference for this document is to be provided on the record plat.
20. Access and improvements along University Blvd (MD 193) as required by the Maryland State Highway Administration.
21. Show clearly on the plan the improvements and road widening for Lexington Drive as per MCDPS requirements.
22. If the proposed development will alter or impact any existing County maintained transit system component (i.e. bus stops or shelters) please contact Mr. Jeff Dunckel of our Transit Services at 240 777-5826 for proper executing procedures.
23. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
24. If the proposed development will alter any existing street lights, signing, and/or pavement markings, please contact Mr. Fred Lees of our Traffic Control and Lighting Engineering Team at (240) 777-6000 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
25. If the proposed development will alter or impact any existing County maintained transportation system management component (i.e., traffic signals, signal poles, handboxes, surveillance cameras, etc.) or communication component (i.e., traffic signal interconnect, fiber optic lines, etc.), please contact Mr. Bruce Mangum of our Traffic Management Team at (240) 777-6000 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
26. Trees in the County rights of way - species and spacing to be in accordance with the applicable DPWT standards. A tree planting permit is required from the Maryland Department of Natural Resources, State Forester's Office [(301) 854-6060], to plant trees within the public right of way.
27. Permit and bond will be required as a prerequisite to DPS approval of the record plat. The permit will include, but not necessarily be limited to, the following improvements:

Ms. Catherine Conlon  
Preliminary Plan No. 1-20060460  
Date February 6, 2006  
Page 4

- A. On Lexington Drive, construct five (4) foot wide concrete sidewalk along the frontage.
- B. Additional road improvements may be required as a result of a review of a traffic study if such study is required by the Planning Board staff.
- C. The applicant needs to submit four copies of the Traffic Study to the DPWT Traffic Engineering and Operations Section for our Departmental review.
- D. Improvements to the existing public storm drainage system, if necessitated by the previously mentioned outstanding storm drain study. If the improvements are to be maintained by Montgomery County, they will need to be designed and constructed in accordance with the DPWT Storm Drain Design Criteria.
- E. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.
- F. Erosion and sediment control measures as required by Section 50-35(j) and on-site stormwater management where applicable shall be provided by the Developer (at no cost to the County) at such locations deemed necessary by the Department of Permitting Services (DPS) and will comply with their specifications. Erosion and sediment control measures are to be built prior to construction of streets, houses and/or site grading and are to remain in operation (including maintenance) as long as deemed necessary by the DPS.
- G. Developer shall provide street lights in accordance with the specifications, requirements, and standards prescribed by the Traffic Engineering and Operations Section.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact me at [sam.farhadi@montgomerycountymd.gov](mailto:sam.farhadi@montgomerycountymd.gov) or (240) 777-6000.

Sincerely,



Sam Farhadi, P.E., Senior Planning Specialist  
Traffic Safety Investigations and Planning Team  
Traffic Engineering and Operations Section

Enclosures 0

m:/subdivision/farhas01/preliminary plans/1-20060460,Bank Of America.doc

cc: Joseph Ucciffero, Bohler Engineering Inc.  
Emily Vaias, Linowes & Blocher  
Raymond Burns, MSHA  
Joseph Y. Cheung; DPS Right-of-Way Permitting & Plan Review  
Christina Contreras; DPS Right-of-Way Permitting & Plan Review  
Sarah Navid; DPS Right-of-Way Permitting & Plan Review  
Gregory Leck, Manager, DPWT TSIPT



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## FIRE MARSHAL COMMENTS

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**DATE:** 1-24-06  
**TO:** PLANNING BOARD, MONTGOMERY COUNTY  
**VIA:**  
**FROM:** CAPTAIN JOHN FEISSNER 240.777.2436  
**RE:** APPROVAL OF ~ BANK OF AMERICA.#1-06046 PLAN DATED 7/5/05

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**1. PLAN APPROVED.**

- a. Review based only upon information contained on the plan submitted 1-24-06. Review and approval does not cover unsatisfactory installation resulting from errors, omissions, or failure to clearly indicate conditions on this plan.
- b. Correction of unsatisfactory installation will be required upon inspection and service of notice of violation to a party responsible for the property.

cc: Department of Permitting Services

**CITIZEN  
CORRESPONDENCE**

# Woodmoor-Pinecrest Citizens Association

January 29, 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

Dear Ms. Conlon:

We appreciate the opportunity to provide comments on the proposal to re-site the Bank of America within the Woodmoor Shopping Center. We note the long tenure of the bank as a commercial partner and its continuing integral role within the Woodmoor community.

We have reviewed the materials provided us by the applicant, M-NP&PC staff and the State Highway Administration. We want to acknowledge the efforts of two community members, Paul Manchester and Eileen Emmet, who participated in the planning sessions and have kept the Association informed.

At our meeting January 25<sup>th</sup> 2006 the Association met and considered the proposed development. While there is no debate on the positive role the Bank of America will continue to play in the Community, we are concerned about the impacts of the internal routing of traffic within the shopping center and especially around the proposed location of the bank itself. We are also concerned about the additional impacts of traffic on an already stressed Lexington Drive and the adjacent section of University Boulevard from Lexington to the curb cut on the south side of the shopping center.

We bank there, some of us work there, yet we're not convinced that we have done the best we can do to serve the community or customers accessing the bank or the shopping center. As a result, the Community does not support the proposed configuration of the bank without modification.

At the planning meetings we attended we heard the comment that since many of the impacts occur offsite, the effects of the impacts should not be part of the consideration of this proposal. Our position is just the opposite. Since there are already-existing impacts that will be aggravated by this on-site development, mitigation should be considered, recommended, and implementation mandated at the site development review.

During one of the coordination meetings with planning staff, the community laid out its concerns with the proposal. During this meeting, community members and urban planning staff worked together to suggest improvements to the operation of the site. One

of those suggestions, for example, was to circulate traffic in a counterclockwise circulation only around the bank structure. One-way circulation would reduce contention on a cramped site, and would eliminate attempts at a left turn exit from the Bank to the University Boulevard curb-cut.

Unfortunately, we have no indication that any of these suggested improvements by M-NP&PC urban planning staff were considered by the developer. The Community has continuing concerns about the internal routing of traffic within and around the bank that remain unaddressed. Some of these are not expensive to implement. We note that there is currently no traffic exit guides. 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.

### **Lexington Drive**

The Community supports the additional exit lane on Lexington because it may partially alleviate the queuing on Lexington by providing a double stack. However, the double lane as shown will not solve and may exacerbate an eastbound traffic weave exiting the shopping center.

The proposed no left turn restriction from Lexington Drive into the shopping center would partially mitigate some of the stress on Lexington, but that restriction will shift turning movement traffic from University Boulevard into the shopping center via the curb cut directly off University. As an increasingly important primary access point into the shopping center, this curb cut now warrants special attention.

### **University Boulevard Curb Cut**

Exiting traffic must contend with limited sight distance, making a safe exit, even into the adjacent travel lane where oncoming traffic can quickly overtake a slow-moving vehicle, perilous. In addition, there is currently no internal way finding information to drivers exiting the shopping center to guide drivers who intend to go southbound on Route 29. As a result, drivers attempt an even more perilous exit movement, crossing four travel lanes of University Boulevard traffic to access the left turn lane in order to proceed south on Route 29.

At this same curb cut, westbound pedestrians who are attempting to negotiate the curb cut are confronted with a situation where they must simultaneously be aware of traffic that may be turning in to the shopping center behind them, while at the same time avoiding exiting traffic immediately in front of them. Therefore, at that curb cut, we recommend consideration of a small sidewalk median separating right-in right-out movements that will discourage cross travel lane movement to exiting traffic, and guiding exiting traffic westward across the main intersection. This small sidewalk median will provide a pedestrian safe island that allows the pedestrian to distinguish and deal with the two threats separately instead of contending with both at the same time. Since this is a designated pedestrian pathway for Blair and St. Bernadette's students from the

Northwood Community as well as a general pathway for pedestrians, it is important that our curb cut-sidewalk configuration mitigate contention between pedestrian and vehicle.

In general, the Community's pedestrian access to the site is hindered by lack of an internal access plan. Specific to the bank proposal, there is no good sidewalk access to the shopping center from Lexington Drive.

### **Bus Stops**

There are two bus stops on University Boulevard immediate adjacent to the subject site. A Metrobus only stop (Routes C2 and C4 westbound) is located just east of Lexington Drive. An additional stop on University Boulevard near the south side of the shopping center is a combination MC Ride-On (Route 9 westbound) and Metrobus stop (Route C2 and C4 westbound). Although implementation of the Blair Pedestrian Plan provided a pedestrian crossing across University Boulevard, the Plan did not anticipate the behavior of students who use Metrobus to travel to Blair. Upon exiting the bus, we observe that most students do not cross Lexington to use the designated crosswalk. Instead, upon exiting the bus, students immediately cross University Boulevard toward Blair, filtering through the stopped west-bound traffic that is waiting for the traffic signal to change on the east side of the Lexington-University intersection. If the traffic signal cycles to green during this maneuver, the students scramble to evade the now-accelerating traffic. We have been lucky so far, but this situation is inherently unsafe.

Therefore, we recommend consolidation of the two Metrobus stops into one, located on University Boulevard between Lexington Drive and the shopping center curb cut. This location would serve all pedestrians by providing access to the shopping center, the designated crosswalk to Blair, and the proposed sidewalk into the Woodmoor community. There is no existing or proposed sidewalk on the east side of Lexington Drive serving the existing stop. Consolidation will also eliminate one of two existing stops currently positioned very close together. The Ride-On stop (Route 9 westbound) may have to remain in its current location, because the bus may not be able to complete its turning movement from the jughandle onto University Boulevard before it reaches the stop.

We appreciate the opportunity to work with you to continue to make Woodmoor a great place to shop, work and live! If you have any questions, feel free to contact me or Mike Pfetsch.

Sincerely,

Byrne Peak  
President

November 7, 2005  
Development Review Committee

Re: Bank of America Plan at Woodmoor Shopping Center

The proposed project is located at the main entry/exit to a large section of homes in the Woodmoor neighborhood, at University Boulevard and Lexington Avenues. This is the only location where a traffic light is located. The traffic light does not allow right-turn-on-red, and therefore residents have longer wait times than normal to leave the neighborhood. The two other streets that exit this section, Lorain Avenue and Crestmoor Drive, do not have traffic lights at Colesville Road, and are extremely difficult to cross to go any direction other than north, and even then, the speed and volume of traffic going north also makes it difficult to go north with ease.

With this and other issues in mind, please consider the following concerns when reviewing the project.

Traffic-related issues:

- 1) Traffic studies should be comprehensive, not only to measure which entry/exit vehicles are using at the rear shopping center parking lot, but for impacts at Colesville intersections at Crestmoor, Lorain, and Timberwood, and University intersections at Lexington, the jug-handle, and Colesville. These are some observations:
  - a) At rush hours, and sometimes beyond depending on the weather, the traffic on University Boulevard backs up from Colesville Road past Lexington Avenue. This prevents 1) exiting from the shopping center lot behind Kugler's and 2) exiting from Lexington Avenue onto or across University.
  - b) The University/Lexington Avenue traffic light allows right-turn-on-red from University onto Lexington. During rush hour, vehicles do not wait in traffic to enter the shopping center lot beyond; they instead turn right on Lexington and left into the Lexington shopping center entry. This poses difficulties for vehicles lining up to exit the neighborhood, because delays caused by letting vehicles cut across the exit line, to enter the shopping lot, causes additional delays. (Vehicles exiting the shopping center onto Lexington towards University also cut across the Lexington exit line.)
  - c) Vehicles exiting the shopping center generally do not exit directly onto University behind Kugler's. This may be because there are five lanes of traffic on University to cross to go south on Colesville or west on University. It may also be because the lot is sloped in such a way that visibility is poor and/or because vehicles backing up from Colesville do not allow cars to cut into the line.
  - d) There is a large amount of non-resident traffic cutting through the neighborhood to avoid the Four Corners jug-handle intersections. Vehicles heading west on University turn right onto Lexington, left onto Pierce, left onto Timberwood, to take a right onto Colesville north. This is a regular, steady occurrence during rush hour and has also been observed to occur regularly on weekends. This occurs in the opposite direction too, starting from Colesville south, turning left onto Timberland, heading east on University.



Woodmoor Shopping Center  
Development Review Committee  
November 7, 2005

- 2) Drive up lanes do not encourage to get out of their cars, therefore encouraging higher of volumes of vehicular customers. How do volumes at drive-up windows compare to volumes at other quick-serve businesses, such as fast food restaurants or gas stations, located so close to a major countywide intersection?
- 3) The plan shows Lexington Avenue being widened at University. There is only a short distance between the parking lot entry/exit and the light at University, and it would seem a wider exit lane may make it more confusing to choose which lane to be in such a short turning distance, particularly if no right-on-red is available.

Parking Lot issues:

- 1) The plan shows a waiver of a number of parking spaces. This may not be reasonable considering that dumpsters will have to be relocated and may cause more spaces to be taken away.
- 2) If the parking spaces around the new building are for bank customers only, this could compromise an opportunity to solve the overall limited parking issues at the shopping center.
- 3) The parking lot slopes significantly around the location of the new building. These slopes compromise visibility of pedestrians walking to the shopping center's rear entrance. Careful attention should be paid to how pedestrians will enter/exit the parking lot from the neighborhood.
- 4) Sidewalks should be located so additional volumes of vehicles entering/exiting the parking lot will be less likely to cross their path to enter the bank because a number of residents may be bank customers doing errands on foot, or combining visits to other stores.

A2

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, 2<sup>nd</sup> 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.

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Additional matters related to this proposal were presented in the June 22 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.