


MEMORANDUM

TO: Robert Kronenberg, Development Review Division

FROM: Calvin Nelson, Jr., Community-Based Planning, Eastern County Team 

SUBJECT: Site Plan #8-02032A, Colesville Eckerd Drug Store

DATE: September 8, 2003

This memo is a follow-up to my verbal comments made at today's Development Review Committee meeting.

The subject commercially-zoned site is located adjacent to single-family properties to the east. For compatibility reasons, the Eastern County staff is concerned with the loading area and dumpster locations which back to rear of the residential properties. The loading area and dumpsters should be relocated away from the adjacent residential properties.

Eastern County staff suggests that the applicant meet soon with the adjacent property owners and the Greater Colesville Citizens Association to discuss the proposed plans.

**MONTGOMERY COUNTY DEPARTMENT OF PERMITTING SERVICES
WATER RESOURCES SECTION**

255 Rockville Pike, 2nd Floor, Rockville, Maryland 20850-4153

Date: September 7, 2003

MEMO TO: Michael Ma, Supervisor
Development Review Committee, MNCPPC

FROM: Blair Lough
Water Resources Section, MCDPS

SUBJECT: Stormwater Management Concept Plan/100 yr.Floodplain Review
Site Plan # 8-02032A , Colesville Eckerd Drug Store
Project Plan #
Preliminary Plan # , DPS File # 204965
Subdivision Review Meeting of September 8, 2003

The subject plan has been reviewed to determine if it meets the requirements of Executive Regulation 7-02AM for stormwater management and Executive Regulation 108-92 AM for a 100year floodplain. The following summarizes our findings:

SM CONCEPT PLAN PROPOSED:

- On-site: CPv WQv Both
 On-site/Joint Use Central (Regional): waived under 2.a.2.b.
 Existing Concept Approved Reconfirmation May 27, 2003
- Waiver: CPv WQv Both
 Approved on

Other

Type Proposed:

- Infiltration Retention Surface Detention Wetland Sand Filter
 Separator Sand Filter Non Structural Practices Other

FLOODPLAIN STATUS: 100 Year Floodplain On-Site Yes No Possibly

- Provide source of the 100Year Floodplain Delineation for DPS approval:
 Submit drainage area map to determine if a floodplain study (> or equal to 30 acres) is required.
 Dam Breach Analysis/100 yr.floodplain study: Approved Under Review :
 100 yr.floodplain study: Approved Under Review :

SUBMISSION ADEQUACY COMMENTS:

- Adequate as submitted.
 Provide verification of Downstream notification.

RECOMMENDATIONS:

- Approve as submitted with conditions (see comments below).
 Incomplete; recommend not scheduling for Planning Board at this time.
 Hold for additional information. See below
 Comments/Recommendations: See conditions on the approval letter.

cc: Steve Federline, Environmental Planning Division, MNCPPC

bll DRC site plan.03/01

MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
FINAL RECOMMENDATIONS

TO: Robert Kronenberg
Development Review Division

SUBJECT: Plan # 8-02032A, Name Colesville Eckerd Drug Store #6328
DRC date: September 8, 2003

The above-referenced plan has been reviewed to determine if it meets requirements of the Planning board's Environmental Guidelines, the Forest conservation law (Chapter 22A), and other regulations that may apply. The following recommendations are made for the final site plan report:

STAFF RECOMMENDATION:

The Environmental Planning staff has reviewed the site plan referenced above. Staff recommends approval of the site plan with the following conditions:

* **Compliance with all conditions for final forest conservation plan approval. The applicant must satisfy all conditions prior to recording of plat(s) or MCDPS issuance of sediment and erosion control permits.**

1. Required site inspections by M-NCPPC monitoring staff (as specified in "Trees Technical Manual"). Root pruning along LOD may be required by MNCPPC inspector to protect existing offsite trees and evergreen screen, if necessary.
2. Approval of the following items by M-NCPPC staff prior to DPS issuance of the sediment and erosion control permit:
 - **Afforestation Planting Plan using landscape canopy: use standard site plan landscape planting details.**
3. Submittal of financial security to M-NCPPC for afforestation prior to clearing or grading.
4. Maintenance agreement to be reviewed and approved by M-NCPPC staff prior to first inspection of planted areas.

* **Compliance with conditions of DPS SWM concept reconfirmation letter dated May 27, 2003.**

* **Compliance with County Code Section 48-21 "Solid Waste- General Regulations for Collectors" establishing time limits for solid waste collection for commercial businesses within 500' of residential properties.**

Solid waste may not be collected, or dumpsters emptied, prior to 7 am (9 am on federal holidays and Sundays), or after 9 pm any day.

SIGNATURE:  301-495-4550 DATE: October 7, 2003
Steve Federline, Countywide Environmental Planning

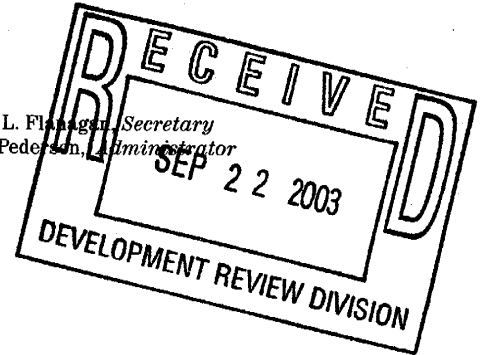
cc: engineer/applicant

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



MARYLAND DEPARTMENT OF TRANSPORTATION

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



September 15, 2003

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

Re: Montgomery County
MD 650
Eckerd Drug Store
File No. 8-02032A

Dear Mr. Shaneman:

This office reviewed the submitted site plan and offer the following:

- This property is subject to the "Rules and Regulations" of this Administration with a permit issued by our District 3 Utility Engineer to close (1) one existing commercial entrance. Please contact Mr. Augustine Rebish, District 3 Utility Engineer @ 301-513-7350 for permitting requirements.

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

Very truly yours,

Kon

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

gc

cc: Mr. Darrell Mobley (Via E-mail)
Mr. Augustine Rebish (Via E-Mail)
Mr. Robert Kronenberg
Vika Inc.

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech 1.800.201.7165 Statewide Toll Free

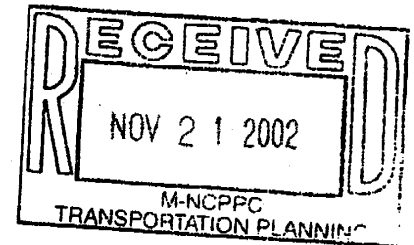
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com



WELLS & ASSOCIATES, LLC

TRAFFIC, TRANSPORTATION, and PARKING CONSULTANTS

November 20, 2002



Ronald C. Welke, Transportation Coordinator
Transportation Planning Division
Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: Colesville Chevy Chase Bank Property;
Montgomery County Maryland

Dear Ron:

This letter summarizes the items discussed in our September 5, 2002, meeting regarding the Colesville Chevy Chase Bank Property site. Specifically, the calculation of the trip credit for the vacated supermarket building was discussed. The subject site is located in the northeast quadrant of the New Hampshire Avenue/Wolfe Drive intersection in the Fairland/White Oak Policy Area.

As noted in the May 30, 2002, staff review of this property (Site Plan No. 8-02032), a vacated supermarket of 18,723 S.F. is proposed to be replaced with a 3,200 S.F. bank and general retail space without a supermarket. The conclusion of the staff review was that, in addition to the proposed bank, a trip credit of 78 total peak hour trips during the weekday evening peak period, or 11,000 S.F. of general retail space without a supermarket, should be allowed. This trip credit was based on a combination of Institute of Transportation Engineers (ITE) and Local Area Transportation Review (LATR) trip generation rates.

As indicated in the staff report, the vacated supermarket would generate 58 total weekday AM peak hour trips and 231 total weekday PM peak hour trips, if occupied.

These totals include both pass-by and non-pass-by (new and diverted) trips. Pass-by trips are drawn from the stream of existing traffic on New Hampshire Avenue. For example, a supermarket customer may stop at the store in the evening on

their way from work to home via New Hampshire Avenue. Pass-by trips are counted at the site driveways. Pass-by trips do not, however, add new or diverted trips to critical off-site intersections. "New" trips are trips that were formerly made for the expressed purpose of shopping or working at the approved supermarket. "Diverted" trips are drawn from the stream of existing traffic on nearby roads, and thus add trips to some intersections but not to others. Typical pass-by percentages for various land uses are published by ITE in the Trip Generation Handbook and were utilized in trip generation analysis shown in Table 1 and described below.

As shown in the attached Table 1, a pass-by trip rate of 26 to 36 percent could be expected for the supermarket. Applying these percentages, the supermarket would generate 43 new and diverted AM peak hour trips and 148 new and diverted PM peak hour trips on weekdays. The remaining trips would be pass-by trips.

Similarly, the 39 total AM peak hour trips and 138 total PM peak hour trips generated by the proposed bank would be reduced by 37 to 47 percent for pass-by trips, yielding 25 new and diverted weekday AM peak hour trips and 73 new and diverted weekday PM peak hour trips.

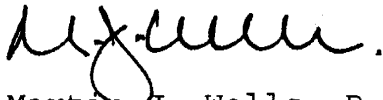
The difference between the trips generated by the vacated supermarket and the proposed bank would represent the trip credit for the site. As the supermarket would generate more trips than the bank, a positive trip credit of 18 weekday AM peak hour trips and 75 weekday PM peak hour trips would result.

The proposed 14,000 S.F. pharmacy would generate 25 total AM peak hour trips and 100 total PM peak hour trips, based on LATR trip rates. A pass-by rate of 39 to 49 percent could be expected for the pharmacy, equivalent to 10 AM peak hour trips and 49 PM peak hour trips. The resulting 15 new and diverted AM peak hour trips and 51 new and diverted PM peak hour trips/ represents 3 fewer AM peak hour trips and 24 fewer peak hour trips than the trip credit. Therefore, the construction of the proposed bank and pharmacy would result in fewer new trips on the road network than were generated by the now-vacant supermarket store.

We request your support of the use of pass-by trips and the revised trip credit of 18 new and diverted AM peak hour trips and 75 new and diverted PM peak hour trips, for weekdays. This trip credit would allow the construction of 14,000 S.F. of general retail uses (without a supermarket) for the subject property.

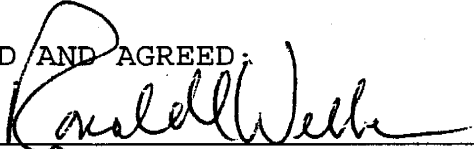
To confirm Transportation Planning Staff's agreement with the above analysis and revised trip credit of 18 new and diverted AM peak hour trips and 75 new and diverted PM peak hour trips, or 14,000 S.F. of general retail space without a supermarket, please sign this letter in the space below and forward the original to my attention. Upon receipt of your letter, Chevy Chase Bank will file the necessary Site Plan Amendment with staff for its review and Planning Board approval.

Sincerely,



Martin J. Wells, P.E.
President

READ AND AGREED:


Signature

RONALD C. WELKE
Name

Supervisor, Transportation Planning
Title

11/22/02
Date

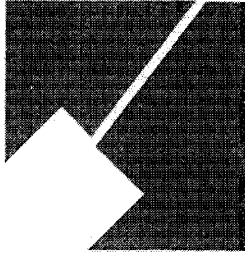
Table 1
 Chevy Chase Bank - Colesville Property
 Site Trip Generation Analysis

Land Use	ITE Land Use Code	Amount Units	AM Trips	PM Trips
Vacated Supermarket (1)	850	18,723 S.F.	58	231
Pass-by Trips (2)		26% AM / 36% PM	15	83
New and Diverted Trips			43	148
Proposed Bank (3)	911	3,200 S.F.	39	138
Pass-by Trips (2)		37% AM / 47% PM	14	65
New and Diverted Trips			25	73
Trip Credit			18	75
Proposed Pharmacy (1)	881	14,000 S.F.	25	100
Pass-by Trips (2)		39% AM / 49% PM	10	49
New and Diverted Trips			15	51
Trip Surplus/Deficit			3	24

Notes: (1) Trip rates based on LATR Guidelines: M-NCPPC, 1998.

(2) Pass-by percentages based on Trip Generation: ITE, 5th and 6th Editions.


(3) Trip rate based on Trip Generation: ITE, 6th Edition and M-NCPPC survey.




October 17, 2003

MEMORANDUM

TO: Robert Kronenberg, Senior Planner
Development Review Division

VIA: Ronald C. Welke, Supervisor
Transportation Planning 

FROM: Cherian Eapen, Planner/Coordinator
Transportation Planning 

SUBJECT: Site Plan No. 8-02032-A
Colesville Eckerd Drug Store #6328 (Phase II) and Chevy Chase Bank (Phase I)
New Hampshire Avenue (MD 650) and Wolf Drive
Fairland/White Oak Policy Area

This memorandum summarizes Transportation Planning staff's Adequate Public Facilities (APF) review of the above Amended Site Plan for a 14,000 square-foot pharmacy/drug store (as Phase II for the site) and a 3,200 square-foot walk-in bank with two drive-up ATM machines (previously approved by the Planning Board as Phase I for the site) located in a C-2 Zone within the Fairland/White Oak Policy Area.

RECOMMENDATIONS

Transportation Planning staff recommends the following conditions as part of the APF test for transportation-related requirements to approve this Amended Site Plan:

1. Limit land use densities approved as part of the Amended Site Plan to:
 - a. A maximum of 3,200-square-foot walk-in bank with two drive-up ATM lanes as Phase I on the southern portion of the site on Parcel "I", and
 - b. A maximum of 14,000-square-foot pharmacy/drug store as Phase II on the northern portion of the site on Parcel "J".
2. Close access points to the site from New Hampshire Avenue (MD 650) that existed as part of the previous Safeway Supermarket store and provide a consolidated single right-turn-in,

right-turn-out access to the site from MD 650 as required by the Maryland State Highway Administration (SHA).

3. Close access point to the site from Wolf Drive that existed as part of the previous Safeway Supermarket store and relocate this access point approximately 150 feet east of MD 650.
4. Widen Wolf Drive to provide a continuous 50-foot wide roadway section between MD 650 and the proposed access point.
5. Provide a five-foot sidewalk along Wolf Drive along its north side and improve the sidewalk on MD 650 along the site frontage.
6. Provide for on-site cross easement for north-south movements across the proposed lease line.

DISCUSSION

Site Location, Vehicular and Pedestrian Access/Circulation

The proposed Eckerd Drug Store, within Parcel "J" on the site, is located within the northeast quadrant of New Hampshire Avenue (MD 650) and Wolf Drive, just north of Parcel "I", which was approved by the Planning Board for a 3,200 square-foot bank as part of Site Plan No. 8-02032.

This Amended Site Plan and the original Site Plan are part of a proposal to redevelop the site of a vacated 18,723-square-foot Safeway Supermarket store. As part of the Site Plan(s), the applicant is proposing consolidating two site access curb cuts that existed along MD 650 into a single right-turn-in, right-turn-out driveway for vehicular site access. The existing curb cut from Wolf Drive to the south side of the site is proposed to be closed and relocated further east along Wolf Drive (approximately 150 feet away from MD 650). The applicant also proposes to widen Wolf Drive to 50 feet between MD 650 and this new site access, as required by the Montgomery County Department of Public Works and Transportation (DPWT). Pedestrian access is accommodated along the property frontage with the existing five to six-foot wide sidewalk along MD 650, and a proposed five-foot wide sidewalk to the north side of Wolf Drive. A lead-in sidewalk is provided from MD 650.

The MD 650/Wolf Drive intersection is signalized. A USPS facility is located within the southeastern quadrant of the intersection and a fire station is located within the southwestern quadrant of the intersection.

Master Plan Roadways and Bikeway Facilities

According to the 1997 Approved and Adopted White Oak Master Plan, New Hampshire Avenue (MD 650) is designated as a six-lane divided Major Highway (M-12) with a 120-foot right-of-way and a Class I bikeway (PB-24). Along the site frontage, MD 650 is currently built as a six-lane divided highway with sidewalks on both sides adjacent to the roadway.

Wolf Drive is a secondary residential street, currently with a right-of-way of approximately 77 feet.

Local Area Transportation Review

The traffic consultant for the applicant submitted a traffic statement dated November 20, 2002, which was reviewed and accepted by the staff on November 22, 2002.

A comparison of the trip generation estimates for the previously existing and proposed land uses is provided in Table 1.

**TABLE 1
SITE TRIP GENERATION COMPARISON**

Land Use	Density	Trip Generation	
		Morning Peak Hour	Evening Peak Hour
Vacated Safeway Supermarket Store (1)	18,723 square-feet	58	231
Pass-by Trips (2)	26% AM/36% PM	15	83
New and Diverted Trips		43	148
Proposed Bank (3)	3,200 square-feet	39	138
Pass-by Trips (2)	37% AM/47% PM	14	65
New and Diverted Trips		25	73
Trip Credit		18	75
Proposed Pharmacy/Drug Store (1)	14,000 square-feet	25	100
Pass-by Trips (2)	39% AM/49% PM	10	49
New and Diverted Trips		15	51
Trip Surplus/Deficit		3	24

Source: Wells and Associates, LLC Traffic Statement dated November 20, 2002.

- (1) Trip rates were based on M-NCPPC LATR Guidelines.
- (2) Pass-by percentages were based on Trip Generation: ITE, 5th and 6th Editions.
- (3) Trip rates were based on Trip Generation: ITE, 6th Edition and M-NCPPC survey.

As shown in Table 1, the vacated supermarket of 18,723 square feet would provide a total credit of 58 peak-hour trips during the weekday morning peak period (6:30 am to 9:30 am) and a total credit of 231 peak-hour trips during the weekday evening peak period (4:00 pm to 7:00 pm). After discounting for pass-by trips, this translates to a credit of 43 morning peak-hour and 148 evening peak-hour "new and diverted" trips.

The proposed walk-in bank with two drive-up ATM machines/lanes (approved as Phase I) would generate a total of 39 peak-hour trips during weekday morning peak period and a total of 138 peak-hour trips during the weekday evening peak period. After discounting for pass-by trips, the bank was estimated to generate 25 and 73 peak-hour "new and diverted" trips during the respective weekday morning and evening peak-periods.

This will result in a remaining credit of 18 “new and diverted” peak-hour trips during the weekday morning peak-period and a remaining credit of 75 “new and diverted” peak-hour trips during the weekday evening peak-period for the Phase II portion of the site.

Finally, as shown in Table 1, the “new and diverted” trips estimated for the proposed 14,000-square-foot pharmacy/drug store under Phase II would not exceed the credit available for the site (as above, after accounting for trips related to the approved bank). Therefore, the trip generation estimates for the land uses proposed as part of the Amended Site Plan are equivalent to or less than those of the previously existing Safeway Supermarket store. Consequently, a traffic study (to analyze the traffic impact at nearby intersections) is not required to satisfy Local Area Transportation Review (LATR), and the Amended Site Plan satisfies the LATR test.

Policy Area Transportation Review/Staging Ceiling Condition

Under the FY 2004 Annual Growth Policy, as of September 30, 2003, the remaining transportation staging ceiling capacity for non-residential development is positive 3,251 jobs in the Fairland/White Oak Policy Area.

The vacated supermarket, with 18,723 square feet of space, was equivalent to 47 jobs as a retail land use. The proposed bank, with 3,200 square feet is equivalent to 13 jobs as an office use. The remaining 34 jobs are equivalent to approximately 13,600 square feet of general retail uses. Though the proposed pharmacy/drug store will exceed 13,600 square feet in size, the Amended Site Plan satisfies the Policy Area Transportation Review test since the Policy Area jobs currently do not exceed the staging ceiling.

CE: RCW:kcw

cc: Mary Goodman
Ed Axler

mno to kronenberg re 8-02032A eckerd.doc