



MONTGOMERY COUNTY PLANNING DEPARTMENT

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB
Item # 4
6/24/10

June 18, 2010

MEMORANDUM

TO: Montgomery County Planning Board

VIA: John Carter, Chief *JAC*
Urban Design and Preservation Division

FROM: John Marcolin, ASLA, Planner Coordinator (301/495-4547) *J.M.*
Urban Design and Preservation Division

SUBJECT: Mandatory Referral No. 10719-DGS-1: Silver Spring Library
900 Wayne Avenue, CBD-1 Zone, Silver Spring CBD Sector Plan

RECOMMENDATION: APPROVAL and transmit the following comments:

1. Submit a Preliminary Plan with dedications for Wayne Avenue and Fenton Street and a dedication or easement for the Purple Line, and with the location of the roof overhang inside the property
2. Provide conformance with the Silver Spring Streetscape Standards as follows:
 - a. Reduce the tree spacing to 30 feet o.c.
 - b. Obtain approval from Urban District for non-conforming sidewalk paving
3. Construct the streetscape along Wayne Avenue and Fenton Street, and the public use space located at the intersection of Fenton Street and Bonifant Street as part of the library project
4. Submit a new traffic study for any change to the design of the library, requiring an additional submission of a Mandatory Referral for a change in the land-use mix on the site that increases the expected traffic generation
5. Work with MCDOT, MTA and the M-NCPPC to resolve any outstanding issues related to Bonifant Street traffic operations and bicycle accommodations, Purple Line Transitway, and guidelines for pedestrian crossing of Wayne Avenue prior to issuance of a building permit for the library
6. Address the requirements of the Maryland Transit Administration recommendations stated in their letter dated June 16, 2010 to Thomas Autry of the M-NCPPC regarding the Purple Line
7. Consider locating a drop-off area along Fenton Street
8. Ensure that the proposed coffee bar does not significantly compete with businesses in the Fenton Village District

The proposed library and arts center shall comply with all applicable rules, regulations and laws governing the control of on-site noise as specified in the Montgomery County Noise Ordinance (Chapter 31B) and Montgomery County Solid Waste (Chapter 48.21)

DISCUSSION

Montgomery County purchased a site in the Fenton Village District of the Silver Spring CBD for the joint development of a public library and housing. The Department of General Services has submitted a Mandatory Referral for the library portion of the site. The Mandatory Referral for the public library portion of the site will include meeting rooms, an art gallery, and County offices. The remaining portion of the site will include a future Project Plan, Preliminary Plan and Site Plan for housing with ground floor retail. The joint development of the library and residential project will be an important addition to the Silver Spring CBD that provides active civic uses anticipated by the Sector Plan.

Site Selection and Location

The site was selected and approved by the County Council and the Planning Board (Mandatory Referral No. 05103-OCE-1) after a review of alternative sites by the community and County agencies. The library site is located between Wayne Avenue and Bonifant Street along Fenton Street. The proposed joint development with housing is located along the southeastern portion of the site along Bonifant Street. An existing high-rise residential development is located along the southwestern boundary of the site. The future Purple Line Station will cut diagonally across the site, and the library will span over the tracks.

Project Description

Public meetings were held in the Spring, Summer and Fall of 2009 to discuss the design of the library, housing, and public use space. Eight alternatives were developed with the design team before deciding on the final scheme for the entire site. The Mandatory Referral is based on this final scheme (see Attachment 2: Recommended Option 1c).

Library -The public library building includes the following:

- **1st Floor:** Library entrance, art center, and area for the future Purple Line
- **2nd Floor:** Art center
- **3-5th Floor:** Main library floors
- **6th Floor:** County Offices and future expansion for the library
- **7th Floor:** Public meeting rooms

Entrances to the library are located on Wayne Avenue and Fenton Street. Book drop-off and service areas are located behind the library adjacent to the existing Crescent Building. Parking for the library will be located in the existing public parking garage located across Wayne Avenue. The library is designed around a future Purple Line Station and track area. The area for the future platforms and tracks has been carefully integrated into the site. Public use space is located adjacent to the library and the future residential building at the intersection of Fenton Street and Bonifant Street.

Joint Development - This joint development project includes three phases:

- **Phase 1: Demolition and Re-location of Existing Utilities** - Summer of 2010 demolition will take place in preparation for construction of the library.
- **Phase 2: Library, Public Use Space and Platform for the Purple Line Station** - The library will be completed before the Purple Line Station is completed. The station platform will be graded and constructed in a way that at the time of the construction of the Purple Line, the paving material in the plaza and platform will be easily removed and replaced by the tracks.
- **Phase 3: Residential Building** - This phase will begin construction after the library has been completed. The housing has been designed as an integrated project with the library, public use space and the future transit station. The residential portion will include approximately 140 housing units with limited ground floor retail. A Project Plan, Preliminary Plan and Site Plan will be required for the housing project.

ANALYSIS

Consistent with the Silver Spring CBD Sector Plan

The Mandatory Referral for the Library is consistent with the recommendations in the Silver Spring CBD Sector Plan. The site is specifically recommended as one of the sites for a new urban library (page 120) in the Silver Spring CBD. In accordance with the guidance in the Sector Plan, the site of the proposed library provides a central location and will serve as an anchor in the downtown's revitalization. The library will contribute to the cultural and educational environment of the CBD as recommended in the Sector Plan (page 119). The joint development with an additional 140 dwelling units will also bring activity to this portion of the Silver Spring downtown in accordance with the guidance in the Sector Plan to create a residential downtown (page 19 and 27).

The proposed project is consistent with the recommendations for building height in the Sector Plan. The maximum building height of the library is 120 feet. The building height steps down from the adjacent Crescent Building with a height of 143 feet. The library building is 70 feet high along a limited portion of Fenton Street. The Sector Plan recommends a building height of 60 feet along Fenton Street (page 68). The setback, the curved shape, and the limited portion of the building that is 70 feet high along Fenton Street provide consistency with the Sector Plan.

The Sector Plan also recommends that Fenton Village have upgraded streetscapes, new housing and a lively mix of multi-cultural and specialty shops that serve local and regional customers. The objective is to revitalize Fenton Village by bringing in new residents, providing a pedestrian friendly environment and encouraging people to make Fenton Village a local and regional destination. The proposed mixed use project composed of a library, arts center, County offices, public use space, and future residential and retail space at this location is consistent with the recommendations in the Sector Plan (page 60).

Development Standards in the CBD-1 Zone

The proposed Mandatory Referral is consistent with the Development Standards in the CBD-1 Zone. This analysis of the development standards treats the public library in the same manner as any private project. The following table uses the development standards for the combined site including the joint development of the library and future housing.

Item	Zoning Requirement	Proposed Development
Minimum Lot Area Library and Housing (sf):		
- Total Gross Area	18,000	91,363
- Total Net Area*	NA	63,391
Maximum FAR with 1/3 Housing	3.0 FAR	3.0 FAR
Building Area (sf):		
- Library, Arts Center, and Offices	NA	115,514
- Housing	NA	158,575
- Total	274,089	274,089
Maximum Building Height	120'	120'
Setbacks:		
- Fenton Street and Wayne Avenue	NA	0'
- Bonifant Street	NA	85'
- Adjacent property line	NA	20'
Public Use Space (percent of total net lot area)	20 percent (12,679 sf)	21 percent (13,171 sf)
Off-site Amenity Space (sf)		
- Purple Line Platforms	NA	4,001
- Streetscape	NA	11,060
- Total	NA	15,061
Combined Public Use Space and Off-site Amenity Space	NA	45 percent

Note: *Excludes the area for the future Purple Line and all street dedications

Location of Buildings and Public Use Space

The proposed location of the library building and open space are adequate safe and efficient. The library is located near the intersection of Wayne Avenue and Fenton Street near the existing public parking garage. The public use space is located at the intersection of Fenton Street and Bonifant Street. This public space provides an active outdoor civic space, access to the future platform for the Purple Line, and establishes an adequate transition between the library and the future joint development of the residential building.

Environmental Analysis

Natural Resources Inventory/Forest Stand Delineation - A Natural Resources Inventory/Forest Stand Delineation NRI/FSD # 420100840 was approved on December 3, 2009.

Stormwater Management - The Stormwater Management Concept Plan was recommended for approval with conditions by DPS on May 12, 2010. Two conditional waivers were granted in the concept plan approval as follows: one waiver for quality for 0.4 acres and one waiver for 0.64 acres for quantity. The site does not contain sensitive features such as stream with environmental buffer areas, 100 year flood plain, wetlands or steep slopes.

Forest Conservation - The proposal meets the requirements of the Forest Conservation Law (Chapter 22A of the County Code). A preliminary forest conservation plan (PFCP) was received on April 29, 2010. The staff recommend approval of the Preliminary Forest Conservation Plan with conditions (see separate agenda item).

On-site Noise - The proposed Library Arts Center shall comply with all applicable rules, regulations and laws governing the control of onsite noise as specified in the Montgomery County Noise Ordinance (Chapter 31B) and Montgomery County Solid Wastes Ordinance (Chapter 48.21).

Transportation Analysis

Staff has reviewed the submitted traffic study and finds that it complies with the requirements of the LATR and PAMR Guidelines.

PAMR - To satisfy the PAMR requirements of an Adequate Public Facilities test, the Silver Spring Metro Station Policy Area requires mitigation of 10 percent of new trips generated. The new library and associated mixed use development is estimated to generate approximately 26 percent fewer trips than the trips generated from the same uses elsewhere in the county based on the Countywide rates. The Mandatory Referral meets the requirement of PAMR trip mitigation.

Dedication of Roadways - The Silver Spring CBD Sector Plan describes the standards for the adjacent roadways. At the time of Preliminary Plan, the applicant should dedicate the following:

- Fenton Street as a four lane arterial street with 80-foot right-of-way and on-road bikeway
- Wayne Avenue as a four lane arterial with an 80-foot right-of-way
- Bonifant Street as a two lane primary residential street with 70-foot right-of-way and on-road bikeway

As the library is presently designed, the roof overhang intrudes on the right-of-way of Fenton Street and Wayne Avenue. The roof overhang should be located outside the right-of-way in accordance with the requirements of the MCDOT.

Pedestrian Access and Safety - The design of the library creates pedestrian access from the street and public spaces that lead to the library entrances. The main entrance on Wayne Avenue is located at the south end of the pedestrian cross walk on Wayne Avenue, and two more pedestrian access points are located on either end of the pavilion located on Fenton Street.

Vehicle Access - A vehicular drop-off and service area are located at the rear of the building adjacent to the Crescent Building. Staff recommends that the applicant consider adding a drop-off area on Fenton Street in front of the proposed library to allow at least two cars to drop-off books along Fenton Street. This will give patrons another drop-off area and reduce conflicts with the service area.

Purple Line Easement - The future Purple Line will have tracks and platforms located between the main library building and the entrance pavilion. The upper floors of the building (floors 3-7) will hang over the Purple Line tracks and platform. The area for the Purple Line should receive an easement or dedication of the right-of-way to the MTA.

Compatibility

The proposed library is compatible with existing and proposed adjacent development. The library is located over 40 feet from the end of the existing and adjacent, 143 feet high residential building. The building steps down to 70 feet along Fenton Street. The building is located away from the existing single family neighborhood.

COMMUNITY NOTIFICATION

The County conducted a lengthy public process. The Planning Board and County Council held hearings to discuss the site selection and the design of the library including a potential bridge to the existing parking garage. At least eight alternatives were discussed and explored. The proposed project is based on a final scheme (see Attachment 2: Recommended Option 1c) with support from the community.

CONCLUSION

The staff recommends approval of this important civic project in the Silver Spring CBD. The library is consistent with the recommendations in the Silver Spring CBD Sector Plan. The design of the building provides a compatible transition from the tall buildings in the downtown core of Silver Spring to Fenton Village and the nearby single family residential neighborhood. The library will provide an active use in the Fenton Village area and provide a significant contribution to the on-going revitalization of the Silver Spring CBD.

Attachments:

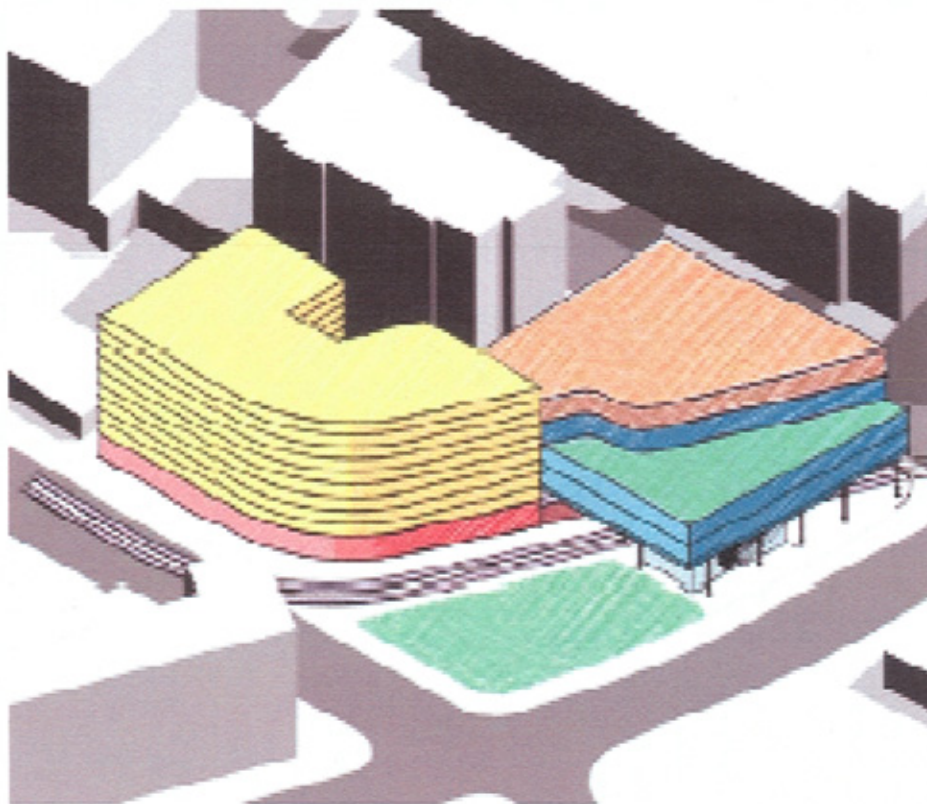
1. Aerial View
2. Recommended Option 1c
3. Site Plan
4. Zoning Map
5. Circulation Plan
6. Public Use Space
7. Floor Plans
8. Section
9. Rendered Illustrations
10. Environmental Planning Staff Report
11. Transportation Planning Staff Report
12. Letter from Joseph A. Romanowski
13. Community Correspondence

Attachment 1



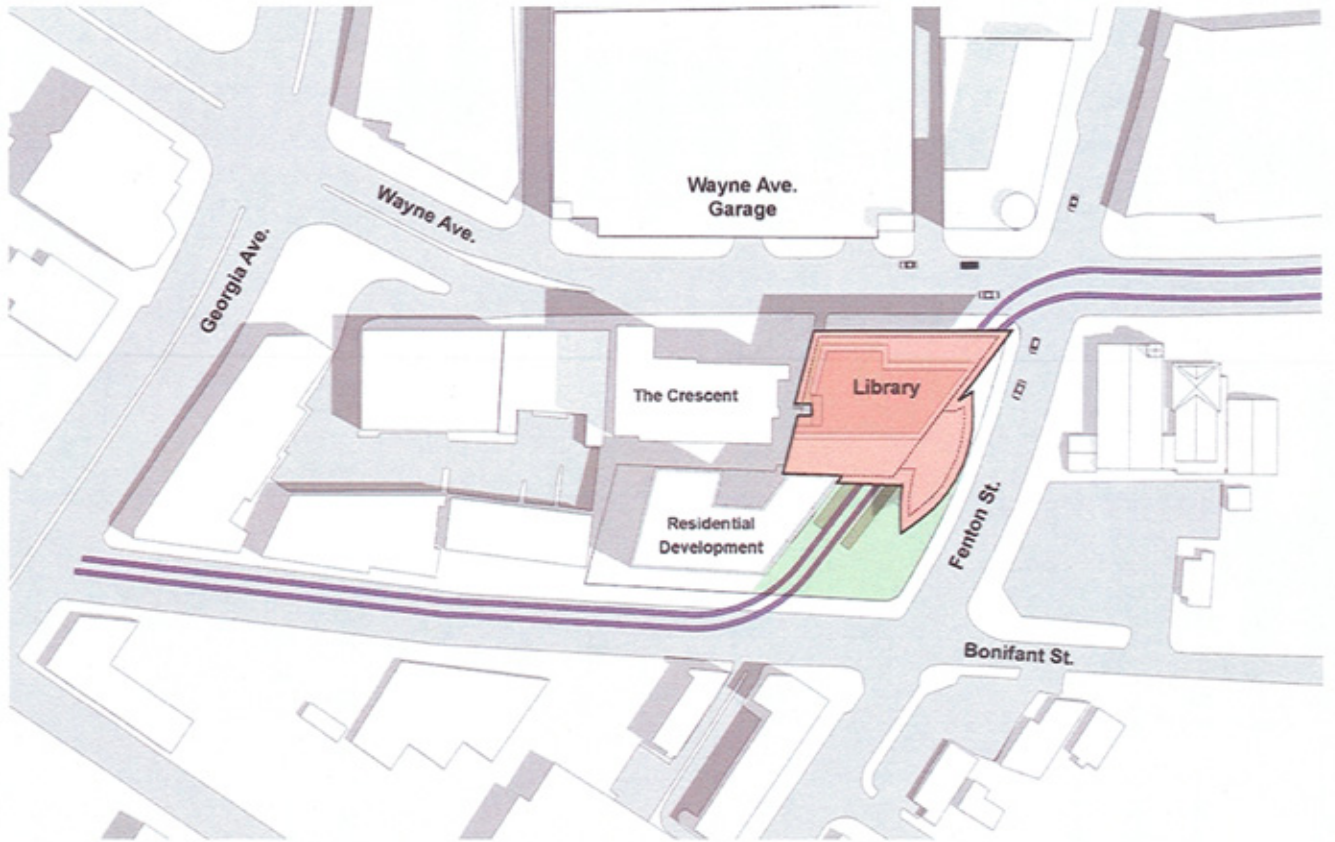
Aerial View

Attachment 2



Recommended Option 1c

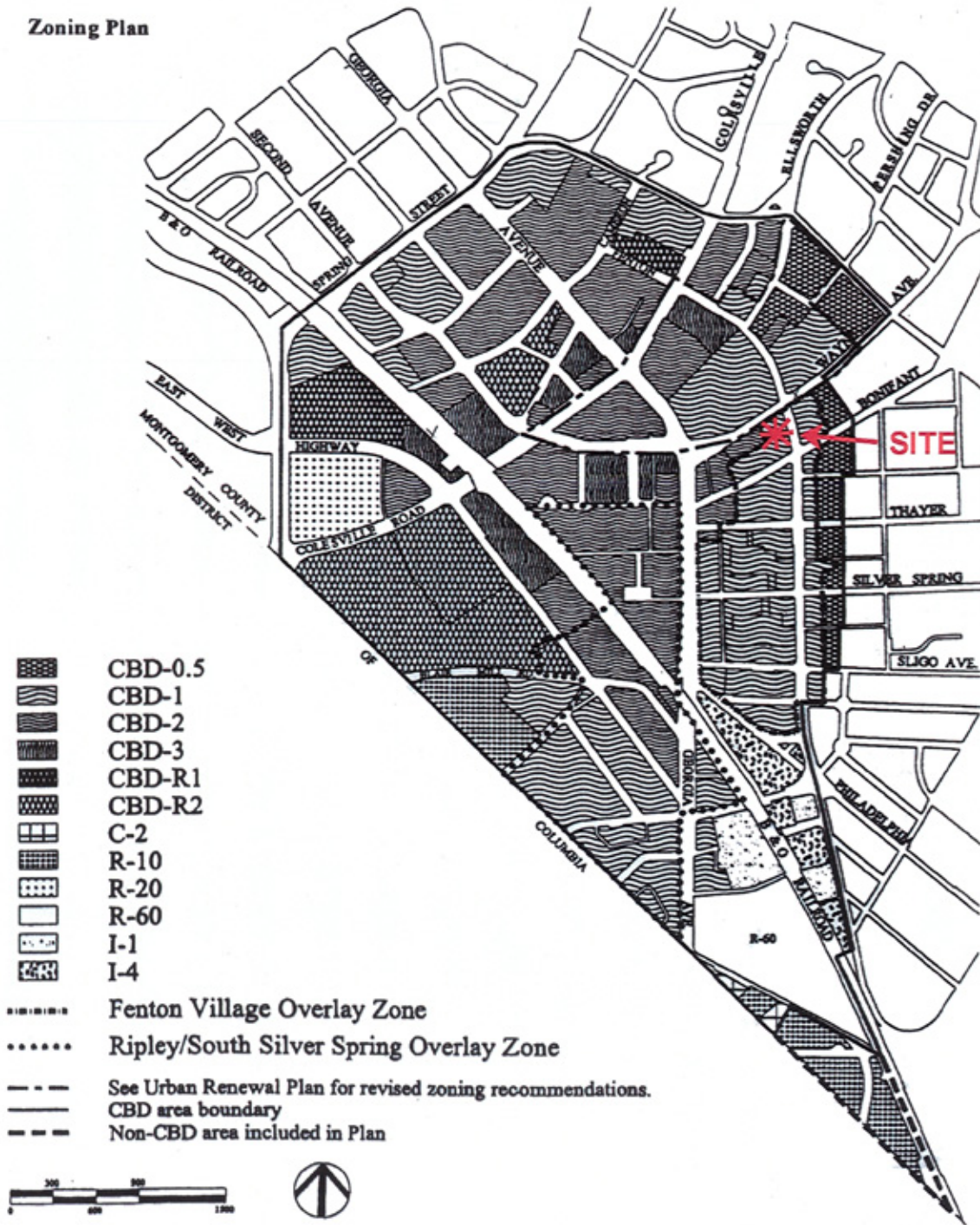
Attachment 3



Site Plan

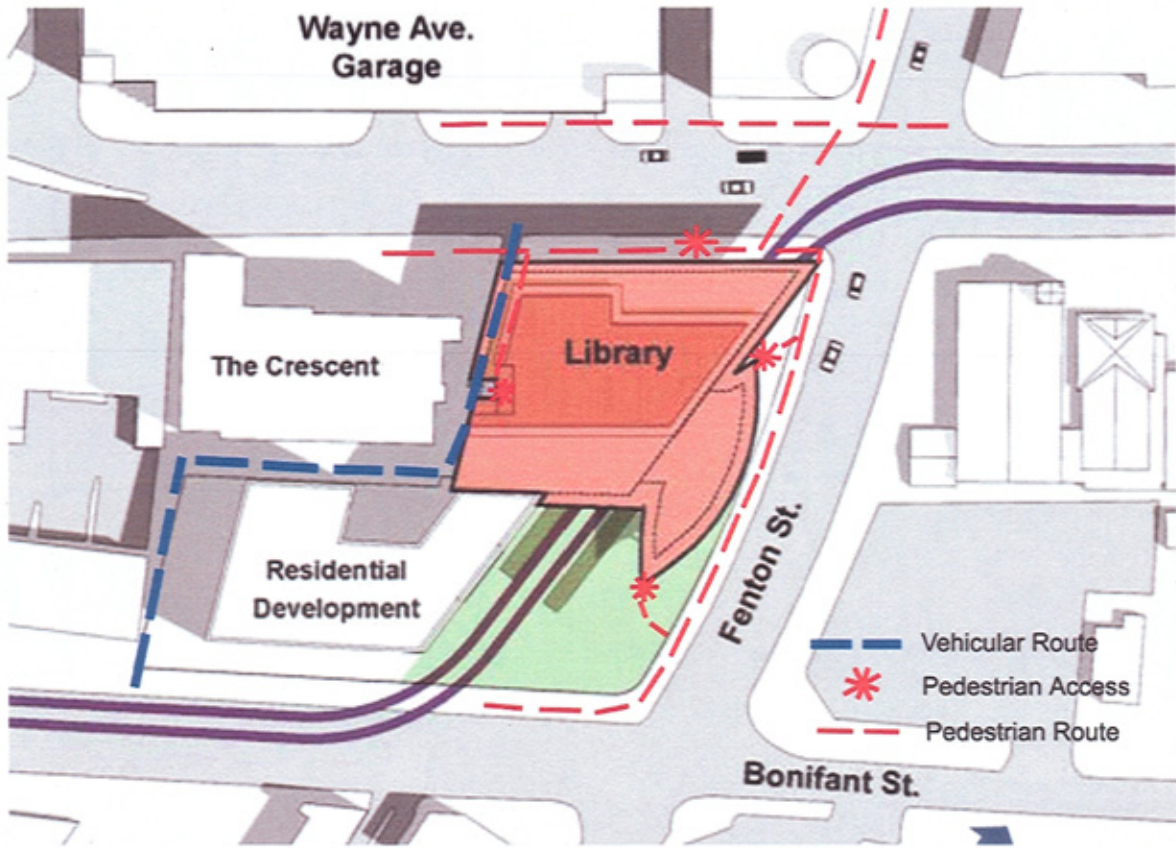
Attachment 4

Zoning Plan



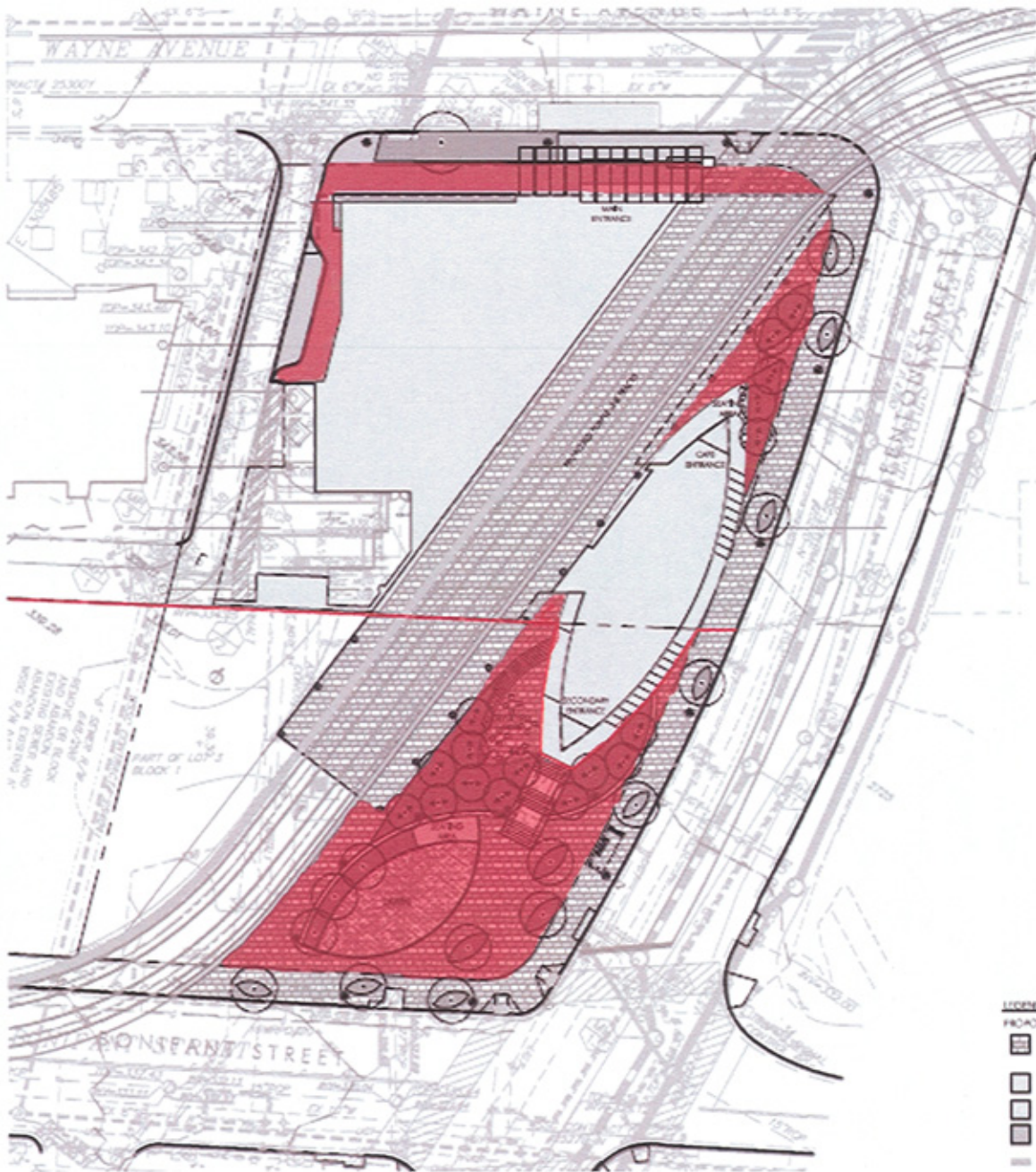
Zoning Map

Attachment 5



Circulation Plan

Attachment 6



 Public Use Space

Public Use Space

ATTACHMENT 7

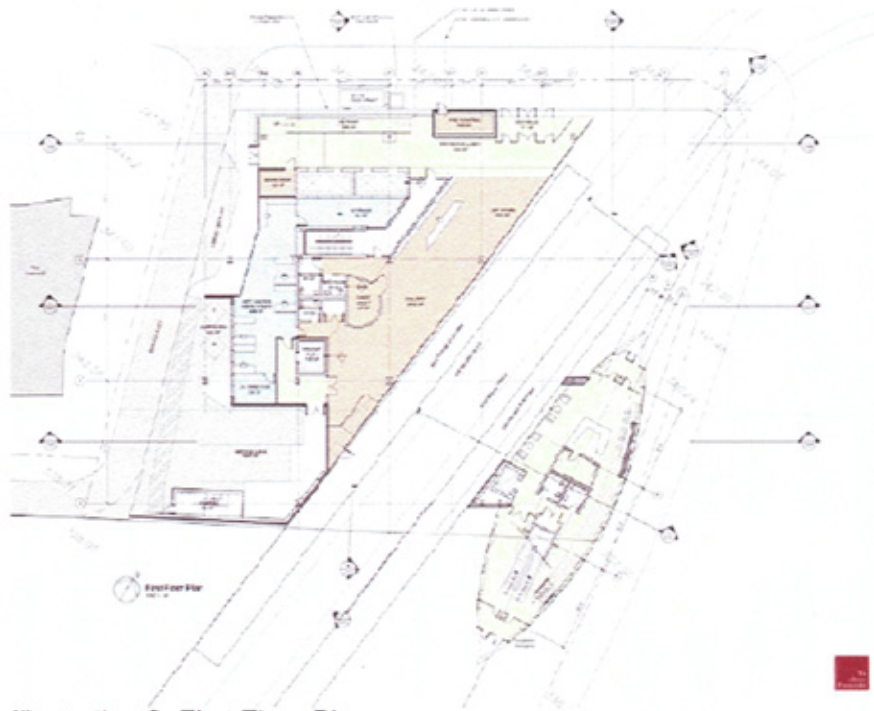


Illustration 2. First Floor Plan

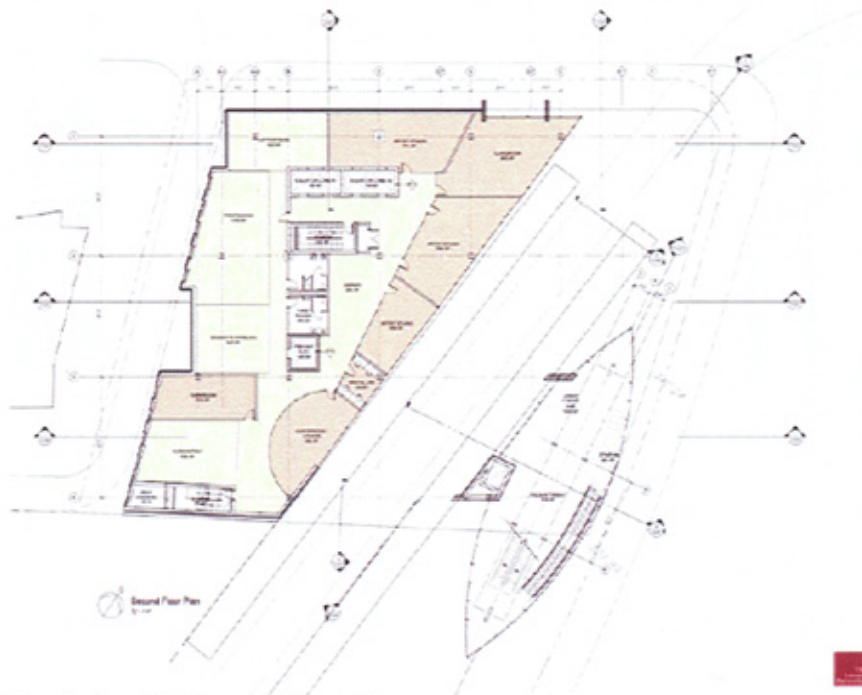


Illustration 3. Second Floor Plan



Illustration 4. Third Floor Plan

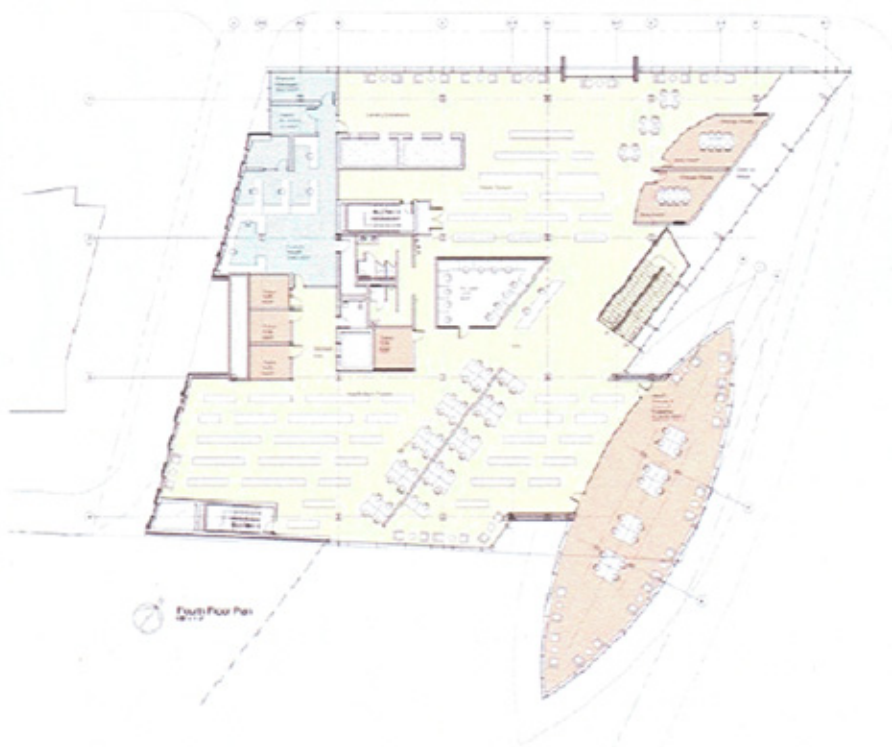


Illustration 5. Fourth Floor Plan



Illustration 6 Fifth Floor Plan

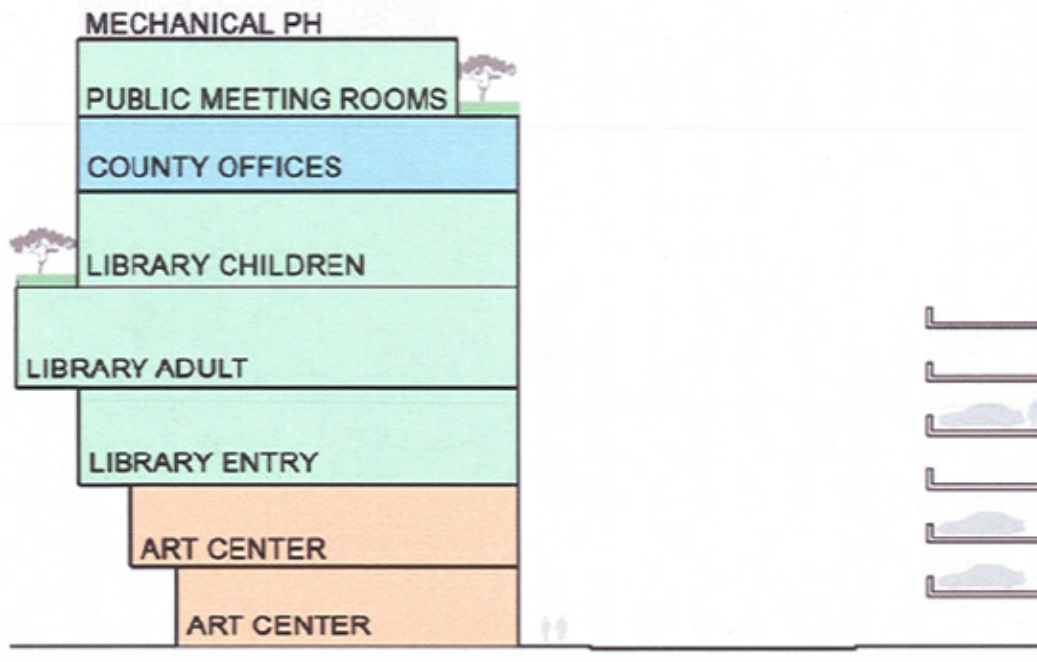


Illustration 7 Sixth Floor Plan



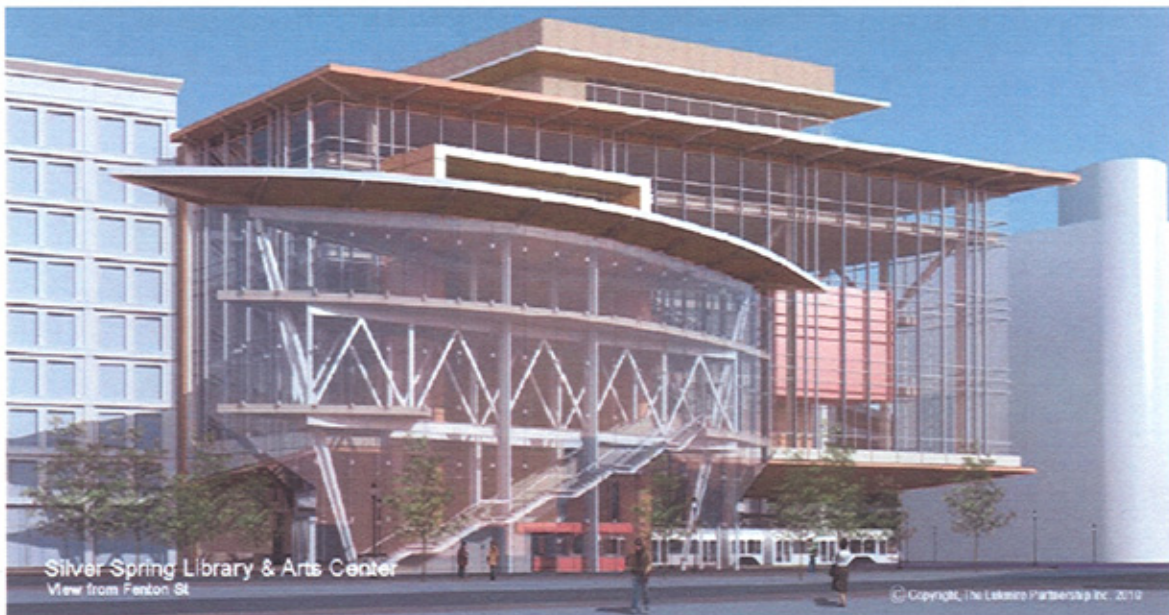
Illustration 8 Seventh Floor Plan

ATTACHMENT 8



Section

ATTACHMENT 9



Rendered Illustrations



Rendered Illustrations



Rendered Illustrations




MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MEMORANDUM

TO: John Marcolin, Planner Coordinator, Urban Design Division

VIA: Stephen D. Federline, Master Planner, Environmental Planning 

FROM: Lori Shirley, Planner Coordinator, Environmental Planning 

DATE: May 18, 2010

SUBJECT: Mandatory Referral #MR2010719-DGS-1
Silver Spring Library and Arts Center

RECOMMENDATION

Environmental Planning staff recommends **support** of the Mandatory Referral with the following stipulation:

1. The proposed library/arts center building shall comply with all applicable rules, regulations and laws governing the control of onsite noise as specified in the Montgomery County Noise Ordinance (Chapter 31B) and Montgomery County Solid Wastes (Chapter 48.21).

Under separate cover memo, which has been transmitted for Planning Board action, staff recommends approval of the forest conservation plan with conditions.

BACKGROUND

The 1.95-acre site is 'L' shaped by configuration, is zoned CBD-2 and is located in the Silver Spring CBD at the southwest quadrant of the intersection of Wayne Avenue and Fenton Street. The site also has frontage along the north side of Bonifant Street. The property contains seven parcels compiled primarily for redevelopment of a seven-story public library/arts center with retail space at the street level.

The proposal includes demolition of several existing vacant buildings on-site. Most of the site will be used for the library/arts center's building (approximately two-thirds of the 1.95 acres) with the remainder of the site to be developed by others for a future separate high-rise residential building with approximately 146 units. Below the library/arts center, the future Purple Line Transit Station is planned for construction in the next decade. The subject mandatory referral is only for the library/arts center portion of the overall site and is not for either the proposed Purple Line or the separate high-rise residential component. Prior to construction of the library/arts center several existing utilities will be relocated;

the relocation work represents off-site improvements in the mandatory referral.

There are no natural resources including streams, wetlands and 100-year floodplain or forest on-site and/or tree save issues associated with adjacent properties.

REGULATORY CONSIDERATIONS

Environmental Inventory

The applicant has a Natural Resources Inventory/Forest Stand Delineation NRI/FSD #420100840 approved on December 3, 2009. The property contains no sensitive features such as streams and stream buffers, wetlands and 100-year floodplain. The property is within the Sligo Creek watershed with a Use I stream designation. The *Countywide Stream Protection Strategy* (CSPS) identifies this watershed as having poor water quality.

Forest Conservation

A preliminary Forest Conservation Plan (PFCP) was submitted for approval on April 29, 2010. Environmental Planning staff recommends approval of the PFCP subject to conditions discussed in a separate memo to the Planning Board dated May 19, 2010. The forest conservation plan totals 1.95 acres and has an afforestation requirement of 0.29 acres. The PFCP shows the requirement proposed to be met entirely by an in-lieu fee payment. Please see the referenced memo for specific details of the PFCP.

Stormwater Management

The Stormwater Management Concept Plan was recommended for approval with conditions by DPS on May 12, 2010. Most of the site was previously developed in the 1940's without stormwater management controls and the site does not drain to an existing regional facility. The concept plan consists of providing stormwater management control via Environmental Site Design (ESD) to the Maximum Extent Possible (MEP) including two intensive green roofs intended to capture quality and quantity, and a micro biofilter. Two conditional waivers were granted in the concept plan approval as follows: one waiver for quality for 0.4 acres and one waiver for 0.64 acres for quantity, the latter due to existing shallow storm drains.

Noise

The site is adjacent to an existing 14-story high rise condominium building to the west of the proposed library/arts center. A second residential building is located at the southwest quadrant of the Bonifant and Fenton Streets intersection. A mandatory referral report for the Lukmire Partnership, Inc., dated April 23, 2010, includes a Statement of Compliance regarding the Montgomery County Noise Ordinance in relation to proposed HVAC mechanical equipment in residential areas. The library/arts center proposal will have HVAC mechanical equipment designed to comply with the maximum allowable noise levels for residential areas.

Mandatory Referral No. 2010719-DGS-1 Silver Spring Library and Arts Center

All other noise generating activities normally occurring on the site must also comply with the County Noise Ordinance in full. In addition to Noise Ordinance requirements, trash pickup on the site must comply with time of day requirements contained in Chapter 48-21 governing solid waste collection.

SDF:LS



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

June 15, 2010

MEMORANDUM

TO: John Marcolin, Planner Coordinator
Urban Design and Preservation Division

VIA: Dan Hardy, Chief *DKH*
Move/Transportation Planning Division

FROM: Shahriar Etemadi, Supervisor (301) 495-2168 *DKH for*
Thomas Autrey, Supervisor (301) 495-4553 *TA*
Move/Transportation Planning Division

SUBJECT: Mandatory Referral 10719-DGS-1
Silver Spring Library at Fenton and Bonifant Streets in Silver Spring Central
Business District

This memorandum presents Transportation Planning staff's review of the subject mandatory referral for Silver Spring Library project. The library is located between Wayne Avenue to the north, Fenton Street to the east and Bonifant Street to the south in the Silver Spring Central Business District (CBD).

RECOMMENDATIONS

We have completed our review of the materials submitted for the subject mandatory referral and recommend that the Planning Board transmit the following comments to Montgomery County Department of General Services (DGS):

1. Any change to the design of the library or change due to Purple Line traversing the site that require another mandatory referral submission, must include a new traffic study. The traffic study should take into consideration expected changes in circulation, signal phasing, and other traffic or pedestrian and/or bike issues related to the eventual construction of the Purple Line station planned for the site.
2. The applicant must work with MCDOT, MTA, and M-NCPPC staff to resolve outstanding issues related to Bonifant Street traffic operations and bicyclist accommodations, Purple Line Transitway design, and guidance for pedestrian crossings of Wayne Avenue prior to issuance of building permit that are not determined at this time for specific recommendations due to lack of sufficient information.

The size of library must be limited to 63,000 square feet.

3. The applicant must comply with the requirements of Maryland Transit Administration (MTA) recommendations stated in their June 16, 2010 letter to Mr. Thomas Autrey of M-NCPPC regarding the Purple Line Transitway traversing the site.

DISCUSSION

Site Location, Existing Area Roadway/Pedestrian Facilities, Public Transit, and Land Uses

Streets bordering the library include Wayne Avenue to the north, Fenton Street to the east and Bonifant Street to the south in the Silver Spring Central Business District (CBD). Although this Mandatory Referral application is limited to 63,000 square feet of library, the site will include in the future, 20,000 square feet of art center, 146 high rise residential units, 22,000 square feet of retail space, and 15,000 square feet of office space for use by the Montgomery County government. The proposed Purple Line is planned to traverse through the site with a stop at the library. An area for the future transitway platform will be provided that must meet the requirements of MTA for needed clearance from all sides. MTA has requested that the applicant not build the platform due to potential changes in technology that may require other specifications in the future. MTA will coordinate with the applicant to build the platform.

The following roadways serving the site are located in the Silver Spring CBD:

- Colesville Road (US 29) functions as a six lane major highway with variable right-of-way ranging from 120 to 125 feet wide through the CBD area.
- Georgia Avenue (MD97) functions as a six lane major highway with variable right-of-way ranging from 120 to 140 feet wide through the CBD area.
- Fenton Street functions as a two lane arterial street with an 80-foot right-of-way.
- Wayne Avenue functions as a four lane arterial with an 80-foot right-of-way. The Silver Spring Green Trail is a shared-use path located along the north side of the street.
- Bonifant Street functions as a two lane business district street with a 70-foot right-of-way. Bonifant Street is designated as an on-road bikeway.

There is a network of bikeway and trails that connects all sections of the CBD together. There is also a network of sidewalks, crosswalks with pedestrian traffic signals that provides for safe and easy accommodation of pedestrians and bikers. The area is served by the Silver Spring Metro station and significant other transit services in a highly dense mixed use development of offices, other commercial and residential uses. There is significant pedestrian activity in the area. The CBD is estimated as having a 50 percent non auto driver mode share for commuters arriving to work during the morning peak period.

The traffic study submitted for this application provided a section on pedestrian traffic to and from the library and its vicinity. The study indicated that an anticipated 108 person trips (pedestrian) will be generated from the site during the PM peak period. Combining this with the existing pedestrian trips counts in the vicinity of the site, a flow of 245 pedestrians crossing the west leg of Fenton Street and Wayne Avenue intersection are expected during the highest peak hour of the PM peak period. The Highway Capacity Manual was used to determine if this pedestrian flow can be easily accommodated at this location. It was determined a level of service "C" which is an efficient level of service for this high pedestrian activity location. Most intersections in the CBD including this intersection are provided with countdown pedestrian traffic signals that provide for a safe vehicular and pedestrian movement in the area.

Issues

The Transportation Planning Staff recommends that the applicant work with staff to resolve the outstanding issues that were not determined for recommendations due to lack of information or due to time constraints. These issues requiring attention at a later date include:

1. Montgomery County Department of Transportation is currently undertaking a study of pedestrian safety and movement in the Silver Spring CBD and its relationship with the building of the library.
2. Additional analysis of the operation of the intersection at Wayne Avenue and Fenton Street will take place as a follow-up to the MTA's recent examination of the impact of one-way traffic on Bonifant Street. The applicant and MTA need to provide staff with updates as this work continues. The library project is not the only project staff is reviewing in the CBD and it is important that all stakeholders have a clear understanding of the assumptions, analysis, and findings related to this critical intersection.
3. We have not received MTA's letter of recommendations as of writing of this memorandum but we will attach a copy as soon as we receive the letter. The content of the letter may require additional discussion at a later date.

Status of Issues Related to Purple Line

Coordination with MTA

The submittal (Pages 8, 19, 25, and 26) documents the coordination with the MTA regarding the Purple Line planning effort. The MTA's letter of its review of the Mandatory Referral submittal is forthcoming. Key issues related to the Purple Line include:

Schedule Coordination

Construction of the library is scheduled to begin in late spring or early summer 2011 – about a year from now. The MTA has advanced some of its planning for this station area in acknowledgment of the schedule for the library and the need to provide project details to inform

construction plans for the library. The MTA estimates that construction on the Purple Line would likely begin no earlier than calendar 2014 – after completion and opening of the new library.

Existing and Final Grade

The Bonifant Street side of the site is about 7 or 8 feet lower than the Wayne Avenue side of the site. The Purple Line tracks will cross the site on a diagonal – entering the site (when operating west to east) from Bonifant Street on the south and exiting the site onto Wayne Avenue on the north side of the site. The MTA has established design criteria for platform, track, and station design and access that must take into account the change in grade.

The mandatory referral submittal (page 19) states that the final grades have not been engineered for the Purple Line station and tracks and that the library design team has been working with the proposed elevations provided by the MTA with the understanding that these grade are subject to change as the (Purple Line) project moves forward.

Bonifant Street

The Purple Line tracks are on an elevated structure above the MARC and Metrorail platform at the Silver Spring Transit Center. East of the Transit Center (and moving east toward the library site), the Purple Line descends to grade along the south side of Bonifant Street until Georgia Avenue. The train will meet the surface of Bonifant Street about 200 feet west of Dixon Avenue and continue west crossing Georgia Avenue at grade.

The MTA has recently (February 2010) completed an analysis of options related to the traffic operations on Bonifant Street (see Attachment A) that includes the following recommendations:

- For that segment of Bonifant Street west of Georgia Avenue, vehicular traffic should be limited to one-way westbound. There would be no on-street parking along this segment of Bonifant Street west of Georgia Avenue.
- East of Georgia Avenue, the Purple Line will transition to the north side of Bonifant Street before it enters the library site. Along this segment, vehicular traffic would be limited to one-way eastbound. There would be on-street parking on the south side of Bonifant Street starting at a point approximately 200 feet east of Georgia Avenue.

The traffic analysis (July 2009) included in the Mandatory Referral does not take into consideration the configuration for Bonifant Street that is described above and included in the Planning Board Draft of the Purple Line Functional Plan. Montgomery County DOT has submitted comments (see Attachment B) regarding the MTA recommendations for the proposed changes to traffic operations on Bonifant Street.¹ In general, DOT is agreeable to the recommended one way operation on Bonifant Street. There concurrence is based upon the report's conclusion that the local area network will operate at an acceptable level. DOT notes in

¹ Bonifant Street's existing configuration consists of one travel lane in each direction and on-street parking on both sides of the roadway for that segment east of Georgia Avenue. There is no on-street parking on the segment of Bonifant Street west of Georgia Avenue.

its concurrence however, that “details on the lane configurations, signal operations, and pedestrian accommodations at the intersections of Fenton Street and Bonifant Street and Fenton Street and Wayne Avenue will need to be worked out as detailed design plans are developed.”

Nevertheless, staff is in agreement – given the MTA analysis – that the one way configuration will work but that there will be a need for on-going coordination between the implementing agencies (MTA, SHA, and Montgomery County DOT) as the plans for the both the library and the Purple Line proceed into the next phase. This is critically important with regard to the additional detail on the intersection configuration and operation and pedestrian/bicyclist safety, access, and level of service. Bonifant Street is a link in the on-road bikeway network and the degree to which bicyclists may be accommodated within the transitway or diverted to alternative on-road routes requires additional study.

As an example, the MTA has conducted a relatively detailed analysis of how the intersection of Wayne Avenue and Fenton Street would work with a separate signal phase for the Purple Line trains. As noted in the Mandatory Referral application, the County DOT has retained a consultant to further study the issues related to pedestrian safety and access on and around the library site. It is important that work continue on these efforts and that specific recommendations are able to be reviewed by the public and stakeholder agencies in advance of the completion of construction plans for both the library and Purple Line.

Purple Line Station and Trackbed

The MTA is recommending that the construction of the Purple Line station platforms, trackbed, conduits, and storm drains not be included as part of the Silver Spring Library construction contract.

While possibly not specifically noted in the Mandatory Referral application, there has been discussion among the agencies at the staff level that consideration should be given to constructing some aspects of the station infrastructure as a means of minimizing disruption to the library site later during Purple Line construction.

Staff believes this is an issue between the implementing agencies. It is important that plans for both projects proceed with recognition of the program of each and that it is reasonable to avoid approaches that could restrict or prohibit the implementation of features that otherwise could be included into the design of one or another.

Underground Parking

The project application does not include an eventual adjacent residential component. There is an underground parking garage related to the residential component. The MTA is requesting that if the parking garage is to be located below the Purple Line alignment, the northern abutment, adjacent to the library site, should be constructed as part of the Library project. The MTA position is that any other related aspect of this project not specifically included as part of the Mandatory Referral project should be designed to accommodate the alignment – similar to any

other development. The Planning Department's Transportation Planning staff agrees with the MTA position on this important issue.

Conformance with Planning Board Draft - Purple Line Functional Plan (April 2010)

The Planning Board Draft of the Purple Line Functional Plan notes the following with respect to the Purple Line operation in the vicinity of the library site:

"Concept design calls for the alignment to pass through the Silver Spring Library site in the northwest quadrant of the Bonifant Street / Fenton Street intersection. The alignment calls for the train to enter the Fenton Street / Wayne Avenue intersection diagonally as fifth stream of traffic, then turn eastward onto Wayne Avenue."

"Key features of the Fenton Street (Library) Station concept plan include:

- *Station platforms located on the library's footprint with the train accessing the footprint on Bonifant Street approximately 250 feet prior to Fenton Street.*
- *No parking on north side of Bonifant Street."*

"On-street parking along Bonifant Street east of Georgia Avenue may be prohibited to accommodate the Purple Line. Some of the on-street parking could be retained if the street were restricted to one-way eastbound vehicular traffic."

"Recommendations for traffic operations on Bonifant Street will be finalized during later phases of project planning."

There is no aspect of the mandatory submittal for the Library that is conflict with the above narrative from the Purple Line Functional Plan.

Adequate Public Facilities Review

A traffic study was required for the subject mandatory referral since the library and other proposed on-site development is expected to generate **30** or more total peak-hour trips during the typical weekday morning (6:30 a.m. – 9:30 a.m.) and evening (4:00 p.m. – 7:00 p.m.) peak periods. Staff review of the above traffic study indicated that the study complied with the requirements of the *LATR/PAMR Guidelines* and the traffic study scope provided by the staff.

The study presented traffic-related impacts of the library and other residential, office and commercial development on the site. The applicant's consultant used different sources to establish appropriate trip rates for library as well as the art center. The consultant examined the rates in the Institute of Transportation Engineers Trip Generation Manual, traffic counts at the existing Silver Spring library and analyzed actual counts that were taken from similar establishments in Arizona, New Hampshire and in England. Trip rates for office, commercial and residential uses are from the *LATR Guidelines* and they are all shown in Table 1.

**TABLE 1
SUMMARY OF TRIP GENERATION
SILVER SPRING LIBRARY MANDATORY REFERRAL**

Trip Generation	Morning Peak-Hour			Evening Peak-Hour		
	In	Out	Total	In	Out	Total
Office (15,000 square feet)	18	3	21	3	18	21
Commercial/Retail (22,000 Square feet)	6	5	11	22	22	44
Residential Unit (146 High Rise Unit)	9	35	44	31	13	44
Library (63,000 Square Feet)	68	30	98	128	119	247
Art Center (20,000 Square Feet)	13	0	13	0	38	38
TOTAL	114	73	187	184	210	394

A summary of the capacity/Critical Lane Volume (CLV) analysis results for the study intersections for the weekday morning and afternoon peak-hours as presented in the traffic study is provided in Table 2. As shown in Table 2, under Total Traffic (i.e., Build) Conditions, CLV at the studied intersections would be below the applicable congestion standard for the Silver Spring CBD Policy Area (1,800 CLV). The mandatory referral therefore satisfies the LATR requirements of an APF test.

**TABLE 2
SUMMARY OF CAPACITY CALCULATIONS
SILVER SPRING LIBRARY MANDATORY REFERRAL**

Intersection	Traffic Conditions					
	Existing		Background		Total	
	AM	PM	AM	PM	AM	PM
Colesville Road @ Spring Street	1072	1226	1217	1382	1225	1397
Colesville Road @ Georgia Avenue	1238	1109	1412	1324	1426	1350
Ellsworth Drive @ Cedar Street	229	456	249	493	249	493
Ellsworth Drive @ Fenton Street	466	701	809	1063	824	1116
Wayne Avenue @ Dale Drive	997	1061	1037	1093	1041	1099
Wayne Avenue @ Cedar Street	668	539	706	557	711	570
Wayne Avenue @ Fenton Street	1047	983	1413	1345	1473	1423
Wayne Avenue @ Georgia Avenue	1002	1048	1286	1371	1300	1494
Wayne Avenue @ Dixon Avenue	340	389	504	573	505	577
Bonifant Street @ Fenton Street	575	811	781	1039	787	1054
Bonifant Street @ Georgia Avenue	801	684	924	831	930	838
Thayer Avenue @ Georgia Avenue	734	737	856	869	862	884
Thayer Avenue @ Fenton Street	673	822	875	1049	882	1064
Silver Spring Avenue @ Fenton Street	601	816	700	1011	709	1028
Silver Spring Avenue @ Georgia Avenue	687	797	874	1267	881	1281

- Policy Area Mobility Review

To satisfy the PAMR requirements of an APF test, the Silver Spring Metro Station Policy Area require mitigation of 10% of new trips generated by a use. The new library and associated mixed use development on site is estimated to generate approximately 26 percent fewer trips than the trips generated from the same uses elsewhere in the county based on the Countywide rates. Therefore, the application meets the requirement of PAMR trip mitigation.

DH:TA:SE:tc



**Proposed Configuration for
Bonifant Street: Traffic Control
and Operations**

February 2010

Proposed Configuration for Bonifant Street Traffic Control and Operations

INTRODUCTION

The Maryland Transit Administration (MTA) is currently proceeding with the planning stages of the proposed 16-mile Purple Line transit corridor connecting Bethesda Metro in Montgomery County and New Carrollton Metro in Prince George's County. The Purple Line Alternatives Analysis / Draft Environmental Impact Statement (AA/DEIS) was published in November 2008 and a Locally Preferred Alternative (LPA) was announced by the Governor in August 2009.

The Locally Preferred Alternative (LPA) includes a surface alignment along Bonifant Street between the Sarbanes Transit Center (currently under construction) and the proposed Silver Spring Library (construction scheduled to begin in Summer 2010). Bonifant Street currently operates as a two-way street between Ramsey Avenue and Fenton Street. It is currently signalized at its intersections with Georgia Avenue (US 29) and Fenton Street.

At the time of the announcement of the Locally Preferred Alternative, several options for the lane configurations along Bonifant Street were still under consideration.

Since the LPA was announced, MTA has reviewed these potential lane configurations in further detail, and based on this review, MTA is proposing the following lane configurations along Bonifant Street:

- Between Ramsey Avenue and Georgia Avenue (US 29), two (2) dedicated LRT lanes along the south curb AND one (1) westbound general purpose travel lane.
- Between Georgia Avenue (US 29) and a point approximately 150 feet west of Fenton Street, two (2) dedicated LRT lanes along the north curb AND one (1) eastbound general purpose travel lane, AND one (1) on-street parking lane along the south curb.

The purpose of this report is to summarize the options for traffic control along Bonifant Street for this proposed configuration, identify any potential advantages and disadvantages of this configuration, and quantify the impacts of diverting one-direction of traffic from Bonifant Street to other streets within downtown Silver Spring.

LOCAL ROADWAY IMPROVEMENT PROJECTS

There are two planned roadway improvement projects with the study area that are important to consider when evaluating the conversion of Bonifant Street from two-way to one-way traffic. As part of the Ripley Street North development, Dixon Avenue will be extended southward from Bonifant Street, through County Garage #55, to Ripley Street. The Ripley Street North and the 1050 Ripley Street developments will jointly extend Ripley Street from its current terminus so that it intersects with Bonifant Street.

DESCRIPTION OF PROPOSED CONFIGURATION FOR BONIFANT STREET

The following section describes the proposed configuration along Bonifant Street, both west and east of Georgia Avenue (US 29). Locations where auto and pedestrian traffic may conflict with LRT movements are identified and possible traffic control strategies are suggested. As the project progresses, additional coordination will be needed with Montgomery County and the Maryland State Highway Administration (for intersections along state routes) regarding specific intersection control strategies.

Bonifant Street, West of Georgia Avenue: It is proposed to situate the trackway along the south side of Bonifant Street between Ramsey Avenue and Georgia Avenue in order to retain one general traffic lane along the north curb, which would operate one-way westbound. The primary purpose of this lane would be to serve the existing garage entrance/exit on the north side of Bonifant Street, a short distance east of Ramsey Avenue, as well as provide access to the third level of Sarbanes Transit Center, where Kiss-and-Ride pickup/drop-off will occur.

The alignment along this segment of Bonifant Street would involve three intersections: Ramsey Avenue, Dixon Avenue and Georgia Avenue. The type of traffic control at these intersections would depend upon the alignment of the trackway.

At the intersection of **Bonifant Street and Ramsey Avenue**, no vehicle movements would intercept the trackway along the south side of Bonifant Street. The only conflicting movements at this intersection would be vehicle/vehicle and vehicle/pedestrian. It does not appear that signal control would be needed to regulate these conflicts. Multi-way STOP signs and marked crosswalks would probably be appropriate.

At the intersection of **Bonifant Street and Dixon Avenue**, there would be a conflict with southbound vehicular traffic on Dixon Avenue, northbound vehicular traffic from the Dixon Avenue extension and westbound vehicular traffic turning left onto the Dixon Avenue extension. There are also existing marked crosswalks along all four legs of this intersection, so pedestrian movements would also conflict with LRT movements. Given the low traffic volumes projected at this intersection, consideration could be given to the use of both static and LRT-activated signing to manage potential conflicts at this intersection. However, signalizing this intersection to provide positive separation between LRT, vehicle, and pedestrian movements should be strongly considered.

There is also one alley along the south side of Bonifant Street, approximately 200 feet west of Georgia Avenue. This alley connects Bonifant Street and Ripley Street and provides access to the rear of a number of properties fronting Georgia Avenue. Further coordination with Montgomery County will be needed regarding whether the connection between this alley and Bonifant Street can or should be maintained. One option would be to truncate the alley south of Bonifant Street and have all movements to and from the alley utilize Ripley Street; eliminating any potential conflict between LRT vehicles and automobiles at this location.

At the intersection of **Bonifant Street and Georgia Avenue (US 29)**, which is already signalized, the trackway would transition from the south side on the west leg to the north side on the east leg. The existing median diverter island, which prohibits through movements from

Bonifant Street across Georgia Avenue, would need to be removed to accommodate through LRT movements.

Under the proposed configuration, Bonifant Street would operate one-way westbound west of Georgia Avenue and one-way eastbound east of Georgia Avenue. Under this configuration, no automobile traffic would enter the intersection from either Bonifant Street approach. The permissive left-turn movements from both northbound and southbound Georgia Avenue (US 29) would be maintained. The only need to stop traffic on Georgia Avenue at this intersection would be to accommodate LRT movements and pedestrian movements on the north and south crosswalks. The phase accommodating those movements would be callable by either the trains or pedestrians.

Bonifant Street, East of Georgia Avenue: The northern half of Bonifant Street would be closed to traffic and converted to a dedicated, bi-directional trackway between Georgia Avenue and a point approximately 150 feet west of Fenton Street. At the east end of that segment the trackway would curve northward across the sidewalk and follow an off-street alignment that would extend to the southwest corner of the intersection of Wayne Avenue and Fenton Street. The remaining traffic lanes in this block of Bonifant Street would be operated one-way eastbound.

The presence of the trackway along the curb would isolate the adjacent sidewalk from the roadway and would preclude all parking and loading on the north side of that segment of the street. Parking and loading would be permitted in a designated parking lane along the south curb throughout the block.

There are two existing alleys along the north side of Bonifant Street, between Georgia Avenue and the point where the trackway would leave the street alignment and enter the Silver Spring Library site. The two alleys provide access to the rear of the commercial properties fronting Bonifant Street. Access to this same area is also available along Wayne Avenue. Further consultation between MTA, Montgomery County, and local business owners will be needed to determine if the connection between those alleys and Bonifant Street can or should be maintained. Given the low traffic volumes at these locations, the use of static and LRT-activated signing may be possible, however, active control should also be strongly considered if those alleys are maintained and intersect the dedicated trackway. It should be noted that these alley connections must be addressed whether this segment of Bonifant Street operates as two-way or one-way.

At the point where the trains would turn between the dedicated lanes on the north side of Bonifant Street and a dedicated trackway within the proposed library site, the only conflicting movements would be with pedestrian traffic on the north sidewalk. The segment of that sidewalk within the trackway should be marked as a crosswalk (preferably with "zebra" markings) which would be controlled by standard pedestrian WALK/DON'T WALK (verbal or symbolic) signals. These signals would rest in the WALK phase, changing to a flashing, then a steady DON'T WALK indication whenever a train approaches.

The four existing driveways along the south side of Bonifant Street would be maintained, but would need to be converted to right-in / right-out to accommodate the eastbound one-way pattern.

OTHER CONFIGURATIONS CONSIDERED BUT NOT PROPOSED

In addition to the proposed configuration, a number of other options were considered for the configuration along Bonifant Street. The following options were also considered, but are not proposed to be carried forward:

- LRT Operating in Mixed-Use Lanes along Bonifant Street: Mixed-use operations, where LRT vehicles and general traffic operate in the same travel lanes are proposed for two segments of the Purple Line, located along Wayne Avenue and Paint Branch Parkway. However, in each of those cases, providing dedicated lanes for the LRT would have resulted in significant impacts to private property, significant impacts to traffic operations, and would have substantially increased the project cost without providing significant benefits for transit operations. In this case, the provision of dedicated transit lanes has minimal negative impacts, so a configuration which includes mixed-use lanes is not proposed. From an engineering standpoint, operations in mixed-use lanes along Bonifant Street are feasible east of the intersection of Bonifant Street and Dixon Avenue. Between Dixon Avenue and Ramsey Avenue, the Purple Line trackway begins to ascend towards the SSTC, which precludes vehicles from sharing the trackway in that segment. Additionally, operating in mixed-use lanes along Bonifant Street would introduce one additional LRT / automobile conflict points: 1) At the point 150 feet west of Fenton Street where the alignment leaves the street right-of-way and enters the Silver Spring Library site. Operations in mixed-use lanes may also require split-phasing for the Bonifant Street approaches at its intersection with Georgia Avenue (US 29), potentially increasing delay for north-south traffic along Georgia Avenue.
- LRT Operating in Dedicated Lanes Adjacent to Two (2) General Purpose Lanes: Based on the existing roadway width and location of the buildings along Bonifant Street, this option is not feasible for the segment of Bonifant Street west of Georgia Avenue. East of Georgia Avenue, there appears to be sufficient width to provide two dedicated transit lanes and two general purpose lanes for most of the segment. However, immediately east of Georgia Avenue, the roadway narrows; therefore, this option would likely impact the structure located in the northeast quadrant of the Bonifant Street / Georgia Avenue intersection. Additionally, this option would require separate phases for automobile and LRT traffic on the westbound Bonifant Street approach at its intersection with Georgia Avenue (US 29), increasing the amount of time vehicles along Georgia Avenue are required to stop at this intersection. This option would also require the removal of all on-street parking along Bonifant Street between Georgia Avenue (US 29) and Fenton Street.
- LRT Operating in Dedicated Lanes AND One General Purpose Travel Lane (Eastbound - west of Georgia and Westbound - east of Georgia Avenue): This option is similar to the proposed configuration, but reverses the direction of the one-way

traffic flows along the two segments of Bonifant Street. Under this option, there would be traffic approaching Georgia Avenue on both the eastbound and westbound Bonifant Street approaches. To separate the automobile and LRT movements, separate signal phases would be required at the intersection of Georgia Avenue and Bonifant Street, increasing the amount of time vehicles along Georgia Avenue are required to stop. Alternatively, left-turns from eastbound Bonifant Street and right-turns from westbound Bonifant Street could be prohibited; however, this would result in additional traffic diversions to alternate routes. Additionally, under this option, automobile traffic would drive to the left of oncoming LRT vehicles, which may be confusing for some motorists.

TRAFFIC OPERATIONS ANALYSIS OF PROPOSED CONFIGURATION

To evaluate the potential impacts of converting Bonifant Street from a two-way traffic pattern to the proposed one-way traffic pattern, MTA conducted a traffic operations analysis of the proposed configuration for Bonifant Street.

Study Area: The study area for this traffic analysis included Wayne Avenue from Colesville Road to Fenton Street, Colesville Road from Georgia Avenue to Wayne Avenue, Georgia Avenue from Colesville Road to Ripley Street, Fenton Street from Wayne Avenue to Thayer Avenue, and Bonifant Street from the Sarbanes Transit Center to Fenton Street. The study area is depicted in Figure 1. The study segment of Bonifant Street is highlighted in green.

The following intersections were included in the traffic operations analysis:

1. MD 97 (Georgia Ave) at US 29 / MD 384 (Colesville Rd)
2. MD 384 (Colesville Rd) at Wayne Ave / Second Ave
3. US 29 (Georgia Ave) at Wayne Ave
4. US 29 (Georgia Ave) at Bonifant St
5. US 29 (Georgia Ave) at Thayer Ave
6. US 29 (Georgia Ave) at Ripley St (unsignalized)
7. Wayne Ave at Ramsey Ave
8. Wayne Ave at Dixon Ave
9. Wayne Ave at Fenton St
10. Fenton St at Bonifant St
11. Fenton St at Thayer Ave
12. Bonifant St at Dixon Ave (unsignalized)
13. Dixon Ave at Ripley St (unsignalized)

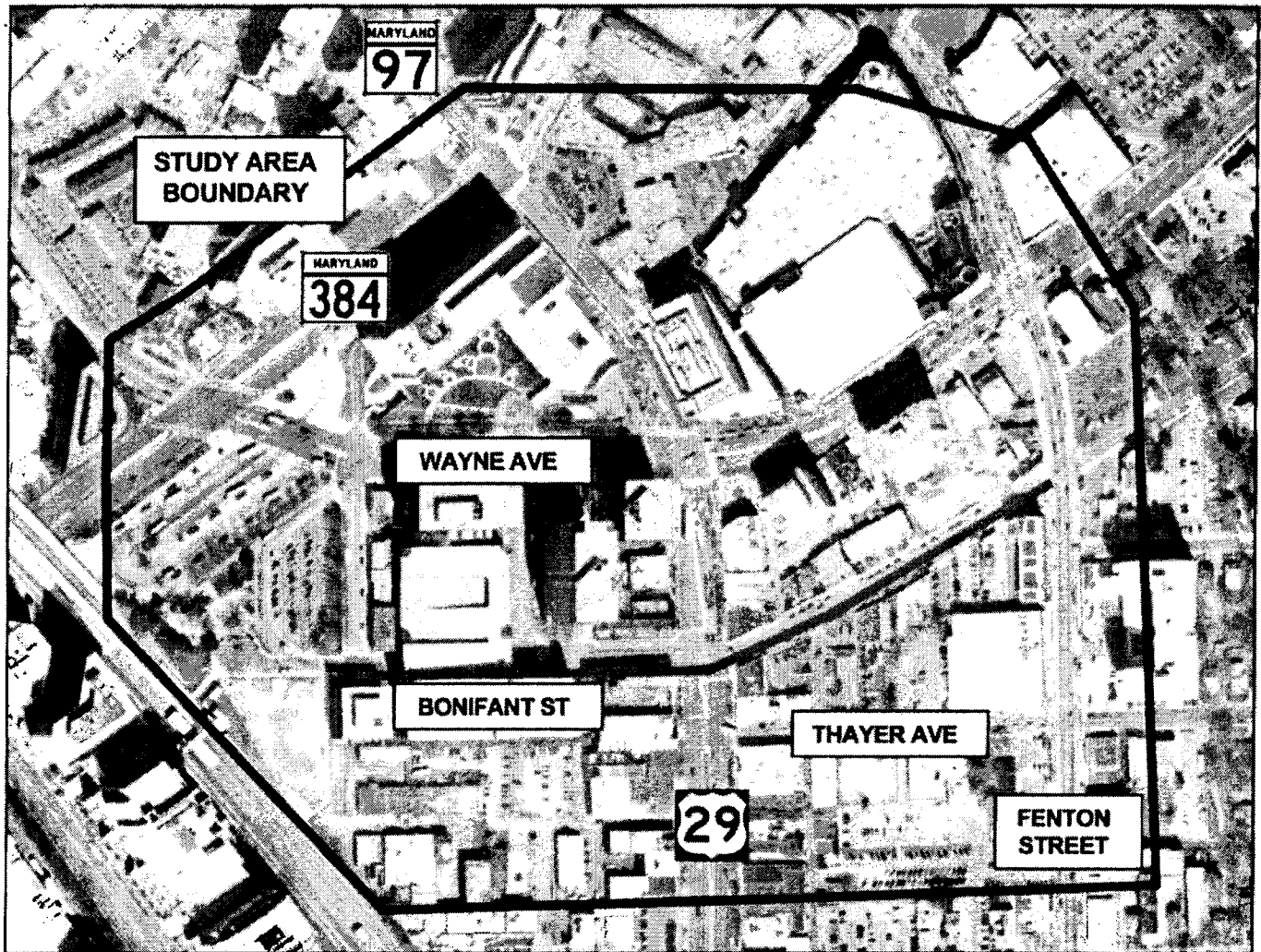


Figure 1. Study Area

Development of Future Traffic Volume Forecasts: To develop a set of future traffic volume forecasts for this analysis, MTA utilized its future projected traffic volume forecasts, developed for the Purple Line AA/DEIS by applying an annual growth rate to the existing conditions. In addition, the MTA acquired recent Traffic Impact Studies for four nearby developments:

- 1050 Ripley Street
- Ripley North Development
- Silver Spring Regional Library
- Sarbanes Transit Center

Data from those four studies was used to adjust the future volume network as needed to reflect specific development traffic assignments, particularly for the two proposed developments along Ripley Street.

After the future volume network was finalized for a scenario where Bonifant Street remains two-way street, a second set of forecasts was developed to reflect the conditions if Bonifant Street were converted to the proposed one-way pattern. Under the proposed configuration, eastbound Bonifant Street traffic, west of Georgia Avenue (US 29), and westbound Bonifant Street traffic, east of Georgia Avenue (US 29), would be diverted to alternate routes. Table 1 summarizes the projected future AM and PM peak hour traffic volumes for eastbound Bonifant Street, west of Georgia Avenue, and westbound Bonifant Street, east of Georgia Avenue.

Bonifant Street Lane Configurations Maryland Transit Administration		February 2010	
Table 1 Summary of Diverted Traffic Volumes – Proposed Bonifant Street Configuration			
Movement	AM	PM	
Eastbound Bonifant Street, West Georgia Avenue (US 29)	100	235	
Westbound Bonifant Street, East of Georgia Avenue (US 29)	70	85	

All traffic projected to use westbound Bonifant Street, east of Georgia Avenue, was re-routed to westbound Thayer Avenue. The traffic projected to use eastbound Bonifant Street, west of Georgia Avenue, was re-routed to one of the following different routes:

- Northbound Ramsey Street Left-Turn Onto Westbound Wayne Avenue, Right-turn from Wayne Avenue to Northbound Colesville Road: 25 AM, 35 PM
- Northbound Ramsey Street Right-Turn onto Eastbound Wayne Avenue, Left-Turn from Wayne Avenue to Northbound Georgia Avenue: 20 AM, 45 PM
- Northbound Dixon Street Left-Turn Onto Westbound Wayne Avenue, Right-turn from Wayne Avenue to Northbound Colesville Road: 0 AM, 40 PM
- Northbound Dixon Street Right-Turn onto Eastbound Wayne Avenue, Left-Turn from Wayne Avenue to Northbound Georgia Avenue: 5 AM, 10 PM
- Eastbound Ripley Street Right-Turn to Southbound Georgia Avenue: 50 AM, 105 PM (Access to Eastbound Ripley Street via either Ripley Street Extension or Dixon Avenue Extension)

Analysis of Future Traffic Operations: Also as part of the Purple Line AA/DEIS, MTA had developed a Synchro / SimTraffic model of the Downtown Silver Spring. This model was used to evaluate the potential impacts of the six proposed Build Alternatives on traffic operations in this segment of the corridor.

For this study, the Synchro model was expanded to include all of the study intersections and the proposed extensions of Ripley Street and Dixon Avenue. Additionally, recent changes to the signal phasing at the intersection of Georgia Avenue and Colesville Road, which provide a lagging left-turn phase for southbound Colesville Road, were also included in the updated Synchro / SimTraffic models.

Two scenarios were then modeled in Synchro / SimTraffic:

- Proposed Configuration: Purple Line + One-Way Traffic on Bonifant Street
- Alternate Configuration: Purple Line + Two-Way Traffic on Bonifant Street

Table 2 summarizes the Synchro Level of Service (LOS) and estimated delay for each of the intersections in the study area for these two scenarios. The results in Table 2 indicate that under the proposed configuration, two intersections would operate at a worse overall level of service in either the AM or PM peak hour compared to an alternate configuration which maintains two-way traffic on Bonifant Street:

- Georgia Avenue at Thayer Avenue: Degrades from LOS A to LOS B in the AM peak
- Dixon Avenue at Ripley Street: Stop-controlled approach degrades from LOS A to LOS B in both the AM and PM peak

Bonifant Street Lane Configurations Maryland Transit Administration			February 2010
Table 2 Summary of Synchro LOS and Delay			
	Time Period	Two-Way Bonifant	One-Way Bonifant
Georgia Ave at Colesville Rd	AM Peak	E (61)	E (62)
	PM Peak	D (45)	D (49)
Colesville Rd at Wayne Ave	AM Peak	D (43)	D (43)
	PM Peak	D (49)	D (51)
Georgia Ave at Wayne Ave	AM Peak	D (51)	D (45)
	PM Peak	D (54)	D (48)
Georgia Ave at Bonifant St	AM Peak	B (14)	A (1)
	PM Peak	B (18)	A (1)
Georgia Ave at Thayer Ave	AM Peak	A (9)	B (10)
	PM Peak	B (12)	B (13)
Georgia Ave at Ripley St*	AM Peak	F (191)	F (108)
	PM Peak	E (38)	C (23)
Wayne Ave at Ramsey Ave	AM Peak	B (18)	B (18)
	PM Peak	C (31)	C (31)
Wayne Ave at Dixon Ave	AM Peak	A (9)	A (8)
	PM Peak	A (8)	A (8)
Wayne Ave at Fenton St	AM Peak	C (28)	C (28)
	PM Peak	D (43)	D (43)
Fenton St at Bonifant St	AM Peak	A (4)	A (4)
	PM Peak	A (10)	A (10)
Fenton St at Thayer Ave	AM Peak	B (13)	B (14)
	PM Peak	B (16)	B (16)
Bonifant St at Dixon Ave	AM Peak	B (11)	A (8)
	PM Peak	B (11)	A (8)
Dixon Ave at Ripley St*	AM Peak	A (10)	B (10)
	PM Peak	A (9)	B (10)

*Reported LOS and Delay for stop-controlled approach.

Conversely, under the proposed configuration, three intersections would operate at a better overall level of service in either the AM or PM peak hour compared to the alternate configuration which maintains two-way traffic on Bonifant Street:

- Georgia Avenue at Bonifant Street: Improves from LOS B to LOS A in both the AM and PM peaks
- Georgia Avenue at Ripley Street: Stop-controlled approach improves from LOS E to LOS C in the PM peak
- Bonifant Street at Dixon Avenue: Improves from LOS B to LOS A in both the AM and PM peaks

Overall, the analysis results indicate that any negative impacts to traffic operations of the proposed configuration for Bonifant Street (one-way traffic) would be minimal. There are several viable alternative routes available for the traffic which would be diverted, which reduces the impacts projected at any single intersection in the study area.

There are also potential benefits to traffic operations of the proposed Bonifant Street configuration. For example, at the intersections of Bonifant Street with Georgia Avenue (US 29) and Dixon Avenue, converting Bonifant Street to a one-way traffic pattern would simplify the required traffic signal phasing and improve the operations at those intersections. Specifically, at the intersection of Georgia Avenue (US 29) and Bonifant Street, if the proposed configuration is implemented, the existing green time could be maintained for north-south traffic along Georgia Avenue. If two-way traffic were to be maintained along Bonifant Street, additional signal phases would be needed to separate eastbound and westbound LRT and automobile movements, which would reduce the green time available for traffic on Georgia Avenue whenever the callable LRT-phase is initiated (between 10 and 20 cycles per hour).

CONCLUSIONS AND RECOMMENDATIONS

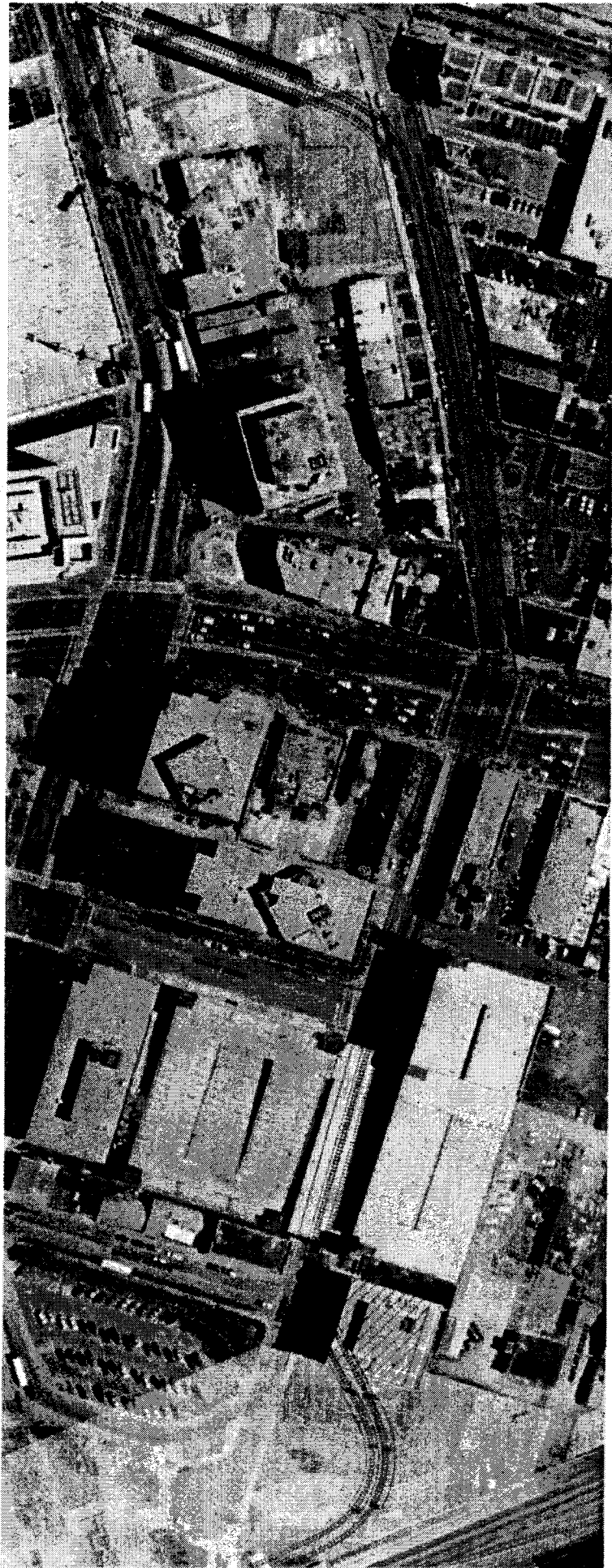
MTA has reviewed the potential impacts of a number of options for lane configurations along Bonifant Street when the Purple Line is constructed. Based on its review of transit operations, impacts to private property, impacts to on-street parking, and impacts to traffic operations, MTA is proposing the following configuration for Bonifant Street:

- Between Ramsey Avenue and Georgia Avenue (US 29), two (2) dedicated LRT lanes along the south curb line AND one (1) westbound general purpose travel lane.
- Between Georgia Avenue (US 29) and a point approximately 150 feet west of Fenton Street, two (2) dedicated LRT lanes along the north curb AND one (1) eastbound general purpose travel lane, AND one (1) on-street parking lane along the south curb.

MTA has identified potential traffic control options at the various LRT / automobile / pedestrian conflict points, and will coordinate with Montgomery County and MSHA to address specific traffic control as the project progresses.

A number of key benefits of the proposed configuration have been identified:

- Provides dedicated lanes for the Purple Line, increasing service reliability
- Minimizes the number of potential LRT / automobile / pedestrian conflicts along Bonifant Street
- Maintains existing on-street parking spaces on the south side of Bonifant Street, between Georgia Avenue and Fenton Street
- Has a minimal impact on traffic operations within the Downtown Silver Spring area
 - Maintains existing green time for Georgia Avenue (US 29) traffic at its intersection with Bonifant Street





**ADVANCED CONCEPTUAL DESIGN
SUBMITTAL REVIEW COMMENTS**

<p>Contract No.: T-1223-0140</p>		<p>Prepared By: Montgomery County Department of Transportation</p>		<p>Page 1 of 3</p>		
<p>Contract Title: PURPLE LINE TRANSITWAY LOCALLY PREFERRED ALTERNATIVE BONIFANT STREET TO WAYNE AVENUE</p>		<p>Submit Date: February, 2010</p>				
Reviewer's Comments		Designer Responses		Resolution		
No.	Reviewer's Name / Organization	DWG or SPEC SECTION	Comment	Response	Reason #	PM Initial

1	Fred Lees/Mont. Co. DOT	PV-1	We have major questions/concerns about how the intersection of Wayne and Fenton will operate with lightrail running through the middle of it	We will continue to coordinate with Montgomery County regarding these concerns.		
2	Fred Lees/Mont. Co. DOT	PV-1	What exactly is the proposed lane configuration on Wayne east of Fenton? How will the traffic transition to that area?	Plan to be provided.		
3	Fred Lees/Mont. Co. DOT	PV-1	If the WB right lane is a through lane the transition across Fenton appears too abrupt	It is envisioned as a through lane. Does Montgomery County have a standard to use as the transition length?		
4	Fred Lees/Mont. Co. DOT	PV-1	The proposed 5' sidewalk on the north side of Wayne adjacent to the travel lane is undesirable. A buffer between the road and the sidewalk is preferred and this would also provide a space for signs, lights, street furniture etc.	There is insufficient room for a 5' sidewalk, biker trail and buffer in this area. This matter will need to be coordinated with MNCPPC.		
5	Fred Lees/Mont. Co. DOT	PV-1	The locations of the proposed ramps at Wayne and Fenton imply that they don't anticipate any pedestrians to or from the	Per sheet PV-2, ramp locations along the Silver Spring Library site were left off this submittal to give the developer flexibility in locating them.		

Reason Legend

- E Exception
- O Oversight
- N Not in Scope
- I Information Needed
- L Lack of Direction
- D Defer to Later Phase

Resolution Code Legend

- 1 Will comply. The requested change will be made to the drawings or specifications.
- 2 No action will be taken for the reason noted in the response.
- 3 Further direction or information is needed from the MTA.



ADVANCED CONCEPTUAL DESIGN SUBMITTAL REVIEW COMMENTS

Contract No.: T-1223-0140	Prepared By: Montgomery County Department of Transportation	Page 2 of 3
Contract Title: PURPLE LINE TRANSITWAY LOCALLY PREFERRED ALTERNATIVE BONIFANT STREET TO WAYNE AVENUE		
Submital Date: February, 2010		
Reviewer Comments		Resolution
No.	Reviewer's Name / Organization	PM Initial
DWG or SPEC SECTION	Comment	Code #
Reason	Response	Reason

6	Fred Lees/Mont. Co. DOT	PV-1	station at that intersection. That can't be right. Details on the lane configurations, signal operations and pedestrian accommodations at the intersections of Fenton at Bonifant and Fenton at Wayne will need to be worked out as detailed design plans are developed.	Will comply as the design progresses.	
7	Fred Lees/Mont. Co. DOT	PV-1	Regarding the proposed configuration along Bonifant Street, DOT is generally agreeable to the proposed one way operations. Based on the analysis by RK&K, we agree that it appears the overall transportation network will operate acceptably and there doesn't appear to be any fatal flaws in the concept. However, once again details on signal and intersection operations still need to be worked out as design proceeds. We	Will comply as the design proceeds.	

Reason Legend

- E Exception
- O Oversight
- N Not in Scope
- I Information Needed
- L Lack of Direction
- D Defer to Later Phase

Resolution Code Legend

- 1 Will comply. The requested change will be made to the drawings or specifications.
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ADVANCED CONCEPTUAL DESIGN SUBMITTAL REVIEW COMMENTS

Contract No.: T-1223-0140	Prepared By: Montgomery County Department of Transportation Submittal Date: February, 2010	Page 3 of 3			
Contract Title: PURPLE LINE TRANSITWAY LOCALLY PREFERRED ALTERNATIVE BONIFANT STREET TO WAYNE AVENUE					
No.	Reviewer's Name / Organization	DWG or SPEC SECTION	Reviewer Comments	Designer Responses	Resolution
				Response	Code # PM Initial

			would also like to have more details on how at grade crossing of both vehicles and pedestrians at non-signalized location will be handled.		

Reason Legend

- E Exception
- O Oversight
- N Not in Scope
- I Information Needed
- L Lack of Direction
- D Defer to Later Phase

Resolution Code Legend

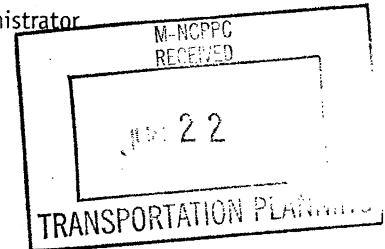
- 1 Will comply. The requested change will be made to the drawings or specifications.
- 2 No action will be taken for the reason noted in the response.
- 3 Further direction or information is needed from the MTA.


MARYLAND TRANSIT ADMINISTRATION
MARYLAND DEPARTMENT OF TRANSPORTATION

Martin O'Malley, Governor • Anthony G. Brown, Lt. Governor
 Beverley K. Swaim-Staley, Secretary • Ralign T. Wells, Administrator

June 16, 2010

Mr. Thomas Autrey
 Transportation Planner
 Maryland-National Capital Park & Planning Commission
 8787 Georgia Avenue
 Silver Spring, MD 20910-3760



Subject: Purple Line/Silver Spring Library

Dear Mr. ^{Tom}Autrey:

The Maryland Transit Administration (MTA) appreciates the opportunity to provide review comments on Montgomery County's new Silver Spring library plans, relative to the Purple Line project. Throughout the conceptual design process, MTA has worked closely with Montgomery County's Department of Transportation (DOT), Department of General Services (DGS), and the design team to coordinate the development of the Purple Line's alignment and station platform at the Silver Spring Library site. We feel that this ongoing coordination between the Purple Line and the County library teams will afford substantial benefits to both projects, and we are excited about having a light rail station part of the new library plans.

MTA has reviewed the Mandatory Review Plans for the Silver Spring Library, as well as Montgomery County's comments on our advanced conceptual design for the Purple Line at the library site. As a result, we offer for your consideration, comments and a recommendation on two elements of the library design plans, as discussed below:

Purple Line Station and Trackbed

MTA's review of the library plans confirms that the building and appurtenances provide sufficient horizontal and vertical clearance for the Purple Line transitway and station platform. However, we note that the precise dimensions required for the Purple Line cannot be confirmed until a specific light rail vehicle has been selected for the project. The dimensions that will be more specifically determined once the vehicle is chosen, include platform height, platform offset, platform width, track centerline spacing, and curve superelevation. Therefore, MTA recommends that the construction of the Purple Line station platform, trackbed, conduits, and storm drains not be included as part of the Silver Spring Library construction program. Specifically, the offsets between the centerline of track and the face of the platform are subject to change, by several inches,

Mr. Thomas Autrey
Page Two

depending on which light rail vehicle is selected for the Purple Line. Likewise, the height of the platform may also have to be adjusted by an inch or two.

In addition to the changes noted above, advancements in technology may require the relocation and/or addition of conduits for system related elements such as communication, fare collection and power requirements. The fact that the Silver Spring Library and the Purple Line are using a different vertical datum also causes us concern regarding the final elevation of the Purple Line transitway and station platforms, if these facilities were to be constructed as part of the Silver Spring Library project.

Underground Parking

Please refer to MTA's response (which is attached) to the Montgomery County Division of Building Design and Construction comment number 3 on page 2 of 9. MTA recommends for several reasons that if the residential parking garage is to be located below the Purple Line alignment, the northern abutment adjacent to the library site, should be constructed as part of the Silver Spring Library construction, and not left to be part of the Purple Line project.

We have attached copies of Montgomery County's DOT and DGS Division of Building Design and Construction comments and our responses for your review. By copy of this letter, we are also forwarding copies of our responses to Montgomery County's review comments to Susanne Churchill and Gary Erenrich.

We appreciate the Montgomery County Planning Board's strong support for the proposed Purple Line. MTA looks forward to continue working with the County as the Purple Line advances through the upcoming Preliminary Engineering and Final Environmental Impact Statement (PE/FEIS) phase of project. Please do not hesitate to contact me at 410-767-3694, or at mmadden@mta.maryland.gov, if you have any questions or need additional information regarding this matter.

Sincerely,



Michael D. Madden
Chief, Project Development
Office of Planning

Enclosures: Responses to Montgomery County's Review Comments

cc: Susanne Churchill (with attachment)
Gary Erenrich (with attachment)

Friends of the Library Silver Spring Chapter
Silver Spring Library Advisory Committee
8901 Colesville Road • Silver Spring, MD 20910

June 10, 2010

John Marcolin
Planner/Coordinator, Urban Designer
Urban Design Division, M-NCPPC
8787 Georgia Ave,
Silver Spring, MD 20910

Dear Mr. Marcolin:

On behalf of the Silver Spring Library Advisory Committee and Friends of the Library, Silver Spring Chapter, we are writing to strongly support plans for the new Silver Spring Library at Wayne Avenue and Fenton Street. This facility has been long anticipated by Silver Spring and its library users, and plans have benefited from significant and sustained community input. The current library is the oldest and second smallest in the county system, and we look forward to a new facility that can adequately serve our community's diverse and growing population.

As good as the new library promises to be, there is a key element that has not been thoroughly planned, and that is parking. On the basis of formal and informal surveys and outreach over the past seven years, we know that parking is a central issue for library patrons. There will be **no onsite parking**: this decision was made to save money and take advantage of capacity at the Wayne Avenue parking garage, across the street. This solution creates access problems for many library patrons.

As a least-cost alternative to onsite parking, we advocate construction of a pedestrian bridge from the Wayne Avenue Parking garage to the new library.¹ However, the Silver Spring Urban Renewal Plan currently prohibits this type of bridge across Wayne Avenue.²

For some patrons, the trip from the garage to the new library—getting to the elevator and down to street level, crossing an alley to the intersection of Fenton and Wayne Avenue (which will also eventually accommodate the Purple Line), crossing busy five-lane Wayne Avenue, and going another half block to the elevator that will bring them to the new library's third floor entrance—will be no problem. For others it will.

¹ General Services estimates that the bridge will cost \$745,228. Source: Department of General Services "Onsite Parking Analysis," July 21, 2009, page 6.

² On May 14, 2009, the Maryland National Park and Planning Board considered a one-time amendment to allow the bridge, and voted 2 in favor, 2 opposed, effectively sending a "no recommendation" response to the County Council. When Council took up the vote in July, it voted against the amendment believing that "disabled parking would be accommodated on the same side of Wayne Avenue as the library if not on the same site" (Council Briefing Packet July 17, 2009). As this is not in the plan, we are asking Council to reconsider its decision this summer.

The library will house one of the county's two Disabilities Resource Centers, which is being planned to serve persons with disabilities from throughout the county. Yet the trip from the garage to the library will not be welcoming for them, or for others with mobility impairments, including many elderly patrons. Direct access via a pedestrian bridge would cut the distance roughly by half—from 352 to 180 feet³—and provide sheltered access during snowy or rainy weather.

Projected use of the new library is at least one million visitors per year. Between 30 and 40% of the library's current user base comes from beyond two miles of the library;⁴ more than that currently drive to the library. Those who live within two miles of the library and drive do so for a variety of reasons. Some have young children. Some stop at the library en route to food shopping, retrieving a child from sports, or visiting the post office. Many library patrons will make a conscious decision about whether using the downtown library (and adjacent businesses) is worth their time, or whether they would do better in Long Branch, Wheaton, Chevy Chase, or Bethesda.

The assumption that a pedestrian bridge will take "feet off the street" of downtown Silver Spring is tenuous. An equally strong argument could be made that an anchor, such as the library, will bring current and new users downtown *and* to neighboring businesses—if patrons who drive perceive no-hassle access to the library. Moreover, the street route from the parking garage to the library's Wayne Avenue entrance crosses only the Marriott Courtyard Hotel and the future Purple Line metro entrance; patrons who used the bridge would not perforce bypass any small businesses. In fact, more than 50 small businesses have signed a petition supporting the bridge in the hope that it will draw more people south of Wayne Avenue.

Several local civic associations, including Woodside Park, North Woodside, Evanswood, South Four Corners, and East Silver Spring, have voted to request that the Council amend the Urban Renewal Plan to permit a pedestrian bridge to the new library. Endorsements for the pedestrian bridge have also come from the National Capital Area Chapter of the American Council of the Blind of Maryland, the Rotary Club of Silver Spring, and the Silver Spring Urban District.

We know that that the County Council, and not the Planning Board, is responsible for amending the Urban Renewal Plan. We are submitting this testimony to be "on the record" with a serious concern about the matter of planning for parking and patron access. We hope that the Planning Board will bear these concerns in mind as it considers the overall plan for our new library. Thank you.

Sincerely,

Kathlin Smith, Chair
Silver Spring Library
Advisory Committee

Marilyn Wissoff, Chair
Friends of the Library
Silver Spring Chapter

³ Source: Onsite Parking Analysis, July 21, 2009, pages 3 and 21.

⁴ Sources: Demographic Update for the new Silver Spring Community Library, prepared by Pamela Zorich, Lisa Madigan Tate, and Jay Mukherjee, January 24, 2008; and recent statistics on library card registration conveyed by email from Rita Gale to Johanna Misey Boyer, May 3, 2010.

Marcolin, John

From: marcipro@aol.com
Sent: Thursday, June 10, 2010 5:43 AM
To: Marcolin, John
Cc: councilmember.ervin@montgomerycountymd.gov;
councilmember.elrich@montgomerycountymd.gov;
richard.romer@montgomerycountymd.gov; dale.tibbitts@montgomerycountymd.gov;
mhidalgo@ledcdc.org; darianunger@alum.mit.edu; darianunger@yahoo.com;
Reemberto.Rodriguez@montgomerycountymd.gov; ocemail@montgomerycountymd.gov;
ike.leggett@montgomerycountymd.gov; chuck.short@montgomerycountymd.gov
Subject: Library Mandatory Referral: NO Coffee Bar, Takes Business Away From Small Independent Businesses in Fenton Village, Buy Local Silver Spring

**Silver Spring Library Mandatory Referral Statement:
NO Coffee Bar: Takes Business Away From
Small Independent Businesses in Fenton Village,
& Creates an Insular Environment;
Enjoying and Supporting OUR Local Businesses
Needs to Be Paramount to an Enlightened Silver Spring!
to John Marcolin, MNCPPC, 6/10/10,
By Marcie Stickle & George French**

We emphatically request that there be NO coffee bar in the new library:
We need to give the unique small independent Moms & Pops in Fenton Village every advantage not only to survive, but to thrive and prosper also! They need and deserve our patronage!

The new Library is being touted as the "portal" into Fenton Village:
We request that there be NO coffee bar in the new library, which is supposed to be bringing patrons and attention to Fenton Village, **not creating an insular environment where no one needs to leave the Library**, to enjoy and celebrate the nearby multi-cultural small independent businesses, OUR Fenton Village Moms & Pops.

Kefa Cafe is one block up from the Library, and Highland Coffee 2 blocks; having a coffee bar within the Library will overwhelmingly draw much needed and deserved business away from both of these fine establishments!
The Library will also draw in new folks, and thus neither Kefa Cafe nor Highland Coffee will have the opportunity of having the influx of these new patrons either.

The new Library should serve as a Magnet to bring patrons into Fenton Village and its fine establishments; and not provide "one-stop insular shopping."

The "Buy Local Silver Spring" campaign has just been established in Silver Spring's Central Business District. Myriad SIBs enliven Fenton Village!

Enjoying and supporting OUR local businesses needs to be paramount to an enlightened Silver Spring!

Marcie Stickle & George French, 301-585-3817,
8515 Greenwood Ave., Silver Spring, Md. 20912