

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

MEMORANDUM

DATE: February 22, 2005  
TO: Glenn Kreger, Community Based Planning  
VIA: Mary Dolan, Environmental Planning Division *MD*  
FROM: Marion Clark, Environmental Planning Division *MC*  
SUBJECT: Mandatory Referral No. MR 04106-MC-1  
Silver Spring Transit Center

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Environmental Planning staff recommends **approval** of the Preliminary Forest Conservation Plan with the following conditions:

- A final Forest Conservation Plan (FCP), which fully meets the directives of MNCPPC Forest Conservation Regulations #1-01, Section 109B, must be submitted to M-NCPPC prior to DPS approval of the sediment and erosion control plan or any clearing, grading or land disturbance of the site.

Environmental Planning staff recommends **approval** of the mandatory referral referenced above.

Forest Conservation Law

A Natural Resource Inventory/Forest Stand Delineation (NRI/FSD) is approved for this site. The application includes a Preliminary Forest Conservation Plan. The subject site is unforested, however individual trees are growing under urban conditions. A line of significant and specimen size Willow Oak trees currently surviving in a lawn panel along the Ramsey Street right-of-way will be removed as part of the new development. Approximately .82 acres of tree cover is needed to fulfill afforestation requirements. Tree cover will be provided with shade or canopy trees planted to implement streetscape plans.

Green Building

Montgomery County Department of Public Works and Transportation (DPWT) will not apply for US Green Building Council Leadership in Energy and Environmental Design (LEED) certification. They did submit a scorecard summary used to estimate points they would likely be credited, if they had applied for certification. DPWT estimated 16 points out of 68 possible points would likely be credited and 27 points would be possible. A minimum of twenty-six points is needed for LEED certification. Most of the points would be for indoor environmental air quality (of several small enclosures), use of a sustainable site, and improved energy efficiency.

### Storm Water Management

A Storm water Management Concept Plan has been submitted, but is not approved for the subject property. The Department of Permitting Services (DPS) requires a concept plan for the entire proposal including future development of all buildings. Stormwater management quality and quantity will be handled with underground storage tanks and filters. DPS encourages the use of porous paving, green roofs, and above ground bioretention features to reduce the size and increase effectiveness of the underground facilities. Use of these features would result in an additional 3 LEED points or 19 points likely toward certification.

### Noise

At the time of project plan approval, the applicant must prepare a noise study indicating noise level resulting from all combined noise sources, including metro, traffic from surrounding roads, and buses on site. A maximum interior level of 45 dBA Ldn within residential buildings must be met by attenuating projected exterior noise levels through use of acoustical treatment and/or other mitigation measures. An acoustical engineer shall provide certification of this noise level to M-NCPPC Environmental Planning staff for concurrence prior to issuance of building permits.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

**MEMORANDUM**

DATE: March 2, 2005

TO: Glenn Kreger, Team Leader, Silver Spring Team,  
Community Based Planning

VIA: Michael Ma, Supervisor, Site Plan Review *Ma*  
Rose G. Krasnow, Chief, Development Review *RBK*

FROM: Mary Beth O'Quinn, Development Review Division

RE: Mandatory Referral, Silver Spring Transit Center

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Staff from the Development Review Division has reviewed the submitted plans for the public component of the Silver Spring Transit Center development. The proposed transit facility will operate as the integral functional module for this block of the Silver Spring CBD, accommodating numerous users of its multi-modal transit options, generating critical levels of retail customers, and encouraging future County residents to reside within the attractive housing towers that comprise the "new downtown." The Transit Center promises to become, physically and symbolically, the Gateway to the vibrant Silver Spring.

Staff review of the Mandatory Referral, that is, the public component, addresses the public spaces proposed as part of the Transit Center. These spaces, numerous and complex in their disposition and functional and aesthetic in their relationships, form the "heart" of the development as it will be understood, used, and enjoyed by the county's citizens and the desired visitors, customers, business concerns, artists, and entrepreneurs. The planning and design of this center's public use spaces will define the character of the Transit Center, form the basis of the companion private development, and, ultimately, in its pivotal role of civic architecture, articulate the potential of the Silver Spring CBD as a successful urban center. The completed Transit Center should embody substantial improvement over the existing transit facilities on this property, functionally, socially, and aesthetically; if in the context of this proposal, it is not possible to achieve the standards established within the CBD, the subject transportation funds would be better used elsewhere in the County.

Staff provides the following initial observations and recommendations, based on review that encompasses the standards of the zoning ordinance and the Sector Plan. Staff finds that the Mandatory Referral submission information is insufficient, however, to assess the adequacy, efficiency, and safety of basic, essential components of the proposal, including safe pedestrian passage, vehicular movement, bicycle accommodation, lighting, landscaping, and grading, to name a few. Staff recommends that a full drawing set of site plan level drawings be submitted for detailed review at the conclusion of Schematic Design (35% completion) to address the above elements, in addition to phasing and construction staging.

## **Public Amenities and Spaces**

Public Amenity Space comprises a highly visible, essential component of the Transit Center. The public spaces encompass the MNCPPC Park, the residual access space adjoining the park footprint, along with functional spaces public in character within the transit structure itself, including the bus decks, lobbies, waiting areas, transit stores, and the pedestrian approaches to the Metro Station. Staff provides the following recommendations pertaining to the public use space and areas of public passage:

### Public Use Space

- Demonstrate design for all public spaces by a nationally recognized architect and landscape architect with demonstrated accomplishment in the area of urban structures, public facilities, and adjoining open spaces;
- Provide Concept Diagram for each public space associated with the Transit Center (including indoor & outdoor areas such as the bus decks, public stairs, elevators, in addition to the park) showing intended activities, use, and circulation; paving/landscaping concept;

### MNCPPC Park

- Increase the area of accessible, usable space adjoining the Colesville Road street frontage (lower park level) to enhance pedestrian activity, encourage use of the park and increase public safety;
- Reduce the area assigned to the "upper park level," clarify the pedestrian passage using streetscape patterns;
- Provide architectural and activity program for the park; show utility feeds and power supply to the park that support program activity;
- Mediate the scale and size of retaining walls that accommodate grade drops within the park;
- Provide minimum soil depth of 4 feet for all areas of planting and install all shade trees at 4-inch caliper size;
- Demonstrate solar exposures for the entire block;
- Provide site plan-level drawings for the Interim Park and for the Final Park;

## **Streetscape and Pedestrian Safety**

The extent of the public street frontage that surrounds the site, in itself, forms one of the most prominent public components of the Transit Center project. The streetscape treatment, both functional and aesthetic, will influence the pattern of pedestrian activity and determine the effectiveness of public pedestrian passage as adequate, safe and efficient. This urban block, centered at the crossing of two of the county's major streets, marks the confluence of the major public transit modes, mixed uses, and the proposed major public park. The public realm of "the street" must achieve optimal quality with respect to visual amenity, public safety, and informative design that clearly delineates the surrounding urban pattern. The benefits of high quality streetscape are well recognized in enhancing public safety, stimulating retail activity, encouraging residential density, and activating public and private space. The importance of providing adequate sidewalk width (minimum 30 feet wide) with respect to the major public street, Colesville Road, along with alignment of curbs and their radii, and clearly marked pedestrian crosswalks, and cannot be underestimated. Staff offers recommendations to achieve the streetscape goals of the Sector Plan and to maximize pedestrian safety:

### Streetscape Standards

- Utilize the Silver Spring CBD Streetscape standards for all public street frontages; incorporate specifications matched to completed streetscape details for materials, plant species and spacing, sidewalk dimensions; referencing Discovery development, and KSI approvals, etc.;
- Provide CBD streetscape for the top bus deck "cul-de-sac:"
- Provide all street trees at 4-inch caliper at the time of installation with amended soil panel;
- Provide brick paving across all curb cuts;

### Pedestrian Safety and Efficiency

- General: Demonstrate ADA-compliant space throughout the Transit Center and the adjoining public space and parking facilities;
- General: Provide traffic plan showing pedestrian routes, street dimensions, and cross walks; provide tighter curb radii at street corners, per CBD standards;
- Colesville Road: provide 30-foot clear sidewalk/bike path area along the entire street frontage to ensure adequate area for safe pedestrian passage and to reduce bike/pedestrian/vehicular conflict;
- Colesville Road: Eliminate the "bump-out" of the curb line at the vehicular entrance to the Transit Center;
- Colesville Road: Eliminate steps from the Metro Station entrance;
- Colesville Road: Provide direct pedestrian access to the Metro Station from the NOAA side of the station;
- Wayne Avenue: Eliminate jug handle; remove lay-by from public ROW;
- Ramsey Avenue: Reduce the width of the curb cuts that compromise pedestrian safety.
- Bonifant Street: Reconcile grade tie-ins with adjoining existing and future development; show all grading; show all paving materials, i.e. specifications, etc.; show streetscape elements and locations of lighting, etc.

### **Transit Station Structure**

The Transit Station Center forms the "lynchpin" of the site's development, with respect to functional program requirements site organization, massing, and circulation. The requirements demanded of such a building are necessarily dictated by performance standards specific to function; however, the proposal of a Civic Building of this nature, along with its location on Colesville Road, its relationship to the surrounding urban context and its role as the Silver Spring Gateway command high quality design and acknowledgement of its place within "downtown Silver Spring." The presence of this building on Colesville Road, that is, its façade elevations, building line, massing, materials, structural articulation, and most critically, its program space will determine the character and use of this major street and, in turn circumscribe the potential of the adjoining public space, the MNCPPC Park. Of fundamental importance to the harmonious development of this block is the inclusion of substantial retail storefronts on Coleville Road—a goal of the Sector Plan for the CBD. Staff provides the following recommendations:

### Program Elements

- Retail Space: Increase the retail space to extend along the entire building frontage on Colesville Road; service retail space may face the park;
- Taxi Stand: Provide dedicated area for taxi cue and hailing;
- Improve the program space for transit ticket sales to provide increased visibility;
- Provide adequate bike station facilities; relocate the "bike stair" away from the front building façade;

### Landscaping

- Provide 4-foot soil depth for planting shown within the Transit Center;
- Provide paving, furnishings and fixtures that conform to CBD streetscape standards;

### Building Locations, Structural Elements & Design

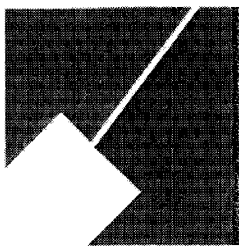
- Realign Transit Center building line to run *exactly* parallel to Colesville Road;
- Provide a minimum setback of 30 feet from the curb on Colesville Road;
- Facades: Re-design facades, particularly the north (Colesville Road), and east (Public Park); conceal bus decks; enclose the "front door" entry incorporate faux-windows into curtain wall, if necessary; consider reflective qualities, along with the solar exposure within the Park;
- Facades, Transit Decks: Revise design of (interior) office building/parking facades that face the bus decks to delineate entry into the transit center and to MARC, Metro;

- Revise design location and dimensions for public stair connecting 330 elevation to 350 elevation – design so as to be identified as a public amenity, increase the size and orientation of the landings, provide ample seating on the landings for resting, etc.;
- Provide adequate vertical and horizontal alignments for the BCT;

#### Utilities and Infrastructure

- Provide Utilities and Infrastructure Plan: show location and dimensions of all mechanical intake/exhaust equipment, openings, and materials, including expected noise levels on plan;
- Setback roof equipment and provide screening for roof structures; Provide screening and noise mitigation for utilities;
- Provide screening for all transformers and generators; if underground, provide sufficient soil depth surrounding transformers to accommodate adjacent landscaping;
- Provide screening for all visible dumpsters, etc.

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March 3, 2005

**MEMORANDUM**

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

VIA: Shahriar Etemadi, Supervisor  
Transportation Planning

From:  Maureen Decker, Planner Coordinator  
Transportation Planning

Subject: Silver Spring Transit Center – Phase 2  
Mandatory Referral No. 04106-MC-1  
Silver Spring Central Business District Sector Plan

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This memorandum is Transportation Planning staff's review of the subject mandatory referral. The subject plan was filed after July 1, 2004, and reviewed under the Local Area Transportation Review Guidelines (LATR), dated July 2004.

**RECOMMENDATIONS**

**Based on the information submitted, Transportation Planning concludes that the applicants site generated traffic will not exceed the congestion standards for any of the intersections analyzed, with the improvements proposed and the site access and circulation as shown on the application. In supporting approval of this mandatory referral application, transportation planning staff recommends the following conditions:**

1. Dedicate right-of-way for, and construct Ripley Street according to the Ripley District Facility Planning - Phase I Typical Section from the location of the Kiss and Ride Lot to the adjacent KSI development. This will provide an alternative to the intersections of Wayne Avenue and Bonifant Street at Georgia Avenue. The typical roadway section consists of a 70-foot right-of-way, two 12-foot travel lanes, two eight-foot parking lanes, and two 15-foot sidewalks with tree pits. At next mandatory referral review, show the vertical and horizontal design compatibility of Ripley Street extended with the adjacent KSI development preliminary design.

2. At the next mandatory referral show dedication of right-of-way for the Bi-County Transitway alignment along the adjacent railroad tracks, as well as the master plan roadway right-of-ways for:
  - a. Colesville Road (60 feet from existing centerline),
  - b. Wayne Avenue (120 feet total),
  - c. Ramsey Avenue (35 feet from existing centerline),
  - d. Bonifant Street (35 feet from existing centerline), and
  - e. Ripley Street (70 feet total) extended to KSI development.

The adjoining streets provide vehicular, and pedestrian access to the Transit Center and, are therefore, a part of the Mandatory Referral.

3. Obtain approval from State Highway Administration (SHA) for all Colesville Road improvements such as curb cuts, new driveways, and signal installations. Provide sight distance calculations required by SHA for the bus driveway along Colesville Road.
4. Accommodate one inbound, and two outbound lanes at the intersection of Colesville Road and the bus driveway.
5. At the next mandatory referral review, provide functional design of the adjacent streets, sidewalks, and crosswalk connections including the following provisions:
  - a. All crosswalks should be aligned with sidewalks.
  - b. Provide a minimum of 15-foot wide crosswalks across Colesville Road and 20-foot wide across Wayne Avenue near Colesville Road.
  - c. Eliminate potential conflict with exiting buses turning westbound onto Colesville Road and the western median by shortening the length of the median.
  - d. Provide an appropriate landing area, consistent with pedestrian desire line on both sides of Colesville Road, west of the new bus driveway.
  - e. Eliminate eastern crosswalk, at the intersection of the new bus driveway and Colesville Road.
  - f. Resolve grade differences between street and sidewalks at the intersection of Colesville Road and the new bus driveway.
6. Extend median along Colesville Road between Second Avenue and Ramsey Avenue to eliminate opening where existing westbound buses on Colesville Road enter the existing jug handle.
7. Revise design to improve internal circulation to minimize conflicts between entering and exiting buses, and moving and parked buses.
8. At the next mandatory referral review, provide analysis of an alternative, which would accommodate left turns from eastbound Colesville Road onto Second Avenue, eliminating the need for the jug handle movement. If the alternative is not found feasible, provide details of the jug handle ramp design that will maximize safety of pedestrians crossing the entry and exit areas.



9. Provide a comprehensive design for the Capital Crescent/Metropolitan Branch Trail, including the following components:
  - a. Construct a shared-use path connection between the Transit Center and the northern limits of the Metropolitan Branch Trail currently in DPWT facility planning.
  - b. Provide a conceptual plan for the future trail traversal of the Transit Center site horizontally and vertically.
10. Provide a conceptual plan, describing how the Transit Center design and operations would need to be changed if the state selects a Wayne Avenue alignment for the Bi-County Transitway.
11. Incorporate the following bicycle facilities into the Transit Center design and demonstrate locations of each in the next mandatory referral:
  - a. A bike station, that consists of bike storage and rental services (could be incorporated with the transit kiosk, condition #12).
  - b. Bike racks and lockers, in an amount to be determined, based on forecast growth in demand but at a minimum that provides replacement facilities for those current facilities being displaced.
12. Incorporate the proposed transit kiosk into the Transit Center design.
13. Revise the design for the shared use path along the Colesville Road frontage. Utilize special paving and signage to indicate shared use (i.e., pedestrians and bicycles) and to provide signing that encourages bicyclists to walk their bikes until past the Transit Center.
14. Abandon the portion of Bonifant Street that extends into the Transit Center property.
15. Provide the following roadway improvements, which were part of the proposed plans in the Local Area Transportation Review submittal (with changes as recommended earlier in this memorandum).
  - a. Install a traffic signal at the intersection of Colesville Road and the lower level bus driveway with right turns on red prohibited.
  - b. Restrict vehicles from turning left onto Ramsey Avenue at the Kiss and Ride exit, at Bonifant Street, to allow buses exiting at the upper level bus loop.
  - c. Install a traffic signal at the intersection of Wayne and Dixon Avenues in order to accommodate increased traffic from the upper level of the transit center. Re-Stripe Dixon Avenue south of Wayne Avenue, to provide a northbound right turn lane, and a shared right-through-left lane.

- d. Re-stripe Dixon Avenue, between Bonifant Street and Wayne Avenue to accommodate two lanes in each direction.
- e. Add a dedicated peak-hour bus only through-left lane on westbound Colesville Road at its intersection with Wayne Avenue to access the upper bus level. Provide a dedicated left lane for buses heading to the new signal at the lower bus driveway.
- f. Reconfigure the existing jug handle at Colesville Road, and Wayne Avenue to provide movement for all vehicles from eastbound Colesville Road to northbound Second Street, and prohibit eastbound left turns.
- g. Install a northbound stop sign on Ramsey Avenue at the upper level bus driveway to provide gaps in traffic for buses to exit.
- h. Increase the corner radius from northbound Wayne Avenue to eastbound Colesville Road to allow buses to make the turn.

## **DISCUSSION**

### Site Location, Vehicle Access, and Circulation

The proposed Silver Spring Transit Center will be located on the site of the existing Metro Station. The site is bounded by Colesville Road on the north, Wayne and Ramsey Avenues on the east, and the CSX/METRO railroad tracks on the west. A proposed roadway extended between Bonifant Street and Ripley Street defines the southern limits of the Transit Center. The Transit Center will be a three-tiered multimodal transit facility. The two lower levels will be devoted to serve regional, local, and intercity buses with clearly delineated pedestrian areas. The third level will have a Kiss and Ride Lot, provide for taxi service, and have pedestrian walkways. Each level will have new points of access on different streets:

1. The Lower Bus Level (305 feet elevation) will have signalized driveway access on Colesville Road close to the railroad track bridge;
2. The Second Bus Level (330 feet) will have stop-controlled access to Ramsey Avenue, just south of Wayne Avenue; and
3. The Kiss and Ride Lot (350 feet) will have an entrance on a new road where it intersects with Bonifant Street, and an exit where it intersects with Ripley Street.

The design of the Transit Center is based on the following transportation elements and assumptions:

- Bus volumes will increase from 145 existing to a total future volume of 225 buses per hour in the following manner:

- Routes with current headways of 30 minutes were reduced to 20 or 15 minutes for the future condition, while existing routes with 20 minutes headways were reduced to 15 or 10 minutes for the future condition.
  - Existing WMATA buses will increase by 40 percent from 80 existing to 110 per hour in the future condition.
  - Existing Ride-On buses increase 65 percent from 57 to 96 in the future, per hour.
  - Small increases to MTA, VanGo, Shuttle-UM, and intercity bus volumes are anticipated.
- The bus bays will increase from 27 existing to 38 bus bays in the future. Consisting of:
    - 20 bus bays on lower level
    - 18 bus bays on upper level
    - Each level will have four bus bays for articulating buses
    - Each level will have three unassigned bus bays that may be used for staging and for overflow when routes get off schedule
    - 120 buses use lower level, 105 buses use upper level in the peak hour
  - Bus movement from the lower bus deck will be controlled by an internal traffic signal. Buses are allowed to exit the lower level onto Colesville Road only on signal. Right turn on red is not allowed.

Traffic Simulation for Proposed Site

To ascertain the reliability of the design of the Transit Center the applicant had a consultant prepare an operations model using the software VISSIM. VISSIM is a program that fully models vehicular (passenger and bus) movements, traffic signals controllers, and rail operations based on assigned routes, schedules, and stops. The model assumptions were developed in collaboration with the stakeholder agencies listed below on the left. The applicant also formed a Transportation Working Group that consisted of representatives from the agencies listed below on the right in addition to the funding agencies on the left:

- |   |  |
|---|--|
| •Montgomery County Department of Public Works and Transportation (DPWT) | • Maryland-National Capital Park and Planning Commission (M-NCPPC) |
| •Maryland Transit Administration (MTA)                                  | • State Highway Administration (SHA)                               |
| •Washington Metropolitan Area Transit Authority (WMATA)                 | • Silver Spring Regional Center (SSRC)                             |

The Transportation Working Group met several times through May 2004 to discuss both internal and external circulation issues and provided input to nine conceptual designs to accommodate the eliminated eastbound left turn movement at the Colesville Road and Wayne Avenue intersection. The “*Draft Silver Spring Transit Center VISSIM Model Development-Input Assumptions and Results*” document dated November 2004 summarizes the work performed. The conclusion of the simulation states:

- “Queues generated by the future development, including both pipeline and site-generated traffic, can be accommodated on the existing street network with the eight recommended improvements described above. All eight improvements have been reviewed by Montgomery County and SHA, both which have given preliminary approval.”
- “With the proposed transit center, most intersections remain at the same LOS as in the No-Build. No intersection degrades more than one level and no intersection fails.”

Local Area Transportation Review

A traffic study was submitted to determine the impact of the vehicular traffic created by this mandatory referral, and traffic generated by the joint private development on the local transportation network. It was reviewed under the *Local Area Transportation Review Guidelines*, adopted, and approved July 1, 2004. The Total Future Traffic Conditions includes existing and background traffic plus all the additional bus trips, and the anticipated traffic generated by the joint private development in the future. The total proposed development is expected to generate the future trips indicated in Table 1.

**Table 1- Site Land Uses and Trips Generated**

Land Use	Proposed Development (Trip Rate)	AM			PM		
		In	Out	Total	In	Out	Total
Buses (Increase)	81 Each	81	81	162	81	81	162
Housing	250 units (0.4/Unit)	30	70	100	70	30	100
Hotel	200 Rooms (0.2/Room)	18	22	40	22	18	40
Office	234,000 SF (1.4/1,000SF)	279	49	328	49	279	328
Total	-	408	222	630	222	408	630

The proposed development is expected to generate a total additional 630 trips in the morning and evening weekday peak periods. These site-generated trips were added to the existing and background traffic (from approved but unbuilt developments) to form the total future traffic. All traffic was distributed and assigned to 20 intersections. All intersections were analyzed, and determined to operate within the critical lane volume congestion standard of 1,800 for the Silver Spring Central Business District Policy Area. The result of the analysis for existing, background, and total future traffic conditions are indicated in Table 2.

Table 2 – Traffic Critical Lane Volumes (CLV)

Intersection	AM Traffic Conditions			PM Traffic Conditions		
	Existing	Background	Total Future	Existing	Background	Total Future
1 E-W Highway & 16 <sup>th</sup> St	1,371	1,424	1,437	1,423	1,754	1,651
2 E-W Highway & Colesville Rd	826	1,078	1,121	821	1,030	1,065
3 Second Ave & Colesville Rd & Wayne Ave With Jug handle Alternative	892	1,064	1,097 973	762	986	1,036 1,148
4 Fenton St & Colesville Rd	865	944	982	810	927	967
5 Spring St & Colesville Rd	1,307	1,430	1,463	821	954	1,080
6 E-W Highway & Blair Mill Rd & Newell St	589	789	789	688	870	870
7 E-W Highway & Grant Plaza	459	526	526	750	850	850
8 Bonifant St & Georgia Ave	763	823	894	1,000	1,052	1,229
9 Georgia Avenue & Colesville Rd	1,295	1,412	1,502	1,245	1,418	1,472
10 Georgia Ave & 13 <sup>th</sup> St & E-W Highway	1,242	1,365	1,446	1,011	1,091	1,116
11 Georgia Ave & Sligo Ave	747	797	800	882	990	1,053
12 Georgia Ave & Thayer Ave	715	849	873	878	997	988
13 Georgia Ave & Wayne Ave	1,021	1,132	1,163	1,112	1,505	1,603
14 Cameron St & Second Ave	422	446	454	490	554	589
15 Wayne Ave & Fenton Ave	832	982	1,023	810	1,466	1,535
16 Wayne Ave & Ramsey Ave	361	402	490	457	526	428
17 Second Ave & Spring St	676	740	870	802	860	980
18 Georgia Ave & Spring St	1,126	1,191	1,246	923	1,075	1,107
19 Wayne Ave & Discovery Place Circle	465	473	679	470	541	778
20 Bonifant St & Dixon Ave	293	293	490	357	357	780

### Jug-handle Ramp Design and Alternatives

The applicant is proposing to eliminate the current eastbound left turn lanes to accommodate a dedicated peak-hour bus only through-left lane on westbound Colesville Road at Wayne Avenue and a bus only lane at the new bus deck entrance. These would use the space currently used by the eastbound left turn bay. The jug-handle-type ramp from eastbound Colesville Road to northbound Second Avenue allows for left turning vehicles at this intersection, since the left turn movement would be prohibited at the intersection.

No other eastbound to northbound left turn location would be available in the morning peak hour along Colesville Road between East West Highway and Spring street, and in the evening none would be available after East West Highway until Dale Drive. Staff feel this movement should be accommodated without requiring left turning vehicles to make right turns around the entire Discover Channel block.

The proposed jug handle conceptual design reduces the width of the pedestrian crossings at the existing jug handle but increases the number of vehicles that would use it. Staff would prefer to not have the jug handle ramp for reasons of pedestrian safety, land use and aesthetics, and the applicant has agreed to review an additional alternative. The alternative design the applicant agreed to prepare for resolution at the next mandatory referral would provide a dedicated westbound Colesville Road left turn lane with a signalized left turn movement, and an eight-foot median provided by reducing the western sidewalk width, narrowing the lane widths and other design changes. If this is not feasible, then the jug handle design must include pedestrian safety aspects such as signing for pedestrians and vehicles, using colors or materials to delineate the sidewalk across the roadway areas and other actions.

### Pedestrian Crossing Times at Signals

Pedestrian crossing times were analyzed at each of the existing intersections. Crossing times are deemed adequate if sufficient time is provided for pedestrians who travel at 3.0 feet per second, and where possible, sufficient time should be provided for pedestrians traveling at 2.5 feet per second. All of the intersections analyzed had green time available for pedestrians crossing at 3.0 feet per second. At the intersection of Colesville Road, Second Street, and Wayne Avenue, pedestrians crossing Colesville Road at the western crosswalk stopped at the median when traveling at 3.00 feet per second. The analysis indicated that pedestrians traveling at 2.5 feet per second also have sufficient time to cross at most intersections.

### Bikeways

#### *Capital Crescent/Metropolitan Branch Trail*

The Silver Spring CBD Sector Plan envisions that the Capital Crescent/ Metropolitan Branch Trail (CC/MBT) will be located along the east side of the CSX tracks as it traverses through the Transit Center. Prior designs for the site have incorporated the bikeway on a grade-separated structure through the Transit Center to connect the at-grade portion of the CC/MBT to the south with an above-grade CC/MBT crossing of Colesville Road to the north. Staff

recognizes that the ultimate design of the CC/MBT through the Transit Center is dependent upon the selected Bi-County Transitway alternative. The Transit Center design, should, however, establish a feasible plan and profile for the CC/MBT through the Transit Center that can be considered the master plan alignment until such time as a Bi-County Transitway alternative that requires a different plan/profile is evaluated and selected.

### *On-Site Bicycle Facilities*

The Silver Spring CBD Sector Plan recommends that the Transit Center include an amenity currently being described as a “bike station”. This bike station would include a staffed retail space of approximately 2,000 square feet incorporating bike storage and rental facilities, and perhaps emergency repair services. The bike station concept would be very supportive of high-volume bicycle use to this site, and could be consolidated with the recommended transit center kiosk. Bike stations have been provided successfully at other transit centers nationally.

The current Metrorail station facilities include 30 bike lockers and bike rack space for 40 bikes. DPWT has conceptually agreed to provide replacement facilities in like quantities. **Staff recommends that the number of bike lockers and racks should be increased to reflect future bike needs, particularly if DPWT chooses not to incorporate the recommended Bike Station into the Transit Center design.**

The Silver Spring CBD Sector Plan recommends a shared-use path along the southeast side of Colesville Road (bikeway number 6, connecting to 16<sup>th</sup> Street and Rock Creek Park). Along the Colesville Road frontage of the Transit Center, the provision of a continuous regional off-road bike path is necessarily secondary to curbside Transit Center access and egress activities. The Transit Center design should therefore, be revised to integrate, rather than attempt to segregate bike activity from other pedestrian activities. This integration should consist of special signing and pavement treatment indicating the shared space and encouraging bicyclists to walk their bikes in this area.

### Wayne Avenue Alignment for Bi-County Transitway

The Maryland Transit Administration (MTA) has selected two Alternatives Retained for Detailed Study (ARDS) alignments for the Bi-County Transitway (BCT) in the vicinity of The Transit Center, as described at a September 30, 2004, Planning Board meeting. One alignment, along the east side of the CSX tracks, is consistent with the Silver Spring CBD Sector Plan and has been incorporated into the Transit Center conceptual design. The second alignment is along Second and Wayne Avenues. This Wayne Avenue alignment would require a BCT station on the north side, rather than the south side of The Transit Center.

From the perspective of multi-modal connectivity, the Wayne Avenue alignment is less desirable than the Master Plan alignment, because the BCT station would be located some 400 feet from the Metrorail and MARC platforms, rather than adjacent to those platforms per the Master Plan alignment. The Wayne Avenue alignment may ultimately be more feasible, however, due to other considerations. The Transit Center design should not preclude effective connections to a future BCT station along Wayne Avenue. MTA has not yet developed detailed

plans and profiles for the BCT Wayne Avenue alignment. As the MTA study proceeds, however, DPWT must demonstrate that there are no fatal flaws associated with effectively connecting the Transit Center to the BCT Wayne Avenue alignment.

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