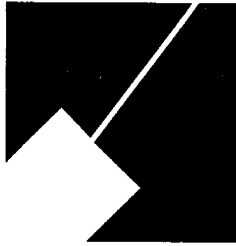


M-NCPPC



**MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING**

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760  
301-495-4500, [www.mncppc.org](http://www.mncppc.org)

**MCPB**  
**Item # 3**  
**July 13, 2006**



**MEMORANDUM**

**DATE:** June 30, 2006

**TO:** Montgomery County Planning Board

**VIA:** Rose Krasnow, Chief *RdK*  
Catherine Conlon, Supervisor *CAC*  
Development Review Division

**FROM:** Richard Weaver, Coordinator (301) 495-4544 *RAW*  
Development Review Division

**REVIEW TYPE:** Preliminary Plan Review

**APPLYING FOR:** Revision to previous conditions of approval

**PROJECT NAME:** Downtown Silver Spring

**CASE #:** 11998107B

**REVIEW BASIS:** Chapter 50, Montgomery County Subdivision Regulations

**ZONE:** CBD-0.5, CBD-1, CBD-2 and CBD R-2

**LOCATION:** Located in the southeast corner of the intersection of Georgia Avenue and Colesville Road

**MASTER PLAN:** Silver Spring CBD

**APPLICANT:** PFA Silver Spring, L.C.

**ENGINEER:** LSA

**HEARING DATE:** July 13, 2006

**STAFF RECOMMENDATION:** Approve revision to the previous conditions of approval, pursuant to Chapter 50 of the Montgomery County Subdivision Regulations, as follows and with the following conditions:

- 1) Total development under the subject preliminary plan is limited to 222 residential units, including a minimum 12.5% moderately priced dwelling units (MPDUs), 507,340 square feet of retail, 228,931 square feet of office, 48,000 square feet of civic building, and a hotel with 242 rooms.
- 2) The applicant shall dedicate and show on a new record plat rounded truncations for the corners of Veteran's Place and Pershing Drive, Veteran's Place and Ellsworth Drive and Cedar Street and Pershing Drive, in accordance with the comment letter from the Department of Public Works and Transportation (DPWT) dated May 26, 2006.
- 3) The Applicant shall construct the proposed driveway entrance on Cedar Street to prohibit outbound left turns from the site, consistent with the DPWT letter dated May 26, 2006.
- 4) A revised Final Forest Conservation Plan must be approved and all remaining conditions of approval must be satisfied prior to recordation of the plat or MCDPS issuance of building permits.
- 5) All applicable conditions of previous approvals contained within opinions dated March 2, 1999 (1-98107) and September 1, 1999 (1-98107R) remain in full force and effect.

**SITE DESCRIPTION:**

The subject property is identified as follows:

- Parcels A and B, Block A, Downtown Silver Spring
- Parcels A, B and C, Block B Downtown Silver Spring
- Parcels A, B, C and D, Block C, Downtown Silver Spring
- Parcel A, Block D, Downtown Silver Spring
- Parcel A, Block E, Downtown Silver Spring

All of the properties cited above have been platted pursuant to the original approvals. They are located within an area bounded by Georgia Avenue, Ellsworth Drive, Cedar Street, and Wayne Avenue (Attachment A). The parcels are all under various stages of development as per the approved project, Downtown Silver Spring.

**PROJECT DESCRIPTION:**

This is a preliminary plan application to revise the limitations on uses established by the previous conditions of approval (Attachment B). The application is being considered in conjunction with a Project Plan amendment (919980050) and a Site Plan amendment (819990020). These three applications propose the following:

- Increase the number of residential units from 160 to 222, including 31 on-site MPDU's
- Increase the on-site residential parking spaces from 170 to 260
- Increase the residential square footage by 1,333 square feet
- Modify the residential building footprint and elevations
- Reduce the approved office square footage by 68,744 square feet.

## **SILVER SPRING CBD SECTOR PLAN**

Staff has reviewed the proposed amendments with respect to conformance with the Silver Spring CBD Sector Plan. Community Based Planning staff support all three of the applications including the preliminary plan revisions based on three conditions described in the attached memorandum dated March 29, 2006 (Attachment C). The conditions pertain to open space design; streetscape standards and agreements for maintenance of the streetscaping, all of which are appropriately dealt with as part of the site plan amendment being concurrently reviewed. With these conditions, staff finds that the proposal is in conformance with the recommendations of the master plan.

## **TRANSPORTATION:**

The Transportation Planning staff has reviewed the application with respect to the trips that are generated by the requested changes to the development composition. With respect to traffic, the applicant concludes, and staff agrees, that there will be an actual reduction in AM and PM trips generated by the addition of 62 residential units and the reduction of office square footage by 68,744 square feet. The applicant will continue to be bound to the previous conditions of approval for transportation improvements, and therefore, the project continues to meet the necessary transportation-related requirements.

## **ANALYSIS**

The proposed amendments to the preliminary plan have been reviewed for compliance with the Adequate Public Facilities Ordinance. The proposal reduces the number of trips generated by the site as previously approved, therefore, the plan revision satisfies the APFO review for traffic. The Downtown Silver Spring projects are for the most part completed or well under construction. As such, stormwater management has been implemented for the entirety of the site, final forest conservation plans were completed prior to recordation of the plats, and water and sewer lines are available for immediate use. Dedications for streets will be reflected on the record plat(s), and appropriate modifications to that dedication have been included in the recommended conditions for this amendment. The preliminary plan amendment is in conformance with the Project Plan 919980050, and the pending project plan amendment.

## **CITIZEN CORRESPONDENCE**

This application predated any requirements for specific meetings between the applicant and interested parties, however, notice of the application submittal and the

public hearing was properly given. As of the date of this memo, no citizen correspondence has been received.

**CONCLUSION:**

Staff concludes that Preliminary Plan Amendment #11998107B, Downtown Silver Spring complies with the Adequate Public Facilities Ordinance review requirements, is consistent with goals of the Silver Spring CBD Sector Plan and conforms to the Montgomery County Subdivision Regulations and Zoning Ordinance, as outlined in the attached Table 1. As such, staff recommends approval of the preliminary plan revision subject to the conditions cited above.

**ATTACHMENTS:**

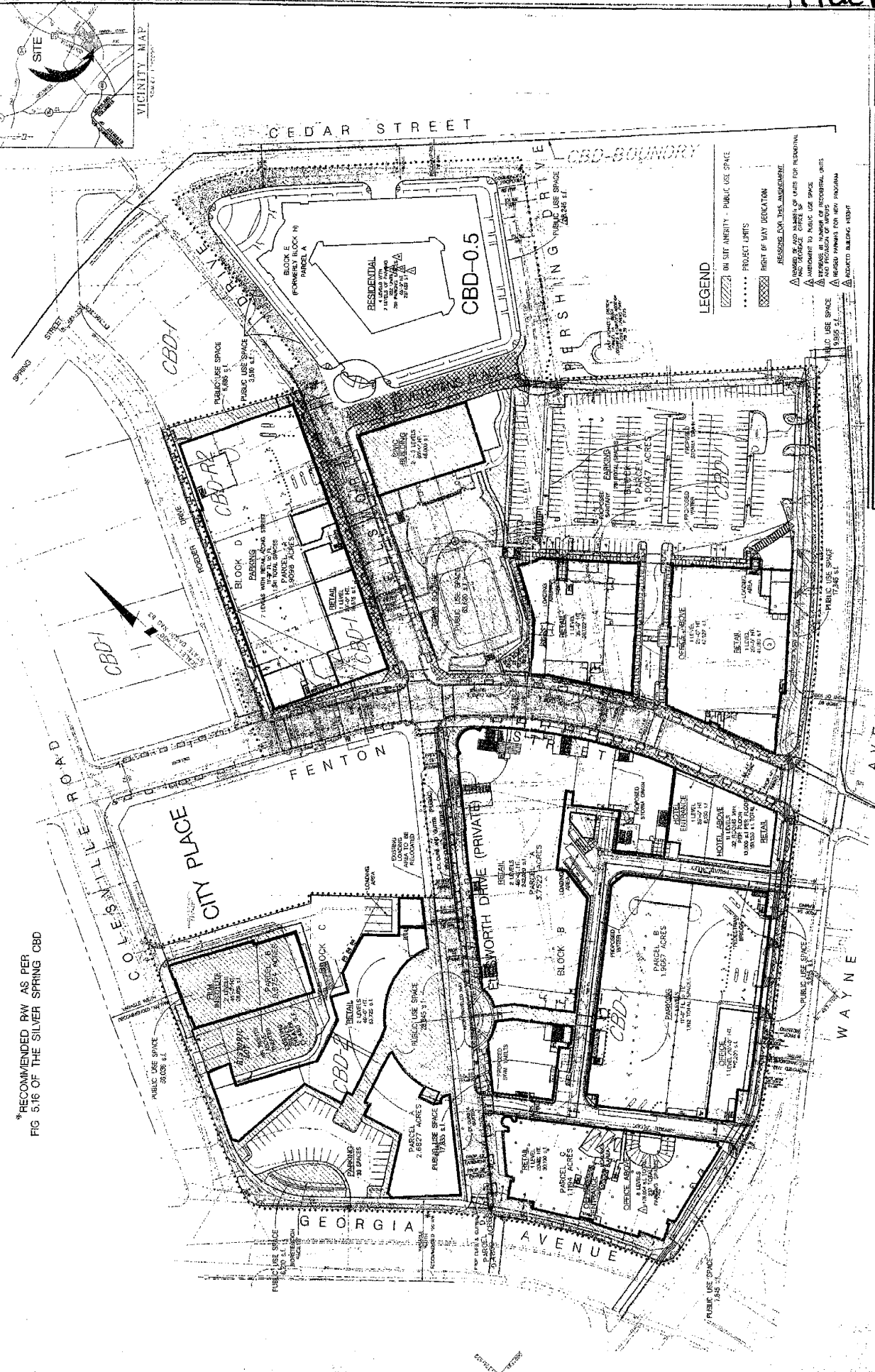
Attachment A	Preliminary Plan
Attachment B	Agency letters

**Table 1. Preliminary Plan Data Table and Checklist**

<b>Plan Name:</b> Downtown Silver Spring				
<b>Plan Number:</b> 11998107B				
<b>Zoning:</b> CBD-0.5, CBD-1, CBD-2 and CBD -R2				
<b># of Lcts:</b> 12 previously approved				
<b># of Outlots:</b> 0				
<b>Dev. Type:</b> Mixed Use - Central Business District				
PLAN DATA	Zoning Ordinance Development Standard	Proposed for Approval on the Preliminary Plan	Verified	Date
Minimum Lot Area	None		RW	June 30, 2006
Lot Width	None		RW	June 30, 2006
Lot frontage	None		RW	June 30, 2006
Setbacks				June 30, 2006
Front	Est. by site plan	Must meet minimum set by site plan	RW	June 30, 2006
Side	Est. by site plan	Must meet minimum set by site plan	RW	June 30, 2006
Rear	Est. by site plan	Must meet minimum set by site plan	RW	June 30, 2006
Height	Est. by site plan	Must not exceed maximum set by site plan	RW	June 30, 2006
Site Plan Req'd?	Yes	Yes	RW	June 30, 2006
<b>FINDINGS</b>				
<i>SUBDIVISION</i>				
Lot frontage on Public Street	Yes	Yes	RW	June 30, 2006
Road dedication and frontage improvements	Yes	Yes	Agency letter	March 27 2006
Environmental Guidelines	No	No		
Forest Conservation	Yes	Exempt	Staff memo	June 29, 2006
Master Plan Compliance	Yes	Yes	RW	June 30, 2006
<i>ADEQUATE PUBLIC FACILITIES</i>				
Stormwater Management	Yes	Yes	DPS memo	July 21, 1998
Water and Sewer	Yes	Yes	Agency memo	February 24, 2006
Local Area Traffic Review	N/A			
Fire and Rescue	Yes	Yes	MCFRS	February 27, 2006

Attachment "A"

\*RECOMMENDED RAW AS PER FIG 5.16 OF THE SILVER SPRING CBD



<p><b>Loiederman Soitesz Associates</b> Civil Engineering Land Planning Environmental Services</p>	<p>DATE: 03/27/2007 JOB NO: 07-00000000 PROJECT: PRELIMINARY PLAN AMENDMENT 1-981078 SHEET NO: 1 OF 2 SCALE: AS SHOWN</p>	<p>DATE: 03/27/2007 JOB NO: 07-00000000 PROJECT: PRELIMINARY PLAN AMENDMENT 1-981078 SHEET NO: 1 OF 2 SCALE: AS SHOWN</p>	<p>DATE: 03/27/2007 JOB NO: 07-00000000 PROJECT: PRELIMINARY PLAN AMENDMENT 1-981078 SHEET NO: 1 OF 2 SCALE: AS SHOWN</p>
	<p>APPLICANT / DEVELOPER PFA SILVER SPRING L.C. 8700 FAIR LAKE CIRCLE SUITE 400 FARMERSVILLE, VA 22027</p>	<p>PRELIMINARY PLAN AMENDMENT 1-981078</p>	<p>002</p>

M-NCPPC



**MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING**

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760  
301-495-4500, www.mncppc.org

June 20, 2006

**MEMORANDUM**

TO: Robert Kronenberg, Planner/Coordinator  
Development Review Division

VIA: Shahriar Etemadi, Supervisor  
Transportation Planning

FROM: Scott A. James, Planner/Coordinator *Sg*  
Transportation Planning

SUBJECT: Downtown Silver Spring (Sections B & E)  
Amendments to the Project Plan #9-1998005B  
Site Plan # 8-1999002F and Preliminary Plan #1-1998107B  
Silver Spring Central Business District Sector Plan

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This memorandum is Transportation Planning staff's Adequate Public Facilities (APF) review of the proposed amendments to the project, preliminary and site plans for the Downtown Silver Spring development, Sections B & E in downtown Silver Spring, Maryland.

**RECOMMENDATION**

Transportation Planning staff recommends approval of the above referenced preliminary and site plans with the following conditions as part of the APF test for transportation requirements related to Local Area Transportation Review (LATR):

All prior conditions made upon preliminary plans #1-98107 and 1-98107R (as stated in the Planning Board Opinion mailed September 1, 1999) remain in effect unless changed by the following comments and conditions.

1. Limit the development to the following elements:
  - a. 222 residential units
  - b. 507,340 square feet of retail
  - c. 228,931 square feet of office
  - d. 48,000 square feet for the Civic Center and
  - e. hotel with 242 rooms.
2. Dedicate and show on the record plat rounded truncations for the corners of Veterans Place and Pershing Drive, Veterans Place and Ellsworth Drive and Cedar Street and Pershing Drive, in accordance with the comment letter from Department of Public Works and Transportation (DPWT) dated May 26, 2006.
3. Provide one bicycle rack each at the entrances located on Veterans Place/Ellsworth Drive and Cedar Street/Ellsworth Drive respectively. Provide ten bicycle lockers in the parking garage.
4. Construct the proposed driveway entrance on Cedar Street to prohibit outbound left turns from the site, per comments from DPWT dated May 26, 2006.

## **DISCUSSION**

### Site Location, Access, Circulation, and Parking

The subject property is located at the intersection of Cedar Street and Ellsworth Drive with frontage on Pershing Drive in downtown Silver Spring. The property will be bounded on three sides by existing public streets: Ellsworth Drive, Cedar Street and Pershing Drive. A fourth public street, Veterans Place will be built between Ellsworth Drive and Pershing Drive. A circular driveway is proposed for the corner of Veterans Place and Ellsworth Drive. Parking for the development will be provided by means of an underground structured parking garage with its entrance on Cedar Street. Pedestrian access to the site will involve connection to the existing sidewalk network.

### Local Area Transportation Review

The approved development proposal estimated 834 AM peak hour trips and 1,595 PM peak hour trips. The amended project proposal estimates 756 AM peak hour trips and 1,517 PM peak hour trips according to the applicant's traffic engineering consultant. Staff has accepted the revised trip generation estimates and concurs that incorporating the proposed changes results in a net reduction of peak hour trips (77 fewer trips for both the AM and PM peak hour periods of study). With this reduction in estimated peak hour trips, the previously accepted LATR study was performed to determine the impact the proposed development would have upon the adjacent transportation infrastructure.



Staff review of the approved preliminary plan (#1-98107) concluded that the project proposal met the requirements of LATR, conditioned upon stated roadway improvements. Staff contend that all previous recommended roadway improvements as stated in the technical staff memorandum dated September 11, 1998 should be held applicable, including determination of traffic impact and proposed mitigation measures. A copy of the staff memorandum is attached for reference.

#### Master Plan Roadways and Bikeways

Ellsworth Drive is a Master Planned roadway of recommended 75 feet right-of-way. The approved proposal permits the applicant to dedicate 70 feet of right-of-way. Pershing Drive is a public street of recommended 80 feet right-of-way width. The approved development allows for preservation of 40 feet of pavement width to serve the future development. Cedar Street is a master planned street of recommended 78 feet right-of-way width. Veterans Place is a new public street, proposed in the approved development plan of 60 feet right-of-way width as recommended by DPWT. Staff does not amend or modify previous conditions of approval with respect to right-of-way dedication requirements for this proposed development.

The Silver Spring Central Business District Sector Plan recommends on-road bicycle routes on Cedar Street and the creation of an off-road trail along Pershing Drive and Cedar Street with connection to Ellsworth Drive. Transportation Planning staff recommends an alternate route following the proposed Veterans Place roadway alignment from Pershing Drive to Ellsworth Drive (please see attachment). Staff's recommendation is a more direct route between Wayne Avenue and Ellsworth Drive and would also provide access to the proposed Civic Building. Either alignment meets the intended purpose of providing connection between the Silver Spring Green Trail along Wayne Avenue and Sligo Creek Parkway. Final determination of the need and ultimate alignment of this trail connection is anticipated at a future date.

#### Pedestrian Access

The amendment proposal plans to tie into the existing network of pedestrian facilities within the approved and partially built Downtown Silver Spring development. The affected roadway intersections, with the exception of the new public street, Veterans Place, offer signalized pedestrian crosswalks on all approaches. Provision is made in the approved proposal for improved pedestrian access, including upgraded pedestrian signal heads and revision of the intersection signal timing and signage. Revising the proposed shared-use trail to parallel the proposed Veteran's Place alignment would improve the pedestrian access to the Civic Building, while still offering connection to the surrounding network.

SAJ:gw  
Attachment

mno to Kronenberg re DT Silver Spring



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## FIRE MARSHAL COMMENTS

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**DATE:** 2-27-07  
**TO:** PLANNING BOARD, MONTGOMERY COUNTY  
**VIA:**  
**FROM:** CAPTAIN JOHN FEISSNER 240.777.2436  
**RE:** APPROVAL OF ~ *DOWNTOWN SILVER SPRING (SECTIONS B & E) 91998005, 81999002B, AND 11998107B*

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**1. PLAN APPROVED.**

- a. Review based only upon information contained on the plan submitted 2-27-06. Review and approval does not cover unsatisfactory installation resulting from errors, omissions, or failure to clearly indicate conditions on this plan.
- b. Correction of unsatisfactory installation will be required upon inspection and service of notice of violation to a party responsible for the property.

cc: Department of Permitting Services



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

**Department of Park & Planning, Montgomery County, Maryland**

8787 Georgia Avenue, Silver Spring, Maryland 20910

**MEMORANDUM**

TO: Robert Kronenberg, Development Review  
Richard Weaver, Development Review

VIA: Steve Federline, Supervisor, Environmental Planning *SDF*

FROM: Amy Lindsey, Environmental Planning *ALL*

DATE: June 28, 2006

SUBJECT: Site Plan Amendment 81999002F  
Preliminary Plan Amendment 11998107B  
Downtown Silver Spring

---

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

1. A revised Final Forest Conservation Plan must be submitted, approved and all conditions of approval satisfied prior to recording of plat(s) or MCDPS issuance of building permits.

**BACKGROUND**

The 22.50-acre property is located in Montgomery County on Block E of Downtown Silver Spring. The project has been before the Planning Board previously and approved as Preliminary Plans 119981070 and 11998107R, Project Plans 919980050 and 91998005A, and Site Plans 81999002A through F.

**Forest Conservation**

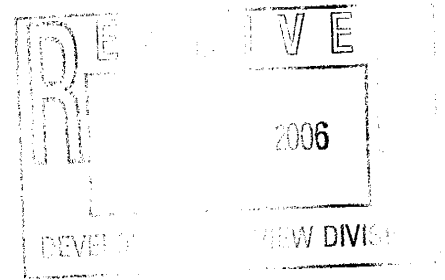
This site is subject to Forest Conservation Law and has an approved Final Forest Conservation Plan (8-99002). However, the approved Final FCP covers 20.53 acres, not the 22.50 acres of this Site Plan Amendment. The additional 1.97 acres is due solely to roadway abandonments, not a change in site boundaries. A revised Final FCP must be submitted, approved, and all conditions of approval satisfied before plats can be recorded or MCDPS issuance of building permits.

**Environmental Buffers**

The site does not include any streams, wetlands, or floodplains and there are no environmental buffers on the property.



DEPARTMENT OF PUBLIC WORKS  
AND TRANSPORTATION



Douglas M. Duncan  
*County Executive*

Arthur Holmes, Jr.  
*Director*

March 27, 2006

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

RE: Amendment to  
Preliminary Plan #1-1998107B  
Downtown Silver Spring  
(Sections B and E)

Dear Ms. Conlon:

We have completed our review of the preliminary plan dated 1/3/06. This plan was reviewed by the Development Review Committee at its meeting on 2/27/06. We recommend approval of the plan subject to the following comments:

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

1. All comments of our detailed review letters on preliminary plans 1-98107 dated 9/1/1998 and 1-98107R dated 7/16/1999 remain in effect unless specifically changed below.
2. Show all existing planimetric and topographic details specifically paving, storm drainage inlets, driveways adjacent and opposite the site, sidewalks and/or bikeways on the preliminary plan.
3. We are in receipt of the applicant's request for truncation waiver and are not able to support approval at this time. The truncation exhibit should clearly demonstrate that the right-of-way proposed behind the curb will be adequate for the anticipated movements of pedestrians and bicyclists as well as accommodate all existing and proposed public amenities (such as sidewalks, handicap ramps, bus stop facilities, streetscaping, traffic signal poles and related facilities, etc.) and utilities. Exhibits "C" and "D" clearly lack that. Also coordinate with all utility companies to make sure that all existing and proposed public utilities have been shown on the all exhibits correctly and completely.
4. The sight distances study has not been accepted. Prior to approval of the record plat by DPS, the applicant's engineer will need to submit a revised sight distances certification. The revised form will need to reflect minimum of three hundred and twenty five (325) feet of sight distance in each direction for the exit onto Cedar Street.



Division of Operations

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

5. Our policy on the spacing of commercial driveway aprons is to have a minimum of one hundred (100) feet of tangent distance between the curb returns of adjacent driveways and intersections – taking into consideration other issues such as sight distances, operational characteristics of the frontage road, opposite and/or adjacent driveways and/or intersections, property frontage limitations, etc. Revise the preliminary plan to provide a minimum of one hundred (100) feet of space between the intersection of Veterans Place and Ellsworth Drive and the curb returns for both entrances.  
The entrances can be “right in/right out only” to alleviate this issue however what has been shown on the plan does not exclusively constitute these movements. More restrictive channelization will be necessary to implement this option.
6. For safe simultaneous movement of vehicles, we recommend a driveway pavement width of no less than twenty four (24) feet to allow vehicles to enter and exit the site without encroaching on the opposing lanes. This pavement width will permit an inbound lane width of fourteen (14) feet and an exit lane width of ten (10) feet.
7. Curb radii for intersection type driveways should be sufficient to accommodate the turning movements of the largest vehicle expected to frequent the site.
8. If the applicant is required to install streetscaping amenities along the site frontages, it shall be in accordance with the Silver Spring CBD Streetscape details. Prior to approval of the record plat by DPS, the applicant will need to execute and record a Declaration of Covenants (for Maintenance and Liability) for the maintenance of those items and note the Covenant recordation reference on the Record Plat or provide a maintenance agreement with the Silver Spring Urban District.
9. Truck loading space requirements to be determined in accordance with the County "Off-Street Loading Space" policy.
10. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans With Disabilities Act.
11. For any parking facility containing more than fifty (50) parking spaces, the applicant needs to furnish bicycle parking facilities as required Section 59 E-2.3 of the Montgomery County Code. Accordingly, the applicant should provide either bike lockers or inverted "U" type bike racks.
12. The owner will be required to submit a recorded covenant for the operation and maintenance of private storm drain systems, and/or open space areas (if any) prior to MCDPS approval of the record plat. The deed reference for this document is to be provided on the record plat.
13. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
14. If the proposed development will alter any existing street lights, signing, and/or pavement markings, please contact Mr. Fred Lees of our Traffic Control and Lighting Engineering Team at (240) 777-6000 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
15. If the proposed development will alter or impact any existing County maintained transportation system management component (i.e., traffic signals, signal poles, handboxes, surveillance cameras, etc.) or communication component (i.e., traffic signal interconnect, fiber optic lines, etc.), please contact Mr. Bruce Mangum of our Traffic Management Team at (240) 777-6000 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
16. Trees in the County rights of way - species and spacing to be in accordance with the applicable DPWT

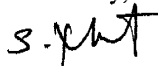
Ms. Catherine Conlon  
Preliminary Plan No. 1-1998107B  
Date March 27, 2006  
Page 3

standards. A tree planting permit is required from the Maryland Department of Natural Resources, State Forester's Office [(301) 854-6060], to plant trees within the public right of way.

17. Please coordinate with Department of Fire and Rescue about their requirements for emergency vehicle access.
18. Permit and bond will be required as a prerequisite to DPS approval of the record plat. The permit will include, but not necessarily be limited to, the following improvements:
  - A. Streetscaping if required as a condition of plan approval and sidewalk along the site frontage as shown on the preliminary plan.
  - B. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.
  - C. Erosion and sediment control measures as required by Section 50-35(j) and on-site stormwater management where applicable shall be provided by the Developer (at no cost to the County) at such locations deemed necessary by the Department of Permitting Services (DPS) and will comply with their specifications. Erosion and sediment control measures are to be built prior to construction of streets, houses and/or site grading and are to remain in operation (including maintenance) as long as deemed necessary by the DPS.
  - D. Developer shall provide street lights in accordance with the specifications, requirements, and standards prescribed by the Traffic Engineering and Operations Section.

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

Sincerely,

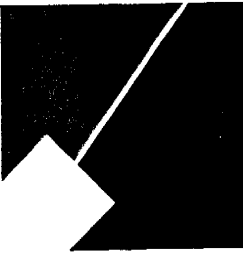


Sam Farhadi, P.E.  
Traffic Engineering and Operations Section

m:/subdivision/farhas01/preliminary plans/1-1998107B, Downtown Silver Spring B&E .doc

Enclosures ()

cc: Jeffrey Resetco, PFA Silver Spring  
Daniel Pino, Loiederman Soltesz  
Barbara Sears, Linowes & Blocher  
Joseph Y. Cheung; DPS RWPPR  
Christina Contreras; DPS RWPPR  
Sarah Navid; DPS RWPPR  
Shahriar Etemadi; M-NCPPC TP  
Donald Scheuerman, DPW DCD  
Gregory Leck, DPWT TEOS



September 2, 1998

**Revised: September 11, 1998****MEMORANDUM:**

TO: Joe Davis, Coordinator  
Development Review Division

VIA: Ronald C. Welke, Coordinator  
Transportation Planning

FROM: George Vaughn, Planner  
Tom Robertson, Coordinator  
Transportation Planning

SUBJECT: Preliminary Plan No. 1-98107 for Downtown Silver Spring  
Silver Spring CBD Policy Area

---

This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject preliminary plan and site plan.

**RECOMMENDATIONS**

Transportation Planning staff recommends the following conditions as part of the APF test for transportation requirements related to approval of the preliminary plan.

1. The applicant is required to join the Silver Spring CBD Transportation Management District and develop a trip mitigation program in accordance with the Annual Growth Policy;
2. Limit the proposed development to the following uses and floor area without further APF review in order not to exceed the site generated traffic calculated in the traffic impact study. The study determined that 756 trips would be generated during the morning peak hour and 1,703 trips would be generated during the evening peak hour.

- 417,440 S.F. of retail space
  - 148,765 S.F. of movie theaters (including the Silver Theater)
  - 64,930 S.F. of entertainment and recreation space
  - 210,000 S.F. of office space
  - 32,000 S.F. Civic Center
  - 200 hotel rooms
  - 160 residential dwelling units
3. The applicant shall provide dedication for a 120' right-of-way on Georgia Avenue as required by the Silver Spring CBD Master Plan.
  4. Design and location of the hotel pick-up and drop-off area at the intersection of Colesville Road and Georgia Avenue is subject to approval by the Montgomery County Department of Public Works and Transportation (DPWT) and the Maryland State Highway Administration (SHA).
  5. The applicant shall dedicate 40' of right-of-way from the centerline of the pavement on Wayne Avenue beginning west of the proposed parking garage and terminating at the east end of the subject property.
  6. The existing 48' pavement width on Wayne Avenue shall be widened to 54' measured from face of curb on the south side of the street and striped for two 11 foot-wide curb lanes, two 10 foot-wide through lanes, and a 12 foot-wide center lane for turning movements. The 54' pavement width should extend east of Fenton Street before tapering back to the existing pavement width of 48'. The extent of the modification east of Fenton Street is to be determined by DPWT.
  7. The intersection of Fenton Street and Wayne Avenue shall be modified in conjunction with the widening of Wayne Avenue to 54'. Modifications on Wayne Avenue shall include restriping of the wider pavement for a separate left turn lane, a through lane, and a shared through plus right-turn lane on each approach to Fenton Street. The westbound left-turn lane shall extend 200 feet east of Fenton Street before tapering back to the existing pavement width of 48'.  
  
Modifications on Fenton Street, north of Wayne Avenue, shall include restriping the pavement for a parking lane, a shared through plus right-turn lane and a separate left-turn lane in the southbound direction and a single lane in the northbound direction. This recommendation was proposed by DPWT and is acceptable to Transportation Planning staff.
  8. The applicant shall provide dedication for a 100' right-of-way on Colesville Road as required by the Silver Spring CBD Master Plan.
  9. The intersection of Colesville Road and Spring Street should be modified by restriping the pavement on the westbound approach of Spring Street for a separate left-turn lane, a shared



lane for through and right turns and a right-turn lane. Other modifications may be required as deemed appropriate by DPWT or SHA.

10. Design and location of access to and from the valet parking lot at the intersection of Georgia Avenue and Colesville Road is subject to approval by DPWT and SHA. Transportation Staff recommend right-in only entry from Georgia Avenue and right-out only exit onto Colesville Road.
11. The service driveway for trucks, located on Colesville Road between the proposed Film Institute and City Place, should be designed for adequate width and turning radii as deemed acceptable by DPWT and/or SHA.
12. Transportation Planning staff have no objection to the applicant dedicating a 70' right-of-way width for Ellsworth Drive between Fenton Street and Cedar Lane in lieu of the 75' recommended in the approved and adopted Silver Spring CBD Master Plan. Design and reconstruction of Ellsworth Drive is subject to approval by DPWT.
13. Transportation Planning staff have no objection to the applicant dedicating a 76' right-of-way width for Fenton Street between Roeder Road and Wayne Avenue in lieu of the 80' recommended in the approved and adopted Silver Spring CBD Master Plan. Design and reconstruction of Fenton Street is subject to approval by DPWT.
14. The applicant shall dedicate 78' of right-of-way along Cedar Street as recommended in the approved and adopted Silver Spring CBD Master Plan.
15. The applicant shall dedicate 80' of right-of-way for Pershing Drive between Cedar Street and the new public street shown on the site plan. The pavement width shall remain at 40'.
16. The pavement width of the new public street shall be 32' within a right-of-way width of 60' between Pershing Drive and Ellsworth Drive as recommended by DPWT.

## **DISCUSSION**

### **Site Development and Access**

The traffic impact study submitted by the applicant is based on a mix of uses that include 417,440 S.F. of retail space, 148,765 S.F. of movie theaters, 210,800 S.F. of office space, 64,930 S.F. of entertainment and recreational space, a 32,000 S.F. civic center, a 200 room hotel, and 152 residential units. The location of the development is bounded by Georgia Avenue, Colesville Road, Cedar Street and Wayne Avenue

### Georgia Avenue

Georgia Avenue is a median-divided, six-lane major highway along the west edge of the proposed development that will provide direct access to the site only in the northbound direction because of the median. The existing right-of-way is less than the 120' right-of-way recommended for Georgia Avenue in the Silver Spring CBD Master Plan. Dedication of right-of-way will be required by the applicant. The design and construction of the hotel pick-up and drop-off area proposed in the plan, is subject to approval by DPWT.

The existing parking lot at the corner of Georgia Avenue and Colesville Road will be used for valet parking. Transportation Planning staff believes that the entrance to the valet parking lot should be designed to allow only right-turns-in. The exit should be on Colesville Road and designed only for right-turns-out. The northbound curb lane on Georgia Avenue is only for right turns at Colesville Road and is used by more than 600 vehicles during the evening peak hour. The high traffic volume will make it difficult for departing vehicles to enter Georgia Avenue from the valet parking lot or cross over the turning lane to continue north on Georgia Avenue. Safety would be better maintained if vehicles from the valet parking lot exit only in the eastbound direction on Colesville Road. Georgia Avenue is maintained by DPWT and Colesville Road is maintained by SHA at this location, so the ultimate location and design of the entry and exit driveways will be subject to their approval.

### Ellsworth Drive

A portion of Ellsworth Drive between Georgia Avenue and Fenton Street has been approved for abandonment (AB-628), but will still be used by site generated-traffic. Vehicular access will be right-turn-in and right-turn-out at Georgia Avenue and is not expected to be a significant problem because the distance between Ellsworth Drive and Colesville Road is sufficient for vehicles to exit Ellsworth Drive and cross the right-turn lane to continue north on Georgia Avenue. The queue of vehicles on northbound Georgia Avenue that want to turn right onto eastbound Colesville Road may backup past Ellsworth Drive, but this would not result in undesirable congestion on Ellsworth Drive. Traffic on Ellsworth Drive also can enter and depart at Fenton Street.

The existing right-of-way on Ellsworth Drive varies from 50' to 65' between Fenton Street and Cedar Street and the pavement width is approximately 40'. The Silver Spring CBD Master Plan recommends a 75' right-of-way, but the applicant would like to dedicate only 70'. Transportation Planning staff have no objection to the dedication of a 70' right-of-way. The pavement width should be no less than 40', except at Fenton Street where the pavement width is proposed to be reduced to 24'. DPWT concurs with the reduction of the street width at this location. The 70' right-of-way can accommodate two 8' parking lanes, two 12' travel lanes and 15' sidewalks. The ultimate design and reconstruction of Ellsworth Drive is subject to approval by DPWT.

### Colesville Road

Colesville Road is a six-lane undivided highway that will provide access to the site at Fenton Street and Spring Street. During the morning peak period, four lanes are used by traffic in the west-

bound direction and two lanes are used by eastbound traffic. During the evening peak period, the traffic controls are reversed and four lanes are used by eastbound traffic and two lanes are used by westbound traffic. The Master Plan recommends a 100' right-of-way for Colesville Road, but less than 100' has been dedicated. Dedication of right-of-way will be required by the applicant.

Elements of the proposed plan show that two-way truck access will be provided by way of an alley located between the Film Institute and City Place with right-turn-in and right-turn-out movements at Colesville Road. Transportation Planning staff are concerned that large trucks will have difficulty negotiating the turns without blocking traffic lanes on Colesville Road. It is recommended that the alley width and curb radii be designed for the appropriate vehicle types that will be servicing the planned facilities. The width of the alley and the curb radii are subject to approval by DPWT and/or SHA.

### Wayne Avenue

Wayne Avenue is classified as an arterial road with a right-of-way of 80' recommended in the Silver Spring CBD Master Plan. However, the existing right-of-way is only 70' to 75'. It is recommended that the applicant dedicate 40' from the center line of Wayne Avenue.

Wayne Avenue, which is 48 feet wide east of Georgia Avenue, except at the intersection where there is a median and separate left-turn lane, will provide direct access to a parking garage with 1900 spaces and separate entrance and exit driveways, and to two driveways for service vehicles between Georgia Avenue and Fenton Street. There also will be direct access to a parking lot with 275 total spaces between Fenton Street and Cedar Street.

Transportation Planning staff recommend the widening of Wayne Avenue to accommodate left turning movements to and from the parking garage and onto Fenton Street, and minimize congestion and maintain safe travel conditions. Specifically, Wayne Avenue should be widened to 54 feet from its current width of 48 feet east of existing Pershing Drive as measured from the face-of-curb on the south side of the street. With widening of the road, the pavement should be striped for two 11' curb lanes, two 10' through lanes, and a 12' center lane for left turning movements. The applicant has agreed with the concept of a center lane providing access to the parking garage and DPWT supports the proposed lane widths. In addition, the widening of Wayne Avenue should extend east of Fenton Street before tapering back to 48'. Widening the north side of Wayne Avenue east of Fenton Street from 48' to 54' is necessary to accommodate a westbound, left-turn traffic movement of 246 vehicles during the morning peak hour.

### Wayne Avenue Green Trail

The additional dedication of right-of-way and widening of Wayne Avenue will provide 10' of remaining right-of-way on the north side of the street for a sidewalk. However, this width is not sufficient to include the green trail also proposed for implementation on the north side of Wayne

Avenue. The original concept included a sidewalk, a double row of trees and a bikeway that would require 25' measured from the face of curb. The applicant will provide a public improvement easement (PIE) for additional space. The green trail is being reviewed by other staff members who are expected to provide detailed comments and recommendations.

### Fenton Street

The Silver Spring CBD Master Plan recommends an 80' right-of-way for Fenton Street, but the applicant requests that he be allowed to dedicate only 76' as shown on the Paving and Right-of-way Exhibit dated August 18, 1998. The applicant would like to reduce the existing pavement width on Fenton Street to 44' and provide curb side parking. The existing pavement width is 44' between Pershing Drive and Wayne Avenue, and 48' between Colesville Road and Pershing Drive.

Transportation Planning staff has no objection to reducing the recommended right-of-way to 76' south of Roeder Road, because the transportation model analysis for the Silver Spring CBD Master Plan found no need for additional capacity on Fenton Street. DPWT has no objection to reducing the pavement width, but will allow parking only on the west side of the street. The ultimate design and reconstruction of Fenton Street are subject to approval by DPWT.

### Pershing Drive

A large section of Pershing Drive has been approved for abandonment, but the remaining section will be used to provide access to the new public street, a parking lot, and other interior facilities from Cedar Street. The master plan recommends an 80' right-of-way for Pershing Drive, but the dedicated right-of-way varies from 50' near the new public street to 65' at Cedar Street. With abandonment of Pershing Drive between the new public street and Wayne Avenue, and the low peak hour traffic volumes expected to occur upon construction of the proposed development, additional pavement width beyond the existing 40' will not be needed to provide additional capacity.

### New Public Street

The applicant proposes to construct a new public street between Ellsworth Drive and Pershing Drive. DPWT has recommended dedication of a 60' right-of-way and construction of a 32' wide street. Transportation Planning staff believes that the traffic volume on the new public street will be light and concurs with the recommendations. The ultimate design and construction of the street is subject to approval by DPWT.

### Cedar Street

Cedar Street, with a 78' right-of-way recommended in the Silver Spring Master Plan, has a pavement width of 44' south of Pershing Drive and 48' north of Pershing Drive. The traffic impact

analysis submitted by the applicant shows no unacceptable conditions occurring upon construction of the proposed development, which will add an average of about 180 vehicles to Cedar Street in the morning peak hour and an average of about 335 vehicles during the evening peak hour depending on the location. Transportation Planning staff does not believe that additional neighborhood traffic control measures are warranted in the community east of Cedar Street at this time.

### **Policy Area Review**

The remaining staging ceiling capacities for jobs and dwelling units in the Silver Spring CBD are 3,202 and 1509, respectively, as of May 31, 1998. Based on the use of square footage per employee multipliers, it is estimated that the project would result in about 2700 new jobs plus the 152 residential units. Therefore, the proposed development can pass policy area review.

### **Transportation Demand Management**

The applicant is required by the Annual Growth Policy to enter into a Traffic Mitigation Agreement with DPWT and the Planning Board that results in at least 50 percent of employees being non-drivers in the peak periods of 7:00 to 9:00 A.M. and 4:00 to 6:00 P.M.

Staffs from DPWT and the Planning Board have reviewed the traffic mitigation program submitted by the applicant. The applicant is proposing to designate a Transportation Coordinator to promote trip reductions, sell transit fare media at a discount, assist in travel surveys, promote emergency rides home, and have a flextime policy to encourage employees to travel during non-peak hours. A 30 percent reduction in employee driving, reflecting transit service availability, is calculated into the parking demand analysis.

There are matters still under discussion that need resolution before an agreement can be completed. These matters include the degree of financial participation, if any, by the county in providing transit fare discounts to employees.

Staff recommends approval of the applicant's agreement subject to satisfactory resolution of these outstanding issues.

### **Local Area Transportation Review**

The traffic impact study submitted by the applicant shows that 756 morning peak hour trips and 1,703 evening peak hour trips would be generated by a development that includes 417,440 square feet of retail space, 148,765 square feet of movie theaters (including the Silver Theater), 64,930 square feet of entertainment and recreation space, 210,000 square feet of office space, a 32,000 square feet civic center, 200 hotel rooms and 152 residential dwelling units.

The following table shows existing critical lane volumes and the projected critical lane volumes that would occur from approved preliminary plans and the proposed development. The FY98

Annual Growth Policy sets the critical lane volume standard as 1800 for the Silver Spring CBD. Therefore, intersections with existing or projected CLVs near 1800 are included in the table.

DPWT, in their review of the traffic impact study, questioned the use of standard lane-use factors at some intersections where there are high volumes of through and left turning traffic in a single lane. These intersections are also included in the table.

## DOWNTOWN SILVER SPRING

### Intersection Critical Lane Volume Morning and Evening Peak Hour

Intersection	Existing		Background		Total	
	AM	PM	AM	PM	AM	PM
Georgia Ave./Colesville Rd.	1585	1339	1717	1422	1761	1523
Georgia Ave./Wayne Ave.	1361	1268	1675	1523	1717	1788
Fenton St./Wayne Ave. Existing Improved	895 -----	1067 -----	1016 -----	1241 -----	1704* 1236**	2282- 1668--
Colesville Rd./Spring St./Cedar St. Existing Improved	1222 -----	1181 -----	1321 -----	1409 -----	1475 1438***	1935 1789---
Colesville Rd./Fenton St.	933	1212	1109	1394	1133	1465

Staff and DPWT reviews of the traffic impact study concluded that two intersections would be adversely affected by site generated traffic. The two intersections are Colesville Road and Spring Street and Wayne Avenue and Fenton Street. Each are discussed below.

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\* This intersection has two lanes on each approach, but one lane on each of the approaches is considered as operating as a separate left-turn lane because of the projected high volume of through plus turning traffic in that lane (based on review by DPWT).

\*\* Assumes a separate left-turn lane, a lane for through vehicles and a shared lane for through and right turning vehicles on both approaches of Wayne Avenue to Fenton Street. Also assumes one of the two approach lanes in each direction on Fenton Street will be used as a separate left-turn lane, and all other traffic will use the curb lanes

\*\*\* Analysis is based on modifications proposed in the traffic impact study. See text for discussion.

### Wayne Avenue/Fenton Street

Both Wayne Avenue and Fenton Street have two lanes on each approach to the intersection that are shared by through, left turn and right turn vehicles. Under future traffic conditions, the through and right turn vehicles will use the curb lane because of the high volume of left turn vehicles blocking movement through the intersection in the other lane.

For the intersection to operate at a critical lane volume below the CLV standard of 1800, Wayne Avenue should have a separate left turn lane, a lane only for through vehicles, and a lane that is shared by through vehicles and right turn vehicles. On Fenton Street, one of the two lanes on each approach to the intersection should be restriped as a separate left-turn lane. This would result in the projected critical lane volume decreasing from 2282 to 1668 in the evening peak hour.

### Colesville Road/Spring Street

The applicant proposes to reduce the projected critical lane volume to below 1800 in the evening peak hour by modifying the westbound approach on Spring Street. Specifically, the proposal is to restripe the westbound approach for a separate left-turn lane, a shared through plus right-turn lane, and a separate right-turn lane. DPWT believes that a critical lane volume below 1800 will not be achieved, because there are only two lanes on southbound Colesville Road during the evening peak hour and the lane use may be more unbalanced than assumed in the Traffic Study.

The applicant is required to conduct a queuing study at intersections with 1800 or greater critical lane volumes to determine if queuing traffic would add to congestion at other signalized intersections. In this case, the nearest signalized intersection that could be impacted by queuing traffic southbound on Colesville Road is at Dale Drive. Transportation Planning staff believes that traffic queues at Spring Street will not extend back to Dale Drive. Also, southbound vehicles can turn left at Fenton Street and/or at Georgia Avenue. Staff concludes that additional improvements, other than those proposed by the applicant, will not be necessary.

### **Pedestrian Circulation**

The traffic impact study included an analysis of pedestrian crossing times at signalized intersections near the site. After review by staff, it is concluded that the traffic signals allow sufficient time for pedestrians to cross at 3.0 feet per second. If DPWT finds that a slower walk speed of 2.5 feet per second may be desirable in the future, changes can be made at that time.

### **CONCLUSION**

Transportation Planning staff find that the preliminary plan for the proposed development satisfies policy area review. It also passes local area transportation review with widening of Wayne Avenue and modifications at the intersections of Wayne Avenue/Fenton Street and Colesville Road/Spring Street.

The site plan is acceptable subject to recommendations proposed by staff regarding rights-of-way, street widths and access.

GV:cmd

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mno to davis fr GV re 1-98107.wpd