

MAXIMUM BUILDING HEIGHT (ft.):			
CBD-2 Zone (Section C)	200	200	200
CBD-1 Zone	143 (If Compatible)	143	143
CBD-0.5 Zone	90	90	90
CBD-0.5 Zone	60 (If Compatible)	60	60
SETBACKS (ft.):	0	0	0
OFF- STREET PARKING:			
Parking Required (Office, Retail, Civic)	3,600	3,600	
<u>Parking Required (Residential)</u>		175	
Total Required		3,775	
Parking Provided:			
Garages [Blocks B(2) & D(1)]			3,153
Structured [Office Block B(1) & Residential]			436
<u>Surface Lots (Block A & C)</u>			<u>314</u>
Total Provided		3,903	+128

FINDING II: IT WOULD CONFORM TO THE APPROVED AND ADOPTED URBAN RENEWAL PLAN APPROVED UNDER CHAPTER 56.

A. PLANNING FRAMEWORK

Nothing in this Amendment will effect the ability to make this finding. Refer to Appendix A- Approved Staff Report dated September 17, 1998.

B. CONFORMANCE WITH GOALS AND OBJECTIVES OF THE PLAN

To realize the intent and purpose of the Urban Renewal Plan, the Plan articulates several development objectives which are achieved by this Project as follows:

- a. Downtown Silver Spring must be a destination for comparison shopping, services, employment, entertainment, recreation and cultural activities.*

Nothing in this Amendment will effect the ability to make this finding. Refer to Appendix A- Approved Staff Report dated September 17, 1998.

- b. Make downtown a convenient, safe and attractive place to live and work.*

Nothing in this Amendment will effect the ability to make this finding. Refer to Appendix A- Approved Staff Report dated September 17, 1998.

- c. Preserve the surrounding residential neighborhoods.*

The Amendment as described will preserve the nearby residential neighborhoods. The hotel remains located west of Fenton Street, close to the more urban activity within the CBD. This configuration is consistent with the Urban Renewal Plan Land Use plan which recommends locating the more

intense uses away from Cedar Street and St. Michael's Church. The hotel effectively utilizes the proposed surface parking lot and community-oriented retail, such as the grocery and hardware stores within Block A as significant buffers to St. Michael's and the residential uses beyond. Lighting in this area will be designed to minimize glare or ambient light onto adjacent properties.

Nothing in this Amendment will effect the ability to make this finding. Refer to Appendix A-Approved Staff Report dated September 17, 1998.

d. Strengthen the role of downtown Silver Spring as a center of commerce and employment.

The relocation of the hotel will create an attractive commercial anchor for the northern end of Fenton Village. This will in turn create an opportunity for increased visibility and patronage of the existing commercial uses within Fenton Village.

e. Minimize public risks and costs in the implementation of the Urban Renewal Plan.

Nothing in this Amendment will effect the ability to make this finding. Refer to Appendix A-Approved Staff Report dated September 17, 1998.

f. Optimize the use of public facilities and preserve the public investment in the infrastructure in downtown Silver Spring.

Nothing in this Amendment as conditioned, will effect the ability to make this finding. Refer to Appendix A-Approved Staff Report dated September 17, 1998.

g. Recognize preservation of historic sites as an integral and positive part of the redevelopment of downtown while appropriately balancing the integration or adaptive reuse of these sites into the redevelopment projects.

Nothing in this Amendment will effect the ability to make this finding. Refer to Appendix A-Approved Staff Report dated September 17, 1998.

C. COMPLIANCE WITH THE URBAN RENEWAL LAND USE PLAN

The Urban Renewal Land Use Plan describes what will be required of projects in the Urban Renewal Area and establishes a methodology for Planning Board review as follows:

- 1. Compliance with the Urban Renewal Plan**
- 2. Conformance with the Goals of the Urban Renewal Land Use Plan**

3. **Conformance with the Urban Renewal Land Use Plan**
4. **Conformance with the Urban Renewal Development Envelope**
5. **Conformance with URP Design Criteria and Guidelines**

Nothing in this Amendment will effect the ability to make this finding. Refer to Appendix A-Approved Staff Report dated September 17, 1998.

The Urban Renewal Plan provides seven detailed performance criteria and development guidelines for review of projects in the Urban Renewal Area. The Plan recognizes that:

... the extent to which an individual developer will be able to accomplish some of these criteria will depend on the size, density, and impact of the proposed development. Although each Urban Renewal Project must substantially conform to each of the performance criteria, the Planning Board may consider site constraints in evaluating the project's conformance with each of the criteria and guidelines. (Plan, p. III-14)

The Project substantially meets the requirements of all seven of these performance criteria as follows:

I. Criterion One - Public Use Space

The Civic Building proposed in Block A will be increased (by future amendment) from 32,000 square feet to approximately 48,000 square feet. By providing the Civic Building, the Project fulfills the specific requirement of Criterion One that "any portion [of the Armory] which is no longer available as 'public space' due to redevelopment or reuse must be replaced". The Applicant will significantly expand this space and the services available to the community.

The Silver Circle will also provide a gathering place for community events and festivals that are proposed as a part of the programming for the Project. In this regard, Ellsworth Drive, which will become a private street, will be redesigned with pavers at pedestrian cross-walks, lighting and landscaping amenities to create an attractive environment for both pedestrian and vehicular use. For special events, Ellsworth Drive will be closed to vehicular traffic and will become a pedestrian-only environment. It is anticipated that special festivals and other events will utilize this newly created public space and the Silver Circle area on a regular basis contributing to the energetic spirit and positive activity of the Project. The remaining public use spaces remain as approved.

II. Criterion Two - Pedestrian Circulation

The pedestrian circulation system will not change as a consequence of this Amendment.

Nothing in this Amendment will effect the ability to make this finding. Refer to Appendix A-Approved Staff Report dated September 17, 1998.

III. Criterion Three - Security

The relocation of the hotel from the previous location on Georgia should increase activity on Fenton Street by spreading a diversity of street-oriented uses around the perimeter of Block B. The streetscape and lighting design will ensure that the public realm is populated, highly visible, well furnished and maintained, and readily identifiable. The Project achieves a safe, secure environment by providing a variety of uses, that will appeal to a broad spectrum of visitors seven days a week, year round. The design and programmatic features described above encourage a high level of pedestrian use and promote a physically secure environment in fulfillment of the requirements of Criterion Three.

IV. Criterion Four - Compatibility

Existing office and retail uses, including a nine story office building, are located opposite the proposed hotel on Wayne Avenue. The *Planning Board (Final) Draft Silver Spring Central Business District and Vicinity Sector Plan* (April 1999) recommend upzoning the properties confronting Block B along Wayne Avenue from an existing CBD-1 to the CBD-2 zone (Wayne and Georgia) and from CBD-0.5 to a CBD-1 zone (Wayne and Fenton). In addition, the 1999 Draft Sector Plan recommends an overlay zone for Fenton Village which will allow increased density, expanded uses, open space transfer incentives and specific building heights. The existing commercial uses both, along with the recommended densities per the 1999 Draft Sector Plan, create a framework of compatibility with existing and future developments

V. Criterion Five - Historic Preservation

Nothing in this Amendment will effect the ability to make this finding. Refer to Appendix A-Approved Staff Report dated September 17, 1998.

VI. Criterion Six - Transportation

As approved last year, the Silver Spring Green Trail, which includes a regional bikeway, will be part of this project as will additional bicycle connection to Ellsworth Drive and the Town Square. Bicycle racks will also be provided at appropriate locations to encourage additional bicycle use in the CBD.

Ellsworth Drive is incorporated into the Project as a partially private Main Street and will continue to be open to vehicular traffic, except during special festivals and events. The

roadway will be redesigned with special streetscaping elements to create a pedestrian-oriented thorough-fare for the Project and downtown Silver Spring. Fenton Street is also proposed as a Project Main Street. The Amendment does not change this street.

The proposed vehicular circulation system as conditioned, is safe and efficient. Vehicular traffic will continue to flow smoothly around the Project's perimeter streets: Colesville Road, Georgia Avenue, Wayne Avenue and Cedar Street. Vehicular traffic within the Project's boundaries will be limited to Fenton Street, Ellsworth Drive, and a limited number of service driveways.

Surface and structured parking facilities are located to provide convenient, secure and safe access throughout the Project. A comprehensive network of pedestrian pathways provides direct access to the parking facilities.

VII. Criterion Seven - Environmental Quality

Nothing in this Amendment will effect the ability to make this finding. Refer to Appendix A-Approved Staff Report dated September 17, 1998 and Criterion IV above.

FINDING III: BECAUSE OF ITS LOCATION, SIZE, INTENSITY, DESIGN, OPERATIONAL CHARACTERISTICS AND STAGING, IT WOULD BE COMPATIBLE WITH AND NOT DETRIMENTAL TO EXISTING OR POTENTIAL DEVELOPMENT IN THE GENERAL NEIGHBORHOOD.

Nothing in this Amendment will effect the ability to make this finding. Refer to Appendix A-Approved Staff Report dated September 17, 1998.

FINDING IV: IT WOULD NOT OVERBURDEN EXISTING PUBLIC SERVICES NOR THOSE PROGRAMMED FOR AVAILABILITY CONCURRENTLY WITH EACH STAGE OF CONSTRUCTION AND, IF LOCATED WITHIN A TRANSPORTATION MANAGEMENT DISTRICT DESIGNATED UNDER CHAPTER 42A, ARTICLE II, IS SUBJECT TO A TRAFFIC MITIGATION AGREEMENT THAT MEETS THE REQUIREMENTS OF THAT ARTICLE.

The Project is subject to a Traffic Mitigation Agreement prepared in accordance with the requirements of Chapter 42A of the Montgomery County Code, a draft copy of which is included at Appendix A. As reflected in the traffic analysis prepared in connection with the Preliminary Plan submission, existing transportation facilities are adequate to serve the Project. Further, the projects necessary to construct all public elements of the Project are funded in the FY 1999 Capital Improvement Program Project Description Forms, which confirm that the public facilities necessary

to serve the Project will be available concurrently with the Project's construction as set forth in the Development Program.

Nothing in this Amendment will effect the ability to make this finding with regard to water and sewer, schools or recreational facilities. Refer to Appendix A-Approved Staff Report Dated September 17, 1998.

FINDING V: *IT WOULD BE MORE EFFICIENT AND DESIRABLE THAN COULD BE ACCOMPLISHED BY THE USE OF THE STANDARD METHOD OF DEVELOPMENT.*

Development of the Project under the Optional Method achieves a maximum of public amenity and efficiency of design, while preserving to the greatest extent the residential neighborhoods located north and east of the Project. The amount of public use space is greater (the Amendment proposes 28%) than would be required under the Standard Method. The Combined Urban Renewal Project Plan and Optional Method of development also permit the shifting of densities within the Project. As discussed above, this facilitates the movement of the more intensive uses toward Georgia Avenue and away from the nearest residential neighborhoods. The Optional Method of development also permits the office and hotel building heights, shift of uses between CBD zoning classifications, and parking facilities necessary to achieve the viable mix of uses at locations critical to the success of the Project. By utilizing the Optional Method it is also possible for the Project to provide the significant open spaces, amenities and civic uses which are key ingredients to creating the Town Center and active pedestrian environment envisioned by the Urban Renewal Plan.

FINDING VI: *IT WOULD INCLUDE MODERATELY PRICED DWELLING UNITS IN ACCORDANCE WITH CHAPTER 25A OF THIS CODE, IF THE REQUIREMENTS OF THAT CHAPTER APPLY.*

Nothing in this Amendment will effect the ability to make this finding. Refer to Appendix A-Approved Staff Report Dated September 17, 1998.

FINDING VII: *WHEN A PROJECT PLAN INCLUDES MORE THAN ONE LOT UNDER COMMON OWNERSHIP, OR IS A SINGLE LOT CONTAINING TWO OR MORE CBD ZONES, AND IS SHOWN TO TRANSFER PUBLIC OPEN SPACE OR DEVELOPMENT DENSITY FROM ONE LOT TO ANOTHER OR TRANSFER DENSITIES WITHIN A LOT WITH TWO OR MORE CBD ZONES, PURSUANT TO THE SPECIAL STANDARDS OF EITHER SECTION 59-C-6.2351 OR 59-C-6.2352 (WHICHEVER IS APPLICABLE), THE PROJECT PLAN MAY BE APPROVED BY THE PLANNING BOARD BASED ON THE FOLLOWING FINDINGS:*

- (1) ***THE PROJECT WILL PRESERVE AN HISTORIC SITE, BUILDING, STRUCTURE OR AREA AS SHOWN ON THE LOCATIONAL ATLAS***

AND INDEX OF HISTORIC SITES OR THE MASTER PLAN FOR HISTORIC PRESERVATION; AND/OR

- (2) THE PROJECT WILL IMPLEMENT AN URBAN RENEWAL PLAN ADOPTED PURSUANT TO CHAPTER 56 OF THE MONTGOMERY COUNTY CODE; AND/OR**
- (3) THE PROJECT WILL RESULT IN AN OVERALL LAND USE CONFIGURATION THAT IS SIGNIFICANTLY SUPERIOR TO THAT WHICH COULD OTHERWISE BE ACHIEVED.**

Nothing in this Amendment will effect the ability to make this finding. Refer to Appendix A-Approved Staff Report Dated September 17, 1998.

FINDING VIII: ANY APPLICABLE REQUIREMENTS FOR FOREST CONSERVATION UNDER CHAPTER 22A.

Nothing in this Amendment will effect the ability to make this finding. Refer to Appendix A-Approved Staff Report Dated September 17, 1998.

FINDING IX: ANY APPLICABLE REQUIREMENTS FOR WATER QUALITY RESOURCE PROTECTION UNDER CHAPTER 19.

Nothing in this Amendment will effect the ability to make this finding. Refer to Appendix A-Approved Staff Report Dated September 17, 1998.

FINDINGS FOR SITE PLAN REVIEW:

FINDING I. THE SITE PLAN IS CONSISTENT WITH AN APPROVED PROJECT PLAN FOR THE OPTIONAL METHOD OF DEVELOPMENT

The Amended Project Plan has been submitted and reviewed concurrently with the Site Plan

FINDING II. THE SITE PLAN MEETS ALL OF THE REQUIREMENTS OF THE ZONE IN WHICH IT IS LOCATED

See Project Data Table above, page 25.

FINDING III. THE LOCATIONS OF THE BUILDINGS AND STRUCTURES, THE OPEN SPACES, THE LANDSCAPING, RECREATION FACILITIES, AND THE PEDESTRIAN AND VEHICULAR CIRCULATION SYSTEMS ARE ADEQUATE, SAFE AND EFFICIENT.

a. **Location of Buildings:**

The buildings are arranged to provide for the traditional downtown configuration typical of older suburban Central Business Districts. They front on the streets and thereby help to define the public pedestrian realm. They define public space in the streets and inform the spatial design of several significant public use spaces or plazas. The buildings conform to height limits set by the zones which step down from more intense commercial areas to less intense peripheral housing areas. The relocation of the hotel to Fenton Street adds to the diversity of mutually beneficial uses around the perimeter of Block B.

b. **Open Spaces:**

The open space system for Block B consists primarily of streets and the south edge of the Silver Circle plaza. The plan provides more than twenty percent (20%) of its net lot area as public amenity space, including this edge along Ellsworth Drive and other public streets. In addition, the Silver Spring Green Trail will traverse the south edge of the site along Wayne Avenue and will eventually connect the Capital Crescent Trail to the Sligo Creek Trail through the CBD and the Transit Center. The trail section would consist of a bike path, a separate pedestrian path, two rows of trees wherever possible, and additional landscaping.

There are two existing open spaces removed by this project, the now-demolished Silver Spring Armory and Kughn Park. The ground area of these spaces will be replaced on the site in new configurations as public use space. Finally, extra off-site streetscape improvements will be made to all perimeter and interior streets, in keeping with established guidelines. As conditioned, the public spaces will contain appropriately sized, safe and well lighted sidewalks.

c. **Landscaping and Lighting:**

Landscaping on Block B consists of new street trees and a wide variety of landscape/lighting features described in the Proposal, pages 23A through 23O. The landscape and lighting features proposed around the periphery are in the spirit of the Silver Spring Streetscape Plan. On Georgia, Colesville, Cedar and Wayne staff agrees with the proposal to depart from strict conformance with the Guidelines to establish a unique identity for the Downtown Silver Spring project. Staff does suggest that the street lighting for Fenton Street be changed from the proposed Halophane style to a Washington Globe in order for the streetscape image of Fenton Street, be consistent with the existing and approved projects to the north and south of the Project. Washington Globe fixtures exist on Fenton Street north of Block B between Colesville Road and Ellsworth Drive. The Department of Housing and Community Affairs (DHCA), as part of their approved streetscape improvements to Fenton Street,

have proposed Washington Globe fixtures between Bonifant Street and Sligo Avenue, one block south of Block B.

d. **Recreation:**

This Amendment does not include the residential components of the plan. Refer to Appendix A-Approved Staff Report Dated September 17, 1998.

e. **Vehicular and Pedestrian Circulation:**

Overall, the street connections to the site are in accordance with the approved Preliminary Plan, and the layout uses the existing street system with some abandonments and the addition of one new one-block street. The pavement width, right-of-way width and public improvement easements where the required width exceeds the Master Plan Right-of Way, the system will function adequately, as detailed in the concurrent Preliminary Plan review and staff report.

The major feature of the approved plan is the reestablishment of the pedestrian realm within the CBD. This is accomplished by defining the streets with buildings, providing for clearly defined and adequately sized sidewalks, street trees for the comfort of the pedestrian, and strengthening the linkages to the public use spaces.

The Applicant has proposed one vehicular drop-off along Georgia Avenue to serve the ground floor retail and office building and two vehicular drop-offs on Fenton Street to serve the cinema and hotel. Staff feels that these drop-offs do not contribute to a safe urban pedestrian experience and should be removed and replaced with streetscape elements. Potential vehicular conflicts and undesirable cueing problems would be avoided with the elimination of these drop-offs. The drop-offs along Fenton Street as proposed by the Applicant are of particular concern because of the eight foot width is insufficient as proposed. The addition of more street trees would provide for basic human comforts such as shade in the summer and sunlight in the winter as well as create continuity within the block. They also provide a continuous vertical element that frames the street and creates space. As conditioned, Block B will have continuous tree-lined sidewalks that meld the Project into the existing urban fabric.

The Silver Spring Green Trail will vary in character along Wayne Avenue, as it will along its route to the west on the Silver Triangle Site and along Second Avenue, so as to take advantage of existing, mature street trees and to respond to the exigencies of pavement widening. A portion near Georgia Avenue will have two rows of street trees as an identifying and enhancing feature of the trail.

A trip mitigation agreement was made part of the condition of approval for this application when the Preliminary Plan (#1-98107) was reviewed by the transportation planning staff. This agreement is currently being negotiated with the Applicant. Refer to Appendix B.

FINDING IV. EACH STRUCTURE AND USE IS COMPATIBLE WITH OTHER USES AND OTHER SITE PLANS AND WITH EXISTING AND PROPOSED ADJACENT DEVELOPMENT.

The zoning of the site, along with the development envelope guidelines in the Urban Renewal Plan, establishes compatibility by controlling building height. The entire perimeter of Block B is surrounded by existing or proposed commercial development or vacant land; therefore, compatibility is not an issue. None of the commercial uses are incompatible with any adjacent commercial use, and the other proposed uses are not incompatible with each other. Refer to Conformance with URP Design Criteria and Guidelines, Criterion Four-Compatibility.

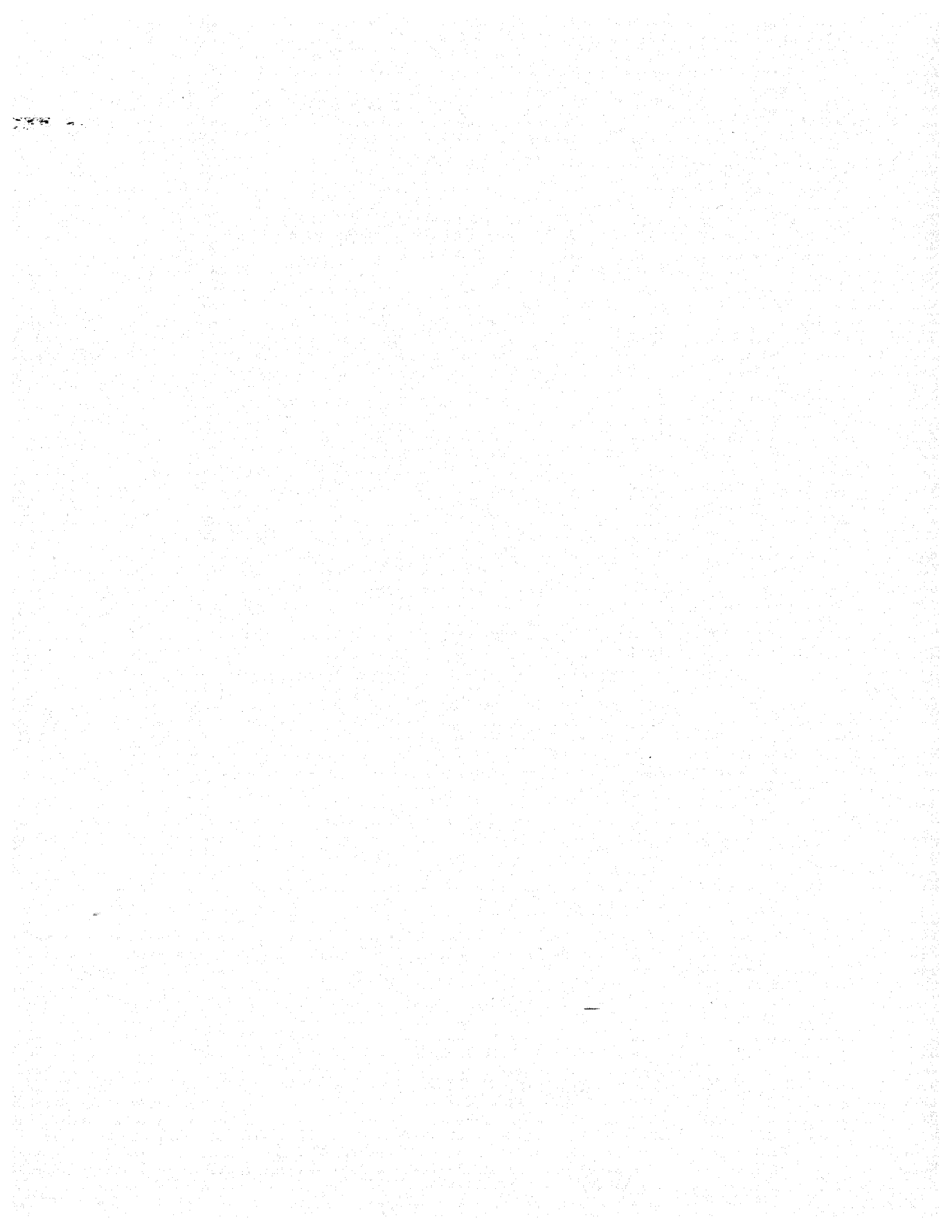
FINDING V. THE SITE PLAN MEETS ALL APPLICABLE REQUIREMENTS OF CHAPTER 22A REGARDING FOREST AND WATER RESOURCE CONSERVATION.

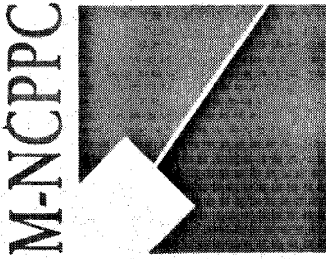
Nothing in this Amendment will effect the ability to make this finding. Refer to Appendix A-Approved Staff Report dated September 17, 1998.

APPENDIX

- A. Approved Staff Report Dated September 17, 1998.
(Attached under separate cover)

- B. APF Review Memorandum from Transportation Planning dated July 2, 1999.





MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

APPENDIX B

July 2, 1999

MEMORANDUM

TO: Miguel Iraola, Coordinator
Community-Based Planning Division

Malcolm Shaneman, Acting Supervisor
Development Review Division

VIA: Ronald C. Welke, Supervisor
Transportation Planning

FROM: Shahriar Etemadi, Planner
Transportation Planning

SUBJECT: Amendment to Combined Urban Project Plan # 9-98005A,
Site Plan No. 8-99002A and Preliminary Plan No. 1-98107
Downtown Silver Spring

This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject application.

RECOMMENDATION

Transportation Planning staff recommends the following condition as part of the APF test for transportation requirements related to approval of this application.

Limit development to the following:

Retail:	500,258 sq. ft.
Office:	297,408 sq. ft.
Civic Center:	48,000 sq. ft.
Hotel:	242 rooms
Residential:	160 dwelling units

DISCUSSION

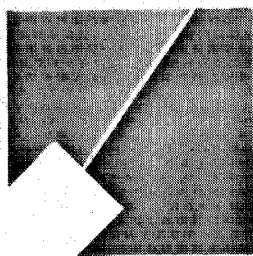
Local Area Transportation Review

A traffic study was prepared for this development to determine if the nearby intersections in the area can accommodate background traffic and the trips generated from the site. Staff agrees with the conclusion of the study that all intersections will operate within the 1,800 Critical Lane Volume (CLV) which is the established standard for the Silver Spring Central Business District (CBD). Total future traffic was assigned to 17 intersections in the original traffic study dated June 10, 1998, as revised on August 12, 1998. With the recent improvements to the intersection of Colesville Road and Spring Street/Cedar Street, all intersections operate within an acceptable level of service. As the assumptions for land use on this site changed, additional revisions to the traffic studies were made. The most recent addendum to the traffic study dated June 22, 1999 included new traffic counts for the most critical intersections in the area as requested by staff. These intersections were:

1. Georgia Avenue and Wayne Avenue
2. Georgia Avenue and Colesville Road
3. Colesville Road/Spring Street/Cedar Street.

The following table shows the CLV for all impacted intersections in the original traffic study with the updated analysis for the above three intersections.

Intersection	AM	PM	Without Project		With Project	
			AM	PM	AM	PM
1. Georgia Avenue/East West Highway	1,555	1,466	1,591	1,615	1,599	1,634
2. Georgia Avenue/Sligo Avenue	920	1,161	1,023	1,318	1,031	1,337
3. Georgia Avenue/Silver Spring Avenue	944	996	1,009	1,071	1,018	1,089
4. Georgia Avenue/Wayne Avenue	1,356	1,279	1,670	1,506	1,712	1,744
5. Georgia Avenue/Colesville Road	1,548	1,407	1,681	1,490	1,732	1,587
6. Georgia Avenue/Spring Street	1,333	1,244	1,503	1,353	1,527	1,484
7. Colesville Road/East West Highway	979	1,279	1,214	1,322	1,280	1,424
8. Colesville Road/Second Avenue/Wayne Avenue	1,275	854	1,573	1,143	1,604	1,241
9. Colesville Road/Fenton Street	933	1,212	1,109	1,394	1,133	1,468
10. Colesville Road/Spring Street/Cedar Street (with improvement)	1,302	1,178	1,471 NA	1,246 NA	1,566 1,530	1,934 1,774
11. 16 th Street/East West Highway	1,435	1,164	1,550	1,312	1,584	1,460
12. Fenton Street/Philadelphia Avenue	815	1,020	837	1,174	837	1,243
13. Fenton Street/Wayne Avenue	895	1,067	883	1,203	1,050	1,414
14. Fenton Street/Ellsworth Drive	272	548	316	746	387	685
15. Wayne Avenue/Cedar Street	576	582	709	746	843	923
16. Cedar Street/Pershing Drive	200	161	262	268	317	377
17. Cedar Street/Ellsworth Drive	169	293	201	323	294	582



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.

Again, traffic generated from the site was assigned to these three intersections and, with the recent improvements to the intersection of Colesville Road/Spring Street/Cedar Street, all intersections operate within the congestion standard (1,800 CLV).

A trip mitigation agreement was made part of the condition for approval of this application when the Preliminary Plan # 1-98107 was reviewed by transportation planning staff (memorandum of September 2, 1998, revised on September 11, 1998). This agreement is currently being negotiated with the developer of this site.

Policy Area Review/ Staging Ceiling Analysis

The subject area is located in the Silver Spring CBD policy area which has a remaining capacity of 1,894 jobs and 5,140 housing units as of March 31, 1999.

SE:kcw

cc: Daniel K. Hardy

Downtown Silver Spring.wpd

- 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.

* 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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