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SILVER SPRING CITIZENS ADVISORY BOARD

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

May 19, 2004

Honorable Derick Berlage  
Chairman  
Maryland-National Capital Park and Planning Commission  
8787 Georgia Avenue  
Silver Spring, MD 20910

Dear Chairman Berlage:

I am writing on behalf of the Silver Spring Citizens Advisory Board to communicate the Board's support for KSI Services' plans for the development of a residential complex. This project will include condominium and apartment units on Ripley Street in the Silver Spring CBD. The proposed buildings will back up to the Bonifant Street garage. The site is 78,000 square feet of land of which approximately 28,000 square feet be dedicated to non-construction use. The proposal is for 336 units. Two-thirds of the units will be reserved for rental units. It will have 42 MPDUs. All parking for all the units will be underground. There will be two lobbies, one off Ripley Street and the other off Dixon Street.

The Board believes that this project will encourage others to build in the Ripley Street area. The project's proximity to the proposed transit center will be an added benefit and we urge that it be approved.

Thank you for your attention to this matter.

Sincerely,

Howard L. Sribnick  
Chair

cc:

The Honorable Douglas M. Duncan, Montgomery County Executive

①



DOWNTOWN SILVER SPRING URBAN DISTRICT

Douglas M. Duncan  
*County Executive*

May 20, 2004

Gary Stith  
*Director*

Mr. Derick Berlage  
Chairman  
Montgomery County Park and Planning Board  
8787 Georgia Avenue  
Silver Spring, MD 20910

Dear Mr. Berlage:

The Silver Spring Urban District Advisory Committee has reviewed the Ripley Street residential project that has been proposed by KSI. This project will bring 336 new residential units into downtown Silver Spring in a location that is very close to the Metro Station. This project will start the redevelopment of the Ripley Street District which is now a variety of uses and buildings that are very unattractive and a real under-utilization of these properties.

This proposed residential project will also include an urban park area that will be an attractive addition to downtown. Care should be taken in the design of this park to ensure that it does not attract skate boarders or create hiding places that cause public safety issues. It must also be well lighted and any benches or seating areas should be designed to discourage loitering.

With these considerations, the Silver Spring Urban District Advisory Committee endorses this project and recommends that the Montgomery County Planning Board approve this project.

Thank you for your consideration.

Sincerely,

Charles H. Atwell  
Chair

cc:

Douglas M. Duncan, County Executive

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July 22, 2004

Mr. Derick P. Berlage  
Chairman  
Montgomery County Planning Board  
8787 Georgia Avenue  
Silver Spring, MD 20910

Re: Ripley Street Development, Project Plan No. 9-040006

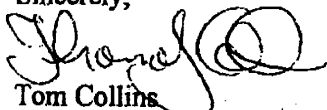
Dear Mr. Berlage:

The purpose of this letter is to express the Greater Silver Spring Chamber of Commerce's support for the above-referenced Ripley Street mixed-use project proposed by KSI. We have reviewed the project plan materials with KSI and understand that the project will include 336 new residential units, ground floor commercial uses, a public park, landscaped amenity areas and streetscaping treatments in the Ripley District in the downtown area of Silver Spring.

The existing site is under-utilized, and lacks safe, convenient and attractive pedestrian and or vehicular connections to the Silver Spring Metro Station and bus facility. We are pleased to support this transit-oriented development, which will bring the desired revitalization and sorely-needed enhancement to the Ripley District. In addition to providing urban density and increased pedestrian activity proximate to the future Silver Spring Transit Center, the Ripley Street project proposed by KSI will also provide the impetus for other redevelopment in this area of Silver Spring. When the project is completed, it will also provide many new patrons for the restaurants, retail establishments and entertainment venues throughout the Silver Spring central business district.

The Chamber supports the KSI project, including the proposed height necessary to provide the units given the constraints of the site, and urges the Planning Board's approval of the Project Plan. Thank you for your consideration.

Sincerely,

  
Tom Collins  
Chairman

cc: Wynn E. Whitthans, M-NCPPC

8601 Georgia Avenue, Suite 203, Silver Spring, Maryland 20910 • 301/565-3777 • Fax: 301/565-3377  
info@silverspringchamber.com • www.silverspringchamber.com





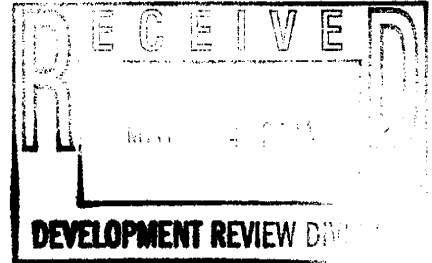
MARYLAND TRANSIT ADMINISTRATION

MARYLAND DEPARTMENT OF TRANSPORTATION

Robert L. Ehrlich, Jr., Governor • Robert L. Flanagan, Secretary • Robert L. Smith, Administrator

April 29, 2004

Ms. Wynn E. Witthans  
Development Review Division  
Montgomery County Park & Planning  
8787 Georgia Avenue  
Silver Spring, MD 20910



Dear Ms. Witthans:

The purpose of this letter is to provide input on behalf of the Maryland Transit Administration (MTA) regarding the KSI development plans in the Ripley Street District adjacent to the planned Bi-County Transitway project. We appreciate the opportunity to review the plans for this development to ensure their compatibility with design of the future Bi-County Transitway.

As you are aware, a number of possible horizontal alignment and vertical options for the transitway in the area of the Silver Spring Transit Center and KSI development are under consideration as part of the ongoing Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS). In addition, both light rail and bus rapid transit alternatives are being evaluated for the transitway.

Attached are two preliminary drawings that show in plan view and cross-section the current right-of-way requirements for the transitway under the range of options being studied. Also shown on these drawings are those right-of-way requirements associated with the parallel hiker/biker trail and a construction easement. It should be pointed out that the right-of-way requirements in this area now shown for the Bi-County Transitway project, as designated by the dashed line marking the construction easement, is approximately 11 feet less in width than what was indicated on previous plans. By committing to relocating the future platforms farther north within the Transit Center, the MTA was able to free up additional space for adjacent transit-oriented development.

Based on the attached drawings and our recent coordination meetings, no changes to the current KSI development plans are required to accommodate the Bi-County Transitway. However, the KSI development will adhere to the following agreed upon conditions in the implementation of their plans:

- No permanent facilities will be constructed within the easement area (as shown on the attached drawings), identified for the Bi-County Transitway, which cannot be

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disturbed during the future construction and operation of the transitway and hiker/biker trail.

- No utilities will be constructed within the designated construction easement area along the west side of the proposed Ripley Street extension.

In addition, it is understood the MTA would prefer that the hiker/biker trail just south of the Silver Spring Transit Center be built at-grade along the west side of Ripley Street extended. As agreed, there appears to be sufficient space to provide for both the trail and sidewalk along the new Ripley Street right-of-way. However, it is also recognized that based on CSX railroad requirements relative to the Bi-County Transitway plans, the hiker/biker trail may need to be constructed above the transitway along this area.

Thank you again for coordinating with the MTA to ensure that potential conflicts between the Bi-County Transitway and adjacent development plans will be avoided. Please contact me at 410-767-3694, if you have any questions or need additional information regarding this matter.

Sincerely,



Michael D. Madden  
Project Manager  
Office of Planning

#### Attachments

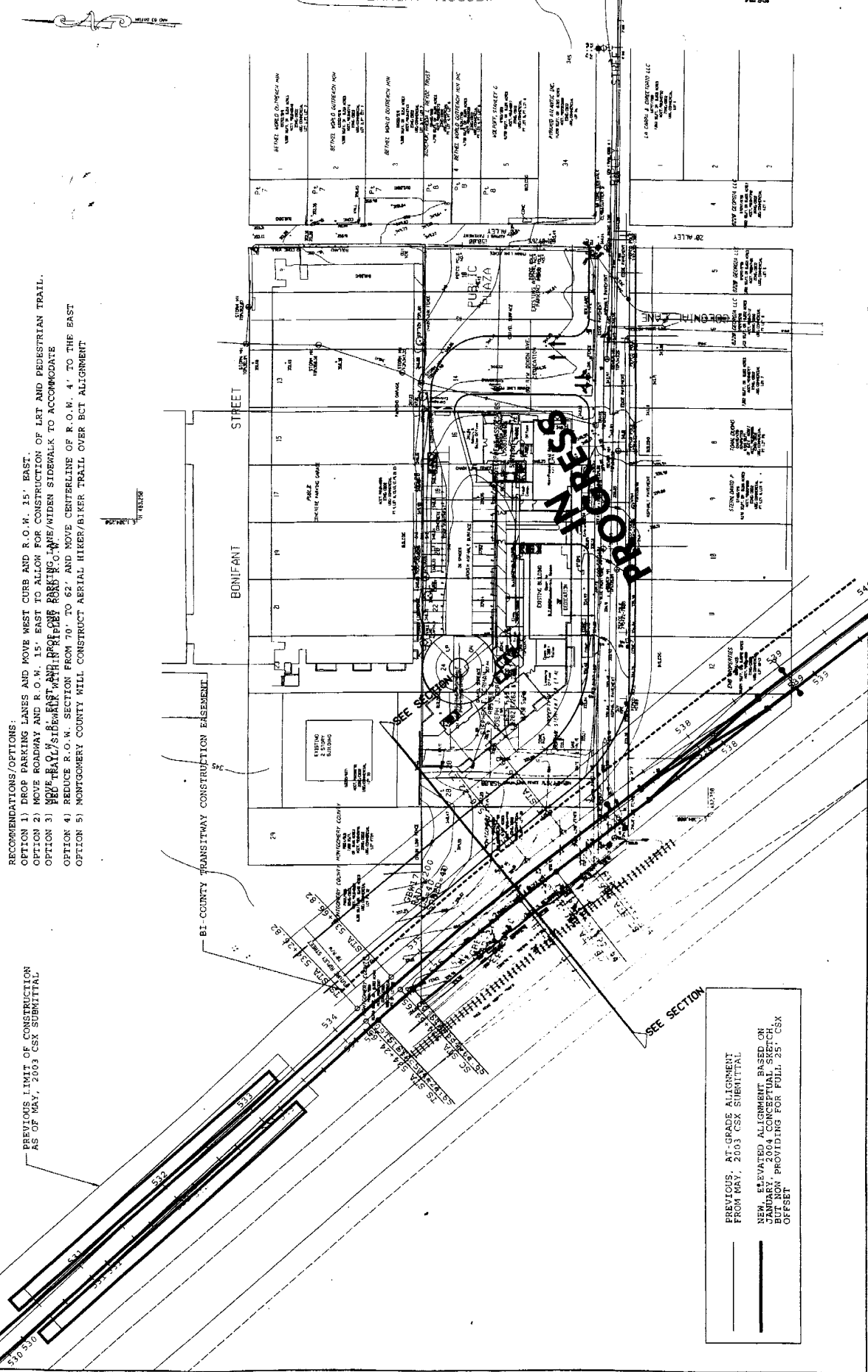
cc: Ernest Baisden, MTA  
David Esch, ZGF  
Joseph Romanowski, RK&K  
Greg Benz, PB  
Alex Hekimian, M-NCPPC  
Gary Erenrich, DPW&T

- RECOMMENDATIONS/OPTIONS:
- OPTION 1) DROP PARKING LANES AND MOVE WEST CURB AND R.O.W. 15' EAST.
  - OPTION 2) MOVE ROADWAY AND R.O.W. 15' EAST TO ALLOW FOR CONSTRUCTION OF LRT AND PEDESTRIAN TRAIL.
  - OPTION 3) ~~WIDEN SIDEWALK TO ACCOMMODATE~~ ~~WIDEN SIDEWALK TO ACCOMMODATE~~ ~~WIDEN SIDEWALK TO ACCOMMODATE~~
  - OPTION 4) REDUCE R.O.W. SECTION FROM 70' TO 62' AND MOVE CENTERLINE OF R.O.W. 4' TO THE EAST
  - OPTION 5) MONTGOMERY COUNTY WILL CONSTRUCT AERIAL HIKER/BIKER TRAIL OVER BCT ALIGNMENT

PREVIOUS LIMIT OF CONSTRUCTION  
AS OF MAY, 2003 CSX SUBMITTAL

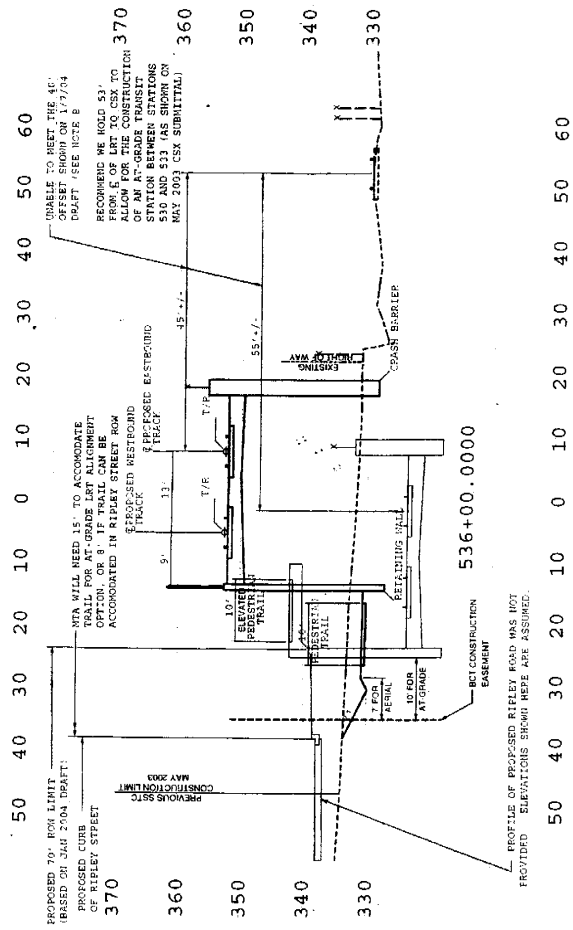
PREVIOUS AT-GRADE ALIGNMENT  
FROM MAY, 2003 CSX SUBMITTAL

NEW, ELEVATED ALIGNMENT BASED ON  
JANUARY, 2004 CONCEPTUAL SKETCH  
PROVIDING FOR FULL 25' CSX  
OFFSET



 MARYLAND DEPARTMENT OF TRANSPORTATION MARYLAND TRANSIT ADMINISTRATION	 A Joint Venture of PARSONS BRINCKERHOFF QUADRE & DOUGLAS RIBBECK, KLEPPER & KARL, LLP		CHECKED BY: [ ] DATE: [ ]	APPR. BY: [ ] DATE: [ ]	REVISIONS: [ ]
			CONTRACT NO. T-0065-0110	DRAWING NO. BCT-RIPLEY1	PROJECT NAME SILVER SPRING TRANSIT CENTER

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# IN PROGRESS

- Ⓐ THE LRT SECTION SHOWN IN BLACK IS BASED ON THE AT-GRADE LRT ALIGNMENT INITIALLY SUBMITTED TO CSX (SINGLE TRACK AT METRO PLAZA). THIS ALIGNMENT RESULTS IN THE STATION PLATFORM TO BE LOCATED BETWEEN STATIONS 530-7' AND 533'. THIS SHEETING THE LRT TRACK FURTHER AWAY FROM CSX IN THIS LOCATION TO AVOID IMPACTING THE EXISTING MARC PLATFORMS).
- Ⓑ PLEASE NOTE THE 40' OFFSET SHOWN ON THE 1-07-04 "DRAFT" PLAN WAS BASED ON A \$10 MILLION AERIAL ALIGNMENT WHICH ALLOWED THE LRT STATION PLATFORMS TO BE LOCATED ADJACENT TO COLESVILLE ROAD BY ASSUMING AN 18' OFFSET FROM SUPPORT COLUMNS TO CSX. A SIMILAR ALIGNMENT, HOLDING 25' OFFSET FROM SUPPORT COLUMNS TO CSX RESULTS IN A 45' TRACK OFFSET FROM CSX. THIS ALIGNMENT WOULD BE GOING TO A RETAINED FILL SECTION IN THIS AREA. THIS LOSS CAN BE PARTIALLY OFFSET BY GOING TO 13' TRACK CENTERS (FROM 17'-1" REQUIRED ON AERIAL STRUCTURE).
- Ⓒ MTA SHOULD MAINTAIN THE ABILITY TO CONSTRUCT THE TRANSITWAY AND TRAIL "AT GRADE ALIGNMENT" THIS ALIGNMENT, IF APPROVED BY CSX, COULD REDUCE CONSTRUCTION COSTS BY APPROXIMATELY \$10 MILLION.
- Ⓓ RECOMMENDATIONS/OPTIONS:
  - OPTION 1) DROP PARKING LANES AND MOVE WEST CURB AND R.O.W. 15' EAST.
  - OPTION 2) MOVE ROADWAY AND R.O.W. 15' EAST TO ALLOW FOR CONSTRUCTION OF LRT AND PEDESTRIAN TRAIL.
  - OPTION 3) MOVE R.O.W. 8' EAST AND DROP ONE PARKING LANE/HIDDEN SIDEWALK TO ACCOMMODATE PED. TRAIL/SIDEWALK WITHIN RIPLEY ROAD R.O.W.
  - OPTION 4) REDUCE R.O.W. SECTION FROM 70' TO 63' AND MOVE CENTERLINE OF R.O.W. 4' TO THE EAST
  - OPTION 5) MONTGOMERY COUNTY WILL CONSTRUCT AERIAL RIZER/TRAIL OVER BCT ALIGNMENT

<b>MARYLAND DEPARTMENT OF TRANSPORTATION</b> <b>MTA Maryland</b> <b>MARYLAND TRANSIT ADMINISTRATION</b>	 A Joint Venture of PARSONS BRINCKERHOFF QUADE & DOUGLAS FUNNELL, KLEPPER & KARL, LLP	<b>IN PROGRESS</b> 	BI-COUNTY TRANSITWAY BETHESDA TO SILVER SPRING PRE-PRELIMINARY DESIGN		CONTRACT NO. 0-0000-0000
			DATE: MARCH, 2004		DRAWING NO. BCT-RIPLEY2
REVISIONS			NO.	DESCRIPTION	DATE

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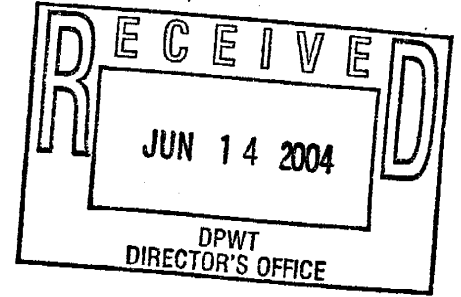
M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760



June 9, 2004

Mr. Michael C. Hoyt  
Acting Director  
Department of Public Works and Transportation  
101 Monroe Street, 10<sup>th</sup> Floor  
Rockville, MD 20850-2540

Re: Ripley Street Development Project Plan Number #9-04006

Dear Mr. Hoyt: *Mike*

Thanks you for your letter of May [nee March] 26, 2004 that outlined the Department's position on the many issues affecting the Ripley Street proposal. This project represents a bold effort to revitalize this section of Silver Spring and the transportation coordination issues are significant. Realizing that the project is still at an early part of the total review process, the Department of Park and Planning needs some clarification of the issues prior to completing our Project Plan review. The applicant has just received a continuance from the Planning Board for 60 days, until July 30th, and there are many issues to address. Some issues may have to be resolved with future Preliminary Plan and Site Plan approvals, if we can determine at this step that a future positive resolution is likely. I have identified the major transportation problem areas, and some questions we would like DPWT or other Executive agency staff to respond to in a timely manner that will allow us to prepare findings for a July 29<sup>th</sup> Project Plan hearing with the Planning Board.

1. Subterranean Parking on Dixon Avenue

Your letter states "The County...**may** approve a subterranean parking vault under the Dixon Street right-of-way" and states possible issues involved in making that decision. The provision of this parking is important to this project in that, aside from the adjacent public parking garage, there are currently few available on-street parking spaces for residents to use. Whether or not the subterranean parking garage is part of this project is material to this and future reviews. When will this be decided? Are you able to identify what are the "conditions that may significantly vary from those granted in the past?"

2. Utilization of County Land



Anne Martin, Linnowes and Blocher  
Wynn Witthans, M-NCPPC  
Glenn Kreger, M-NCPPC  
Miguel Iraola, M-NCPPC

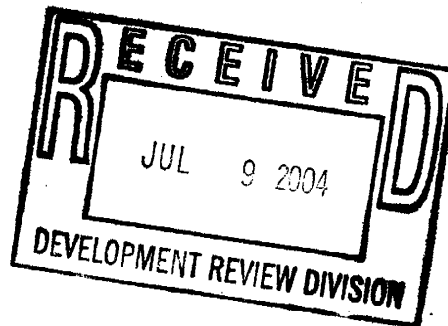


DEPARTMENT OF PUBLIC WORKS  
AND TRANSPORTATION

Douglas M. Duncan  
*County Executive*

Albert J. Genetti, Jr., P.E.  
*Director*

July 7, 2004



Mr. Richard Hawthorne, Acting Chief  
Development Review Division  
Maryland-National Capital Park and  
Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910

Re: Ripley Street Development (KSI Services, the "Applicant") / Project Plan No. 9-04006 (the "Project Plan")

Dear Mr. Hawthorne:

This is in response to your June 9, 2004, letter regarding the above noted subject. The letter sets out specific questions and concerns that M-NCPPC staff still has relative to the proposed utilization of certain public spaces by Applicant in its Project Plan, and other aspects which will ultimately require DPWT's approval.

Most significantly, since we received your letter, the Applicant is now proposing to fund and construct the extension of Dixon Avenue from Ripley Street to Bonifant Street, including the Master Planned retrofit of the County's Bonifant Street parking garage (the "Bonifant Parking Garage"), to accommodate Dixon Avenue as a business district street (including pedestrian and bicycle access), as discussed more fully below.

With this as the prelude, our response to each of the six items listed in the M-NCPPC letter (which have been reviewed by and approved by the Applicant as well), in order, are set forth below:

1. Subterranean parking on Dixon Avenue.

The Applicant will dedicate the right-of-way for Dixon Avenue as it bifurcates the subject property pursuant to the Silver Spring CBD Sector Plan. As discussed below, the Applicant will also be improving this right-of-way to its Master Planned design and designation. The Applicant's plans include subterranean parking beneath the dedicated Dixon Avenue right-of-way and a future park east of that right-of-way, in order to permit a continuous subterranean parking facility for the entire property. As described in the Applicant's April 29, 2004, and May 12, 2004, correspondence, this continuous subterranean parking is essential for the viability of this project.



Office of the Director

101 Monroe Street, 10th Floor • Rockville, Maryland 20850-2540 • 240/777-7170, FAX 240/777-7178  
Located one block west of the Rockville Metro Station

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Mr. Richard Hawthorne  
July 7, 2004  
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Street is not part of the current design and consideration for the Applicant's project, so it is essential that grades be established for the portions of the right-of-way which will be improved by the Applicant in conjunction with this project.

In sum, the Applicant, DPWT, M-NCPPC, the Transit Center development team, and any others active in the Ripley District will continue to coordinate efforts and to participate in the design considerations for all of these items as the project moves forward to site plan and beyond to permitting and construction.

We hope that this letter is fully responsive to your June 9 letter, and we support the Project Plan proceeding to public hearing as scheduled on July 29, 2004.

Sincerely,

  
Michael C. Hoyt  
Acting Director

MCH:EAG:pn

cc: C. Robert Dalrymple, Esquire  
Edgar A. Gonzalez  
Miguel I. Iraola  
Glenn Kreger  
Anne C. Martin, Esquire  
Aruna Miller  
Sogand Seirafi  
Gary Stith,  
Wynn Witthans ✓

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July 9, 2004

## MEMORANDUM

TO: Wynn Witthans, RLA, Planner Coordinator  
Development Review Division

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

FROM: Miguel Iraola, ASLA, Planner Coordinator *MIA*  
Community-Based Planning Division

SUBJECT: Project Plan Review No. 9-04006  
Ripley Street Condominiums

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The Community-Based Planning staff has reviewed the above referenced Project Plan for conformance with the Silver Spring Central Business District and Vicinity Sector Plan (Approved February 2000). The subject property is located on Ripley Street north of the intersection with Colonial Lane in the Ripley District of Silver Spring. Community-Based Planning recommends the approval of this Project Plan with the following conditions needed to ensure consistency with the approved CBD Sector Plan:

1. Provide a Class1 bikeway (off-road) on the west side of Dixon Avenue.
2. Dedicate additional street right-of-way and construct the street improvements on the north side of Ripley Street equal to 35 feet measured from the centerline of the existing street at the time of Preliminary Plan review.
3. Dedicate 80 feet of street right-of-way and construct the street improvements for Dixon Avenue from the face of Garage 5 to Ripley Street at the time of Preliminary Plan review.
4. Enter into an agreement with the Silver Spring Urban District for maintenance of all or some of the streetscape improvements.
5. Coordinate with the Montgomery County Department of Public Works and Transportation during the Phase I Facility Planning for the Ripley District regarding the street and bikeway design for Ripley Street and Dixon Avenue.

## **ZONING AND LAND USE:**

The 47,431-square foot subject property is zoned CBD-2 (Central Business District, 2.0). The approved Silver Spring CBD Sector Plan recommends the CBD-2 zoning for this site which was applied through the Sectional Map Amendment (SMA) adopted July 18, 2000, per County Council Resolution 14-600. The property is located in the Ripley District and is within the South Silver Spring/Ripley Overlay Zone.

The development proposal is comprised of a 336 unit high-rise condominium building including 42 on-site moderately priced dwelling units (MPDU). The building will be 16 stories in height (169'). The Zoning Ordinance mandates a maximum building height of 200 feet for the CBD-2 Zone provided the property is within 800 feet of a Metro station entrance. Residential is a permitted use and conforms to the intent of the CBD-2 Zone. The proposal will be implemented under the optional method of development. The project proposes a density of 200 units/acre which is the permitted maximum for residential development under the CBD-2 Zone.

The minimum required on-site public use space for this project is 9,486 square feet (20% of the net lot). The applicant proposes a total of 11,524 square feet of on-site public use space or 24.3% of the net lot area. The applicant is also proposing 13,171 square feet of off-site improvements. The combined on-site public use space, amenities and off-site improvements is 24,695 square feet or 52.0% of the net lot area.

## **SECTOR PLAN CONFORMANCE:**

The Silver Spring Central Business District and Vicinity Sector Plan, approved by the County Council on February 1, 2000, outlines six themes which articulate the shared goals and vision for a revitalized Silver Spring. Four of these themes (i.e. a residential downtown; a green downtown; a transit-oriented downtown; and a pedestrian-friendly downtown) apply to this proposed project. The Sector Plan does not specifically identify the proposed project site as a potential housing site. However, the Sector Plan does encourage housing as an important component of the revitalization efforts.

The proposed project is being developed under the optional method of development and proposes a new public open space. This project encourages the development of active urban streets by providing street-facing building entrances and easily accessible and highly visible public spaces as activity generators. This proposal improves the quality of the pedestrian environment by providing the Silver Spring streetscape treatment required for optional method projects. The proposed development is located less than a quarter mile (5 minute walking distance) from the Silver Spring Metro Station. The proximity to transit facilities and to the downtown employment core will reduce the dependency on the automobile for the residents of the development.

- A. **Silver Spring Wayfinding System:** There are no wayfinding signs programmed for Ripley Street or Dixon Avenue according to the Silver Spring Wayfinding Master Plan prepared by the Silver Spring Regional Center.
- B. **Sector Plan Bikeways:** The Sector Plan recommends a Class1 bikeway (off-road) for Dixon Avenue. Staff recommends that at the time of Preliminary Plan review, the applicant provide a Class 1 bikeway on the West side of Dixon Avenue from Ripley Street through Garage 5 to Bonifant Street.
- C. **Sector Plan Street Rights-of-Way:** The Sector Plan recommends the street right-of-way for Ripley Street as 70 feet. Staff recommends that the applicant, at the time of Preliminary Plan review, dedicate additional street right-of-way and construct the street improvements on the north side of Ripley Street equal to 35 feet measured from the centerline of the existing street. The Sector Plan also illustrates a conceptual alignment of Ripley Street connecting to Bonifant Street through a portion of the future Transit Center project. The Ripley Street to Bonifant Street connection will provide additional street connectivity from the CBD core to the Ripley District.

The Sector Plan recommends an 80-foot street right-of-way for Dixon Avenue from Wayne Avenue to Silver Spring Avenue. Dixon Avenue will provide additional street connectivity from the CBD core into the Ripley District. The public parking (Garage 5) located to the north of the proposed development is designed to allow for the extension of Dixon Avenue through it. The applicant has coordinated with DPWT regarding improvements to the garage such as opening the southern end and some aesthetic improvements. Staff recommends that the applicant, at the time of Preliminary Plan review, dedicate 80 feet of street right-of-way and construct the street improvements for Dixon Avenue from the face of Garage 5 to Ripley Street.

- D. **Streetscape:** The applicant proposes to improve Ripley Street and Dixon Avenue using the Type B treatment recommended in the *Silver Spring Streetscape* (April 1992) technical manual. The staff recommends that the applicant enter into an agreement with the Silver Spring Urban District for maintenance of all or some of the streetscape improvements.

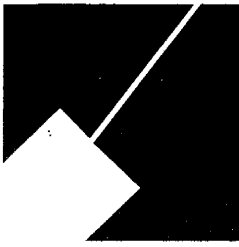
#### **COORDINATION WITH OTHER INITIATIVES:**

The Montgomery County Department of Public Works and Transportation is currently conducting a facility plan for the Ripley District infrastructure improvements (CIP 509337). The study will evaluate improvements to streets, sidewalks, bikeways and traffic operations. The study area includes portions of the proposed street improvements associated with the proposed development. Staff recommends that the applicant continue to coordinate with DPWT during the Phase I Facility Planning for the Ripley District regarding the street and bikeway designs for Ripley Street and Dixon Avenue.

**COMMUNITY OUTREACH:**

The applicant has met with various civic and business groups regarding this proposal. These groups include the Greater Silver Spring Chamber of Commerce, the Silver Spring Urban District Advisory Committee and the Silver Spring Citizens Advisory Board. These groups have been generally supportive of the proposal.

MI: G:\lraola\regulatory\project\9-04006\_RipleyStreetKSI\_CBPmemo



July 14, 2004

**MEMORANDUM**

TO: Wynn Witthans, Coordinator  
Development Review Division

VIA: Ronald C. Welke, Supervisor  
Transportation Planning

FROM: Shahriar Etemadi, Coordinator  
Transportation Planning

SUBJECT: Project Plan No. 9-04006  
Ripley Street Development  
Silver Spring CBD

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This memorandum is Transportation Planning staff's Adequate Public Facilities (APF) review of the subject application.

**RECOMMENDATIONS**

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

1. Limit development to 345 high-rise dwelling units and 6,000 square feet of retail use.
2. Dedicate 80 feet of right-of-way for Dixon Avenue across the property frontage to accommodate the connection of Dixon Avenue between Ripley Street and Bonifant Street as recommended in the Silver Spring Central Business District (CBD) Sector Plan.
3. Construct Dixon Avenue as a 40 foot roadway with a 15-foot sidewalk on the east side and a 25-foot combined sidewalk and bike path on the west side between Ripley Street and Bonifant Street (including the section through the parking garage), in coordination with the Department of Public Works and Transportation (DPWT).



4. Construct the retrofit of the County's Bonifant Street parking garage as envisioned in the master plan when constructing the extension of Dixon Avenue through the county garage. (Refer to DPWT July 7, 2004 letter for detail.)
5. Dedicate an additional 20 feet of right of way along the frontage of the site to provide for 35 feet from the centerline on Ripley Street, including standard truncations per DPWT.
6. Construct half section (20 feet) of pavement along the frontage of the site on Ripley Street.
7. Construct a 15-foot sidewalk on the north side of Ripley Street.

### Local Area Transportation Review

A traffic study was submitted to determine the impact of the proposed development on the local area transportation network. Five intersections were evaluated in the study area. The trips generated from the site were added to existing and background traffic (trips from approved but unbuilt developments in the area) to estimate the total future traffic. The total future traffic was assigned to the local roadway network and the affected intersections were analyzed for their level of performance. All five intersections in the area were determined to operate within the congestion standard of 1800 Critical Lane Volume (CLV) for the Silver Spring CBD.

The following table shows the results of the CLV analysis for intersections in the area.

INTERSECTIONS	Existing		Background		Total Future	
	AM	PM	AM	PM	AM	PM
Colesville Road and Wayne Ave/2 <sup>nd</sup> Ave.	976	835	986	854	995	858
Georgia Avenue and Wayne Avenue	1,172	1,159	1,180	1,281	1,214	1,304
Georgia Ave. and Bonifant St./Thayer Ave.	966	1,022	981	1,055	994	1,069
Georgia Ave. and Ripley Street	724	768	738	799	859	855
Georgia Avenue and Sligo Avenue	828	1,022	859	1,138	866	1,151

## **Site Access and Circulation**

The site will have one access to the underground garage from Dixon Avenue. The access will provide for safe and efficient movement of vehicular traffic. The single access point to the site minimizes the potential conflict between pedestrians and vehicular traffic. Due to the expected low traffic volume on Dixon Avenue, there is also minimum conflict between traffic entering and exiting the site and the traffic movement on Dixon Avenue.

The applicant has agreed to fund and construct the extension of Dixon Avenue from Ripley Street to Bonifant Street, including the Master Plan retrofit of the County's Bonifant Street parking garage. This will create a business district street that was envisioned in the Master Plan. The entire length of Dixon Lane will be provided with a 15-foot sidewalk on the east side and a 25-foot combined sidewalk/bikeway on the west side to accommodate pedestrian and vehicle traffic to and from the site. These improvements will provide a vital connection from the Ripley District to the Silver Spring CBD core.

## **Pedestrian Impact Analysis**

The traffic study evaluated the pedestrian activities in the area. Construction of wide sidewalks along Ripley Street and Dixon Avenue will enhance pedestrian safety and movements. There will be sidewalks to the Metro station. A well-designed pedestrian and bikeway system in the vicinity of the site connects to existing facilities throughout the CBD.

## **Policy Area Review/Staging Ceiling Analysis**

The site is located within the Silver Spring CBD Policy Area, which has a remaining capacity of 2,860 jobs, and 4,448 housing units as of June 30, 2004.

SE:gw  
Attachment

cc: Mary Goodman

mno to Withans re riply 9-04006