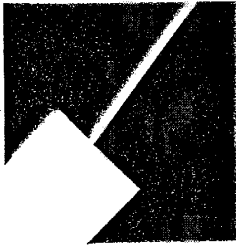


M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

February 11, 2004

MEMORANDUM

TO: Malcolm Shaneman, Supervisor
Mary Beth O'Quinn, Planner
Development Review Division

VIA: Ronald C. Welke, Supervisor
Transportation Planning *[Handwritten signature]*

FROM: Shahriar Etemadi, Coordinator *[Handwritten initials]*
Transportation Planning

SUBJECT: Preliminary Plan # 1-04041 and Site Plan # 8-04014, Arlington East
Bethesda Central Business District

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 transportation requirements related to the approval of this preliminary plan and site plan.

1. Limit the development to 182 housing units and 65,000 square feet of retail.
2. Provide 40 feet of right-of-way from the centerline of the Arlington Road.
3. Provide 30 feet of right-of-way from the centerline of the Elm Street.
4. Provide 30 feet of right-of-way from the centerline of Bethesda Avenue.
5. Prohibit left turn movements from the parking garage onto Elm Street. The applicant will be responsible for providing and maintaining standard "No Left Turn" signing.

6. Prohibit left turn movements from Festival Street onto Bethesda Avenue. The applicant will be responsible for providing and maintaining standard “No Left Turn” signing.
7. Provide a “drop off” area on Arlington Road by recessing the building for the full 70 feet length of the “drop off” area to maintain a safe 15-foot pedestrian passageway in front of the building.
8. Prohibit daily traffic from entering the Festival Street between 6:00 PM and 8:00 AM daily. This street is one-way from north to south. The applicant will be responsible for providing and maintaining standard “Do Not Enter 6:00 PM – 8:00 AM” signing.
9. Provide a small “offsite” improvement to the northwest corner of Arlington Road and Elm Street to create a larger level, paved pedestrian area by installing pavers behind the existing signal controller box to facilitate pedestrian movements on the corner.

DISCUSSION

Local Area Transportation Review (LATR)

A traffic study was submitted to evaluate the impact of the proposed development on the local area roadway system.

A total of nine intersections were analyzed, and the results indicate that all intersections will continue to operate within the congestion standard of 1800 Critical Lane Volume (CLV) for the Bethesda CBD. The analysis for the total future traffic included the sum of the existing traffic, the background traffic (approved but unbuilt development in the area) and the trips generated by the site.

The following table shows the results of the intersection capacity analysis.

INTERSECTION	Existing		Background		Total Future	
	AM	PM	AM	PM	AM	PM
Old Georgetown Road/Arlington Road/St. Elmo Avenue/Wilson Lane	1,442	1,438	1,472	1,478	1,478	1,495
Old Georgetown Road/Woodmont Ave.	717	818	735	827	736	833
Arlington Road/Elm Street	705	868	711	895	724	945
Woodmont Avenue/Elm Street	499	777	517	786	554	871
Wisconsin Avenue/Elm Street	811	1,013	876	1,089	905	1,126
Arlington Road/Bethesda Avenue	796	933	815	970	813	975
Bethesda Avenue/Woodmont Avenue	452	577	602	696	614	703
Wisconsin Avenue/Woodmont Ave/Leland Street	917	961	931	976	941	1,016
Arlington Road/Bradley Boulevard	978	1,120	999	1,045	1,004	1,061

Site Access, Circulation and Pedestrian Facilities

The proposed access to the garage below the building is provided on Elm Street. Traffic from the garage will be prohibited from turning left toward Arlington Road. A one-way private street called "Festival Street" will provide north to south directional movements for the traffic entering from Elm Street and exiting at Bethesda Avenue. The vehicular traffic movement will be prohibited between 6:00 PM and 8:00 AM daily to ensure the safety of the pedestrians and the restaurant patrons sitting in the street cafes along Festival Street. Valet parking and the presence of other traffic mixed with pedestrians and street café activities are not compatible with the use of this street during evening hours. However, this street provides for loading and unloading at the businesses facing the street as well as providing easy access for emergency vehicles to reach these businesses and the residential buildings above. Vehicular traffic should be prohibited from turning left from Festival Street onto Bethesda Avenue, where the garage entrances are closely located.

The Montgomery County Department of Public Works and Transportation (DPWT) has recommended that the applicant provide a small "offsite" improvement to the northwest corner of Arlington Road and Elm Street. The improvement is to create a larger level, paved pedestrian area by installing pavers behind the existing signal controller box to facilitate pedestrian movements on this corner. Staff supports this recommendation.

Area citizens have expressed concern about pedestrian safety specifically along Elm Street where three curb cuts are proposed in conjunction with the Arlington East development. They are; one two-way garage entrance, a loading dock, and a one-way "Festival Street" entrance. The number of access points is the same as when Giant was located on this site. However, pedestrians will be able to cross the future curb cuts more safely than under the previous operations for the following reasons:

1. The garage access is located further away from the intersection of Arlington Road and Elm Street.
2. Left-turns from the garage ramp onto Elm Street will be prohibited, reducing the number of vehicular conflicts and allowing the drivers to focus more attention to pedestrians.
3. A flashing beacon will be installed at the garage exit ramp. This beacon would be actuated by a loop detector in the pavement, would be directed toward the ramp, and will flash only when a vehicle is exiting the garage. A sign reminding vehicles to yield to pedestrians will accompany the beacon. This system will result in drivers and pedestrians being more aware of each other when a vehicle is exiting the garage.
4. Festival Street will operate as one-way from southbound, providing for the driver's full view of the sidewalk and pedestrians crossing at the curb cut to enter festival Street. The street will be closed between 6:00 PM and 8:00 AM every day when most pedestrian

activities are taking place during the evening hours. Further, the street will be closed during special events regardless of hours of the day.

5. The loading dock serves a relatively small number of trucks, as deliveries are limited to the condominiums. The proposed loading dock will be located farther to the south (deeper inside the building) than the previous dock was located, resulting in a wider sidewalk.
6. Transportation Planning staff, along with the applicant's traffic consultant, observed vehicular and pedestrian traffic on Elm Street and Bethesda Avenue during a weekday period. Observed vehicular speeds were low. Pedestrian activities along the streets and at the crossings were observed to be safe. A continuous brick-paver sidewalk of generous width is provided along the streets. On-street parking and landscaping along Elm Street and Bethesda Avenue provide a good buffer between moving vehicles and the pedestrians. These conditions have a significant calming effect on all activities on the streets and create a safe environment for pedestrians.
7. There are visible pedestrian markings as well as pedestrian signal phasing with sufficient timing for crossing the intersections adjacent to the site.

Staff supports the proposed "drop off" area on Arlington Road, provided that the building is recessed to maintain a minimum of 15 feet pedestrian passageway for the entire 70-foot length of the "drop off" area. This will reduce the potential traffic congestion in front of the building as otherwise traffic could be blocked by standing vehicles if the "drop off" was not provided.

Policy Area Review/Staging Ceiling Analysis

The site is located within the Bethesda CBD policy area, which has a remaining capacity of 742 jobs and 33 housing units, as of January 31, 2004. The housing capacity includes the residential component of this development.

SE:RCW:gw
Attachments

cc: Mary Goodman
Marilyn Clemens
Kevin Sitzman -Wells & Assoc.

Mmo re Arlington East



JUN 17 1999

DEPARTMENT OF PERMITTING SERVICES

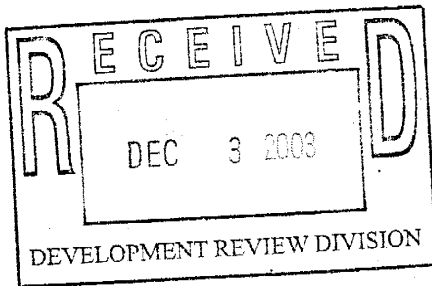
Robert C. Hubbard
Director

Douglas M. Duncan
County Executive

June 16, 1999

Scott D. Roser
Macris, Hendricks & Glascock, P.A.
9220 Wightman Road, Suite 120
Montgomery Village, MD 20886

Re: Stormwater Management **CONCEPT** Request
for Miller's Second Addition to Bethesda
Preliminary Plan #: 1-99088
SM File #: 1-99088
Tract Size/Zone: 2.0 Ac/C-2
Total Concept Area: 2.0 Ac
Tax Plate: HN122
Block: Pt of C
Parcels: N632 & N664
Liber/Folio: 9756/613 & 8339/74
Montg. Co. Grid: 35;K-12
Watershed: Little Falls Branch



Dear Mr. Roser:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above mentioned site is acceptable. The stormwater management concept consists of on-site water quality control via a structural sandfilter and a waiver request for water quantity control.

Based upon Section 2.A.2.a. and d. of Executive Regulation 5-90, the attenuating effect of the proposed BMP and the Montgomery County stormwater management policy for CBD redevelopment, a conditional waiver of on-site water quantity control is hereby granted.

The following conditions will need to be addressed during the detailed sediment control/stormwater management plan stage:

1. Design the structural sandfilter to MCDPS latest design criteria.
2. Please schedule a meeting with us to discuss the design prior to submittal of plans.

This list may not be all inclusive and may change based on available information at the time.

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 is required. Stormwater management fee computations are to be submitted for verification during the sediment control/stormwater management review process.

This letter must appear on the sediment control/stormwater management plan at its initial submittal. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or

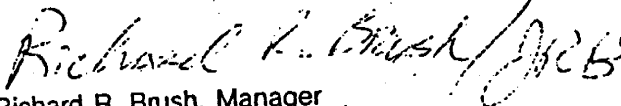
804014

Scott D. Roser
June 16, 1999
Page 2

amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact David Kuykendall at (301)217-6311.

Sincerely,


Richard R. Brush, Manager
Water Resources Section
Division of Land Development Services

RRB:enm:CN199088

cc: M. Shaneman
S. Federline
SM File # 1-99088
SM Log # 99-221

QN - waived; Acres: 2.0
QL - onsite; Acres: 2.0

Law Offices

HOLLAND & KNIGHT LLP

3 Bethesda Metro Center
Suite 800
Bethesda, Maryland 20814-6301

301-654-7800
FAX 301-656-3978
www.hklaw.com

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Mexico City	Tel Aviv*
Rio de Janeiro	Tokyo
*Representative Office	

February 6, 2004

PATRICIA A. HARRIS
301-215-6613
patricia.harris@hklaw.com

VIA HAND DELIVERY

Ms. Mary Beth O'Quinn
Maryland-National Capital
Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: Arlington East

Dear Ms. O'Quinn:

Enclosed please find the Elm Street Pedestrian Safety Plan and accompanying memorandum prepared by Wells & Associates. This information should be included under Tab 1 of the information forwarded to you yesterday.

If you have any questions, please do not hesitate to contact me.

Very truly yours,

HOLLAND & KNIGHT LLP



Patricia A. Harris

Enclosure

cc: Mr. Shahriar Etemadi
Mr. Alex Inglese

1639655_v1



MEMORANDUM

TO: Alex Inglese
FROM: Kevin D. Sitzman, P.E.
DATE: February 6, 2004
SUBJECT: Arlington East;
Elm Street Pedestrian Safety

Introduction

This memorandum discusses issues related to citizen concerns regarding pedestrian safety along Elm Street between Arlington Road and Woodmont Avenue. Specifically, pedestrian/vehicle conflicts, pedestrian facilities, and pedestrian prioritization issues are discussed.

Pedestrian/Vehicle Conflicts

Area citizens have expressed concerns regarding the number of curb cuts proposed along Elm Street in conjunction with the Arlington East redevelopment. Three curb cuts are proposed; a two-way garage ramp, a one-way Festival Street entrance, and a loading dock. This configuration is consistent with the operation of the previous Giant Food Store, which provided two general vehicular access points and a loading dock.

While the number of curb cuts remains the same, the operation will be more favorable for pedestrians under the current plan. Left turns from the garage ramp will be prohibited, reducing the number of vehicular conflicts and allowing drivers to focus more attention on pedestrians. The Festival Street will operate one-way southbound, again reducing vehicular conflicts and allowing drivers to focus more attention on pedestrians. Further, Festival Street will be closed to delivery traffic between 8:00 PM and 8:00 AM on weekdays, and between 8:00 PM and 10:00 AM on weekends. During special events, Festival Street can be closed

to general vehicular traffic. The loading dock will serve truck traffic only, with a relatively small number of deliveries per day, due to the predominantly residential nature of the building. The proposed loading dock will be located farther to the south (deeper in the building) than the previous dock, providing a wider sidewalk. Figure 1 illustrates the vehicular restrictions for each curb cut.

Wells & Associates observed vehicular traffic, parking, and pedestrian circulation along Elm Street during the AM commuter peak, midday lunch peak, PM commuter peak, and evening retail peak periods on a typical weekday. Observed vehicular speeds were low, due to side friction from parking and pedestrian activities. Mid-block U-turn maneuvers and pedestrian crossings were performed routinely without incident, due to the low travel speeds. M-NCPPC staff also performed observations along Elm Street on the same day.

Pedestrian Facilities and Prioritization

Elm Street, particularly the south side, provides a pedestrian-friendly environment. A continuous brick-paver sidewalk of generous width is provided along the storefronts. On-street parking and street trees provide a buffer from vehicles traveling along Elm Street. This sidewalk design will be continued with the redevelopment of Arlington East, providing a continuous pedestrian connection, even at the curb cuts.

Pedestrians will travel along a consistent grade, rather than stepping down into the vehicular travel-way. The paving treatment at the curb cuts will be consistent with the sidewalk, indicating that pedestrians have the priority over vehicular traffic. Vehicles crossing the sidewalk will travel up to the grade of the sidewalk and back to street grade, rather than driving between curbs in a continuation of the street. This grade change will provide drivers a cue that pedestrians have the right-of-way. Figure 2 shows an example of this pedestrian-friendly design.

In order to reinforce the pedestrian priority, a flashing beacon will be installed at the garage exit ramp. This beacon, actuated by a loop detector in the pavement, will be directed toward the ramp and will flash only when a vehicle is exiting the garage. A sign reminding vehicles to yield to pedestrians will accompany the beacon.

Please feel free to contact me with any comments or questions you may have regarding this matter.

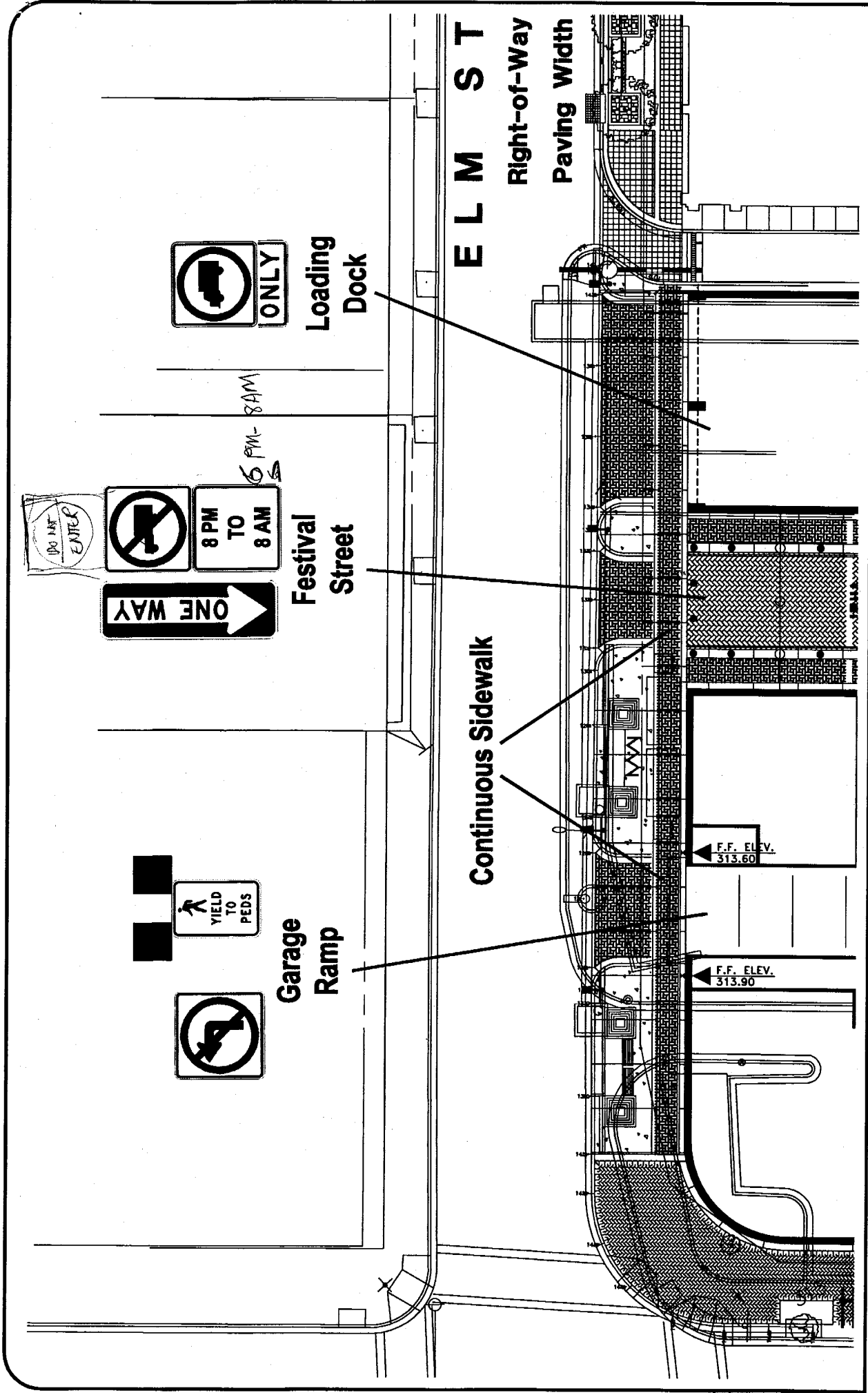


Figure 1
Traffic Control and Pedestrian Safety Plan

North
Schematic

WELLS & ASSOCIATES, LLC.
TRAFFIC, TRANSPORTATION, and PARKING CONSULTANTS

Arlington East
Montgomery County, Maryland



Figure 2
Pedestrian Priority Garage Entrance

Arlington East
Montgomery County, Maryland



WELLS & ASSOCIATES, LLC.
TRAFFIC, TRANSPORTATION, and PARKING CONSULTANTS



DEPARTMENT OF PERMITTING SERVICES

Douglas M. Duncan
County Executive

Robert C. Hubbard
Director

MEMORANDUM

February 10, 2004

TO: Mary Beth O'Quinn
Development Review Division - MNCPPC

FROM: Sarah R. Navid *S Navid*
Right-of-Way Permitting and Plan Review Section

SUBJECT: Site Plan Review #8-04014 - Arlington East

We have reviewed the subject site plan and recommend approval. Our comments are as follows:

Driveways – although closely spaced along Elm Street, we anticipate safe pedestrian and vehicular operation due to the limited number of maneuvers allowed and the differing time frames when the driveways will be active. We expect relatively low turnover at the loading dock driveway. Additionally, the driveways are designed to favor pedestrian traffic (the pedestrians continue on a level sidewalk).

- Left turn egress from the Elm Street garage will be prohibited (applicant will be responsible for providing standard "No Left Turn" signing).
- The service alley will operate one-way southbound. Vehicular access should be prohibited entirely during the evening hours from 6PM to 8AM. We do not believe valet parking or other vehicular traffic is compatible with the level of pedestrian and street café activity typical in the evening hours. The applicant will be responsible for installing standard "Do Not Enter" signs at Bethesda Avenue and modified "Do Not Enter" signs at Elm Street indicating the times when entry is prohibited.
- Pavers should not be continued across the County parking garage driveway on Bethesda Avenue and the existing driveway width and curb lines should be maintained.

Northwest corner Arlington and Elm Street – We would like this applicant to provide a small "offsite" improvement to this corner to create a larger level, paved pedestrian area by installing pavers behind the existing signal controller box. This will facilitate pedestrian movement on this corner.



Page 2 – Arlington East – February 9, 2004

Bethesda Trolley Bench - The actual location on Bethesda Avenue will need to be field located and approved by the Division of Transit Services – DPWT, but will need to be relocated out of the right turn lane on Bethesda Avenue.

Pavement Markings – The applicant will be responsible for the re-configuration of the pavement markings adjacent to the site on Elm Street and Bethesda Avenue per a pavement marking plan to be approved by DPWT.

Arlington Road Lay-By -- Because this is behind the curb line on Arlington Road, this area will be maintained by the Bethesda Urban Partnership. We will need confirmation at permitting that they will maintain the proposed materials, pavers, but specifically the granite curbs proposed in this area. Otherwise, standard concrete curb will be required.

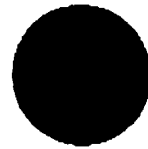
Please contact me if you have any questions concerning our comments.

srn\arlingtoneast.doc

cc: Alex Inglese
Pat Harris
Jeff Dunkel
Jeff Riese
Shariar Etemadi

① ZTA 02-04

② ZTA 01-08



006689

RW
CC
SBF
LL

OFFICE OF THE COUNTY ATTORNEY

Douglas M. Duncan
County Executive

Charles W. Thompson, Jr.
County Attorney

MEMORANDUM

December 16, 2003

TO: Ralph Wilson, Senior Legislative Analyst
Montgomery County Council

FROM: Clifford L. Royalty
Associate County Attorney *CLR*

RE: *James L. Humphrey, et al. v. Planning Board for Montgomery County, et al.*

RECEIVED
MONTGOMERY COUNTY
COUNCIL
2003 DEC 18 PM 4:43

On June 10, 2003, James L. Humphrey, the Town of Somerset and various community groups petitioned the Circuit Court for Montgomery County to review the Montgomery County Planning Board's decision to approve the preliminary and site plans for the "Federal Realty" property on Arlington Road in Bethesda. The petition challenged the Planning Board's reliance upon §§ 59-C-4.2 and 59-C-4.3 of the Montgomery County Zoning Ordinance as amended by a zoning text amendment, ZTA 02-04, that was adopted in July of 2002. ZTA 02-04 amended the development standards for the C-2 zone so as to reduce the height of certain buildings, including the building at the Federal Realty site, from 75 feet to 65 feet. The Petitioners argued that ZTA 02-04 was illegal spot zoning, that it constituted unconstitutional "special legislation," and that it violated the uniformity provisions of the Regional District Act. In a ruling issued on August 5, 2003, the Circuit Court substantially agreed with the Petitioners. The court rejected the spot zoning argument, but found that ZTA 02-04 was special legislation and that it violated uniformity. The court stated, in its written opinion, that ZTA 02-04 was "an invalid and unconstitutional text amendment" because it was intended to benefit a "particular property."

The direct implication of this ruling is that ZTA 02-04 is struck down in its entirety. The preexisting law, as amended by Zoning Text Amendment 01-08, remains in effect as a consequence of the Circuit Court's decision. Any development, including the proposed Federal Realty development, may proceed under the standards established by ZTA 01-08.

I:\RS\ROYALC\Humphrey-m-to public.2.wpd

Ordinance No: 14-43
Zoning Text Amendment No: 01-08
Concerning: Residential uses in C-2 zone
Draft No. & Date: 1 – 9/6/01
Introduced: September 11, 2001
Public Hearing: October 16, 2001; 1:30 PM
Adopted: November 6, 2001
Effective: November 26, 2001

**COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION OF
THE MARYLAND-WASHINGTON REGIONAL DISTRICT WITHIN
MONTGOMERY COUNTY, MARYLAND**

By: Councilmembers Denis, Silverman and Ewing

AN AMENDMENT to the Montgomery County Zoning Ordinance for the purpose of:

- permitting housing with commercial uses in the C-2 zone on sites within 1,500 feet of a Central Business District Metro station.

By amending the following section of the Montgomery County Zoning Ordinance, Chapter 59 of the Montgomery County Code:

DIVISION 59-C-4	“COMMERCIAL ZONES”
Section 59-C-4.2	“Land uses”
Section 59-C-4.35	“C-T zone—Purpose and development standards”
Section 59-C-4.350	“Purpose
Section 59-C-4.351	“Building height”
Section 59-C-4.352	“Floor area”

EXPLANATION: *Boldface* indicates a heading or a defined term.

Underlining indicates text that is added to existing laws by the original text amendment.

[Single boldface brackets] indicate text that is deleted from existing law by the original text amendment.

Double underlining indicates text that is added to the text amendment by amendment.

[[Double boldface brackets]] indicate text that is deleted from the text amendment by amendment.

** * ** indicates existing law unaffected by the text amendment.

Sec. 1. Division 59-C-4 is amended as follows:

DIVISION 59-C-4. COMMERCIAL ZONES.

* * *

59-C-4.2. Land uses.

* * *

	C-T	O-M	C-O	C-P	C-1	C-2	C-3	C-4	C-5	C-6	H-M	Coun try Inn
(a) Residential:												
Apartment hotels. ¹												
Boarding houses.			P			P						
Dwellings.	p ⁶	p ^{6/} SE	p ^{2,52}		SE	p ^{40/} SE	SE	SE		SE		P ⁴

40 In a hotel or motel [structure] lawfully existing in the C-2 zone on October 24, 1972 or within 1,500 feet of a Metro station located in a Central Business District[[and adjacent to a public parking garage]]; provided: (1) the sector plan district in which the property is located is recommended for residential development, and (2) the development complies with the Section 59-D-3 site plan review requirements.

59-C-4.35. C-2 zone—Purpose and development standards.

59-C-4.350. Purpose.

It is the purpose of this zone to provide locations for general commercial uses representing various types of retail trades, businesses and services for a regional or local area. Typical locations for such uses shall include: central urban commercial areas, regional shopping centers and clusters of commercial development. A further purpose of this zone is to promote the effective use of transit facilities in Central Business Districts by encouraging housing with commercial uses in close proximity to Metro stations located in Central Business Districts.

1 **Sec. 2. Effective date.** This ordinance becomes effective 20 days after the
2 date of Council adoption.

3

4 This is a correct copy of Council action.

5

6

7

8 *Mary A. Edgar* _____

9 Mary A. Edgar, CMC

10 Clerk of the Council



KEEP MONTGOMERY COUNTY MOVING COMMITTEE

January 29, 2004

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

RECEIVED
FEB 10 2004

Subject: Arlington East -Preliminary Plan No. 104041 & Site Plan No. 8-04014

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

Dear Mr. Berlage:

I am writing on behalf of the Keep Montgomery County Moving Committee to express our strong support of the Arlington East project.

Keep Montgomery County Moving (KMCM) is a committee of business, academic, environmental and civic leaders. The committee provides informed feedback to the Director of Public Works and Transportation on transportation and land use matters.

The Arlington East project is an outstanding example of smart growth! This project serves to strengthen the leadership role of Montgomery County in transportation and land use planning that reduces dependence on automobile trips while enhancing community livability. Communities across our region face the interrelated challenges of traffic congestion, pedestrian safety, Code Red days and economic growth. Clearly, the answer to these and related challenges is to grow differently, or rather, grow in a more traditional manner. Placing housing over retail in a transit rich and walkable environment is one of the time-tested solutions to community livability that can "Keep Montgomery County Moving."

The Arlington East project incorporates many safeguards and restrictions to protect the interests of current Bethesda residents. The proximity to Metro, 65 foot height and 300 foot set back from single family homes are far more restrictive than many elements of our master plans. KMCM is proud to support the project, even though an additional level of underground parking has been added to the plan since its first incarnation, and several feet of cornice detail adding to the beauty of the building has been removed to assuage the concerns raised by some members of the community.

Arlington East promises to fulfill the spirit and intent of the Bethesda CBD Sector Plan better than some of the development that has occurred to date. This project's creative use of density, design and diversity of uses will enliven a barren area in Bethesda. Federal Realty Investment Trust's project adds to our housing stock both market-based and affordable units near Metro in a building we can all share pride in. The project buffers neighborhoods from a parking garage with residential construction that will pedestrianize a section of Arlington Road. Forty percent less traffic in an urban infill project is a great accomplishment when coupled with the pedestrian appeal of the building.

We urge you to approve the Arlington East project and enable it to proceed to fruition.

Sincerely,

Richard E. Hoye, Chairman

cc: Albert J. Genetti, Jr., Director/DPWT
Carolyn G. Biggins, Chief, Transit Services
Sandra L. Brecher, Administrator, Commuter Services

Department of Public Works and Transportation • Commuter Services Section

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