

3. The noise analysis indicates that there are currently no sensitive receptors within the area of expected impacts for either of the two alternatives proposed. However, the Glenmont Sector Plan indicates that future development will transform Glenmont into a compact, transit-oriented, mixed-use center. **Staff notes that WMATA has made successful efforts to address such situations in the past and encourages WMATA to use similar “best management” approaches for the proposed parking structure at Glenmont.**
4. **Coordinate with DEP and DPS at the earliest to help assess the degree of engineering expertise and time needed to satisfy the site’s stormwater management requirements. This is critical. Staff recommends the use of ESD approaches including innovative infiltration approaches, as much as possible, for this project.**
5. **A NRI/FSD must be prepared and submitted to Environmental Planning staff for approval prior to a mandatory referral.** If an exemption from Forest Conservation Law is being requested, all areas proposed for disturbance (including stormwater management) should be shown. Allow 30 days for review.

It is noted that staff will provide more detailed comments at the later stages of this project and at the time of the mandatory referral for a preferred alternative.

LOCAL AREA TRANSPORTATION REVIEW

A preliminary review of the traffic study¹ prepared to analyze impact of the proposed parking structure alternatives at the Glenmont Metro Station indicate that:

1. The intersection of Georgia Avenue and Randolph Road will operate with a critical lane volume (CLV) that is higher than the AGP congestion standard for Glenmont (1,800 CLV). Construction of either alternative will not improve operation of this intersection.
2. Though CLV’s will increase in the future with or without the additional parking structure, all intersections except the Georgia Avenue/Randolph Road intersection will operate within the AGP congestion standard for Glenmont during both the morning and evening peak-hours, under all analyzed scenarios.
3. Both east and west parking structure alternatives will modify travel patterns at intersections in the vicinity of the Glenmont station.
4. Adverse impacts at the Georgia Avenue/Glenallan Avenue intersection under either alternative can be mitigated through selective physical and operational improvements at the intersection.

It is noted that staff would provide additional comments to the traffic consultant separately, for consideration at the time of the mandatory referral for a selected alternative.

¹ Traffic Study Glenmont Parking Structure, Montgomery County, Maryland. Street Smarts, November 2005.

AREA TRANSPORTATION INFRASTRUCTURE IMPROVEMENT PROJECTS

SHA is currently in the process of finalizing the design for the Georgia Avenue/Randolph Road interchange. The interchange is proposed as an urban diamond interchange, with Randolph Road routed under Georgia Avenue and with no traffic control for the Randolph Road through movement. As part of the interchange project, the Glenmont Greenway along Georgia Avenue is proposed to be extended to the south of Randolph Road. The project will relocate the fire station to the southeast corner of the intersection and remove the gas station to the northeast corner of the intersection.

Recently, as part of the FY07 operating budget, the County Executive proposed over \$80 million of county funds to accelerate construction of certain state road projects that are currently pending. These included construction of five grade-separated interchanges, one of which is the proposed Georgia Avenue/Randolph Road interchange. These funds must still be approved by the County Council, and are in the later years of the budget.

Given the documented capacity constraints and availability of new local funding, staff recommends that SHA expedite the design and fully fund the construction of the interchange at Georgia Avenue and Randolph Road.

CE:gw
Attachments

mno to MCPB re Glenmont Parking Structure

NOTICE OF PUBLIC HEARING



THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

ENVIRONMENTAL EVALUATION AND GENERAL PLANS FOR THE

GLENMONT PARKING STRUCTURE

IN MONTGOMERY COUNTY, MARYLAND

Wednesday, April 26, 2006 for Hearing No. 174, Docket R06-4:
Stella B. Werner Council Office Building, 7th Floor
100 Maryland Avenue
Rockville, Maryland 20850

The evening will begin with an open house at 6:30 P.M., followed by the hearing at 7:30 P.M. The location of the public hearing is accessible to persons with disabilities. Any individual with a disability who requires special assistance, such as a sign language interpreter, to participate in the public hearing should contact Mrs. Leen'da Chambliss at 202.962.2595 or TTD: 202.638.3780 ten days prior to the hearing in order for the transit authority to make necessary arrangements.

NOTICE OF PUBLIC HEARING

ENVIRONMENTAL EVALUATION
AND GENERAL PLANS
FOR THE

GLENMONT PARKING STRUCTURE
IN MONTGOMERY COUNTY, MARYLAND

The public hearing will begin with an open house at 6:30 p.m., followed by the hearing at 7:30 p.m.

Tuesday, April 26, 2006 for Hearing No. 174, Docket R06-4:

Stella B. Werner Council Office Building, 7th Floor,
100 Maryland Avenue, Rockville, Maryland 20850

TRANSIT DIRECTIONS: The Stella B. Werner Council Office Building is located in Rockville, Maryland, across East Jefferson Street E from the Executive Office Building. The closest Metrorail stop is Rockville on the Red Line. Rockville is served by several Metrobus routes, including 46, 55, Q2, and T2.

DRIVING DIRECTIONS: From I-270, take Falls Road (Exit #5). Proceed northeast towards Rockville. Falls Road becomes Maryland Avenue. The Council Office Building is located at 100 Maryland Avenue.

1.0 PURPOSE OF THE PUBLIC HEARINGS

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority (WMATA) to receive and consider comments, suggestions, and alternatives from the public on the Environmental Evaluation and General Plans for the Glenmont Parking Structure in Montgomery County, Maryland. At the request of Montgomery County, WMATA is considering construction of an additional parking structure near the Glenmont Metrorail station. As described in Section 3.0 below, two locations are under consideration.

Written comments will be accepted until 5:00 p.m., Wednesday, May 10, 2006. Comments will also be accepted verbally and in writing at the public hearing or via e-mail, as specified in Section 6.0 below.

Following the public hearing, WMATA will review the testimony received for the record and prepare a report on the public hearing. This *Public Hearing Staff Report* will be circulated for ten days to allow public review and comment. At the completion of the public review and comment period, the WMATA Board of Directors will consider the public hearing record, the *Public Hearing Staff Report* and public comments, and will act on the proposed changes.

**2.0 ENVIRONMENTAL EVALUATION AND GENERAL PLANS
AVAILABLE FOR INSPECTION**

As part of its project approval process, WMATA has prepared an Environmental Evaluation to provide the public, local governments, and environmental agencies with a description of the

potential effects of the Glenmont Parking Structure upon the human and natural environment. WMATA has released the General Plans for the project, also. The Environmental Evaluation and related documents are available online at:

<http://www.wmata.com/about/expansion/expansion.cfm>

These documents may be inspected during normal business hours at the following locations, commencing March 27, 2006.

Washington Metropolitan Area Transit Authority

Office of Administration
Planning*Development*Engineering*Construction
c/o Mr. Jim Ashe
600 Fifth Street, NW
Washington, DC 20001
202.962.1745

Wheaton Regional Library

11701 Georgia Avenue
Wheaton, MD 20902
240.777.0678

3.0 WHAT IS PROPOSED

At the request of Montgomery County, WMATA is considering construction of a parking structure near the Glenmont Metrorail station. Two alternatives are under review. Either parking structure would provide additional parking for commuters using the Metrorail system.

Alternative A consists of an approximately 1200-space, multi-level parking structure, located on the west side of Georgia Avenue. Under Alternative A, Montgomery County is considering an option to construct a fire station on the land adjacent to the parking structure.

Alternative B consists of an approximately 925-space, multi-level parking structure, located on the east side of Georgia Avenue. Under Alternative B, the existing bus loop would be relocated to the site of the existing east side Kiss-and-Ride lot. The west side Kiss-and-Ride lot would be enlarged to 91 cars, to accommodate the displaced east side Kiss-and-Ride spaces. Alternative B has no option for construction of a fire station.

Details of the two alternatives are shown in the General Plans. The potential site of the fire station is shown in the General Plans, also.

4.0 PROPERTY REQUIREMENTS

If either alternative is approved, construction would take place on WMATA-owned land. No additional property would be required.

5.0 HOW TO REGISTER TO SPEAK AT THE PUBLIC HEARING

All organizations or individuals desiring to be heard with respect to the Environmental Evaluation and General Plans will be afforded the opportunity to present their views and make supporting statements and/or to offer alternative proposals. In order to establish a witness list,

individuals and representatives of organizations who wish to be heard at the public hearing are requested to furnish in writing their name, address, telephone number and organization affiliation, if any, to **Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, N.W., Washington, D.C. 20001**. Please submit only one speaker's name per letter and reference the Hearing and Docket Numbers shown on the front of this notice. Lists of individual speakers will not be accepted. Other individuals present at the hearing may be heard after those persons on the witness list have been called and heard. Speaking order at the public hearing will be as follows:

- Public officials will be heard first and will be allowed ten minutes each to make their presentations.
- Individuals who have registered in advance will be allowed five minutes to speak.
- All others will be heard next in order of registration, and will be allowed three minutes each.

Relinquishing of time by one speaker to another will not be permitted. A verbatim transcript will be made of the hearing and a copy of the transcript may be purchased from the Miller Reporting Company, whose telephone number is (202) 546-6666.

6.0 HOW TO SUBMIT WRITTEN OR ELECTRONIC STATEMENTS

Written or electronic statements and exhibits may be submitted until **5:00 p.m. on Wednesday, May 10, 2006**, to the following:

Written statements and exhibits:

Office of the Secretary
Washington Metropolitan Area Transit Authority
600 Fifth Street, NW
Washington, DC 20001

Electronic (e-mail) statements:

public-hearing-testimony@wmata.com

Please reference the Hearing and Docket Numbers shown on the front of this notice in your submission. Please include your name, address, and telephone number in your submission.

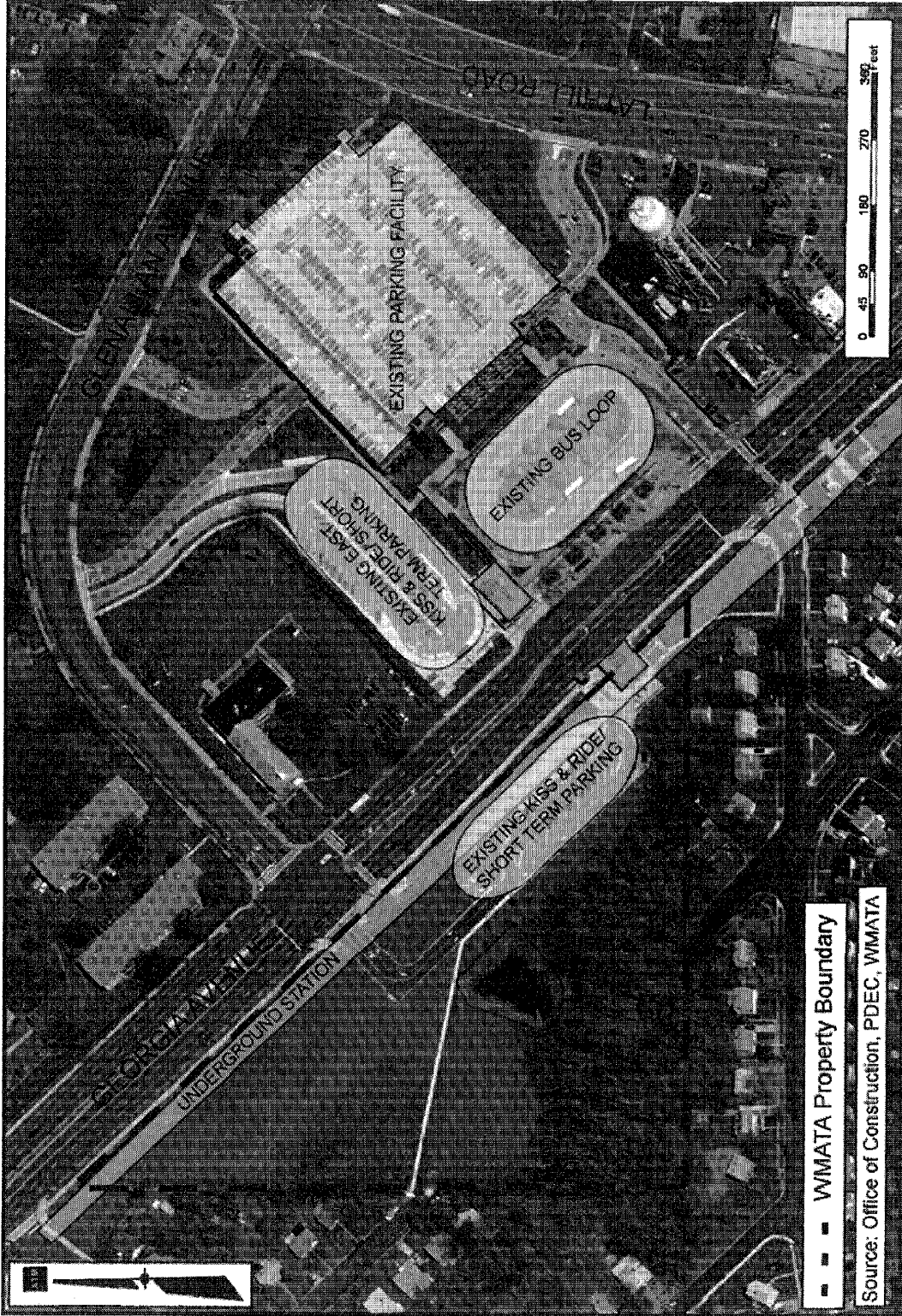


Figure 1
Existing Conditions
 Glenmont Station Parking Deck
 Montgomery County, Maryland

--- WMATA Property Boundary
 Source: Office of Construction, PDEC, WMATA

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY



WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY



**GLENMONT STATION PARKING STRUCTURE
EAST AND WEST ALTERNATIVES**

GENERAL PLANS

MARCH, 2006

INDEX OF DRAWINGS

GENERAL

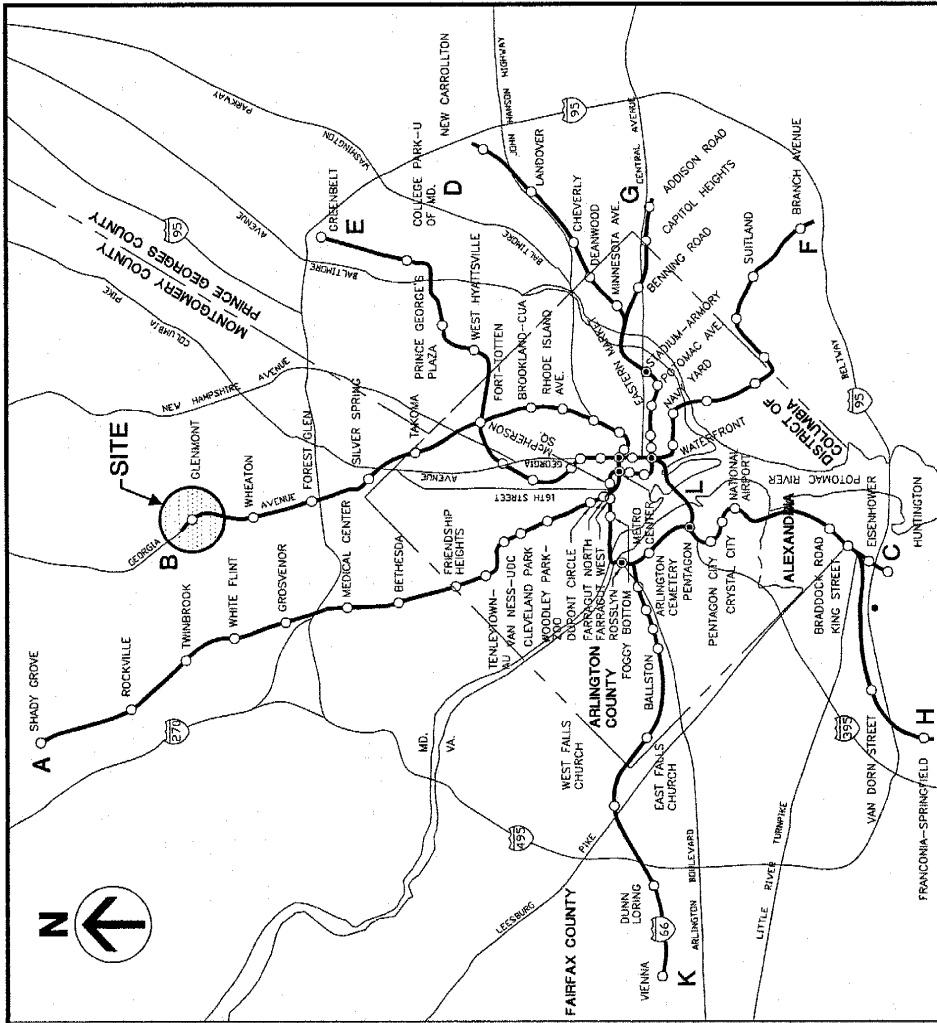
- GP-001 COVER SHEET SHEET 1 OF 16
- GP-002 VICINITY MAP AND INDEX OF DRAWINGS SHEET 2 OF 16

GLENMONT EAST:

- GP-01E SITE PLAN - PARKING STRUCTURE & BUS LOOP SHEET 3 OF 16
- GP-02E SITE PLAN - KISS & RIDE SHEET 4 OF 16
- GP-03E BASEMENT PLAN SHEET 5 OF 16
- GP-04E GRADE PLAN SHEET 6 OF 16
- GP-05E TYPICAL LEVELS 2 & 3 PLAN SHEET 7 OF 16
- GP-06E ROOF LEVEL PLAN SHEET 8 OF 16
- GP-07E ELEVATIONS SHEET 9 OF 16
- GP-08E ELEVATIONS & SECTION SHEET 10 OF 16

GLENMONT WEST:

- GP-01W SITE PLAN SHEET 11 OF 16
- GP-02W GRADE LEVEL PLAN SHEET 12 OF 16
- GP-03W TYPICAL LEVELS 2, 3, 4 & 5 PLAN SHEET 13 OF 16
- GP-04W ROOF LEVEL PLAN SHEET 14 OF 16
- GP-05W ELEVATIONS SHEET 15 OF 16
- GP-06W ELEVATIONS & SECTION SHEET 16 OF 16



LOCATION MAP

<p>DESIGNED _____ DATE _____</p> <p>DRAWN _____ DATE _____</p> <p>CHECKED _____ DATE _____</p> <p>APPROVED _____ DATE _____</p>	<p>REFERENCE DRAWINGS</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>NUMBER</th> <th>DESCRIPTION</th> <th>DATE</th> <th>BY</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>	NUMBER	DESCRIPTION	DATE	BY																					<p>REVISIONS</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>NO.</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>	NO.	DESCRIPTION											<p>WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY</p> <p style="text-align: center;">PARSONS BRINCKERHOFF</p> <p style="text-align: center;">ARCHITECTURE</p> <p style="text-align: center;">VICINITY MAP AND INDEX OF DRAWINGS</p> <p style="text-align: center;">Drawing No. GP-002 2 OF 16</p> <p style="text-align: center;">SCALE: NOT TO SCALE</p>
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