

GRADE LEVEL PLAN

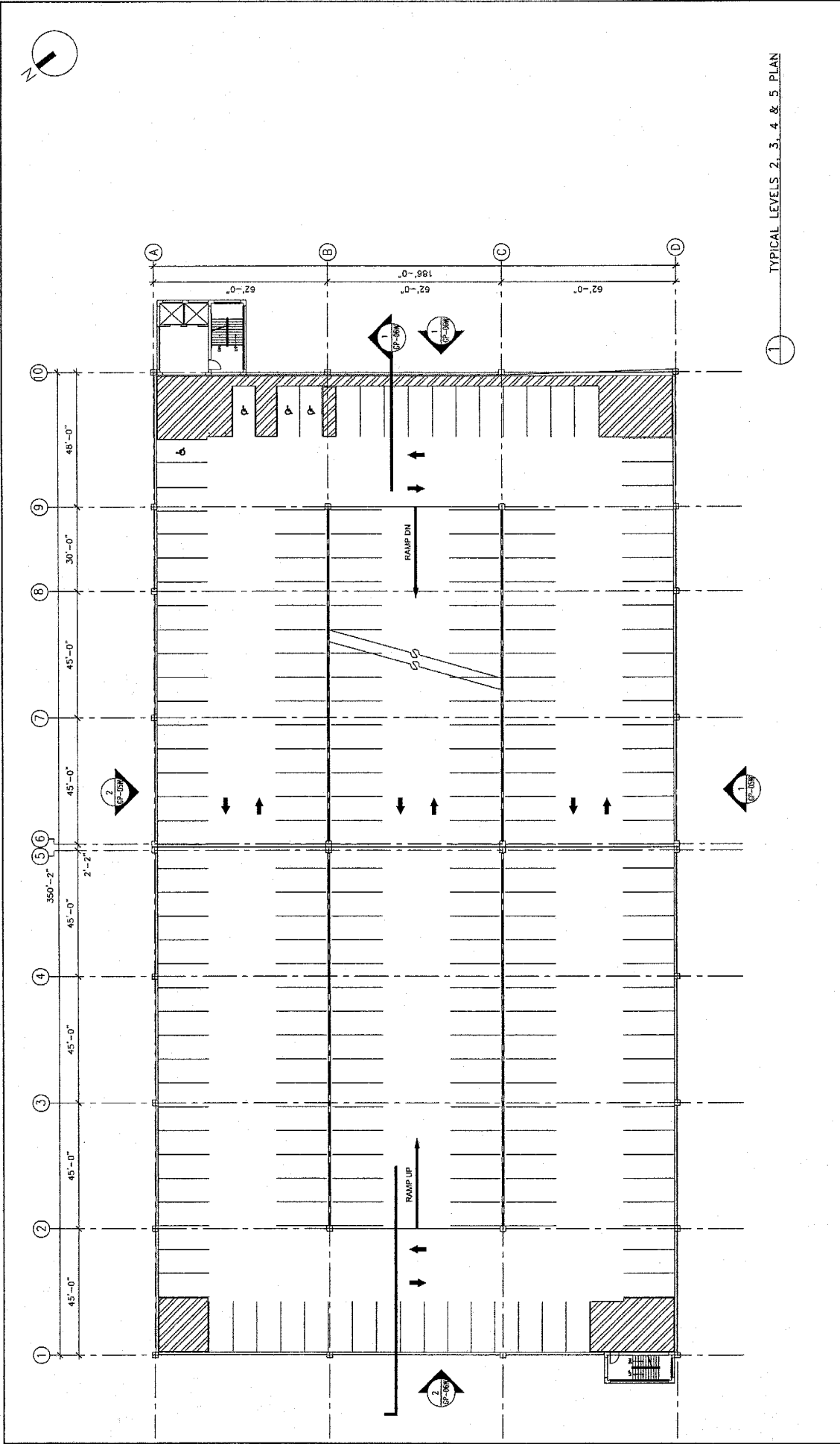
GLENMONT STATION PARKING STRUCTURE
 WEST ALTERNATIVE
 ARCHITECTURE
 GRADE LEVEL PLAN

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

DR
PARSONS
BRINCKERHOFF
 483 Spring Park Place
 702-762-5300

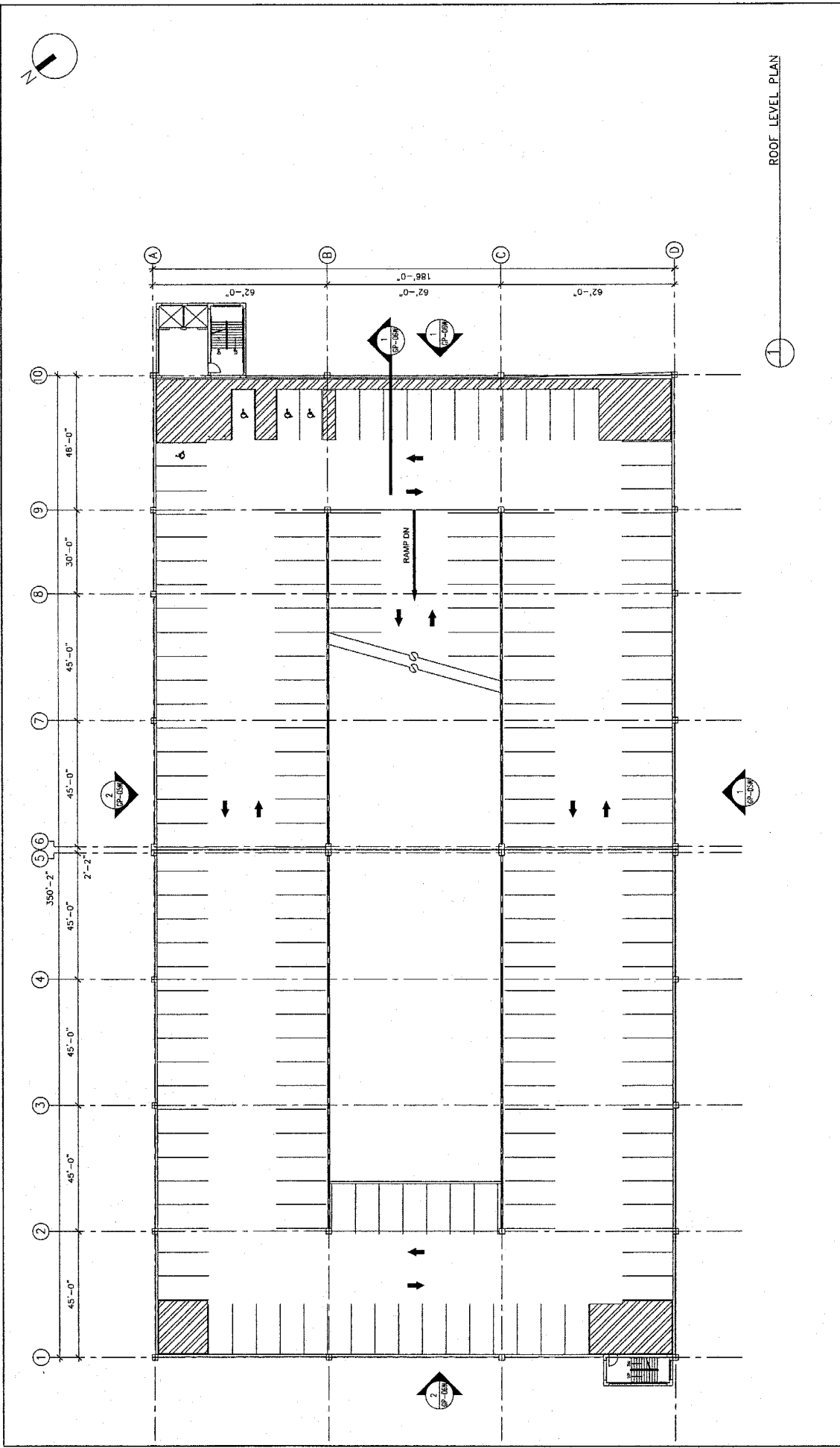
DESIGNED	DATE	BY	DESCRIPTION
M. DUONG	01/25		
B. HALBORN			
M. PAVONE			

REVISIONS	NUMBER	DATE	BY	DESCRIPTION

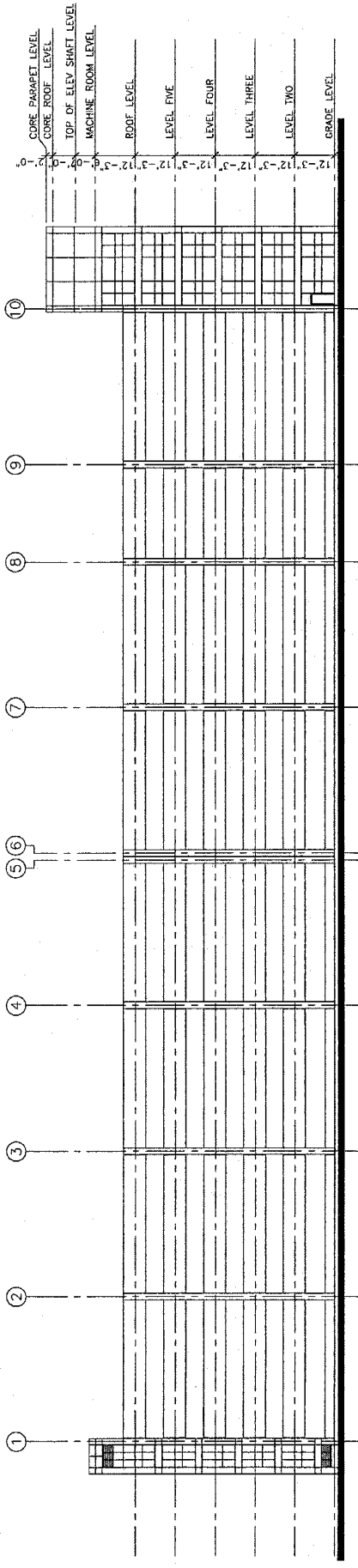


TYPICAL LEVELS 2, 3, 4 & 5 PLAN

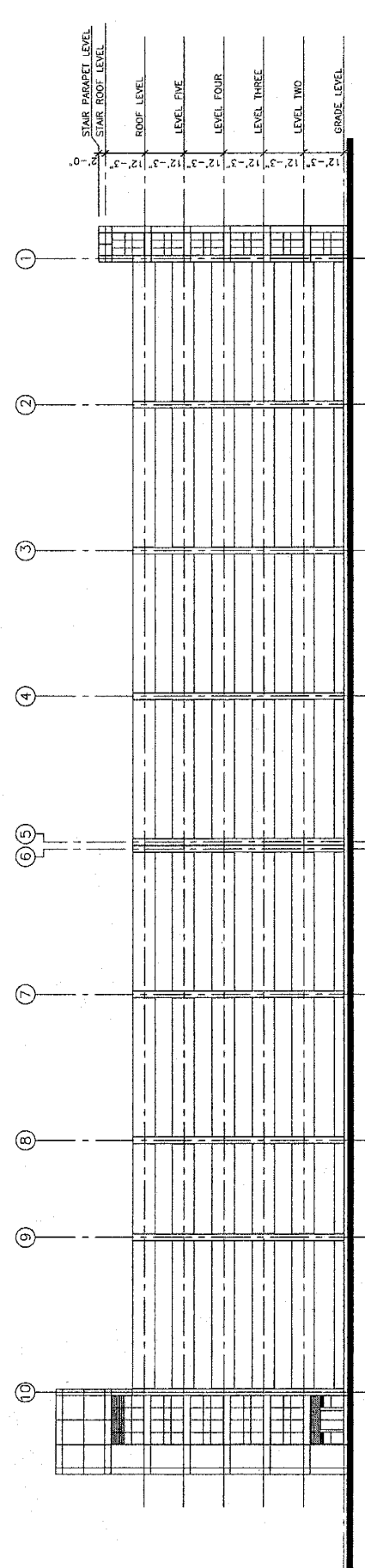
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY PARSONS BRINCKERHOFF 1000 G Street, N.W. Washington, D.C. 20004-2927 202-742-5100		GLENMONT STATION PARKING STRUCTURE WEST ALTERNATIVE ARCHITECTURE TYPICAL LEVELS 2, 3, 4 & 5 PLAN DRAWING NO. GP-03W 13 OF 16																					
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DESIGNED BY: S. BROWN DATE: 02/04/16		DRAWN BY: M. DUBINS DATE: 02/05/16		CHECKED BY: M. KALNICH DATE: 02/05/16		APPROVED BY: M. POWERS DATE: 02/05/16	
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WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY				GLENMONT STATION PARKING STRUCTURE WEST ALTERNATIVE ARCHITECTURE ROOF LEVEL PLAN			
PB ENGINEERS 1000 1st St., NW Washington, DC 20004-2927 202-775-3100				SCALE: 1/16" = 1'-0" 1" = 12'-0" 1" = 15'-0" 1" = 20'-0" DRAWING NO.: GP-04W			
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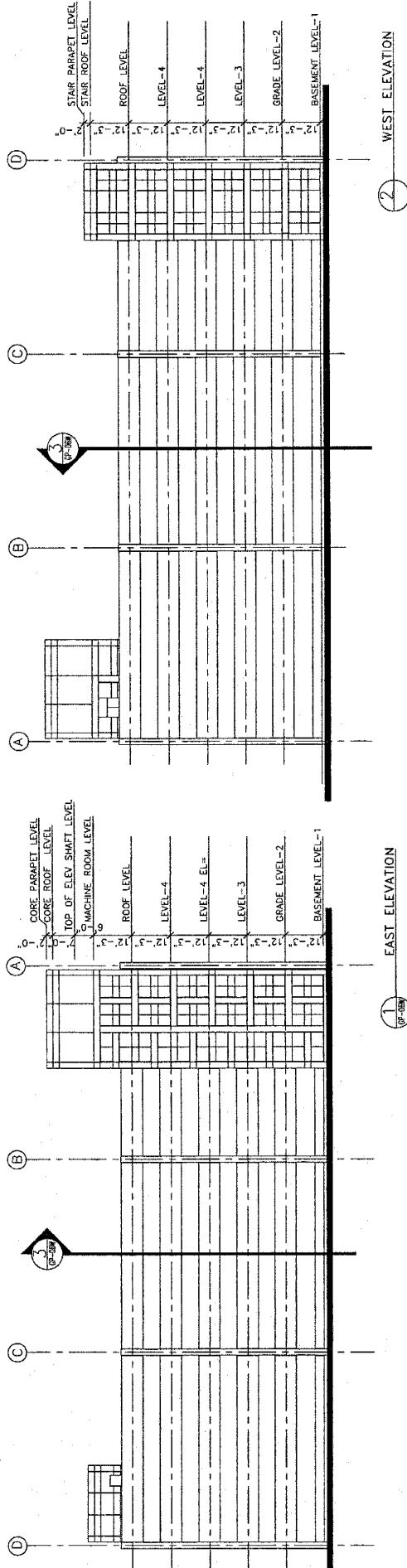


1 SOUTH ELEVATION



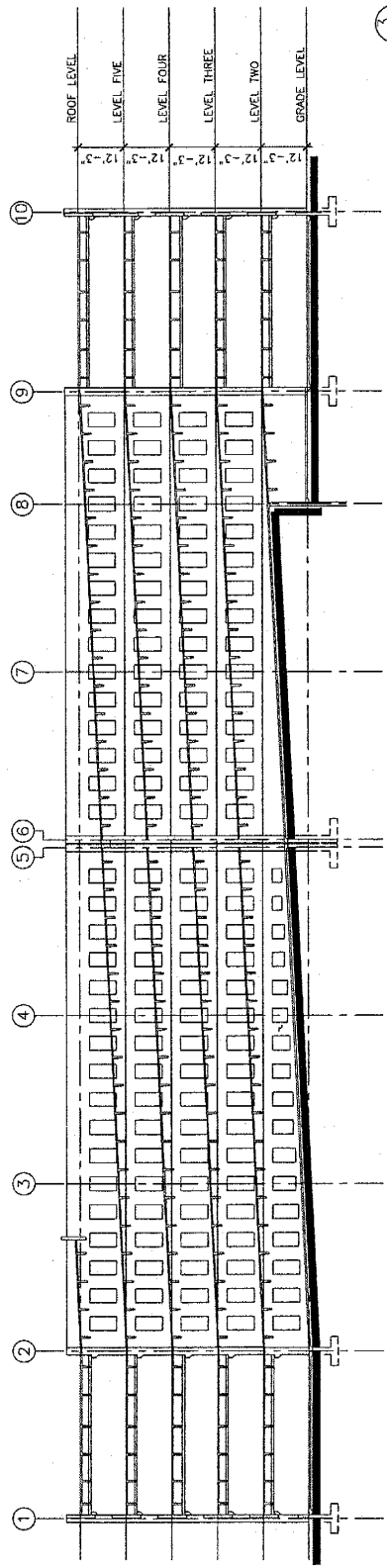
2 NORTH ELEVATION

DESIGNED: S. BRILLA DRAWN: M. DUBOIS CHECKED: B. KALINCH APPROVED: J. PARKS		REFERENCE DRAWINGS NUMBER: _____ DESCRIPTION: _____		REVISIONS DATE: _____ BY: _____ DESCRIPTION: _____		WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  PARSONS BRINCKERHOFF METRO, INC. 2017B-3327 703-742-5300		GLENMONT STATION PARKING STRUCTURE WEST ALTERNATIVE ARCHITECTURE BUILDING ELEVATIONS		SCALE: 1/16" = 1'-0" 4 0 4 8 12 16 20 FORMING NO. GP-OSW		15 OF 16
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1 EAST ELEVATION

2 WEST ELEVATION



3 BUILDING SECTION

DESIGNED: M. EDWARDS DRAWN: B. KAMRACH CHECKED: M. POWERS APPROVED: M. POWERS		REFERENCE DRAWINGS NUMBER: _____ DESCRIPTION: _____		REVISIONS NUMBER: _____ DATE: _____ BY: _____ DESCRIPTION: _____	
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY			GLENMONT STATION PARKING STRUCTURE WEST ALTERNATIVE ARCHITECTURE BUILDING ELEVATIONS & SECTION		
			SCALES: 1/16" = 1'-0" 1/8" = 1'-0" 1/4" = 1'-0" 1/2" = 1'-0" 3/4" = 1'-0" 1" = 1'-0" 1 1/4" = 1'-0" 1 1/2" = 1'-0" 1 3/4" = 1'-0" 2" = 1'-0" 2 1/4" = 1'-0" 2 1/2" = 1'-0" 2 3/4" = 1'-0" 3" = 1'-0" 3 1/4" = 1'-0" 3 1/2" = 1'-0" 3 3/4" = 1'-0" 4" = 1'-0" 4 1/4" = 1'-0" 4 1/2" = 1'-0" 4 3/4" = 1'-0" 5" = 1'-0" 5 1/4" = 1'-0" 5 1/2" = 1'-0" 5 3/4" = 1'-0" 6" = 1'-0" 6 1/4" = 1'-0" 6 1/2" = 1'-0" 6 3/4" = 1'-0" 7" = 1'-0" 7 1/4" = 1'-0" 7 1/2" = 1'-0" 7 3/4" = 1'-0" 8" = 1'-0" 8 1/4" = 1'-0" 8 1/2" = 1'-0" 8 3/4" = 1'-0" 9" = 1'-0" 9 1/4" = 1'-0" 9 1/2" = 1'-0" 9 3/4" = 1'-0" 10" = 1'-0"		
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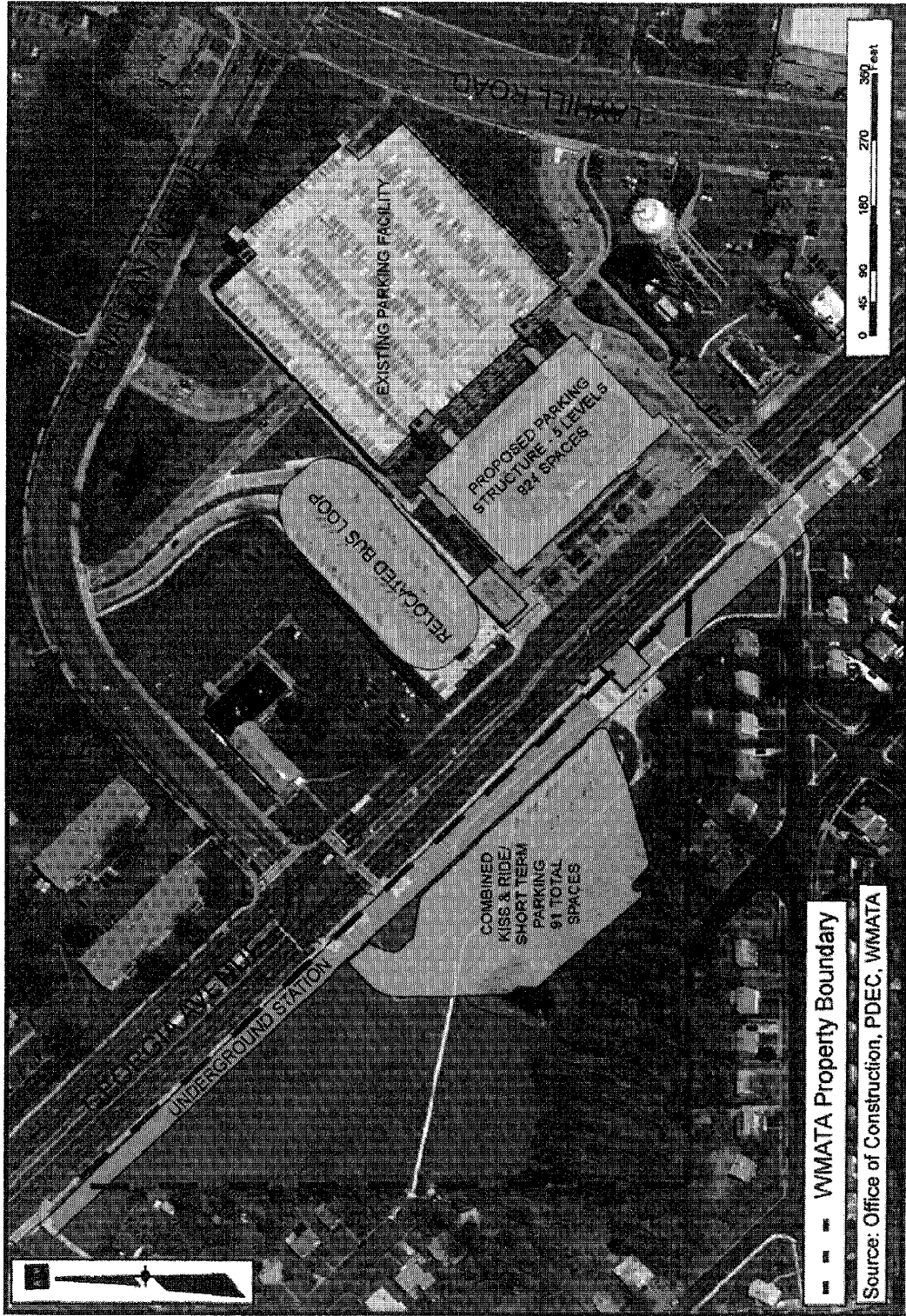
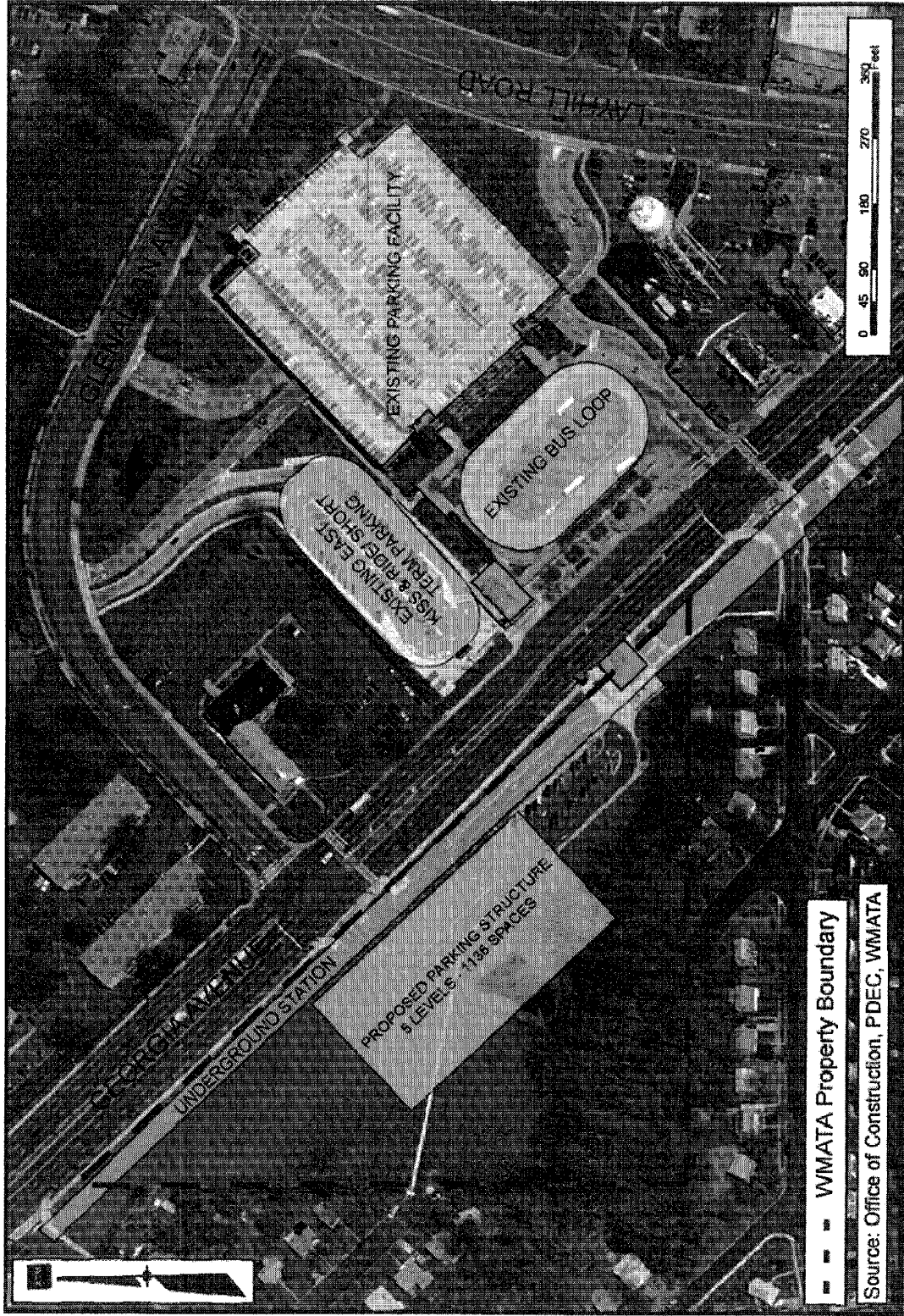


Figure 2
East Alternative 'B'
 Glenmont Station Parking Deck
 Montgomery County, Maryland

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY





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

Figure 3
West Alternative 'A'
 Glenmont Station Parking Deck
 Montgomery County, Maryland

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY



Washington Metropolitan Area Transit Authority
METRO ELECTRONIC ACTION DOCUMENT

NARRATIVE

DISCUSSION:

On June 14, 2001, the Board approved the FY02 Capital Improvement Program Budget, which contained this project as part of the System/Access Capacity Program.

In anticipation of the availability of the results of a utilization (license plate) survey taken by WMATA of the existing parking structure, Montgomery County requested that the Authority proceed with preliminary engineering to support a public hearing to be held in September 2002. On June 14, 2002, Notice-to-Proceed was issued for CTC to perform preliminary engineering, environmental assessment and to develop general plans to support a public hearing.

As a result of a public meeting held on June 26, 2002, Montgomery County requested that the previous options be revised and that the Authority look at other site alternatives.

On July 18, 2002, the Board approved for The Authority to hold a public hearing on the general plans and environmental evaluation of the original two locations. Shortly thereafter at the request of Montgomery County, the project was put on hold due to funding issues.

WMATA issued CTC a Limited Notice to Proceed on December 29, 2004 followed by a Notice to Proceed on May 6, 2005. Preliminary Engineering proceeded on December 29, 2004, seeking the various locations for the parking structure.

The Authority was asked by Montgomery County to seek various options to attempt a reduction in the budget. On April 7, 2005, WMATA and Montgomery County met to discuss 4 alternatives, 2 on the east and 2 on the west. Montgomery County then narrowed the options back to 2, one on each side.

On May 4, 2005, Montgomery County asked for The Authority to provide a PowerPoint presentation showing the comparisons of the 2 options. On June 1, 2005, Montgomery County contacted WMATA to carry the 2 options forward, but to re-locate the west option more to the north and to also do a future graphic with landscaping for the west option. On June 13, 2005, Gary was forwarded the exhibits.

On July 18, 2005, Montgomery County requested for The Authority to evaluate the

feasibility of co-locating the Kensington Volunteer Fire Station with the west side parking structure option. On July 20, 2005, The Authority was given the information needed to do the study, which was evaluated at a meeting on August 4, 2005. From August 2005 to December 2005, Montgomery County was awaiting for a decision on the location of the Kensington Volunteer Fire Department, for this might affect the budget.

On December 1, 2005, there was a meeting between The Authority and Montgomery County, at this meeting Montgomery County announced that they were within \$3 million of the needed budget to build the structure. However, it was still undecided if the Kensington volunteer fire station would co-locate.

On January 19, 2006, at a meeting between The Authority and Montgomery County, Montgomery County told the Authority that the County does not have full funding yet, but to proceed forward to seek Board approval for a Public Hearing and Environmental Analysis of two options; one on east and one on west with fire station co-location.

As a result of Preliminary Engineering, the proposed Glenmont Parking Structure Expansion will be a multi-level parking facility providing 924 – 1,136 parking spaces at the Glenmont Station. The new structure will be located on one of two locations.

One site is on the east side of Georgia Avenue on the existing bus loop. This alternative will be 7 levels and provide 924 parking spaces. The portions of the bus loop will be reconfigured to be located on the current east side kiss and ride site.

The other site is on the west side of Georgia Avenue on the Kiss and Ride site, with possible future co-location of the Kensington Volunteer Fire Department. The Kensington Volunteer Fire Department is being relocated by the Maryland Department of Transportation as a part of the Georgia Avenue and Randolph Road Interchange project. The Montgomery County Department of Fire and Rescue is recommending this site for consideration of the relocated fire station. The portions of the existing short term parking and kiss and ride in the surface area beneath the new facility will be reconfigured to improve the short term parking and to accommodate the new structure. This alternative will provide approximately 1,136 parking spaces.

ALTERNATIVES

Do not approve a public hearing for the propose parking structure. This alternative is not recommended since the existing 1800 space garage is filled early in the morning and the parking structure cannot be built without a public hearing.