



MONTGOMERY COUNTY PLANNING DEPARTMENT

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB
Item # 4
4/08/10

March 30, 2010

MEMORANDUM

TO: Montgomery County Planning Board

VIA: John Carter, Chief *JAC*
Urban Design and Historic Preservation Division

FROM: Michael Brown, Senior Planner
Urban Design and Historic Preservation Division

SUBJECT: Mandatory Referral No. 09737-WMATA-1: Glenmont Station Parking Garage - West side of Georgia Avenue near Glenallan Avenue, RT-12.5 Zone, Glenmont Sector Plan

RECOMMENDATION

Approval to transmit the following comments to the Montgomery County Council, the Montgomery County Department of Public Works and Transportation (DPWT), and the Washington Metropolitan Area Transit Authority (WMATA):

1. Provide a development concept for the entire site to address stormwater management, access, tree conservation, and setbacks in a coordinated effort.
2. Provide landscaping including street trees along Georgia Avenue.
3. Supplement the trees in the Forest Conservation Area to establish compatibility with the adjacent neighborhood.

Note: During the review of the site selection, the Planning Board recommended against the location of the garage, but the County Council approved funds for this location.

INTRODUCTION

Project Description

Washington Metropolitan Area Transit Authority (WMATA) is proposing a multi-level parking garage to replace the existing Kiss-and-Ride on its 10.27-acre property. The proposed structure is six stories tall at 82 feet high. The structure will accommodate parking for 1,216 automobiles including 24 accessible spaces and 60 spaces reserved for low emission vehicles. The garage will be open 24 hours a day. Transactions will be automated through the use of Metro farecards. Two small offices for police and garage operations will be provided near the garage's vehicle. Additionally, a bathroom (not available for public use) and mechanical rooms are located in this area. The applicant will seek Green Building Council's Leadership in Energy and Environmental Design (LEED) certification.

Project Context

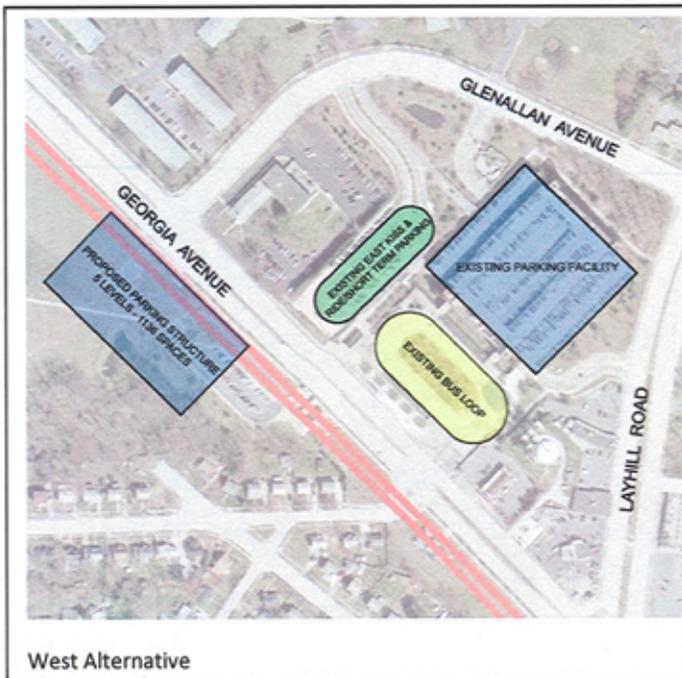
The subject property is located west of Georgia Avenue (MD Rte. 97) north of Urbana Drive at the intersection with Glenallen Avenue in Glenmont. The site is bordered by single family detached homes on the south and west. The Georgia Avenue Baptist Church, the Glenmont Metrorail Station and existing parking structure face the proposed site across Georgia Avenue. The site is located in the Glenmont Sector Plan area and zoned RT 12.5.

Vicinity Map

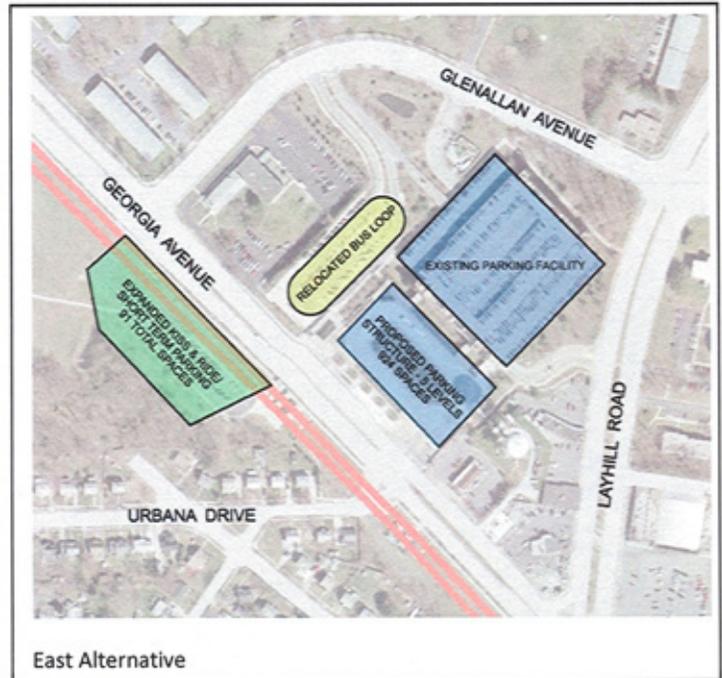


Previous Review

In April 2006, the Planning Board reviewed site alternatives for the location of the garage on the east and west sides of Georgia Avenue¹ The Planning Board unanimously endorsed the staff recommendation to locate the parking structure on the east side of Georgia Avenue.² The Planning Board found that a free-standing multi-level structure on the west side was not compatible with the adjacent land uses and inconsistent with the County's overall long-term objectives. A mixed-use, joint development that endorses Smart Growth principles was preferred for the west side site. The Planning Board cited an example of a housing structure that masks a parking garage.



West Alternative



East Alternative

The County Council approved the west-side alternative because it was significantly less expensive and provides more accessibility to the Glenmont Metro Station, particularly for commuters for which bus access is not an option. The cost options under review were \$22,933/parking space for the east alternative and \$15,578/parking space for the west alternative. While community impact and compatibility issues were compelling for choosing the east-side alternative, Council asserted that townhouses on Urbana Drive, Holdridge Road, and Denley Road wrapping the entire WMATA Triangle would be an appropriate transition to the single-family neighborhood.³

The plans for grade separation at the Georgia/Randolph intersection will require Fire Station 18 to be relocated. County council staff identified five viable sites and convened a Site Evaluation Committee to consider them. The committee overwhelmingly chose the WMATA Triangle as the preferred site and recommended that the County move forward with a capital project to co-locate replacement Fire Station 18 as a joint project with WMATA.⁴

¹ April 27, 2006. Item # 13 *The Environmental Evaluation and General Plans for the Glenmont Parking Structure East and West Alternatives.*

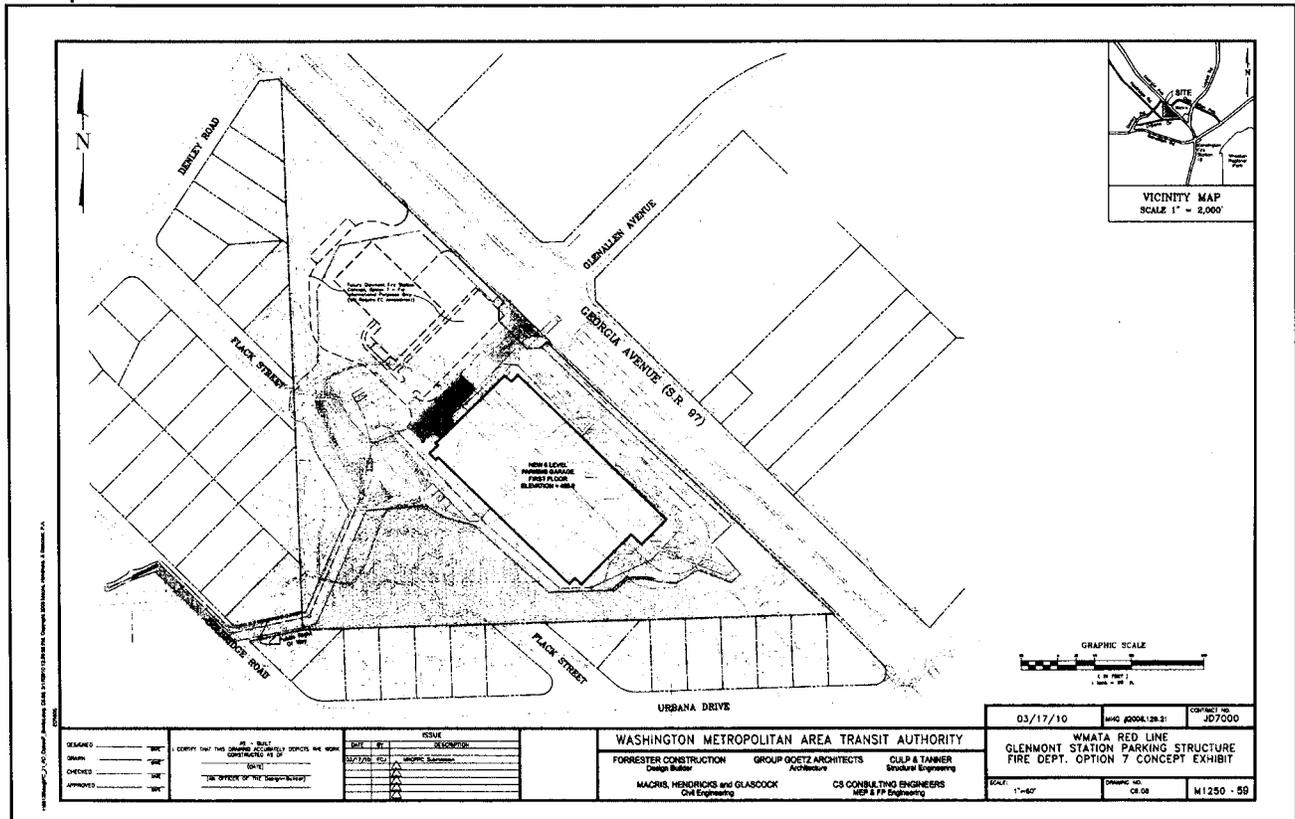
² Letter from Planning Chairman Derick Berlage to Councilmember Nancy Floreen dated April 28, 2006

³ Staff Memo from Glenn Orlin to Transportation and Environment Committee dated May 1, 2006

⁴ Memo from Natalie Cantor to Bruce Romer dated March 14, 2006

This Mandatory Referral application is for the garage structure only. It is located on the west side and accommodates a future proposal for a fire station. Soon after approval, WMATA intends to subdivide the property and sell the northern portion to the County for construction of a fire station. A draft appraisal report was commissioned at the end of 2009.

Proposed Plan



ANALYSIS

Conformance to Master Plan

The *Approved and Adopted 1997 Sector Plan for the Glenmont Transit Impact Area and Vicinity* encourages the use of transit and emphasizes goals and policies that enhance the use of the Metro station. The Sector Plan also emphasizes creating a pedestrian friendly environment through redevelopment of vacant parcels while avoiding negative impacts on the adjoining community. The overall planning goals of the Sector Plan include the following (page 10):

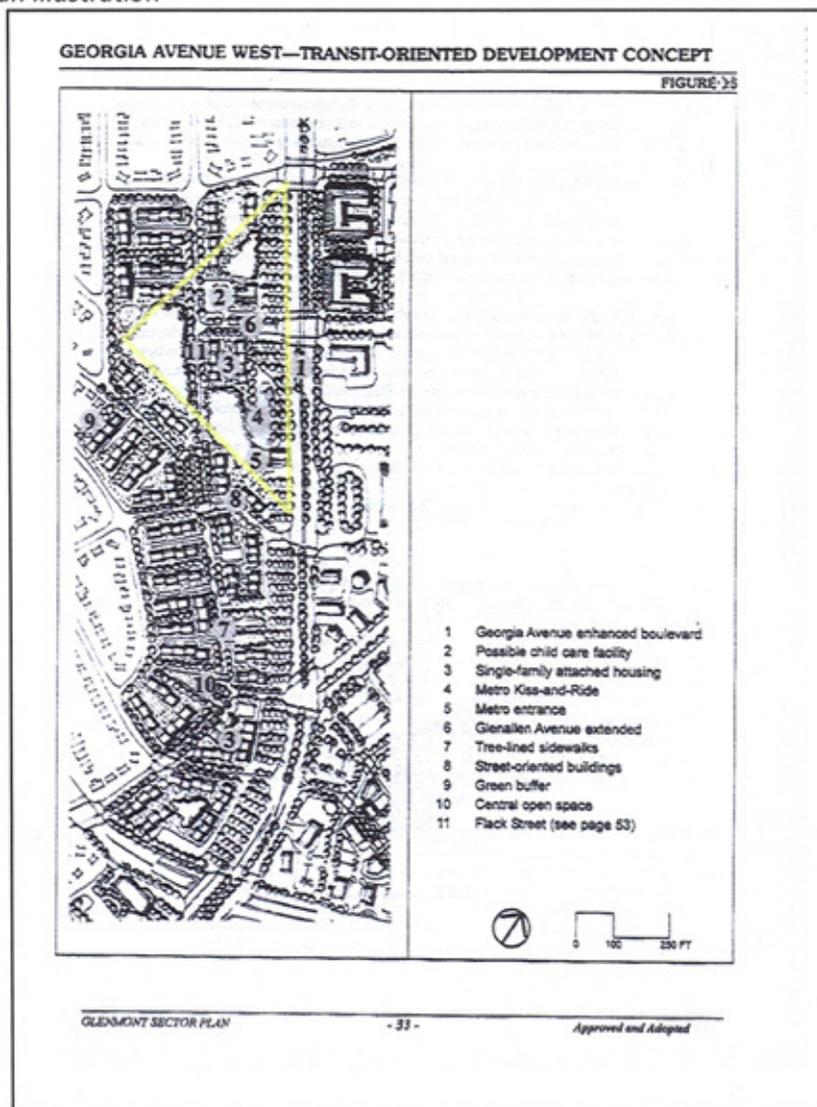
- “Ensure that the new development is compatible with the existing community.”
- “Provide safe and efficient traffic circulation for local and regional travel, balancing transportation needs with the impacts on the community.”
- “Encourage the use of the existing and future public transportation systems and reduce reliance on travel by single occupant vehicles.”

- “Develop a transportation system that serves as the foundation of an emerging Center in Glenmont.” The Glenmont Sector Plan has specific comments about the proposed site. The Plan recommends rezoning the site to RT-15 to maximize housing potential on the site while protecting its sensitive environmental features.

- On page 35, it states: “The application of RT-15 Zone to the WMATA Triangle would help mitigate the significant development constraints impacting this parcel. A sizeable portion of the WMATA Triangle may be utilized for important community facilities, a proposed Kiss and Ride, and a possible child daycare center. Another significant portion of the property consists of wetlands and tree save areas. This environmentally sensitive land should remain undeveloped and be enhanced as a natural green area serving the community... Given these constraints, the application of the proposed RT-15 Zone may be necessary to maximize the yield of this strategically located parcel and provide increased housing opportunities near the Metro station.”

- On page 56, the Plan states: “Construct a minimal drop-off or Kiss and Ride facility at the western Metro entrance with vehicular access from Glenallen Avenue extended. It should include a circular drop-off area to provide turnaround for northbound traffic and a pavilion to shelter the station entrance. Seating and bicycle parking should also be provided...”

Sector Plan Illustration



The Glenmont Sector Plan has specific development guidelines for the proposed site (pages 36-38).

- **Objective 1:** *Provide for a compatible mix of uses within the new Transit Oriented Development (TOD).* The Transit Oriented Development should consist of housing and some offices at Georgia Avenue West.

The proposal does not mix use with the parking structure.

- **Objective 2:** *Provide diversity in housing types while maintaining compatibility and cohesion.* A mix of housing densities, building types, ownership patterns and prices is encouraged. Development at Georgia Avenue West may include various types of townhouses.

The proposal does not provide housing.

- **Objective 3:** *Provide an internal street pattern that promotes interconnectivity and minimizes walking distances.* Flack Street between Urbana Drive and Glenallan Avenue should be connected as a secondary street. A reduced right-of-way may be needed, given environmental constraints in this area. An extension of Glenallan Avenue from Georgia Avenue to the Flack Street connector should be constructed as a primary residential street within a 70-foot right-of-way.

Dedication for Flack Street and/or Glenallan Avenue right-of-way would reduce land available for stormwater management and require additional removal of forest stand. For these reasons, the proposal does not include a plan to reconnect Flack Street or extend Glenallan Avenue.

- **Objective 4:** *Provide for a pedestrian and bicycle friendly environment.* Buildings constructed as part of major redevelopments should be oriented to the streets where possible, thereby defining and bringing activity and interest to the sidewalk area.

The proposal includes landscape enhancements to section of Georgia Avenue fronting the garage. Those enhancements include sidewalk, bikeway, pedestrian lighting, covered canopy and additional rows of trees. The existing bicycle storage facilities are to remain at the Metro entrance. The section of Georgia Avenue north of the proposed garage will be landscaped by others in accordance with the Georgia Avenue Enhanced Boulevard concept as part of the future fire station construction.

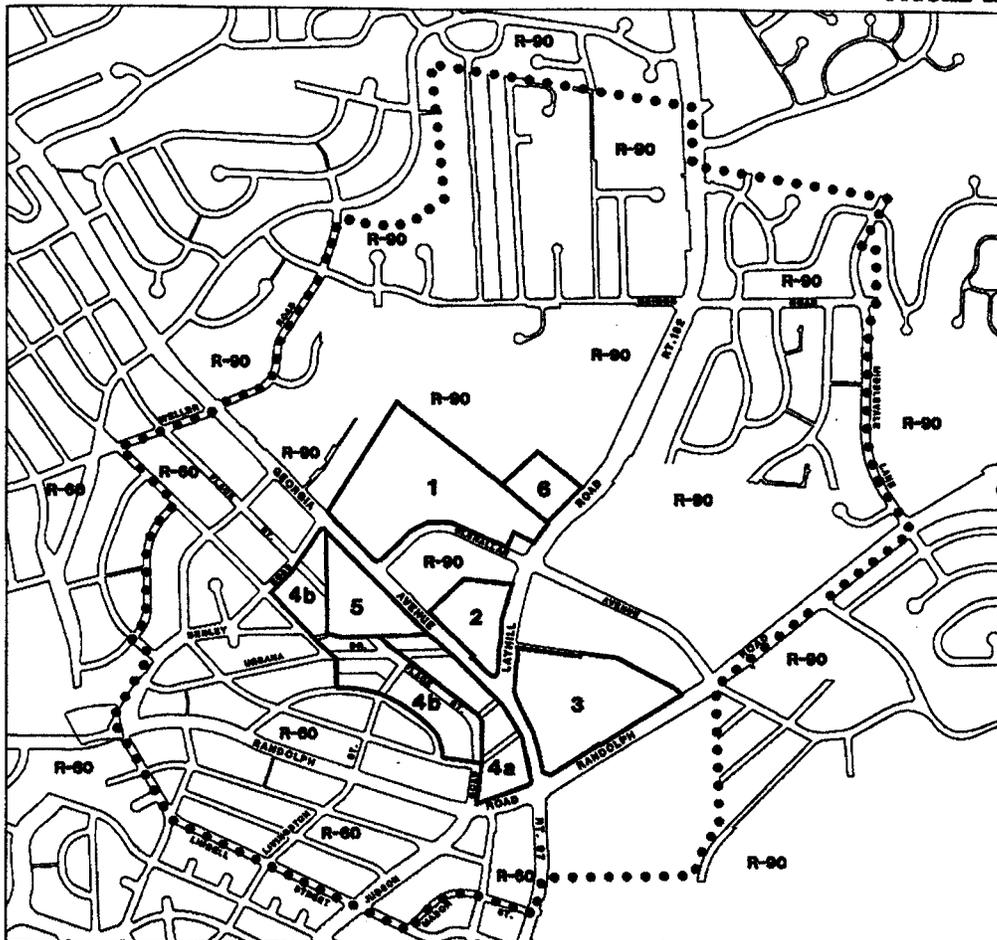
- **Objective 5:** *New development in the Center should be compatible with the general character of the surrounding neighborhoods.* At Georgia Avenue West, townhouses or other low-rise structures should form the transition to the existing detached homes. Wherever appropriate, extensive landscaping should be provided between different building types.

The 82 feet high parking structure is not compatible with the character of the existing detached homes. The applicant will retain a 50-foot buffer of existing forest to provide a buffer between the garage and existing homes. In addition, the applicant will plant additional shade, ornamental and evergreen trees to the rear of the garage and stormwater ponds.

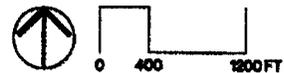
The Sector Plans states that areas surround the WMATA Triangle are suitable for RT-15 (townhouse development). Applicant believes that townhouses on Urbana Drive, Holdridge Road and Denley Road wrapping around the WMATA Triangle would provide the appropriate transition of density and height to the single-family neighborhood.

PROPOSED AREAS FOR REZONING

FIGURE 12



- SECTOR PLAN BOUNDARY
- 1 RETAIN R-30 (SUITABLE FOR T8R)
- 2 FROM C-1 TO RMX-2C
- 3 FROM C-1 TO RMX-2C
- 4a RETAIN R-90 (SUITABLE FOR RT-16 AND UP TO 2 ACRES PD-16)
- 4b RETAIN R-90 (SUITABLE FOR RT-16)
- 5 RETAIN RT-12.5 (SUITABLE FOR RT-16)
- 6 RETAIN RT-12.5 (SUITABLE FOR T8R)



Vision staff asserts that the proposed six-story single use parking structure approximately 186 feet by 350 feet and 82 feet high would be inconsistent with the goals and objectives of the Glenmont Sector Plan. The structure will not be compatible with the existing and adjacent community of one-family detached houses.

In response, the applicant has agreed to retain 50-feet of forest stand to provide a buffer between the structure and the community. Staff believes this retention area provides a minimally acceptable buffer.

Conformance to Development Standards

The purpose of the R-T (Residential, Townhouse) Zone is to provide suitable sites for townhouses. It is the intent of R-T Zones to provide the maximum amount of freedom possible in the design of townhouses and their grouping within the areas classified in that zone, to prevent detrimental effects to the use or development of adjacent properties. Sec 59-C-1.72

The proposal is inconsistent with the intent of the RT-12.5 zone. The proposed site plan conforms to the RT-12.5 as follows:

	Permitted/Required	Provided
Minimum Tract Area	20,000 SF	387,943 SF
Development Units	12.5 DU/AC	0 DU/AC
Building Setback:		
- From Detached Dwelling Lot	30 Feet	63 Feet (minimum)
- From Public Street	25 Feet	71 Feet (minimum)
- Rear Yard	10 Feet	218 Feet (West)
- Side Yard	20 Feet	63 Feet (South)
Building Height	35 Feet	82 Feet
Building Coverage	35%	17%
Minimum Green Area	50%	80%

Building Location, Open Space, and Circulation

The proposed structure is located parallel to Georgia Avenue in the southern portion of the site. The structure cuts into existing forest and is a minimum of 63 feet from the property boundaries of single family detached homes. The location of the building seeks to balance the need to provide maximum land for the fire station with the need to retain existing forest stand.

The proposal will provide open space along Georgia Avenue to accommodate the enhanced boulevard concept of the Sector plan with additional row of trees and bikeway. More than two acres of existing forest will remain to the rear of the property.

The pedestrian and vehicular movements of this site will remain similar to what they are today while adding some enhancements. The location of the entrance for the existing Kiss and Ride lot at the Glenallen Road intersection will become the entrance drive to the parking garage. The entrance drive will be extended to allow for greater stacking of vehicles entering the garage in the morning and waiting in the

evening hours.

Pedestrian access between the garage and the existing Metro entrance will be from the second level. A new 30 foot wide sidewalk with a ten foot wide canopy will be constructed between the garage pedestrian entrance and the existing Metro entrance. A new sidewalk will be constructed between the entrance drive and the escalator entrance in front of the garage parallel to Georgia Avenue. This is in addition to the existing walk along Georgia Avenue. All traffic signals and pedestrian circulation on Georgia Avenue will be unchanged. The trail connecting Flack Street to the Metro entrance will be routed around the new stormwater pond.

Landscaping and Lighting

The landscape plan proposes enhancements that support the master plan vision of Georgia Avenue Enhanced Boulevard on the southern portion. However, the northern portion of the site lacks the second row of shade trees and smaller ornamental and evergreen trees as proposed on the southern portion. This section of Georgia Avenue north of the proposed garage will be landscaped by others in accordance with the Georgia Avenue Enhanced Boulevard concept as part of the future fire station construction.

The plan proposes additional evergreen and ornamental trees around the perimeter of the structure to provide extensive landscaping buffer from the one-family homes.

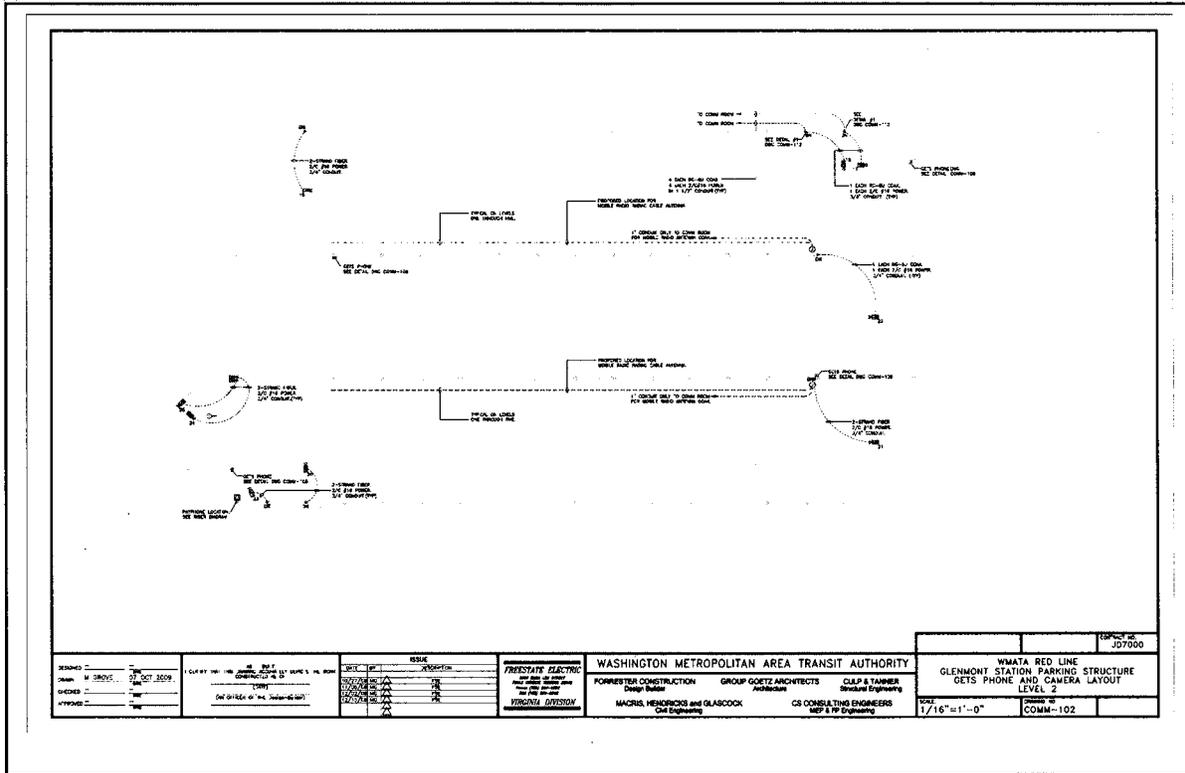
The proposed lighting plan indicates new lighting on 20 feet high poles and mounted to the structure. The lighting plan shows adequate level of lighting along the perimeter sidewalk and a low level at the perimeter of the site adjacent to the abutting residences. The walkway between the garage and Flack Street is aligned with three lights. The amount of ambient nighttime light will be increase. However, the proposed use of shielded light fixtures and hooded light fixtures are expected to minimize its impact. The lighting design avoids intrusive glare to adjacent single family homes.

Security Features

In response to the community's concern of security, the applicant is proposing several security measures. The applicant has proposed six (6) cameras to provide exterior surveillance. Each level of the parking structure is fitted with several security cameras including cameras in the elevators and at the point of vehicular and pedestrian entrance. The engineer estimates 95% of the parking structure is covered with digital surveillance.

The trail between Flack Street and the parking structure will be flanked with two (2) emergency call boxes. Each level of the parking structure is fitted with four (4) emergency call boxes. Lastly, space is provided for police presence onsite.

Typical Level Floor Plan



L.E.E.D. (Leadership in Energy and Environmental Design) Certificate

The applicant proposes environmentally sensitive design and construction features to achieve silver rating. These include, but are not limited to, possible use of paints and coatings that emit low VOCs; recycling collection bins on each floor of the garage; building products with recycled content, and stormwater management and sediment and erosion control measures. The project also proposes to earn credits for the location of the project close to a subway line and proximity to such uses as residential neighborhood, place of worship, supermarket, etc.

It should be noted that staff suggested the garage design include the use of green walls to trap air pollutants as well as improve the aesthetics of the garage. Unfortunately, the applicant indicated that the design plans would not change.

Forest Conservation Law

The site is subject to Chapter 22A Montgomery County Forest Conservation Law. Staff recommendations on the Preliminary Forest Conservation Plan are reviewed in a separate Environmental Planning memorandum to the Planning Board. The Planning Board should take action on the Preliminary Forest Conservation Plan during the hearing, which is held jointly with the review of this Mandatory Referral.

View Looking South



Stormwater Management

The applicant has obtained approval of a stormwater management (SWM) plan from the Maryland Department of the Environment. The plan provides adequate stormwater controls for the proposed garage. The existing SWM facility will be replaced by a new pond that will be located to the west of the existing facility. Stormwater from the new pond will be conveyed in a storm drain pipe through the forest into an existing public storm drain system on Holdridge Road.

It should be noted that the SWM plan was not reviewed and approved under the new SWM requirements that emphasize environmentally sensitive design. The proposed SWM plan does not include controls for the future fire station project.

COMMUNITY OUTREACH

Prior to the submission of this application, WMATA and Mid-County Regional Services held community meetings. Community concerns include the loss of green space, garage aesthetics, community disruption, non-conformance with the Sector Plan, the need for additional parking, and increase in traffic and crime. The applicant believes the current proposal adequately addresses the concerns of the community. Changes that reflected the concern of the community include brick façade, space for police officers, cameras and reduction in building height. Staff notified adjoining, confronting and abutting owners, civic associates, home owners associations and other interested parties by mail on October 9, 2009. Staff has also been in close communication with Michael McAteer, President of the Glenmont Civic Association.

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Attachments:

1. Aerial and Pictures
2. Ground Level Floor Plan
3. Environmental Planning Memo – March 23, 2010
4. Letter from Chairman Derick Berlage to Councilmember Nancy Floreen – April 28, 2006
5. Testimony of Michael McAteer, President of Glenmont Civic Association
6. Testimony of Kyrie Dragoo – March 29, 2010

Attachment 1



View of property looking north



Single family homes along Urbana Drive



West sidewalk along Georgia Avenue



Panorama from Metro entrance facing northwest



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MEMORANDUM

TO: Michael Brown, Community Planning

VIA: Stephen Federline, Master Planner *sf*
Environmental Planning Division

FROM: Candy Bunnag, Planner Coordinator *CB*
Environmental Planning Division

DATE: March 23, 2010

SUBJECT: MR2009737, Glenmont Station Parking Structure

The Environmental Planning Division recommends approval of the mandatory referral.

Review Process

Under separate cover, staff recommends Planning Board approval with conditions of the amendment to the approved preliminary forest conservation plan for the subject site. The Board's action on the Amendment to the Preliminary Forest Conservation Plan is regulatory and binding. The Planning Board must act on the Amendment to the Preliminary Forest Conservation Plan before it finalizes its recommendations on the mandatory referral.

Background

The site currently has a Park N Ride lot.

The applicant proposes to construct a parking garage structure on the southeastern portion of the 10.27-acre site where the Park N Ride lot is currently located. The northwestern portion of the site is proposed for a County use, labeled as the future Glenmont Fire Station on the Preliminary Forest Conservation Plan Amendment.

Environmental Guidelines

The applicant received approval of a Natural Resources Inventory/Forest Stand Delineation (NRI/FSD) #420092340 on August 25, 2009.

The property has gently rolling topography. In addition to a Park N Ride lot, the site has a stormwater management pond and an underground Metro entrance. A paved path

connects the northwestern portion of Flack Street to the parking lot. The northern portion of the site is in grass cover. A 2.3-acre forest stand is located along the southern portion of the site.

The site lies within the Lower Rock Creek watershed. The 2003 update of the "Countywide Stream Protection Strategy" (MCDEP) identifies the subwatershed where the site is located as *Josephs Branch*. The subwatershed is classified as having poor stream quality. There are some remnant wetlands within and near the forest in the southwestern portion of the site.

Forest Conservation

This property is subject to the Montgomery County Forest Conservation Law (Chapter 22A of the County Code). The site was subject to an earlier approval of a Forest Conservation Plan (FCP) when it was part of six sites used by WMATA for the construction of the tunnel section of the Glenmont Metro line. A Forest Conservation Plan approved on July 16, 1993 shows that as originally approved, 4.62 acres of forest cover existed on the site. About 2.14 acres of forest was required to be retained and 0.49 acre of reforestation was supposed to have occurred. A total of 2.63 acres of retained and planted forest should have been protected on the site.

The current submission is an Amendment to the 1993 FCP. Staff's review of the forest conservation plan is provided in a separate memorandum.

Stormwater Management

The applicant has obtained approval of a stormwater management (SWM) plan from the Maryland Department of the Environment. The plan provides stormwater controls for the proposed garage, but does not include controls for the future fire station project. The existing SWM facility will be replaced by a new pond that will be located to the west of the existing facility. Stormwater from the new pond will be conveyed in a storm drain pipe through the forest into an existing public storm drain system on Holdridge Road.

It should be noted that the SWM plan was not reviewed and approved under the new SWM requirements that emphasize environmentally-sensitive design.

LEED

The applicant proposes to design and construct the garage with sufficient environmentally-sensitive design and construction features to achieve a silver rating. These include, but are not limited to: possible use of paints and coatings that emit low VOCs; recycling collection bins on each floor of the garage; and building products with recycled content, stormwater management and sediment and erosion control measures. The project also proposes to earn credits for the location of the project close to a subway line proximate to such uses as residential neighborhood, place of worship, supermarket, etc.

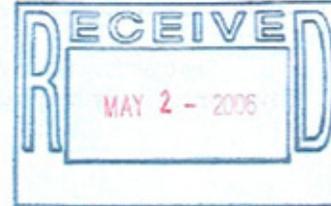
It should be noted that staff had suggested the garage design include the use of green walls to improve the aesthetics of the garage, as well as trap air pollutants. However, the applicant had indicated that the design plans would not change.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Office of the Chairman, Montgomery County Planning Board

April 28, 2006

Councilmember Nancy Floreen
Chair, Transportation and Environment Committee
Montgomery County Council
100 Maryland Avenue
Rockville, Maryland 20850



RE: Environmental Evaluation and General Plans for the Glenmont
Parking Structure Georgia Avenue East and West Alternatives

Dear Councilmember Floreen:

The purpose of this letter is to transmit to you the Planning Board's comments and staff recommendations on the selection of an alternative to the proposed parking structure at the Glenmont Metro Station. The Planning Board considered this item during our regularly scheduled meeting on April 27, 2006, and unanimously endorsed staff recommendations to locate the parking structure on the east side of Georgia Avenue (Alternative B) as described in the attached staff report dated April 14, 2006.

The Planning Board finds that a free-standing multi-level structure on the west side of Georgia Avenue on the "WMATA triangle" is incompatible with adjacent land uses and inconsistent with the County's overall long-term objective of promoting community-compatible Smart Growth initiatives near Metrorail stations. As a result, the Planning Board endorses the staff recommendation to locate the parking structure on the east side if it is to be a stand-alone structure.

A future parking structure on the west side of Georgia Avenue need not be necessarily ruled out in the long term if it were to be part of a mixed-use joint development that endorses Smart Growth principles. The west side site could, for example, be redeveloped with housing that surrounds and masks a significant parking structure.

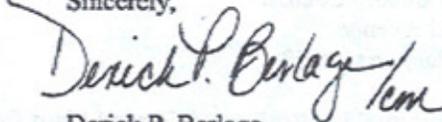
Montgomery County Planning Board, 8787 Georgia Avenue, Silver Spring, Maryland 20910
Phone: (301) 495-4605, Fax: (301) 495-1320, E-mail: mcp-chairman@mncppc-mc.org, www.mncppc-mc.org

Councilmember Nancy Floreen
April 28, 2006
Page Two

We acknowledge that this project is a top priority for State construction funds. If funding issues dictate that the Council needs to select a site now, before joint development can be considered, we support the east side.

We look forward to continuing this discussion at the Transportation and Environment Committee meeting.

Sincerely,



Derick P. Berlage
Chairman

DPB:CE:gw

Enclosure

cc: Arthur Holmes, Director, Department of Public Works and Transportation
Glenn Orlin, Deputy Staff Director, County Council
Joseph G. Heines, III, Project Manager, WMATA
Khalid Afzal, M-NCPPC/Community-Based Planning ✓
Dan Hardy, M-NCPPC/CountyWide Transportation
Tom Autrey, M-NCPPC/CountyWide Transportation
Cherian Eapen, M-NCPPC/CountyWide Transportation

2006-0542

Brown, Michael

From: Kyrie Draqoo [kyried@gmail.com]
Sent: Monday, March 29, 2010 12:34 PM
To: Brown, Michael
Cc: Glenmail2@aol.com
Subject: MC Planning Board Citizen Comment Re: Glenmont Garage
Attachments: Glenmont Garage Mont Co Planning Board Citizen Comment.docx

Dear Members of the Montgomery County Planning Board,

My husband, five month old son, and I live on Urbana Drive in Glenmont Village, directly across the street from where the proposed six-story, three football field long, DOT/WMATA parking garage would be located.

If this garage is built, it will essentially be in our front yard, looming above all the houses, bringing pollution, noise, and possibly crime to our neighborhood while removing trees, streams, and green space that our community's families have enjoyed. We ask that you please vote to stop the construction of this garage on top of what according to both the Sector Plan for the Glenmont Transit Impact Area and Vicinity and the Forest Conservation Plan is meant to remain a wooded area and wetland for the community.

Our house has a view of the remaining wooded area next to the Glenmont West Side Metro exit and surface level parking lot. We can see cars in the parking lot through the wooded area now but it is not too obtrusive because it is a small surface level lot and the woodlands, wetlands, and grassy areas around serve as a buffer and an area the community can enjoy. If the proposed giant parking structure were to be built, it will destroy the wooded area and fields that mean so much to us and it will be completely incompatible with the surrounding residential community. Unlike the east side of Georgia Avenue which is commercial and where the current Glenmont metro garage is located, the west side is entirely residential. The proposed garage would be the only non-residential building in Glenmont Village on that side of Georgia.

When we moved to Glenmont the clear delineation of the residential and commercial sides of Georgia Avenue was part of the appeal. On the west side, where our house is, there is a well-established neighborhood with parks and green spaces, and houses built over fifty years ago where many of our neighbors have lived for twenty years or more. On the east side, there is the Glenmont metro bus terminal, the metro park-and-ride garage, and a series of gas stations, banks, restaurants and stores. The west side is residential and the east side is commercial.

When the metro was extended to Glenmont there was an increase in crime, noise, traffic, and pollution, which was disturbing to the area's residents, but it was made tolerable by the fact that most of these common problems associated with a new metro stop were occurring on the eastern commercial side of Georgia Avenue because that was where the metro parking and buses were located. The construction of a metro parking garage on the western residential side of Georgia Avenue would not only destroy community green space, it would also increase pollution, crime, traffic, and noise in the neighborhood, and create a structure which is completely incompatible with the surrounding buildings, all of which are homes.

WMATA owns plenty of land on the eastern side of Georgia Avenue and in other areas of Silver Spring where the land is intended to be used for commercial enterprises and they could expand their parking facilities on the east side or build a garage in another commercially zoned area.

However, it is cheaper and easier for metro to cut down trees and dig up fields and wetlands than it is for them to build in one of their other locations which is more appropriate for such a project. A six-story, 333 foot-long garage is incompatible with the surrounding

residential land use on the west side of Georgia Avenue, but is fully compatible with the commercial land use on the east side of Georgia, where WMATA owns more than enough land to build whatever parking facilities they deem necessary. And, in fact, no additional parking may be necessary in the Glenmont area.

A study by the Glenmont Civic Association in 2009 of the Glenmont metro garage during a typical two week period, found between 200 and 300 empty spaces each morning between 9 and 10 AM. Over 1200 spaces are available each day at the two garages which serve the Wheaton station, the next station down Georgia Avenue. In addition, WMATA is currently investing in a Bus Rapid Transit system. This new system would provide metro riders north of the Glenmont station with bus service down Georgia Avenue from other parking areas and will allow them to travel quickly to the metro avoiding traffic in a bus lane with few stops along the way, saving them time and money over parking in the metro garage at Glenmont. Once the Bus Rapid Transit system is in place, spaces in the existing Glenmont garage will doubtless open up even more and there may be no need for additional parking.

Page 35 of the Glenmont Sector Plan states: "A sizeable portion of the WMATA Triangle may be utilized for important community facilities, a proposed Kiss and Ride, and a possible child care center. (A western entrance to the Metro station has also been located on this site.) Another significant portion of the property consists of wetlands and tree save areas. This environmentally sensitive land should remain undeveloped and be enhanced as a natural green area serving the community." The Sector Plan also lists among its goals for the Glenmont community to "Preserve the Glenmont community as a stable, predominantly residential community... Ensure that new development is compatible with the existing community... Assure that neighborhoods are protected from intrusive uses... Protect and preserve environmentally sensitive features and environmentally sensitive areas...and... Protect and improve water quality in the Rock Creek and Northwest Branch."

Please follow the Glenmont Sector Plan and enforce the Forest Conservation Plan by protecting the people and green areas in the Glenmont community and voting against the construction of a WMATA parking garage in the Glenmont Triangle green space. I want my son to grow up with trees and wetlands across the street, not floodlights, concrete, car horns, and crime. There is a better solution. WMATA owns a lot of property in Montgomery County, they can build their garage in another location compatible with commercial use or they can simply expand the garage they already have on the East side of Georgia Avenue. You, the members of the Montgomery County Planning Board, can prevent unwarranted harm to the citizens and environmentally sensitive areas of Glenmont by voting against the construction of a parking garage at the Glenmont Metro West side exit in Glenmont Triangle. Please do so and keep Glenmont green for our residents and our environment. Thank you.

Sincerely,

Kyrie Dragoo

REMARKS OF
MICHAEL MCATEER, PRESIDENT
GLENMONT CIVIC ASSOCIATION INCORPORATED
MONTGOMERY COUNTY PLANNING BOARD
FOREST CONSERVATION PLAN AND
MANDATORY REFERRAL HEARING
SILVER SPRING, MARYLAND
APRIL 8, 2010

Good morning.

I am Michael McAteer, president of the Glenmont Civic Association, Incorporated (GCAI). Our association has represented Glenmont since 1993.

Glenmont was built in the early 1950's for returning veterans and has been a thriving community since then. We have a close neighborhood with many families living in the same home for generations. For many people, when they get to Glenmont, they stay there.

The first part of my remarks will address the 1993 Forest Conservation Plan for the "WMATA Triangle Property" in Glenmont. The second part will address the Metro garage planned for this site.

Request to Amend 1993 Forest Conservation Plan

WMATA is asking the Planning Board to amend the 1993 Forest Conservation Plan (FCP) currently protecting the 10.27 acres WMATA Triangle Property and for a variance. The amendment will allow WMATA to destroy over an acre of forest protected by the FCP. The variance will allow WMATA to remove seven specimen trees over 30 inches in diameter protected by the FCP and the Maryland Forest Conservation Act.

Exhibit 1 (Google WMATA Triangle)

The boundaries of the Triangle Property, as shown in the image, are generally Georgia Avenue and the rear yards of a number of private properties that front on Urbana Drive, Denley Road, and Flack Street. This entire property remained undeveloped when Glenmont was originally built.

We believe the area behind the houses in the Triangle was not developed for good reasons. If you look at the image, you can see that Flack Street was not connected between Urbana and Denley. That space is often wet and has always been environmentally sensitive.

Over the years, the Triangle Property has become a community resource and landmark – a natural refuge for wildlife. The wetlands, intermittent stream, and forest make up a naturally occurring place, when such places are practically non-existent in developed areas. Generations of young people have explored and enjoyed the wetlands and forest.

This Board adopted the 1997 Glenmont Sector Plan. This Sector Plan addresses the WMATA Triangle. On pages 34 and 35, the Plan says the open green space near the Metro entrance is to be used for townhouses, for community facilities, for a Kiss and Ride, and for a possible day care center. On page 35, the Plan says, “Another significant portion of the property (Triangle) consists of wetlands and tree save area. This environmentally sensitive land should remain undeveloped and be enhanced as a natural green area serving the community.”

I was a member of the Glenmont Sector Plan Committee when those words were written and adopted. I never dreamed anyone would want to build a Metro garage on the Triangle Property and take this wonderful place from the community. Yet that is what DOT and WMATA are asking this Board to bless here today.

Background of WMATA Stewardship

Let’s take a look at WMATA’s stewardship of the Triangle Property.

In 1993, WMATA prepared a Forest Conservation Plan for the Triangle property. It was approved by the Planning Board.

Exhibit 2 -- 1993 Forest Conservation Plan

According to the 1993 FCP, the property consisted of 10.27 acres. Forest covered almost half: 4.63 acres. The Plan shows wetlands and an intermittent stream.

Under the 1993 FCP, WMATA requested and was allowed to remove 2.48 acres of forest. This left 2.14 acres of forest. WMATA was required to replant .49 acre of trees on the site. WMATA was also required to impose a Type I Conservation Easement for the remaining and replanted forest, totaling 2.63 acres. No such easement has been placed on the WMATA Triangle. Nor did WMATA plant new trees on the Property.

In 1997, WMATA built a west side entrance to the Glenmont Metro on the Property. This consisted of two escalators and a canopy, an elevator, bike storage, and wide concrete walk area. WMATA was required to submit an amendment to the 1993 FCP in connection with this development. It failed to do so.

In 1998, the State Highway Administration built a large Kiss and Ride with a storm water management pond on the Triangle. To make room for this, WMATA cut down a significant amount of forest. Neither the Park and Planning Commission nor the Maryland Department of Natural Resources has any record of a WMATA request to amend the 1993 FCP in connection with this activity.

The Staff Report does not distinguish between the 1997 and 1998 events, but they constitute two separate times when the existing FCP protecting the Property was ignored by WMATA/SHA.

Exhibit 3 -- Triangle After Construction of Metro Entrance and Kiss and Ride

This image shows the Metro entrance, the Kiss and Ride, and the forest loss due to construction of these facilities.

Exhibit 4 -- Proposed Amendment to 1993 FCP, Shows Garage, SWM Ponds, Loss of Forest Impact of Proposed WMATA Amendment to 1993 FCP

I want to address the impact of granting the amendment to the 1993 Forest Conservation Plan and the variance sought by WMATA.

If WMATA's requests are approved by this Board, WMATA plans to build a 1200 car garage on the Property. An acre of protected forest will be bulldozed, along with seven very large, old trees. WMATA wants you to ignore the intermittent stream shown on the 1993 FCP: it has disappeared in the amendment. If the garage is built, only one-third of the original forest shown on the 1993 FCP will remain. The forest will be reduced from the original 4.63 acres to 1.54 acres -- as shown here with the garage and storm water management ponds.

The garage will be six parking levels high, 333 feet long, and 186 feet wide. With the towers, it will be about eighty feet high. The garage will be the only structure on the residential west side that is not a single family home. Many houses on residential streets will be within reach of its lights.

The garage and its two storm water management ponds will block people from accessing the "natural green area" described in the Sector Plan. Currently, the wetlands and forest are accessible from Georgia Avenue and other streets. If the garage is built, people will not be able to access the wooded wetlands or even see the trees. Flanked by the high garage, the "natural green area" will be just a piece of land left over after construction.

The garage will be detrimental to the health of the environmentally sensitive area because it will be built near wetlands on land that should be kept in vegetation. The Maryland Stormwater Management Act of 2007 protects urban and rural watersheds, including lower Rock Creek, which is ultimately fed by the wetlands on the site chosen for the garage. This law protects sites like the Triangle from damage caused by storm water runoff. The way to ensure that the wetlands are protected is to preserve the forest; plant rain garden plants; and ensure that other parts of the site are kept in vegetation so that rainwater may feed the wetlands.

Exhibit 5 -- Nearness of Houses to Garage

The west side garage will erode the quality of life of people who live near where it will be built. Currently, there is a swath of forest, a minimally adequate buffer of 50 to 150 feet,

between houses on Flack Street and Urbana Drive and the Kiss and Ride parking lot. But if the garage is built, the buffer will be only 50 to 60 feet from the garage to their property lines.

Deny the Request for Variance

Given WMATA's repeated failures to abide by the 1993 FCP, it is not advisable to grant them a variance. That would reward prior irresponsible behavior – a level of stewardship by WMATA making it implausible that an amended Forest Conservation Plan will be scrupulously followed.

Exhibit 6 -- Footprint of Where East Side Garage Could Be Built

Barely mentioned in the Staff Report and given no weight in the analysis of the need for an FCP amendment and a variance, WMATA owns land on the commercial east side of Georgia Avenue. This property includes the east side garage and east side Metro entrance. There is ample space for a new garage. This is shown in the WMATA drawing of an east side garage footprint where the garage has a planned capacity of 925 vehicles. A new east side garage would not disrupt the west side neighborhood or further violate the 1993 FCP.

Given these undisputed facts, there is no justification for amending the 1993 FCP or granting a variance. It is WMATA's own actions in insisting on west side garage construction that is causing the need for these approvals from the Board. Further, WMATA has made no effort to demonstrate unwarranted hardship if it were now forced to protect the land that should have been protected these last 17 years.

We urge you not to amend the FCP or grant the variance. If WMATA is allowed to have its way, that will harm the neighborhood which has already suffered much from WMATA's repeated failure to honor forest protection obligations it had agreed to in developing the Triangle. Don't let WMATA take the green from Glenmont.

SECOND PART, MANDATORY REFERRAL

Background of West Side Garage

The second part of my remarks is focused on non-environmental considerations that reinforce the conclusion that building a new garage on the residential west side of Georgia Avenue is the wrong solution to the perceived need for more Metro parking in Glenmont.

In June 2002, the Department of Public Works and Transportation (DPWT) invited a small group of people, including a representative of our civic association, to attend a meeting about proposals for a new Metro parking garage in Glenmont. The consensus of the meeting was that if a garage were needed, it should be located on the commercial east side of Georgia Avenue. The representative of DPWT said there would be more such meetings, but there were not.

In 2004, my wife, Laura McAteer, on behalf of GCAI, spoke to Gary Ehrenrich at DPWT about the status of the garage. He told her, "No one wants the garage on the west side. The community has been heard."

On April 26, 2006, four years after the first meeting, WMATA held a public hearing in Rockville on a new Metro garage in Glenmont. Our Association was given five days notice. WMATA announced they were considering building the garage either east or west of Georgia Avenue and asked those in attendance to express their preferences. Glenmont residents, who commented at the meeting and later in writing, favored by 32 to 2 placing the new garage on the east side. Four more votes favoring the west side were registered by county employees who did not live in Glenmont.

The day after the hearing, April 27, 2006, DOT/WMATA came to this Board for its views on plans to build a 1200 car Metro garage on the WMATA Triangle Property. DOT/WMATA announced their decision sixteen hours after the public hearing, two weeks before the public comment period ended, and three months before WMATA issued its Staff Report on the Public Hearing.

The Planning Board considered the WMATA plan to build a garage on the west side. I was here for that discussion and vote. The Board voted 5 to 0 that any new garage should be placed **not** on the residential west side, but on the commercial east side.

The next day, April 28, 2006, Chairman Berlage wrote to Chairwoman Floreen of the Transportation and Environment Committee. He said, “The Planning Board finds that a free standing multi-level structure (garage) on the west side of Georgia Avenue...is incompatible with adjacent land uses and inconsistent with the County’s objective of promoting ... Smart Growth ... near Metrorail stations.”

Others were then opposed to a west side garage and still are. The Washington Regional Networks of Livable Communities is opposed. It favors a transit village in Glenmont with emphasis on walking and biking to public transit. The Montgomery County Civic Federation and the Coalition for Smarter Growth are opposed. I have attached their statements to my remarks.

Five Reasons

Here are five reasons why a Metro garage should not be built on the west side of Glenmont.

1. Metro Garage Violates Glenmont Sector Plan

Building a garage west of Georgia Avenue will violate the 1997 Glenmont Sector Plan.

DOT/WMATA plan to build the garage on the green space and forest protected by the 1993 FCP. Rather than build a garage, pages 34 and 35 of the Sector Plan say the area is to be used for the following: town houses; a community facility; a Kiss and Ride, which is built; a possible day care facility; and a natural green area consisting of wetlands and tree save area.

2. Garage Will Adversely Affect the Single Family Glenmont Community

The garage will dominate the west side residential neighborhood into which it is to be injected, seriously adversely affecting the single family residential quality of the Glenmont Community.

As a member of the Glenmont Sector Plan Committee, I saw how the planning staff designed a possible future east side Metro garage so that it would not dominate its neighbors. They located the garage on the commercial east side of Georgia Avenue, one level deep, with its low façade facing Georgia Avenue. They placed the higher elevation in the rear nestled against a

curving high hill. In the rear, several parking levels are below grade. In spite of its size, the garage is unobtrusive from the west.

The west side garage is the opposite in every respect. It will stand on Georgia Avenue in Glenmont like the proverbial sore thumb, on one of the highest elevations in the County, the size of a football field and 80 feet high in places.

3. Current Glenmont Metro Garage Under-utilized

The 1781 space east side garage is not used to capacity. A key confirmation of this assessment is that two Wheaton garages, the logical overflow sites for Glenmont parking, are grossly under-utilized.

Members of our Association learned about empty parking spaces by counting them in the Glenmont Metro garage and in the nearby Montgomery County public garage near Wheaton Metro, and the Wheaton Metro garage itself.

Exhibit 7-- Glenmont Garage Photos 2008

On a workday in June, 2008, we counted 270 empty parking spaces in the Glenmont Metro garage.

Here are photos of multiple vacant spaces.

Exhibit 8 – Wheaton Public Garage Near Metro 2008

Wheaton public garage 2008, perhaps 20 percent utilized.

Exhibit 9 – Wheaton Metro Garage 2008

Wheaton Metro Garage 2008. Perhaps 40 percent utilized.

Our 2008 survey was conducted in June between 7:30 a.m. and 9:30 a.m. on a regular workday. Here are the results: Wheaton Metro garage, 660 empty spaces; Wheaton Montgomery County garage (Fern Street), 420 empty spaces; Glenmont Metro garage, 270 empty spaces. Total for the three garages was 1,350 empty parking spaces.

Exhibit 10 -- Glenmont Garage Table of Vacant Parking Spaces April, 2009

	April 7, 2009	April 8, 2009	April 9, 2009	April 14, 2009	April 16, 2009	April 17, 2009
Reserved Spaces	267	267	267	267	267	267
Reserved Spaces Empty	62	85	116	20	22	98
Handicapped Spaces	28	28	28	28	28	28
Handicapped Spaces Empty	0	0	0	0	0	6
Regular Spaces	1486	1486	1486	1486	1486	1486
Regular Spaces Empty Due to Ongoing Garage Repairs	159	159	159	170	173	182
Regular Spaces Empty	0	0	1	0	3	13
Total Empty Spaces	221	244	276	190	195	299

This table shows empty spaces in Glenmont Metro garage between 9:00 a.m. and 10:00 a.m. over two periods of time -- from April 7 to 9, 2009, and on April 14, 16, and 17, 2009.

April 7, 221 empty spaces; April 8, 244 empty spaces; April 9, 276 empty spaces. The following week's numbers are April 14, 190 empty spaces; April 16, 195 empty spaces; April 17, 299 empty spaces.

We counted empty parking spaces including those undergoing repair. Not counting them would indicate that more spaces were filled than actually were. If there were a critical need for more parking in Glenmont, parking spaces could have been freed with garage repairs done at night. This garage repair job has been going on for two years that we know of. In the meantime,

if critical need were going unmet at Glenmont, one would have expected greater Wheaton garage utilization than we have observed.

Exhibit 11 -- Glenmont Metro Garage 2010

Empty spaces in Glenmont Metro garage this week.

Exhibit 12 -- Wheaton Metro Garage 2010

Empty parking spaces in Wheaton Metro garage this week.

Exhibit 13 -- Wheaton Public Garage 2010

Empty spaces in Wheaton Public Garage this week.

Glenmont Garage Utilization

I have shown you multiple empty spaces from 2008, 2009, and 2010.

These photographs and the on site parking space counts should be measured against what was said at the Metro hearing on April 26, 2006, on the need for a new garage in Glenmont. Edgar Gonzalez (DPWT) said a new garage was needed because there was “insufficient space” in the east side garage. He said, “... the current (east side) garage often fills before 8:00 a.m.” Should millions be spent on this kind of second hand anecdotal “evidence”?

In November, 2009, Patrick Schmitt spoke for Metro at a meeting about the west side garage. Schmidt said that in 2008, the current Glenmont garage had a parking utilization rate of 106 percent. Two obvious questions: how can parking utilization exceed 100%? Second, how can any number close to 100% be reconciled with an average of 240 empty spaces we counted in 2008 and 2009 in Glenmont? This comes to an average utilization rate of about 86%.

We have been trying to uncover the answer to these questions for years. It appears that the root of the discrepancy is in WMATA’s treatment of “reserved” spaces. In Glenmont, 15 percent of parking, 267 spaces, are reserved. All 267 are always rented. Just a few weeks ago, I got the following answer from the WMATA Office of General Counsel:

“WMATA does not count the number of cars parked at a parking facility and does not count the number of empty parking spaces at a parking facility. As we previously stated, WMATA

calculates utilization based on parking revenue collected through actual paid parking transactions. Thus, we do not have any records that shows the number of cars parked each month and the number of empty parking spaces.”

Email, Keysia A. Thom to Michael McAteer (Feb. 19, 2010).

It is obvious that this methodology means that Metro counts a reserved space as being “utilized” once each day when a driver pays a monthly fee of \$55 for the privilege of parking in a reserved space. The same driver separately pays an additional \$4.75 a day to actually park in the garage. Thus, one reserved space produces two “paid parking transactions” in a single day -- once when the space is reserved for a month; and again when a driver pays to exit the garage after having parked in the reserved space for a day.

Metro’s system of determining garage utilization may make sense to Metro because it needs to account internally for two streams of income from Metro garages: one from people who have rented reserved spaces, and another from all drivers who pay a \$4.75 daily parking fee. But this overstates the actual percentage of cars that “utilize” the garage, and produces unreliable data for assessing the need for garage expansion. In particular as to Glenmont, since the 267 reserved spaces are always fully booked, any percentage number that WMATA puts out for public consumption necessarily overstates the usage of the garage by 267/1781 or 14%.

In 2009, Metro reported its double revenue stream utilization rate in the Glenmont garage to be 91 %, a remarkable drop of 15 percent from the 106 % rate reported for 2008. Mr. Schmitt said this drop was likely caused by the Metro accident in late June 2009. But since Metro fiscal year 2009 began on July 1, 2008, the accident would have had a very minimal effect on fiscal year 2009 parking numbers. Nevertheless, our count for 2008 and 2009 shows a Glenmont utilization rate of about 86%.

Exhibit 14 -- West Side Metro Entrance

4. West Side Metro Entrance/Exit Not Designed for Large Crowds

The west side entrance to the Glenmont Metro is not designed for the heavy use that a west side parking garage would produce. This is because the west side entrance was not included in the original design of the station. Added at the last minute, the west side entrance was wedged

into a small alcove off the station's main concourse. It has two escalators that are at a right angle from the walkway in the alcove. It is designed for much lighter use than would be expected if a west side garage is built. This would cause large congestion at the single up-down escalator pair, and this would block the station's concourse.

During the evening rush hour, those entering the station by the west side entrance would be blocked by the large crowd attempting to access the one up escalator.

By contrast, the main entrance to the station is on the east side. It has three escalators in a wide entrance that opens onto a spacious concourse. The concourse has ample space for public phones, Metro map, and fare machines. Currently, 95 percent of all passengers who use the Glenmont station enter and leave from the east side.

5. Parking at End of Line Stations

In 2005, Park and Planning did a study of expected parking density at end-of-line Metro stations. The study showed that the capacity of the current Glenmont Metro garage is only slightly less than that of similar end-of-line stations. However, DOT/WMATA unreasonably equate Glenmont Metro garage capacity to Shady Grove garage capacity. They say both are comparable end-of-line stations and should park comparable thousands of cars.

That is not what the study found. Park and Planning looked at nine end-of-line Metro stations: two in Montgomery County; four in Prince Georges County; and three in Fairfax County. It found that six end of line stations serve the transportation corridors described in the 1961 National Capital Planning Commission document, which is entitled "The Nation's Capital – a Plan for the Year 2000." This is the old wedges and corridors plan.

These stations are Shady Grove, Greenbelt, New Carrolton, Branch Avenue, Franconia-Springfield, and Vienna/Fairfax-GMU. All are multi-modal and are designed to intercept long distance commuters from these six primary radial highways: I-270, I-95, US 50, MD 5, I-95 South, and I-66. These stations have the greatest park and ride catchment areas and provide the greatest park and ride capacity. The study describes them as primary end of line stations. Five of these stations have access to MARC or VRE commuter rail. At New Carrolton, besides MARC, Amtrak is accessible.

Of the nine end-of-line stations, eight have direct access to regional freeway systems. The sole exception is Glenmont.

The three end-of-line stations not classified as primary are Largo Town Center, Huntington, and Glenmont. They are located along routes of secondary importance, MD 97, MD 214, and US 1 South. They have limited catchment areas. The study identifies them as secondary end-of-line stations.

The study says Glenmont may be compared to Huntington and Largo Town Center for purposes of parking. But even that overstates Glenmont's end-of-line significance, because Huntington and Largo Town Center have direct access to the Capital Beltway. Glenmont does not.

Here are the current garage capacities for the three secondary end-of-line stations: Huntington, 3100; Largo Town Center, 2200; Glenmont, about 1850 when you count surface parking spaces.

If WMATA were to build a 925 space garage adjacent to the current east side garage, which is the east side alternative WMATA has on the drawing boards, that would give Glenmont a total capacity over 2775 cars, almost 600 more than Largo Town Center.

I must also mention that all nine end-of-line stations have transitway extensions in progress. Montgomery County is conducting a feasibility study for a Bus Rapid Transit (BRT) along Georgia Avenue, Randolph Road, Viers Mill Road, and Rockville Pike. BRT will provide an alternate transportation method to and from Glenmont and Wheaton Metro stations. BRT will operate on median strips or reversible lanes and will have traffic signal priority. If BRT is adopted, either no parking would be needed or the 980 east side spaces would prove more than sufficient for the foreseeable future.

Summary

In summary, I will say that the Glenmont Sector Plan Committee never considered a Metro garage on the residential west side. DOT and WMATA know this because they were actively involved in developing the Sector Plan – at a time when over 4.6 acres of forest on the WMATA Triangle was thought to be protected.

The Glenmont Sector Plan envisions fairly high density residential development on the open space near the west side Metro entrance, consistent with forest retention. People who live there will pay taxes and help relieve the County's fiscal problems. That is smart growth. If the west side garage is built, that is lawlessness rewarded when the violator is a public agency.

From our legwork and counting, we know the Glenmont Metro garage is under-utilized. We know that Wheaton garages are significantly under-utilized.

From every perspective, the proper decision by this Board is clear: the 1993 FCP should not be amended because WMATA has failed to show the necessity for it. While we wonder if there is any need for a new Metro garage at this challenging fiscal moment, both for the County and for WMATA, we are not opposed to an east side garage.

When Chairman Berlage held the hearing in 2006, he told a story about the west side garage and Bill Hussman, whom he succeeded as chairman of the Park and Planning Commission. Mr. Berlage said on the day he took over the job from Mr. Hussman, he asked him if there were any words of advice, any pitfalls he should watch out for, as he began his new job. Mr. Hussman thought the question over and said, "Don't let them build a garage on the west side in Glenmont."

The record shows -- Mr. Hussman, Mr. Berlage, the Planning Board staff and the Planning Board in 2006 -- all have opposed a west side garage in Glenmont. Nothing has changed to alter the wisdom of this conclusion. This composition of the Board should follow the lead of its predecessors.

Thank you.