Grosvenor-Strathmore WMATA Garage Expansion, Mandatory Referral MR2018026

Description

Request to replace the existing surface parking lot at the Grosvenor-Strathmore Metro Station by expanding the existing 6-story, 1,484-space structured garage by 414-spaces, and reconfiguring the Arts Walk and Kiss & Ride.

Location: Grosvenor-Strathmore Metro Station, 10300 Rockville Pike, North Bethesda, MD.
Zone: CR-3.0, C-0.5, R-2.75, H-300.
Property Size: 14.58 acres.
Applicant: Washington Metropolitan Area Transit Authority (WMATA).
Application Accepted: May 9, 2018.
Review Basis: Mandatory Referral, MD Land Use Code § 20-301.

Summary

- Staff recommends approval to transmit comments to Washington Metropolitan Area Transit Authority (WMATA).
- The Final Forest Conservation Plan associated with this project was originally approved under Mandatory Referral Case No. MR2000201 and will be amended with this application.
- The Planning Board action on a Mandatory Referral is advisory, but the Board decision on the related Forest Conservation Plan is regulatory and binding.
- This project is the product of a joint development agreement between WMATA and Fivesquares Development for the redevelopment of the Property, adjacent to the Grosvenor-Strathmore Metro Station. The first phase of redevelopment is to expand the existing parking garage to eventually replace the surface parking lot to free up the land for redevelopment. This first phase is addressed in this Mandatory Referral. Subsequent phases will address the larger redevelopment of the site and will undergo substantial regulatory review.
SECTION 1: RECOMMENDATION

Staff recommends approval with the following comments to be transmitted to WMATA:

1. Provide a neighborhood green with a dog park and active recreation in the green space between the parking garage and Tuckerman Lane. If the Neighborhood Green will be delivered in phases, ensure that the layout of the stormwater management areas will not hinder the access and usability of the space as recommended within the Grosvenor-Strathmore Metro Area Minor Master Plan (Minor Master Plan).

2. Enhance the Arts Walk to create a linear arts plaza with lighting and design elements that provide a pedestrian friendly and well-lit space with public art. The design of the space should be inviting for people to walk at ground level from the Metro Station to the Music Center at Strathmore. Prior to issuance of any building permit, the Applicant should submit to Staff the finalized design elements of the Arts Walk consistent with initial concepts shared with Staff and the Planning Board, subject to Staff’s approval.

3. In connection with future phases of development and subsequent regulatory approvals, provide a full-movement, raised intersection with special paving, or comparable intersection improvements at the intersection of Tuckerman Lane and the access road to the WMATA garage to improve pedestrian and bicycle accessibility to the site and to the Music Center at Strathmore across the street.

4. Design the future internal street connection to Tuckerman Lane as a pedestrian and bike friendly urban street with quality streetscaping on both sides. The streetscaping treatment should extend all the way to Tuckerman Lane, including along the WMATA garage.

5. Reduce the turning radii and reconfigure the median at the exit from the proposed WMATA garage expansion to be more pedestrian and bike friendly while continuing to accommodate vehicle turns.

6. Enhance the at-grade mid-block crossing between the Metro Station and Strathmore Hall with pedestrian safety features, such as high visibility crosswalks.

7. Treat the western garage expansion with artistic or architectural elements.

8. Explore opportunities for public recreation on the rooftop of the WMATA garage and/or expansions.

9. Replace the four-foot-high chain-link fence between the Kiss & Ride and bus drop-off areas with a more visually appealing alternative such as landscaping and/or ornamental fencing.

10. Work with Fivesquares to develop an interim placemaking plan, including potential temporary recreational opportunities, in coordination with construction phasing for future improvements on site.

11. Improve the entrance to the Metro Station with special paving, pedestrian friendly sidewalks, crosswalks and paths on both sides of the platforms.

12. Comply with the approval conditions in the related Final Forest Conservation Plan amendment.

13. Provide temporary artistic or landscape screening of the south façade of the garage until a building is constructed immediately adjacent to the south façade.

Staff reviewed the improvements proposed in the Mandatory Referral for master plan conformance. Staff anticipates that the Mandatory Referral will be followed by subsequent regulatory applications for development of the remainder of the Property. In subsequent regulatory reviews, additional detail must be provided regarding the Neighborhood Green, the intersection of Tuckerman Lane and the internal shared street. Before issuance of any building permit, the Applicant will submit the Arts Walk design, so Staff can review the design for compliance with concepts presented to the Planning Board.
SECTION 2: DESCRIPTION

Site Vicinity and Existing Conditions

The Mandatory Referral site is located at the southeast quadrant of the intersection of Rockville Pike (MD 355) and Tuckerman Lane, adjacent to the Grosvenor-Strathmore Metro Station. The 14.58-acre site (Property or Subject Property) contains the 6-story WMATA garage with 1,484 parking spaces, a surface parking lot with 408 parking spaces, bus facilities, a Kiss & Ride with 80 short-term parking spaces, a covered Arts Walk, and a stormwater pond. To the north of the site is the Music Center at Strathmore; to the east are Holy Cross Academy, townhouses and low-rise condominiums; to the south are low- and high-rise apartment buildings; and to the west are the Metro Red Line tracks and Rockville Pike.

Figure 1: Site and Vicinity (Property outlined in red)

Pending Future Development

The Applicant has signed a joint development agreement with private development partner Fivesquares Development to redevelop the surface parking lot and the remainder of the Property not dedicated to transit uses. The 2018 Grosvenor-Strathmore Minor Master Plan (Master Plan) rezoned the site to CR-3.0, C-0.5, R-2.75, H-300, which would allow approximately 1.9 million square feet of new development. Fivesquares has indicated its intent to submit a Sketch Plan application in July 2018 with Preliminary and Site Plan applications to follow.
Previous Approvals
In 2001, the Planning Board approved Mandatory Referral No. MR2000201 for the existing garage and Final Forest Conservation Plan (FFCP). During review of the garage expansion, Staff learned that some of the original conditions for FFCP approval were not met. The existing FFCP will be brought into compliance with its previous approved mitigation through the FFCP Amendment filed with this Mandatory Referral.

Proposal
The Applicant proposes to expand the existing parking garage to accommodate the removal of the surface parking lot (which provides 408 spaces) in anticipation of future development of the Property and to accommodate the displaced parking spaces. The garage expansion will add 414 parking spaces to the existing 1,484 parking spaces in the garage, bringing the total structured parking spaces to 1,898.

Additionally, the project will reconfigure the Kiss & Ride which provides short-term parking for Metro users. Currently the Kiss & Ride spans almost the entire length of the western site boundary. Future development will displace the southern portion of the Kiss & Ride. The Applicant plans to reconfigure the remaining portion of the Kiss & Ride so that a total of 75 Kiss & Ride spaces (55 car, 4 handicap, 16 motorcycle) will remain on-site, as compared to 80 existing today (77 car, 3 handicap, 0 motorcycle).

The application includes proposed modifications to the Arts Walk, which is located along the Western façade of the existing garage. The covered canopy will be removed, the vertical elevation of the Arts Walk will be lowered, the existing pathway and artwork will be reconfigured, and lighting and signage will be added. The western garage expansion will extend over the Arts Walk, with varying clearance between 9 and 12 feet.

Ninety covered bicycle parking spaces (38 long-term and 52 short-term) are proposed in conjunction with the garage expansion. The bicycle facility will be maintained and operated by the Applicant.

Table 1: Parking

<table>
<thead>
<tr>
<th>Parking</th>
<th>Existing</th>
<th>Proposed</th>
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<tbody>
<tr>
<td>Surface Car</td>
<td>395</td>
<td>0</td>
</tr>
<tr>
<td>Surface HC/Van</td>
<td>13</td>
<td>0</td>
</tr>
<tr>
<td><strong>Sub-Total</strong></td>
<td><strong>408</strong></td>
<td><strong>0</strong></td>
</tr>
<tr>
<td>Kiss &amp; Ride Car</td>
<td>77</td>
<td>55</td>
</tr>
<tr>
<td>Kiss &amp; Ride HC/Van</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>Kiss &amp; Ride Motorcycle</td>
<td>0</td>
<td>16</td>
</tr>
<tr>
<td><strong>Sub-Total</strong></td>
<td><strong>80</strong></td>
<td><strong>75</strong></td>
</tr>
<tr>
<td>Garage Car</td>
<td>1,444</td>
<td>1,858</td>
</tr>
<tr>
<td>Garage HC/Van</td>
<td>38</td>
<td>38</td>
</tr>
<tr>
<td>Garage Motorcycle</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td><strong>Sub-Total</strong></td>
<td><strong>1,484</strong></td>
<td><strong>1,898</strong></td>
</tr>
<tr>
<td>Total Bicycle Parking Spaces</td>
<td>104</td>
<td>204</td>
</tr>
<tr>
<td>Total Vehicle Spaces</td>
<td>1,972</td>
<td>1,973</td>
</tr>
</tbody>
</table>
Figure 2: Mandatory Referral Proposal – First Phase of Redevelopment
Figure 3: WMATA Garage Site Plan
Vehicular Access Points
Vehicular access will remain unchanged under the Mandatory Referral. Vehicular access to the WMATA garage is available from Tuckerman Lane, with a single entrance lane and three exiting lanes. Future development of the remaining land on the Property, which will be subject to subsequent regulatory reviews by the Planning Board, proposes an internal shared street which will allow traffic to turn right from the garage expansion towards Strathmore Park Court, providing another egress from the garage. Only right turn movements will be allowed from this proposed exit; left turn exit movements are prohibited and blocked with a raised curb median. An interim “hammerhead” intersection is proposed south of the garage to accommodate fire and rescue vehicles until the internal shared street is constructed.

Once constructed, the proposed internal shared street will form a through connection to Strathmore Hall Street. Future right turn movements from the internal shared street onto Strathmore Hall Street will be prohibited due to the Metro Station’s circulation configuration.

Personal vehicles, taxis, transportation network company vehicles, and shuttles will continue to access the Metro Station Kiss & Ride from the existing entrance off Tuckerman Lane. However, whereas two parallel drive aisles currently serve the Kiss & Ride and traverse the length of the Property, the two drive aisles will converge to form a single exit aisle just north of the primary pedestrian crosswalk between the garage and the Metro Station entrance.

Available Transit Service
The Property is adjacent to the Grosvenor-Strathmore Metro Station and is served directly by Metrorail’s Red Line. The Red Line provides inbound service to NIH, Bethesda, downtown Washington, D.C., Union Station, and Silver Spring, and to Rockville and Shady Grove in the outbound direction.

The following Ride On bus routes serve the station or operate along the site’s adjacent roadways:

- **Route 6**: Operates service from Parkside to the Montgomery Mall Transit Center, with a stop at Grosvenor-Strathmore.
- **Route 37**: Operates service from Potomac Community Center to Wheaton, with a stop at Grosvenor-Strathmore.
- **Route 46**: Operates service from Montgomery College to Medical Center, with a stop at Grosvenor-Strathmore.
- **Route 96**: Operates circulator service from Grosvenor-Strathmore to Rock Spring during the morning and evening peak periods and operates service from Grosvenor-Strathmore to the Montgomery Mall Transit Center during non-peak periods.
- **Route 101 (extRa)**: Operates limited stop service from Lakeforest Transit Center in Gaithersburg to Medical Center, with a stop at Grosvenor-Strathmore (located on MD-355).

The 2013 Countywide Transit Corridors Functional Master Plan proposes bus rapid transit (BRT) on MD-355 (Corridor 4), with a stop at Grosvenor-Strathmore. A preferred alignment for BRT on MD-355 will be released in the fall of 2018. Additionally, the North Bethesda Transitway (Corridor 6) may also terminate at Grosvenor-Strathmore (providing service to Montgomery Mall).

Master Plan Bicycle and Pedestrian Facilities
In accordance with the 2018 Grosvenor-Strathmore Metro Area Minor Master Plan and the proposed 2018 Bicycle Master Plan, the recommended bicycle and pedestrian facilities near the Property are listed below:
• An internal shared street is proposed connecting from Tuckerman Lane and the existing garage to Strathmore Hall Street.
• A two-way separated bike lane is proposed on the western side of Tuckerman Lane between the north and south intersections with Rockville Pike.
• Bike-friendly stairs are recommended connecting Tuckerman Lane and the proposed internal shared street.
• Pedestrian and bicycle improvements are recommended on Tuckerman Lane at the following intersections: Metro Kiss & Ride entrance, Strathmore Hall entrance, Metro garage entrance, Strathmore Park Court, Strathmore Hall Street, and MD-355 (south intersection).
• A bikeshare station is proposed at the Metro Station.
• Four hundred fifty bicycle parking spaces are recommended at the Metro Station (350 long-term and 100 short-term).

SECTION 3: ANALYSIS

Master Plan Conformance

The Property is the only parcel in the 2018 Grosvenor-Strathmore Metro Area Minor Master Plan (Master Plan) currently planned for future development. The Master Plan recommends increasing and concentrating future growth at the Property to meet County goals of transit-oriented development and leverage investment in Metro. The Master Plan calls for creating a walkable, primarily residential neighborhood with access to parks and limited retail opportunities next to Metro. Figure 4 is a concept drawing from the Master Plan which illustrates future development, parks and recreation space, and connections on the Property.
Figure 4: Grosvenor-Strathmore Metro Area Minor Master Plan WMATA Garage Site Concept
The Mandatory Referral for the WMATA garage expansion is the first phase in the process of redeveloping the Property. Subsequent phases will address the larger redevelopment of the site and will undergo substantial regulatory review.

**Parks and Open Space**

The Plan envisions a diverse network of parks and open spaces that preserves and complements existing parks. Plans to develop the Property and double the number of residential units in the Plan area generate a need for additional parks and open spaces. Given the site constraints due to WMATA’s existing infrastructure and operations, “unconventional areas like the rooftops of parking garages, sloped areas and ‘residual spaces’ between buildings [should] be explored to maximize the parks and open spaces that can be created on site” (Minor Master Plan, page 67). Most open spaces will be delivered in future phases of development. Staff has reviewed the proposals for the following public spaces shown on this Mandatory Referral and has the following comments:

- **Neighborhood Green.** The Minor Master Plan proposes to “locate a dog park or other active recreation amenity for the community at the open space between the northern edge of the existing Metro garage and Tuckerman Lane” (Minor Master Plan, page 69). The application locates two large stormwater facilities (MBF-3 and MBF-4) in this area, as a result, the majority of the usable space will be reserved for stormwater management. Additional concept drawings shared with Staff show a potential dog park, sidewalks, and seating area on a third of the proposed neighborhood green; a bioretention area with a bridge across it to an embankment on the middle third of the area; and a fenced-off bioretention pond on the final third of the neighborhood green area. Staff requests further review of the design of the proposed neighborhood green and the proportion of space dedicated to stormwater management through future phases of the development to ensure that the entire development site meets the ten percent Public Open Space requirement. If the neighborhood green will be delivered in phases, the Applicant should ensure that the layout of the stormwater management areas will not hinder the access and usability of the space as recommended within the Master Plan. If not addressed at the Mandatory Referral phase, design and implementation of the neighborhood green will need to be addressed during subsequent regulatory reviews of the remainder of the site.

- **Arts Walk.** The Plan recommends “expand[ing] the existing Arts Walk into a wider, linear Arts Plaza that connects the Metro Station entrance to Strathmore Hall, with features such as public art on the ground or surrounding buildings that celebrates music, hardscape, and tree plantings for shade” (Minor Master Plan, page 34). Application documents lack details about the final configuration and redesign of the Arts Walk. Staff is concerned about the quality of the pedestrian experience walking through this space. The garage overhang and proximity to Kiss & Ride may create the feeling of walking through a tunnel or a parking garage, and less like walking through a linear Arts Plaza. Before issuance of any building permit, the Applicant will need to submit the Arts Walk design, so Staff can review the design for compliance with concepts presented to the Planning Board.

- **Garage Roof Top.** The Plan recommends to “explore public recreation space atop the existing WMATA garage or on the garage expansion...” and to “beautify the garage rooftop with landscaping and public art for future residents of the proposed buildings. Provision of a rooftop amenity is not meant to reduce parking spaces needed for Metro users as determined by WMATA” (Minor Master Plan, pages 69-70). Recreation improvements can range from creating field space on a roof extended over the garage to providing painted areas for fitness, recreation,
or community programming during off-peak times. The application does not show plans to beautify the garage roof top or provide permanent or temporary space for recreation. If not addressed at the Mandatory Referral phase, the Applicant should consider ways to provide temporary or permanent recreation space on the garage roof or expansion during subsequent regulatory reviews of the remainder of the site.

Pedestrian and Bicycle
The area is suburban in nature, with predominantly low density residential and auto-centric development. However, the area is in transition. Situated on the Metro Red Line, five bus lines, and a planned BRT route, the Master Plan area has a forty-one percent non-auto driver mode share. The Master Plan envisions the site as a walkable, transit-oriented development with walking and biking connections to Metro, the Music Center at Strathmore, nearby trails, and surrounding neighborhoods. While there are several infrastructure improvements that will be delivered in future phases of the project, the following are adjacent to the proposed garage expansion. Staff has evaluated the following and highlight key recommendations and concerns:

- **Improved intersection.** The intersection at Tuckerman Lane and the internal shared road to the parking garage is a key connection between the Metro and the Music Center at Strathmore. Currently, the wide curb cuts for the WMATA garage access road and high volume of vehicles entering and exiting Tuckerman Lane at this intersection act as a barrier to people traveling on foot or on bike on or across Tuckerman Lane. The Master Plan recommends that the intersection be a full-movement, raised intersection with special paving on Tuckerman Lane (Minor Master Plan, pages 50-51). The intent of the recommendation is to increase the visibility of pedestrians and bicyclists. The Applicant expressed concern that the significant volume of bus and other vehicular traffic could damage a raised intersection. If a raised intersection truly is not possible, Staff recommends that the Applicant meet the intent of the recommendation by installing comparable improvements including, but not limited to special pavement areas, wider crosswalks, improved signal timing for pedestrian crossing, and unique paint or markings to enhance bicyclist and pedestrian visibility. Improvements to the intersection will need to be addressed during subsequent regulatory reviews of the remainder of the site if they are not addressed during the Mandatory Referral.

- The Master Plan recommends enhancing the at-grade, mid-block crossing from the Metro Station to the ramp leading up to Strathmore Hall (page 50). Improvement of the crossing will need to be addressed during regulatory review of the remainder of the site if it is not addressed during the Mandatory Referral.

- **Metro entrance.** The Master Plan recommends improving the approaches to the Metro Station entrances with special paving, pedestrian friendly sidewalks and paths on both sides of the platforms (Minor Master Plan, page 71). Improvements to the station entrances will need to be addressed during subsequent regulatory reviews of the remainder of the site if not addressed during the Mandatory Referral.
Figure 5: Master Plan Recommendations

- Enhanced at-grade crossing
- Two-way separated bike lane / shared use path
- Neighborhood Green with dog park and other active recreation amenities
- Full movement tabletop intersection or comparable improvements for better pedestrian and bike access
- New street connection to Tuckerman Lane with bike and pedestrian friendly streetscape
- Arts Walk as a linear arts plaza
- Enhanced garage facade of proposed expansion
- Improved entry sequence to the Metro Station
Neighborhood Compatibility
As part of its review, the Planning Board must consider whether the nature of the proposed site and development, including its size, shape, scale, height, arrangement and design of structure, is compatible with the surrounding neighborhood and properties.

The expansion of the garage does not substantially change the nature of the site. The Applicant’s decision to expand the parking garage to the south and west as opposed to previous proposals to expand to the south and east moves the expansion further from existing residential development. However, Staff is concerned about the proposed elevation of the garage expansion facing west. This is a highly visible façade and will be seen from the Kiss & Ride, bus drop off areas, the Metro entrance, and Rockville Pike. Staff recommends screening the western expansion with artistic and architectural elements to make it compatible with the area. Staff expects the southern expansion will be screened by a building as part of future development, so temporary artistic treatments are encouraged along the south façade of the garage.

Zoning Requirements
59.4.5.1.A Commercial Residential Zones in General
The proposed parking garage complies with the applicable development standards of CR3.0 C0.25 R2.75 H300 Zone as shown in Table 1 and Table 2 below:

Table 2: Development Standards CR3.0 C0.25 R2.75 H300 Zone

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<th>Development Standard Section 4.5.3</th>
<th>Required/Permitted</th>
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<tr>
<td><strong>4.5.3.C.3 Setbacks (min)</strong></td>
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<tr>
<td>Front setback</td>
<td>0</td>
<td>45’</td>
</tr>
<tr>
<td>Side setback (street side)</td>
<td>0</td>
<td>230’</td>
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<tr>
<td>Side setback</td>
<td>0</td>
<td>110’</td>
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<tr>
<td>Rear setback</td>
<td>0</td>
<td>605’</td>
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<tr>
<td><strong>4.5.3.4.C.4 Height (max)</strong></td>
<td>300’</td>
<td>35’</td>
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</table>

59.6.2. Parking, Queuing, and Loading
The proposed garage expansion will replace the current 1,972 parking spaces in the surface parking lot, garage and Kiss & Ride with 1,973 parking spaces in the garage and Kiss & Ride. The proposed parking, queuing, and loading is adequate, safe and efficient.

59.6.2.9.D Structured Parking Requirements
1. The roof illumination of a structured parking garage must satisfy Section 6.4.4, General Outdoor Lighting Requirements, except:
a. Any lighting fixture located within 30 feet of the deck perimeter must be 15 feet or less in height; and
b. Any fixture located elsewhere on the deck must be 30 feet or less in height.
The Applicant has not proposed any new light fixtures on the deck.

Environmental Analysis

Environmental Guidelines
A Natural Resources Inventory/Forest Stand Delineation (NRI/FSD) for this site was approved by M-NCPPC staff on November 20, 1998 (NRI/FSD No. 419990610). The site contains no streams or stream buffers, wetlands or wetland buffers, 100-year floodplains, hydraulically adjacent steep slopes, or known occurrences of rare, threatened, or endangered species. The proposed plan is in conformance with the Montgomery County Planning Department’s Environmental Guidelines.

Forest Conservation
The Forest Conservation Plan is reviewed and covered in a separate regulatory memo to the Montgomery County Planning Board. In summary, this site has a previously approved Final Forest Conservation Plan (FFCP No. MR2000201) that is being amended to cover the proposed garage expansion and related infrastructure improvements. Through approval of the FFCP amendment, the existing FFCP will be brought into compliance with its previously approved mitigation of 1.46 acres of forest planting required. The amendment also reflects an updated Net Tract Area and accounts for the removal of an additional 0.10 acres of forest for the construction of a concrete stairway from the parking lot down the hill east to Tuckerman Lane, adding an additional 0.20 acres of mitigation planting. With approval of the FFCP amendment, the project will be in compliance with Chapter 22A, Forest Conservation.

Stormwater Management
A Preliminary Stormwater Management Concept was submitted for review to the Montgomery County Department of Permitting Services (MCDPS) and was subsequently denied. MCDPS has not yet approved a stormwater management concept plan for the WMATA garage expansion. Per Chapter 19, the Applicant must obtain approval of the Stormwater Management Concept prior to issuance of a building permit for the garage expansion.

Transportation Adequate Public Facilities (APF) Review
Overall, the garage expansion will result in the reduction of 15 vehicle parking spaces and an increase of 16 motorcycle parking spaces, for a total of 1,955 vehicle parking spaces and 18 motorcycle parking spaces. The expanded garage will provide 414 new vehicle parking spaces and will accommodate the removal of 408 surface vehicle parking spaces located south of the existing garage. Additionally, surface vehicle parking at the Kiss & Ride will be reduced from 80 to 59 spaces, with an increase of 16 motorcycle parking spaces.

The existing land uses that the parking garage serves (i.e., the Strathmore Hall Arts Center and the Grosvenor Metro Station) generate the Local Area Transportation Review (LATR) impact. These existing land uses, served by the proposed parking garage expansion, are not proposed to be increased. Thus, the LATR test is satisfied, because there will be no increase in peak-hour trips within the weekday morning and evening peak periods.

Community Notification
On Tuesday, May 29, 2018, the Planning Department sent out notifications regarding the Mandatory Referral plan review and tentative Planning Board date. During summer and fall of 2017, the Planning Department undertook community outreach efforts as part of the Master Plan process, which included information about the proposed garage expansion. The Applicant and Fivesquares participated in the
Master Plan and performed their own outreach efforts about plans for future development on the site. During both outreach efforts, illustrative drawings shared with the community showed a different alignment (expansion to south and east, not south and west) for the garage expansion. Staff have received correspondence from community members asking about the Mandatory Referral, requesting additional information about the design of the expansion, and expressing concern about impact on the Arts Walk. Fivesquares held meetings with surrounding condo association members at Parkside Condominium and Strathmore Park Condominiums on Friday, June 27, 2018. Fivesquares will hold one more community meeting at Stoneybrook Townhomes on Monday, July 9, 2018.

CONCLUSION

Staff supports the proposal to replace the existing surface parking lot at the Grosvenor-Strathmore Metro Station with a 414-space expansion to the existing 6-story, 1,484-space structured garage, and reconfigure the Arts Walk and Kiss & Ride, and recommends approval to transmit comments to WMATA.

Attachments
1. Site Plan
2. Circulation Plan
3. Stormwater Management Concept
4. Elevations
5. Arts Walk Concept
"FOR LOCATION OF UTILITIES CALL 8-1-1 or 1-800-257-7777 OR LOG ON TO www.call811.com or http://www.missutility.net 48 HOURS IN ADVANCE OF ANY WORK IN THIS VICINITY"