



Grosvenor-Strathmore WMATA Garage Expansion, Mandatory Referral MR2018026

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Completed: 7/5/2018

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.

Master Plan: 2018 *Grosvenor-Strathmore Metro Area Minor Master Plan*.

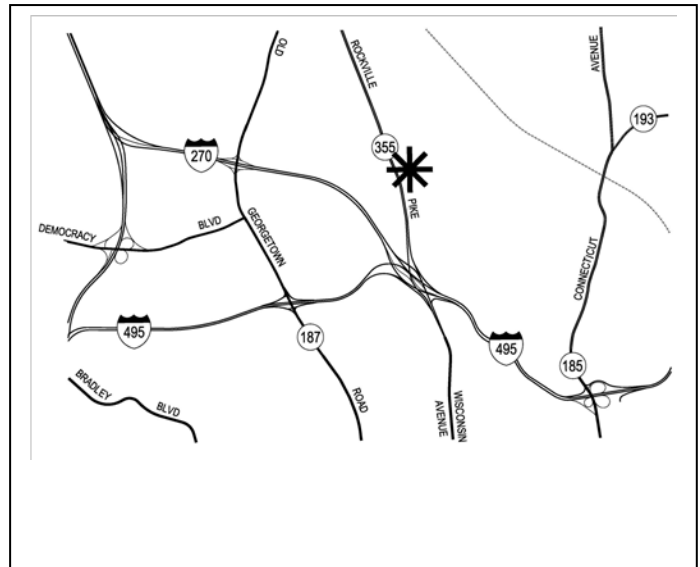
Zone: CR-3.0, C-0.5, R-2.75, H-300.

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.

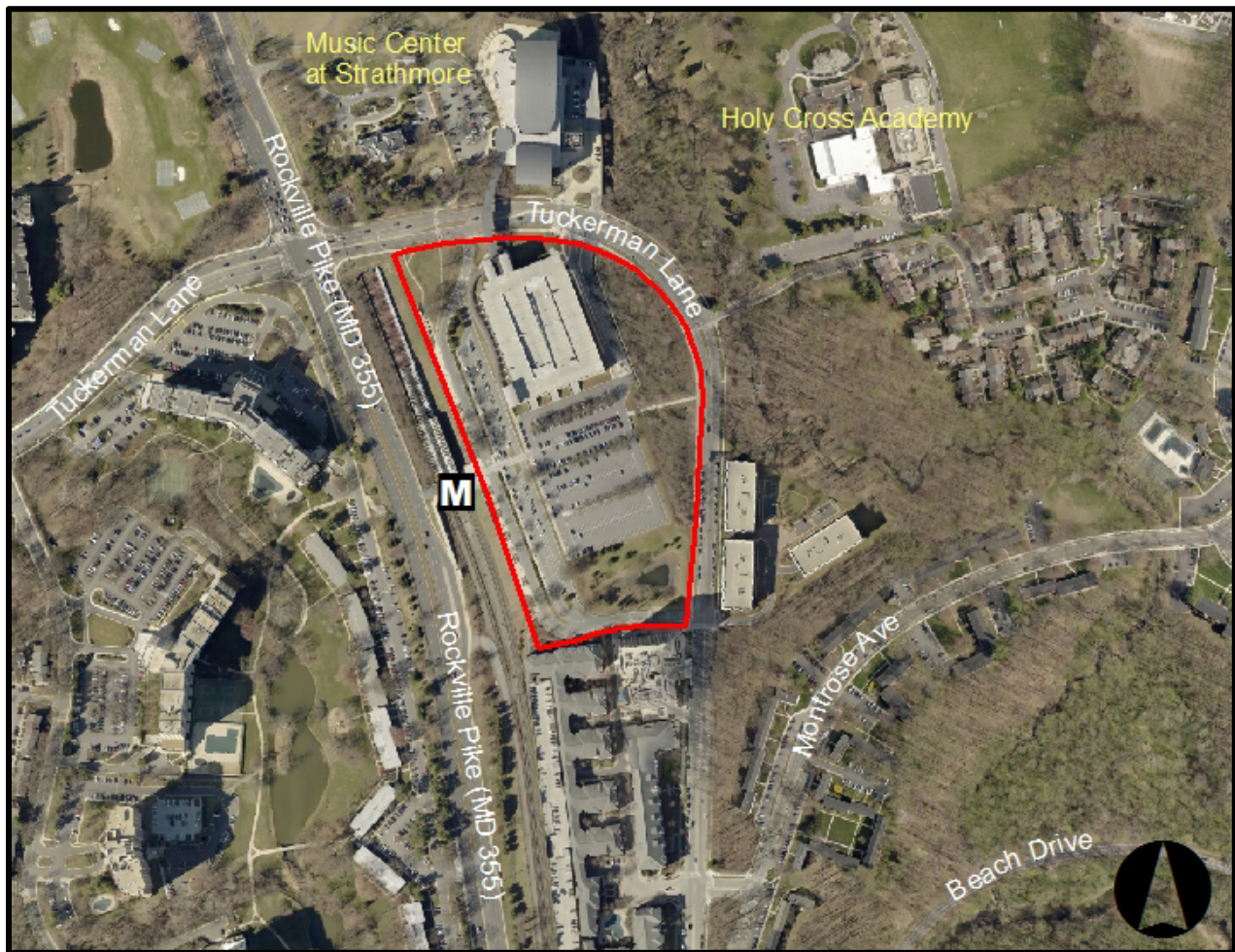


Figure 1: Site and Vicinity (Property outlined in red)

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

Parking	Existing	Proposed
Surface Car	395	0
Surface HC/Van	13	0
Sub-Total	408	0
Kiss & Ride Car	77	55
Kiss & Ride HC/Van	3	4
Kiss & Ride Motorcycle	0	16
Sub-Total	80	75
Garage Car	1,444	1,858
Garage HC/Van	38	38
Garage Motorcycle	2	2
Sub-Total	1,484	1,898
Total Bicycle Parking Spaces	104	204
Total Vehicle Spaces	1,972	1,973

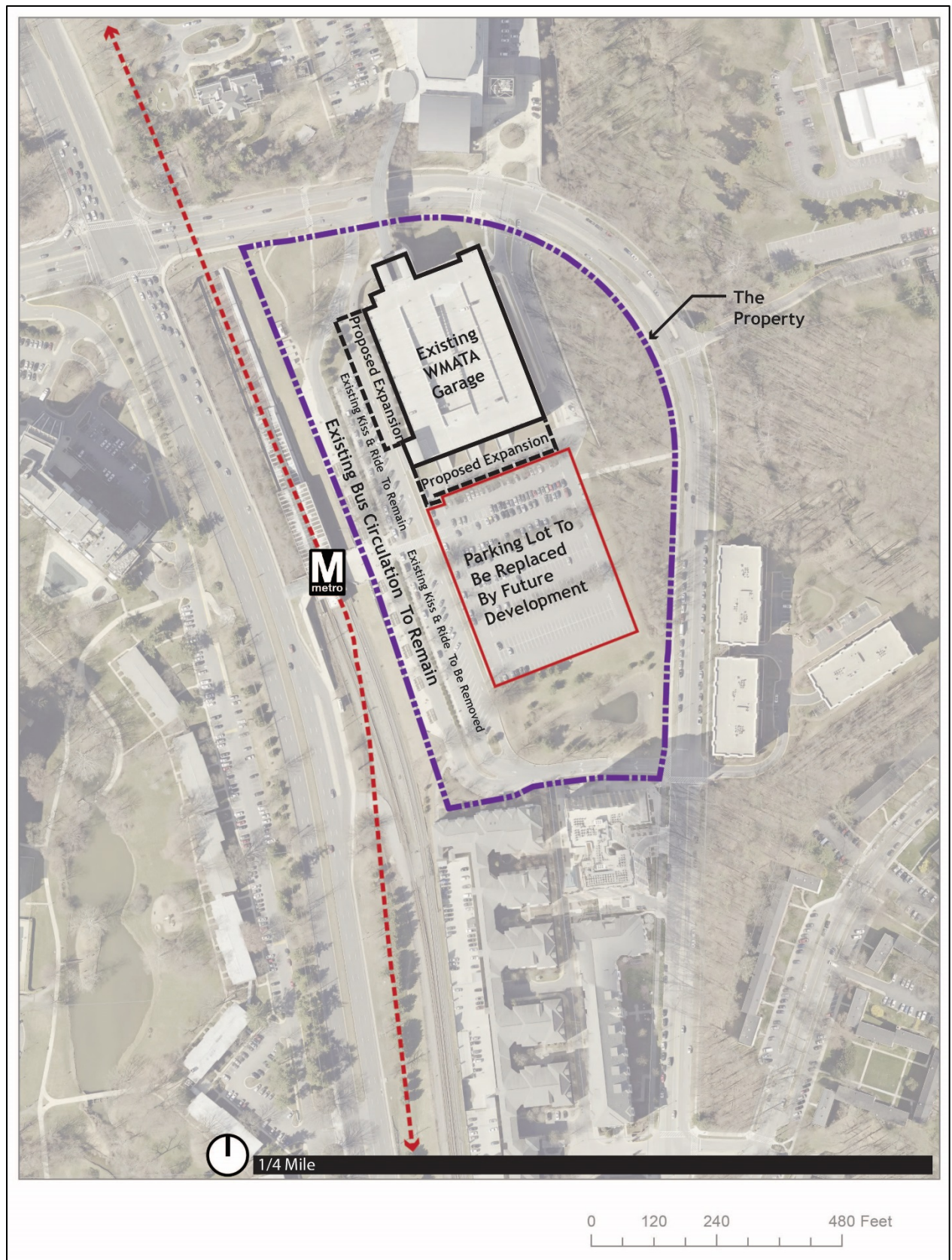


Figure 2: Mandatory Referral Proposal – First Phase of Redevelopment

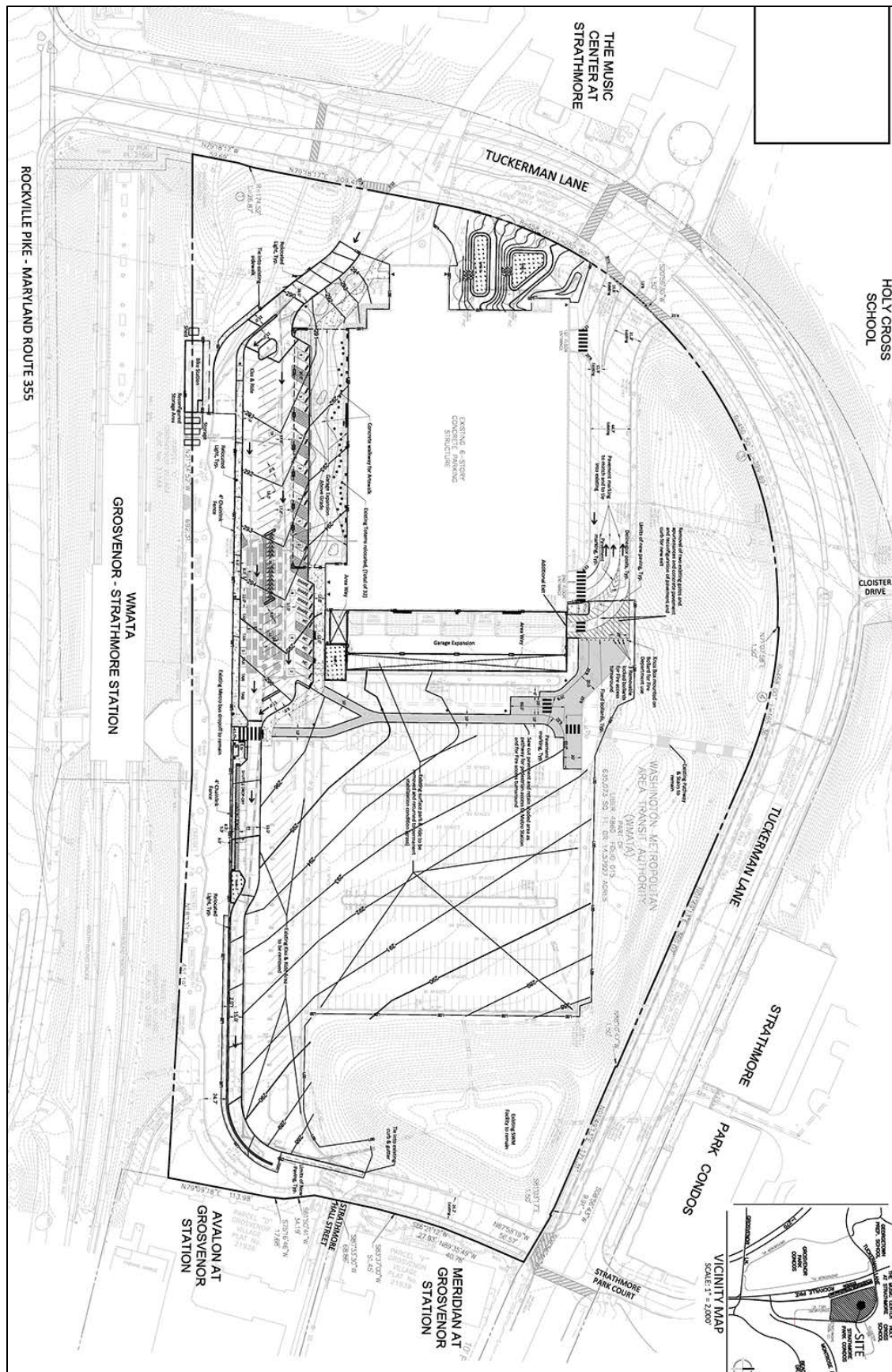


Figure 3: WMATA Garage Site Plan

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.

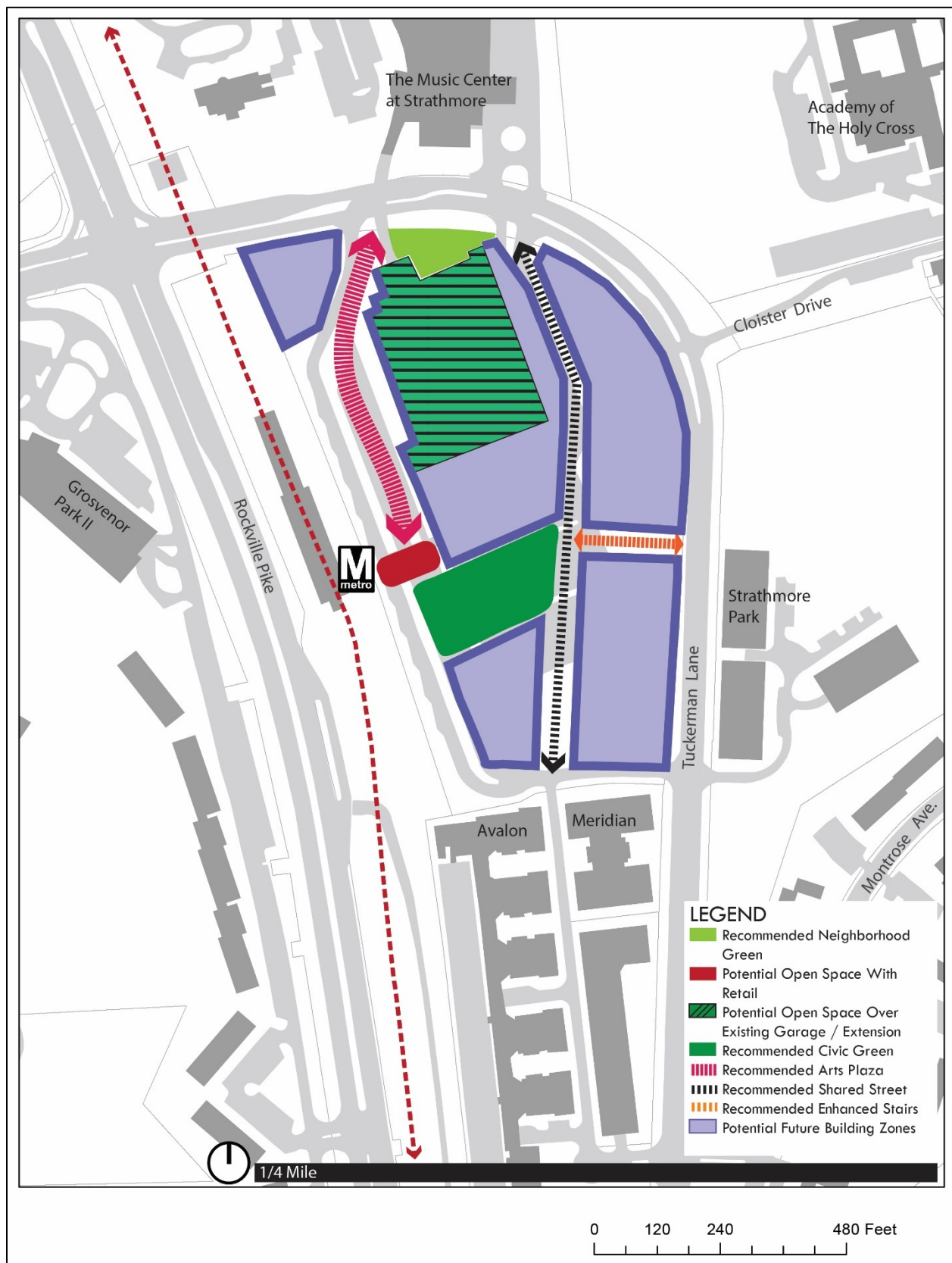


Figure 4: Grosvenor-Strathmore Metro Area Minor Master Plan WMATA Garage Site Concept

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.

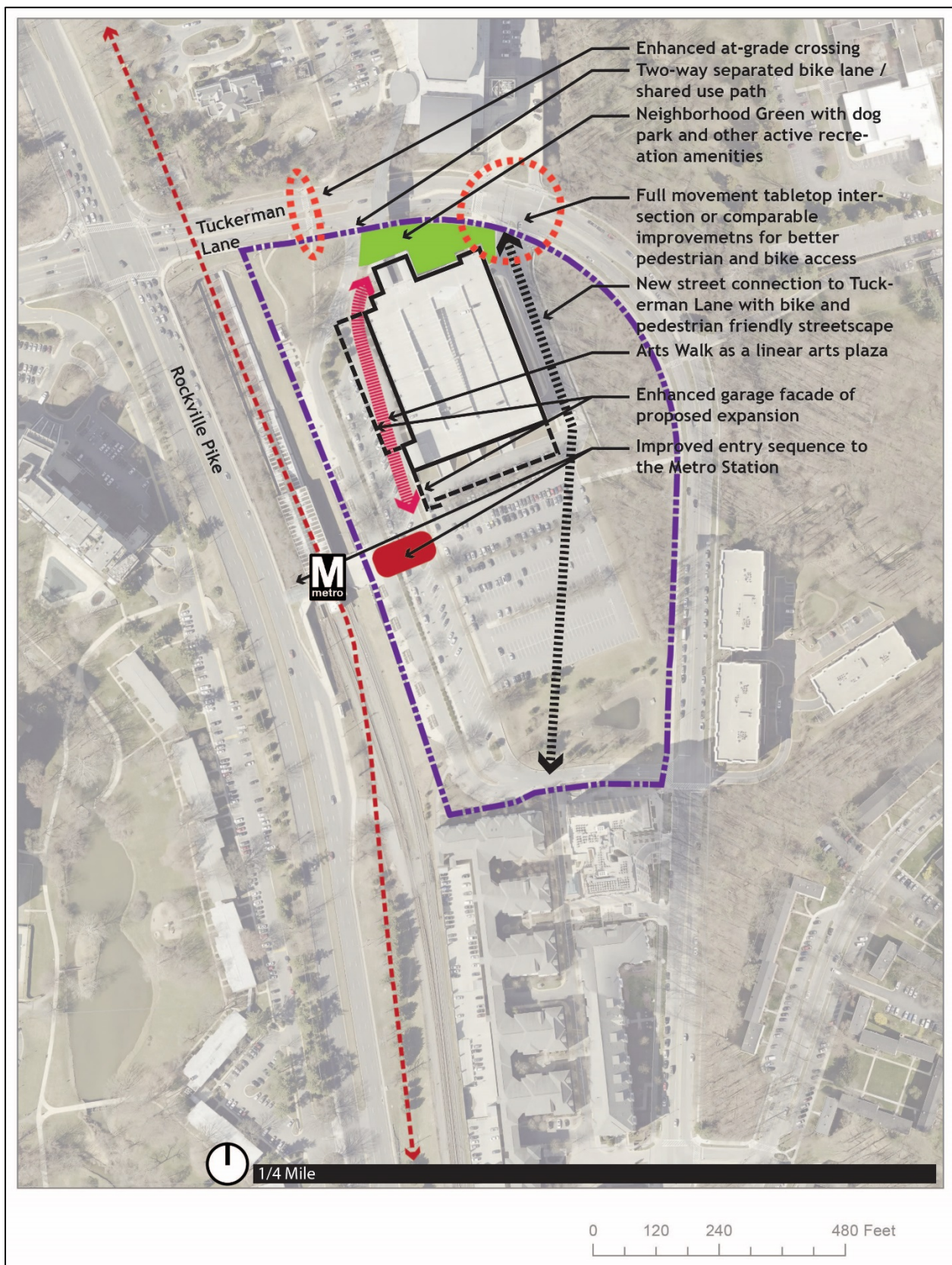


Figure 5: Master Plan Recommendations

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

Development Standard Section 4.5.3	Required/ Permitted	Proposed
4.5.3.C.3 Setbacks (min)		
Front setback	0	45'
Side setback (street side)	0	230'
Side setback	0	110'
Rear setback	0	605'
4.5.3.4.C.4 Height (max)	300'	35'

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

E-FILE STAMP

HOLY CROSS
SCHOOLCLOISTER
DRIVE

TUCKERMAN LANE

STRATHMORE

PARK CONDOS

VICINITY MAP
SCALE: 1" = 2,000'THE MUSIC
CENTER AT
STRATHMOREWASHINGTON METROPOLITAN
AREA TRANSIT AUTHORITY
(WMATA)
PART OF
LIBER 4860 - FOLIO 015
635,073 SQ. FT. OR 14.57927 ACRESMERIDIAN AT
GROSVENOR
STATIONAVALON AT
GROSVENOR
STATIONWMATA
GROSVENOR - STRATHMORE STATION

ROCKVILLE PIKE - MARYLAND ROUTE 355

PLAN LEGEND

<p>CTV --- CTV --- CTV</p> <p>E --- E --- E</p> <p>X --- X --- X</p> <p>G --- G --- G</p> <p>OHW --- OHW --- OHW</p> <p>P --- P --- P</p> <p>S --- S --- S</p> <p>SD --- SD --- SD</p> <p>W --- W --- W</p> <p>520</p> <p>524</p> <p>527</p>	<p>PROPOSED WATER LINE</p> <p>PROPOSED SANITARY SEWER WITH STRUCTURE</p> <p>PROPOSED STORM DRAIN</p> <p>PROPOSED LIMITS OF DISTURBANCE</p> <p>PROPOSED STORM WATER EASEMENT</p> <p>EXISTING CROSSWALK</p> <p>EXISTING SANITARY CLEANOUT</p> <p>EXISTING STORM DRAIN MANHOLE</p> <p>EXISTING ELECTRICAL JUNCTION BOX</p> <p>EXISTING FIRE DEPARTMENT CONNECTION</p> <p>EXISTING FIRE HYDRANT</p> <p>EXISTING GAS MANHOLE</p>	<p>EXISTING GUY POLE</p> <p>EXISTING GAS VALVE</p> <p>EXISTING LIGHT POLE</p> <p>EXISTING PHONE PEDESTAL</p> <p>EXISTING PHONE MANHOLE</p> <p>EXISTING UTILITY POLE</p> <p>EXISTING SANITARY MANHOLE</p> <p>EXISTING TRAFFIC CONTROL BOX</p> <p>EXISTING TRAFFIC SIGNAL POLE</p> <p>EXISTING TREE</p> <p>EXISTING CABLE TELEVISION PEDESTAL</p> <p>EXISTING ASPHALT</p> <p>EXISTING REINFORCED CONCRETE PIPE</p> <p>EXISTING CORRUGATED METAL PIPE</p> <p>EXISTING BUILDING RESTRICTION LINE</p> <p>EXISTING RIGHT-OF-WAY</p>	<p>PROPOSED REMOVABLE LOCKED BOLLARD</p> <p>PROPOSED FIXED BOLLARD</p> <p>PROPOSED DELINEATOR POST</p> <p>PROPOSED CROSSWALK</p> <p>PROPOSED RELOCATED LIGHTS</p> <p>PROPOSED PARKING LABELS</p> <p>PROPOSED HARDSCAPE</p> <p>DOOR LOCATION</p> <p>PROPOSED SWM FACILITY</p> <p>PROPOSED SWM FACILITY WITH CHEEK WALL AND CURB CUT</p> <p>PROPOSED GARAGE AREA-WAYS</p>
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0 25' 50' 100'

SCALE: 1" = 50'



PREPARED FOR:
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REVISIONS	DATE
1 INITIAL SUBMISSION	4/25/2018
2 COMMENT RESPONSE	6/12/2018

PROFESSIONAL SEAL

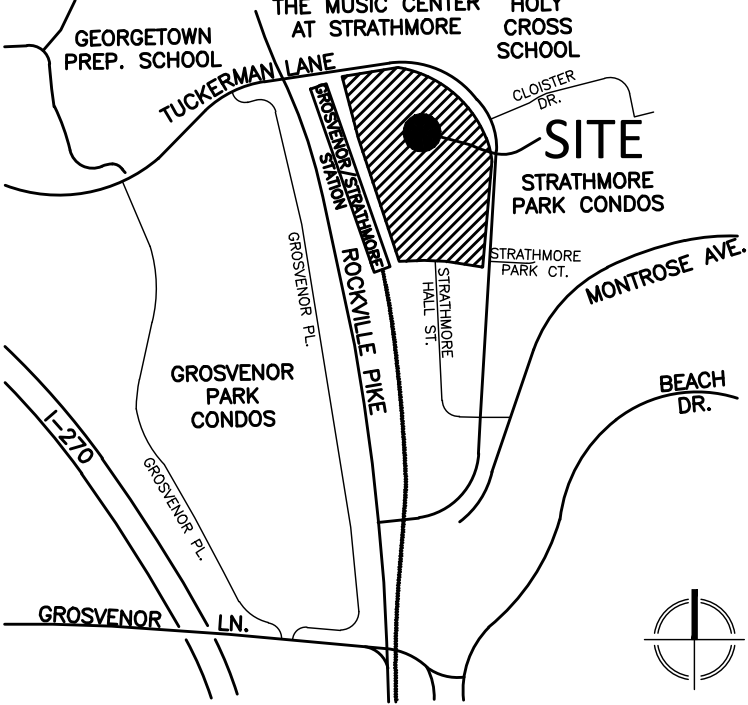
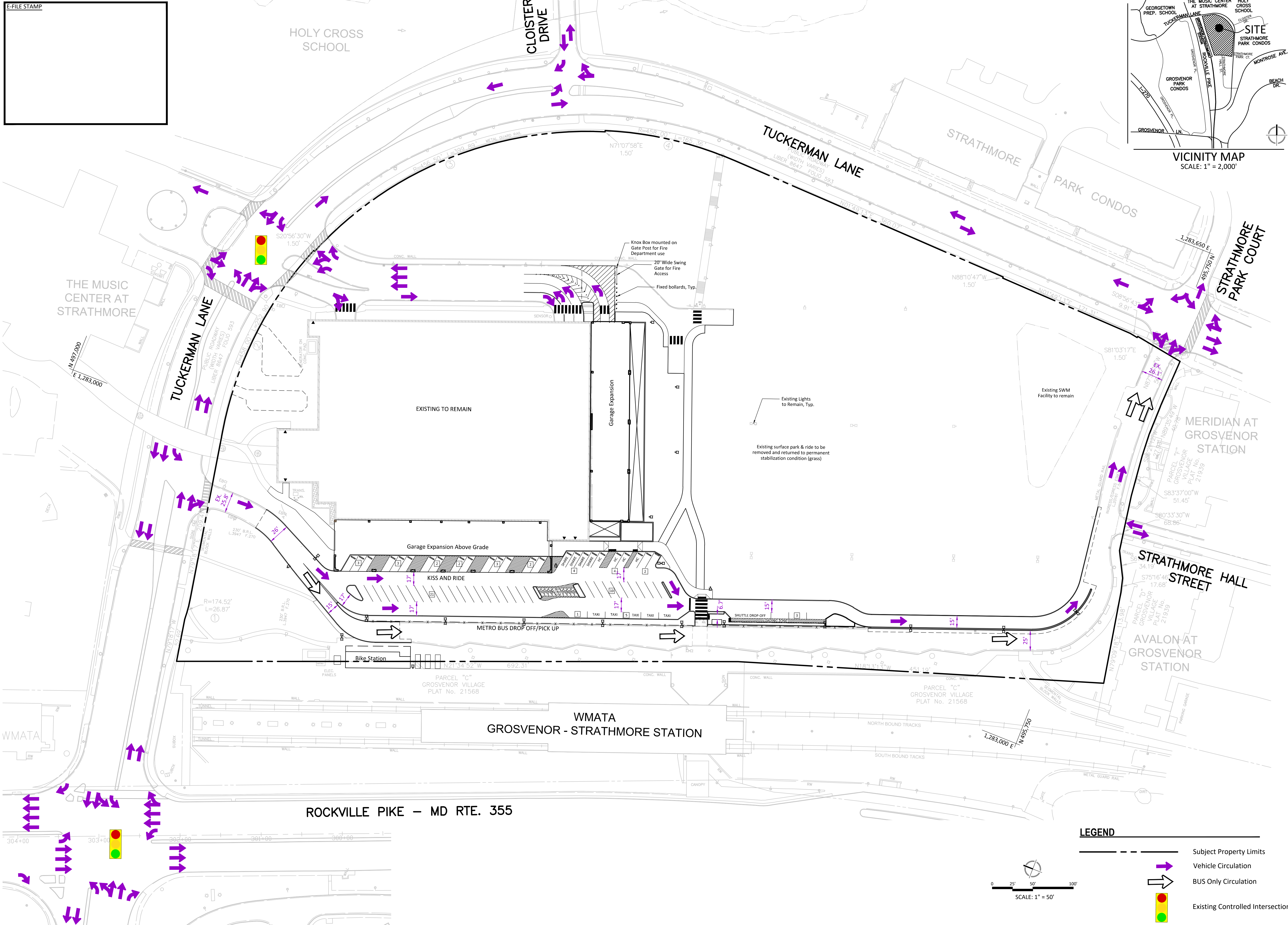
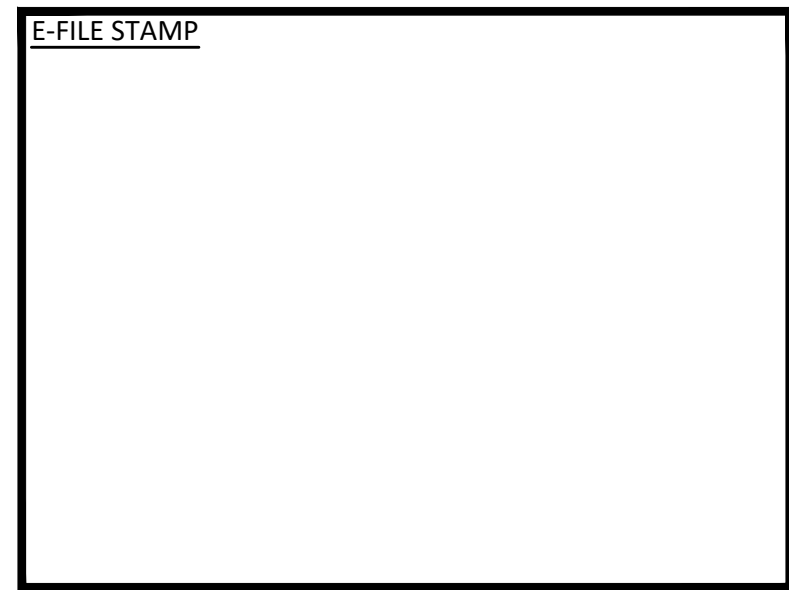
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE
PREPARED OR APPROVED BY ME, AND THAT I AM A
DULY LICENSED PROFESSIONAL ENGINEER UNDER
THE LAWS OF THE STATE OF MARYLAND.
NAME: LAURENT MOUNAUD
LICENSE #: 36749
EXPIRATION DATE: JAN. 23, 2019

**GROSVENOR -
STRATHMORE
WMATA GARAGE
EXPANSION**
4TH ELECTION DISTRICT
MONTGOMERY COUNTY,
MARYLAND
WSSC GRID: 213NW05
TAX MAP: HP123

**MANDATORY
REFERRAL
SITE
PLAN**

DRAWN BY: LWA
DESIGNED BY: IPD/LGM
DATE ISSUED: 06/12/18
Vika PROJECT VM 50226 A
APPLICATION NO. MR2018026

SHEET NO. MRPLAN-003



VICINITY MAP
SCALE: 1" = 2,000'

Vika
ENGINEERS PLANNERS
LANDSCAPE ARCHITECTS SURVEYORS
Vika Maryland, LLC
20251 CENTURY BOULEVARD SUITE #400
GERMANTOWN, MARYLAND 20874
PHONE: (301) 916-4100
FAX: (301) 916-2262
GERMANTOWN, MD. TYSONS, VA.

PREPARED FOR:
FIVESQUARES
DEVELOPMENT @
GROSVENOR METRO, LLC
1 THOMAS CIRCLE, NW
SUITE 200
WASHINGTON, DC, 20005
202-640-3445
SYLKE KNUPEL, PE

DESIGN CONSULTANTS
ARCHITECT
PERKINS EASTMAN DC
1 THOMAS CIRCLE, NW
SUITE 270
WASHINGTON, DC 20005
202-495-7450
MATT BELL

LANDSCAPE ARCHITECT
Vika Maryland, LLC
20251 CENTURY BOULEVARD
SUITE 400
GERMANTOWN, MD 20874
301.916.4100
JOSH SLOAN

ATTORNEY
LERCH, EARLY, BREWER
7600 WISCONSIN AVENUE
SUITE 700
BETHESDA, MD 20814
301.986.1300
STEVE ROBINS

TRAFFIC ENGINEER
WELLS + ASSOCIATES
1420 SPRING HILL ROAD
SUITE 610
TYSONS, VA 22102
703.917.6620
CHRIS TURNBULL

PLANNING, CIVIL ENGINEERING
Vika Maryland, LLC
20251 CENTURY BOULEVARD
SUITE 400
GERMANTOWN, MD 20874
301.916.4100
LAURENT MOUNAUD, PE

REVISIONS	DATE
1 INITIAL SUBMISSION	4/25/2018
2 COMMENT RESPONSE	6/12/2018

PROFESSIONAL SEAL

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE
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LICENSE #: 36749
EXPIRATION DATE: JAN. 23, 2019

**GROSVENOR -
STRATHMORE**
**WMATA GARAGE
EXPANSION**
4TH ELECTION DISTRICT
MONTGOMERY COUNTY,
MARYLAND
WSSC GRID: 213NW05
TAX MAP: HP123

**VEHICLE
CIRCULATION
PLAN**

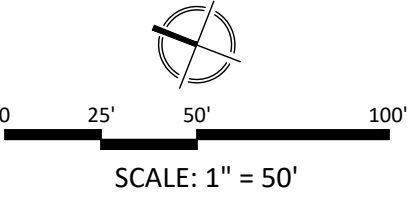
DRAWN BY: LWA
DESIGNED BY: IPD/LGM
DATE ISSUED: 06/12/18

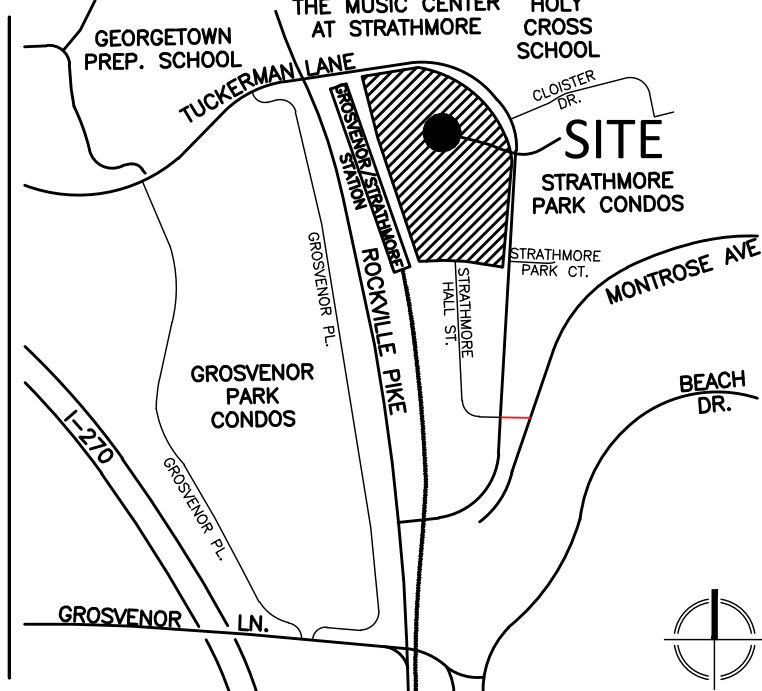
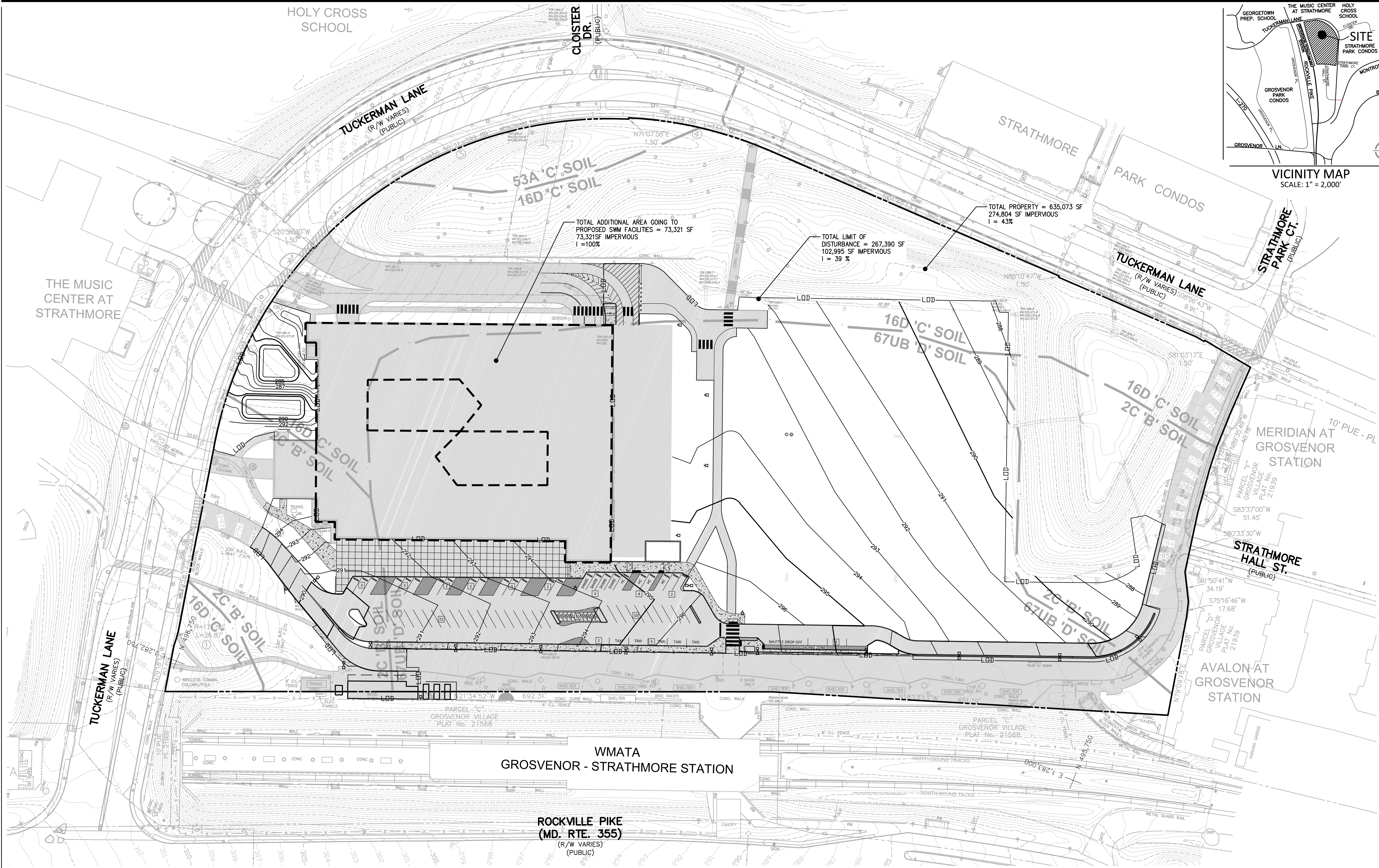
Vika
PROJECT: VM 50226 A
APPLICATION
NO.: MR2018026

SHEET NO. CIRC-001

LEGEND

- Subject Property Limits
- Vehicle Circulation
- BUS Only Circulation
- Existing Controlled Intersection





VICINITY MAP
SCALE: 1" = 2,000'

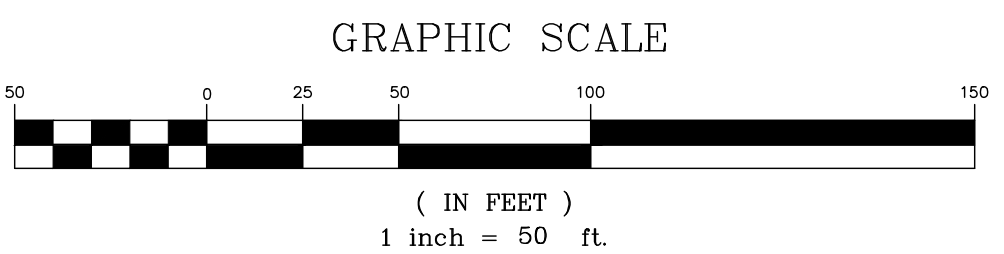
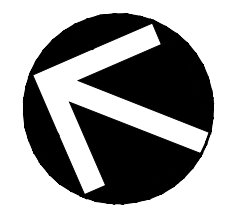
TOTAL ADDITIONAL AREA GOING TO
PROPOSED SWM FACILITIES = 73,321 SF
73,321 SF IMPERVIOUS
I = 100%

TOTAL LIMIT OF
DISTURBANCE = 267,390 SF
102,995 SF IMPERVIOUS
I = 39 %

TOTAL PROPERTY = 635,073 SF
274,804 SF IMPERVIOUS
I = 43%

STORMWATER LEGEND

- PROPOSED STORM DRAIN
- PROPOSED LOD
- IMPERVIOUS AREA



"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"

The excavator must notify all public utility companies with underground
facilities in the area of proposed excavation and have those facilities
located by the utility companies prior to commencing excavation. The
excavator is responsible for compliance with requirements of Chapter
36A of the Montgomery County Code.

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LANDSCAPE ARCHITECTS SURVEYORS
Vika Maryland, LLC
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GERMANTOWN, MARYLAND 20874
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SUITE 400
GERMANTOWN, MD 20874
301.916.4100
LAURENT MOUNAUD, PE

REVISIONS	DATE
1 INITIAL SUBMISSION	4/25/2018

PROFESSIONAL SEAL

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NAME: LAURENT MOUNAUD
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EXPIRATION DATE: JAN. 23, 2019

**GROSVENOR -
STRATHMORE**
WMATA GARAGE
EXPANSION
4TH ELECTION DISTRICT
MONTGOMERY COUNTY,
MARYLAND
WSSC GRID: 213NW05
TAX MAP: HP123

CONCEPT
SWM

PROPOSED
CONDITIONS

DRAWN BY: KU
DESIGNED BY: KU/LGM
DATE ISSUED: 04/25/18
Vika
PROJECT: VM 50226 A
APPLICATION
NO.: MR2018026

SHEET NO. SWM-003

STAGE		DESIGN ENGINEER (DE)	GEOTECHNICAL ENGINEER (GEO)	COUNTY INSPECTOR	CONTRACTOR (CON)
INITIALS/DATE		INITIALS/DATE	INITIALS/DATE	INITIALS/DATE	INITIALS/DATE
<p>MANDATORY NOTIFICATION: Inspection and approval of each practice is required at these points prior to proceeding with construction. The permittee is required to give the MCDCPS Inspector twenty-four (24) hours notice (DPS telephone 240-777-0311). The DPS Inspector may waive an inspection, and allow the owner/developer to make the required inspection per a prior scheduled arrangement which has been confirmed with the DPS Inspector in writing. Work completed without MCDCPS approval may result in the permittee having to remove and reconstruct the unapproved work. The permittee must maintain a "record set" of approved SCSM plans on-site at all times. Upon completion of the project the record set of plans, including the signed "Record Set Certification", must be submitted to the MCDCPS Inspector. Each of the steps listed below must be verified by either the MCDCPS Inspector OR the Owner/Developer.</p>					
1.	Excavation for Micro BioRetention facility conforms to approved plans				
2.	Placement of stone backfill and underdrain system conforms to approved plans				
3.	Placement of filter media conforms to approved plans				
4.	Connecting pipes and/or grading conveyance to the facility constructed per the approved plans				
5.	Final grading and permanent stabilization conforms to approved plans				
6.	Final inspection				
<p>NOTES:</p> <ol style="list-style-type: none"> 1. Permittee to supply Design Engineer with delivery tickets for all materials used in bio retention facility construction. 2. See construction specifications on this plan for detailed requirements. 3. A copy of this completed checklist must be submitted as part of the stormwater management as-built package. 					

MIBROBIO:table:03/11

The site plan illustrates two bioretention basins, MBF-3 and MBF-4, situated within a larger area. MBF-4 is located in the upper central portion, while MBF-3 is in the lower central portion. Both basins are rectangular with rounded corners and feature a series of small, downward-pointing arrows indicating the flow direction. The plan includes several key features:

- Pipes:** A network of pipes is shown, including a 12" HDPE pipe running diagonally from the top left, a 10" PVC pipe running horizontally across the middle, and a 12" HDPE pipe running vertically through the center. A 10" PVC pipe is also shown at the bottom right.
- Easements:** Two areas are labeled "PROPOSED SWM EASEMENT" with arrows pointing to specific locations on the plan.
- Structures:** Two circular structures, labeled "D 606" and "D 604", are shown near the basins.
- Topography:** Contour lines are drawn across the plan, with elevations ranging from 284 to 294 feet.
- Other Features:** The plan includes a north arrow in the top right corner, a scale bar, and various labels such as "CONC" and "LOD" indicating concrete and local offset dimensions.

STAGE	DESIGN ENGINEER (DE)	GEOTECHNICAL ENGINEER (GEO)	COUNTY INSPECTOR	CONTRACTOR (CON)	
	INITIAL/SIG	INITIAL/SIG	INITIAL/SIG	INITIAL/SIG	
MANDATORY NOTIFICATION: Inspection and approval of each practice is required at these points prior to proceeding with construction. The permittee is required to give the MCDPS Inspector twenty-four (24) hours notice (DPS telephone 240-777-0311). The DPS Inspector may waive an inspection, and allow the owner/developer to make the required inspection per a prior scheduled arrangement which has been confirmed with the DPS Inspector in writing. Work completed without MCDPS approval may result in the permittee having to remove and recomplete the unapproved work. The permittee must maintain a "record set" of approved SODM plans on-site at all times. Upon completion of the project the record set of plans, including the signed "Record Set Certification" must be submitted to the MCDPS Inspector. Each of the steps listed below must be verified by either the MCDPS Inspector OR the Owner/Developer.					
1	Excavation for Micro Boretertiary facility conforms to approved plans				
2	Placement of stone backfill and underdrain system conforms to approved plans				
3	Placement of filter media conforms to approved plans				
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5	Final grading and permanent stabilization conforms to approved plans				
6	Final inspection				
NOTES: 1. Permittee to supply Design Engineer with delivery tickets for all materials used in bioretention facility construction. 2. See construction specifications on this plan for detailed requirements. 3. A copy of this completed checklist must be submitted as part of the stormwater management as-built package.					

MIBR0BIO:table:03/11

D 604

30% ADS DRAIN BASIN
WITH ADS DOME GRATE

290.00

10-YR WSEL=289.72

ESD WSEL

3.1' MAX

ESD v WSEL=289.50

290.00

3.1' MAX

3" MULCH/LANDSCAPE
LAYER REFER TO
LANDSCAPE PLAN FOR
DETAILS

C/O WITH
WATERTIGHT
CAP

P OF PLANTING MEDIA=288.50

6" NON-
PERFORATED
SCH 40 PVC

TOP OF SAND=284.50

TOP OF STONE=484.00

15"MSHA NO.7
STONE

282.75

75 L.F. ~ 6" PERFORATED SCH. 40 PVC @ 0%

INV. OF PERF. PIPE=283.00

MSHA NO.7 STONE

APPROVED
SUBGRADE

48" PLANTING MEDIA

6" -ASTM C-33 SAND

INV OUT=282.75

12" HDPE
OVERFLOW

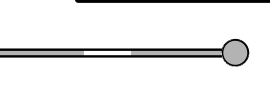
4"

STORM
DRAIN
OUTFALL

6" SUMP INSERT

SURFACE OF BIO FILTER=288.75

STORMWATER LEGEND



PROPOSED STORM DRAIN

PROPOSED BIO-RETENTION AREA

PONDING DEPTH EXTENTS

FREEBOARD EXTENTS

SURFACE AREA OF FACILITY

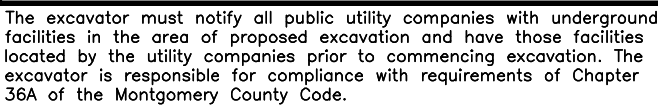
LOD

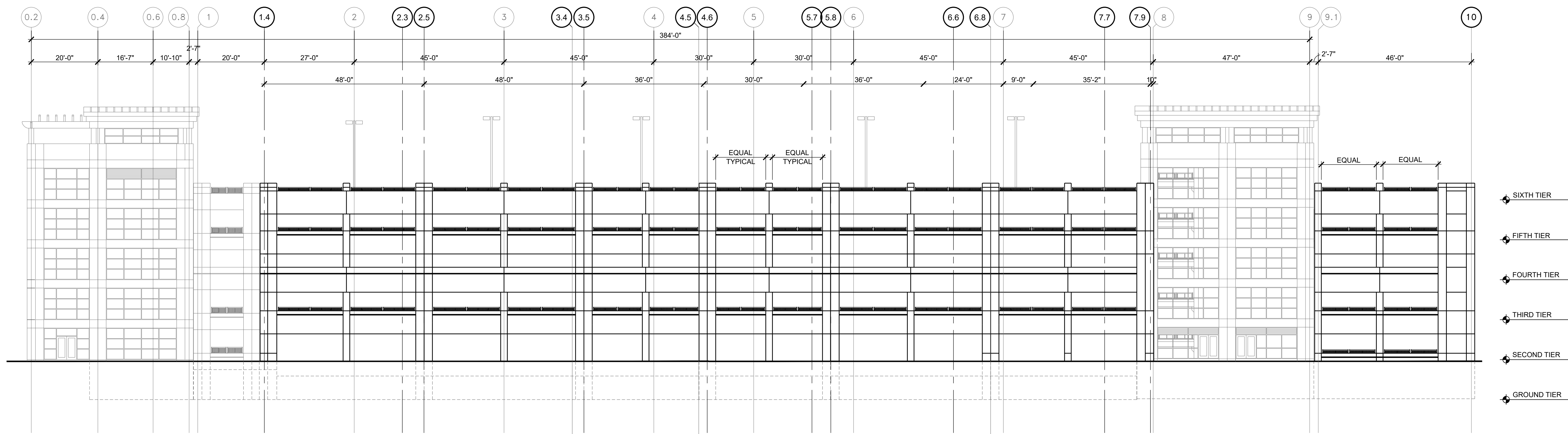
PROPOSED LOD

PLANNING, CIVIL ENGINEERING
VIKA MARYLAND, LLC
10251 CENTURY BOULEVARD
SUITE 400
GERMANTOWN, MD 20874
301.916.4100
LAURENT MOUNAUD, PE

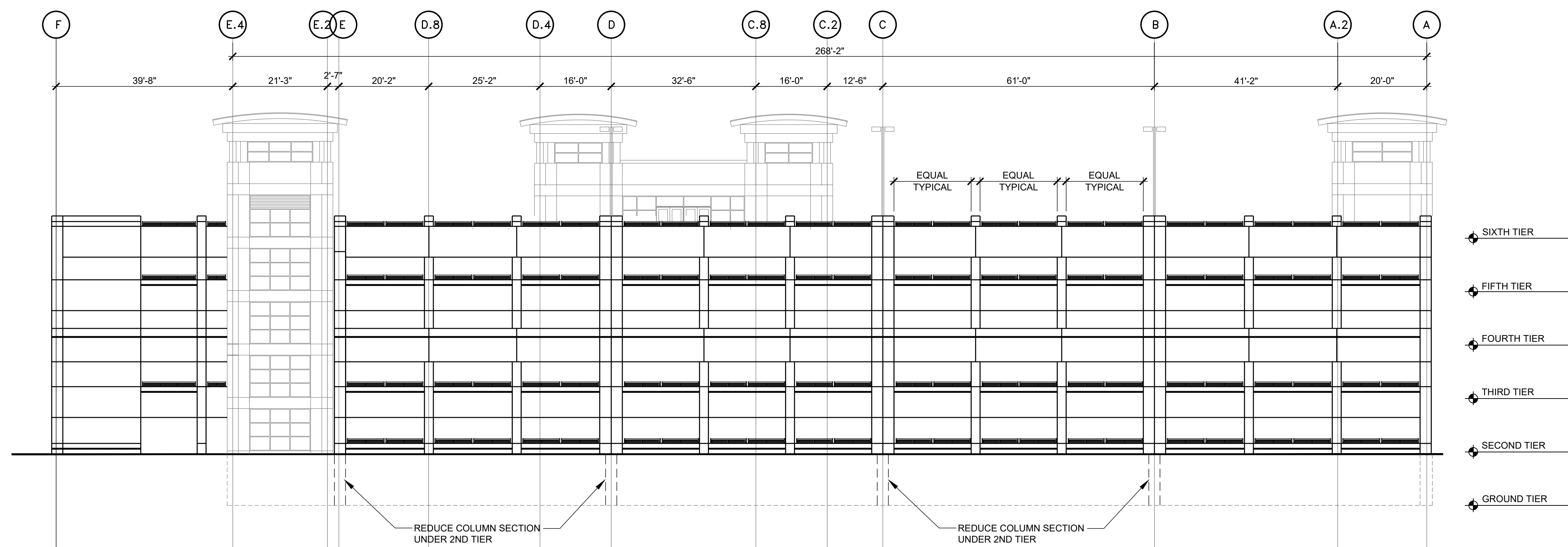
PROFESSIONAL SEAL

SHEET NO. SWM-005

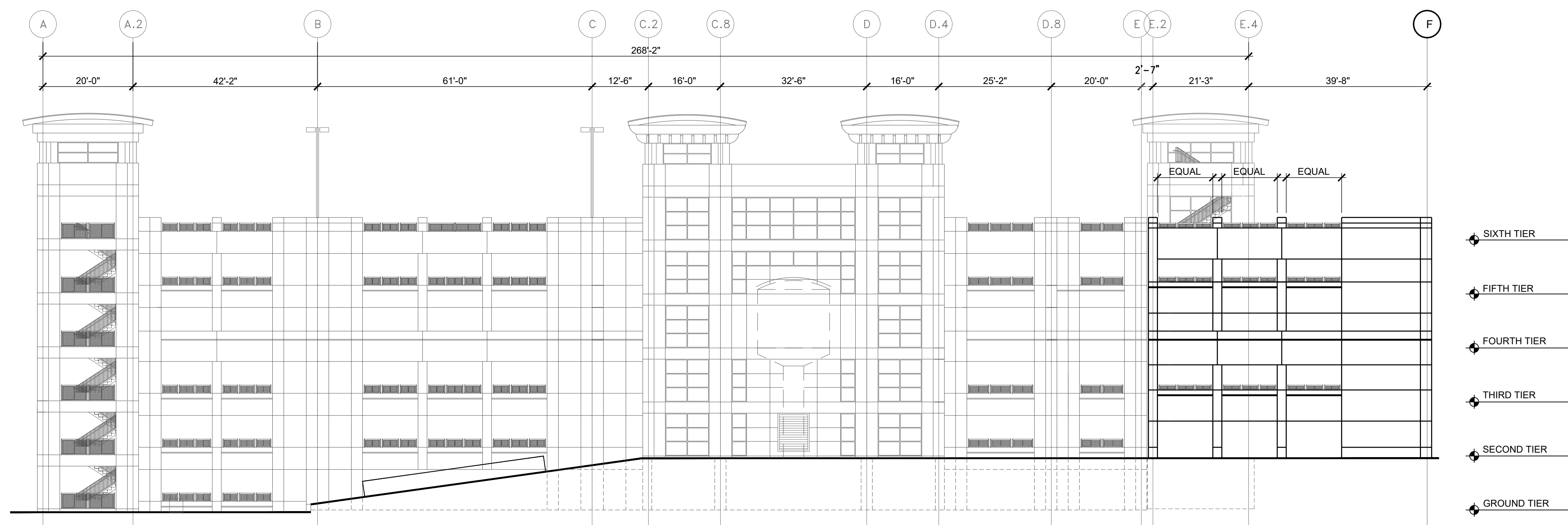




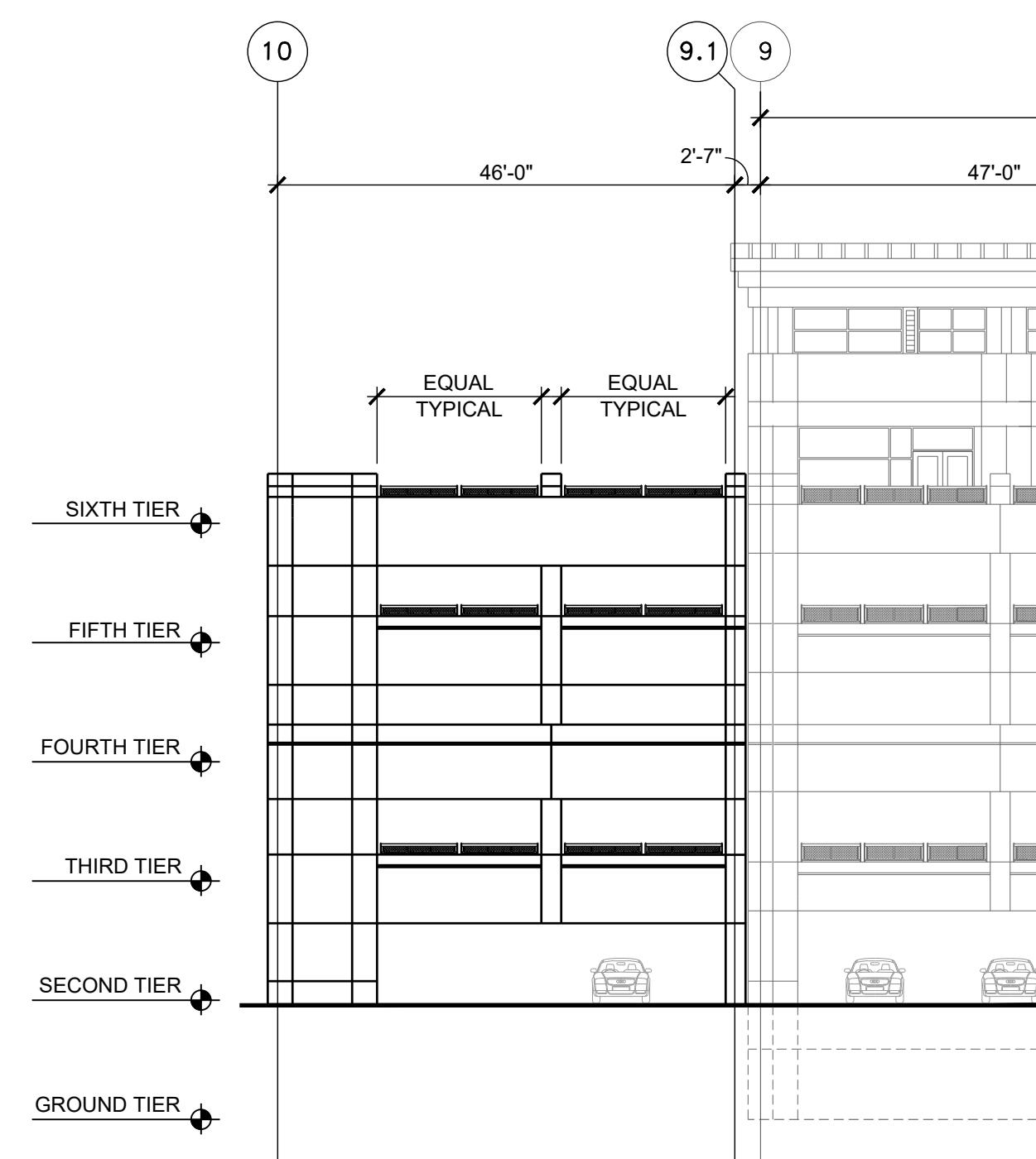
1 WEST ELEVATION



2 SOUTH ELEVATION



3 NORTH ELEVATION



4 PARTIAL EAST ELEVATION

OWNER'S AND/OR SUBS LOGO

GROSVENOR STRATHMORE PARKING GARAGE EXPANSION

NORTH BETHESDA MARYLAND

MARK	DATE	DESCRIPTION	ISSUE
	5/25/18	60% PROGRESS SET	
	1/31/18	30% PROGRESS SET	

PROJECT NO: 14-4099.00
 DRAWN BY: LRM
 CHECKED BY: TD
 SHEET TITLE:

ELEVATION
VIEWS

A-201

**WALKER
CONSULTANTS**
 566 East Swetford Road
 Suite 300
 Westborough, MA 01581
 508.853.0200
 www.walkerconsultants.com

Walker Parking Consultants/Engineers, Inc.
 566 East Swetford Road
 Suite 300
 Westborough, MA 01581
 508.853.0200
 www.walkerconsultants.com

ATTACHMENT 5

