



**12210 Georgia Avenue/Glenmont Fire Station #18, Mandatory Referral, MR2014009**

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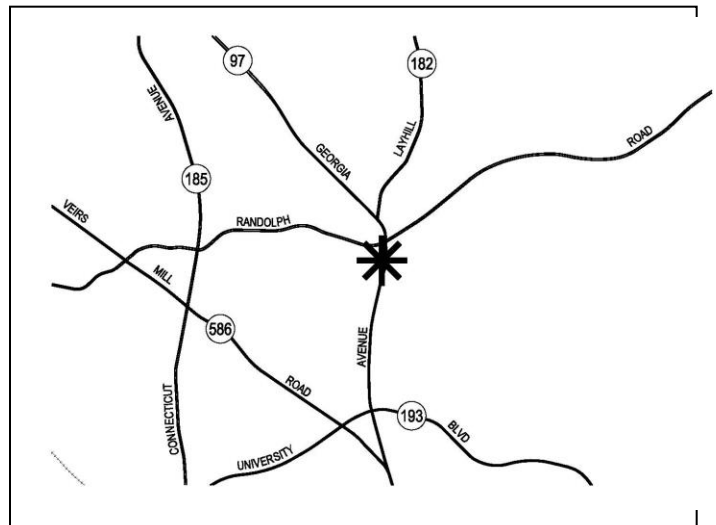
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**Completed: 10/30/13**

**Description**

- 12210 Georgia Avenue, Silver Spring, MD; Approximately 246,549 square feet (5.66 acres);
- R-60 Zone, 1997 *Glenmont Transit Impact Area and Vicinity Sector Plan*;
- Construction of a new facility to house Glenmont Fire Station #18;
- Filing Date: 9/10/2013;
- Applicant: Montgomery County Department of General Services



**Summary**

The Montgomery County Department of General Services (DGS) plans to construct a new Glenmont Fire Station (#18) to be located at 12210 Georgia Avenue in Silver Spring, across Georgia Avenue from the existing facility in Glenmont. Staff recommends **APPROVAL** with the following comments:

1. Any mandatory referral submission for future improvements to the proposed facility must include a traffic study if those improvements will increase the number of permanent staff to more than 13 persons on site at any one time.
2. Provide bike racks for at least four bicycles near the main entrance.
3. Provide cut-off shield lighting; pole lighting should not exceed a mounted height of 20 feet; lighting levels should not exceed 0.01 foot-candles at the site edges near residential properties.
4. Provide parking facility screening along Mason Street per §59-E-2.91.
5. The project must comply with the conditions of approval in the related Preliminary Forest Conservation Plan.

### Project Description

This staff report reviews and makes recommendations for the mandatory referral application only. The Planning Board must act on the related Preliminary Forest Conservation Plan (FCP), which will be addressed by a separate staff report. The Board’s comments on the mandatory referral are advisory whereas their action on the FCP is binding.

The existing fire station is located at 12251 Georgia Avenue, at the southeast corner of Georgia Avenue and Randolph Road. It was built in 1953 and included two apparatus bays and associated living quarters. The proposed station will replace the existing facility, which is being vacated to provide space required by the grade separation of the intersection of Georgia Avenue and Randolph Road. The new fire station will be located across the street in the south west quadrant of the Georgia Avenue/Randolph Road intersection, on a former elementary school site (the school building was demolished several years ago).



Vicinity Map

The proposed building will be a single-story structure of approximately 22,600 square feet with a maximum height of about 40 feet, and a configuration consisting of two connected building blocks that could house up to 13 permanent staff and 8 pieces of apparatus. The block located closest to Mason Street, along the south side of the property will contain the public and administrative spaces, semi-private living functions (dayroom, kitchen, exercise room), and the private dormitory/locker room spaces, all organized around a primary circulation corridor that runs the length of the building in the east-west direction. The second block will contain four apparatus bays with direct access onto Georgia Avenue, gear lockers, and various supporting and equipment areas. The project also includes 31 on-site parking spaces, five micro-bio retention facilities, and various landscaped areas.



*Proposed Georgia Avenue (front) Elevation*

## **History**

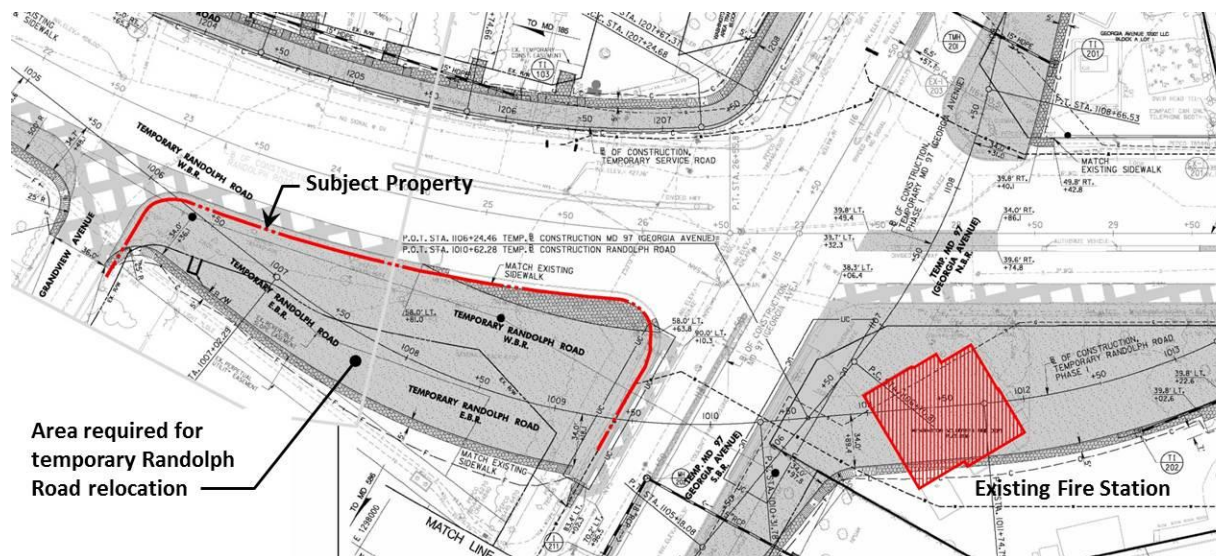
The Approved and Adopted 1997 *Glenmont Transit Impact Area and Vicinity Sector Plan* recommended the grade separation of the intersection of Georgia Avenue and Randolph Road, and anticipated that it would require the relocation of Fire Station #18. The Plan also recommended the subject property as an appropriate location for the fire station, but left the recommendation open to other alternatives.

In 2006, Montgomery County, through a site selection committee process, identified 12600 Georgia Avenue, at the northwest corner of Georgia Avenue and Glenallan Avenue (referred to as the WMATA Triangle), as a suitable location for the relocated fire station. In January 2011, Planning Department staff approved an administrative Mandatory Referral (MR2011203-DGS-2) for County acquisition of the WMATA Triangle property, with the comment to submit the design of the proposed structure for full Mandatory Referral review (see attachment 5). On December 15, 2011, the Planning Board reviewed the Mandatory Referral submission for a Fire Station #18 at that location (MR2012007), and recommended denial (the associated Forest Conservation Plan was approved) citing concerns with proposed access to and from the Fire Station, potential negative impacts to the traffic at the intersection, and lack of coordination with other State agencies (see attachment 6).

## Phasing

The proposed Fire Station #18 will be built as a single-phase project, but coordination with other significant public projects will require several steps before actual construction can commence.

Staff and equipment currently located at the existing fire station will be relocated to an interim location at 11435 Grandview Avenue in the Wheaton CBD, current home of the Wheaton Volunteer Rescue Squad, which will relocate its operations to their new home currently under construction at the southeast corner of Georgia Avenue and Arcola Avenue. The interim station is scheduled to open in January 2014. The existing station will then be turned over to the Maryland State Highway Administration (MSHA) for demolition in February 2014, so that construction of the Georgia Avenue and Randolph Road interchange can commence.



*Randolph Road Temporary Relocation*

As part of the second phase of the interchange project, MSHA will rebuild the Georgia Avenue frontage along the subject property, including sidewalks and green panels; construct the shared use path and landscaping associated with the extension of the Glenmont Greenway; and also partially construct the exit apron from the apparatus bay for the proposed fire station. Construction work for the proposed Fire Station at the subject property will happen concurrently with MSHA’s second phase work, and is scheduled for completion in January 2016.

## ANALYSIS

### Master Plan

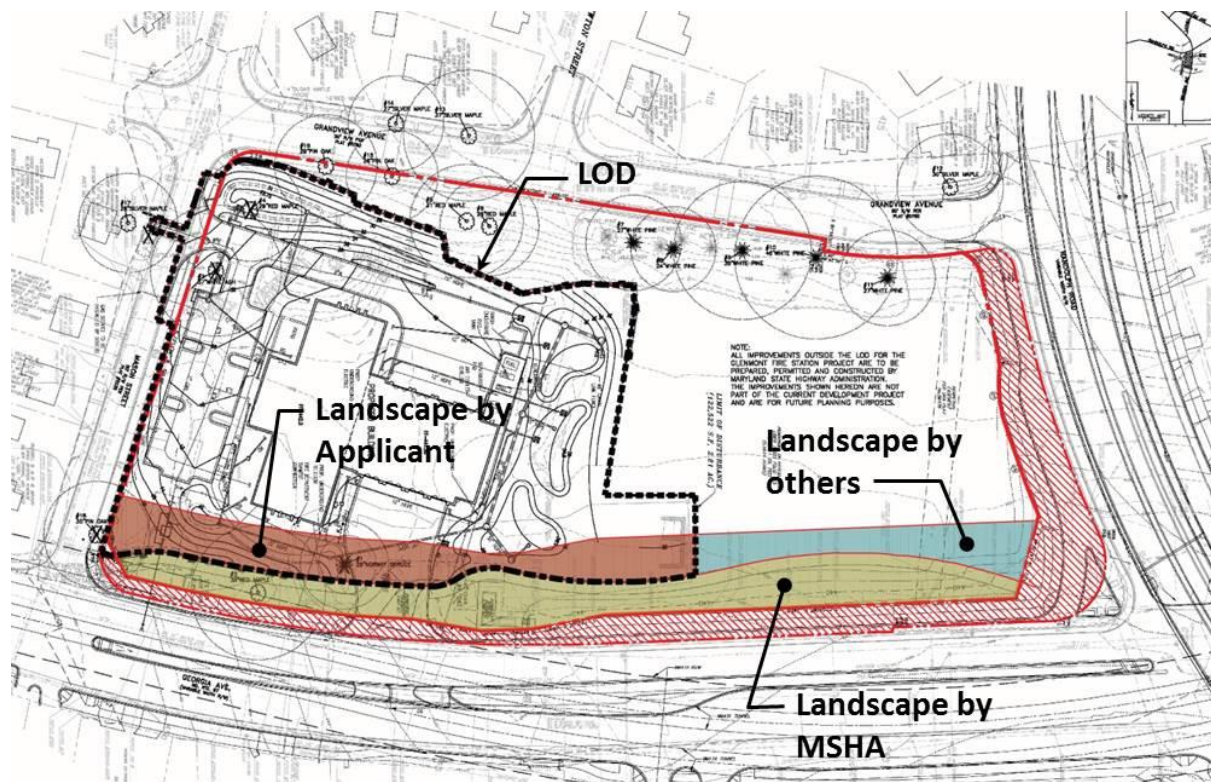
Fire Station #18 is within the area covered by the 1997 *Glenmont Transit Impact Area and Vicinity Sector Plan*. The Plan explained the limitations of the existing location and the road improvements projected at the intersection of Georgia Avenue and Randolph Road that would

require the relocation of the station. The Plan also described the subject property as appropriate for the co-location of public facilities, and specifically identified the southern portion of the lot as a suitable location for the relocated fire station.

The Planning Board Draft of the 2013 *Glenmont Sector Plan* (approved by the Planning Board in May 2013 and still under review by the County Council at the time of this report) supports the previous Plan’s recommendation for a fire station on this block along with a park with an athletic field, parking, and maintenance access on the northern portion of the subject property. The layout of the proposed fire station will leave approximately 1.76 acres open on the northern side of the property to be used by the proposed athletic facility.

**Glenmont Greenway**

The 1997 Sector Plan introduced the concept of the Glenmont Greenway as a linear green space along the west side of Georgia Avenue adjacent to its right-of-way, of a minimum width of approximately 65 feet, not including the street right-of-way. The Sector Plan recommended that it should include a Class I bikeway (now called shared use path) along with several rows of shade trees and garden areas, lighting, and seating at appropriate locations (p.60).



*Glenmont Greenway*

The extension of the existing Glenmont Greenway along the eastern edge of the subject property will be delivered in three separate segments. The limits of disturbance associated with the proposed Fire Station extend mid-way into the recommended 65 foot zone, to the edge of the proposed bikeway to be constructed by MSHA. This project will install landscaping and one row of trees along this edge. Besides constructing the bikeway along the entire edge of the subject property, MSHA will install trees and additional landscaping between the edge of this project's limit of disturbance and the right-of-way. The balance of the work needed will have to be completed by the public facility that will occupy the northern remaining portion of the subject property, once the Glenmont Fire Station and the interchange work are completed.

### **Neighborhood Compatibility**

Walkability - Adequate and safe pedestrian access is already available around the property. The existing system of sidewalks along Georgia Avenue, Mason Street, and Grandview Avenue will remain unchanged. Public transit is accessible at the site, with an existing bus stop at the property, on Georgia Avenue. Bicycle racks will be provided for staff and visitors.

Building Design - The surrounding neighborhood is residential in character, consisting mostly of single-family homes. The new facility takes this into consideration by using building materials similar to residential construction like brick and siding, and by using a pitched roof which is common in adjacent residential properties.

Transportation – The property's main access is from Georgia Avenue. This access will be maintained as an exit for apparatus while an existing secondary entrance from Mason Street, currently closed to traffic, will be re-opened and modified to access parking areas for staff and visitors and to serve as an entrance for fire apparatus. The existing fire station has an assigned staff of 8. Assigned staff will not be increased at the new fire station, but the proposed facility can accommodate up to 5 additional staff members and a total of eight pieces of apparatus.

Parking facilities are located along Mason Street, directly across the street from single-family residential uses. To reduce visual impact, the parking facility should be screened with plantings per §59-E-2.91. Parking illumination should also be installed to avoid glare or reflection onto facing residential premises, per §59-E-2.6.

**Zoning Analysis**

The site is zoned R-60. As shown in the following chart, the proposed use will satisfy the requirements for the R-60 Zone.

Zoning Section	Development Standard	Required	Proposed
59-C-1.322 (a)	Minimum Lot Area	6000 sf	246,549 sf
59-C-1.322 (b)	Minimum Lot Width		
	Lot Width	60 ft	±439 ft
	Width at front building line	25 ft	Not Specified
59-C-1.323	(a) Minimum Setback from street	25 ft	72 ft
	(b) Minimum Setback from Adj. Lot		
	(1) Side Yard		
	- Side (One Side)	8 ft	83 ft
	- Side (Sum of Two)	18 ft	543 ft
	(2) Rear	20 ft	114 ft
59-C-1.327	Maximum Building Height	35 ft	40 ft (*)
59-C-1.328	Maximum % of lot area coverage	35%	±9.15%
	<b>Parking Facility Setbacks</b>		
59-E-2.81	Front	25 ft	89 ft
	Side (One Side)	8 ft	9 ft (**)
	Rear	20 ft	NA

(\*) Maximum height of ±40 ft is at the Tower and the roof above apparatus bays only. Height for the remaining parts of the roof is ±27'-8", therefore, the overall building height is in conformance with the requirements of the zone.

(\*\*) Parking Facility screening per 59-E-2.91 must be provided.

**Environmental Analysis**

The site slopes from east to west with a drop of over 30 feet. The proposed structure will occupy the leveled area at the high point of the property, approximately at the Georgia Avenue elevation.

Environmental Guidelines

Staff approved a Natural Resource Inventory/Forest Stand Delineation (NRI/FSD #4201311200) for the site on April 22, 2013. The 5.66-acre site was previously developed as Glenmont Elementary School and has no forest, streams, wetlands or associated environmental buffers. The site is in the Josephs Branch sub-watershed of the Rock Creek watershed; a Use I watershed. The proposed plan is in compliance with the *Environmental Guidelines*.

### Forest Conservation

Forest conservation issues are covered in a separate regulatory staff report to the Planning Board. In summary, this property is subject to the Montgomery County Forest Conservation Law (Chapter 22A of the County Code). The proposed Preliminary Forest Conservation Plan meets all afforestation requirements off-site and staff recommends approval of the Preliminary Forest Conservation Plan with conditions in a separate memo to the Planning Board.

### Stormwater Management

The Applicant submitted a stormwater management concept plan to the Montgomery County Department of Permitting Services. The stormwater management concept plan includes five bio-retention facilities and approval is pending.

### **Sustainability**

Montgomery County has a number of goals that work towards the higher goal of creating a sustainable community. These goals include reducing the carbon footprint of proposed development, promoting walkability, reducing urban heat island effect, and protecting air and water quality. In order to meet the countywide goals, individual projects will have to contribute positively to sustainable development. Public projects should lead the way in promoting sustainability, as the public will reap the rewards in the long term, and set examples by being leaders in sustainability and environmental stewardship.

This project contributes to sustainability by redeveloping a previously developed site, which is located adjacent to five different bus routes. It will also comply with County Council Bill 17-06, Montgomery County Green Buildings Law, which requires achieving standards related to energy efficiency and environmental design. The Glenmont Fire Station will be registered and certified for Silver or higher rating in conformance with Leadership in Energy and Environmental Design (LEED) through the United States Green Building Council. The exact measures to be used to achieve this rating have not been determined.

A design alternative for the building exterior that offered stronger potential to further a sustainable agenda was also presented to the community. This alternative used roof articulation that integrated natural illumination to interior spaces, and included flat roof areas where green roofs could have been considered as part of storm water management strategies, to help reduce the extent of bio-retention facilities. This was not the community's preferred option.

### **Transportation Analysis**

Area 2 staff reviewed the Mandatory Referral for compliance with the requirements of the LATR/TPAR Guidelines.

Since the new station replaces the existing station, no new peak-hour trips will be generated. Currently, Fire Station #18 has two (2) primary pieces of apparatus, an engineer and aerial tower. There is no planned increase in the number of apparatus due to the station's relocation.



Therefore, a traffic study is not required to satisfy Local Area Transportation Review (LATR) of the Adequate Public Facilities (APF) Ordinance. The project is located in a Metro Station Policy Area (MSPA), therefore, TPAR does not apply.

The engineer is staffed by four (4) personnel and the aerial tower by three (3) personnel. Under the Fire and Rescue Apparatus Staffing Policy, the future goal would be to staff the aerial tower with four (4) personnel. Therefore the total number of planned/projected personnel is eight (8). These additional personnel, depending on the shift change, may generate one (1) additional peak hour trip; this increase will not require a new traffic study.

The proposed fire station will be larger than the existing, to provide for the occasional need to temporarily house additional staff and apparatus. Permanent staff will remain the same as at the existing fire station.

As stated earlier, this relocation is due to the construction of the interchange at Georgia Avenue and Randolph Road. As part of MSHA's construction plans, they will construct a median break along Georgia Avenue and a ramp along Georgia Avenue for egress onto Georgia. The Applicant must continue to coordinate with MSHA these issues and must also coordinate with MSHA on the location and installation of the Emergency-Vehicle Traffic Control Signal(s).

Additional coordination will also be needed with MCDOT and DPS for modifications to an existing entrance to the property on Mason Street, to provide access to the proposed parking and for apparatus ingress.

### **Department of Parks Comments**

Staff from the Department of Parks reviewed the application and recommended that this project should provide space for an athletic field on the north portion of the block.

This recommendation is based on the approved and adopted 1997 Glenmont Sector Plan, which recommended retaining the former Glenmont Elementary School's play fields for community use. The 2013 Glenmont Sector Plan Draft supports this recommendation and states that enough space should be reserved to accommodate an athletic field on the northern portion of the block. Given the extent of the layout of the proposed Fire Station this does not appear to be possible.

Reducing the footprint of the proposed station could expand the area left available for a potential park. However, the location of the station's apparatus bays and its required access onto Georgia Avenue on the north side of the station area, are constricted by proximity to adjacent Mason Street and other existing conditions (e.g. significant trees, and easements providing access to underground services) that will limit how far from the proposed location this component could be moved. Given this, reducing the building's footprint would still not leave enough space for an athletic field with its supporting amenities on the north side of the property.

Should the north portion of the property become a park, further outreach and planning is needed to determine the type of recreation facility suitable for the site and the adjacent community. The best use of the site in the interim is to create a grassy, flat community open space with access for maintenance and policing as needed for these amenities. These interim improvements are not part of the proposed project, and will be done in the future either by the County or by the Department of Parks.

Coordination was ongoing between DGS and the Department of Parks to determine the potential of shared access for maintenance and policing purposes at the time of posting this staff report.

### **Community Notification**

DGS held two public outreach meetings on June 19, 2012, and May 9, 2013, to review with community members the preliminary plans for the proposed fire station. Ultimately, the community was asked to select from three alternatives, resulting in the proposal under review.

After receiving the mandatory referral and Preliminary Forest Conservation Plan applications, the Planning Department staff notified local citizen associations, adjoining and nearby property owners and other interested parties of the submittal, and invited comments. Staff received several requests for information, but did not receive any other comments.

### **CONCLUSION**

Based on information provided by the applicant and the analysis contained in this report, staff concludes that the proposed mandatory referral meets the applicable standards and guidelines for the environment, the Adequate Public Facilities Ordinance as well as the development standards for the R-60 Zone. Staff recommends approval of the mandatory referral with the comments listed at the front of this report.

LRE:ha:

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#### **Attachments:**

1. Proposed Site Plan
2. Proposed Floor Plan
3. Proposed Building Elevations
4. Proposed Building Views
5. Letter to DGS – MR2011203-DGS-2
6. Letter to DGS – MR2012007

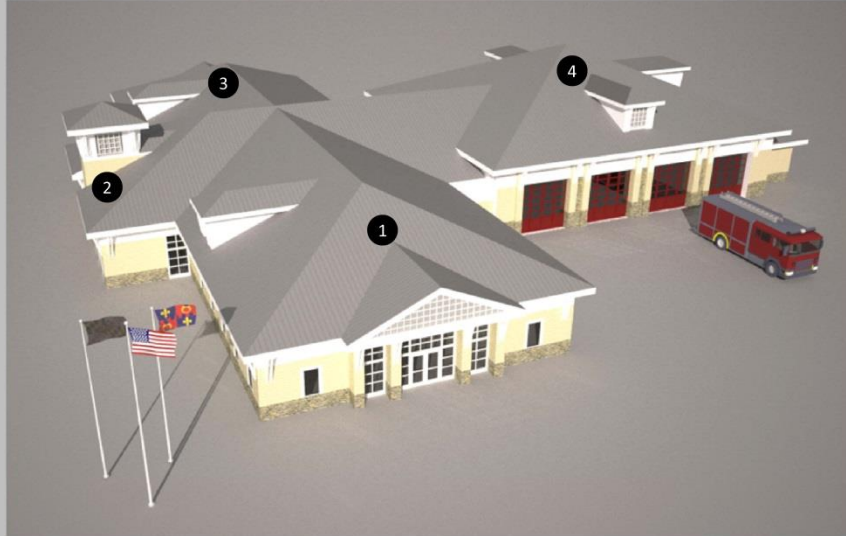




## ATTACHMENT 3: PROPOSED BUILDING ELEVATIONS

### EXTERIOR DESIGN

1. ADMIN/ENTRY
2. DAYROOM
3. BUNK ROOMS
4. APPARATUS BAY



**GLENMONT**  
**FIRE STATION NO. 18**  
Montgomery County, Maryland



### EXTERIOR DESIGN



Front Elevation (Georgia Avenue)



Side Elevation (Mason Street)



**GLENMONT**  
**FIRE STATION NO. 18**  
Montgomery County, Maryland



**ATTACHMENT 4: PROPOSED BUILDING VIEWS**

**EXTERIOR DESIGN**



Georgia Avenue View 2



**GLENMONT  
FIRE STATION NO. 18**  
Montgomery County, Maryland



**EXTERIOR DESIGN**



Mason Street View



**GLENMONT  
FIRE STATION NO. 18**  
Montgomery County, Maryland





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

February 9, 2011

David E. Dise, Director  
Department of General Services  
101 Monroe Street, 9<sup>th</sup> Floor  
Rockville, Maryland 20850

**SUBJECT: WMATA Property Acquisition for Glenmont Fire Station  
Mandatory Referral No. 2011203-DGS-2**

Dear Mr. Dise:

Thank you for your letter of January 21, 2011, regarding the subject property. The Montgomery County Planning Department has reviewed the selection of an approximately 2.3-acre site for the proposed relocation of Fire Station 18, currently located at 12251 Georgia Avenue. The subject property, part of what is known as the "WMATA Triangle," is located west of Georgia Avenue and north of Randolph Road, at the intersection of Glenallan Avenue and Georgia Avenue in Glenmont. The site is bordered by single-family detached homes on the south and west. The Georgia Avenue Baptist Church and the Glenmont Metrorail Station face the proposed site across Georgia Avenue. The property is within the 1997 Glenmont Sector Plan area.

The possible relocation of Fire Station 18 to the subject property has already been brought to the Planning Board's attention during the Mandatory Referral review for the construction of a multi-level parking structure on the southern half of the "WMATA Triangle" property. The current submission, reviewed for property acquisition only, meets the Planning Department's criteria for administrative review. Possible impacts of the proposed Fire Station 18 on local traffic, the surrounding community, parkland, or existing natural resources have yet to be determined and should be reviewed under a separate Mandatory Referral application.

Mandatory Referral No. 2011203-DGS-2, WMATA Property Acquisition for Glenmont Fire Station, is approved with the following comments:

1. Submit the design of the relocated Fire Station 18 on the subject property for full Mandatory Referral review.

The Planning Department appreciates the opportunity to review this project and looks forward to working closely and cooperatively with DGS on future projects.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rollin Stanley', written over a circular stamp or mark.

Rollin Stanley  
Planning Director

RS:le:ha

Copy: Glenn Kreger, Acting Chief, Area 2 Division  
Luis Estrada, Urban Designer, Area 2 Division



**MONTGOMERY COUNTY PLANNING BOARD**  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

OFFICE OF THE CHAIR

January 4, 2012

David E. Dise, Director  
Department of General Services  
101 Monroe Street 9<sup>th</sup> Floor  
Rockville, Maryland 20850

SUBJECT: Mandatory Referral No. 2012007, Glenmont Fire Station

Dear Mr. Dise:

At our regular meeting on December 15, 2011, the Montgomery County Planning Board reviewed the Mandatory Referral application from the Montgomery County Department of General Services (DGS) to construct a fire station on the WMATA Triangle in Glenmont. On a motion by Commissioner Dreyfuss, seconded by Commissioner Anderson, the Planning Board voted 4 to 0 to disapprove the application.

After hearing testimony from community members and discussing the proposal with the Planning Department staff and the applicants' representatives, the Planning Board found that the proposal did not adequately address the issue of quick, unimpeded fire truck access to the Georgia Avenue/Glenallan Avenue intersection. As proposed, the movement of fire trucks will conflict with the vehicles stacked in the two left-turn lanes heading from southbound Georgia Avenue onto Glenallan Avenue directly in front of the proposed fire station. The discussion with DGS staff present at our meeting suggested that DGS did not fully explore other options for fire truck access to the Georgia/Glenallan intersection, including a dedicated lane for fire access along the Glenallan Avenue extension, and the possibility of orienting the building such that the fire trucks would enter the intersection directly at a diagonal without having to first enter Georgia Avenue or Glenallan Avenue. In the latter alternative, fire truck access would work the way it currently does at the station's current location at Georgia Avenue and Randolph Road. A diagonal access would eliminate the problem of getting the vehicles already on Glenallan Avenue or Georgia Avenue during rush hours to move out of the way so the trucks could access the intersection.

DGS's representatives indicated that DGS has not investigated whether the State Highway Administration is likely to approve the proposed median break on Georgia Avenue, close to the existing traffic signal at Glenallan Avenue in light of the unresolved access issues raised by the Planning Board. This information is crucial to site design.

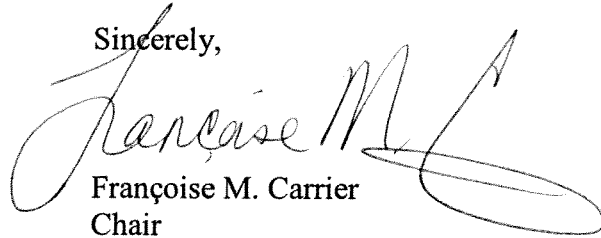


David E. Dise  
January 4, 2012  
Page Two

The Planning Board strongly recommended that the applicant review the proposed design of the fire station to address the Board's comments and the community's concerns. Community concerns include a request that DGS provide extra security for the shared-use path between the Glenallan Avenue extension and the terminus of Flack Street through redesign of the southwest façade of the building to provide additional windows. In addition, the Board supported the staff recommendations as listed in the attached report.

The Planning Board appreciates the opportunity to review this proposal and looks forward to working closely with you and your staff on future projects.

Sincerely,

A handwritten signature in cursive script, appearing to read "Françoise M. Carrier". The signature is written in black ink and is positioned to the right of the typed name.

Françoise M. Carrier  
Chair

Enclosure: Staff report